City of Holly Springs

Date: Thursday, September 8, 2022

Location: 3235 Holly Springs Pkwy.

City Council Work Session
Agenda
7:00 p.m., Council Chambers

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

"Veterans of U.S. military services may proudly salute the flag while not in uniform based on a change in the governing law on 25 July 2007."

III. INVOCATION

IV. SPECIAL PRESENTATION

- Proclamation recognizing Eagle Scout London T. Sessions
  Presented By: Mayor Steven W. Miller

V. PUBLIC COMMENTS

VI. NEW BUSINESS

A. Discuss MA-05-2022 and CUP-02-2022, rezoning of 20 +/- acres located off of East Cherokee Drive, Holly Springs, GA, tax parcels 120, 121, and 124 of tax plat 15N26 from GC, General Commercial, to GC, General Commercial / MXD, Mixed Use and a conditional use permit for a Multi-Tenant / Planned Shopping Center Establishment
Presented By: Nancy Moon, Community Development Director

B. Discuss A-03-2022, annexation of 5.84 +/- acres located off of Holly Springs Parkway, Cherokee County, GA, tax parcels 065 and 065A of tax plat 15N15 and MA-07-2022, rezoning of 21.01 +/- acres located off of Holly Springs Parkway, Holly Springs, GA, tax parcels 065, 065A, 066, 067, 068, 068A, 068B, and 068C of tax plat 15N15, from GC, General Commercial, MXD, Mixed Use Overlay (City) and R-40, Single Family Residential Estate (County), to GC, General Commercial and MXD, Mixed Use Overlay (City)
Presented By: Nancy Moon, Community Development Director

C. Discuss CUP-01-2022, conditional use permit for a Self-Storage Establishment for property located off of East Cherokee Drive, Holly Springs, GA, tax parcel 118 of tax plat 15N26
Presented By: Nancy Moon, Community Development Director

D. Discuss a request for No Parking signs in Hidden Springs subdivision
Presented By: Robert H. Logan, City Manager

E. Discuss an amendment to the Municipal Services Master Fee Schedule
Presented By: Robert H. Logan, City Manager

F. Discuss a Cost Per Image Agreement from Great America Financial Services Corporation
Presented By: Robert H. Logan, City Manager

G. Discuss quotes from Axon Enterprise, Inc.
Presented By: Robert H. Logan, City Manager

H. Discuss quotes for sidewalk repairs
Presented By: Robert H. Logan, City Manager

I. Discuss the Second Amendment of Workforce Innovation and Opportunity Act Contract between the Atlanta Regional Commission and the City of Holly Springs, Georgia
Presented By: Robert H. Logan, City Manager

J. Discuss applying to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program jointly with Cherokee County, Georgia
Presented By: Robert H. Logan, City Manager

VII. REPORTS

VIII. ADJOURNMENT

City Council Special Called Meeting
Agenda
Immediately following the Work Session

I. CALL TO ORDER

II. NEW BUSINESS

1. Approve/deny a request for No Parking signs in Hidden Springs subdivision

2. Approve/deny an amendment to the Municipal Services Master Fee Schedule

3. Approve/deny a Cost Per Image Agreement for a term of 48 months in a monthly payment amount not to exceed $150 and authorize and ratify the Mayor's signature

4. Approve/deny Quote #Q-398493-44777.736RM from Axon Enterprise, Inc. in an amount not to exceed $393,608.04 and authorize and ratify the Mayor's signature

5. Approve/deny Quote #Q-405117-44777.739RM from Axon Enterprise, Inc. in an amount not to exceed $361,920 and authorize and ratify the Mayor's signature

6. Approve/deny a quote from Douglas Outdoors, LLC (Job: "Sidewalk replacement") in an amount not to exceed $11,220

7. Approve/deny a quote from Douglas Outdoors, LLC (Job: "Harmony on the Lakes sidewalk repair") in an amount not to exceed $14,990

8. Approve/deny the Second Amendment of Workforce Innovation and Opportunity Act Contract, ARC Contract Number WD2210.2, between the Atlanta Regional Commission and the City of Holly Springs, Georgia

9. Approve/deny applying to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program jointly with Cherokee County, Georgia

III. ADJOURNMENT

EXECUTIVE SESSION

- Real Estate

COUNCIL AGENDA REPORT

FROM: **Nancy Moon**

SUBJECT: **MA-05-2022,** applicant requests rezoning of 20 +/- acres located off of East Cherokee Drive, Holly Springs, GA, tax parcels 120, 121, and 124 of tax plat 15N26 from GC, General Commercial, to GC, General Commercial / MXD, Mixed Use

CUP-02-2022, applicant requests a conditional use permit for a Multi-Tenant / Planned Shopping Center Establishment for property located off of East Cherokee Drive, Holly Springs, GA, tax parcels 120, 121, and 124 of tax plat 15N26

DATE: **August 31, 2022** **COUNCIL MEETING DATE: September 8, 2022**

STAFF ANALYSIS

Applicant, Place Property Management, has requested rezoning of 20+/- acres from GC, General Commercial, to GC, General Commercial / MXD, Mixed Use for the development of a mixed-use development consisting of a three-story office/retail building, an additional single-story multi-tenant office/retail building, and an age-restricted rental cottage community. The developer for the residential component will be OneStreet. The multi-tenant building will require approval of conditional use permit.

The property is currently zoned GC and as such has already been determined by the Commission and by the City Council to support commercial uses. The addition of the Mixed-Use Zoning District would allow the residential component to be added to the development. Property adjacent to the south (included on the conceptual plan) is the subject of the previously heard application for the climate-controlled self-storage building. All of these proposed uses are depicted on the included conceptual site plan.

At the Planning Commission Public Hearing in June, the Planning Commission requested a traffic study to be completed and tabled the application to the next meeting. The traffic count data was collected on Thursday, April 28, 2022 and the applicant finalized the traffic study recently. The following is an excerpt from the traffic study (attached) regarding their conclusions and recommendations:

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed residential development that will be located in the southwest corner of the intersection East Cherokee Drive and Hickory Road in Cherokee County, Georgia. The proposed senior multifamily housing development will consist of 113 units.

The development proposes access at the following locations:

- Site Driveway 1: Full Access Driveway on Hickory Road.
- Site Driveway 2: Right-in / Right-out Driveway on Hickory Road.

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

1. Hickory Road at East Cherokee Drive
2. Hickory Road at Driveway East of Dean Rusk Driveway / Site Driveway 2
3. Hickory Road at Dean Rusk School Driveway / Site Driveway 1
4. Hickory Road at Sequoyah High School Driveway
5. Hickory Road at Oak Crest Road/Sequoyah High School Main Driveway

The analysis included the evaluation of future traffic operations for "No-Build" and "Build" conditions, the differences between "No-Build" and "Build" accounts for increases in traffic due to proposed site. The results of existing traffic operations analysis indicate that the signalized intersection is operating at overall level-of-service "D" in the AM, PM and dismissal peak hours. The unsignalized intersections are operating at a level-of-service "E" or better in the AM, PM and dismissal peak hours except two intersections.

1. Intersection at Hickory Road and Oak Crest Road whose stop controlled northbound and southbound approaches will operate at level-of-service "F" in AM, PM and dismissal peak hours.
2. Intersection at Hickory Road and Dean Rusk driveway whose stop controlled northbound approach will operate at level-of-service "F" in the AM peak hour.

It is not unusual for stop controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the mainline.

7.1 Recommendation for Site Access Configuration

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

- <u>Site Driveway 1: Full Access Driveway on Hickory Road</u>
  - One entering and one exiting lane.
  - Stop-sign controlled on driveway approaches with Hickory Road remaining free flow.
  - Left turn lane for entering traffic, which is already existing.
  - Confirm adequate sight distance per AASHTO standards.
- <u>Site Driveway 2: Right-In / Right-Out Driveway on Hickory Road</u>

- One entering and one exiting lane.
- Stop-sign controlled on driveway approach with Hickory Road remaining free flow.
- Confirm adequate sight distance per AASHTO standards.

In addition, the applicant has included trip generation numbers (see attached) with specific scenarios to depict how different types of development would change the traffic counts.

Planning Commission Recommendation

Planning Commission conducted a public hearing on July 14, 2002. Comments in opposition to the project were related to issues with traffic and stormwater runoff. One person spoke in favor of the development. Planning Commission voted to recommend **DENIAL** (2-1) of both the rezoning and conditional use permit applications.

Staff Recommendation

Staff recommends **APPROVAL** to rezone 20+/- acres, to **GC, General Commercial and MXD-1, Mixed Use,** with the following stipulations:

1. Lighting shall be environmentally sensitive, with developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
2. Owner/developer shall coordinate with the Community Development Director and the City Arborist regarding open space and landscaping.
3. All improvements to Hickory Road and East Cherokee Drive shall be provided as per determination and recommendation of the County Engineer and City Engineer.
4. The residential component of development shall be limited to a maximum of 113 rental age-restricted units.
5. The residential architectural style shall be of craftsman type and the exterior facade shall consist of brick, stone, stacked stone, cedar shake type and/or Hardi-plank and combinations thereof, one of which must be brick or stone, and follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.
6. Maintenance and occupancy specifications shall comply with the requirements of Article 5.2-5.E of the Holly Springs Zoning Ordinance.
7. In addition to the zoning requirements of the GC zoning district and MXD zoning district, all non-residential development shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.
8. The following uses shall be prohibited on this site:

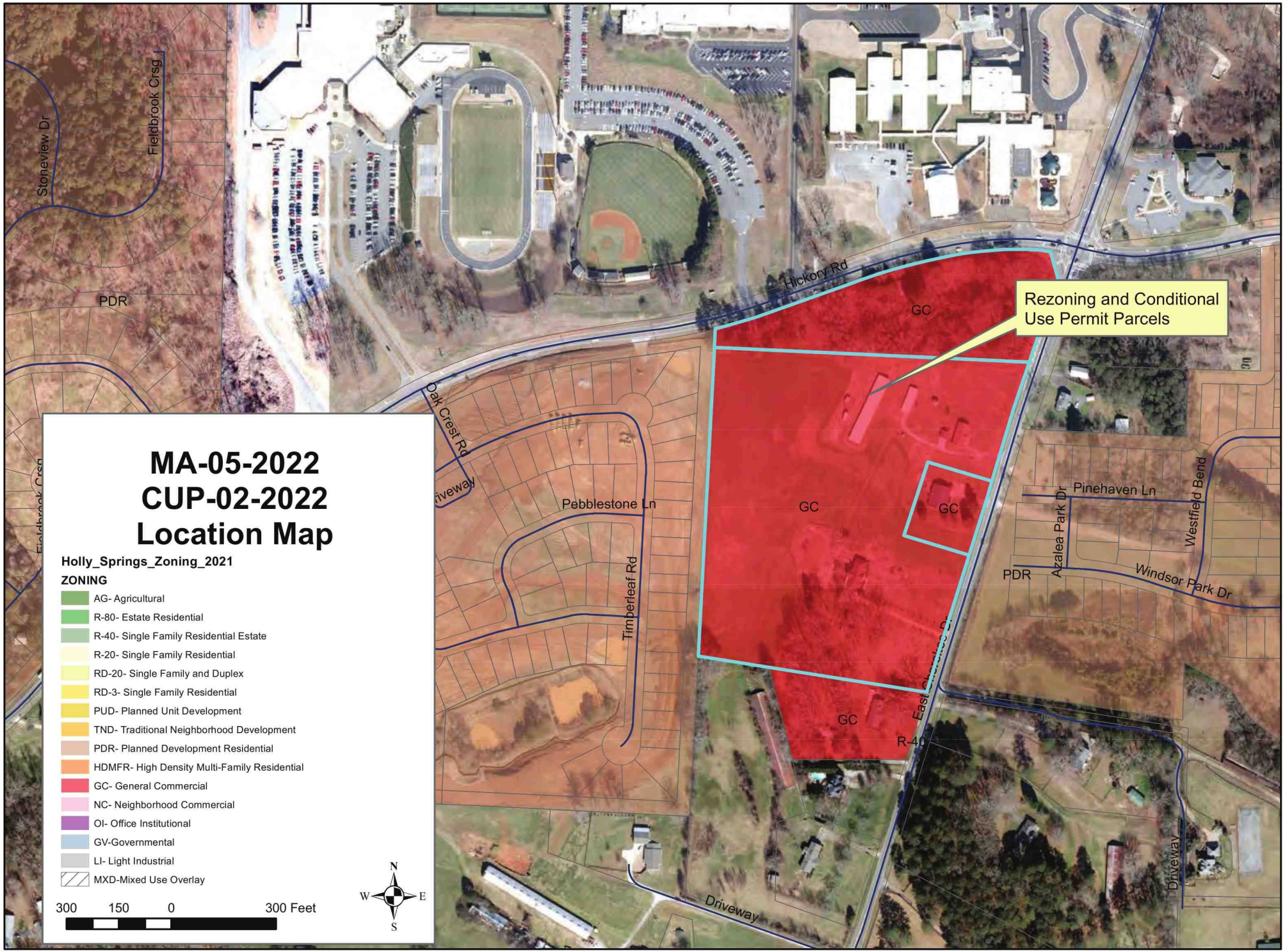
    a. Used Vehicle Sales, Lease, or Rental

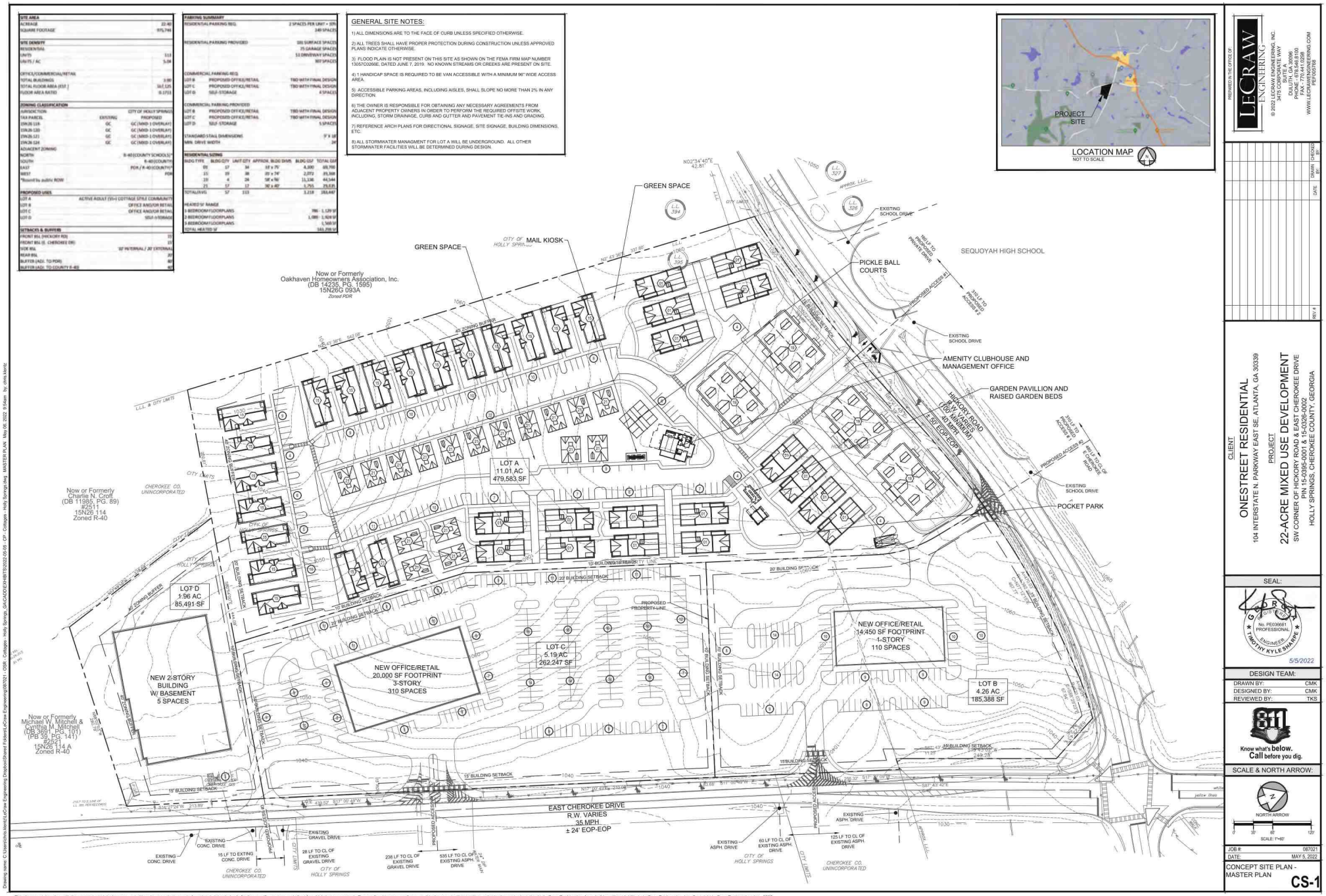
b. Adult Entertainment
c. Cash, Check Cashing, and Pawn Establishments
d. Tattoo Parlors and Body Piercing Establishments
e. Tire sales with outdoor storage
f. Cellular phone towers
g. Amusement parks
h. Animal hospitals/clinics with outdoor kennels
i. Go-kart, motor bike track

Staff recommends **APPROVAL** of a Conditional Use Permit for a **MULTI-TENANT ESTABLISHMENT,** with the following stipulations:

1. In addition to the zoning requirements of the GC zoning district and MXD zoning district, all development shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.

*** The recommendations made herein are the opinions of the City of Holly Springs Staff and do not constitute a final decision. The Holly Springs City Council makes the final decision on all rezoning applications at their regularly scheduled meeting. Any site plan submitted as a part of this application is not considered approved and must go through the normal civil site plan review by the City of Holly Springs Community Development Department to ensure compliance with City regulations.*


MA-05-2022
CUP-02-2022
Location Map
Holly_Springs_Zoning_2021
ZONING
AG- Agricultural
R-80- Estate Residential
R-40- Single Family Residential Estate
R-20- Single Family Residential
RD-20- Single Family and Duplex
RD-3- Single Family Residential
PUD- Planned Unit Development
TND- Traditional Neighborhood Development
PDR- Planned Development Residential
HDMFR- High Density Multi-Family Residential
GC- General Commercial
NC- Neighborhood Commercial
OI- Office Institutional
GV-Governmental
LI- Light Industrial
MXD-Mixed Use Overlay
300 150 0 300 Feet
N
W E
S
Rezoning and Conditional Use Permit Parcels
Hickory Rd
Stoneview Dr
Fieldbrook Crsg
PDR
Oak Crest Rd
Pebblestone Ln
Timberleaf Rd
GC
GC
GC
GC
R-40
Pinehaven Ln
Azalea Park Dr
Westfield Bend
Windsor Park Dr
PDR
Driveway
Driveway



PREPARED IN THE OFFICE OF
LECRAW ENGINEERING
© 2022 LECRAW ENGINEERING, INC.
3475 CORPORATE WAY
SUITE A
DULUTH, GA 30096
PHONE - 678.546.8100
FAX - 770.446.4503
WWW.LECRAWENGINEERING.COM
PE#009788

REV #	DATE	DRAWN	CHECKED

CLIENT
ONESTREET RESIDENTIAL
104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT
22-ACRE MIXED USE DEVELOPMENT
SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
PIN 15-0395-0001 & 15-0328-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:
GEORGIA REGISTERED
No. PE009661
PROFESSIONAL
ENGINEER
TIMOTHY KYLE SHARPE
5/5/2022

DESIGN TEAM:

DRAWN BY:	CMK
DESIGNED BY:	CMK
REVIEWED BY:	TKS

811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:
NORTH ARROW
0 30' 60' 120'
SCALE: 1"=60'

JOB #: 087021
DATE: MAY 5, 2022

CONCEPT SITE PLAN - MASTER PLAN
CS-1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by LeCraw Engineering, Inc. shall be without liability to LeCraw Engineering, Inc. Copyright LeCraw Engineering, Inc., 2022

SITE AREA	
ACREAGE	22.40
SQUARE FOOTAGE	975,746
SITE DENSITY	
RESIDENTIAL	
UNITS	111
UNITS / AC	5.04
OFFICE/COMMERCIAL/RETAIL	
TOTAL BUILDINGS	3.00
TOTAL FLOOR AREA (EST.)	34,125
FLOOR AREA RATIO	0.1753

ZONING CLASSIFICATION		
JURISDICTION		CITY OF HOLLY SPRINGS
TAX PARCEL	EXISTING	PROPOSED
15N26 118	GC	GC (MXD 1 OVERLAY)
15N26 120	GC	GC (MXD 1 OVERLAY)
15N26 121	GC	GC (MXD 1 OVERLAY)
15N26 124	GC	GC (MXD 1 OVERLAY)
ADJACENT ZONING		
NORTH		R-40 (COUNTY SCHOOLS)*
SOUTH		R-40 (COUNTY)
EAST		PDR / R-40 (COUNTY)*
WEST		PDR
*Rezoned by public ROW		

PROPOSED USES	
LOT A	ACTIVE ADULT (55+) COTTAGE STYLE COMMUNITY
LOT B	OFFICE AND/OR RETAIL
LOT C	OFFICE AND/OR RETAIL
LOT D	SELF-STORAGE

SETBACKS & BUFFERS	
FRONT BSL (HICKORY RD)	35'
FRONT BSL (E. CHEROKEE DR)	35'
SIDE BSL	10' INTERNAL / 20' EXTERNAL
REAR BSL	20'
BUFFER (ADJ. TO PDR)	40'
BUFFER (ADJ. TO COUNTY R-40)	50'

PARKING SUMMARY		
RESIDENTIAL PARKING REQ.		2 SPACES PER UNIT + 10%
		249 SPACES
RESIDENTIAL PARKING PROVIDED		181 SURFACE SPACES
		75 GARAGE SPACES
		51 DRIVEWAY SPACES
		307 SPACES
COMMERCIAL PARKING REQ.		
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF-STORAGE	4 SPACES
COMMERCIAL PARKING PROVIDED		
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF-STORAGE	5 SPACES
STANDARD STALL DIMENSIONS		9' X 18'
MIN. DRIVE WIDTH		24'

RESIDENTIAL SIZING						
BLDG TYPE	BLDG QTY	UNIT QTY	APPROX. BLDG DIMS	BLDG GSF	TOTAL GSF
01	17	34	37' x 75'	4,106	69,700
15	05	08	85' x 76'	2,072	39,368
19	4	24	58' x 96'	11,136	44,544
21	17	17	30' x 40'	1,755	29,835
TOTAL/AVG	57	113		1,218	183,447

HEATED SF RANGE	
1-BEDROOM FLOORPLANS	786 - 1,125 SF
2-BEDROOM FLOORPLANS	1,089 - 1,928 SF
3-BEDROOM FLOORPLANS	1,560 SF
TOTAL HEATED SF	141,298 SF

GENERAL SITE NOTES:

1) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.

2) ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.

3) FLOOD PLAIN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FEMA FIRM MAP NUMBER 13057C0269E, DATED JUNE 7, 2019. NO KNOWN STREAMS OR CREEKS ARE PRESENT ON SITE.

4) 1 HANDICAP SPACE IS REQUIRED TO BE VAN ACCESSIBLE WITH A MINIMUM 96" WIDE ACCESS AREA.

5) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.

6) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING, STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.

7) REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.

8) ALL STORMWATER MANAGMENT FOR LOT A WILL BE UNDERGROUND. ALL OTHER STORMWATER FACILITIES WILL BE DETERMINED DURING DESIGN.

PREPARED IN THE OFFICE OF
LECRAW ENGINEERING
© 2022 LECRAW ENGINEERING, INC.
3475 CORPORATE WAY
SUITE A
DULUTH, GA 30096
PHONE - 678.546.8100
FAX - 770.447.4607
WWW.LECRAWENGINEERING.COM
PE/FIRM

REV #	DATE	DRAWN	CHECKED

CLIENT
ONESTREET RESIDENTIAL
104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT
22-ACRE MIXED USE DEVELOPMENT
SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
PIN 15-0395-0001 & 15-0328-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:

5/5/2022

DESIGN TEAM:

DRAWN BY:	CMK
DESIGNED BY:	CMK
REVIEWED BY:	TKS

811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:

JOB #: 087021
DATE: MAY 5, 2022

CONCEPT SITE PLAN - MASTER PLAN

CS-1

Drawing name: C:\Users\chris.hinton\LeCraw Engineering Dropbox\Shared Folders\LeCraw Engineering\087021 - OSR - Cottages - Holly Springs_GA\CAD\EXHIBITS\2022.05.05 - CP - Cottages - Holly Springs (key)_MASTER PLAN (2) May 05, 2022, 9:56am by chris.hinton

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by LeCraw Engineering, Inc. shall be without liability to LeCraw Engineering, Inc. Copyright LeCraw Engineering, Inc., 2022

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.

Drawing: C:\Users\qbrown\Desktop\One Street Forsyth\TITLEBLOCK_HAYLOFT COTTAGES.dwg
Last Saved: May 4, 2022 11:25:49 AM by QBrown
Last Plotted: 2/4/2019 11:26:44 AM
COPYRIGHT © ALL RIGHTS RESERVED DTJ DESIGN, INC. 2019

dtj DESIGN
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

DTJ DESIGN, Inc.
817 West Peachtree St., Ste. 320
Atlanta, Georgia 30308
T 678.515.8627
www.dtjdesign.com

HAYLOFT COTTAGES
ZONING CONCEPTUAL ELEVATIONS

SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

NOT FOR CONSTRUCTION

DRAWN BY:	QB
CHECKED BY:	DR
PROJECT NO.:	2022004.10
ISSUE DATE:	
REVISIONS:	
	####
	####
	####
	####
	####

SHEET TITLE:

BLDG 1

SHEET NUMBER:

REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.

Drawing: C:\Users\qbrown\Desktop\One Street Forsyth\TITLEBLOCK_HAYLOFT COTTAGES.dwg
Last Saved: May 4, 2022 11:25:49 AM by QBrown
Last Plotted: 2/4/2019 11:26:44 AM
COPYRIGHT © ALL RIGHTS RESERVED DTJ DESIGN, INC. 2019

dtj DESIGN
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

DTJ DESIGN, Inc.
817 West Peachtree St., Ste. 320
Atlanta, Georgia 30308
T 678.515.8627
www.dtjdesign.com

HAYLOFT COTTAGES
ZONING CONCEPTUAL ELEVATIONS

SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

NOT FOR CONSTRUCTION

DRAWN BY:	QB
CHECKED BY:	DR
PROJECT NO.:	2022004.10
ISSUE DATE:	
REVISIONS:	
	####
	####
	####
	####
	####

SHEET TITLE:

BLDG 1

SHEET NUMBER:

FRONT ELEVATION - ALT ELEV

SCALE: 1/4" = 1'-0"

FRONT ELEVATION - STANDARD

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION - ALT ELEV

SCALE: 1/4" = 1'-0"

THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.

Drawing: C:\Users\qbrown\Desktop\One Street Forsyth\TITLEBLOCK_HAYLOFT COTTAGES.dwg
Last Saved: May 4, 2022 11:25:49 AM by Qbrown
Last Plotted 2/4/2019 11:26:44 AM
COPYRIGHT © ALL RIGHTS RESERVED DTJ DESIGN, INC. 2019

dtj DESIGN
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

DTJ DESIGN, Inc.
817 West Peachtree St., Ste. 320
Atlanta, Georgia 30308
T 678.515.8627
www.dtjdesign.com

HAYLOFT COTTAGES
ZONING CONCEPTUAL ELEVATIONS

SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

NOT FOR CONSTRUCTION

DRAWN BY:	QB
CHECKED BY:	DR
PROJECT NO.:	2022004.10
ISSUE DATE:	
REVISIONS:	
	####
	####
	####
	####
	####

SHEET TITLE:

BLDG 15

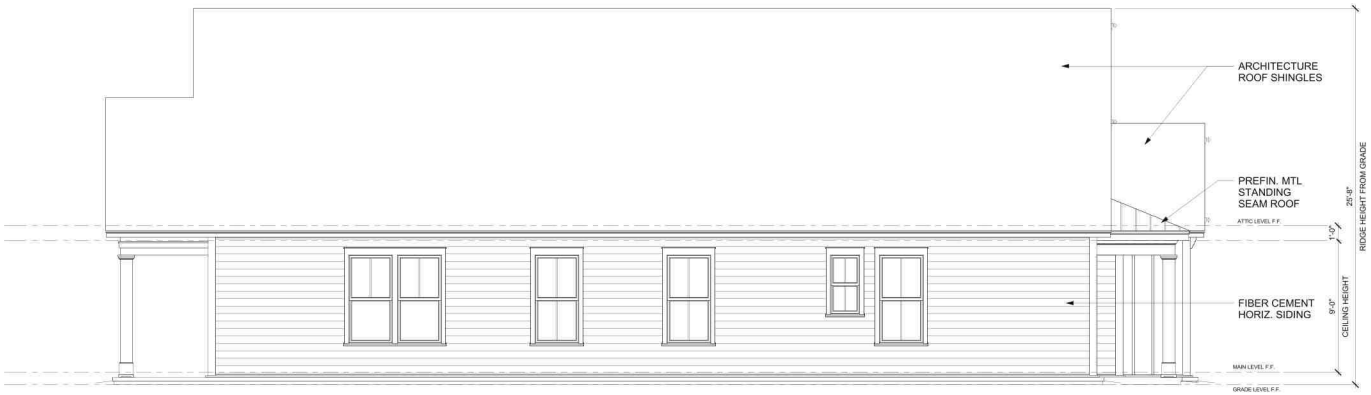
SHEET NUMBER:

REAR ELEVATION - ALT ELEV

SCALE: 1/4" = 1'-0"

REAR ELEVATION - STANDARD

SCALE: 1/4" = 1'-0"



LEFT ELEVATION - ALT ELEV

SCALE: 1/4" = 1'-0"

THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.

Drawing: C:\Users\qbrown\Desktop\One Street Forsyth\TITLEBLOCK_HAYLOFT COTTAGES.dwg
Last Saved: May 4, 2022 11:25:49 AM by Qbrown
Last Plotted: 2/4/2019 11:26:44 AM
COPYRIGHT © ALL RIGHTS RESERVED DTJ DESIGN, INC. 2019

dtj DESIGN
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

DTJ DESIGN, Inc.
817 West Peachtree St., Ste. 320
Atlanta, Georgia 30308
T 678.515.8627
www.dtjdesign.com

HAYLOFT COTTAGES
ZONING CONCEPTUAL ELEVATIONS

SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

NOT FOR CONSTRUCTION

DRAWN BY:	QB
CHECKED BY:	DR
PROJECT NO.:	202004.10
ISSUE DATE:	
REVISIONS:	
	####
	####
	####
	####
	####

SHEET TITLE:

BLDG 15

SHEET NUMBER:

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"

THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.

Drawing: C:\Users\qbrown\Desktop\One Street Forsyth\TITLEBLOCK_HAYLOFT COTTAGES.dwg
Last Saved: May 4, 2022 11:25:49 AM by Qbrown
Last Plotted: 2/4/2019 11:26:44 AM
COPYRIGHT © ALL RIGHTS RESERVED DTJ DESIGN, INC. 2019

dtj DESIGN
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

DTJ DESIGN, Inc.
817 West Peachtree St., Ste. 320
Atlanta, Georgia 30308
T 678.515.8627
www.dtjdesign.com

HAYLOFT COTTAGES
ZONING CONCEPTUAL ELEVATIONS

SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

NOT FOR CONSTRUCTION

DRAWN BY:	QB
CHECKED BY:	DR
PROJECT NO.:	2022004.10
ISSUE DATE:	
REVISIONS:	
	####
	####
	####
	####
	####

SHEET TITLE:

BLDG 19

SHEET NUMBER:

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.

Drawing: C:\Users\qbrown\Desktop\One Street Forsyth\TITLEBLOCK_HAYLOFT COTTAGES.dwg
Last Saved: May 4, 2022 11:25:49 AM by QBrown
Last Plotted: 2/4/2019 11:26:44 AM
COPYRIGHT © ALL RIGHTS RESERVED DTJ DESIGN, INC. 2019

dtj DESIGN
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

DTJ DESIGN, Inc.
817 West Peachtree St., Ste. 320
Atlanta, Georgia 30308
T 678.515.8627
www.dtjdesign.com

HAYLOFT COTTAGES
ZONING CONCEPTUAL ELEVATIONS

SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

NOT FOR CONSTRUCTION

DRAWN BY:	QB
CHECKED BY:	DR
PROJECT NO.:	2022004.10
ISSUE DATE:	---
REVISIONS:	
	####
	####
	####
	####
	####

SHEET TITLE:

BLDG 19

SHEET NUMBER:

REAR ELEVATION

SCALE: 1/4" = 1'-0"

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

COPYRIGHT © ALL RIGHTS RESERVED DTJ DESIGN, INC. 2019

THIS INFORMATION AND/OR ILLUSTRATION ALTHOUGH DEEMED TO BE RELIABLE, IS CONCEPTUAL IN NATURE AND ONESTREET RESIDENTIAL AND/OR ITS AFFILIATES MAKE NO WARRANTIES AS TO ITS ACCURACY. THE INFORMATION SHOWN HERE IS SUBJECT TO CHANGE AT ANY TIME.

dtj DESIGN
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

DTJ DESIGN, Inc.
817 West Peachtree St., Ste. 320
Atlanta, Georgia 30308
T 678.515.8627
www.dtjdesign.com

HAYLOFT COTTAGES
ZONING CONCEPTUAL ELEVATIONS

SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

NOT FOR CONSTRUCTION

DRAWN BY:	QB
CHECKED BY:	DR
PROJECT NO.:	2022004.10
ISSUE DATE:	
REVISIONS:	
	####
	####
	####
	####
	####

SHEET TITLE:

BLDG 21

SHEET NUMBER:

Drawing: C:\Users\qbrown\Desktop\One Street Forsyth\TITLEBLOCK_HAYLOFT COTTAGES.dwg
Last Saved: May 4, 2022 11:25:49 AM by Qbrown
Last Plotted: 2/4/2019 11:26:44 AM

MAP AMENDMENT (REZONING) AND CONDITIONAL USE PERMIT APPLICATION

Adopted by Mayor and Council on February 23, 2006 *For Application Procedures, See p. 8*

APPLICATION MA- 05 - 2022 APPLICATION CUP- 02 - 2022

HEARING DATE July 18, 2022 DATE OF APPLICATION May 6, 2022

APPLICANT Place Property Management OWNER Same as Applicant
(If other that applicant)

ADDRESS 201 Gateway Drive ADDRESS

Canton, Georgia

ZIP CODE 30115 PHONE (770) 422-7016 ZIP CODE PHONE

EMAIL phuff@samslarkinhuff.com

SIGNATURE SIGNATURE See Attached Form
ATTORNEY FOR APPLICANT

APPLICANT OR REPRESENTATIVE MUST ATTEND MEETING OR APPLICATION WILL NOT BE CONSIDERED

PRESENT ZONING DISTRICT(S) GC REQUESTED ZONING DISTRICT GC with MXD

REQUESTED CONDITIONAL USE(S) None identified

PROPERTY LOCATION/ADDRESS west side of East Cherokee Drive; south of Hickory Road

MAP NUMBER 15N26 PARCEL NUMBER(S) 124, 120, 121 & 118

LAND LOT(S) 326 & 395 DISTRICT(S) 15th SECTION(S)

ACREAGE ~~22~~ 20 SEWAGE DISPOSAL TYPE Public UTILITIES AVAILABLE W&S

DESCRIPTION OF PROPOSED DEVELOPMENT AND/OR CONDITIONAL USE REQUEST:
The 22 acre site will have a mixture of uses, including a 60K sq. ft. 3-story office/retail building, additional 15K sq. ft. office/retail single-story building, a self-storage facility and an 11 acre age-resricted cottage community to be built by OneStreet. A conditional use permit is being requested for a multi-tentant building.

(COMPLETE ON ATTACHED PAPER IF NECESSARY)
The following information must be provided with completed application:

- ___ WARRANTY DEED
- ___ TAX DOCUMENTATION
- ___ SURVEY PLAT BY REGISTERED SURVEYOR
- ___ 10 COPIES OF SITE DEVELOPMENT PLAN BY REGISTERED SURVEYOR INDIVIDUAL FOLDED TO 8.5"x11" (SEE p.7 FOR REQUIREMENTS)
- ___ CAMPAIGN CONTRIBUTION DISCLOSURE STATEMENT (ATTACHMENT A)
- ___ FOR CONDITIONAL USE REQUESTS, COMPLIANCE WITH SECTION 5.4
- ___ FOR CONDITIONAL USE REQUESTS, COMPLETE ATTACHMENT B
- ___ FILING FEE$_____ RECEIPT#_____ CHECK#_____

(APPLICANT DO NOT WRITE BELOW THIS LINE)

PLANNING COMMISSION RECOMMENDATION:		CITY COUNCIL DECISION:	
APPROVED _____	STIPULATIONS_____	APPROVED _____	STIPULATIONS_____
DISAPPROVED _____	TABLED _____	DISAPPROVED _____	TABLED _____

Complete the following section, if applicable.

Residential

Minimum house size: 750 to 1928 sq. ft.

Exterior façade: Cottage Style

Maximum number of units: 113

Anticipated start date: 2nd Quarter 2023

Anticipated completion date: 1 year

Commercial

Number of buildings: 3

Maximum square footage: 200,000 sq. ft.

Number of stories: 3

Total number of employees: 20

Exterior façade: brick, stone & similar materials

Anticipated start date: 2nd Quarter 2023

Anticipated completion date: 3 years

Application Information

(1) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property? *The property is zoned GC and it is anticipated for a senior living component. The OneSteet proposal is for a cottage style senior housing adjacent to the Oakhaven neighborhood. The proposed age-restricted community will create a good transition between the existing neighborhood and GC uses along East Cherokee Dr.*

(2) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property? *The age -restricted community will have a 40-foot buffer adjacent to the Oakhaven neighborhood which will create a good transition from the GC uses. The community will be a relative quiet neighborhood with landscaping maintained by a professional company during the week. The use will produce l noise than either commercial or traditional suburban residential uses.*

(3) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned? *The 22-acre site all zoned GC without a MXD to allow for some residential component would make the property difficult to develop.is much more compatible for the area.*

(4) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools? *The age-restricted use will not add any students but have a significant tax base. The traffic created by the age-restricted component is less than most commercial uses and less than a suburban, non-age restricted community.*

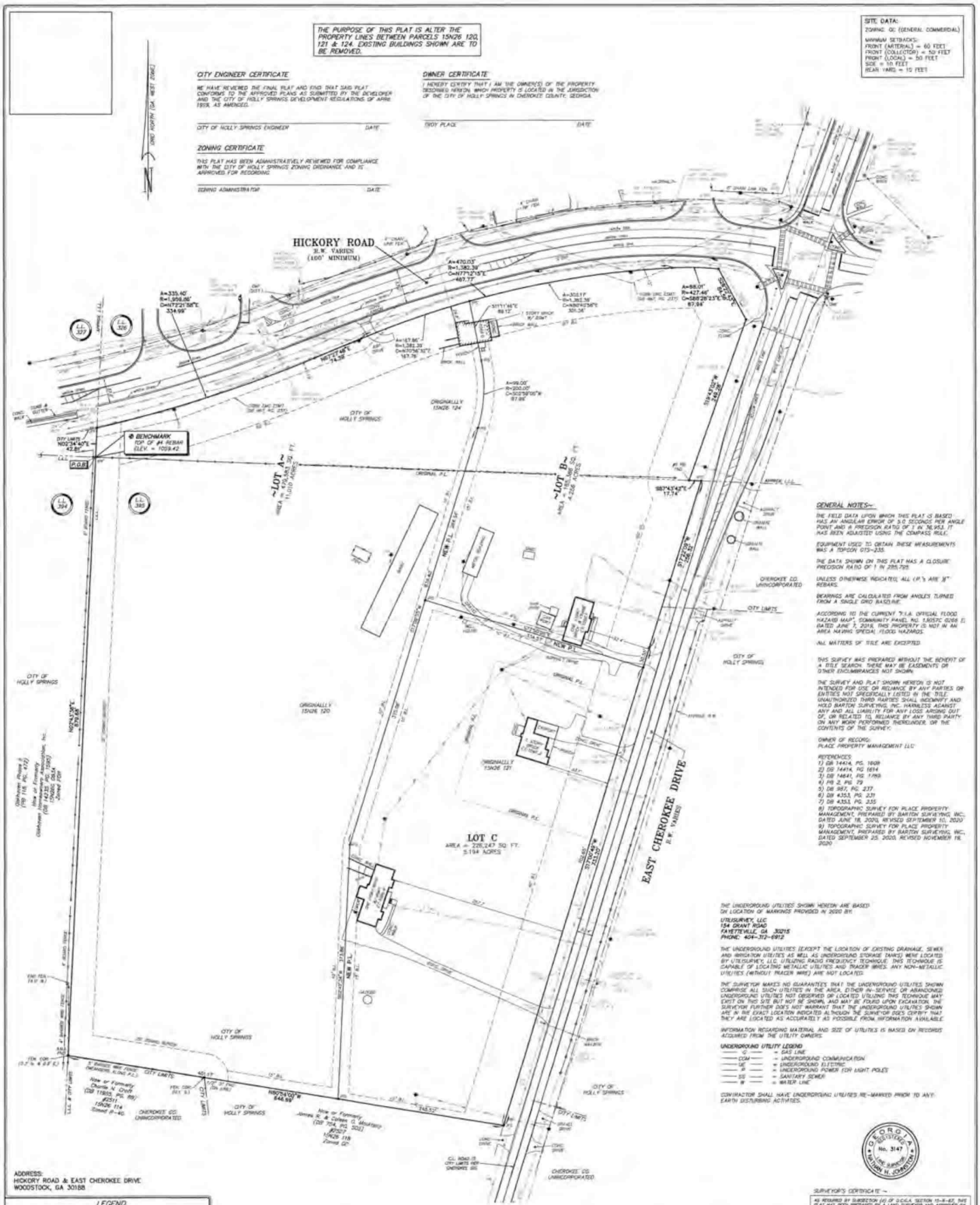
(5) Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)? The Future Development Map designates the property as Parkway Corridor. *This designation includes high-intensity commercial and high-density residential. The mixed use proposal with 11 acres of age-restricted housing is consistent with this designation.*

(6) Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents? *The city has a goal of creating a community with a mixture of housing options. The age-restricted rental housing option is desperately needed in the area. There are assisted-living options in institutional buildings and there are for sale cottages that sell immediately because of excess demand. Having a rental option for seniors is needed and will allow some seniors to leave single family homes that they can no longer maintain and allow it to be purchased by younger buyers. The market shows there are a lot of seniors, often widows or widowers, that live in the area and need single-level living but have no options in their community.*

Application Information

(7) Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sediment. The development will comply with all environmental requirements. transportation, flooding, air quality, and water quality and quantity? *The development will comply with all environmental and engineering requirements.*

(8) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal? *There is a great need for senior housing in Hickory Flat. It only takes a mobility issue such as Parkinson to require a move to a single-level living. By providing housing that is suited for seniors allows them to live independently longer.*


THE PURPOSE OF THIS PLAT IS ALTER THE PROPERTY LINES BETWEEN PARCELS 15N02B 120, 121 & 124. EXISTING BUILDINGS SHOWN ARE TO BE REMOVED.
SITE DATA:
ZONING: GC (GENERAL COMMERCIAL)
MINIMUM SETBACKS:
FRONT (MATERIAL) = 60 FEET
FRONT (COLLECTOR) = 50 FEET
FRONT (LOCAL) = 50 FEET
SIDE = 15 FEET
REAR YARD = 15 FEET
CITY ENGINEER CERTIFICATE
WE HAVE REVIEWED THE FINAL PLAT AND FIND THAT SAID PLAT CONFORMS TO THE APPROVED PLANS AS SUBMITTED BY THE DEVELOPER AND THE CITY OF HOLLY SPRINGS DEVELOPMENT REGULATIONS OF APRIL 1999, AS AMENDED.
CITY OF HOLLY SPRINGS ENGINEER DATE
OWNER CERTIFICATE
I HEREBY CERTIFY THAT I AM THE OWNER(S) OF THE PROPERTY DESCRIBED HEREON, WHICH PROPERTY IS LOCATED IN THE JURISDICTION OF THE CITY OF HOLLY SPRINGS IN CHEROKEE COUNTY, GEORGIA.
TROY PLACE DATE
ZONING CERTIFICATE
THIS PLAT HAS BEEN ADMINISTRATIVELY REVIEWED FOR COMPLIANCE WITH THE CITY OF HOLLY SPRINGS ZONING ORDINANCE AND IS APPROVED FOR RECORDING.
ZONING ADMINISTRATOR DATE
GRID NORTH (GA. WEST ZONE)
HICKORY ROAD
R.W. VARIES
(100' MINIMUM)
EAST CHEROKEE DRIVE
R.W. VARIES
@ BENCHMARK
TOP OF #4 REBAR
ELEV. = 1059.42
P.O.B.
~LOT A~
AREA = 178,343 SQ. FT.
4.095 ACRES
~LOT B~
AREA = 178,904 SQ. FT.
4.106 ACRES
LOT C
AREA = 226,247 SQ. FT.
5.194 ACRES
ORIGINALLY TRACT 124
ORIGINALLY TRACT 120
ORIGINALLY TRACT 121
CITY OF HOLLY SPRINGS
CHEROKEE CO. UNINCORPORATED
CITY LIMITS
GENERAL NOTES:-
THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS AN ANGULAR ERROR OF 3.0 SECONDS PER ANGLE POINT AND A PRECISION RATIO OF 1 IN 36,953. IT HAS BEEN ADJUSTED USING THE COMPASS RULE.
EQUIPMENT USED TO OBTAIN THESE MEASUREMENTS WAS A TOPCON GTS-235.
THE DATA SHOWN ON THIS PLAT HAS A CLOSURE PRECISION RATIO OF 1 IN 285,795
UNLESS OTHERWISE INDICATED, ALL I.P.'s ARE 3/8" REBARS.
BEARINGS ARE CALCULATED FROM ANGLES TURNED FROM A SINGLE GRID BASELINE.
ACCORDING TO THE CURRENT F.I.A. OFFICIAL FLOOD HAZARD MAP, COMMUNITY PANEL No. 13057C 0268 E, DATED JUNE 7, 2018, THIS PROPERTY IS NOT IN AN AREA HAVING SPECIAL FLOOD HAZARDS.
ALL MATTERS OF TITLE ARE EXCEPTED.
THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH. THERE MAY BE EASEMENTS OR OTHER ENCUMBRANCES NOT SHOWN.
THE SURVEY AND PLAT SHOWN HEREON IS NOT INTENDED FOR USE OR RELIANCE BY ANY PARTIES OR ENTITIES NOT SPECIALLY LISTED IN THE TITLE. UNAUTHORIZED THIRD PARTIES SHALL INDEMNIFY AND HOLD BARTON SURVEYING, INC. HARMLESS AGAINST ANY AND ALL LIABILITY FOR ANY LOSS ARISING OUT OF, OR RELATED TO, RELIANCE BY ANY THIRD PARTY ON ANY WORK PERFORMED THEREUNDER, OR THE CONTENTS OF THE SURVEY.
OWNER OF RECORD:
PLACE PROPERTY MANAGEMENT LLC
REFERENCES:
1) DB 14414, PG. 1609
2) DB 14414, PG 1614
3) DB 14641, PG 1783
4) PB 2, PG. 79
5) DB 967, PG. 237
6) DB 4353, PG. 231
7) DB 4353, PG. 235
8) TOPOGRAPHIC SURVEY FOR PLACE PROPERTY MANAGEMENT, PREPARED BY BARTON SURVEYING, INC., DATED JUNE 18, 2020, REVISED SEPTEMBER 10, 2020
9) TOPOGRAPHIC SURVEY FOR PLACE PROPERTY MANAGEMENT, PREPARED BY BARTON SURVEYING, INC., DATED SEPTEMBER 25, 2020, REVISED NOVEMBER 19, 2020
THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED IN 2020 BY:
UTILISURVEY, LLC
154 GRANT ROAD
FAYETTEVILLE, GA 30215
PHONE: 404-312-6912
THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILISURVEY, LLC. UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRE) ARE NOT LOCATED.
THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT OBSERVED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE
INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.
UNDERGROUND UTILITY LEGEND
G = GAS LINE
COM = UNDERGROUND COMMUNICATION
UE = UNDERGROUND ELECTRIC
P = UNDERGROUND POWER FOR LIGHT POLES
SS = SANITARY SEWER
W = WATER LINE
CONTRACTOR SHALL HAVE UNDERGROUND UTILITIES RE-MARKED PRIOR TO ANY EARTH DISTURBING ACTIVITIES.
GEORGIA REGISTERED No. 3147 NATHAN H. JOHNSTON LAND SURVEYOR
ADDRESS:
HICKORY ROAD & EAST CHEROKEE DRIVE
WOODSTOCK, GA 30188
LEGEND
IRF = 1/2" REBAR FND.
IRS = 1/2" REBAR SET
R.W. = RIGHT OF WAY
SSE = SANITARY SEWER EASEMENT
DE = DRAINAGE EASEMENT
L.L.L. = LAND LOT LINE
C.L. = CENTERLINE
CT = CRIMP TOP PIPE
OT = OPEN TOP PIPE
CMP = CORRUGATED METAL PIPE
RCP = REINFORCED CONCRETE PIPE
DI = DROP INLET
JB = JUNCTION BOX
MH = MANHOLE
CB = CATCH BASIN
BM = BENCHMARK
PP = POWER POLE
FH = FIRE HYDRANT
CM = CONCRETE MONUMENT FND.
B.C. = BACK OF CURB
E.P. = EDGE OF PAVEMENT
FEN = FENCE
O.H. = OVERHEAD ELEC. SERVICE LINE
B.L. = BUILDING LINE
U.G. = UNDERGROUND POWER LINE
TR = TRANSFORMER
ABBREVIATIONS :-
ABL = ABELIA
ACC = ALCOVA
AHO = AMERICAN HOLLY
AZ = AZALEA
BM = BANANA
BF = BRADFORD PEAR
BGS = BOGSENA
BW = BOXWOOD
CED = CEDAR
CHY = CHERRY
CHG = CHINESE ELM
CHS = CHESTNUT
CHO = CHESTNUT OAK
CJ = CRYPTOMERIA JAPONICA
D = CHERRY LAUREL
DB = DOUBLE GATE
EM = ELECTRIC METER
ET = EXTERIOR THRESHOLD
FF = FINISH FLOOR
GM = GAS METER
HB = HACKBERRY
HYD = HYDRANGEA
IRR = IRRIGATION CONTROL VALVE
JUN = JUNIPER
LM = LEYLAND CYPRESS
MAP = MAPLE
MM = MAGNOLIA
PE = PECAN
POP = POPLAR
RHO = RHODODENDRON
RO = RED OAK
RT = RED TIP
SO = SWEET GUM
SPR = SPRUCE
SPU = SPIREA
WAO = WILLOW OAK
WC = WHITE OAK
WF = WHITE PINE
WM = WALNUT
WY = WILEY
WM = WATER METER
LOT ADJUSTMENT SURVEY FOR
ONESTREET RESIDENTIAL
PLACE PROPERTY MANAGEMENT
LOCATED IN LAND LOTS 326 & 395
15th DISTRICT, 2nd SECTION, CITY OF HOLLY SPRINGS
CHEROKEE COUNTY, GEORGIA
APRIL 28, 2022 1"=50'
50 25 0 50 100 150
SCALE IN FEET
VERTICAL DATUM IS NAVD 88
SURVEYOR'S CERTIFICATE :-
AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVAL OR ATTESTATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THE PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.
DRAFT - ISSUED FOR REVIEW PRIOR TO APPROVAL
REGISTERED GA LAND SURVEYOR NO. 3147 DATE
JOB #19-071 | DRAWN BY: NJ | FIELD CREW: BF/DC/JM
FIELD DATE: 9-25-20 | PLAT PREPARED: 4-28-22
BARTON SURVEYING INC.
3005 HOLLY SPRINGS PARKWAY, SUITE 101
CANTON, GEORGIA 30115
(770) 345-2810
(LICENSE No. LSF 000151)

SITE DATA:

ZONING: GC

MINIMUM SETBACKS:
FRONT (ARTERIAL) = 60 FEET
FRONT (COLLECTOR) = 50 FEET
FRONT (LOCAL) = 50 FEET
SIDE = 10 FEET
REAR = 15 FEET

ABBREVIATIONS ~

BCY = BLACK CHERRY	P = PINE
CO = CLEAN OUT	POP = POPLAR
CYP = CYPRESS	RO = RED OAK
EM = ELECTRIC METER	SG = SWEET GUM
ET = EXTERIOR THRESHOLD	SPIG = SPIGOT
FF = FINISH FLOOR	WAO = WATER OAK
GM = GAS METER	WO = WHITE OAK
HIC = HICKORY	UNK = UNKNOWN
HLY = HOLLY	WM = WATER METER
MAG = MAGNOLIA	WT = WATER TUPELO
MAP = MAPLE	

THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON LOCATION OF MARKINGS PROVIDED IN 2020 BY:

UTILISURVEY, LLC
154 GRANT ROAD
FAYETTEVILLE, GA 30215
PHONE: 404-312-6912

THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES AS WELL AS UNDERGROUND STORAGE TANKS) WERE LOCATED BY UTILISURVEY, LLC. UTILIZING RADIO FREQUENCY TECHNIQUE. THIS TECHNIQUE IS CAPABLE OF LOCATING METALLIC UTILITIES AND TRACER WIRES. ANY NON-METALLIC UTILITIES (WITHOUT TRACER WIRE) ARE NOT LOCATED.

THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. UNDERGROUND UTILITIES NOT OBSERVED OR LOCATED UTILIZING THIS TECHNIQUE MAY EXIST ON THIS SITE BUT NOT BE SHOWN, AND MAY BE FOUND UPON EXCAVATION. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.

INFORMATION REGARDING MATERIAL AND SIZE OF UTILITIES IS BASED ON RECORDS ACQUIRED FROM THE UTILITY OWNERS.

UNDERGROUND UTILITY LEGEND
G = GAS LINE
W = WATER LINE

GENERAL NOTES~

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS AN ANGULAR ERROR OF 1 SECOND PER ANGLE POINT AND A PRECISION RATIO OF 1 IN 18,627. IT HAS BEEN ADJUSTED USING THE COMPASS RULE.

EQUIPMENT USED TO OBTAIN THESE MEASUREMENTS WAS A TOPCON GTS-235.

THE DATA SHOWN ON THIS PLAT HAS A CLOSURE PRECISION RATIO OF 1 IN 480,258.

ALL I.P.'s ARE ½" REBARS, UNLESS OTHERWISE INDICATED.

BEARINGS ARE CALCULATED FROM ANGLES TURNED FROM A SINGLE GRID BASELINE.

ACCORDING TO THE CURRENT "F.I.A. OFFICIAL FLOOD HAZARD MAP", COMMUNITY PANEL NO. 13057C 0266 E, DATED JUNE 7, 2019, THIS PROPERTY IS NOT IN AN AREA HAVING SPECIAL FLOOD HAZARDS.

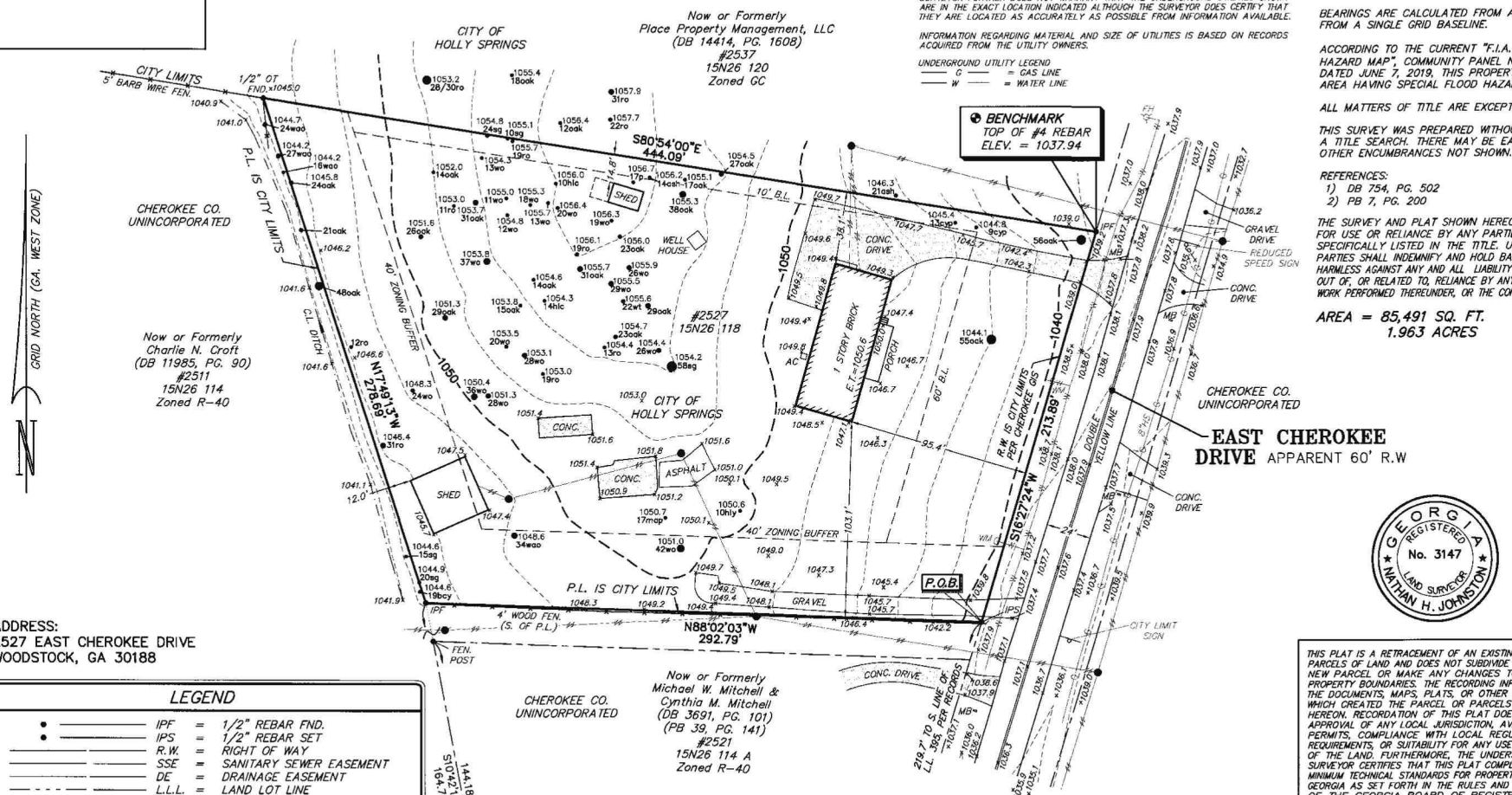
ALL MATTERS OF TITLE ARE EXCEPTED.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH. THERE MAY BE EASEMENTS OR OTHER ENCUMBRANCES NOT SHOWN.

REFERENCES:
1) DB 754, PG. 502
2) PB 7, PG. 200

THE SURVEY AND PLAT SHOWN HEREON IS NOT INTENDED FOR USE OR RELIANCE BY ANY PARTIES OR ENTITIES NOT SPECIFICALLY LISTED IN THE TITLE. UNAUTHORIZED THIRD PARTIES SHALL INDEMNIFY AND HOLD BARTON SURVEYING, INC. HARMLESS AGAINST ANY AND ALL LIABILITY FOR ANY LOSS ARISING OUT OF, OR RELATED TO, RELIANCE BY ANY THIRD PARTY ON ANY WORK PERFORMED THEREUNDER, OR THE CONTENTS OF THE SURVEY.

AREA = 85,491 SQ. FT.
1.963 ACRES



ADDRESS:
2527 EAST CHEROKEE DRIVE
WOODSTOCK, GA 30188

LEGEND

IPF	= 1/2" REBAR FND.
IPS	= 1/2" REBAR SET
R.W.	= RIGHT OF WAY
SSE	= SANITARY SEWER EASEMENT
DE	= DRAINAGE EASEMENT
L.L.L.	= LAND LOT LINE
C.L.	= CENTERLINE
CT	= CRIMP TOP PIPE
OT	= OPEN TOP PIPE
CMP	= CORRUGATED METAL PIPE
RCP	= REINFORCED CONCRETE PIPE
DI	= DROP INLET
JB	= JUNCTION BOX
MH	= MANHOLE
CB	= CATCH BASIN
BM	= BENCHMARK
PP	= POWER POLE
FH	= FIRE HYDRANT
CMF	= CONCRETE MONUMENT FND.
B.C.	= BACK OF CURB
E.P.	= EDGE OF PAVEMENT
FEN	= FENCE
O.H.	= OVERHEAD ELEC. SERVICE LINE
B.L.	= BUILDING LINE
U.G.	= UNDERGROUND POWER LINE
TX	= TRANSFORMER

GEORGIA REGISTERED No. 3147 LAND SURVEYOR NATHAN H. JOHNSTON

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

9-23-2021

NATHAN H. JOHNSTON, GA. RLS No. 3147

TOPOGRAPHIC SURVEY FOR
PLACE PROPERTY MANAGEMENT

LOCATED IN LAND LOT 395
15th DISTRICT, 2nd SECTION, CITY OF HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA
SEPTEMBER 23, 2021 1"=40'

40 20 0 40 80 120
SCALE IN FEET
VERTICAL DATUM IS NAVD 88.
CONTOUR INTERVAL = 2 FT.

JOB # 21-102	DRAWN BY: NJ	FIELD CREW: CL/JM
FIELD DATE: 9-23-21	PLAT PREPARED: 9-23-21	

BARTON SURVEYING INC.
3005 HOLLY SPRINGS PARKWAY, SUITE 101
CANTON, GEORGIA 30115
(770) 345-2810
(LICENSE No. LSF 000151)

RETURN RECORDED DOCUMENT TO:

HARTLEY, ROWE & FOWLER, P.C.
P. O. BOX 489
DOUGLASVILLE, GA 30133
FILE NO. 20-0580B

RECORDED ELECTRONICALLY
BOOK 14641 **PAGE** 1789
COUNTY Cherokee
DATE 5/5/21 **TIME** 12:52pm
GSCCCA

STATE OF GEORGIA
COUNTY OF DOUGLAS

LIMITED WARRANTY DEED

THIS INDENTURE, made the 30th day of April in the year two thousand and twenty-one, between

SANDRA MITCHELL BEDELLE
SHERRIE BEDELLE TURNER
and
LENITA BEDELLE COKER

as party or parties of the first part ("Grantor"), and

PLACE PROPERTY MANAGEMENT, LLC
a Delaware limited liability company

as party or parties of the second part, ("Grantee"), the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits.

WITNESSETH that: Grantor, for and in consideration of other good and valuable considerations and the sum of Ten and No/100 ($10.00) Dollars in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee:

ALL THAT TRACT or parcel of land lying and being in Land Lot 326 of the 15th District and 2nd Section of Cherokee County, Georgia and being more particularly described as follows:

BEGINNING at a 1/2" rebar found at the common corners of Land Lots 394, 395, 327 and 326 and continuing along the West land lot line of Land Lot 326 North 02 degrees 34 minutes 40 seconds East a distance of 42.81 feet to a 1/2" rebar found located on the southern right of way of Hickory Road (right of way varies); thence continuing in a northeasterly direction and along a curve having a radius of 1,959.86 feet and an arc length of 335.40 feet, being subtended by a chord of North 72 degrees 21 minutes 58 seconds East for a distance of 334.99 feet to a point; thence run North 67 degrees 27 minutes 48 seconds East a distance of 74.39 feet to a point; thence running in a northeasterly direction and along a curve having a radius of 1,382.39 feet and an arc length of 470.03 feet, being subtended by a chord of North 77 degrees 12 minutes 15 seconds East for a distance of 467.77 feet to a point; thence running in a southeasterly direction and along a curve having a radius of 470.03 feet and an arc length of 68.01 feet, being subtended by a chord of South 88 degrees 28 minutes 23 seconds East for a distance of 67.94 feet to a point at the intersection of the Northwest mitered corner of the intersection of the right of way of Hickory Road with the West right of way of East Cherokee Drive; thence run South 28 degrees 22 minutes 43 seconds East a distance of 84.56 feet to a #5 rebar found at the Southeasterly mitered corner of said intersection; thence South 19 degrees 43 minutes 02 seconds West along the Westerly edge of the right of way of East Cherokee Drive to a point; thence running North 87 degrees 43 minutes 42 seconds West a distance of 870.72 feet to a 1/2" rebar found and the Point of Beginning.

Said tract or parcel of land being more particularly shown as 4.228 acres on a Topographic Survey for Place Property Management by Barton Surveying, Inc., certified by Nathan H. Johnston, Georgia Registered Land Surveyor No. 3147, dated September 25, 2020, which plat is hereby incorporated herein for a more full and complete description of subject property.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the Grantee forever in **FEE SIMPLE.**

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the Grantee against the claims of all persons claiming by, through or under Grantor, except for claims arising under or by virtue of the Permitted Exceptions attached hereto as Exhibit "A" and incorporated by reference.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered
in the presence of:

_____(SEAL)
Sandra Mitchell Bedelle

_____
Witness

_____
Notary Public
My Commission Expires:_____
(SEAL)

ROBERT J KAUFFMAN NOTARY PUBLIC GEORGIA EXPIRES JUNE 27, 2024 DOUGLAS COUNTY

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

Signed, sealed and delivered
in the presence of:

Witness

Notary Public
My Commission Expires:
(SEAL)

Sherrie Bedelle Turner (SEAL)
Sherrie Bedelle Turner

Signed, sealed and delivered
in the presence of:

Witness

Notary Public
My Commission Expires:
(SEAL)

Lenita Bedelle Coker (SEAL)
Lenita Bedelle Coker

\\hrf-wd-index\Worldox\WDOX\CLIENTS\20-0580\00802016.DOCX

EXHIBIT "A"

PERMITTED EXCEPTIONS

1. Taxes and assessments for the year 2021 and subsequent years, not due and payable.

2. Right of Way Easement from Kenneth Edward Bedelle, et al to Sawnee Electric Membership Corporation, dated April 22, 1991, filed for record May 6, 1991 and recorded in Deed Book 987, page 237, Cherokee County, Georgia records.

3. Right Way Deed from Kenneth Edward Bedelle, et al. to Cherokee County dated November 4, 2000, filed for record November 6, 2000 and recorded in Deed Book 4353, page 231, aforesaid records.

4. Right Way Deed from Kenneth Edward Bedelle, et al. to Cherokee County dated November 4, 2000, filed for record November 6, 2000 and recorded in Deed Book 4353, page 235, aforesaid records.

5. Permit for Anchor and Guy Wires from Lenita Bedelle Coker, et al to Georgia Power Company, a Georgia corporation, dated June 16, 2001, filed for record September 27, 2001 and recorded in Deed Book 4778, Page 60, aforesaid records.

PT-61 (Rev. 2/18) To be filed in **CHEROKEE COUNTY** PT-61 028-2021-005689

SECTION A – SELLER'S INFORMATION (Do not use agent's information)			SECTION C – TAX COMPUTATION	
SELLER'S LAST NAME BEDELLE	FIRST NAME SANDRA	MIDDLE MITCHELL	Exempt Code If no exempt code enter NONE	NONE
MAILING ADDRESS (STREET & NUMBER) 765 EPPS BRIDGE PARKWAY			1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$1,247,260.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY ATHENS, GA 30606 USA	DATE OF SALE 4/30/2021		1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)			2. Fair market value of Personal Property only	$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME PLACE PROPERTY MANAGEMENT, LLC, a Delaware limited liabil ...*			3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 201 GATEWAY DR			4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$1,247,260.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY CANTON, GA 30005 USA	Check Buyers Intended Use ( ) Residential ( ) Commercial ( ) Agricultural ( ) Industrial		5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$1,247.30

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION				SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 15N26 124		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 15	ACRES 4.2	LAND LOT 326	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

...* This symbol signifies that the data was too big for the field. The original values are shown below.
BUYER'S BUSINESS NAME: PLACE PROPERTY MANAGEMENT, LLC, a Delaware limited liability company

DEED BOOK:14414 PG:1608 Filed: 11/13/2019 10:50 AM Clerk File Number: 28-2019-040725
Rec: $14.00 TRANSFER TAX $2,891.70
Patty Baker, Clerk of Superior Court - Cherokee County, GA

RETURN RECORDED DOCUMENT TO

HARTLEY, ROWE & FOWLER, P.C
P O BOX 489
DOUGLASVILLE, GA 30133
FILE NO 19-0655b

STATE OF GEORGIA
COUNTY OF COBB

EXECUTOR'S DEED

THIS INDENTURE, made this 30th day of October, in the year two thousand and nineteen, between James M. Johnson as Executor of the last will and testament of James R. Johnson, late of the State of Georgia, and County of Cherokee, deceased, of the First Part ("Grantor") and Place Property Management LLC a Delaware limited liability company, of the Second Part ("Grantee"); the word "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits:

WITNESSETH that the said Grantor (acting under and by virtue of the power and authority contained in the said will, the same having been duly probated and recorded in the Court of Probate of Cherokee County, Georgia), for and in consideration of the sum of TEN DOLLARS in hand paid, at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee:

ALL THAT TRACT or parcel of land lying and being in Land Lot 395 of the 15th District and 2nd Section of Cherokee County, Georgia, and being more particularly described on Exhibit "A"

COPY

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in **FEE SIMPLE**: in as full and ample a manner as the same was held, possessed and enjoyed, or might have been held, possessed and enjoyed, by the said deceased.

DEED BOOK:14414 PG:1609 Filed: 11/13/2019 10:50 AM Clerk File Number: 28-2019-040725
Rec: $14.00 TRANSFER TAX $2,891.70
Patty Baker, Clerk of Superior Court - Cherokee County, GA

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed and delivered
in the presence of:

Witness

Notary Public
My Commission Expires:
(SEAL)

J. CHRISTOPHER GEIGER NOTARY PUBLIC EXPIRES GEORGIA August 28, 2023 CHEROKEE COUNTY

(SEAL)
JAMES M. JOHNSON, EXECUTOR
OF THE LAST WILL AND TESTAMENT OF
JAMES R. JOHNSON

COPY

DEED BOOK:14414 PG:1610 Filed: 11/13/2019 10:50 AM Clerk File Number: 28-2019-040725
Rec: $14.00 TRANSFER TAX $2,891.70
Patty Baker, Clerk of Superior Court - Cherokee County, GA

All that tract or parcel of land lying and being in the 15th District and 2nd Section of Cherokee County, Georgia and being a portion of Land Lot No. 395 and being more particularly described as follows:

BEGINNING at a point located in the Northwest corner of Land Lot No. 395; thence along the original line South 1 degree West a distance of 890 feet to a point; thence South 82 1/2 degrees East a distance of 641 feet to a point located on the westerly right of way of Andersonville Hickory Flat Road; thence along said right of way North 16 1/4 degrees East a distance of 1001 feet to a point formed by the intersection of the westerly right of way of Andersonville Hickory Flat Road with the East and West land lot line North of Land Lot No. 395; thence along the aforesaid land lot line North 89 degrees West a distance of 903 feet to the point of beginning. Said tract containing 16.4 acres.

For a more detailed description of the metes and bounds of the property herein conveyed specific reference is hereby made to plat of survey by Lat Ridgway, Registered Surveyor, dated June 10, 1958 and recorded in Plat Book 2, Page 72, deed records, Cherokee County, Georgia.

Less and Except the following parcel:

BEING FOR SAME, all that tract or parcel of land lying and being in the 15th District and 2nd Section of Cherokee County, Georgia and being a portion of original Land Lot No. 395 and being more particularly described as follows:

BEGINNING at an iron stake located on the West edge of Andersonville-Hickory Flat Road, said iron stake is located a distance of 340 feet South 16 degrees 15 minutes West as measured along the West edge of aforesaid road from a point formed by the intersection of the west edge of said road with the north, east and west line of Land Lot No. 395; thence North 73 degrees 45 minutes West a distance of 210 feet to an iron pin; thence south 16 degrees 15 minutes West a distance of 210 feet to an iron pin; thence South 73 degrees 45 minutes East a distance of 210 feet to an iron pin located on the West edge of Andersonville-Hickory Flat Road; thence North 16 degrees 15 minutes east along the west edge of said road a distance of 210 feet to point of beginning, containing one acre, more or less.

COPY

PT-61 (Rev. 2/18) To be filed in **CHEROKEE COUNTY** PT-61 028-2019-012311

SECTION A – SELLER'S INFORMATION (Do not use agent's information)		SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Estate of James R. Johnson		Exempt Code If no exempt code enter NONE	NONE
MAILING ADDRESS (STREET & NUMBER) 1274 White Road		1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$2,891,610.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY White, GA 30184 USA	DATE OF SALE 10/30/2019	1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)		2. Fair market value of Personal Property only	$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME Place Property Management LLC		3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 201 Gateway Drive		4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$2,891,610.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Canton, GA 30115 USA	Check Buyers Intended Use ( ) Residential (X) Commercial ( ) Agricultural ( ) Industrial	5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$2,891.70

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION				SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 15N26 120		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT 395	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

COPY

DEED BOOK:14414 PG:1611 Filed: 11/13/2019 10:50 AM Clerk File Number: 28-2019-040726
Rec: $14.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

RETURN RECORDED DOCUMENT TO:

HARTLEY, ROWE & FOWLER, P C
P O BOX 489
DOUGLASVILLE, GA 30133
FILE NO 19-0655B

STATE OF GEORGIA
COUNTY OF COBB

QUITCLAIM DEED

THIS INDENTURE, made the 30th day of October in the year two thousand and nineteen, between

JAMES M. JOHNSON, EXECUTOR OF THE LAST WILL AND TESTAMENT OF JAMES R. JOHNSON

as party or parties of the first part ("Grantor"), and

PLACE PROPERTY MANAGEMENT, LLC
a Delaware limited liability company

as party or parties of the second part ("Grantee") (the words Grantor and Grantee to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor, for and in consideration of the sum of one dollar ($1.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever **QUITCLAIM** unto the said Grantee, all right, title, interest, claim or demand which the Grantor has or may have had in and to the following property:

ALL THAT TRACT or parcel of land lying and being in Land Lot 395 of the 15th District and 2nd Section of Cherokee County, Georgia, being described as Tract 1 and Tract 2 and being more particularly described on Exhibit "A".

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time claim or demand any right or title to said premises or its appurtenances.

DEED BOOK:14414 PG:1612 Filed: 11/13/2019 10:50 AM Clerk File Number: 28-2019-040726
Rec: $14.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

Signed, sealed and delivered
in the presence of:

Witness

By: _____ (SEAL)
James M. Johnson, Executor of the Last Will and Testament of James R. Johnson

Notary Public
My Commission Expires:
(SEAL)

J. CHRISTOPHER GEIGER NOTARY PUBLIC EXPIRES GEORGIA August 28, 2023 CHEROKEE COUNTY

COPY

50-468-1
19-0655

DEED BOOK:14414 PG:1613 Filed: 11/13/2019 10:50 AM Clerk File Number: 28-2019-040726
Rec: $14.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

15N26 120

15N26 121

EXHIBIT "A"

TRACT ONE:

ALL THAT TRACT or parcel of land lying and being in Land Lot 395 of the 15th District and 2nd Section of Cherokee County, Georgia, and being more particularly described as follows:

BEGIN at the northwest corner of Land Lot 395, said corner being the common corner of Land Lots 326, 327, 394 and 395; thence South 87 degrees 43 minutes 42 seconds East a distance of 888.46 feet along the north line of Land Lot 395 to an iron pin located on the westerly edge of the right of way of East Cherokee Drive; thence South 17 degrees 22 minutes 09 seconds West a distance of 256.32 feet along the westerly edge of said right of way to a point; thence South 17 degrees 00 minutes 49 seconds West a distance of 83.68 feet along the westerly edge of said right of way to an iron pin; thence departing said right of way, North 72 degrees 59 minutes 11 seconds West a distance of 210.00 feet to an iron pin; thence South 17 degrees 00 minutes 49 seconds West a distance of 210.00 feet to an iron pin; thence South 72 degrees 59 minutes 11 seconds East a distance of 210.00 feet to an iron pin located on the westerly edge of the right of way of East Cherokee Drive; thence South 17 degrees 00 minutes 49 seconds West a distance of 438.62 feet along the westerly edge of said right of way to an iron pin; thence departing said right of way North 80 degrees 54 minutes 00 seconds West a distance of 846.89 feet to an axle found, said axle being located on the west line of Land Lot 395; thence North 02 degrees 43 minutes 36 seconds East a distance of 879.68 feet along the west line of Land Lot 395 to an iron pin, said iron pin being located at the true point of beginning.

The above described parcel of land contains 15.219 acres, and is more fully described upon the plat of survey prepared for Place Property Management, dated June 7, 2019, prepared by Nathan H Johnston, GA RLS No. 3147, which plat by this reference thereto is incorporated herein for a more complete description of the property.

TRACT TWO:

ALL THAT TRACT or parcel of land lying and being in Land Lot 395 of the 15th District and 2nd Section of Cherokee County, Georgia, and being more particularly described as follows:

TO LOCATE THE POINT OF BEGINNING, being at the intersection of the north line of Land Lot 395 with the westerly edge of the right of way of East Cherokee Drive; thence South 17 degrees 22 minutes 09 seconds West a distance of 256.32 feet along the westerly edge of said right of way to an iron pin; thence South 17 degrees 00 minutes 49 seconds West a distance of 83.68 feet along the westerly edge of said right of way to an iron pin located at the TRUE POINT OF BEGINNING; thence departing said right of way North 72 degrees 59 minutes 11 seconds West a distance of 210.00 feet to an iron pin; thence South 17 degrees 00 minutes 49 seconds West a distance of 210.00 feet to an iron pin; thence South 72 degrees 59 minutes 11 seconds East a distance of 210.00 feet to an iron pin, said iron pin being located on the westerly edge of the right of way of East Cherokee Drive; thence North 17 degrees 00 minutes 49 seconds East a distance of 210.00 feet along the westerly edge of said right of way to an iron pin located at the true point of beginning.

The above described parcel of land contains 1.012 acres, and is more fully described upon the plat of survey prepared for Place Property Management, dated June 7, 2019, prepared by Nathan H. Johnston, GA RLS No. 3147, which plat by this reference thereto is incorporated herein for a more complete description of the property.

East Cherokee Drive & Hickory Road

Lot A - Written Description

All that tract or parcel of land lying and being in Land Lots 326 & 395, 15th District, 2nd Section, City of Holly Springs, Cherokee County, Georgia, and being particularly described as follows:

BEGINNING at an iron pin found at the southwest corner of Land Lot 326; thence continuing along the east line of Land Lot 326 N02°34'40"E a distance of 42.81 feet to an iron pin found at the intersection of said Land Lot line and the southerly right of way of Hickory Road (right of way varies); thence leaving said Land Lot line and continuing along said right of way for the following courses and distances: along a curve to the left, following the curvature thereof for an arc distance of 335.40 feet, said curve having a radius of 1,959.86 feet and being subtended by a chord of N72°21'58"E 334.99 feet, to a point; thence N67°27'48"E a distance of 74.39 feet to a point; thence along a curve to the right, following the curvature thereof for an arc distance of 167.86 feet, said curve having a radius of 1,382.39 feet and being subtended by a chord of N70°56'32"E 167.76 feet, to an iron pin set; thence leaving said right of way of Hickory Road S11°11'46"E a distance of 89.12 feet to an iron pin set; thence along a curve to the right, following the curvature thereof for an arc distance of 99.00 feet, said curve having a radius of 200.00 feet and being subtended by a chord of S02°59'05"W 97.99 feet, to an iron pin set; thence S17°09'55"W a distance of 639.40 feet to an iron pin set; thence S02°42'34"W a distance of 373.88 feet to an iron pin set; thence N80°54'00"W a distance of 401.17 feet to an axle found on the west line of Land Lot 395; thence continuing along said Land Lot line N02°43'36"E a distance of 879.68 feet to the POINT OF BEGINNING. Said tract contains 479,583 square feet or 11.010 acres and is shown as “Lot A” on a Lot Adjustment Survey for OneStreet Residential & Place Property Management, prepared by Barton Surveying, Inc., dated April 28, 2022.

East Cherokee Drive & Hickory Road

Lots A, B & C - Written Description

All that tract or parcel of land lying and being in Land Lots 326 & 395, 15th District, 2nd Section, City of Holly Springs, Cherokee County, Georgia, and being particularly described as follows:

BEGINNING at an iron pin found at the southwest corner of Land Lot 326; thence continuing along the east line of Land Lot 326 N02°34'40"E a distance of 42.81 feet to an iron pin found at the intersection of said Land Lot line and the southerly right of way of Hickory Road (right of way varies); thence leaving said Land Lot line and continuing along said right of way for the following courses and distances: along a curve to the left, following the curvature thereof for an arc distance of 335.40 feet, said curve having a radius of 1,959.86 feet and being subtended by a chord of N72°21'58"E 334.99 feet, to a point; thence N67°27'48"E a distance of 74.39 feet to a point; thence along a curve to the right, following the curvature thereof for an arc distance of 470.03 feet, said curve having a radius of 1,382.39 feet and being subtended by a chord of N77°12'15"E 467.77 feet, to a point; thence along a curve to the right, following the curvature thereof for an arc distance of 68.01 feet, said curve having a radius of 427.46 feet and being subtended by a chord of S88°28'23"E 67.94 feet to a point at the northwest end of the mitered intersection of said southerly right of way of Hickory Road and the northwesterly right of way of East Cherokee Drive (right of way varies); thence leaving said right of way of Hickory Road and continuing along said mitered line S28°22'43"E a distance of 84.56 feet to the southeast end of said mitered line; thence continuing along said northwesterly right of way of East Cherokee Drive S19°43'02"W a distance of 249.28 feet to a #5 rebar found on the south line of Land Lot 326; thence continuing along said Land Lot line and along said right of way S87°43'42"E a distance of 17.74 feet to an iron pin set; thence leaving said Land Lot line and continuing along said right of way for the following courses and distances: S17°22'09"W a distance of 256.32 feet to a point; thence S17°00'49"W a distance of 733.20 feet to an iron pin set; thence leaving said right of way of East Cherokee Drive N80°54'00"W a distance of 646.69 feet to an axle found on the west line of Land Lot 395; thence continuing along said Land Lot line N02°43'36"E a distance of 879.68 feet to the POINT OF BEGINNING. Said tract contains 891,218 square feet or 20.460 acres and is shown as “Lot A”, “Lot B” & “Lot C” on a Lot Adjustment Survey for OneStreet Residential & Place Property Management, prepared by Barton Surveying, Inc., dated April 28, 2022.

ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____YES ___X___NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____YES ___X___NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____YES ___X___NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating $250.00 or more?

_____YES ___X___NO

5-6-22
DATE

Parks F. Huff, Attorney for Applicant
SIGNATURE

NOTARY

Seal

LORI JORDAN
NOTARY PUBLIC
PAULDING COUNTY, GEORGIA
My Commission Expires 11-13-2023

ATTACHMENT TO APPLICATION FOR PUBLIC HEARING

Titleholder PLACE PROPERTY MANAGEMENT, LLC:

TIN#: 15N26 124, 15N26 120, 15N26 121 & 15N26 118

The undersigned(s) below, or as attached, is the owner of the property considered in this application.

Place Property Management, LLC 5/6/22
Date

Address: 201 Gateway Dr Canton GA 30115

Telephone No.: (770) 841 0913

Signature of Notary Public

Date: 5/6/22

STEPHANIE KUSH
Notary Public, Georgia
Cherokee County
My Commission Expires
April 25, 2025

ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____YES ___✓___NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____YES ___✓___NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____YES ___✓___NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating $250.00 or more?

_____YES ___✓___NO

5/5/22 Troy Place
DATE APPLICANT NAME PRINTED APPLICANT SIGNATURE

Kimberly Presley
NOTARY

Seal:

CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE PUBLIC HEARING

1.

My name is Troy Place. I am the officer who is delegated the responsibility for authenticating records of **PLACE PROPERTY MANAGEMENT, LLC,** Domestic Limited Liability Company ("Property Owner Company"). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Public Hearing Application regarding certain real property owned by the Titleholder located in the City of Holly Springs, Cherokee County, Georgia.

2.

In accordance with the Requirements for completing a City of Holly Springs Public Hearing Application, I hereby attest on behalf of the Property Owner Company that an authorized representative of Property Owner Company has reviewed the Public Hearing Application and related documents which are being filed simultaneously therewith on behalf of the Public Hearing Company (collectively, the "Public Hearing Application") to which this Certificate is attached and hereby certify:

(a) That corporate seal or facsimile affixed to the Public Hearing Application is in fact the seal of the Property Owner Company or a true facsimile thereof; and

(b) That the officer or other representative of the Property Owner Company who executed the Public Hearing Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the Public Hearing Application on behalf of the Property Owner Company, and that the signature of said officer or other representative is genuine; and

(c) That the execution of the Public Hearing Application and the filing of the Public Hearing Application on behalf of the Property Owner Company by the officer or other representative of the Property Owner Company has been duly authorized by the Property Owner Company.

PLACE PROPERTY MANAGEMENT, LLC

By: Troy Place

Print Name: Troy Place

Its: managing member

TRAFFIC IMPACT STUDY
FOR
PROPOSED RESIDENTIAL DEVELOPMENT ON HICKORY ROAD AT EAST CHEROKEE DRIVE

CHEROKEE COUNTY, GEORGIA

Prepared for:

OneStreet Residential
2000 RiverEdge Parkway, Suite 450
Atlanta, GA 30328

Prepared By:

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

June 21, 2022
A & R Project # 22-080

TABLE OF CONTENTS

Item		Page
1.0	**Introduction**	**1**
2.0	**Existing Facilities / Conditions**	**4**
2.1	Roadway Facilities	4
2.1.1	Hickory Road	4
2.1.2	East Cherokee Drive	4
2.1.3	Oak Crest Road	4
2.1.4	Sequoyah High School Main Driveway	4
2.1.5	Sequoyah High School Driveway	4
2.1.6	Dean Dusk Driveway	4
3.0	**Study Methodology**	**5**
3.1	Unsignalized Intersections	5
3.2	Signalized Intersections	6
4.0	**Existing 2022 Traffic Analysis**	**7**
4.1	Existing Traffic Volumes	7
4.2	Existing Traffic Operations	10
5.0	**Proposed Development**	**11**
5.1	Trip Generation	13
5.2	Trip Distribution	13
6.0	**Future 2024 Traffic Analysis**	**15**
6.1	Future “No-Build” Conditions	15
6.1.1	Annual Traffic Growth	15
6.2	Future “Build” Conditions	15
6.3	Auxiliary Lane Analysis	18
6.3.1	Deceleration Turn Lane Analysis	18
6.4	Future Traffic Operations	19
7.0	**Conclusions and Recommendations**	**22**
7.1	Recommendation for Site Access Configuration	22

Appendix

LIST OF TABLES

Item **Page**

Table 1 – Level-of-service Criteria for Unsignalized Intersections 5
Table 2 – Level-of-service Criteria for Signalized Intersections 6
Table 3 – Existing Intersection Operations 10
Table 4 – Trip Generation 13
Table 5 – GDOT Requirements for Deceleration Lanes 18
Table 6 – Future Intersection Operations 19

LIST OF FIGURES

Item **Page**

Figure 1 – Location Map 3
Figure 2 – Existing Weekday Peak Hour Volumes 8
Figure 3 – Existing Traffic Control and Lane Geometry 9
Figure 4 – Site Plan 12
Figure 5 –Trip Distribution and Site Generated Weekday Peak Hour Volumes 14
Figure 6 – Future (No-Build) Weekday Peak Hour Volumes 16
Figure 7 – Future (Build) Weekday Peak Hour Volumes 17
Figure 8 – Future Traffic Control and Lane Geometry 21

1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact that will result from the proposed residential development that will be located in the southwest corner of the intersection East Cherokee Drive and Hickory Road in Cherokee County, Georgia. The traffic analysis evaluates current operations compared to the future conditions with traffic generated by the development. The proposed senior multifamily housing development will consist of 113 units.

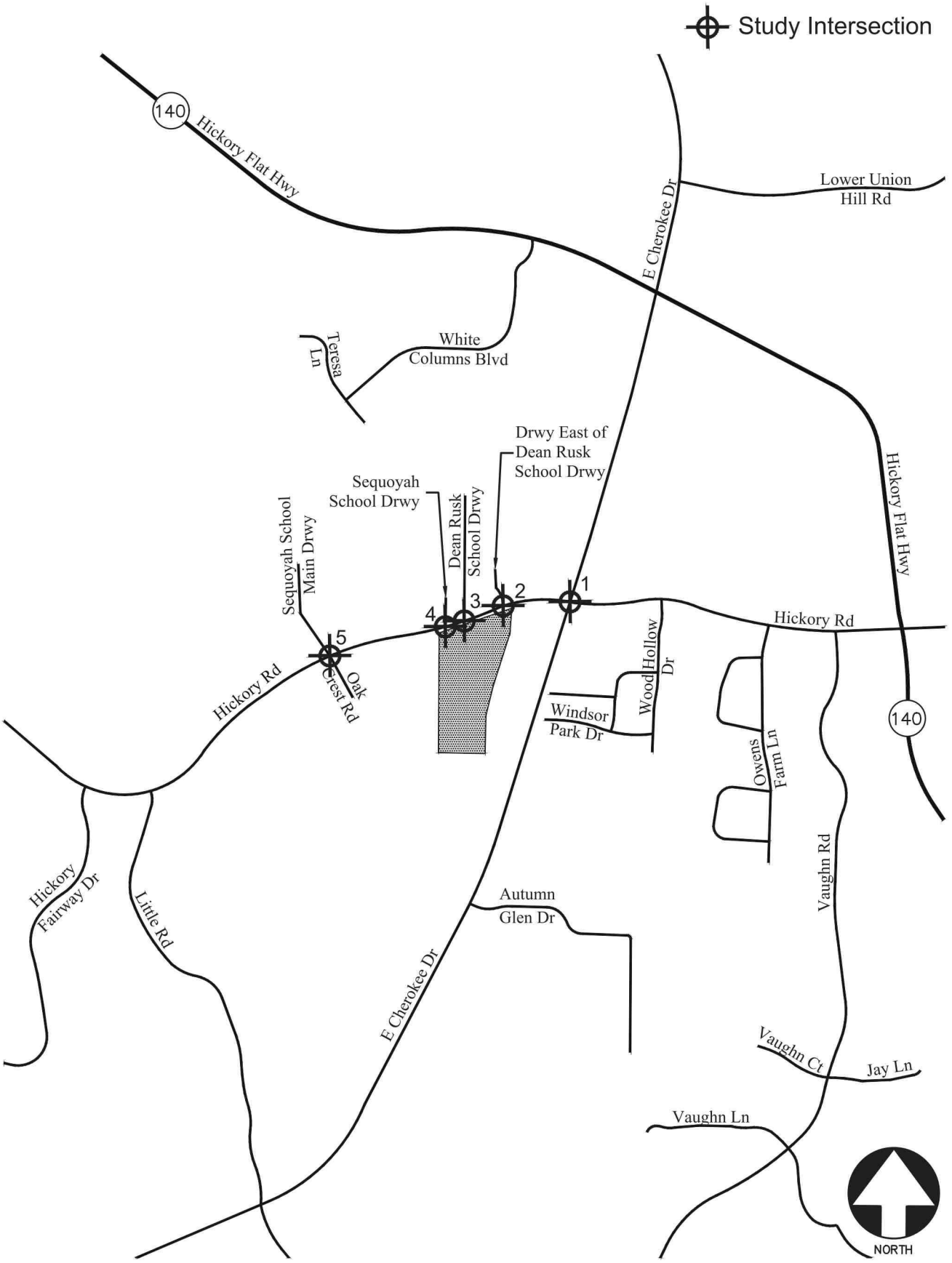
The development proposes access at the following locations:

- Site Driveway 1: Full Access Driveway on Hickory Road.
- Site Driveway 2: Right-in / Right-out Driveway on Hickory Road.

The AM (7:00 AM – 9:00 AM), PM (4:00 PM – 6:00 PM), and school dismissal hours (2:00 PM – 4:00 PM) have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the following intersections of:

1. Hickory Road at East Cherokee Drive
2. Hickory Road at Driveway East of Dean Rusk Driveway
3. Hickory Road at Dean Rusk School Driveway
4. Hickory Road at Sequoyah High School Driveway
5. Hickory Road at Oak Crest Road/Sequoyah High School Main Driveway

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



LOCATION MAP FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

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

2.1.1 Hickory Road

Hickory Road is an east-west, two-lane undivided roadway with a posted speed limit of 40 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID –057-0305) indicate that the daily traffic volume on Hickory Road in 2019 was 11,800 vehicles per day east of Little Road. GDOT classifies Hickory Road as a Minor Collector (Urban) roadway.

2.1.2 East Cherokee Drive

East Cherokee Drive north-south, two-lane undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID's –057-0167) indicate that the daily traffic volume on East Cherokee Drive in 2019 was 13,100 vehicles per day south of SR 140 (Hickory Flat Highway). GDOT classifies East Cherokee Drive as a Minor Arterial (Urban) roadway.

2.1.3 Oak Crest Road

Oak Crest Road is a north-south, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.4 Sequoyah High School Main Driveway

Sequoyah High School Main Driveway is a north-south, two-lane divided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.5 Sequoyah High School Driveway

Sequoyah High School Driveway is a north-south, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

2.1.6 Dean Dusk Driveway

Dean Dusk Driveway is a north-south, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

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

3.1 Unsignalized Intersections

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

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

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

TABLE 1 – LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

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

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

3.2 Signalized Intersections

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

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

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

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

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

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

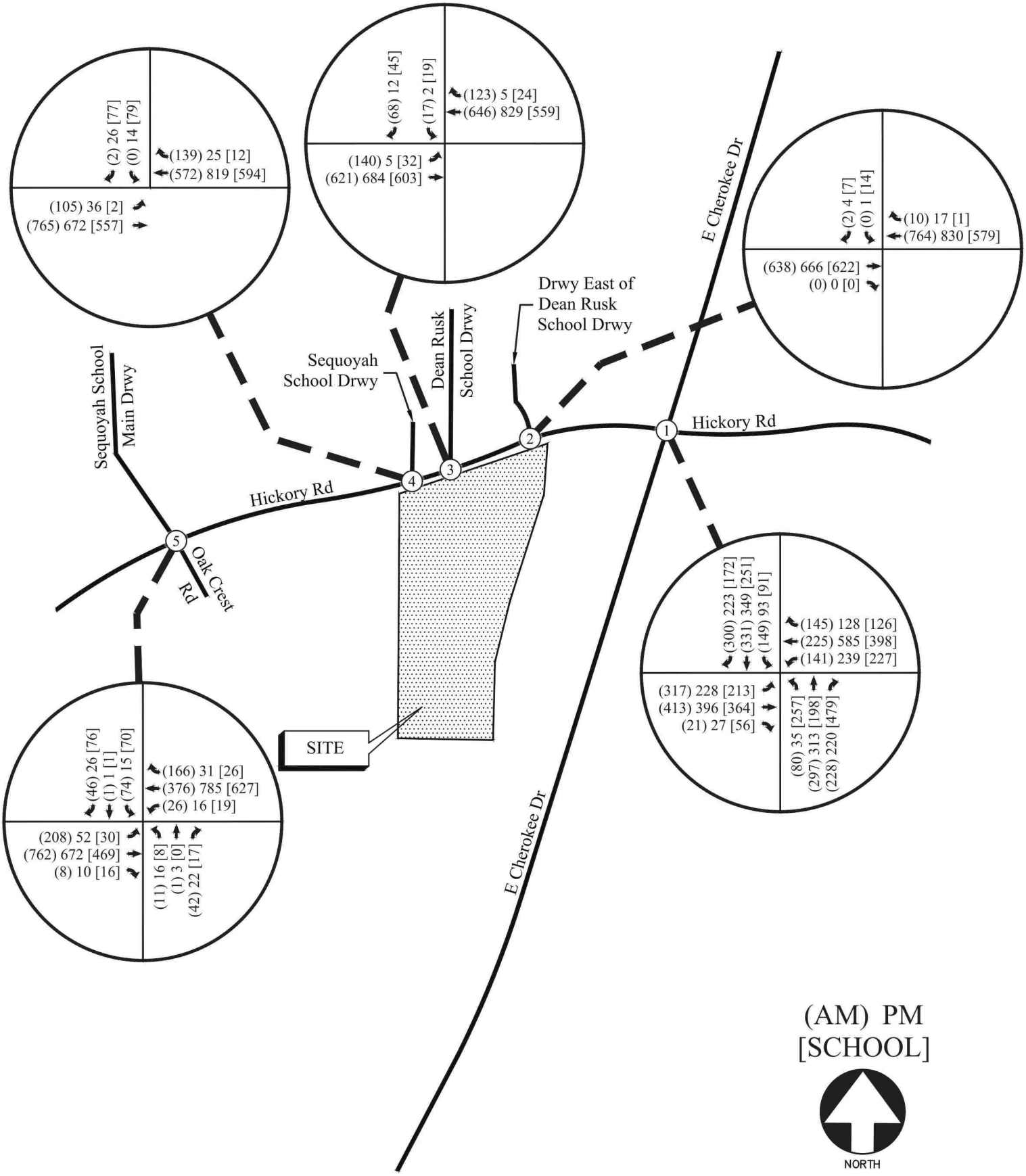
4.0 EXISTING 2022 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

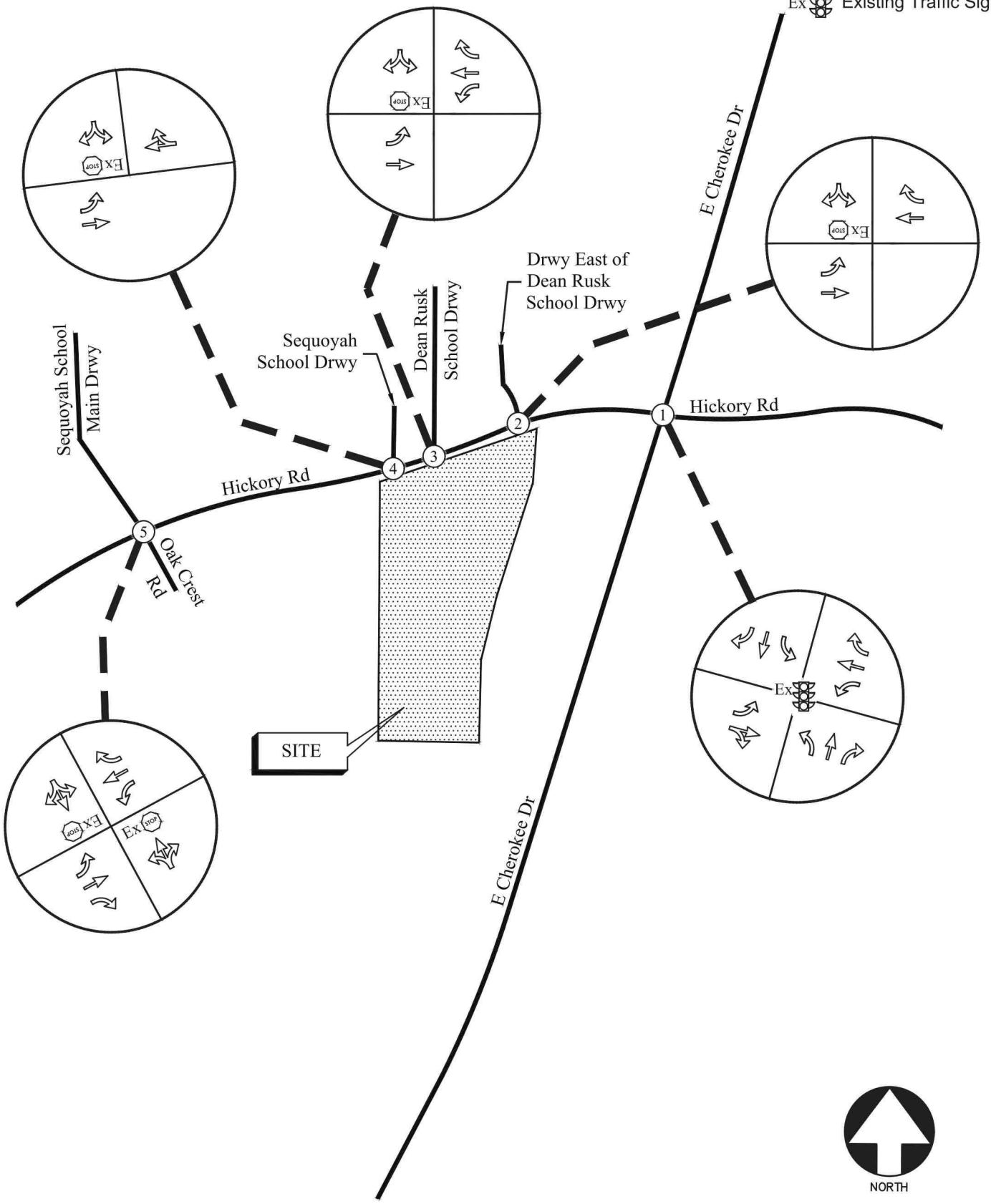
1. Hickory Road at East Cherokee Drive
2. Hickory Road at Driveway East of Dean Rusk Driveway
3. Hickory Road at Dean Rusk School Driveway
4. Hickory Road at Sequoyah High School Driveway
5. Hickory Road at Oak Crest Road/Sequoyah High School Main Driveway

Turning movement counts were collected on Thursday, April 28, 2022. All turning movement counts were recorded during the AM, PM, and school dismissal hours between 7:00 AM to 9:00 AM, 4:00 PM to 6:00 PM and 2:00 PM to 4:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes and are shown in Figure 2.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)		
			AM Peak	PM Peak	School Dismissal
1	**Hickory Road @ East Cherokee Drive**	Signalized	**D (36.1)**	**D (42.1)**	**D (41.7)**
	-Eastbound Approach		D (49.3)	D (43.7)	D (47.5)
	-Westbound Approach		D (47.5)	D (48.9)	D (51.1)
	-Northbound Approach		C (27.1)	D (38.1)	D (37.1)
	-Southbound Approach		C (25.5)	C (35.7)	C (32.2)
2	**Hickory Road @ East Driveway Dean Rusk**	Stop Controlled on Southbound Approach			
	-Eastbound Left		A (9.4)	A (9.9)	A (8.7)
	-Southbound Approach		B (14.5)	C (20.1)	C (21.8)
3	**Hickory Road @ Dean Rusk Driveway**	Stop Controlled on Southbound Approach			
	-Eastbound Left		A (9.8)	A (9.8)	A (8.8)
	-Southbound Approach		C (18.5)	C (16.7)	C (15.3)
4	**Hickory Road @ Sequoyah Driveway**	Stop Controlled on Southbound Approach			
	-Eastbound Left		A (9.8)	B (10.2)	A (8.8)
	-Southbound Approach		B (13.1)	C (19.3)	C (20.8)
5	**Hickory Road @ Oak Crest Road**	Stop Controlled on Northbound and Southbound Approaches			
	-Eastbound Left		A (9.6)	B (10.0)	A (9.1)
	-Westbound Left		A (9.7)	A (9.2)	A (8.6)
	-Northbound Approach		E (45.9)	F (51.5)	C (22.4)
	-Southbound Approach		F (*)	E (45.9)	F (57.5)

**Delay exceeds 300 seconds*

The results of existing traffic operations analysis indicate that the signalized intersection is operating at overall level-of-service "D" or better in the AM, PM and Dismissal peak hours.

The unsignalized intersections are operating at a level-of-service "E" or better in the AM, PM and Dismissal peak hours except the intersection at Hickory Road and Oak Crest Road whose stop controlled northbound approaches will operate at level-of-service "F" in the PM peak hours and southbound approach will operate at level-of-service "F" in the AM, PM and Dismissal peak hours. It is not unusual for stop controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the mainline.

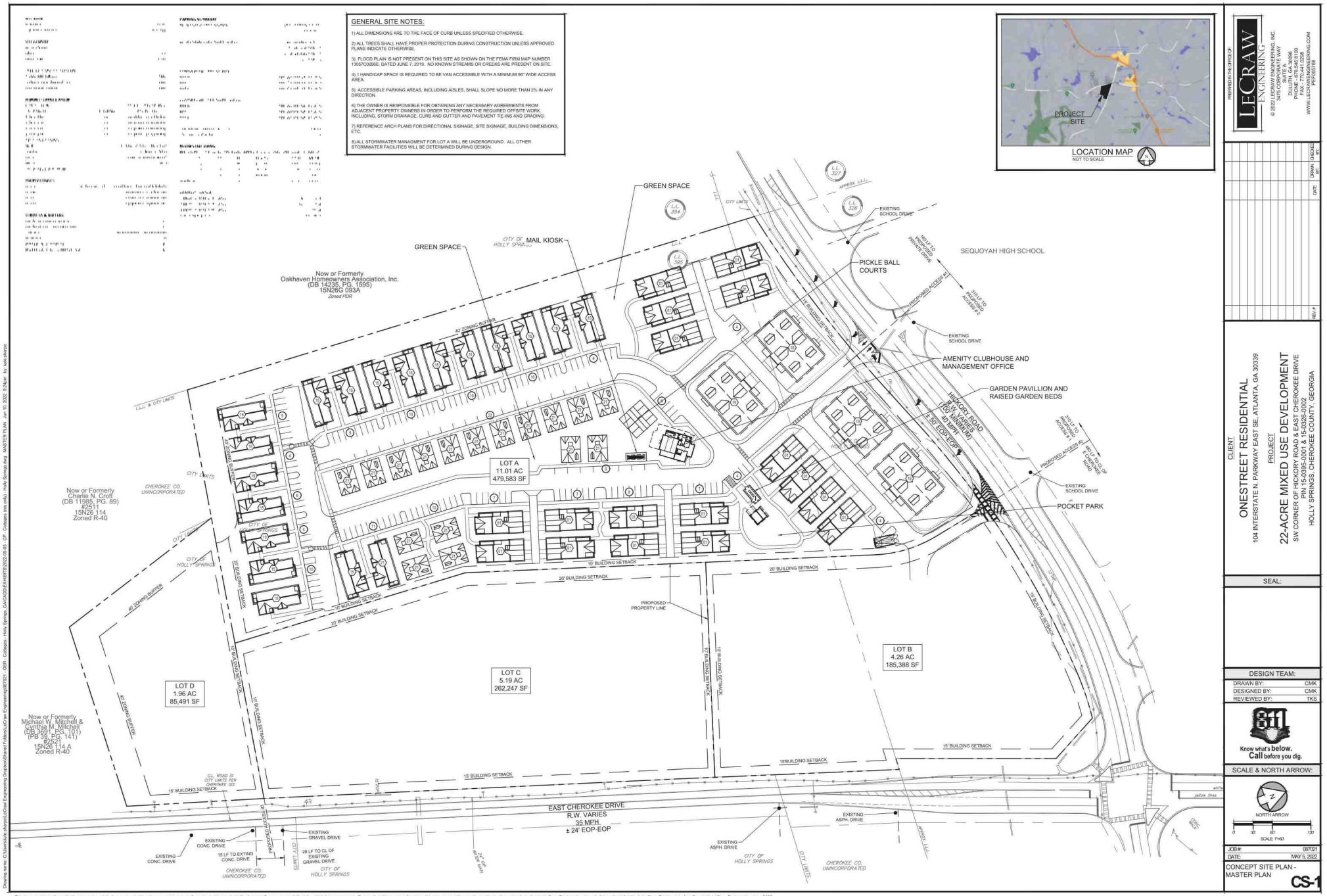
5.0 PROPOSED DEVELOPMENT

The proposed residential development will be located in the southwest corner of the intersection East Cherokee Drive and Hickory Road in Cherokee County, Georgia. The proposed senior multifamily housing development will consist of 113 units.

The development proposes access at the following locations:

- Site Driveway 1: Full Access Driveway on Hickory Road.
- Site Driveway 2: Right-in / Right-out Driveway on Hickory Road.

A site plan is shown in Figure 4.



LECRAW ENGINEERING
PREPARED IN THE OFFICE OF
© 2022 LECRAW ENGINEERING, INC.
3475 CORPORATE WAY
SUITE A
DULUTH, GA 30096
PHONE - 678.546.9100
FAX - 770.446.4455
WWW.LECRAWENGINEERING.COM
PE/F005708

REV #	DATE	DRAWN	CHECKED

CLIENT
ONESTREET RESIDENTIAL
104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT
22-ACRE MIXED USE DEVELOPMENT
SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
PIN 15-0395-0001 & 15-0328-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:

DESIGN TEAM:

DRAWN BY:	CMK
DESIGNED BY:	CMK
REVIEWED BY:	TKS

811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:

NORTH ARROW
0 30 60 120
SCALE: 1"=60'

JOB #:	067021
DATE:	MAY 5, 2022

CONCEPT SITE PLAN - MASTER PLAN
CS-1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by LeCraw Engineering, Inc. shall be without liability to LeCraw Engineering, Inc. Copyright LeCraw Engineering, Inc., 2022

Drawing name: C:\Users\tyler.sharpe\LeCraw Engineering Dropbox\Entered Folders\LeCraw Engineering\067021 - OSR - Colleges - Holly Springs, GA\ACAD\DEWG\PD\2022.05.05 - CP - Colleges (rev.vsky) - Holly Springs.dwg MASTER PLAN Jun 10, 2022 8:45am by tyler.sharpe

5.1 Trip Generation

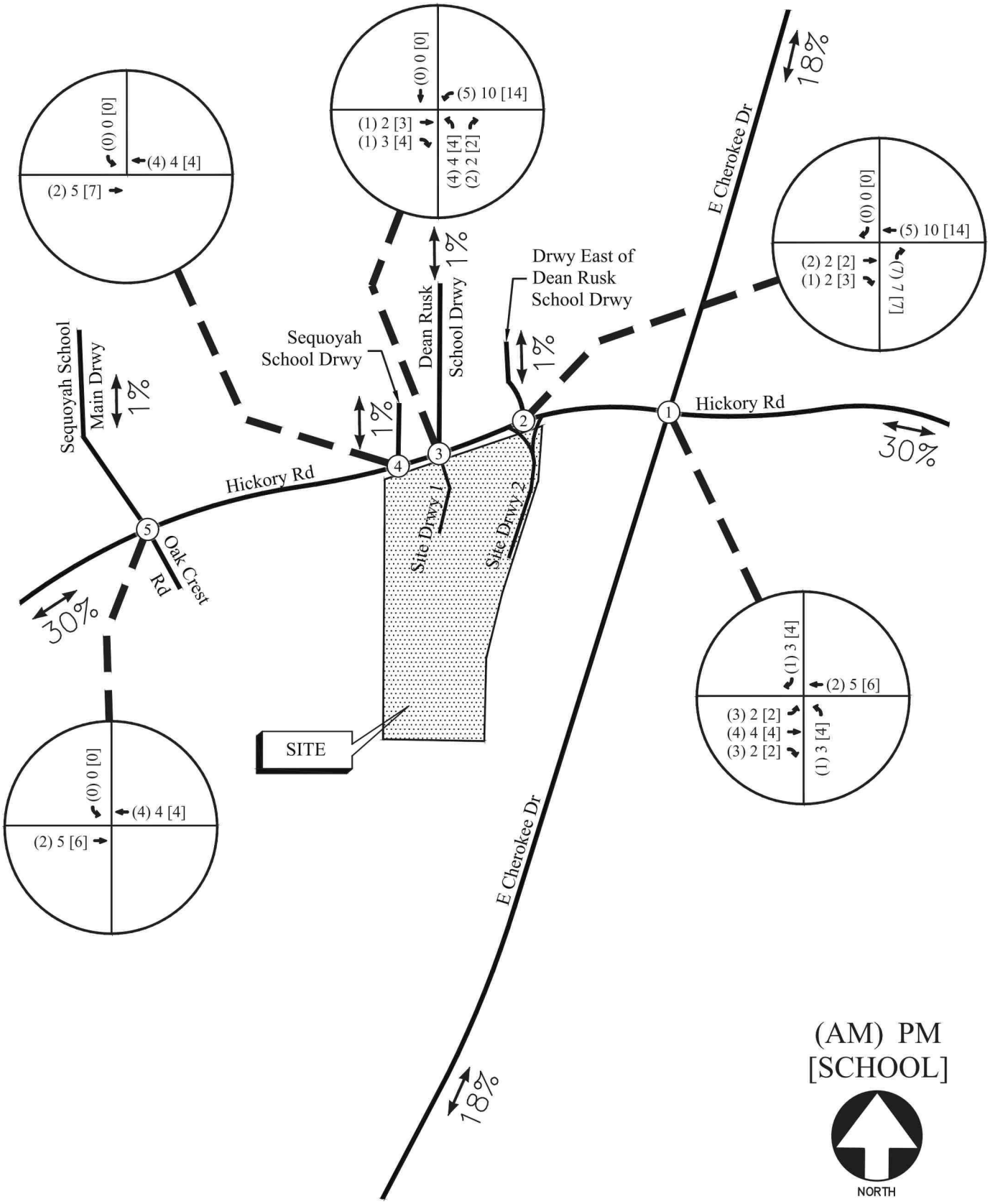
Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE *Land Use: 252 – Senior Adult Housing Multifamily.* The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION

Land Use	Size	AM Peak Hour			PM Peak Hour			School Dismissal Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	2-way
ITE 252 - Senior Adult Multifamily	113 units	8	14	22	15	13	28	21	13	34	351

5.2 Trip Distribution

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



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.

6.0 FUTURE 2024 TRAFFIC ANALYSIS

The future 2024 traffic operations are analyzed for the "Build" and "No-Build" conditions.

6.1 Future "No-Build" Conditions

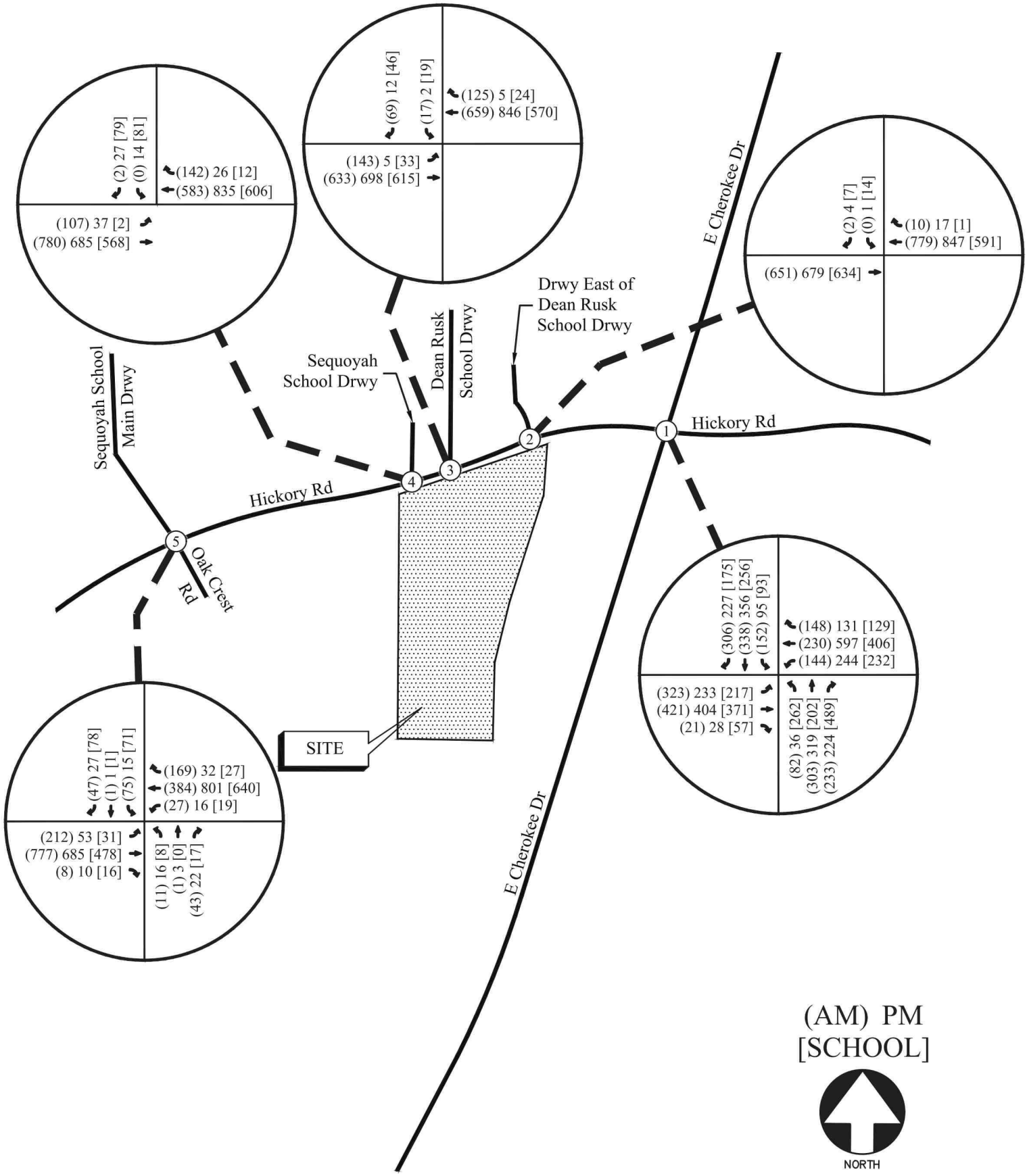
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing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

6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last three years revealed growth of approximately 1% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future "No-Build" volumes on the roadway are shown in Figure 6

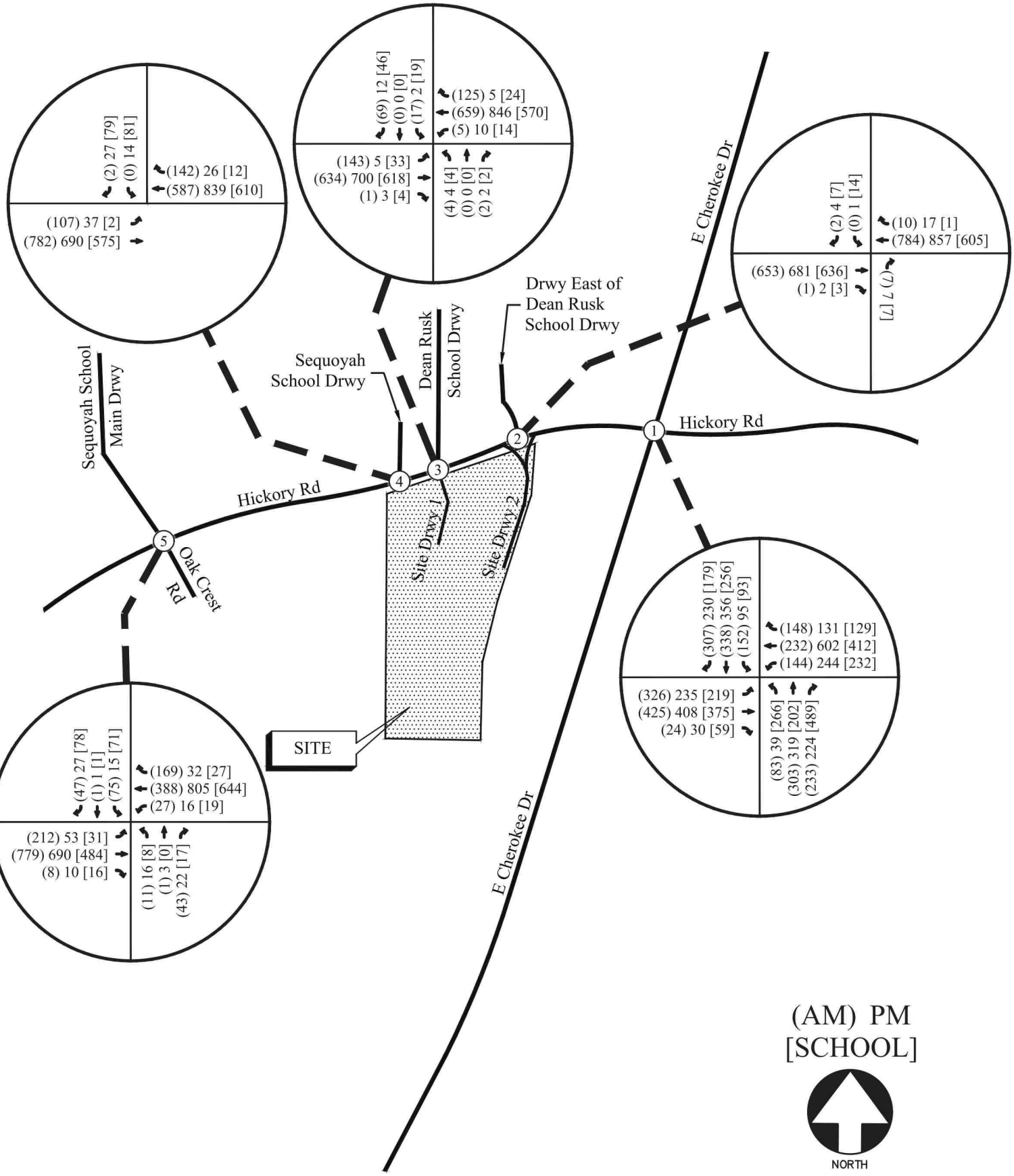
6.2 Future "Build" Conditions

The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 7.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 6

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 7

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for deceleration lanes for all site driveways per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume entering and exiting the site is 351 vehicles.

6.3.1 Deceleration Turn Lane Analysis

According to GDOT standards, for a two lane roadway with AADT's greater than 10,000 vehicles and a posted speed limit of 40 mph, the daily site generated traffic right-turn movement's threshold to warrant a deceleration lane is 75 right-turning vehicles a day. The projected right-turn volumes per day for the proposed driveway are included below in Table 5.

TABLE 5 – GDOT REQUIREMENTS FOR DECELERATION LANES

Intersection	Right-turn traffic (% total entering)	Right-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/ day)	Warrants met?
Hickory Road @ Site Driveway 1	17%	**30** (Total trips) ÷ 2 × 0.17 = (351) ÷ 2 x 0.17 = 30	40 mph / 2-Lane / > 10,000	75	No
Hickory Road @ Site Driveway 2	15%	**26** (Total trips) ÷ 2 × 0.15 = (351) ÷ 2 x 0.15 = 26	40 mph / 2-Lane / > 10,000	75	No

Deceleration lanes are not warranted at Site Driveway 1 and Driveway 2 per GDOT standards.

6.4 Future Traffic Operations

The future "No-Build" and "Build" traffic operations were analyzed using the volumes in Figure 6 and Figure 7, respectively. The results of the future traffic operations analysis are shown below in Table 6. Recommendations on traffic control and lane geometry are shown graphically in Figure 8.

TABLE 6 – FUTURE INTERSECTION OPERATIONS

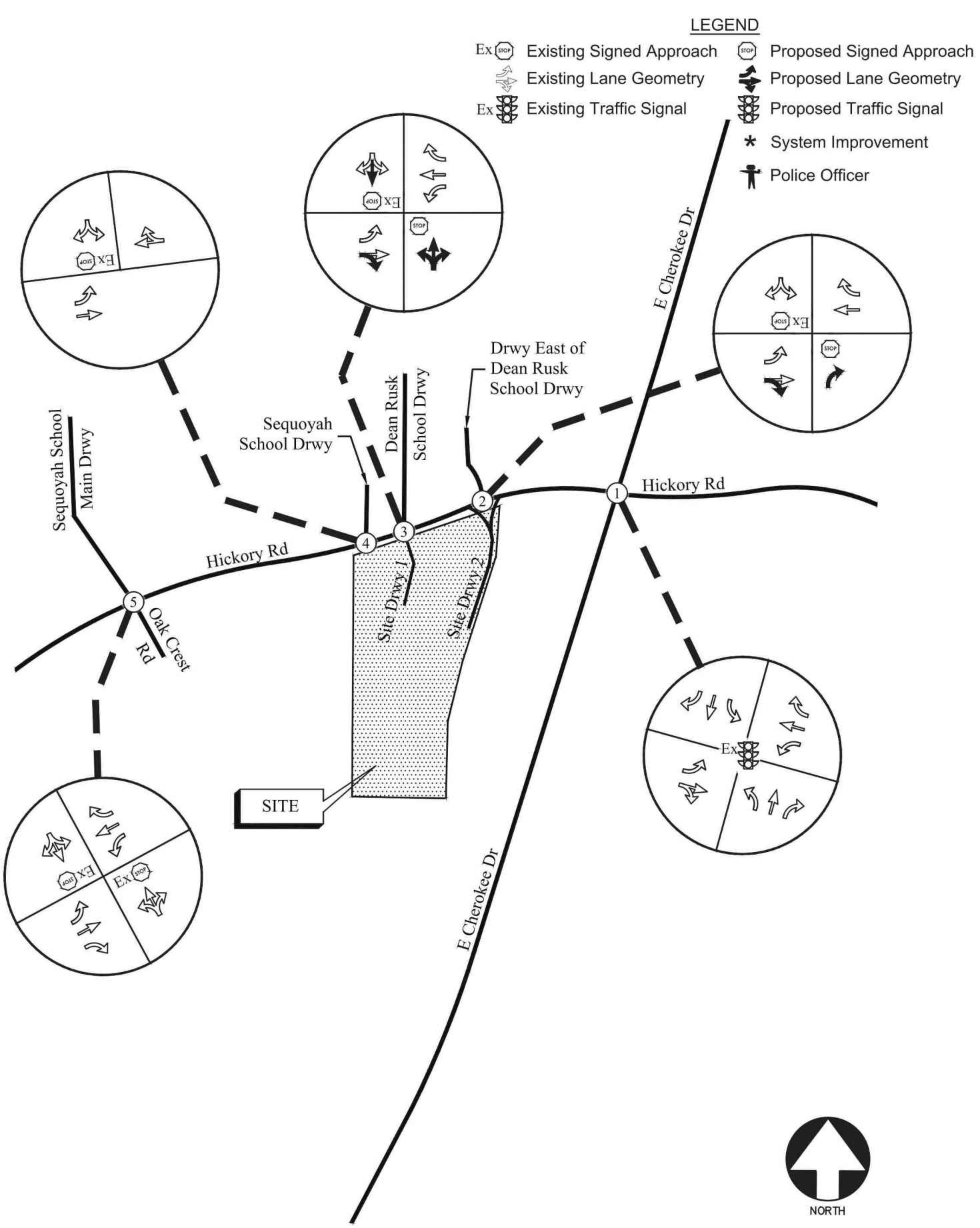
	Intersection	Future Condition: LOS (Delay)					
		NO-BUILD			BUILD		
		AM	PM	Dismissal	AM	PM	Dismissal
1	**Hickory Road @ East Cherokee Drive**	**D (37.1)**	**D (46.3)**	**D (44.9)**	**D (37.4)**	**D (46.8)**	**D (45.7)**
	-Eastbound Approach	D (50.5)	E (57.3)	E (68.0)	D (50.7)	E (58.4)	E (69.8)
	-Westbound Approach	D (51.5)	D (48.6)	D (50.6)	D (51.6)	D (48.8)	D (51.2)
	-Northbound Approach	C (27.2)	D (41.0)	C (34.7)	C (27.4)	D (41.4)	D (35.1)
	-Southbound Approach	C (25.6)	D (37.4)	C (30.5)	C (25.9)	D (38.0)	C (30.9)
2	**Hickory Road @ East Driveway Dean Rusk**						
	-Eastbound Left	A (9.5)	A (9.9)	A (8.8)	A (9.5)	B (10.0)	A (8.8)
	-Northbound Approach	-	-	-	B (13.2)	B (13.5)	B (13)
	-Southbound Approach	B (14.7)	C (20.7)	C (22.5)	B (14.7)	C (17.6)	C (17.4)
3	**Hickory Road @ Dean Rusk Driveway**						
	-Eastbound Left	A (9.9)	A (9.8)	A (8.9)	A (9.9)	A (9.8)	A (8.9)
	-Westbound Left	-	-	-	A (9.0)	A (9.3)	A (8.9)
	-Northbound Approach	-	-	-	F (69.7)	E (46.6)	D (33.2)
	-Southbound Approach	C (18.9)	C (17.0)	C (15.5)	E (42.8)	C (22.7)	D (25.1)
4	**Hickory Road @ Sequoyah Driveway**						
	-Eastbound Left	A (9.9)	B (10.1)	A (8.9)	A (9.9)	B (10.1)	A (9.0)
	-Southbound Approach	B (13.2)	C (19.7)	C (21.6)	B (13.2)	C (19.8)	C (21.8)
5	**Hickory Road @ Oak Crest Road**						
	-Eastbound Left	A (9.7)	B (10.0)	A (9.2)	A (9.7)	B (10.1)	A (9.2)
	-Westbound Left	A (9.8)	A (9.3)	A (8.6)	A (9.8)	A (9.2)	A (8.6)
	-Northbound Approach	F (50.3)	F (58.9)	C (23.2)	F (50.9)	F (57.4)	C (22.9)
	-Southbound Approach	F (*)	E (48.8)	F (64.5)	F (*)	E (49.8)	F (66.9)

**Delay exceeds 300 seconds*

The results of future traffic operations analysis indicate that the signalized intersection is operating at overall level-of-service "D" in the AM, PM and Dismissal peak hours. The unsignalized intersections are operating at a level-of-service "E" or better in the AM, PM and dismissal peak hours except two intersections.

1. Intersection at Hickory Road and Oak Crest Road whose stop controlled northbound and southbound approaches will operate at level-of-service "F" in AM, PM and dismissal peak hours.
2. Intersection at Hickory Road and Dean Rusk driveway whose stop controlled northbound approach will operate at level-of-service "F" in the AM peak hour.

It is not unusual for stop controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the mainline.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 8

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed residential development that will be located in the southwest corner of the intersection East Cherokee Drive and Hickory Road in Cherokee County, Georgia. The proposed senior multifamily housing development will consist of 113 units.

The development proposes access at the following locations:

- Site Driveway 1: Full Access Driveway on Hickory Road.
- Site Driveway 2: Right-in / Right-out Driveway on Hickory Road.

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

1. Hickory Road at East Cherokee Drive
2. Hickory Road at Driveway East of Dean Rusk Driveway / Site Driveway 2
3. Hickory Road at Dean Rusk School Driveway / Site Driveway 1
4. Hickory Road at Sequoyah High School Driveway
5. Hickory Road at Oak Crest Road/Sequoyah High School Main Driveway

The analysis included the evaluation of future traffic operations for "No-Build" and "Build" conditions, the differences between "No-Build" and "Build" accounts for increases in traffic due to proposed site. The results of existing traffic operations analysis indicate that the signalized intersection is operating at overall level-of-service "D" in the AM, PM and dismissal peak hours. The unsignalized intersections are operating at a level-of-service "E" or better in the AM, PM and dismissal peak hours except two intersections.

1. Intersection at Hickory Road and Oak Crest Road whose stop controlled northbound and southbound approaches will operate at level-of-service "F" in AM, PM and dismissal peak hours.
2. Intersection at Hickory Road and Dean Rusk driveway whose stop controlled northbound approach will operate at level-of-service "F" in the AM peak hour.

It is not unusual for stop controlled side-streets along arterial roadways to have elevated delays during peak periods as delays caused by side-streets wait times to turn left onto the mainline.

7.1 Recommendation for Site Access Configuration

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

- Site Driveway 1: Full Access Driveway on Hickory Road
  - One entering and one exiting lane.
  - Stop-sign controlled on driveway approaches with Hickory Road remaining free flow.
  - Left turn lane for entering traffic, which is already existing.
  - Confirm adequate sight distance per AASHTO standards.

- Site Driveway 2: Right-In / Right-Out Driveway on Hickory Road
  - One entering and one exiting lane.
  - Stop-sign controlled on driveway approach with Hickory Road remaining free flow.
  - Confirm adequate sight distance per AASHTO standards.

Appendix

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

EXISTING INTERSECTION TRAFFIC COUNTS

Greater Traffic Company

File Name : 01
Site Code :
Start Date : 4/28/2022
Page No : 1

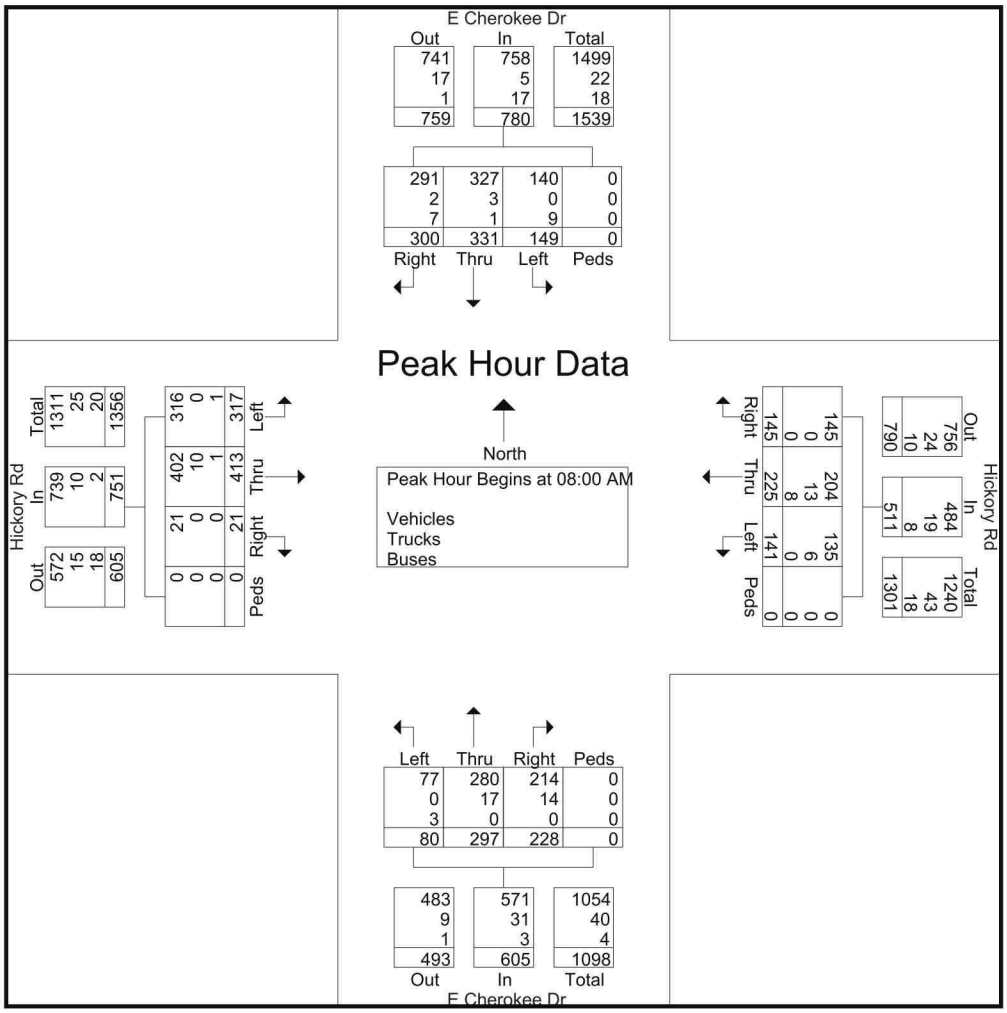
Groups Printed- Vehicles - Trucks - Buses

	E Cherokee Dr Northbound					E Cherokee Dr Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	12	80	69	0	161	33	73	54	0	160	76	119	3	0	198	19	30	38	0	87	606
07:15 AM	20	52	43	0	115	41	69	100	0	210	109	136	2	0	247	38	50	66	0	154	726
07:30 AM	24	59	48	0	131	37	102	91	0	230	46	102	7	0	155	33	59	15	0	107	623
07:45 AM	49	45	74	0	168	14	76	58	0	148	43	84	7	0	134	50	103	18	0	171	621
Total	105	236	234	0	575	125	320	303	0	748	274	441	19	0	734	140	242	137	0	519	2576
08:00 AM	64	75	70	0	209	24	78	70	0	172	49	73	9	0	131	39	91	19	0	149	661
08:15 AM	6	70	66	0	142	28	83	68	0	179	82	131	5	0	218	37	43	39	0	119	658
08:30 AM	9	67	48	0	124	36	80	80	0	196	87	105	5	0	197	24	38	41	0	103	620
08:45 AM	1	85	44	0	130	61	90	82	0	233	99	104	2	0	205	41	53	46	0	140	708
Total	80	297	228	0	605	149	331	300	0	780	317	413	21	0	751	141	225	145	0	511	2647
*** BREAK ***																					
02:00 PM	2	47	43	0	92	19	68	53	0	140	41	62	3	0	106	34	86	35	0	155	493
02:15 PM	5	73	50	0	128	25	55	54	0	134	52	70	2	0	124	46	95	23	0	164	550
02:30 PM	3	58	39	0	100	28	67	67	0	162	48	62	3	0	113	51	95	25	0	171	546
02:45 PM	10	60	49	0	119	10	66	38	0	114	31	81	5	0	117	42	93	22	0	157	507
Total	20	238	181	0	439	82	256	212	0	550	172	275	13	0	460	173	369	105	0	647	2096
03:00 PM	8	67	45	0	120	16	50	56	0	122	43	66	7	0	116	36	106	33	0	175	533
03:15 PM	4	60	51	0	115	40	78	35	0	153	58	106	24	0	188	65	71	41	0	177	633
03:30 PM	6	60	48	0	114	21	59	43	0	123	62	88	9	0	159	65	113	23	0	201	597
03:45 PM	6	70	54	0	130	14	64	38	0	116	50	104	16	0	170	61	108	29	0	198	614
Total	24	257	198	0	479	91	251	172	0	514	213	364	56	0	633	227	398	126	0	751	2377
04:00 PM	8	44	51	0	103	22	79	49	0	150	48	78	6	0	132	51	115	24	0	190	575
04:15 PM	11	84	55	0	150	50	85	82	0	217	39	88	10	0	137	59	126	18	0	203	707
04:30 PM	7	57	70	0	134	21	82	60	0	163	50	95	5	0	150	53	155	29	0	237	684
04:45 PM	14	77	60	0	151	18	70	62	0	150	55	93	8	0	156	61	149	35	0	245	702
Total	40	262	236	0	538	111	316	253	0	680	192	354	29	0	575	224	545	106	0	875	2668
05:00 PM	3	83	50	0	136	30	89	54	0	173	42	94	8	0	144	54	148	39	0	241	694
05:15 PM	4	76	48	0	128	16	83	59	0	158	66	108	10	0	184	67	147	31	0	245	715
05:30 PM	15	76	65	0	156	35	100	55	0	190	69	94	2	0	165	57	131	25	0	213	724
05:45 PM	13	78	57	0	148	12	77	55	0	144	51	100	7	0	158	61	159	33	0	253	703
Total	35	313	220	0	568	93	349	223	0	665	228	396	27	0	651	239	585	128	0	952	2836
Grand Total	304	1603	1297	0	3204	651	1823	1463	0	3937	1396	2243	165	0	3804	1144	2364	747	0	4255	15200
Apprch %	9.5	50	40.5	0		16.5	46.3	37.2	0		36.7	59	4.3	0		26.9	55.6	17.6	0		
Total %	2	10.5	8.5	0	21.1	4.3	12	9.6	0	25.9	9.2	14.8	1.1	0	25	7.5	15.6	4.9	0	28	
Vehicles	290	1554	1255	0	3099	620	1762	1424	0	3806	1371	2184	160	0	3715	1102	2251	737	0	4090	14710
% Vehicles	95.4	96.9	96.8	0	96.7	95.2	96.7	97.3	0	96.7	98.2	97.4	97	0	97.7	96.3	95.2	98.7	0	96.1	96.8
Trucks	4	48	40	0	92	0	53	24	0	77	21	52	5	0	78	42	72	5	0	119	366
% Trucks	1.3	3	3.1	0	2.9	0	2.9	1.6	0	2	1.5	2.3	3	0	2.1	3.7	3	0.7	0	2.8	2.4
Buses	10	1	2	0	13	31	8	15	0	54	4	7	0	0	11	0	41	5	0	46	124
% Buses	3.3	0.1	0.2	0	0.4	4.8	0.4	1	0	1.4	0.3	0.3	0	0	0.3	0	1.7	0.7	0	1.1	0.8

Greater Traffic Company

File Name : 01
Site Code :
Start Date : 4/28/2022
Page No : 2

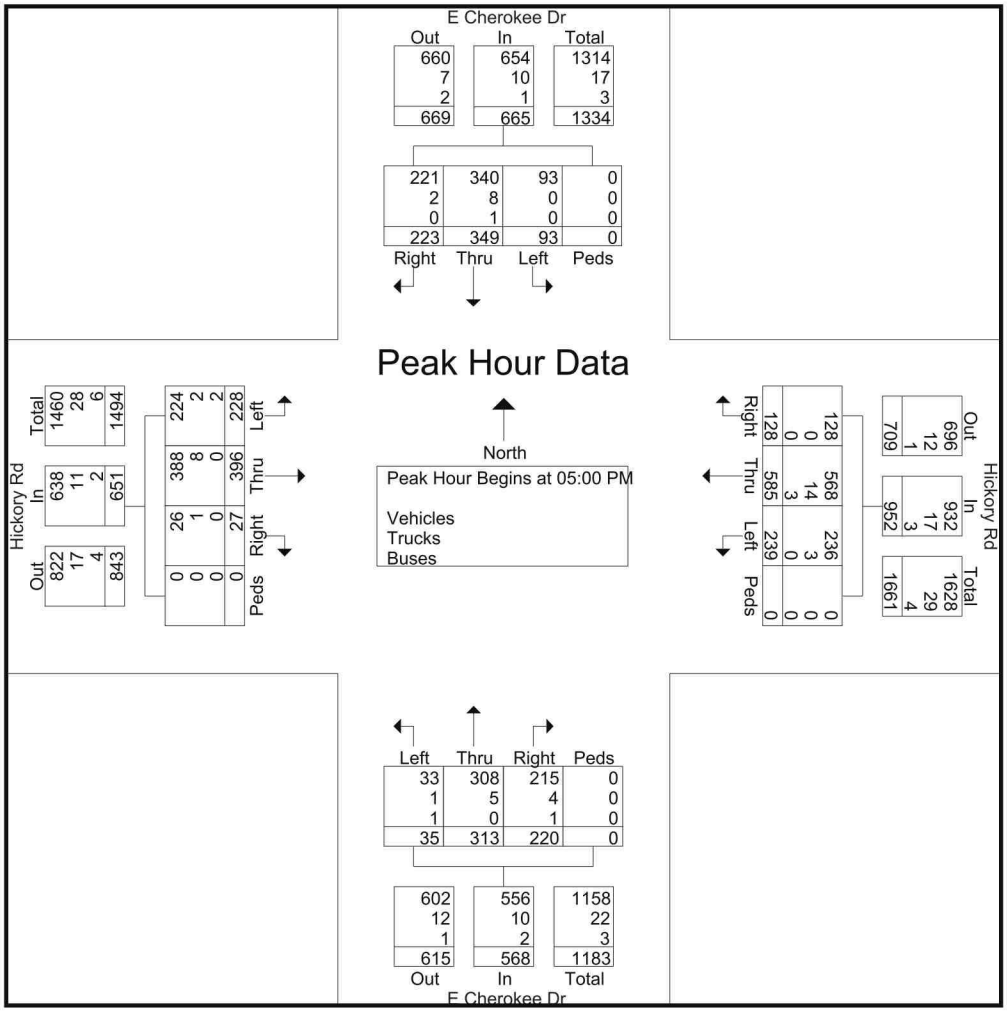
	E Cherokee Dr Northbound					E Cherokee Dr Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**64**	75	**70**	0	**209**	24	78	70	0	172	49	73	**9**	0	131	39	**91**	19	0	**149**	661
08:15 AM	6	70	66	0	142	28	83	68	0	179	82	**131**	5	0	**218**	37	43	39	0	119	658
08:30 AM	9	67	48	0	124	36	80	80	0	196	87	105	5	0	197	24	38	41	0	103	620
08:45 AM	1	**85**	44	0	130	**61**	**90**	**82**	0	**233**	**99**	104	2	0	205	**41**	53	**46**	0	140	**708**
Total Volume	80	297	228	0	605	149	331	300	0	780	317	413	21	0	751	141	225	145	0	511	2647
% App. Total	13.2	49.1	37.7	0		19.1	42.4	38.5	0		42.2	55	2.8	0		27.6	44	28.4	0		
PHF	.313	.874	.814	.000	.724	.611	.919	.915	.000	.837	.801	.788	.583	.000	.861	.860	.618	.788	.000	.857	.935
Vehicles	77	280	214	0	571	140	327	291	0	758	316	402	21	0	739	135	204	145	0	484	2552
% Vehicles																					
Trucks	0	17	14	0	31	0	3	2	0	5	0	10	0	0	10	6	13	0	0	19	65
% Trucks	0	5.7	6.1	0	5.1	0	0.9	0.7	0	0.6	0	2.4	0	0	1.3	4.3	5.8	0	0	3.7	2.5
Buses	3	0	0	0	3	9	1	7	0	17	1	1	0	0	2	0	8	0	0	8	30
% Buses	3.8	0	0	0	0.5	6.0	0.3	2.3	0	2.2	0.3	0.2	0	0	0.3	0	3.6	0	0	1.6	1.1



Greater Traffic Company

File Name : 01
Site Code :
Start Date : 4/28/2022
Page No : 3

	E Cherokee Dr Northbound					E Cherokee Dr Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	**83**	50	0	136	30	89	54	0	173	42	94	8	0	144	54	148	**39**	0	241	694
05:15 PM	4	76	48	0	128	16	83	**59**	0	158	66	**108**	**10**	0	**184**	**67**	147	31	0	245	715
05:30 PM	**15**	76	**65**	0	**156**	**35**	**100**	55	0	**190**	**69**	94	2	0	165	57	131	25	0	213	**724**
05:45 PM	13	78	57	0	148	12	77	55	0	144	51	100	7	0	158	61	**159**	33	0	**253**	703
Total Volume	35	313	220	0	568	93	349	223	0	665	228	396	27	0	651	239	585	128	0	952	2836
% App. Total	6.2	55.1	38.7	0		14	52.5	33.5	0		35	60.8	4.1	0		25.1	61.4	13.4	0		
PHF	.583	.943	.846	.000	.910	.664	.873	.945	.000	.875	.826	.917	.675	.000	.885	.892	.920	.821	.000	.941	.979
Vehicles	33	308	215	0	556	93	340	221	0	654	224	388	26	0	638	236	568	128	0	932	2780
% Vehicles																					
Trucks	1	5	4	0	10	0	8	2	0	10	2	8	1	0	11	3	14	0	0	17	48
% Trucks	2.9	1.6	1.8	0	1.8	0	2.3	0.9	0	1.5	0.9	2.0	3.7	0	1.7	1.3	2.4	0	0	1.8	1.7
Buses	1	0	1	0	2	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	8
% Buses	2.9	0	0.5	0	0.4	0	0.3	0	0	0.2	0.9	0	0	0	0.3	0	0.5	0	0	0.3	0.3



Greater Traffic Company

File Name : 03
Site Code :
Start Date : 4/28/2022
Page No : 1

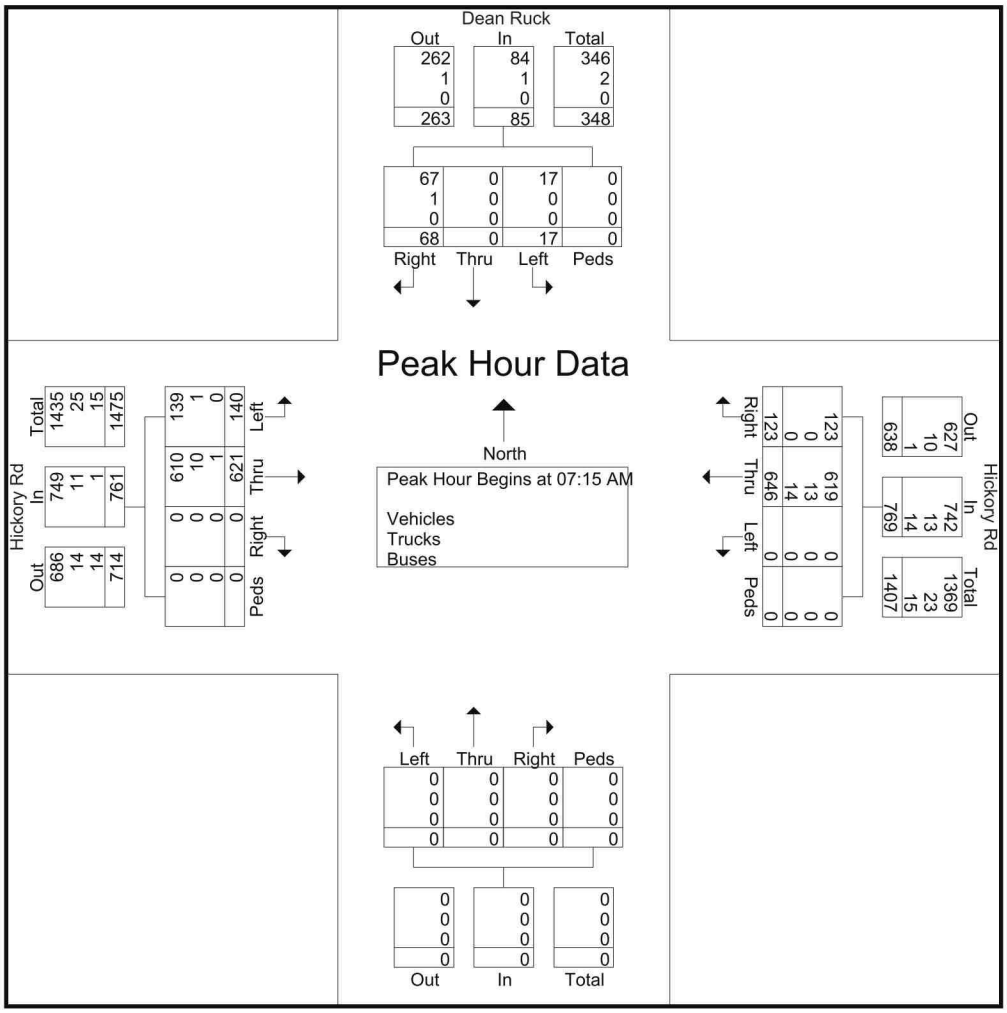
Groups Printed- Vehicles - Trucks - Buses

	Northbound					Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	6	0	7	12	238	0	0	250	0	93	6	0	99	356
07:15 AM	0	0	0	0	0	3	0	8	0	11	36	210	0	0	246	0	138	26	0	164	421
07:30 AM	0	0	0	0	0	4	0	11	0	15	24	144	0	0	168	0	154	23	0	177	360
07:45 AM	0	0	0	0	0	2	0	14	0	16	36	117	0	0	153	0	189	40	0	229	398
Total	0	0	0	0	0	10	0	39	0	49	108	709	0	0	817	0	574	95	0	669	1535
08:00 AM	0	0	0	0	0	8	0	35	0	43	44	150	0	0	194	0	165	34	0	199	436
08:15 AM	0	0	0	0	0	1	0	7	0	8	16	196	0	0	212	0	94	7	0	101	321
08:30 AM	0	0	0	0	0	0	0	17	0	17	13	231	0	0	244	0	115	11	0	126	387
08:45 AM	0	0	0	0	0	2	0	5	0	7	0	167	0	0	167	0	141	4	0	145	319
Total	0	0	0	0	0	11	0	64	0	75	73	744	0	0	817	0	515	56	0	571	1463
*** BREAK ***																					
02:00 PM	0	0	0	0	0	3	0	7	0	10	7	111	0	0	118	0	130	5	0	135	263
02:15 PM	0	0	0	0	0	4	0	4	0	8	2	111	0	0	113	0	170	5	0	175	296
02:30 PM	0	0	0	0	0	2	0	1	0	3	1	113	0	0	114	0	155	1	0	156	273
02:45 PM	0	0	0	0	0	0	0	1	0	1	9	119	0	0	128	0	137	5	0	142	271
Total	0	0	0	0	0	9	0	13	0	22	19	454	0	0	473	0	592	16	0	608	1103
03:00 PM	0	0	0	0	0	3	0	10	0	13	5	125	0	0	130	0	150	10	0	160	303
03:15 PM	0	0	0	0	0	4	0	20	0	24	5	185	0	0	190	0	104	1	0	105	319
03:30 PM	0	0	0	0	0	5	0	10	0	15	8	137	0	0	145	0	166	5	0	171	331
03:45 PM	0	0	0	0	0	7	0	5	0	12	14	156	0	0	170	0	139	8	0	147	329
Total	0	0	0	0	0	19	0	45	0	64	32	603	0	0	635	0	559	24	0	583	1282
04:00 PM	0	0	0	0	0	11	0	25	0	36	3	112	0	0	115	0	185	6	0	191	342
04:15 PM	0	0	0	0	0	5	0	17	0	22	1	137	0	0	138	0	226	4	0	230	390
04:30 PM	0	0	0	0	0	2	0	15	0	17	3	147	0	0	150	0	217	1	0	218	385
04:45 PM	0	0	0	0	0	1	0	4	0	5	3	142	0	0	145	0	222	3	0	225	375
Total	0	0	0	0	0	19	0	61	0	80	10	538	0	0	548	0	850	14	0	864	1492
05:00 PM	0	0	0	0	0	2	0	10	0	12	2	164	0	0	166	0	202	2	0	204	382
05:15 PM	0	0	0	0	0	0	0	1	0	1	2	167	0	0	169	0	193	1	0	194	364
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	195	0	0	196	0	219	0	0	219	415
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	158	0	0	158	0	215	2	0	217	376
Total	0	0	0	0	0	2	0	12	0	14	5	684	0	0	689	0	829	5	0	834	1537
Grand Total	0	0	0	0	0	70	0	234	0	304	247	3732	0	0	3979	0	3919	210	0	4129	8412
Apprch %	0	0	0	0		23	0	77	0		6.2	93.8	0	0		0	94.9	5.1	0		
Total %	0	0	0	0	0	0.8	0	2.8	0	3.6	2.9	44.4	0	0	47.3	0	46.6	2.5	0	49.1	
Vehicles	0	0	0	0	0	69	0	183	0	252	196	3637	0	0	3833	0	3804	181	0	3985	8070
% Vehicles	0	0	0	0	0	98.6	0	78.2	0	82.9	79.4	97.5	0	0	96.3	0	97.1	86.2	0	96.5	95.9
Trucks	0	0	0	0	0	0	0	1	0	1	1	85	0	0	86	0	79	0	0	79	166
% Trucks	0	0	0	0	0	0	0	0.4	0	0.3	0.4	2.3	0	0	2.2	0	2	0	0	1.9	2
Buses	0	0	0	0	0	1	0	50	0	51	50	10	0	0	60	0	36	29	0	65	176
% Buses	0	0	0	0	0	1.4	0	21.4	0	16.8	20.2	0.3	0	0	1.5	0	0.9	13.8	0	1.6	2.1

Greater Traffic Company

File Name : 03
Site Code :
Start Date : 4/28/2022
Page No : 2

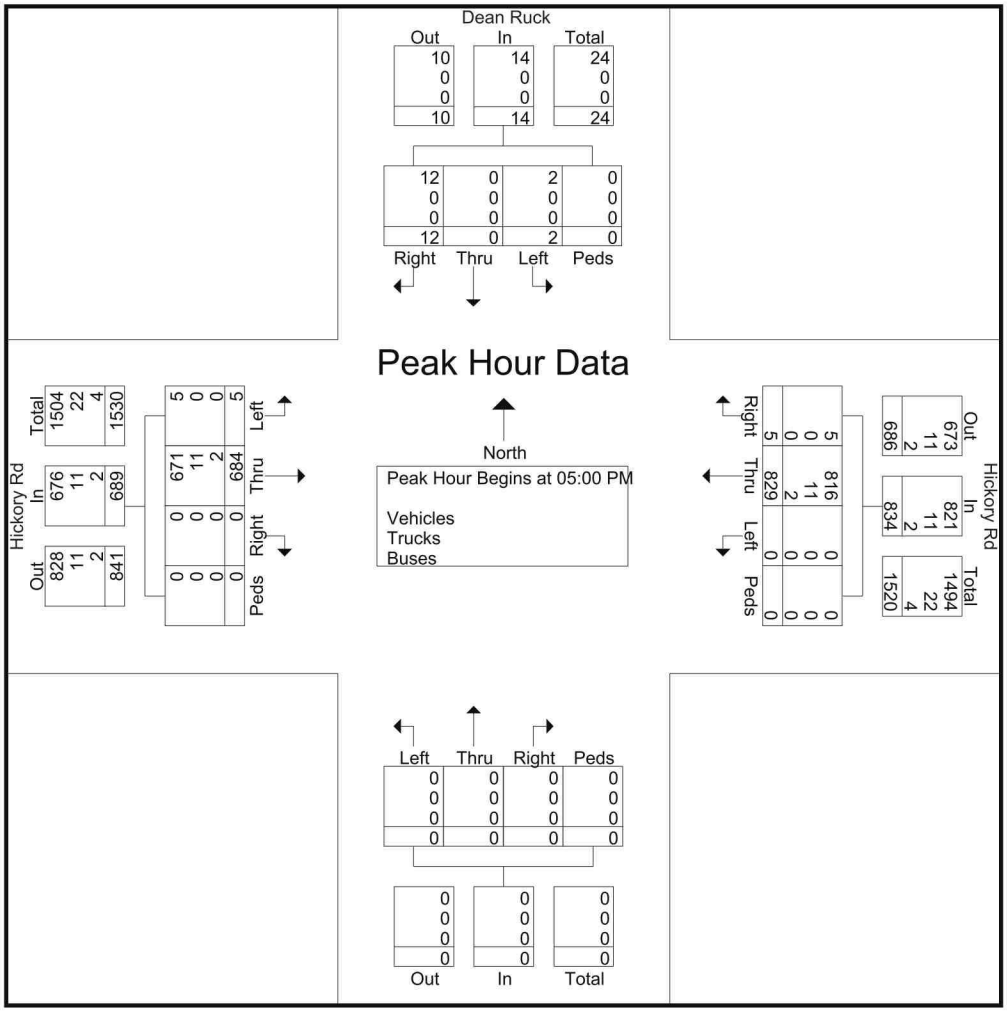
	Northbound					Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	3	0	8	0	11	36	**210**	0	0	**246**	0	138	26	0	164	421
07:30 AM	0	0	0	0	0	4	0	11	0	15	24	144	0	0	168	0	154	23	0	177	360
07:45 AM	0	0	0	0	0	2	0	14	0	16	36	117	0	0	153	0	**189**	**40**	0	**229**	398
08:00 AM	0	0	0	0	0	**8**	0	**35**	0	**43**	**44**	150	0	0	194	0	165	34	0	199	**436**
Total Volume	0	0	0	0	0	17	0	68	0	85	140	621	0	0	761	0	646	123	0	769	1615
% App. Total	0	0	0	0		20	0	80	0		18.4	81.6	0	0		0	84	16	0		
PHF	.000	.000	.000	.000	.000	.531	.000	.486	.000	.494	.795	.739	.000	.000	.773	.000	.854	.769	.000	.840	.926
Vehicles	0	0	0	0	0	17	0	67	0	84	139	610	0	0	749	0	619	123	0	742	1575
% Vehicles																					
Trucks	0	0	0	0	0	0	0	1	0	1	1	10	0	0	11	0	13	0	0	13	25
% Trucks	0	0	0	0	0	0	0	1.5	0	1.2	0.7	1.6	0	0	1.4	0	2.0	0	0	1.7	1.5
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	14	15
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	2.2	0	0	1.8	0.9



Greater Traffic Company

File Name : 03
Site Code :
Start Date : 4/28/2022
Page No : 3

	Northbound					Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	**2**	0	**10**	0	**12**	**2**	164	0	0	166	0	202	**2**	0	204	382
05:15 PM	0	0	0	0	0	0	0	1	0	1	2	167	0	0	169	0	193	1	0	194	364
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	**195**	0	0	**196**	0	**219**	0	0	**219**	**415**
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	158	0	0	158	0	215	2	0	217	376
Total Volume	0	0	0	0	0	2	0	12	0	14	5	684	0	0	689	0	829	5	0	834	1537
% App. Total	0	0	0	0		14.3	0	85.7	0		0.7	99.3	0	0		0	99.4	0.6	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.300	.000	.292	.625	.877	.000	.000	.879	.000	.946	.625	.000	.952	.926
Vehicles	0	0	0	0	0	2	0	12	0	14	5	671	0	0	676	0	816	5	0	821	1511
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	11	0	0	11	22
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0	1.6	0	1.3	0	0	1.3	1.4
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.2	0	0	0.2	0.3



Greater Traffic Company

File Name : 02
Site Code :
Start Date : 4/28/2022
Page No : 1

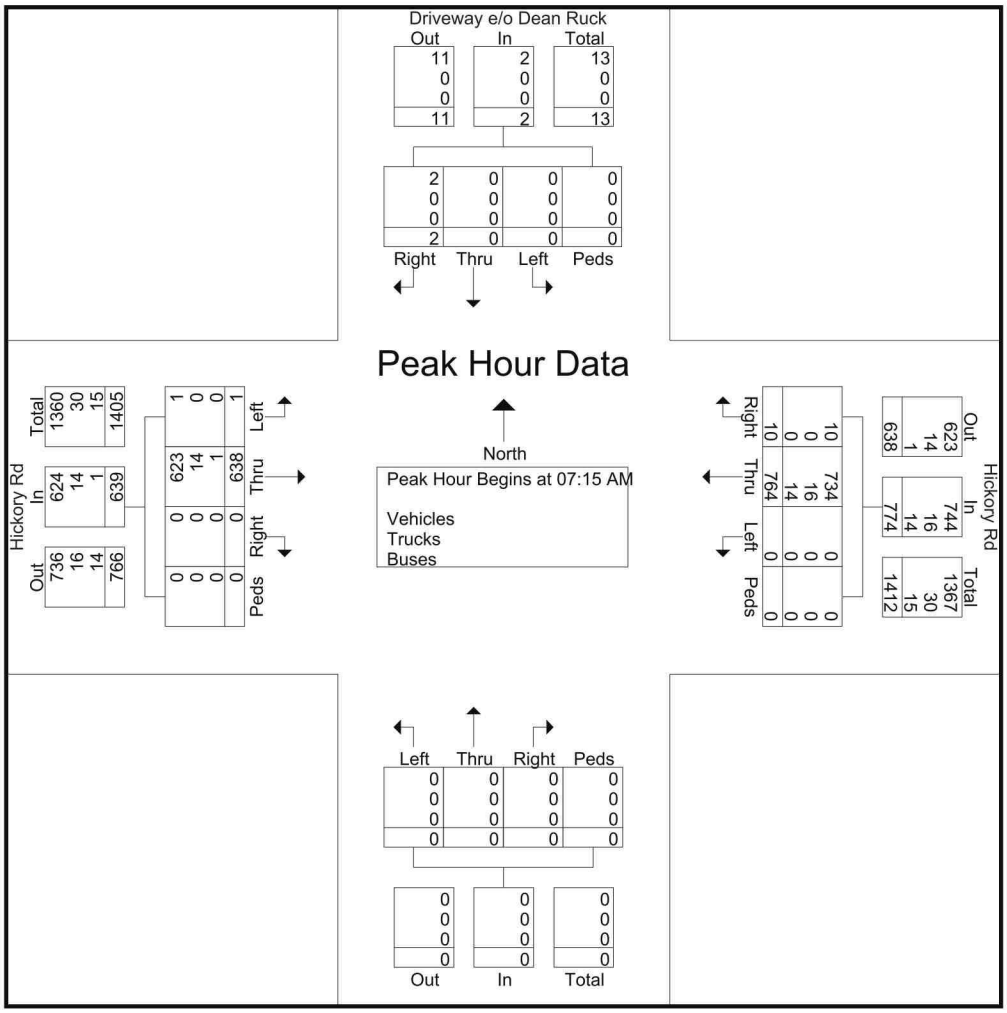
Groups Printed- Vehicles - Trucks - Buses

	Northbound					Driveway e/o Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	3	238	0	0	241	0	98	11	0	109	351
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	204	0	0	205	0	163	4	0	167	372
07:30 AM	0	0	0	0	0	0	0	2	0	2	0	159	0	0	159	0	172	2	0	174	335
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	119	0	0	119	0	235	2	0	237	356
Total	0	0	0	0	0	0	0	3	0	3	4	720	0	0	724	0	668	19	0	687	1414
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	156	0	0	156	0	194	2	0	196	352
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	200	0	0	200	0	102	0	0	102	303
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	225	0	0	225	0	127	2	0	129	354
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	173	0	0	173	0	144	0	0	144	318
Total	0	0	0	0	0	1	0	1	0	2	0	754	0	0	754	0	567	4	0	571	1327
*** BREAK ***																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	114	0	0	115	0	135	1	0	136	251
02:15 PM	0	0	0	0	0	0	0	2	0	2	0	115	0	0	115	0	177	1	0	178	295
02:30 PM	0	0	0	0	0	3	0	2	0	5	0	116	0	0	116	0	151	0	0	151	272
02:45 PM	0	0	0	0	0	4	0	1	0	5	0	118	0	0	118	0	140	0	0	140	263
Total	0	0	0	0	0	7	0	5	0	12	1	463	0	0	464	0	603	2	0	605	1081
03:00 PM	0	0	0	0	0	2	0	0	0	2	0	126	0	0	126	0	162	0	0	162	290
03:15 PM	0	0	0	0	0	5	0	1	0	6	0	192	0	0	192	0	109	0	0	109	307
03:30 PM	0	0	0	0	0	3	0	4	0	7	0	140	0	0	140	0	164	0	0	164	311
03:45 PM	0	0	0	0	0	4	0	2	0	6	1	164	0	0	165	0	144	1	0	145	316
Total	0	0	0	0	0	14	0	7	0	21	1	622	0	0	623	0	579	1	0	580	1224
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	123	0	0	123	0	192	0	0	192	316
04:15 PM	0	0	0	0	0	2	0	5	0	7	0	142	0	0	142	0	226	0	0	226	375
04:30 PM	0	0	0	0	0	1	0	2	0	3	0	147	0	0	147	0	218	1	0	219	369
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	145	0	0	145	0	218	0	0	218	364
Total	0	0	0	0	0	4	0	8	0	12	0	557	0	0	557	0	854	1	0	855	1424
05:00 PM	0	0	0	0	0	1	0	2	0	3	0	167	0	0	167	0	206	0	0	206	376
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	166	0	0	167	0	194	4	0	198	365
05:30 PM	0	0	0	0	0	0	0	2	0	2	8	182	0	0	190	0	215	7	0	222	414
05:45 PM	0	0	0	0	0	0	0	0	0	0	9	151	0	0	160	0	215	6	0	221	381
Total	0	0	0	0	0	1	0	4	0	5	18	666	0	0	684	0	830	17	0	847	1536
Grand Total	0	0	0	0	0	27	0	28	0	55	24	3782	0	0	3806	0	4101	44	0	4145	8006
Apprch %	0	0	0	0		49.1	0	50.9	0		0.6	99.4	0	0		0	98.9	1.1	0		
Total %	0	0	0	0	0	0.3	0	0.3	0	0.7	0.3	47.2	0	0	47.5	0	51.2	0.5	0	51.8	
Vehicles	0	0	0	0	0	26	0	28	0	54	24	3693	0	0	3717	0	3939	43	0	3982	7753
% Vehicles	0	0	0	0	0	96.3	0	100	0	98.2	100	97.6	0	0	97.7	0	96	97.7	0	96.1	96.8
Trucks	0	0	0	0	0	1	0	0	0	1	0	78	0	0	78	0	97	1	0	98	177
% Trucks	0	0	0	0	0	3.7	0	0	0	1.8	0	2.1	0	0	2	0	2.4	2.3	0	2.4	2.2
Buses	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	65	0	0	65	76
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	1.6	0	0	1.6	0.9

Greater Traffic Company

File Name : 02
Site Code :
Start Date : 4/28/2022
Page No : 2

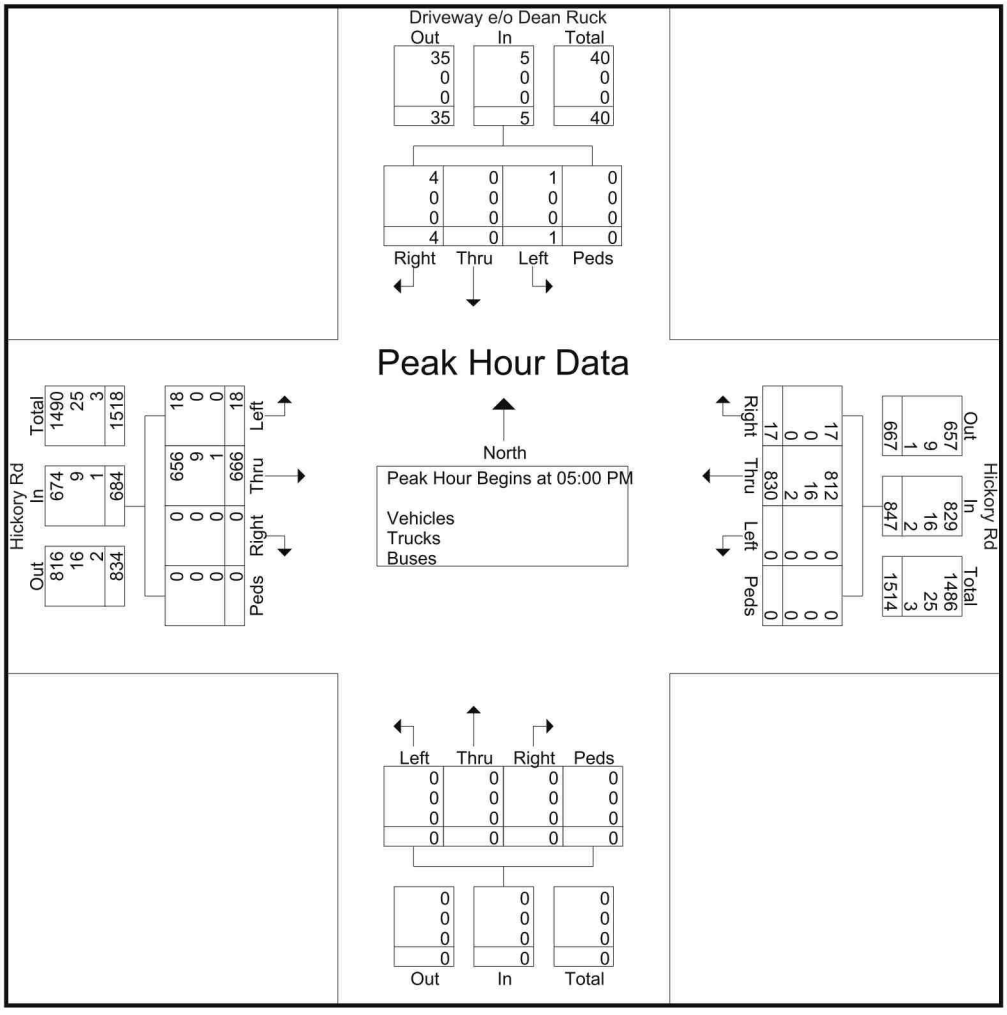
	Northbound					Driveway e/o Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**204**	0	0	**205**	0	163	**4**	0	167	**372**
07:30 AM	0	0	0	0	0	0	0	**2**	0	**2**	0	159	0	0	159	0	172	2	0	174	335
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	119	0	0	119	0	**235**	2	0	**237**	356
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	156	0	0	156	0	194	2	0	196	352
Total Volume	0	0	0	0	0	0	0	2	0	2	1	638	0	0	639	0	764	10	0	774	1415
% App. Total	0	0	0	0		0	0	100	0		0.2	99.8	0	0		0	98.7	1.3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.782	.000	.000	.779	.000	.813	.625	.000	.816	.951
Vehicles	0	0	0	0	0	0	0	2	0	2	1	623	0	0	624	0	734	10	0	744	1370
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	16	0	0	16	30
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.2	0	2.1	0	0	2.1	2.1
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	14	15
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	1.8	0	0	1.8	1.1



Greater Traffic Company

File Name : 02
Site Code :
Start Date : 4/28/2022
Page No : 3

	Northbound					Driveway e/o Dean Ruck Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	**1**	0	**2**	0	**3**	0	167	0	0	167	0	206	0	0	206	376
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	166	0	0	167	0	194	4	0	198	365
05:30 PM	0	0	0	0	0	0	0	2	0	2	8	**182**	0	0	**190**	0	**215**	**7**	0	**222**	**414**
05:45 PM	0	0	0	0	0	0	0	0	0	0	**9**	151	0	0	160	0	215	6	0	221	381
Total Volume	0	0	0	0	0	1	0	4	0	5	18	666	0	0	684	0	830	17	0	847	1536
% App. Total	0	0	0	0		20	0	80	0		2.6	97.4	0	0		0	98	2	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.500	.000	.417	.500	.915	.000	.000	.900	.000	.965	.607	.000	.954	.928
Vehicles	0	0	0	0	0	1	0	4	0	5	18	656	0	0	674	0	812	17	0	829	1508
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	16	0	0	16	25
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.3	0	1.9	0	0	1.9	1.6
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0.2	0	0	0.2	0.2



Greater Traffic Company

File Name : 05
Site Code :
Start Date : 4/28/2022
Page No : 1

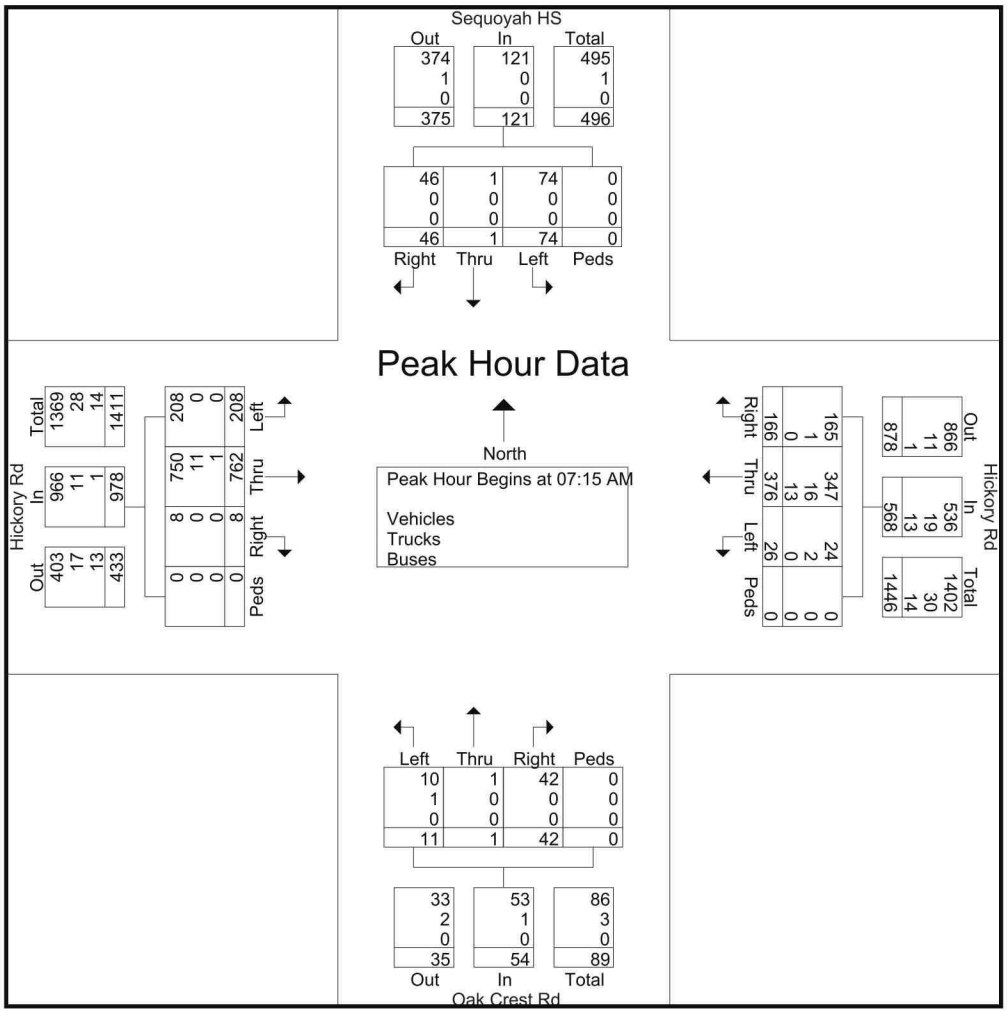
Groups Printed- Vehicles - Trucks - Buses

	Oak Crest Rd Northbound					Sequoyah HS Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	15	0	15	1	0	0	0	1	11	227	0	0	238	4	70	7	0	81	335
07:15 AM	1	0	14	0	15	2	0	5	0	7	19	246	1	0	266	10	100	18	0	128	416
07:30 AM	4	0	9	0	13	9	0	11	0	20	52	190	2	0	244	7	115	38	0	160	437
07:45 AM	3	0	4	0	7	19	0	14	0	33	77	157	3	0	237	2	79	55	0	136	413
Total	8	0	42	0	50	31	0	30	0	61	159	820	6	0	985	23	364	118	0	505	1601
08:00 AM	3	1	15	0	19	44	1	16	0	61	60	169	2	0	231	7	82	55	0	144	455
08:15 AM	5	0	6	0	11	8	0	9	0	17	7	206	3	0	216	5	94	11	0	110	354
08:30 AM	1	0	5	0	6	3	0	2	0	5	2	213	1	0	216	2	118	8	0	128	355
08:45 AM	4	0	8	0	12	1	0	3	0	4	1	194	1	0	196	3	145	3	0	151	363
Total	13	1	34	0	48	56	1	30	0	87	70	782	7	0	859	17	439	77	0	533	1527
*** BREAK ***																					
02:00 PM	0	1	5	0	6	2	0	5	0	7	5	113	2	0	120	9	127	4	0	140	273
02:15 PM	4	0	5	0	9	9	0	8	0	17	6	93	2	0	101	8	139	6	0	153	280
02:30 PM	1	1	6	0	8	3	0	2	0	5	9	100	2	0	111	6	151	14	0	171	295
02:45 PM	3	0	4	0	7	2	0	1	0	3	3	114	4	0	121	3	131	2	0	136	267
Total	8	2	20	0	30	16	0	16	0	32	23	420	10	0	453	26	548	26	0	600	1115
03:00 PM	2	0	2	0	4	0	0	2	0	2	0	121	2	0	123	5	141	0	0	146	275
03:15 PM	4	0	5	0	9	40	0	36	0	76	16	92	5	0	113	5	139	15	0	159	357
03:30 PM	1	0	2	0	3	11	0	17	0	28	6	110	3	0	119	9	216	6	0	231	381
03:45 PM	1	0	8	0	9	19	1	21	0	41	8	146	6	0	160	0	131	5	0	136	346
Total	8	0	17	0	25	70	1	76	0	147	30	469	16	0	515	19	627	26	0	672	1359
04:00 PM	1	0	8	0	9	8	0	12	0	20	4	109	2	0	115	8	176	2	0	186	330
04:15 PM	1	0	5	0	6	8	0	9	0	17	5	112	2	0	119	7	243	5	0	255	397
04:30 PM	2	0	5	0	7	8	0	9	0	17	7	142	2	0	151	4	223	4	0	231	406
04:45 PM	1	0	2	0	3	11	0	9	0	20	9	130	3	0	142	5	225	8	0	238	403
Total	5	0	20	0	25	35	0	39	0	74	25	493	9	0	527	24	867	19	0	910	1536
05:00 PM	4	0	7	0	11	3	1	7	0	11	4	149	3	0	156	3	209	1	0	213	391
05:15 PM	5	0	3	0	8	2	0	3	0	5	4	171	2	0	177	6	185	4	0	195	385
05:30 PM	2	1	6	0	9	2	0	6	0	8	10	180	1	0	191	2	198	5	0	205	413
05:45 PM	5	2	6	0	13	8	0	10	0	18	34	172	4	0	210	5	193	21	0	219	460
Total	16	3	22	0	41	15	1	26	0	42	52	672	10	0	734	16	785	31	0	832	1649
Grand Total	58	6	155	0	219	223	3	217	0	443	359	3656	58	0	4073	125	3630	297	0	4052	8787
Apprch %	26.5	2.7	70.8	0		50.3	0.7	49	0		8.8	89.8	1.4	0		3.1	89.6	7.3	0		
Total %	0.7	0.1	1.8	0	2.5	2.5	0	2.5	0	5	4.1	41.6	0.7	0	46.4	1.4	41.3	3.4	0	46.1	
Vehicles	56	6	153	0	215	223	3	216	0	442	359	3525	58	0	3942	122	3446	296	0	3864	8463
% Vehicles	96.6	100	98.7	0	98.2	100	100	99.5	0	99.8	100	96.4	100	0	96.8	97.6	94.9	99.7	0	95.4	96.3
Trucks	2	0	2	0	4	0	0	1	0	1	0	69	0	0	69	3	97	1	0	101	175
% Trucks	3.4	0	1.3	0	1.8	0	0	0.5	0	0.2	0	1.9	0	0	1.7	2.4	2.7	0.3	0	2.5	2
Buses	0	0	0	0	0	0	0	0	0	0	0	62	0	0	62	0	87	0	0	87	149
% Buses	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.5	0	2.4	0	0	2.1	1.7

Greater Traffic Company

File Name : 05
Site Code :
Start Date : 4/28/2022
Page No : 2

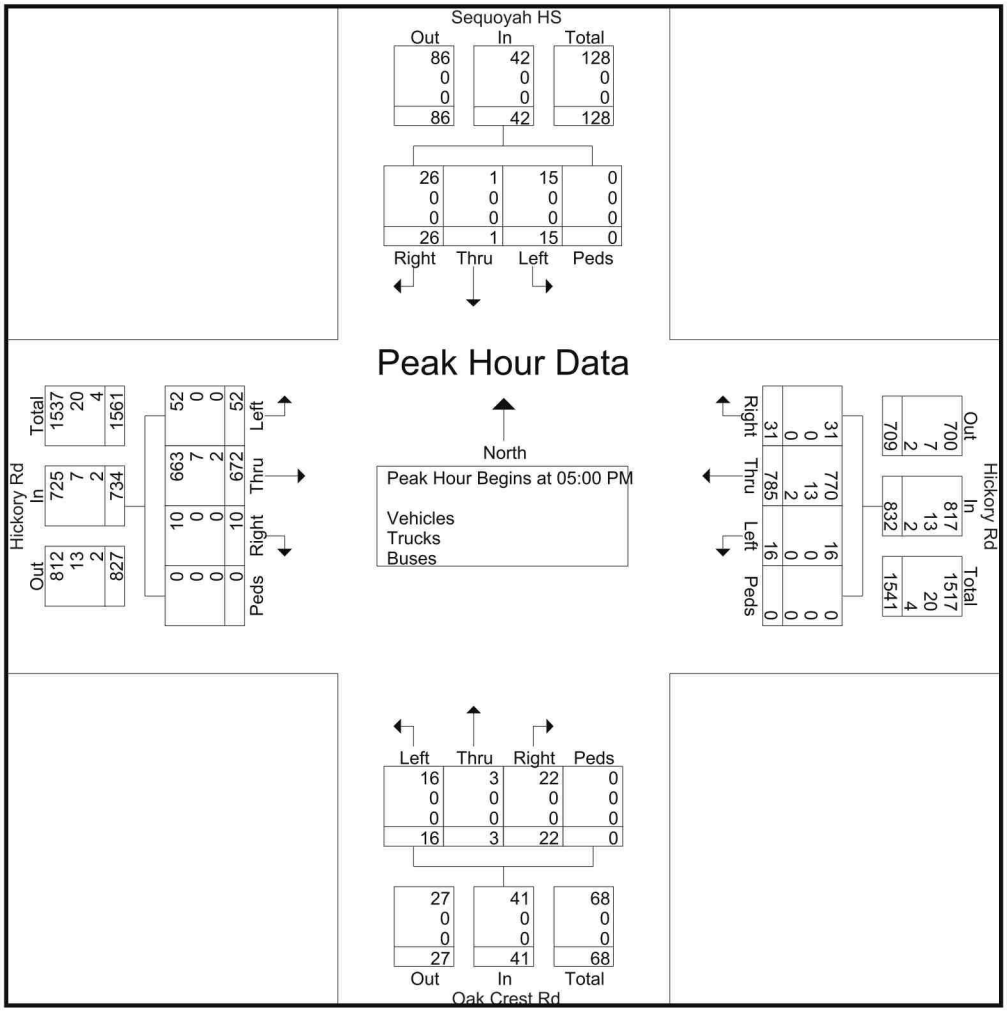
	Oak Crest Rd Northbound					Sequoyah HS Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	14	0	15	2	0	5	0	7	19	**246**	1	0	**266**	**10**	100	18	0	128	416
07:30 AM	**4**	0	9	0	13	9	0	11	0	20	52	190	2	0	244	7	**115**	38	0	**160**	437
07:45 AM	3	0	4	0	7	19	0	14	0	33	**77**	157	**3**	0	237	2	79	**55**	0	136	413
08:00 AM	3	**1**	**15**	0	**19**	**44**	**1**	**16**	0	**61**	60	169	2	0	231	7	82	55	0	144	**455**
Total Volume	11	1	42	0	54	74	1	46	0	121	208	762	8	0	978	26	376	166	0	568	1721
% App. Total	20.4	1.9	77.8	0		61.2	0.8	38	0		21.3	77.9	0.8	0		4.6	66.2	29.2	0		
PHF	.688	.250	.700	.000	.711	.420	.250	.719	.000	.496	.675	.774	.667	.000	.919	.650	.817	.755	.000	.888	.946
Vehicles	10	1	42	0	53	74	1	46	0	121	208	750	8	0	966	24	347	165	0	536	1676
% Vehicles																					
Trucks	1	0	0	0	1	0	0	0	0	0	0	11	0	0	11	2	16	1	0	19	31
% Trucks	9.1	0	0	0	1.9	0	0	0	0	0	0	1.4	0	0	1.1	7.7	4.3	0.6	0	3.3	1.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	13	0	0	13	14
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	3.5	0	0	2.3	0.8



Greater Traffic Company

File Name : 05
Site Code :
Start Date : 4/28/2022
Page No : 3

	Oak Crest Rd Northbound					Sequoyah HS Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	0	**7**	0	11	3	**1**	7	0	11	4	149	3	0	156	3	**209**	1	0	213	391
05:15 PM	**5**	0	3	0	8	2	0	3	0	5	4	171	2	0	177	**6**	185	4	0	195	385
05:30 PM	2	1	6	0	9	2	0	6	0	8	10	**180**	1	0	191	2	198	5	0	205	413
05:45 PM	5	**2**	6	0	**13**	**8**	0	**10**	0	**18**	**34**	172	**4**	0	**210**	5	193	**21**	0	**219**	**460**
Total Volume	16	3	22	0	41	15	1	26	0	42	52	672	10	0	734	16	785	31	0	832	1649
% App. Total	39	7.3	53.7	0		35.7	2.4	61.9	0		7.1	91.6	1.4	0		1.9	94.4	3.7	0		
PHF	.800	.375	.786	.000	.788	.469	.250	.650	.000	.583	.382	.933	.625	.000	.874	.667	.939	.369	.000	.950	.896
Vehicles	16	3	22	0	41	15	1	26	0	42	52	663	10	0	725	16	770	31	0	817	1625
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	13	0	0	13	20
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	1.0	0	1.7	0	0	1.6	1.2
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.3	0	0	0.2	0.2



Greater Traffic Company

File Name : 04
Site Code :
Start Date : 4/28/2022
Page No : 1

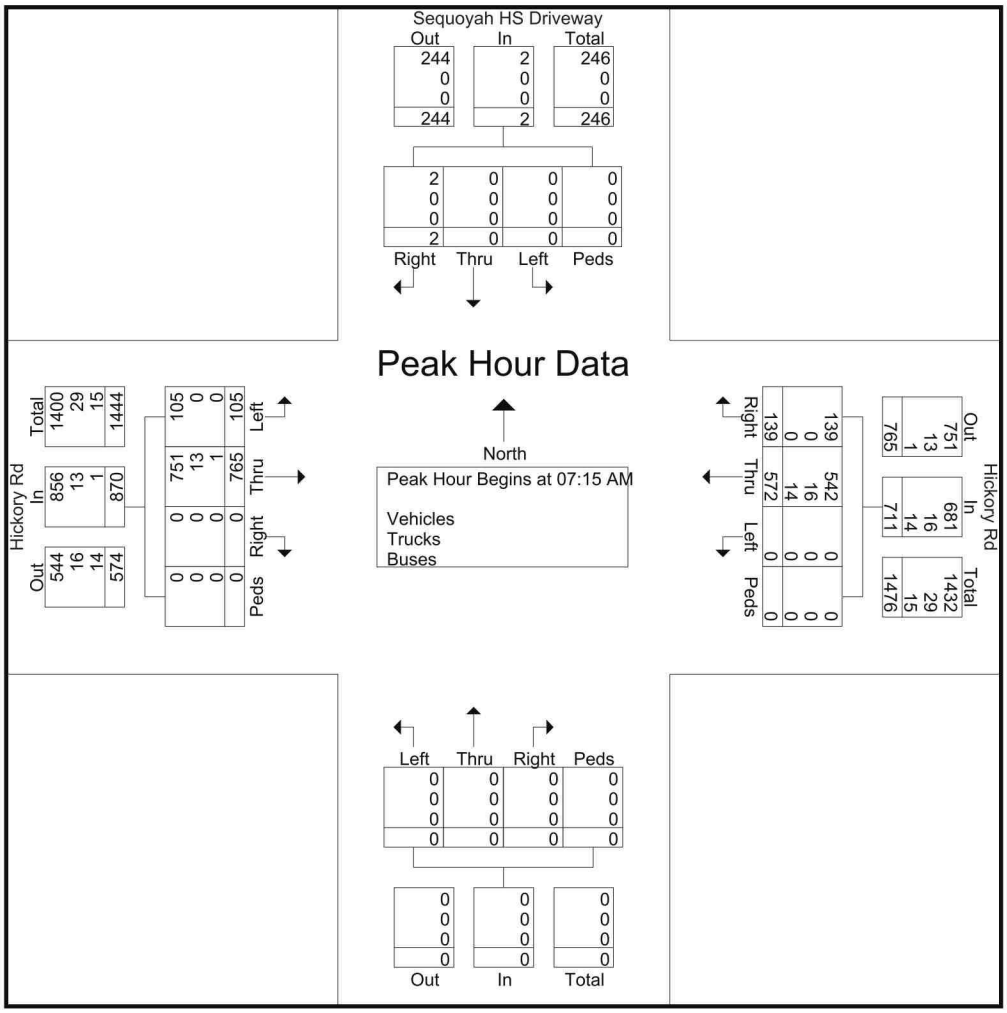
Groups Printed- Vehicles - Trucks - Buses

	Northbound					Sequoyah HS Driveway Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	5	251	0	0	256	0	95	4	0	99	355
07:15 AM	0	0	0	0	0	0	0	1	0	1	11	251	0	0	262	0	141	5	0	146	409
07:30 AM	0	0	0	0	0	0	0	1	0	1	28	170	0	0	198	0	149	15	0	164	363
07:45 AM	0	0	0	0	0	0	0	0	0	0	38	153	0	0	191	0	137	63	0	200	391
Total	0	0	0	0	0	0	0	2	0	2	82	825	0	0	907	0	522	87	0	609	1518
08:00 AM	0	0	0	0	0	0	0	0	0	0	28	191	0	0	219	0	145	56	0	201	420
08:15 AM	0	0	0	0	0	0	0	2	0	2	2	208	0	0	210	0	99	2	0	101	313
08:30 AM	0	0	0	0	0	1	0	1	0	2	0	241	0	0	241	0	131	2	0	133	376
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	168	0	0	168	0	145	1	0	146	314
Total	0	0	0	0	0	1	0	3	0	4	30	808	0	0	838	0	520	61	0	581	1423
*** BREAK ***																					
02:00 PM	0	0	0	0	0	3	0	5	0	8	3	116	0	0	119	0	133	4	0	137	264
02:15 PM	0	0	0	0	0	11	0	5	0	16	0	101	0	0	101	0	172	2	0	174	291
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	112	0	0	112	0	154	0	0	154	266
02:45 PM	0	0	0	0	0	1	0	2	0	3	1	127	0	0	128	0	135	3	0	138	269
Total	0	0	0	0	0	15	0	12	0	27	4	456	0	0	460	0	594	9	0	603	1090
03:00 PM	0	0	0	0	0	22	0	22	0	44	2	109	0	0	111	0	154	7	0	161	316
03:15 PM	0	0	0	0	0	46	0	49	0	95	0	142	0	0	142	0	124	2	0	126	363
03:30 PM	0	0	0	0	0	5	0	4	0	9	0	140	0	0	140	0	173	2	0	175	324
03:45 PM	0	0	0	0	0	6	0	2	0	8	0	166	0	0	166	0	143	1	0	144	318
Total	0	0	0	0	0	79	0	77	0	156	2	557	0	0	559	0	594	12	0	606	1321
04:00 PM	0	0	0	0	0	3	0	5	0	8	1	109	0	0	110	0	207	2	0	209	327
04:15 PM	0	0	0	0	0	3	0	4	0	7	0	135	0	0	135	0	243	1	0	244	386
04:30 PM	0	0	0	0	0	3	0	5	0	8	1	147	0	0	148	0	230	1	0	231	387
04:45 PM	0	0	0	0	0	1	0	1	0	2	0	144	0	0	144	0	226	0	0	226	372
Total	0	0	0	0	0	10	0	15	0	25	2	535	0	0	537	0	906	4	0	910	1472
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	163	0	0	163	0	211	1	0	212	376
05:15 PM	0	0	0	0	0	3	0	1	0	4	2	165	0	0	167	0	191	2	0	193	364
05:30 PM	0	0	0	0	0	3	0	5	0	8	14	193	0	0	207	0	211	9	0	220	435
05:45 PM	0	0	0	0	0	8	0	19	0	27	20	151	0	0	171	0	206	13	0	219	417
Total	0	0	0	0	0	14	0	26	0	40	36	672	0	0	708	0	819	25	0	844	1592
Grand Total	0	0	0	0	0	119	0	135	0	254	156	3853	0	0	4009	0	3955	198	0	4153	8416
Apprch %	0	0	0	0		46.9	0	53.1	0		3.9	96.1	0	0		0	95.2	4.8	0		
Total %	0	0	0	0	0	1.4	0	1.6	0	3	1.9	45.8	0	0	47.6	0	47	2.4	0	49.3	
Vehicles	0	0	0	0	0	119	0	134	0	253	155	3710	0	0	3865	0	3779	198	0	3977	8095
% Vehicles	0	0	0	0	0	100	0	99.3	0	99.6	99.4	96.3	0	0	96.4	0	95.5	100	0	95.8	96.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	83	0	0	83	0	90	0	0	90	173
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.1	0	2.3	0	0	2.2	2.1
Buses	0	0	0	0	0	0	0	1	0	1	1	60	0	0	61	0	86	0	0	86	148
% Buses	0	0	0	0	0	0	0	0.7	0	0.4	0.6	1.6	0	0	1.5	0	2.2	0	0	2.1	1.8

Greater Traffic Company

File Name : 04
Site Code :
Start Date : 4/28/2022
Page No : 2

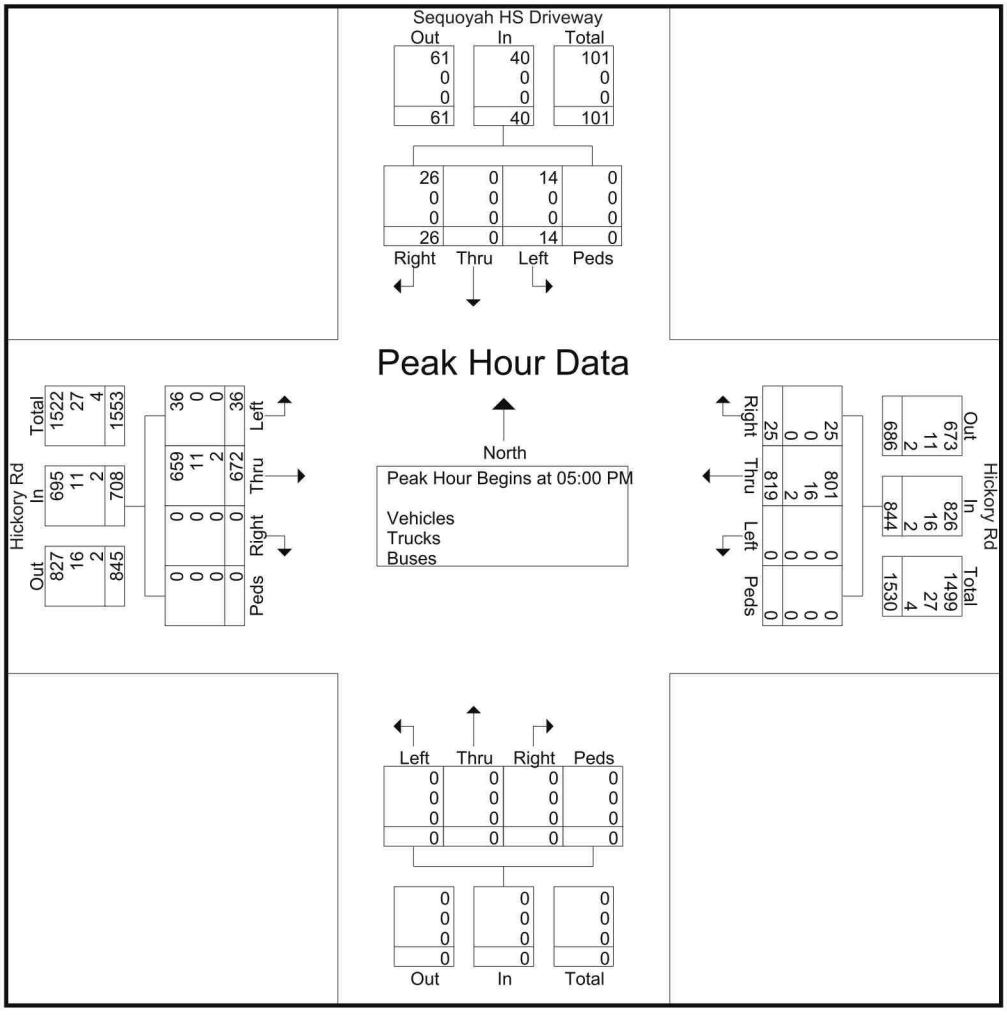
	Northbound					Sequoyah HS Driveway Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	**1**	0	**1**	11	**251**	0	0	**262**	0	141	5	0	146	409
07:30 AM	0	0	0	0	0	0	0	1	0	1	28	170	0	0	198	0	**149**	15	0	164	363
07:45 AM	0	0	0	0	0	0	0	0	0	0	**38**	153	0	0	191	0	137	**63**	0	200	391
08:00 AM	0	0	0	0	0	0	0	0	0	0	28	191	0	0	219	0	145	56	0	**201**	**420**
Total Volume	0	0	0	0	0	0	0	2	0	2	105	765	0	0	870	0	572	139	0	711	1583
% App. Total	0	0	0	0		0	0	100	0		12.1	87.9	0	0		0	80.5	19.5	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.691	.762	.000	.000	.830	.000	.960	.552	.000	.884	.942
Vehicles	0	0	0	0	0	0	0	2	0	2	105	751	0	0	856	0	542	139	0	681	1539
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	16	0	0	16	29
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.5	0	2.8	0	0	2.3	1.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	14	15
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	2.4	0	0	2.0	0.9



Greater Traffic Company

File Name : 04
Site Code :
Start Date : 4/28/2022
Page No : 3

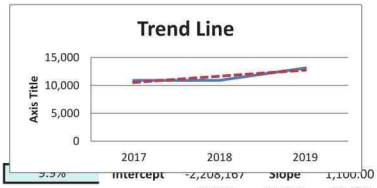
	Northbound					Sequoyah HS Driveway Southbound					Hickory Rd Eastbound					Hickory Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	163	0	0	163	0	**211**	1	0	212	376
05:15 PM	0	0	0	0	0	3	0	1	0	4	2	165	0	0	167	0	191	2	0	193	364
05:30 PM	0	0	0	0	0	3	0	5	0	8	14	**193**	0	0	**207**	0	211	9	0	**220**	**435**
05:45 PM	0	0	0	0	0	**8**	0	**19**	0	**27**	**20**	151	0	0	171	0	206	**13**	0	219	417
Total Volume	0	0	0	0	0	14	0	26	0	40	36	672	0	0	708	0	819	25	0	844	1592
% App. Total	0	0	0	0		35	0	65	0		5.1	94.9	0	0		0	97	3	0		
PHF	.000	.000	.000	.000	.000	.438	.000	.342	.000	.370	.450	.870	.000	.000	.855	.000	.970	.481	.000	.959	.915
Vehicles	0	0	0	0	0	14	0	26	0	40	36	659	0	0	695	0	801	25	0	826	1561
% Vehicles																					
Trucks	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	16	0	0	16	27
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0	1.6	0	2.0	0	0	1.9	1.7
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.2	0	0	0.2	0.3



LINEAR REGRESSION OF DAILY TRAFFIC

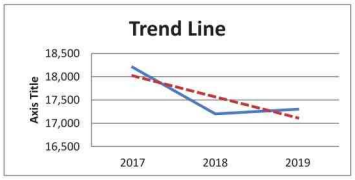
Location	Growth Rate	R Squared	Station ID	Route	2017	2018	2019
E Cherokee Dr (S of Hickory Flat Hwy)	9.9%	0.75	057-0167	00076500	10,900	10,900	13,100
Hickory Flat Hwy (E of E Cherokee St)	-2.5%	0.67	057-0110	00014000	18,200	17,200	17,300
Lower Birmingham Rd (W of American Pharoah Way)	1.7%	0.99	057-8153	00030100	4,540	4,610	4,700
E Cherokee Dr (S of Township Way)	-6.8%	0.71	057-0169	00076500	9,340	8,090	8,150
Hickory Rd (W of Harmony Lake Dr)	1.7%	1.00	057-0305	00077805	11,400	11,600	11,800
Weighted Average	**0.6%**	0.06	Sum of Count Stations =		54,380	52,400	55,050

Location	Traffic Counter	RCLINK	2017	2018	2019
E Cherokee Dr (S of Hickory Flat Hwy)	057-0167	00076500	10,900	10,900	13,100



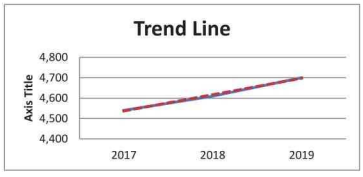
Growth Rate	9.9%	Intercept	-2,208,167	Slope	1,100.00
Trend Line			10,533	11,633	12,733

Location	Traffic Counter	RCLINK	2017	2018	2019
Hickory Flat Hwy (E of E Cherokee St)	057-0110	00014000	18,200	17,200	17,300



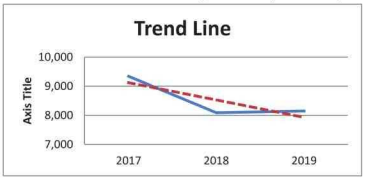
Growth Rate	-2.5%	Intercept	925,667	Slope	-450.00
Trend Line			18,017	17,567	17,117

Location	Traffic Counter	RCLINK	2017	2018	2019
Lower Birmingham Rd (W of American Pharoah Way)	057-8153	00030100	4,540	4,610	4,700



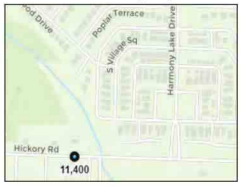
Growth Rate	1.7%	Intercept	-156,823	Slope	80.00
Trend Line			4,537	4,617	4,697

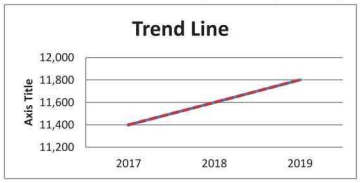
Location	Traffic Counter	RCLINK	2017	2018	2019
E Cherokee Dr (S of Township Way)	057-0169	00076500	9,340	8,090	8,150



Growth Rate	-6.8%	Intercept	1,209,237	Slope	-595.00
Trend Line			9,122	8,527	7,932

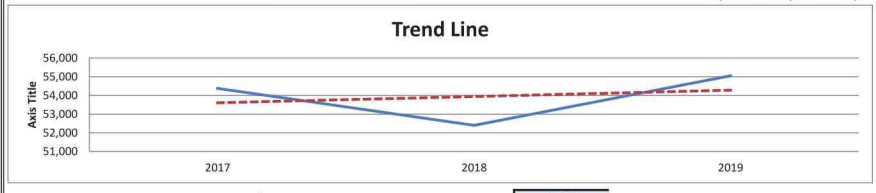
Location	Traffic Counter	RCLINK	2017	2018	2019
Hickory Rd (W of Harmony Lake Dr)	057-0305	00077805	11,400	11,600	11,800





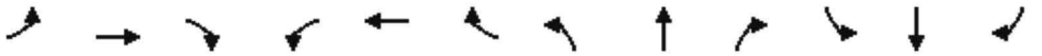
Growth Rate	1.7%	Intercept	-392,000	Slope	200.00
Trend Line			11,400	11,600	11,800

Weighted Average	2017	2018	2019
Sum of Count Stations	54,380	52,400	55,050



Growth Rate	0.6%	Intercept	-622,087	Slope	335.00
Trend Line			53,608	53,943	54,278

EXISTING INTERSECTION ANALYSIS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	413	21	141	225	145	80	297	228	149	331	300
Future Volume (veh/h)	317	413	21	141	225	145	80	297	228	149	331	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	337	439	0	150	239	0	85	316	243	159	352	319
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	416	487		240	316		356	721	606	405	796	670
Arrive On Green	0.17	0.26	0.00	0.09	0.18	0.00	0.04	0.40	0.40	0.07	0.43	0.43
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	337	439	0	150	239	0	85	316	243	159	352	319
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	17.8	27.4	0.0	8.3	15.5	0.0	3.4	15.3	13.7	6.5	16.0	17.5
Cycle Q Clear(g_c), s	17.8	27.4	0.0	8.3	15.5	0.0	3.4	15.3	13.7	6.5	16.0	17.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	487		240	316		356	721	606	405	796	670
V/C Ratio(X)	0.81	0.90		0.62	0.76		0.24	0.44	0.40	0.39	0.44	0.48
Avail Cap(c_a), veh/h	452	660		244	448		420	721	606	420	796	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	42.7	0.0	36.9	46.6	0.0	20.5	26.3	25.9	19.9	24.4	24.8
Incr Delay (d2), s/veh	9.9	12.5	0.0	4.8	4.5	0.0	0.3	1.9	2.0	0.6	1.8	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	13.9	0.0	3.8	7.0	0.0	1.4	6.9	5.2	2.6	7.3	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	55.2	0.0	41.7	51.2	0.0	20.8	28.3	27.8	20.5	26.1	27.2
LnGrp LOS	D	E		D	D		C	C	C	C	C	C
Approach Vol, veh/h		776			389			644			830	
Approach Delay, s/veh		49.3			47.5			27.1			25.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	53.3	15.8	37.0	10.7	56.6	25.6	27.2
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	35.3	10.5	42.7	9.5	35.3	22.5	30.7
Max Q Clear Time (g_c+I1), s	8.5	17.3	10.3	29.4	5.4	19.5	19.8	17.5
Green Ext Time (p_c), s	0.0	4.9	0.0	2.1	0.1	5.6	0.3	1.0

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	1	638	764	10	0	2
Future Vol, veh/h	1	638	764	10	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	1	672	804	11	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	815	0	-	0	1478	804
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	674	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	812	-	-	-	139	383
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	812	-	-	-	139	383
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	812	-	-	-	383
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	9.4	-	-	-	14.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	140	621	646	123	17	68
Future Vol, veh/h	140	621	646	123	17	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	151	668	695	132	18	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	695	0	-	0	1665	695
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	970	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	901	-	-	-	106	442
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	368	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	901	-	-	-	78	442
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	901	-	-	-	357
HCM Lane V/C Ratio	0.167	-	-	-	0.256
HCM Control Delay (s)	9.8	-	-	-	18.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	765	572	139	0	2
Future Vol, veh/h	105	765	572	139	0	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	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	112	814	609	148	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	757	0	-	0	1721	683
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	1038	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	854	-	-	-	98	449
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	341	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	854	-	-	-	85	449
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	341	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	854	-	-	-	449
HCM Lane V/C Ratio	0.131	-	-	-	0.005
HCM Control Delay (s)	9.8	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0

Intersection	
Int Delay, s/veh	33.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	208	762	8	26	376	166	11	1	42	74	1	46
Future Vol, veh/h	208	762	8	26	376	166	11	1	42	74	1	46
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	219	802	8	27	396	175	12	1	44	78	1	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	810	0	0	1802	1865	802	1717	1698	396
Stage 1	-	-	-	-	-	-	1240	1240	-	450	450	-
Stage 2	-	-	-	-	-	-	562	625	-	1267	1248	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1002	-	-	790	-	-	59	73	384	~ 71	92	653
Stage 1	-	-	-	-	-	-	207	247	-	589	572	-
Stage 2	-	-	-	-	-	-	498	477	-	207	245	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	790	-	-	44	55	384	~ 50	69	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	55	-	~ 50	69	-
Stage 1	-	-	-	-	-	-	162	193	-	460	553	-
Stage 2	-	-	-	-	-	-	444	461	-	142	191	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.4	45.9	$ 436.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	143	1002	-	-	790	-	-	77
HCM Lane V/C Ratio	0.397	0.219	-	-	0.035	-	-	1.654
HCM Control Delay (s)	45.9	9.6	-	-	9.7	-	-	$ 436.6
HCM Lane LOS	E	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.7	0.8	-	-	0.1	-	-	10.7

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	18	666	830	17	1	4
Future Vol, veh/h	18	666	830	17	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	19	716	892	18	1	4

Major/Minor	Major1			Major2		
Conflicting Flow All	910	0	-	0	1646	892
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	754	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	748	-	-	-	109	341
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	748	-	-	-	104	341
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	748	-	-	-	234
HCM Lane V/C Ratio	0.026	-	-	-	0.023
HCM Control Delay (s)	9.9	-	-	-	20.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	⋔	
Traffic Vol, veh/h	5	684	829	5	2	12
Future Vol, veh/h	5	684	829	5	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	735	891	5	2	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	891	0	-	0	1636	891
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	745	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	761	-	-	-	111	341
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	761	-	-	-	110	341
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	469	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	761	-	-	-	323
HCM Lane V/C Ratio	0.007	-	-	-	0.047
HCM Control Delay (s)	9.8	-	-	-	16.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	672	819	25	14	26
Future Vol, veh/h	36	672	819	25	14	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	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	3	2	2	2
Mvmt Flow	39	730	890	27	15	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	917	0	-	0	1712	904
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	744	-	-	-	100	335
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	744	-	-	-	95	335
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	744	-	-	-	287
HCM Lane V/C Ratio	0.053	-	-	-	0.151
HCM Control Delay (s)	10.1	-	-	-	19.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	672	10	16	785	31	16	3	22	15	1	26
Future Vol, veh/h	52	672	10	16	785	31	16	3	22	15	1	26
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	747	11	18	872	34	18	3	24	17	1	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	906	0	0	758	0	0	1803	1805	747	1790	1782	872
Stage 1	-	-	-	-	-	-	863	863	-	908	908	-
Stage 2	-	-	-	-	-	-	940	942	-	882	874	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	751	-	-	853	-	-	62	79	413	63	82	350
Stage 1	-	-	-	-	-	-	349	372	-	330	354	-
Stage 2	-	-	-	-	-	-	316	342	-	341	367	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	751	-	-	853	-	-	52	71	413	53	74	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	71	-	53	74	-
Stage 1	-	-	-	-	-	-	322	343	-	305	347	-
Stage 2	-	-	-	-	-	-	283	335	-	293	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	66.1	57.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	751	-	-	853	-	-	113
HCM Lane V/C Ratio	0.447	0.077	-	-	0.021	-	-	0.413
HCM Control Delay (s)	66.1	10.2	-	-	9.3	-	-	57.6
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.9	0.2	-	-	0.1	-	-	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	364	56	227	398	126	257	198	479	91	251	172
Future Volume (veh/h)	213	364	56	227	398	126	257	198	479	91	251	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	227	387	0	241	423	0	273	211	510	97	267	183
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	285	476		324	465		462	706	593	369	607	510
Arrive On Green	0.11	0.26	0.00	0.12	0.27	0.00	0.12	0.39	0.39	0.05	0.32	0.32
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	227	387	0	241	423	0	273	211	510	97	267	183
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	11.1	23.5	0.0	12.1	28.1	0.0	12.0	9.7	36.9	4.5	13.5	10.7
Cycle Q Clear(g_c), s	11.1	23.5	0.0	12.1	28.1	0.0	12.0	9.7	36.9	4.5	13.5	10.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	476		324	465		462	706	593	369	607	510
V/C Ratio(X)	0.80	0.81		0.74	0.91		0.59	0.30	0.86	0.26	0.44	0.36
Avail Cap(c_a), veh/h	291	595		344	591		483	706	593	416	607	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	41.9	0.0	30.3	42.7	0.0	22.2	25.3	33.6	24.7	31.9	31.0
Incr Delay (d2), s/veh	14.0	6.9	0.0	8.0	15.7	0.0	1.8	1.1	15.0	0.4	2.3	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	11.4	0.0	5.6	13.8	0.0	5.0	4.3	15.5	1.8	6.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	48.8	0.0	38.3	58.4	0.0	24.0	26.4	48.6	25.1	34.3	33.0
LnGrp LOS	D	D		D	E		C	C	D	C	C	C
Approach Vol, veh/h		614			664			994			547	
Approach Delay, s/veh		47.5			51.1			37.1			32.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	52.3	19.7	36.3	19.6	44.4	18.6	37.3
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	34.5	15.5	38.5	15.5	28.5	13.5	40.5
Max Q Clear Time (g_c+I1), s	6.5	38.9	14.1	25.5	14.0	15.5	13.1	30.1
Green Ext Time (p_c), s	0.1	0.0	0.1	1.8	0.1	3.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	⋔	
Traffic Vol, veh/h	1	622	579	1	14	7
Future Vol, veh/h	1	622	579	1	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	1	655	609	1	15	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	610	0	-	0	1266	609
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	657	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	969	-	-	-	187	495
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	969	-	-	-	187	495
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	969	-	-	-	236
HCM Lane V/C Ratio	0.001	-	-	-	0.094
HCM Control Delay (s)	8.7	-	-	-	21.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	32	603	559	24	19	45
Future Vol, veh/h	32	603	559	24	19	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	34	648	601	26	20	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	601	0	-	0	1317	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	716	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	976	-	-	-	174	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	976	-	-	-	165	500
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	976	-	-	-	419
HCM Lane V/C Ratio	0.035	-	-	-	0.164
HCM Control Delay (s)	8.8	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	557	594	12	79	77
Future Vol, veh/h	2	557	594	12	79	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	2	593	632	13	84	82

Major/Minor	Major1			Major2		
Conflicting Flow All	645	0	-	0	1236	639
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	940	-	-	-	195	476
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	940	-	-	-	195	476
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	940	-	-	-	392
HCM Lane V/C Ratio	0.002	-	-	-	0.423
HCM Control Delay (s)	8.8	-	-	-	20.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.1

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	469	16	19	627	26	8	0	17	70	1	76
Future Vol, veh/h	30	469	16	19	627	26	8	0	17	70	1	76
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	32	494	17	20	660	27	8	0	18	74	1	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	687	0	0	511	0	0	1312	1285	494	1276	1275	660
Stage 1	-	-	-	-	-	-	558	558	-	700	700	-
Stage 2	-	-	-	-	-	-	754	727	-	576	575	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	907	-	-	1024	-	-	130	165	575	144	167	463
Stage 1	-	-	-	-	-	-	500	512	-	430	441	-
Stage 2	-	-	-	-	-	-	389	429	-	503	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	907	-	-	1024	-	-	103	156	575	134	158	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	156	-	134	158	-
Stage 1	-	-	-	-	-	-	483	494	-	415	432	-
Stage 2	-	-	-	-	-	-	315	420	-	470	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	22.4	57.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	907	-	-	1024	-	-	212
HCM Lane V/C Ratio	0.113	0.035	-	-	0.02	-	-	0.73
HCM Control Delay (s)	22.4	9.1	-	-	8.6	-	-	57.5
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	4.8

FUTURE "NO-BUILD" INTERSECTION ANALYSIS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	421	21	144	230	148	82	303	233	152	338	306
Future Volume (veh/h)	323	421	21	144	230	148	82	303	233	152	338	306
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	344	448	0	153	245	0	87	322	248	162	360	326
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	412	496		229	305		352	722	607	403	798	671
Arrive On Green	0.17	0.27	0.00	0.08	0.17	0.00	0.04	0.40	0.40	0.07	0.43	0.43
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	344	448	0	153	245	0	87	322	248	162	360	326
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	18.3	28.0	0.0	8.6	16.1	0.0	3.5	15.6	14.0	6.6	16.4	18.0
Cycle Q Clear(g_c), s	18.3	28.0	0.0	8.6	16.1	0.0	3.5	15.6	14.0	6.6	16.4	18.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	496		229	305		352	722	607	403	798	671
V/C Ratio(X)	0.84	0.90		0.67	0.80		0.25	0.45	0.41	0.40	0.45	0.49
Avail Cap(c_a), veh/h	454	657		229	416		415	722	607	416	798	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	42.5	0.0	38.1	47.6	0.0	20.4	26.4	25.9	19.8	24.4	24.9
Incr Delay (d2), s/veh	11.8	13.1	0.0	7.3	7.8	0.0	0.4	2.0	2.0	0.6	1.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	14.3	0.0	4.1	7.5	0.0	1.4	7.0	5.3	2.7	7.5	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	55.6	0.0	45.3	55.4	0.0	20.8	28.4	27.9	20.5	26.3	27.4
LnGrp LOS	D	E		D	E		C	C	C	C	C	C
Approach Vol, veh/h		792			398			657			848	
Approach Delay, s/veh		50.5			51.5			27.2			25.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	53.4	15.0	37.6	10.7	56.7	26.1	26.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	36.5	9.5	42.5	9.5	36.5	23.5	28.5
Max Q Clear Time (g_c+I1), s	8.6	17.6	10.6	30.0	5.5	20.0	20.3	18.1
Green Ext Time (p_c), s	0.0	5.2	0.0	2.1	0.1	5.8	0.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	1	651	779	10	0	2
Future Vol, veh/h	1	651	779	10	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	1	685	820	11	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	831	0	-	0	1507	820
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	801	-	-	-	133	375
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	801	-	-	-	133	375
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	499	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	801	-	-	-	375
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Control Delay (s)	9.5	-	-	-	14.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	143	633	659	125	17	69
Future Vol, veh/h	143	633	659	125	17	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	154	681	709	134	18	74

Major/Minor	Major1			Major2		
Conflicting Flow All	709	0	-	0	1698	709
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	989	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	890	-	-	-	102	434
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	360	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	890	-	-	-	74	434
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	360	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	18.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	890	-	-	-	350
HCM Lane V/C Ratio	0.173	-	-	-	0.264
HCM Control Delay (s)	9.9	-	-	-	18.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	780	583	142	0	2
Future Vol, veh/h	107	780	583	142	0	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	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	114	830	620	151	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	771	0	-	0	1754	696
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	1058	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	844	-	-	-	94	442
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	334	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	844	-	-	-	81	442
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	334	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	844	-	-	-	442
HCM Lane V/C Ratio	0.135	-	-	-	0.005
HCM Control Delay (s)	9.9	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0

Intersection	
Int Delay, s/veh	37.4

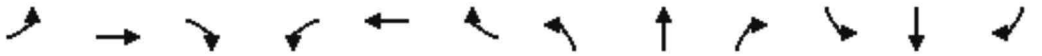
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	212	777	8	27	384	169	11	1	43	75	1	47
Future Vol, veh/h	212	777	8	27	384	169	11	1	43	75	1	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	223	818	8	28	404	178	12	1	45	79	1	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	826	0	0	1838	1902	818	1751	1732	404
Stage 1	-	-	-	-	-	-	1264	1264	-	460	460	-
Stage 2	-	-	-	-	-	-	574	638	-	1291	1272	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	992	-	-	779	-	-	55	69	376	~ 67	88	647
Stage 1	-	-	-	-	-	-	200	241	-	581	566	-
Stage 2	-	-	-	-	-	-	490	471	-	201	239	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	992	-	-	779	-	-	40	52	376	~ 47	66	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	52	-	~ 47	66	-
Stage 1	-	-	-	-	-	-	155	187	-	450	546	-
Stage 2	-	-	-	-	-	-	435	454	-	136	185	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.5	50.3	$ 492.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	135	992	-	-	779	-	-	73
HCM Lane V/C Ratio	0.429	0.225	-	-	0.036	-	-	1.774
HCM Control Delay (s)	50.3	9.7	-	-	9.8	-	-	$ 492.3
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.9	0.9	-	-	0.1	-	-	11.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	404	28	244	597	131	36	319	224	95	356	227
Future Volume (veh/h)	233	404	28	244	597	131	36	319	224	95	356	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	248	430	0	260	635	0	38	339	238	101	379	241
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	239	664		407	668		227	529	445	261	594	500
Arrive On Green	0.09	0.36	0.00	0.11	0.38	0.00	0.03	0.29	0.29	0.06	0.32	0.32
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	248	430	0	260	635	0	38	339	238	101	379	241
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	10.5	23.2	0.0	11.2	42.2	0.0	1.8	19.6	15.7	4.9	20.8	14.8
Cycle Q Clear(g_c), s	10.5	23.2	0.0	11.2	42.2	0.0	1.8	19.6	15.7	4.9	20.8	14.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	664		407	668		227	529	445	261	594	500
V/C Ratio(X)	1.04	0.65		0.64	0.95		0.17	0.64	0.54	0.39	0.64	0.48
Avail Cap(c_a), veh/h	239	688		424	708		313	529	445	301	594	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	32.2	0.0	23.0	36.0	0.0	29.6	37.0	35.6	28.9	35.0	33.0
Incr Delay (d2), s/veh	67.8	2.0	0.0	3.0	21.9	0.0	0.3	5.9	4.6	0.9	5.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	10.5	0.0	4.7	21.3	0.0	0.8	9.4	6.3	2.1	10.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.4	34.2	0.0	26.1	57.9	0.0	29.9	42.8	40.2	29.9	40.2	36.3
LnGrp LOS	F	C		C	E		C	D	D	C	D	D
Approach Vol, veh/h		678			895			615			721	
Approach Delay, s/veh		57.3			48.6			41.0			37.4	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	40.6	18.8	48.5	9.1	43.6	16.0	51.3
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	29.5	14.5	44.5	9.5	29.5	10.5	48.5
Max Q Clear Time (g_c+I1), s	6.9	21.6	13.2	25.2	3.8	22.8	12.5	44.2
Green Ext Time (p_c), s	0.0	3.1	0.1	2.4	0.0	2.9	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	18	679	847	17	1	4
Future Vol, veh/h	18	679	847	17	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	19	715	892	18	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	910	0	-	0	1645	892
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	753	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	748	-	-	-	109	341
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	748	-	-	-	104	341
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	748	-	-	-	234
HCM Lane V/C Ratio	0.025	-	-	-	0.022
HCM Control Delay (s)	9.9	-	-	-	20.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	5	698	846	5	2	12
Future Vol, veh/h	5	698	846	5	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	5	751	910	5	2	13

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	910	0	-	0	1671	910	
Stage 1	-	-	-	-	910	-	
Stage 2	-	-	-	-	761	-	
Critical Hdwy	4.12	-	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	-	3.518	3.318	
Pot Cap-1 Maneuver	748	-	-	-	105	333	
Stage 1	-	-	-	-	393	-	
Stage 2	-	-	-	-	461	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	748	-	-	-	104	333	
Mov Cap-2 Maneuver	-	-	-	-	240	-	
Stage 1	-	-	-	-	389	-	
Stage 2	-	-	-	-	461	-	

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	748	-	-	-	316
HCM Lane V/C Ratio	0.007	-	-	-	0.048
HCM Control Delay (s)	9.8	-	-	-	17
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	685	835	26	14	27
Future Vol, veh/h	37	685	835	26	14	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	39	729	888	28	15	29

Major/Minor	Major1			Major2		
Conflicting Flow All	916	0	-	0	1709	902
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	807	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	745	-	-	-	100	336
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	745	-	-	-	95	336
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	745	-	-	-	289
HCM Lane V/C Ratio	0.053	-	-	-	0.151
HCM Control Delay (s)	10.1	-	-	-	19.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	685	10	16	801	32	16	3	22	15	1	27
Future Vol, veh/h	53	685	10	16	801	32	16	3	22	15	1	27
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	56	721	11	17	843	34	17	3	23	16	1	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	877	0	0	732	0	0	1742	1744	721	1729	1721	843
Stage 1	-	-	-	-	-	-	833	833	-	877	877	-
Stage 2	-	-	-	-	-	-	909	911	-	852	844	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	770	-	-	846	-	-	65	86	427	69	89	364
Stage 1	-	-	-	-	-	-	352	384	-	343	366	-
Stage 2	-	-	-	-	-	-	319	353	-	354	379	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	770	-	-	846	-	-	55	78	427	59	81	364
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	78	-	59	81	-
Stage 1	-	-	-	-	-	-	326	356	-	318	359	-
Stage 2	-	-	-	-	-	-	287	346	-	308	351	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	58.9	48.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	108	770	-	-	846	-	-	126
HCM Lane V/C Ratio	0.4	0.072	-	-	0.02	-	-	0.359
HCM Control Delay (s)	58.9	10	-	-	9.3	-	-	48.8
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0.1	-	-	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	371	57	232	406	129	262	202	489	93	256	175
Future Volume (veh/h)	217	371	57	232	406	129	262	202	489	93	256	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	231	395	0	247	432	0	279	215	520	99	272	186
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	242	439		300	489		476	736	619	378	640	538
Arrive On Green	0.08	0.24	0.00	0.12	0.28	0.00	0.12	0.41	0.41	0.05	0.34	0.34
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	231	395	0	247	432	0	279	215	520	99	272	186
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	9.5	24.8	0.0	12.5	28.3	0.0	11.9	9.6	36.9	4.4	13.4	10.6
Cycle Q Clear(g_c), s	9.5	24.8	0.0	12.5	28.3	0.0	11.9	9.6	36.9	4.4	13.4	10.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	439		300	489		476	736	619	378	640	538
V/C Ratio(X)	0.95	0.90		0.82	0.88		0.59	0.29	0.84	0.26	0.43	0.35
Avail Cap(c_a), veh/h	242	580		314	635		483	736	619	425	640	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	44.4	0.0	31.2	41.4	0.0	21.1	24.0	32.1	23.4	30.4	29.4
Incr Delay (d2), s/veh	45.2	14.0	0.0	15.5	11.5	0.0	1.8	1.0	13.0	0.4	2.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.8	0.0	6.4	13.4	0.0	5.0	4.3	15.2	1.8	6.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.5	58.4	0.0	46.7	52.9	0.0	22.9	25.0	45.0	23.7	32.4	31.2
LnGrp LOS	F	E		D	D		C	C	D	C	C	C
Approach Vol, veh/h		626			679			1014			557	
Approach Delay, s/veh		68.0			50.6			34.7			30.5	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	54.3	20.1	33.9	19.5	46.6	15.0	39.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	35.5	15.5	37.5	14.5	30.5	9.5	43.5
Max Q Clear Time (g_c+I1), s	6.4	38.9	14.5	26.8	13.9	15.4	11.5	30.3
Green Ext Time (p_c), s	0.1	0.0	0.1	1.6	0.1	3.6	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	1	634	591	1	14	7
Future Vol, veh/h	1	634	591	1	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	280	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	1	667	622	1	15	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	623	0	-	0	1291	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	669	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	958	-	-	-	180	487
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	509	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	958	-	-	-	180	487
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	509	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	958	-	-	-	228
HCM Lane V/C Ratio	0.001	-	-	-	0.097
HCM Control Delay (s)	8.8	-	-	-	22.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱	↰	
Traffic Vol, veh/h	33	615	570	24	19	46
Future Vol, veh/h	33	615	570	24	19	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	205	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	35	661	613	26	20	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	613	0	-	0	1344	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	731	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	966	-	-	-	167	492
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	966	-	-	-	157	492
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	966	-	-	-	412
HCM Lane V/C Ratio	0.037	-	-	-	0.17
HCM Control Delay (s)	8.9	-	-	-	15.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	568	606	12	81	79
Future Vol, veh/h	2	568	606	12	81	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	2	604	645	13	86	84

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	658	0	-	0	1260	652
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	930	-	-	-	188	468
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	930	-	-	-	188	468
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	543	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	930	-	-	-	384
HCM Lane V/C Ratio	0.002	-	-	-	0.443
HCM Control Delay (s)	8.9	-	-	-	21.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.2

Intersection	
Int Delay, s/veh	7.7

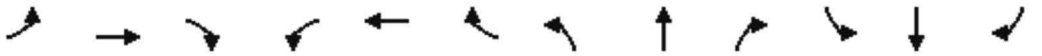
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	478	16	19	640	27	8	0	17	71	1	78
Future Vol, veh/h	31	478	16	19	640	27	8	0	17	71	1	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	33	503	17	20	674	28	8	0	18	75	1	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	702	0	0	520	0	0	1339	1311	503	1301	1300	674
Stage 1	-	-	-	-	-	-	569	569	-	714	714	-
Stage 2	-	-	-	-	-	-	770	742	-	587	586	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	895	-	-	1016	-	-	125	159	569	138	161	455
Stage 1	-	-	-	-	-	-	493	506	-	422	435	-
Stage 2	-	-	-	-	-	-	381	422	-	496	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	895	-	-	1016	-	-	98	150	569	128	152	455
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	150	-	128	152	-
Stage 1	-	-	-	-	-	-	475	487	-	406	426	-
Stage 2	-	-	-	-	-	-	305	414	-	463	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	23.2	64.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	224	895	-	-	1016	-	-	205
HCM Lane V/C Ratio	0.117	0.036	-	-	0.02	-	-	0.77
HCM Control Delay (s)	23.2	9.2	-	-	8.6	-	-	64.5
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	5.3

FUTURE "BUILD" INTERSECTION ANALYSIS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	425	24	144	232	148	83	303	233	152	338	307
Future Volume (veh/h)	326	425	24	144	232	148	83	303	233	152	338	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	347	452	0	153	247	0	88	322	248	162	360	327
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	414	500		229	307		351	718	604	401	793	667
Arrive On Green	0.17	0.27	0.00	0.08	0.18	0.00	0.04	0.40	0.40	0.07	0.42	0.42
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	347	452	0	153	247	0	88	322	248	162	360	327
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	18.4	28.2	0.0	8.6	16.2	0.0	3.5	15.7	14.1	6.6	16.5	18.1
Cycle Q Clear(g_c), s	18.4	28.2	0.0	8.6	16.2	0.0	3.5	15.7	14.1	6.6	16.5	18.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	500		229	307		351	718	604	401	793	667
V/C Ratio(X)	0.84	0.90		0.67	0.80		0.25	0.45	0.41	0.40	0.45	0.49
Avail Cap(c_a), veh/h	454	657		229	416		412	718	604	413	793	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	42.4	0.0	38.0	47.5	0.0	20.6	26.6	26.1	20.0	24.6	25.1
Incr Delay (d2), s/veh	12.2	13.3	0.0	7.3	8.0	0.0	0.4	2.0	2.1	0.7	1.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	14.4	0.0	4.1	7.6	0.0	1.5	7.1	5.3	2.7	7.6	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	55.7	0.0	45.3	55.5	0.0	21.0	28.6	28.2	20.7	26.5	27.7
LnGrp LOS	D	E		D	E		C	C	C	C	C	C
Approach Vol, veh/h		799			400			658			849	
Approach Delay, s/veh		50.7			51.6			27.4			25.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	53.1	15.0	37.8	10.8	56.4	26.3	26.5
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	36.5	9.5	42.5	9.5	36.5	23.5	28.5
Max Q Clear Time (g_c+I1), s	8.6	17.7	10.6	30.2	5.5	20.1	20.4	18.2
Green Ext Time (p_c), s	0.0	5.2	0.0	2.1	0.1	5.8	0.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	653	1	0	784	10	0	0	7	0	0	2
Future Vol, veh/h	1	653	1	0	784	10	0	0	7	0	0	2
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	-	-	Free	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	1	687	1	0	825	11	0	0	7	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	836	0	-	-	-	0	-	-	687	1514	1514	825
Stage 1	-	-	-	-	-	-	-	-	-	825	825	-
Stage 2	-	-	-	-	-	-	-	-	-	689	689	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	798	-	0	0	-	-	0	0	447	98	120	372
Stage 1	-	-	0	0	-	-	0	0	-	367	387	-
Stage 2	-	-	0	0	-	-	0	0	-	436	446	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	798	-	-	-	-	-	-	-	447	96	120	372
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	224	243	-
Stage 1	-	-	-	-	-	-	-	-	-	366	387	-
Stage 2	-	-	-	-	-	-	-	-	-	428	445	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.2	14.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	447	798	-	-	-	372
HCM Lane V/C Ratio	0.016	0.001	-	-	-	0.006
HCM Control Delay (s)	13.2	9.5	-	-	-	14.7
HCM Lane LOS	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	634	1	5	659	125	4	0	2	17	0	69
Future Vol, veh/h	143	634	1	5	659	125	4	0	2	17	0	69
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	205	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	154	682	1	5	709	134	4	0	2	18	0	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	709	0	0	683	0	0	1747	1710	683	1711	1710	709
Stage 1	-	-	-	-	-	-	991	991	-	719	719	-
Stage 2	-	-	-	-	-	-	756	719	-	992	991	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	890	-	-	910	-	-	67	91	449	71	91	434
Stage 1	-	-	-	-	-	-	296	324	-	420	433	-
Stage 2	-	-	-	-	-	-	400	433	-	296	324	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	890	-	-	910	-	-	43	65	449	55	65	434
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	65	-	55	65	-
Stage 1	-	-	-	-	-	-	213	234	-	303	428	-
Stage 2	-	-	-	-	-	-	328	428	-	212	234	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.1	69.7	42.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	62	890	-	-	910	-	-	184
HCM Lane V/C Ratio	0.104	0.173	-	-	0.006	-	-	0.503
HCM Control Delay (s)	69.7	9.9	-	-	9	-	-	42.8
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.3	0.6	-	-	0	-	-	2.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	782	587	142	0	2
Future Vol, veh/h	107	782	587	142	0	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	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	114	832	624	151	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	775	0	-	0	1760	700
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	1060	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	841	-	-	-	93	439
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	841	-	-	-	80	439
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	333	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	841	-	-	-	439
HCM Lane V/C Ratio	0.135	-	-	-	0.005
HCM Control Delay (s)	9.9	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0

Intersection	
Int Delay, s/veh	38.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	212	779	8	27	388	169	11	1	43	75	1	47
Future Vol, veh/h	212	779	8	27	388	169	11	1	43	75	1	47
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	8	2	10	2	2	2	2	2
Mvmt Flow	223	820	8	28	408	178	12	1	45	79	1	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	586	0	0	828	0	0	1844	1908	820	1757	1738	408
Stage 1	-	-	-	-	-	-	1266	1266	-	464	464	-
Stage 2	-	-	-	-	-	-	578	642	-	1293	1274	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.2	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.59	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	989	-	-	778	-	-	55	68	375	~ 66	87	643
Stage 1	-	-	-	-	-	-	200	240	-	578	564	-
Stage 2	-	-	-	-	-	-	488	469	-	200	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	989	-	-	778	-	-	40	51	375	~ 46	65	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	51	-	~ 46	65	-
Stage 1	-	-	-	-	-	-	155	186	-	448	544	-
Stage 2	-	-	-	-	-	-	433	452	-	135	184	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0.5	50.9	$ 504.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	989	-	-	778	-	-	72
HCM Lane V/C Ratio	0.432	0.226	-	-	0.037	-	-	1.798
HCM Control Delay (s)	50.9	9.7	-	-	9.8	-	-	$ 504.3
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.9	0.9	-	-	0.1	-	-	11.4

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	408	30	244	602	131	39	319	224	95	356	230
Future Volume (veh/h)	235	408	30	244	602	131	39	319	224	95	356	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	250	434	0	260	640	0	41	339	238	101	379	245
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	239	675		408	672		225	525	441	258	588	494
Arrive On Green	0.09	0.36	0.00	0.11	0.38	0.00	0.03	0.29	0.29	0.06	0.31	0.31
Sat Flow, veh/h	1781	1870	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	250	434	0	260	640	0	41	339	238	101	379	245
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	10.5	23.2	0.0	11.2	42.6	0.0	2.0	19.6	15.8	4.9	20.9	15.2
Cycle Q Clear(g_c), s	10.5	23.2	0.0	11.2	42.6	0.0	2.0	19.6	15.8	4.9	20.9	15.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	675		408	672		225	525	441	258	588	494
V/C Ratio(X)	1.05	0.64		0.64	0.95		0.18	0.65	0.54	0.39	0.64	0.50
Avail Cap(c_a), veh/h	239	694		426	708		309	525	441	299	588	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	31.9	0.0	22.8	35.9	0.0	29.8	37.2	35.9	29.1	35.4	33.4
Incr Delay (d2), s/veh	71.3	2.0	0.0	3.0	22.3	0.0	0.4	6.0	4.7	1.0	5.4	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	10.5	0.0	4.7	21.5	0.0	0.8	9.5	6.3	2.1	10.3	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.1	33.9	0.0	25.8	58.2	0.0	30.1	43.3	40.6	30.1	40.7	36.9
LnGrp LOS	F	C		C	E		C	D	D	C	D	D
Approach Vol, veh/h		684			900			618			725	
Approach Delay, s/veh		58.4			48.8			41.4			38.0	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	40.3	18.8	48.8	9.2	43.2	16.0	51.5
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	29.5	14.5	44.5	9.5	29.5	10.5	48.5
Max Q Clear Time (g_c+I1), s	6.9	21.6	13.2	25.2	4.0	22.9	12.5	44.6
Green Ext Time (p_c), s	0.0	3.1	0.1	2.4	0.0	2.9	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	681	2	0	857	17	0	0	7	1	0	4
Future Vol, veh/h	18	681	2	0	857	17	0	0	7	1	0	4
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	-	-	Free	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	19	717	2	0	902	18	0	0	7	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	920	0	-	-	-	0	-	-	717	1657	1657	902
Stage 1	-	-	-	-	-	-	-	-	-	902	902	-
Stage 2	-	-	-	-	-	-	-	-	-	755	755	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	742	-	0	0	-	-	0	0	430	78	98	336
Stage 1	-	-	0	0	-	-	0	0	-	332	356	-
Stage 2	-	-	0	0	-	-	0	0	-	401	417	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	742	-	-	-	-	-	-	-	430	74	94	336
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	191	214	-
Stage 1	-	-	-	-	-	-	-	-	-	318	356	-
Stage 2	-	-	-	-	-	-	-	-	-	377	399	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	13.5	17.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	430	742	-	-	-	292
HCM Lane V/C Ratio	0.017	0.026	-	-	-	0.018
HCM Control Delay (s)	13.5	10	-	-	-	17.6
HCM Lane LOS	B	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	700	3	10	846	5	4	0	2	2	0	12
Future Vol, veh/h	5	700	3	10	846	5	4	0	2	2	0	12
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	205	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	753	3	11	910	5	4	0	2	2	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	910	0	0	756	0	0	1704	1697	755	1698	1698	910
Stage 1	-	-	-	-	-	-	765	765	-	932	932	-
Stage 2	-	-	-	-	-	-	939	932	-	766	766	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	748	-	-	855	-	-	72	92	409	73	92	333
Stage 1	-	-	-	-	-	-	396	412	-	320	345	-
Stage 2	-	-	-	-	-	-	317	345	-	395	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	748	-	-	855	-	-	67	89	409	71	89	333
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	89	-	71	89	-
Stage 1	-	-	-	-	-	-	391	407	-	316	336	-
Stage 2	-	-	-	-	-	-	297	336	-	388	407	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	46.6	22.7
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	93	748	-	-	855	-	-	218
HCM Lane V/C Ratio	0.069	0.007	-	-	0.013	-	-	0.069
HCM Control Delay (s)	46.6	9.8	-	-	9.3	-	-	22.7
HCM Lane LOS	E	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	690	839	26	14	27
Future Vol, veh/h	37	690	839	26	14	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	39	734	893	28	15	29

Major/Minor	Major1			Major2		
Conflicting Flow All	921	0	-	0	1719	907
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	812	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	741	-	-	-	99	334
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	741	-	-	-	94	334
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	741	-	-	-	287
HCM Lane V/C Ratio	0.053	-	-	-	0.152
HCM Control Delay (s)	10.1	-	-	-	19.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

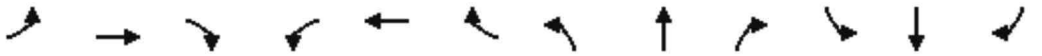
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	690	10	16	805	32	16	3	22	15	1	27
Future Vol, veh/h	53	690	10	16	805	32	16	3	22	15	1	27
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	726	11	17	847	34	17	3	23	16	1	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	881	0	0	737	0	0	1751	1753	726	1738	1730	847
Stage 1	-	-	-	-	-	-	838	838	-	881	881	-
Stage 2	-	-	-	-	-	-	913	915	-	857	849	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	767	-	-	869	-	-	67	85	425	68	88	362
Stage 1	-	-	-	-	-	-	361	382	-	341	365	-
Stage 2	-	-	-	-	-	-	328	352	-	352	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	767	-	-	869	-	-	57	77	425	58	80	362
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	77	-	58	80	-
Stage 1	-	-	-	-	-	-	335	354	-	316	358	-
Stage 2	-	-	-	-	-	-	295	345	-	306	349	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	57.4	49.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	110	767	-	-	869	-	-	124
HCM Lane V/C Ratio	0.392	0.073	-	-	0.019	-	-	0.365
HCM Control Delay (s)	57.4	10.1	-	-	9.2	-	-	49.8
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.6	0.2	-	-	0.1	-	-	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	375	59	232	412	129	266	202	489	93	256	179
Future Volume (veh/h)	219	375	59	232	412	129	266	202	489	93	256	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1826	1752	1870	1841	1811	1796	1811	1870	1856
Adj Flow Rate, veh/h	233	399	0	247	438	0	283	215	520	99	272	190
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	5	10	2	4	6	7	6	2	3
Cap, veh/h	240	443		300	492		474	733	616	377	633	532
Arrive On Green	0.08	0.24	0.00	0.12	0.28	0.00	0.12	0.40	0.40	0.05	0.34	0.34
Sat Flow, veh/h	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Grp Volume(v), veh/h	233	399	0	247	438	0	283	215	520	99	272	190
Grp Sat Flow(s),veh/h/ln	1781	1856	0	1739	1752	1585	1753	1811	1522	1725	1870	1572
Q Serve(g_s), s	9.5	25.0	0.0	12.5	28.8	0.0	12.2	9.6	37.1	4.5	13.5	10.9
Cycle Q Clear(g_c), s	9.5	25.0	0.0	12.5	28.8	0.0	12.2	9.6	37.1	4.5	13.5	10.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	443		300	492		474	733	616	377	633	532
V/C Ratio(X)	0.97	0.90		0.82	0.89		0.60	0.29	0.84	0.26	0.43	0.36
Avail Cap(c_a), veh/h	240	580		314	635		479	733	616	423	633	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	44.3	0.0	31.1	41.4	0.0	21.3	24.1	32.3	23.6	30.7	29.9
Incr Delay (d2), s/veh	49.8	14.3	0.0	15.6	12.3	0.0	2.0	1.0	13.3	0.4	2.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	13.0	0.0	6.4	13.7	0.0	5.1	4.3	15.3	1.8	6.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	58.6	0.0	46.8	53.6	0.0	23.3	25.2	45.6	24.0	32.9	31.7
LnGrp LOS	F	E		D	D		C	C	D	C	C	C
Approach Vol, veh/h		632			685			1018			561	
Approach Delay, s/veh		69.8			51.2			35.1			30.9	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	54.0	20.0	34.2	19.7	46.1	15.0	39.2
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	35.5	15.5	37.5	14.5	30.5	9.5	43.5
Max Q Clear Time (g_c+I1), s	6.5	39.1	14.5	27.0	14.2	15.5	11.5	30.8
Green Ext Time (p_c), s	0.1	0.0	0.1	1.6	0.0	3.7	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	636	3	0	605	1	0	0	7	14	0	7
Future Vol, veh/h	1	636	3	0	605	1	0	0	7	14	0	7
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	-	-	Free	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	669	3	0	637	1	0	0	7	15	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	638	0	-	-	-	0	-	-	669	1308	1308	637
Stage 1	-	-	-	-	-	-	-	-	-	637	637	-
Stage 2	-	-	-	-	-	-	-	-	-	671	671	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	946	-	0	0	-	-	0	0	458	136	159	477
Stage 1	-	-	0	0	-	-	0	0	-	465	471	-
Stage 2	-	-	0	0	-	-	0	0	-	446	455	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	946	-	-	-	-	-	-	-	458	134	159	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	267	284	-
Stage 1	-	-	-	-	-	-	-	-	-	464	471	-
Stage 2	-	-	-	-	-	-	-	-	-	438	454	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13	17.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	458	946	-	-	-	313
HCM Lane V/C Ratio	0.016	0.001	-	-	-	0.071
HCM Control Delay (s)	13	8.8	-	-	-	17.4
HCM Lane LOS	B	A	-	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	618	4	14	570	24	4	0	2	19	0	46
Future Vol, veh/h	33	618	4	14	570	24	4	0	2	19	0	46
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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	205	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	665	4	15	613	26	4	0	2	20	0	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	613	0	0	669	0	0	1405	1380	667	1381	1382	613
Stage 1	-	-	-	-	-	-	737	737	-	643	643	-
Stage 2	-	-	-	-	-	-	668	643	-	738	739	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	966	-	-	921	-	-	117	144	459	121	144	492
Stage 1	-	-	-	-	-	-	410	425	-	462	468	-
Stage 2	-	-	-	-	-	-	448	468	-	410	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	966	-	-	921	-	-	99	132	459	113	132	492
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	132	-	113	132	-
Stage 1	-	-	-	-	-	-	386	400	-	435	456	-
Stage 2	-	-	-	-	-	-	393	456	-	384	399	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	33.2	25.1
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	966	-	-	921	-	-	248
HCM Lane V/C Ratio	0.048	0.037	-	-	0.016	-	-	0.282
HCM Control Delay (s)	33.2	8.9	-	-	9	-	-	25.1
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	575	610	12	81	79
Future Vol, veh/h	2	575	610	12	81	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	60	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	612	649	13	86	84

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	662	0	-	0	1272	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	616	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	927	-	-	-	185	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	927	-	-	-	185	465
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	21.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	927	-	-	-	382
HCM Lane V/C Ratio	0.002	-	-	-	0.446
HCM Control Delay (s)	8.9	-	-	-	21.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.2

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	484	16	19	644	27	8	0	17	71	1	78
Future Vol, veh/h	31	484	16	19	644	27	8	0	17	71	1	78
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	160	-	130	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	509	17	20	678	28	8	0	18	75	1	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	706	0	0	526	0	0	1349	1321	509	1311	1310	678
Stage 1	-	-	-	-	-	-	575	575	-	718	718	-
Stage 2	-	-	-	-	-	-	774	746	-	593	592	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	892	-	-	1041	-	-	128	157	564	136	159	452
Stage 1	-	-	-	-	-	-	503	503	-	420	433	-
Stage 2	-	-	-	-	-	-	391	421	-	492	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	892	-	-	1041	-	-	100	148	564	126	150	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	148	-	126	150	-
Stage 1	-	-	-	-	-	-	484	484	-	404	425	-
Stage 2	-	-	-	-	-	-	313	413	-	459	476	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	22.9	66.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	892	-	-	1041	-	-	202
HCM Lane V/C Ratio	0.116	0.037	-	-	0.019	-	-	0.782
HCM Control Delay (s)	22.9	9.2	-	-	8.5	-	-	66.9
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	5.4

TRAFFIC VOLUME WORKSHEETS

22-080 Hickory Flat Adult Community - Cherokee County, GA

Traffic Volumes

A&R Engineering
June 2022

1. Hickory Rd @ E Cherokee Dr

A.M. Peak Hour

	E Cherokee Drive Northbound				E Cherokee Drive Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	80	297	228	605	149	331	300	780	317	413	21	751	141	225	145	511
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	82	303	233	618	152	338	306	796	323	421	21	765	144	230	148	522
Total New Trips:	1	0	0	1	0	0	1	1	3	4	3	10	0	2	0	2
Future 2024 Traffic Volumes:	83	303	233	619	152	338	307	797	326	425	24	775	144	232	148	524

P.M. Peak Hour

	E Cherokee Drive Northbound				E Cherokee Drive Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	35	313	220	568	93	349	223	665	228	396	27	651	239	585	128	952
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	36	319	224	579	95	356	227	678	233	404	28	665	244	597	131	972
Total New Trips:	3	0	0	3	0	0	3	3	2	4	2	8	0	5	0	5
Future 2024 Traffic Volumes:	39	319	224	582	95	356	230	681	235	408	30	673	244	602	131	977

Dismissal Peak Hour

	E Cherokee Drive Northbound				E Cherokee Drive Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	257	198	479	934	91	251	172	514	213	364	56	633	227	398	126	751
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	262	202	489	953	93	256	175	524	217	371	57	645	232	406	129	767
Total New Trips:	4	0	0	4	0	0	4	4	2	4	2	8	0	6	0	6
Future 2024 Traffic Volumes:	266	202	489	957	93	256	179	528	219	375	59	653	232	412	129	773

22-080 Hickory Flat Adult Community - Cherokee County, GA

Traffic Volumes

A&R Engineering
June 2022

2. Hickory Rd@E Drwy Dean Rusk

A.M. Peak Hour

	Site Driveway 2 Northbound				Driveway East of Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	0	0	2	2	1	638	0	639	0	764	10	774
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	0	0	2	2	1	651	0	652	0	779	10	789
Total New Trips:	0	0	7	7	0	0	0	0	0	2	1	3	0	5	0	5
Future 2024 Traffic Volumes:	0	0	7	7	0	0	2	2	1	653	1	655	0	784	10	794

P.M. Peak Hour

	Site Driveway 2 Northbound				Driveway East of Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	1	0	4	5	18	666	0	684	0	830	17	847
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	1	0	4	5	18	679	0	697	0	847	17	864
Total New Trips:	0	0	7	7	0	0	0	0	0	2	2	4	0	10	0	10
Future 2024 Traffic Volumes:	0	0	7	7	1	0	4	5	18	681	2	701	0	857	17	874

Dismissal Peak Hour

	Site Driveway 2 Northbound				Driveway East of Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	14	0	7	21	1	622	0	623	0	579	1	580
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	14	0	7	21	1	634	0	635	0	591	1	592
Total New Trips:	0	0	7	7	0	0	0	0	0	2	3	5	0	14	0	14
Future 2024 Traffic Volumes:	0	0	7	7	14	0	7	21	1	636	3	640	0	605	1	606

22-080 Hickory Flat Adult Community - Cherokee County, GA

Traffic Volumes

A&R Engineering
June 2022

3. Hickory Rd@Dean Rusk Drwy

A.M. Peak Hour

	Site Driveway 1 Northbound				Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	17	0	68	85	140	621	0	761	0	646	123	769
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	17	0	69	86	143	633	0	776	0	659	125	784
Total New Trips:	4	0	2	6	0	0	0	0	0	1	1	2	5	0	0	5
Future 2024 Traffic Volumes:	4	0	2	6	17	0	69	86	143	634	1	778	5	659	125	789

P.M. Peak Hour

	Site Driveway 1 Northbound				Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	2	0	12	14	5	684	0	689	0	829	5	834
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	2	0	12	14	5	698	0	703	0	846	5	851
Total New Trips:	4	0	2	6	0	0	0	0	0	2	3	5	10	0	0	10
Future 2024 Traffic Volumes:	4	0	2	6	2	0	12	14	5	700	3	708	10	846	5	861

Dismissal Peak Hour

	Site Driveway 1 Northbound				Dean Rusk School Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	19	0	45	64	32	603	0	635	0	559	24	583
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	19	0	46	65	33	615	0	648	0	570	24	594
Total New Trips:	4	0	2	6	0	0	0	0	0	3	4	7	14	0	0	14
Future 2024 Traffic Volumes:	4	0	2	6	19	0	46	65	33	618	4	655	14	570	24	608

22-080 Hickory Flat Adult Community - Cherokee County, GA

Traffic Volumes

A&R Engineering
June 2022

4. Hickory Rd @ Sequoyah Drwy

A.M. Peak Hour

	-				Sequoyah School Driveway				Hickory Road				Hickory Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	0	0	2	2	105	765	0	870	0	572	139	711
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	0	0	2	2	107	780	0	887	0	583	142	725
Total New Trips:	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4
Future 2024 Traffic Volumes:	0	0	0	0	0	0	2	2	107	782	0	889	0	587	142	729

P.M. Peak Hour

	-				Sequoyah School Driveway				Hickory Road				Hickory Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	14	0	26	40	36	672	0	708	0	819	25	844
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	14	0	27	41	37	685	0	722	0	835	26	861
Total New Trips:	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4
Future 2024 Traffic Volumes:	0	0	0	0	14	0	27	41	37	690	0	727	0	839	26	865

Dismissal Peak Hour

	-				Sequoyah School Driveway				Hickory Road				Hickory Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	79	0	77	156	2	557	0	559	0	594	12	606
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	81	0	79	160	2	568	0	570	0	606	12	618
Total New Trips:	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4
Future 2024 Traffic Volumes:	0	0	0	0	81	0	79	160	2	575	0	577	0	610	12	622

22-080 Hickory Flat Adult Community - Cherokee County, GA

Traffic Volumes

A&R Engineering
June 2022

5. Hickory Rd @ Oak Crest Rd

A.M. Peak Hour

	Oak Crest Road Northbound				Sequoyah School Main Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	11	1	42	54	74	1	46	121	208	762	8	978	26	376	166	568
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	11	1	43	55	75	1	47	123	212	777	8	997	27	384	169	580
Total New Trips:	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4
Future 2024 Traffic Volumes:	11	1	43	55	75	1	47	123	212	779	8	999	27	388	169	584

P.M. Peak Hour

	Oak Crest Road Northbound				Sequoyah School Main Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	16	3	22	41	15	1	26	42	52	672	10	734	16	785	31	832
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	16	3	22	41	15	1	27	43	53	685	10	748	16	801	32	849
Total New Trips:	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4
Future 2024 Traffic Volumes:	16	3	22	41	15	1	27	43	53	690	10	753	16	805	32	853

Dismissal Peak Hour

	Oak Crest Road Northbound				Sequoyah School Main Driveway Southbound				Hickory Road Eastbound				Hickory Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	8	0	17	25	70	1	76	147	30	469	16	515	19	627	26	672
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	8	0	17	25	71	1	78	150	31	478	16	525	19	640	27	686
Total New Trips:	0	0	0	0	0	0	0	0	0	6	0	6	0	4	0	4
Future 2024 Traffic Volumes:	8	0	17	25	71	1	78	150	31	484	16	531	19	644	27	690

Table 1
Trip Generation - Scenario 1

Land Use	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
Senior Adult Housing Single family - 251	89 units	12	24	36	24	16	40	537
Senior adult housing Multifamily - 252	24 units	1	4	5	3	3	6	94
General Office Building - 710	60,000 SqFt	95	13	108	18	91	109	744
Medical Office Building - 720	14,450 SqFt	33	9	42	17	39	56	513
Total Trips		141	50	191	62	149	211	1,888

Table 2
Trip Generation - Scenario 2

Land Use	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
General Office Building - 710	60,000 SqFt	95	13	108	18	91	109	744
Strip Retail Plaza (<40K) - 822	27,600 SqFt	34	22	56	80	80	160	1,394
Supermarket - 850	29,100 SqFt	49	34	83	142	142	284	2,966
Medical Office Building - 720	14,450 SqFt	33	9	42	17	39	56	513
Fast Food Restaurant with Drive Through Window - 934	4,675 SqFt	106	103	209	80	75	155	2,188
Total Trips		317	181	498	337	427	764	7,805

SITE AREA	
ACREAGE	22.40
SQUARE FOOTAGE	975,744
SITE DENSITY	
RESIDENTIAL	
UNITS	113
UNITS / AC	5.04
OFFICE/COMMERCIAL/RETAIL	
TOTAL BUILDINGS	3.00
TOTAL FLOOR AREA (EST.)	167,125
FLOOR AREA RATIO	0.1713

ZONING CLASSIFICATION		
JURISDICTION		CITY OF HOLLY SPRINGS
TAX PARCEL	EXISTING	PROPOSED
15N26 118	GC	GC (MXD 1 OVERLAY)
15N26 120	GC	GC (MXD 1 OVERLAY)
15N26 121	GC	GC (MXD 1 OVERLAY)
15N26 124	GC	GC (MXD 1 OVERLAY)
ADJACENT ZONING		
NORTH		R-40 (COUNTY SCHOOLS)*
SOUTH		R-40 (COUNTY)
EAST		PDR / R-40 (COUNTY)*
WEST		PDR
*Based by public ROW		

PROPOSED USES	
LOT A	ACTIVE ADULT (55+) COTTAGE STYLE COMMUNITY
LOT B	OFFICE AND/OR RETAIL
LOT C	OFFICE AND/OR RETAIL
LOT D	SELF-STORAGE

SETBACKS & BUFFERS	
FRONT BSL (HICKORY RD)	35'
FRONT BSL (E. CHEROKEE DR)	35'
SIDE BSL	10' INTERNAL / 20' EXTERNAL
REAR BSL	20'
BUFFER (ADJ. TO PDR)	40'
BUFFER (ADJ. TO COUNTY R-40)	50'

PARKING SUMMARY		
RESIDENTIAL PARKING REQ.		2 SPACES PER UNIT + 10%
		249 SPACES
RESIDENTIAL PARKING PROVIDED		101 SURFACE SPACES
		75 GARAGE SPACES
		13 DRIVEWAY SPACES
		189 SPACES
COMMERCIAL PARKING REQ.		
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF-STORAGE	4 SPACES
COMMERCIAL PARKING PROVIDED		
LOT B	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C	PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D	SELF-STORAGE	5 SPACES
STANDARD STALL DIMENSIONS		9' X 18'
MIN. DRIVE WIDTH		24'

RESIDENTIAL SIZING						
BLDG TYPE	BLDG QTY	UNIT QTY	APPROX. BLDG DIMS	BLDG GSF	TOTAL GSF
01	17	34	18' x 75'	4,300	69,700
15	19	38	35' x 74'	2,072	35,308
19	4	24	58' x 76'	11,136	44,544
21	17	17	30' x 40'	1,755	29,835
TOTAL/AVG	57	113		1,218	183,447
HEATED SF RANGE					
1-BEDROOM FLOORPLANS					786 - 1,129 SF
2-BEDROOM FLOORPLANS					1,089 - 1,929 SF
3-BEDROOM FLOORPLANS					1,569 SF
TOTAL HEATED SF					161,208 SF

GENERAL SITE NOTES:

1) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.

2) ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.

3) FLOOD PLAIN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FEMA FIRM MAP NUMBER 13057C0295E, DATED JUNE 7, 2019. NO KNOWN STREAMS OR CREEKS ARE PRESENT ON SITE.

4) 1 HANDICAP SPACE IS REQUIRED TO BE VAN ACCESSIBLE WITH A MINIMUM 96" WIDE ACCESS AREA.

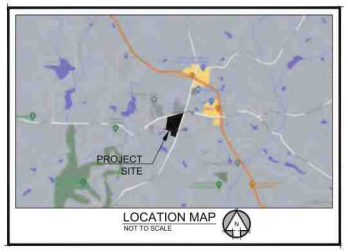
5) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.

6) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING, STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.

7) REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.

8) ALL STORMWATER MANAGMENT FOR LOT A WILL BE UNDERGROUND. ALL OTHER STORMWATER FACILITIES WILL BE DETERMINED DURING DESIGN.

SCENARIO 1 SITE PLAN
(NOTE: SELF STORAGE FACILITY REMOVED FROM SCENARIO TRAFFIC CONSIDERATIONS)



LOCATION MAP
NOT TO SCALE

PREPARED IN THE OFFICE OF
LECRAW ENGINEERING
© 2022 LECRAW ENGINEERING, INC.
3475 CORPORATE WAY
SUITE A
DULUTH, GA 30096
PHONE - 678.546.8100
FAX - 770.446.4503
WWW.LECRAWENGINEERING.COM
PEF005788

REV #	DATE	DRAWN / DESIGNED BY

CLIENT
ONESTREET RESIDENTIAL
104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT
22-ACRE MIXED USE DEVELOPMENT
SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
PIN 15-0395-0001 & 15-0328-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:
No. PE036661 PROFESSIONAL
TIMOTHY KYLE SHARPE
ENGINEER
GEORGIA
5/5/2022

DESIGN TEAM:

DRAWN BY:	CMK
DESIGNED BY:	CMK
REVIEWED BY:	TKS

Know what's below. Call before you dig.

SCALE & NORTH ARROW:
NORTH ARROW
SCALE: 1"=60'

JOB #	087021
DATE:	MAY 5, 2022

CONCEPT SITE PLAN - MASTER PLAN

CS-1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by LeCraw Engineering, Inc. shall be without liability to LeCraw Engineering, Inc. Copyright LeCraw Engineering, Inc., 2022

SITE SUMMARY

SITE AREA	
SITE AREA:	11.0 ACRES (479,406 S.F.)
IMPERVIOUS AREA:	— S.F. (--%)
PERVIOUS AREA:	— S.F. (--%)
ZONING CLASSIFICATION	
JURISDICTION:	CITY OF HOLLY SPRINGS
ZONING:	GC (MXD-1 OVERLAY)
ADJACENT ZONING:	PDR, R-40, & GC
BUILDING SETBACKS	
FRONT:	15'
SIDE:	10' / 20'
REAR:	20'
BUILDING SUMMARY	
BUILDING AREA:	61,375 S.F.
BUILDING COVERAGE:	12.8%
PARKING SUMMARY	
PARKING REQ.:	QUICK SERVICE RESTAURANT: 10 SPACES/1,000 S.F.
	GROCER (OVER 20,000 SF): 1 SPACES/250 S.F.
	GENERAL RETAIL: 1 SPACES/300 S.F. (MIN) 1 SPACES/200 S.F. (MAX)
PARKING PROV.:	QSR 1: 28 SPACES
	QSR 2: 34 SPACES
	GROCER: 143 SPACES
	GENERAL RETAIL: 130 SPACES
STANDARD STALL DIMENSIONS:	9' x 18'
MIN. DRIVE WIDTH:	24'

GENERAL SITE NOTES:

1) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.

2) ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.

3) FLOOD PLAIN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FEMA FIRM MAP NUMBER 13057C0295E, DATED JUNE 7, 2019. NO KNOWN STREAMS OR CREEKS ARE PRESENT ON SITE.

4) 1 HANDICAP SPACE IS REQUIRED TO BE VAN ACCESSIBLE WITH A MINIMUM 96" WIDE ACCESS AREA.

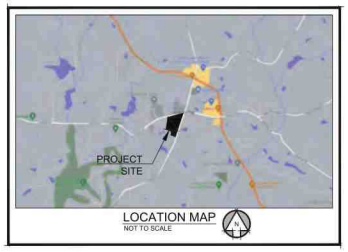
5) ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.

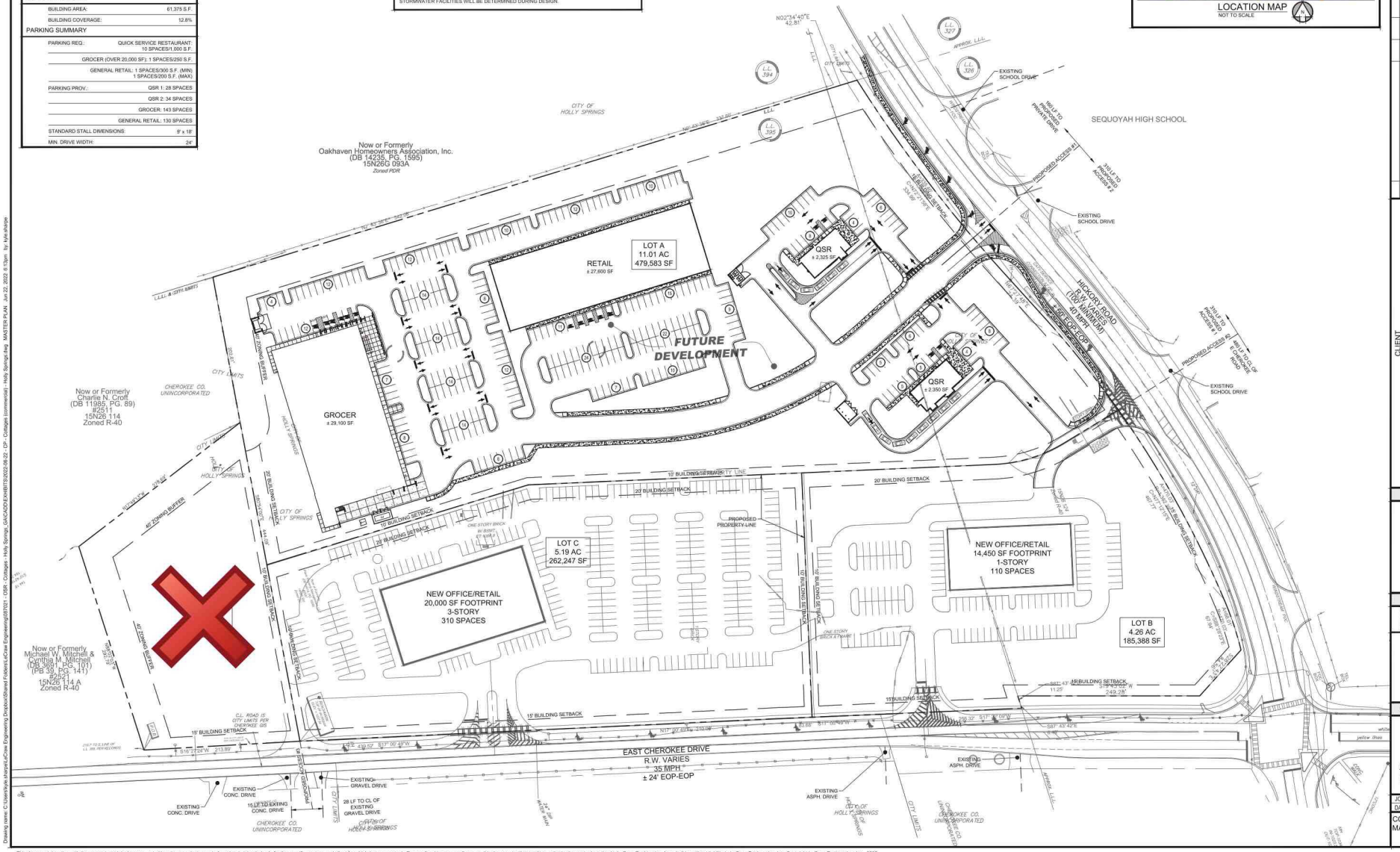
6) THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING, STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.

7) REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.

8) ALL STORMWATER MANAGMENT FOR LOT A WILL BE UNDERGROUND. ALL OTHER STORMWATER FACILITIES WILL BE DETERMINED DURING DESIGN.

SCENARIO 2 SITE PLAN
(NOTE: SELF STORAGE FACILITY REMOVED FROM SCENARIO TRAFFIC CONSIDERATIONS)





CLIENT
ONESTREET RESIDENTIAL
104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT
22-ACRE MIXED USE DEVELOPMENT
SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
PIN 15-0395-0001 & 15-0328-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL:

DESIGN TEAM:

DRAWN BY:	CMK
DESIGNED BY:	CMK
REVIEWED BY:	TKS

Know what's below. Call before you dig.

SCALE & NORTH ARROW:

NORTH ARROW
SCALE: 1"=60'

JOB #: 087021
DATE: JUNE 21, 2022

CONCEPT SITE PLAN - MASTER PLAN

CS-1

PREPARED IN THE OFFICE OF
LECRAW ENGINEERING

© 2022 LECRAW ENGINEERING, INC.

3475 CORPORATE WAY
SUITE A
DULUTH, GA 30096
PHONE - 678.546.8100
FAX - 770.441.4555
WWW.LECRAWENGINEERING.COM
PE/FIRM

REV. #	DATE	DRAWN BY:	CHECKED BY:

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by LeCraw Engineering, Inc. shall be without liability to LeCraw Engineering, Inc. Copyright LeCraw Engineering, Inc., 2022

A&R Engineering, Inc.

Memorandum

To: Deke Rochester
From: Abdul Amer, PE, A&R Engineering, Inc.
Date: July 05th, 2022
Subject: Trip Generation Comparison for proposed Adult Housing Community on Hickory Road in Cherokee County, Georgia | A&R Project No: 22-080

The purpose of this memorandum is to document the Institute of Transportation Engineer trip generation projections from the proposed residential, age restricted community that will be located on Hickory Road to existing, nearby age restricted residential communities. The proposed development will include 113 units multifamily units. The aerial below shows the location of the projected development and the existing developments that were considered: The Orchards of Cherokee Station and The Orchards of East Cherokee.

TRIP GENERATION FOR PROPOSED DEVELOPMENT

Trip generation estimates for the proposed project were based on the rates and equations published in the 11thedition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE *Land Use: 252 – Senior Adult Housing Multifamily.*

Land Use: 252 – Senior Adult Housing Multifamily: Senior adult housing–multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household.

The results of the analysis for the proposed development are shown in Table 1, below.

TABLE 1 – TRIP GENERATION FOR PROPOSED DEVELOPMENT

Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-way
ITE 252 – Senior Adult Multifamily	113 units	8	14	22	15	13	28	351

Based on trip generation rates published in ITE's Trip Generation Manual, 11th edition, the proposed development will generate 22 new external two-way trips in the AM peak, 28 external two-way trips in the PM peak and 351 new external two-way trips in 24-hour duration. A site plan is included in the Appendix.

DATA COLLECTION AT EXISTING AGE RESTRICTED RESIDENTIAL COMMUNITIES

Traffic data was collected at The Orchards of Cherokee Station and The Orchards of East Cherokee on June 28, 2022. The results of the traffic data are shown in Table 2 and Table 3 below.

TABLE 2 – THE ORCHARDS OF CHEROKEE STATION

Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-way
Senior Adult Multifamily Housing	82 units	7	15	22	15	13	28	350

TABLE 3 – THE ORCHARDS OF EAST CHEROKEE

Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	2-way
Senior Adult Multifamily Housing	88 units	12	15	27	25	17	42	533
Senior Adult Single Family Housing	43 units							

The data is included in the Appendix.

APPENDIX

A & R Engineering, Inc.

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

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:45 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	3	5	1	0	0	1	0	0	1	1	7
08:00 AM	0	0	0	0	0	0	4	4	1	0	0	1	0	0	1	1	6
08:15 AM	0	0	0	0	0	0	4	4	1	0	0	1	0	0	1	1	6
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	4	0	2	6	2	0	0	2	0	0	1	1	9
Total	0	0	0	0	4	0	11	15	4	0	0	4	0	0	3	3	22
09:00 AM	0	0	0	0	4	0	3	7	0	0	0	0	0	0	2	2	9
09:15 AM	0	0	0	0	1	0	3	4	2	0	0	2	0	0	0	0	6
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
09:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	8	0	6	14	2	0	0	2	0	0	4	4	20
10:00 AM	0	0	0	0	5	0	4	9	0	0	0	0	0	0	2	2	11
10:15 AM	0	0	0	0	1	0	4	5	2	0	0	2	0	0	2	2	9
10:30 AM	0	0	0	0	3	0	1	4	2	0	0	2	0	0	1	1	7
10:45 AM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	1	1	4
Total	0	0	0	0	10	0	10	20	5	0	0	5	0	0	6	6	31
11:00 AM	0	0	0	0	1	0	5	6	1	0	0	1	0	0	3	3	10
11:15 AM	0	0	0	0	1	0	3	4	2	0	0	2	0	0	0	0	6
11:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	1	3
11:45 AM	0	0	0	0	2	0	2	4	2	0	0	2	0	0	2	2	8
Total	0	0	0	0	5	0	11	16	5	0	0	5	0	0	6	6	27
12:00 PM	0	0	0	0	4	0	1	5	2	0	0	2	0	0	1	1	8
12:15 PM	0	0	0	0	4	0	3	7	2	0	0	2	0	0	3	3	12
12:30 PM	0	0	0	0	2	0	1	3	2	0	0	2	0	0	3	3	8
12:45 PM	0	0	0	0	0	0	2	2	3	0	0	3	0	0	1	1	6
Total	0	0	0	0	10	0	7	17	9	0	0	9	0	0	8	8	34
01:00 PM	0	0	0	0	0	0	1	1	3	0	0	3	0	0	2	2	6
01:15 PM	0	0	0	0	2	0	3	5	5	0	0	5	0	0	1	1	11
01:30 PM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	1	1	4
01:45 PM	0	0	0	0	1	0	1	2	2	0	0	2	0	0	1	1	5
Total	0	0	0	0	4	0	6	10	11	0	0	11	0	0	5	5	26
02:00 PM	0	0	0	0	2	0	2	4	6	0	0	6	0	0	4	4	14
02:15 PM	0	0	0	0	2	0	2	4	0	0	0	0	0	0	4	4	8
02:30 PM	0	0	0	0	2	1	0	3	2	0	0	2	0	0	2	2	7
02:45 PM	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	7	1	6	14	8	0	0	8	0	0	10	10	32
03:00 PM	0	0	0	0	0	1	2	3	3	0	0	3	0	0	2	2	8
03:15 PM	0	0	0	0	3	0	0	3	1	0	0	1	0	0	2	2	6
03:30 PM	0	0	0	0	4	0	1	5	2	0	0	2	0	0	3	3	10
03:45 PM	0	0	0	0	3	0	0	3	3	0	0	3	0	0	1	1	7
Total	0	0	0	0	10	1	3	14	9	0	0	9	0	0	8	8	31
04:00 PM	0	0	0	0	5	0	1	6	1	0	0	1	0	0	0	0	7

A & R Engineering, Inc.

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

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 2

Groups Printed- Cars,Buses & Trucks

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:15 PM	0	0	0	0	1	0	2	3	3	0	0	3	0	0	1	1	7
04:30 PM	0	0	0	0	0	0	1	1	4	0	0	4	0	0	2	2	7
04:45 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	7	0	5	12	8	0	0	8	0	0	4	4	24
05:00 PM	0	0	0	0	0	0	1	1	3	0	0	3	0	0	1	1	5
05:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	2	2	1	0	0	1	0	0	3	3	6
05:45 PM	0	0	0	0	0	0	3	3	3	0	0	3	0	0	0	0	6
Total	0	0	0	0	0	0	7	7	8	0	0	8	0	0	6	6	21
06:00 PM	0	0	0	0	1	1	3	5	2	0	0	2	0	0	1	1	8
06:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	4
06:30 PM	0	0	0	0	1	0	2	3	1	0	0	1	0	0	2	2	6
06:45 PM	0	0	0	0	0	0	2	2	1	0	0	1	0	0	3	3	6
Total	0	0	0	0	2	1	8	11	4	0	0	4	0	0	9	9	24
07:00 PM	0	0	0	0	1	0	2	3	0	0	0	0	0	0	1	1	4
07:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	2	2	4
07:30 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	2	2	4
07:45 PM	0	0	0	0	2	0	2	4	1	0	0	1	0	0	1	1	6
Total	0	0	0	0	4	0	6	10	2	0	0	2	0	0	6	6	18
08:00 PM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	2	2	5
08:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	3
08:30 PM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	1	1	4
08:45 PM	0	0	0	0	1	0	2	3	1	0	0	1	0	0	0	0	4
Total	0	0	0	0	3	0	6	9	3	0	0	3	0	0	4	4	16
09:00 PM	0	0	0	0	1	0	1	2	2	0	0	2	0	0	1	1	5
09:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
09:30 PM	0	0	0	0	0	0	2	2	2	0	0	2	0	0	0	0	4
09:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	4	6	5	0	0	5	0	0	1	1	12
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

A & R Engineering, Inc.

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

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 3

Groups Printed- Cars,Buses & Trucks

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	79	4	100	183	85	0	0	85	0	0	82	82	350
Apprch %	0	0	0		43.2	2.2	54.6		100	0	0		0	0	100		
Total %	0	0	0	0	22.6	1.1	28.6	52.3	24.3	0	0	24.3	0	0	23.4	23.4	

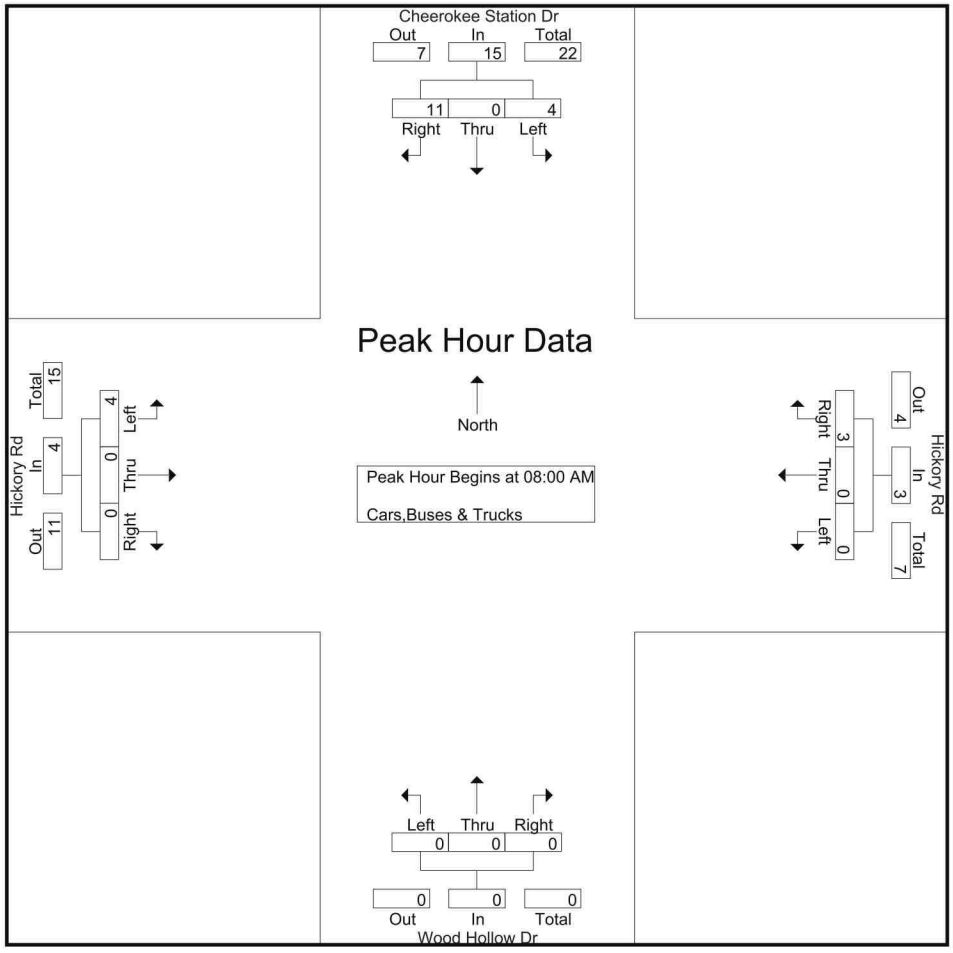
A & R Engineering, Inc.

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

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 4

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	**4**	4	1	0	0	1	0	0	**1**	**1**	6
08:15 AM	0	0	0	0	0	0	4	4	1	0	0	1	0	0	1	1	6
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	**4**	0	2	**6**	**2**	0	0	**2**	0	0	1	1	**9**
Total Volume	0	0	0	0	4	0	11	15	4	0	0	4	0	0	3	3	22
% App. Total	0	0	0		26.7	0	73.3		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.688	.625	.500	.000	.000	.500	.000	.000	.750	.750	.611



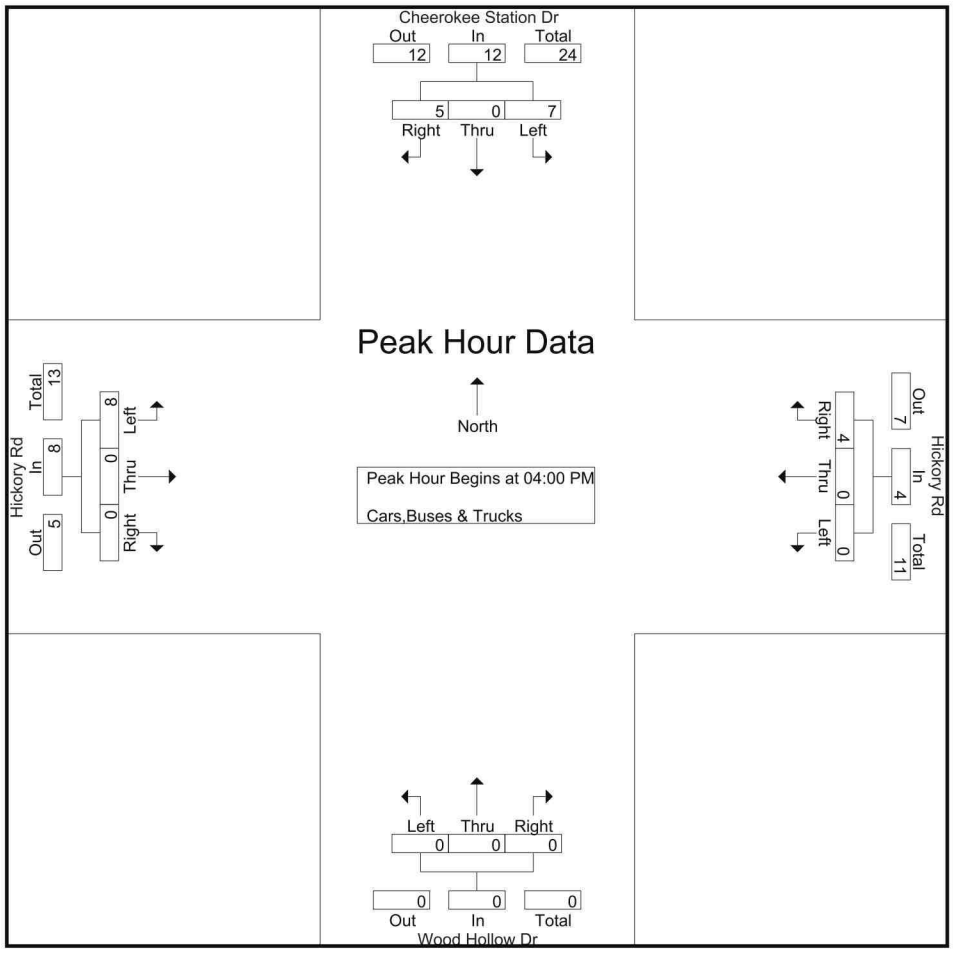
A & R Engineering, Inc.

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

TMC DATA
Orchards at Cheerokee Station Dr
24 Hrs

File Name : 20220306
Site Code : 20220306
Start Date : 6/28/2022
Page No : 5

	Wood Hollow Dr Northbound				Cheerokee Station Dr Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**5**	0	1	**6**	1	0	0	1	0	0	0	0	**7**
04:15 PM	0	0	0	0	1	0	**2**	3	3	0	0	3	0	0	1	1	7
04:30 PM	0	0	0	0	0	0	1	1	**4**	0	0	**4**	0	0	**2**	**2**	7
04:45 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	1	3
Total Volume	0	0	0	0	7	0	5	12	8	0	0	8	0	0	4	4	24
% App. Total	0	0	0		58.3	0	41.7		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.350	.000	.625	.500	.500	.000	.000	.500	.000	.000	.500	.500	.857



A & R Engineering, Inc.

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

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	2	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
Total	6	0	1	7	0	0	0	0	0	0	1	1	3	0	0	3	11
08:00 AM	1	0	2	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:15 AM	1	0	2	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:30 AM	1	0	3	4	0	0	0	0	0	0	1	1	3	0	0	3	8
08:45 AM	3	0	2	5	0	0	0	0	0	0	2	2	2	0	0	2	9
Total	6	0	9	15	0	0	0	0	0	0	5	5	7	0	0	7	27
09:00 AM	4	1	6	11	0	0	0	0	0	0	1	1	4	0	0	4	16
09:15 AM	2	0	3	5	0	0	0	0	0	0	0	0	1	0	0	1	6
09:30 AM	1	0	2	3	0	0	0	0	0	0	1	1	3	0	0	3	7
09:45 AM	7	0	4	11	0	0	0	0	0	0	1	1	4	0	0	4	16
Total	14	1	15	30	0	0	0	0	0	0	3	3	12	0	0	12	45
10:00 AM	3	0	2	5	0	0	0	0	0	0	2	2	0	0	0	0	7
10:15 AM	1	1	1	3	0	0	0	0	0	0	1	1	2	0	0	2	6
10:30 AM	1	0	3	4	0	0	0	0	0	0	1	1	2	0	0	2	7
10:45 AM	1	2	3	6	0	0	0	0	0	0	1	1	2	0	0	2	9
Total	6	3	9	18	0	0	0	0	0	0	5	5	6	0	0	6	29
11:00 AM	1	0	2	3	0	1	0	1	0	0	3	3	2	0	0	2	9
11:15 AM	1	0	1	2	0	0	0	0	0	0	2	2	1	0	0	1	5
11:30 AM	5	1	5	11	0	0	0	0	0	0	1	1	3	0	0	3	15
11:45 AM	1	0	4	5	0	0	0	0	0	0	1	1	0	0	0	0	6
Total	8	1	12	21	0	1	0	1	0	0	7	7	6	0	0	6	35
12:00 PM	2	0	4	6	0	0	0	0	0	0	8	8	3	0	0	3	17
12:15 PM	1	0	3	4	0	0	0	0	0	0	5	5	3	0	0	3	12
12:30 PM	4	1	5	10	0	0	0	0	0	0	6	6	4	0	0	4	20
12:45 PM	4	0	4	8	0	0	0	0	0	0	1	1	3	0	0	3	12
Total	11	1	16	28	0	0	0	0	0	0	20	20	13	0	0	13	61
01:00 PM	2	4	2	8	0	0	0	0	0	0	2	2	4	0	0	4	14
01:15 PM	3	0	2	5	0	0	0	0	0	0	3	3	3	0	0	3	11
01:30 PM	3	0	8	11	0	1	0	1	0	0	2	2	3	0	0	3	17
01:45 PM	2	1	1	4	0	0	0	0	0	0	3	3	5	0	0	5	12
Total	10	5	13	28	0	1	0	1	0	0	10	10	15	0	0	15	54
02:00 PM	1	0	2	3	0	2	0	2	0	0	0	0	6	0	0	6	11
02:15 PM	4	2	6	12	0	0	0	0	0	0	0	0	4	0	0	4	16
02:30 PM	1	1	2	4	0	0	0	0	0	0	3	3	2	0	0	2	9
02:45 PM	1	0	1	2	0	0	0	0	0	0	1	1	2	0	0	2	5
Total	7	3	11	21	0	2	0	2	0	0	4	4	14	0	0	14	41
03:00 PM	5	1	1	7	0	1	0	1	0	0	6	6	3	0	0	3	17
03:15 PM	1	0	2	3	0	1	0	1	0	0	5	5	4	0	0	4	13
03:30 PM	1	0	2	3	0	0	0	0	0	0	4	4	5	0	0	5	12
03:45 PM	2	0	2	4	0	0	0	0	0	0	1	1	5	0	0	5	10
Total	9	1	7	17	0	2	0	2	0	0	16	16	17	0	0	17	52

A & R Engineering, Inc.

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

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 2

Groups Printed- Cars,Buses & Trucks

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	3	5	0	0	0	0	0	0	2	2	5	0	0	5	12
04:15 PM	0	0	3	3	0	0	0	0	0	0	2	2	4	0	0	4	9
04:30 PM	1	3	2	6	0	0	0	0	0	0	1	1	2	0	0	2	9
04:45 PM	1	0	2	3	0	0	0	0	0	0	8	8	1	0	0	1	12
Total	2	5	10	17	0	0	0	0	0	0	13	13	12	0	0	12	42
05:00 PM	0	0	1	1	0	0	0	0	0	0	6	6	0	0	0	0	7
05:15 PM	0	1	3	4	0	0	0	0	0	0	1	1	0	0	0	0	5
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
05:45 PM	0	0	5	5	0	0	0	0	0	0	1	1	3	0	0	3	9
Total	0	1	11	12	0	0	0	0	0	0	8	8	5	0	0	5	25
06:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	1	0	0	1	3
06:15 PM	6	0	2	8	0	0	0	0	0	0	4	4	1	0	0	1	13
06:30 PM	0	0	1	1	0	0	0	0	0	0	2	2	1	0	0	1	4
06:45 PM	0	0	1	1	0	0	0	0	0	0	2	2	2	0	0	2	5
Total	6	1	4	11	0	0	0	0	0	0	9	9	5	0	0	5	25
07:00 PM	1	1	1	3	0	0	0	0	0	0	2	2	1	0	0	1	6
07:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
07:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	3	2	3	8	0	0	0	0	0	0	2	2	5	0	0	5	15
08:00 PM	0	0	2	2	0	1	0	1	0	0	2	2	2	0	0	2	7
08:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	1	3
08:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	1	0	0	1	3
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	3	3	0	2	0	2	0	0	4	4	5	0	0	5	14
09:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	2	0	0	2	0	0	0	0	0	0	1	1	2	0	0	2	5
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	1	3	0	0	0	0	0	0	1	1	3	0	0	3	7
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
11:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	1	4	6	0	0	0	0	0	0	1	1	0	0	0	0	7
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
12:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	3	5	0	1	0	1	0	0	1	1	0	0	0	0	7
01:00 AM	0	0	2	2	0	0	0	0	0	0	1	1	1	0	0	1	4
01:15 AM	1	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	3
01:30 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3

A & R Engineering, Inc.

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

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 3

Groups Printed- Cars,Buses & Trucks

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
01:45 AM	1	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	4
Total	2	0	6	8	0	1	0	1	0	0	4	4	1	0	0	1	14
02:00 AM	2	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
02:15 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
02:30 AM	1	0	1	2	0	0	0	0	0	0	2	2	1	0	0	1	5
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	2	6	0	0	0	0	0	0	3	3	2	0	0	2	11
03:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	102	26	143	271	0	10	0	10	0	0	117	117	135	0	0	135	533
Apprch %	37.6	9.6	52.8		0	100	0		0	0	100		100	0	0		
Total %	19.1	4.9	26.8	50.8	0	1.9	0	1.9	0	0	22	22	25.3	0	0	25.3	

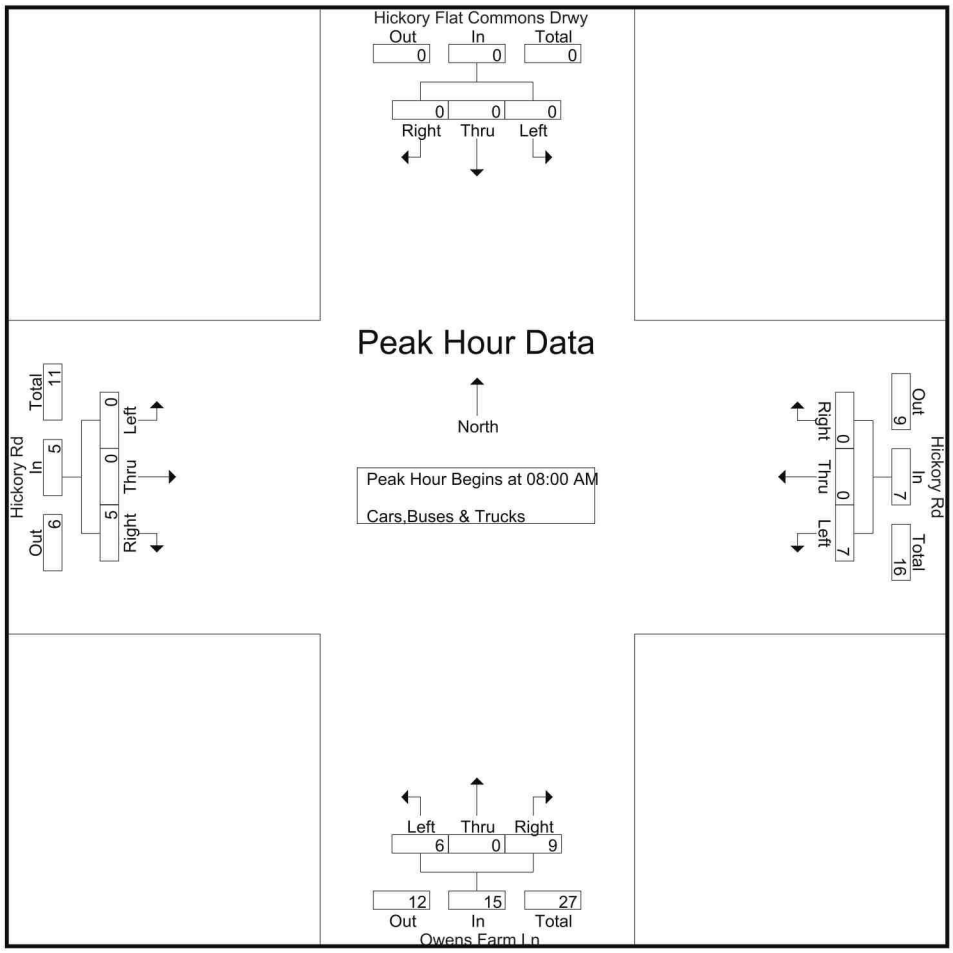
A & R Engineering, Inc.

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

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 4

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	2	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:15 AM	1	0	2	3	0	0	0	0	0	0	1	1	1	0	0	1	5
08:30 AM	1	0	**3**	4	0	0	0	0	0	0	1	1	**3**	0	0	**3**	8
08:45 AM	**3**	0	2	**5**	0	0	0	0	0	0	**2**	**2**	2	0	0	2	**9**
Total Volume	6	0	9	15	0	0	0	0	0	0	5	5	7	0	0	7	27
% App. Total	40	0	60		0	0	0		0	0	100		100	0	0		
PHF	.500	.000	.750	.750	.000	.000	.000	.000	.000	.000	.625	.625	.583	.000	.000	.583	.750



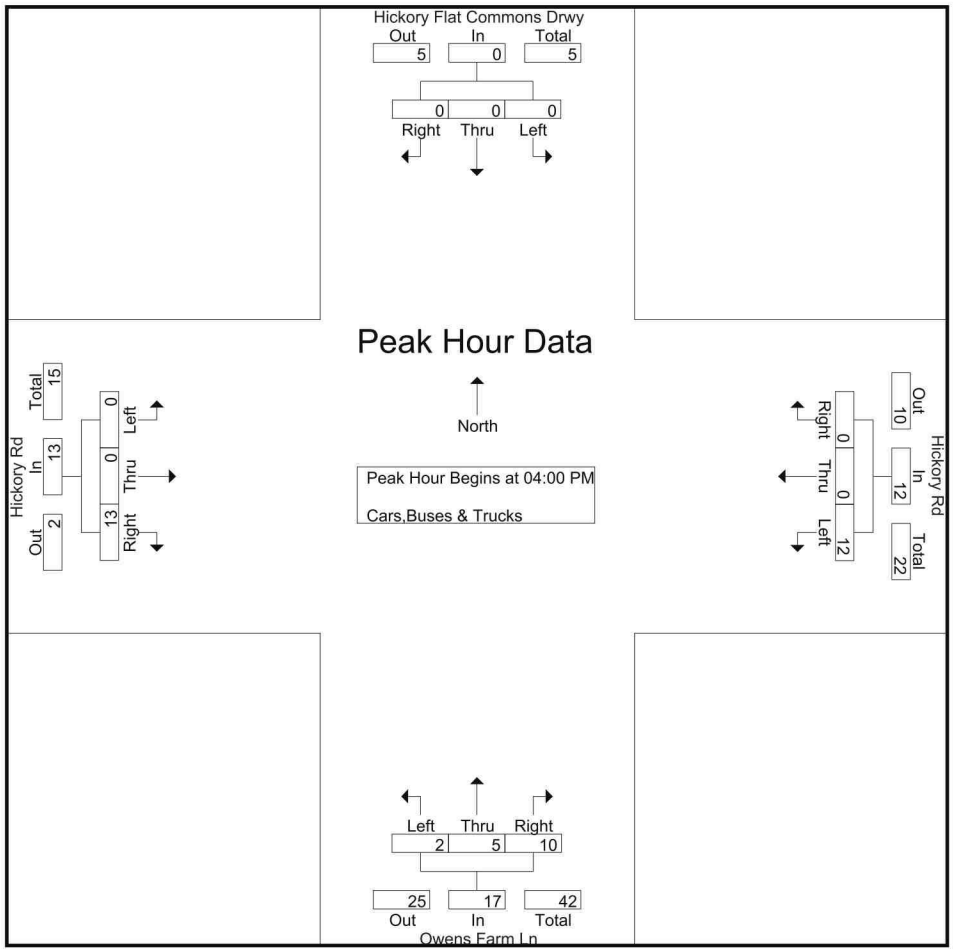
A & R Engineering, Inc.

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

TMC DATA
Orchards at East Cherokee Dr
24 Hrs

File Name : 20220307
Site Code : 20220307
Start Date : 6/28/2022
Page No : 5

	Owens Farm Ln Northbound				Hickory Flat Commons Drwy Southbound				Hickory Rd Eastbound				Hickory Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	**3**	5	0	0	0	0	0	0	2	2	**5**	0	0	**5**	**12**
04:15 PM	0	0	3	3	0	0	0	0	0	0	2	2	4	0	0	4	9
04:30 PM	**1**	**3**	2	**6**	0	0	0	0	0	0	1	1	2	0	0	2	9
04:45 PM	1	0	2	3	0	0	0	0	0	0	**8**	**8**	1	0	0	1	12
Total Volume	2	5	10	17	0	0	0	0	0	0	13	13	12	0	0	12	42
% App. Total	11.8	29.4	58.8		0	0	0		0	0	100		100	0	0		
PHF	.500	.417	.833	.708	.000	.000	.000	.000	.000	.000	.406	.406	.600	.000	.000	.600	.875



COUNCIL AGENDA REPORT

FROM: **Nancy Moon**

SUBJECT: **A-03-2022**, applicant requests annexation of 5.84 +/- acres located off of Holly Springs Parkway, Cherokee County, GA, tax parcels 065 and 065A of tax plat 15N15

MA-07-2022, applicant requests rezoning of 21.01 +/- acres located off of Holly Springs Parkway, Holly Springs, GA, tax parcels 065, 065A, 066, 067, 068, 068A, 068B, and 068C of tax plat 15N15, from GC, General Commercial, MXD, Mixed Use Overlay (City) and R-40, Single Family Residential Estate (County), to GC, General Commercial and MXD, Mixed Use Overlay (City)

DATE: **August 31, 2022** **COUNCIL MEETING DATE: September 8, 2022**

STAFF ANALYSIS

Applicant, WSE Development, LLC dba The Worthing Companies, has requested annexation of 5.84 acres +/- located on Holly Springs Parkway, specifically tax parcels 15N15 065 and 065A. In addition, the applicant has requested rezoning of these two parcels from R-40, Single Family residential Estate (County) to GC, General Commercial and MXD, Mixed Use Overlay (City). These two parcels are proposed to be combined with additional parcels, specifically tax parcels, 15N15 066, 067, 068, 068A, 068B, and 068C, also proposed to be rezoned to GC, General Commercial and MXD, Mixed Use Overlay, basically amending the existing stipulations. The applicant plans to construct a mixed-use development consisting of 270 multi-family units, 24 townhome units and 25,000 square feet of commercial development. See the attached location map and site plan. The development will be subject to the guidelines of the Holly Springs Parkway Model Zoning District Guidelines. Typical architectural drawings are included within the packet.

A portion of this property is part of the original rezoning for the property on which The Linz is currently under construction. A portion of this property is the site of the property that was recently approved for townhomes. A portion of this property has been zoned GC for years and was not part of any recently approved project. The remainder is the property behind the church that is being annexed. All of these properties will be combined and connected through a spine road at the Home Depot traffic signal. In addition, residents of The Linz apartments, as well as any occupant/resident along E. Rope Mill Road, will be able to access the development and Home Depot traffic signal via a connection to East Rope Mill Road. Currently, the Linz is limited to a right in/right out entrance along Holly Springs Parkway with an emergency entrance on East Rope Mill Road. Also, an access point is being reserved for direct access to Sixes Road (and I-575) at the Holly Springs Parkway and Sixes Road Intersection.

A. Existing Land Use and Zoning Classification of Nearby Property

ADJACENT ZONING		ADJACENT DEVELOPMENT	
NORTH:	GC/MXD	**NORTH:**	The Linz Apartments
SOUTH:	GC (County/City) R-40 (County)	**SOUTH:**	Sherwin Williams/Zaxby's/QT Church
EAST:	LI (County/City)	**EAST:**	Manufacturing/Pipe Installation
WEST:	GC	**WEST:**	Home Depot/Dairy Queen Orthodontist/Shopping Center Taco Bell, etc..

B. Zoning Proposal Review Standards; Study Required for Amendment

1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property?

   Nearby properties are developed with similar uses and include The Darby, The Linz, Sixes Ridge, Home Depot, and a number of office, retail, and restaurant establishments.

2. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property?

   The development of the property should not adversely affect the existing use or usability of adjacent or nearby property. The applicant plans to provide access to the property utilizing the existing traffic signal at the Home Depot intersection, as well as, provide access along E. Rope Mill Road and connecting to the back entrance of The Linz providing these residents direct access to a traffic signal and alternate entrance and exit.

3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned?

   The property is zoned a mixture of GC, GC/MXD and R-40, and the property could be developed with the uses associated with those zoning districts and associated stipulations.

4. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools?

While this request will impact city and county services; the impact will not be excessive. It will provide alternative options for existing developments with regards to transportation via the connection to the Home Depot traffic signal, East Rope Mill Road, and future potential connection to Sixes Road. A traffic study has been provided. The development is expected to impact the school system by approximately 75 students at the cost of $392 per unit. The Cherokee County School District Impact Report is included. A water/sewer letter has been provided.

5. Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)?

   This property is planned for development within the Parkway Corridor character area. This character area follows Holly Springs Parkway and also encompasses land around interchanges of I-575. The Parkway Corridor is intended to provide primarily a commercial service function, i.e., retail sales, services, and offices, while maintaining quality development standards and sensitive transition to the Holly Springs Town Center. It also includes a high-density multi-family residential component.

   Application: Existing and new commercial and high density multifamily Residential

   Primary Future Land Uses: office, retail, service, high density multi-family residential

   Zoning Districts: HDMFR, PD-C, NC, GC, OI, GV

6. Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents?

   This zoning proposal and conditional use permit request is in conformity with the policies and intent of the Comprehensive Plan. The request is consistent with the City's "Future Land Use Map" which projects commercial uses, as well as, high-density residential for the immediate area. Furthermore, the proposal is in compliance with the vision and objectives of the Community Agenda, primarily as follows:

   a) **Commercial Uses. Use the character areas and the Future Land Use Map (FLUM) to guide commercial growth and expansion for office/institutional, general commercial, and industrial opportunities (8.1, #1).**

   b) **Residential Uses. Use the character areas and the Future Development Map (FDM) to guide residential growth, steering appropriate densities to suitable locations. (8.1, #3)**

c) **Traditional Neighborhood Development. Promote traditional neighborhood and mixed-use developments in appropriate areas, which could include commercial, multi-family, and single-family sections within the same project area. (8.1, #4)**

d) **Density. Consider increased residential densities for property adjacent to arterials and urban collectors. As properties are distanced further from arterials, urban collectors, and more intense uses, residential densities should decrease. (8.1, #8)**

e) **Annexation. Consider municipal boundary expansion opportunities as unincorporated property owners petition for annexation. (8.1, #9)**

f) **Architectural Requirements. Utilize the adopted architectural requirements for the various character areas of the city, seeking to refine and enhance these requirements, as needed. Consistently enforce architectural regulations to promote a uniform and harmonious quality of development within respective character areas (8.1, #11).**

g) **Land Use Decisions. Use the Future Land Use Map (FLUM) as a guide when making land use decisions (map amendment requests) and reviewing other development proposals (8.1, #22).**

7. Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sedimentation, flooding, air quality, and water quality and quantity?

   The development of the property will be held to the environmental development standards for all local, state, and federal requirements.

8. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal?

   Area growth has consisted of both commercial and residential uses in recent developments. The development of a mixed-use development is consistent with existing development within the surrounding area.

C. Summary

The proposed request seeks to develop a mixed-use project providing single-family, multi-family, and nonresidential development. This development is consistent with the development in the general area including area surrounding the Sixes Road/Holly Springs Parkway intersection and the area surrounding the Toonigh Road/Holly Springs Parkway intersection.

D. Planning Commission Recommendation

The Planning Commission conducted a public hearing on August 11, 2022. An adjacent business owner spoke in favor of the development; however, he would like the

entrance/roadway to be transfer truck accessible. Planning commission recommended to **APPROVE** (3-0) the **ANNEXATION** request and **APPROVE** (3-0) the **REZONING** request with **STAFF STIPULATIONS.**

E. Cherokee County Board of Commissioners

Comments from Cherokee County have not been received at this time but should be received prior to the meeting.

F. Staff Recommendation

Staff recommends **APPROVAL** to **ANNEX** the property consisting of 5.84+/- acres.

Staff recommends **APPROVAL** to **REZONE** the property consisting of 21.01+/- acres to **GC, General Commercial and MXD, Mixed Use** with the following stipulations.

1. The Owner/Developer shall be responsible for the oversight, upkeep, and maintenance of the entrance areas, common areas, open space areas, walking trails, bike paths and the like contained within the community.

2. The Owner/Developer shall have architectural design regulations for the residential portion of the development which shall control and coordinate all principal and accessory buildings within the project, as well as items such as project entrance signage, signage for individual units, signage within common areas, open space areas, walking trails, bike paths and the like to protect and maintain the quality and integrity of the development.

3. All restrictive covenants and deed restrictions shall be submitted for review to the Community Development Director prior to final plat approval.

4. Density shall be limited to a maximum of 13.99 units per acre, or 294 residential dwelling units. Multi-family development shall be limited to a maximum of 270 units consisting primarily of one- and two-bedroom units. A maximum of five percent (5%) of the multi-family units may be three-bedroom units. The remainder of the residential units shall be single-family fee- simple townhomes.

5. Signage at the entrance point shall be ground based, monument style. The entrance areas shall be professionally designed, landscaped and maintained. All project signage will be consistent with the architectural design regulations established for the principal and accessory buildings within the project and shall comply with Article 19, Design Guidelines for Model Zoning Districts of the Holly Springs Zoning Ordinance.

6. The residential buildings shall be a maximum of four stories in height plus basement levels with an exterior facade consisting of brick, stone, stacked stone, stucco, cedar shake type and/or Hardi-plank and combinations thereof. No vinyl siding shall be permitted.

7. Gutters shall blend with the architectural style of the buildings, consistent with the building design as established by the owner/developer and approved by the City of Holly Springs.

8. Asphalt roof shingles shall be architectural grade with a dimensional textured surface and shall be algae resistant.

9. All units shall have solid surface counter tops, with no Formica countertops allowed. Tile or hardwood shall be used in all entry ways, kitchen and bathroom floors.

10. Exclusive amenities shall include a luxury clubhouse and pool with connected courtyards, to include an outdoor grill area.

11. Dumpsters and/or trash compactors for the residential portion of the development shall be screened and designed in accordance with the architectural design regulations established by the owner/developer. Dumpster location shall not be placed along the front of the property and shall not be visible from Holly Springs Parkway or East Rope Mill Road.

12. Lighting shall be environmentally sensitive, with developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.

13. Residential development shall be comparable to the design presented by the applicant to the Planning and Zoning Commission and to City Council and attached to this ordinance as Attachment A.

14. Owner/developer shall coordinate with the Community Development Director and the City Arborist regarding landscaping.

15. As requested by the Cherokee County School District, the developer shall provide a School Mitigation Fee of $392 per residential unit constructed and such fee shall be paid prior to the issuance of each building permit.

16. All improvements to Holly Springs Parkway and East Rope Mill Road shall be provided as per determination and recommendation of the City Engineer and County Engineer. Owner/developer shall be responsible for the installation of sidewalks (5' sidewalk with a 5' beauty strip), decorative street lamps, accel/decel lanes and curb and gutter along the entire road frontage of Holly Springs Parkway and East Rope Mill Road, as applicable, and shall conform to the design of the Holly Springs LCI Project 0008961, Pedestrian Improvements, as well as, the requirements of the Holly Springs Parkway District, as stated in Article 19, Design Guidelines for Model Zoning District.

17. Applicant agrees to dedicate the right-of-way and additional construction easements, subject to the rights and prior written approvals of all third parties who may have any interest in the Reserved Easement, to Holly Springs at no cost, the timing of which will be determined by the Parties.

18. The road to be constructed connecting East Rope Mill Road and Holly Springs Parkway shall be designated as a public road. Said road shall be built to City standards as determined by the City Engineer, and shall be dedicated to and accepted by the City after the appropriate maintenance period per City regulations has been completed.

19. In addition to the zoning requirements of the GC and MXD-1 zoning districts, all development shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts. The multi-family residential development shall, also, adhere to all requirements of the HDMFR, High Density Multi-Family Residential Zoning District.

20. The design of the commercial component of the project shall comply with Article 19, Design Guidelines for Model Zoning Districts of the Holly Springs Zoning Ordinance; however, final approval of the design shall be subject to City Council approval.

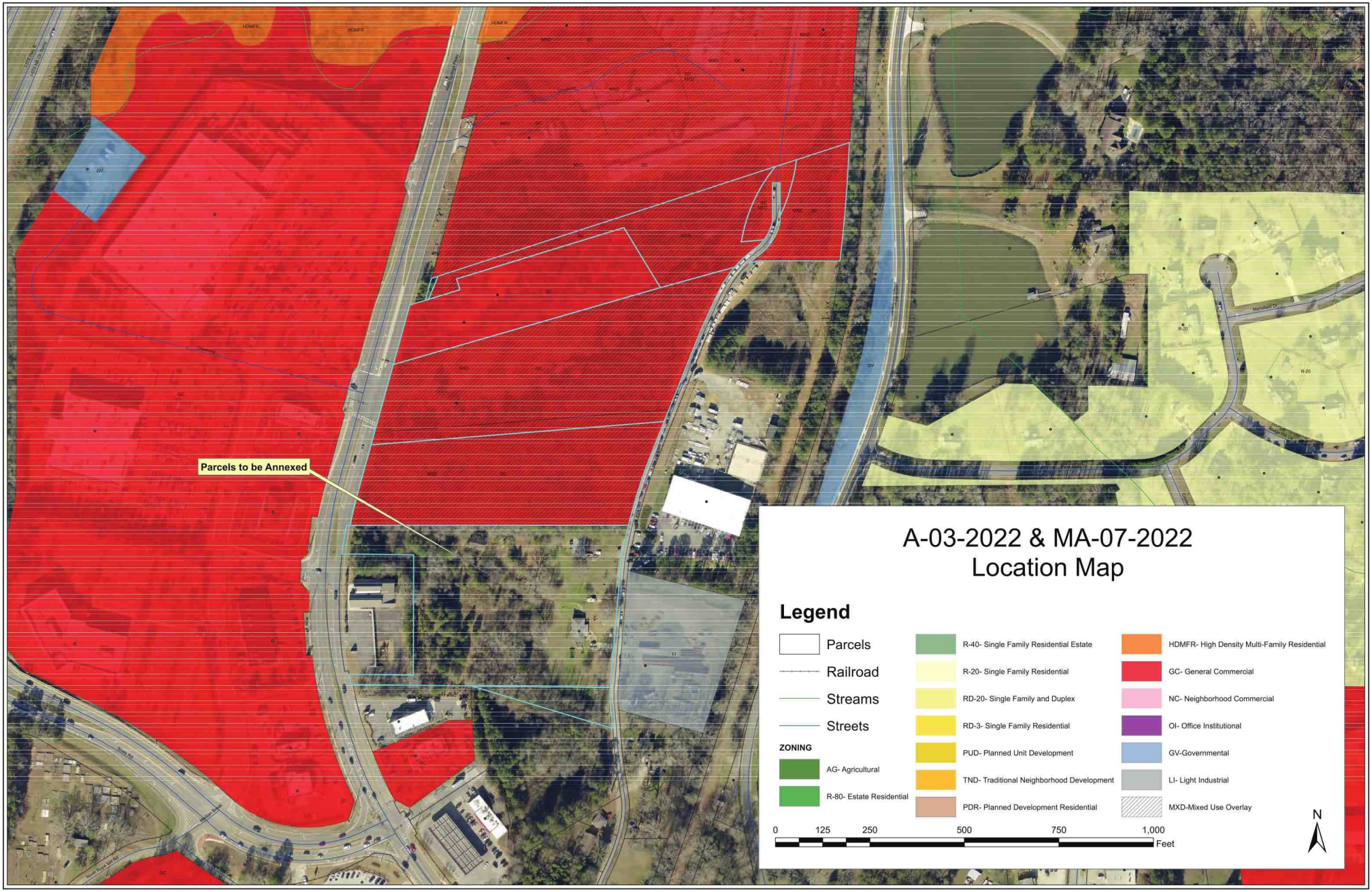
21. Owner/developer shall ensure that the overall concept design of the project is consistent with the Zoning Site Plan, entitled "THE HEIGHTS at HOLLY SPRINGS", and attached to this ordinance as Attachment B and may include standalone, as well as, multi-tenant buildings. Any significant deviation from this overall concept design shall require an amendment to comply with the procedures of Article 14, Amendments and Zoning Procedures.

22. Development of the commercial and residential uses to include site grading and the installation of streets, driveways, water and/or sewer, stormwater facilities and sidewalks shall commence simultaneously pursuant to a unitary site development permit for all tracts.

23. The following uses shall be prohibited on this site:

    a. Adult Entertainment
    b. Amusement parks
    c. Animal hospitals/clinics with outdoor kennels
    d. Auto Laundry or Car Wash Establishment
    e. Auto Leasing Establishments
    f. Auto Repair Establishments
    g. Auto Service Establishments
    h. Automobile Sales—New
    i. Automobile Sales--Use
    j. Cash, Check Cashing, and Pawn Establishments
    k. Cellular phone towers
    l. Emissions Testing Facilities
    m. Gasoline Service Stations
    n. Go-kart, motor bike track
    o. Tattoo Parlors and Body Piercing Establishments
    p. Tire sales and service with outdoor storage

*** The recommendations made herein are the opinions of the City of Holly Springs Staff and do not constitute a final decision. The Holly Springs City Council makes the final decision on all rezoning applications at their regularly scheduled meeting. Any site plan submitted as a part of this application is not considered approved and must go through the normal civil site plan review by the City of Holly Springs Community Development Department to ensure compliance with City regulations.*

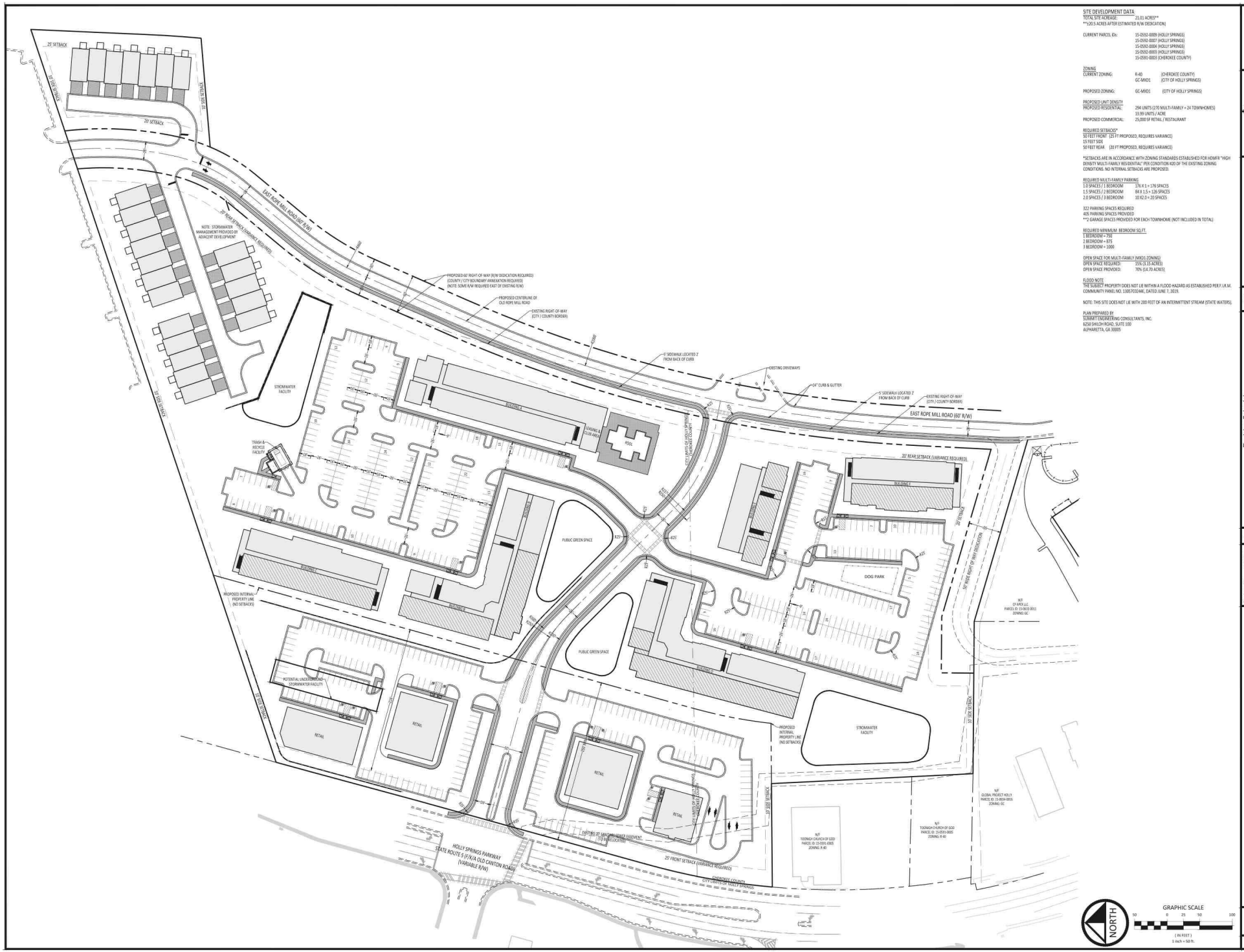

Parcels to be Annexed
A-03-2022 & MA-07-2022
Location Map
Legend
Parcels
Railroad
Streams
Streets
ZONING
AG- Agricultural
R-80- Estate Residential
R-40- Single Family Residential Estate
R-20- Single Family Residential
RD-20- Single Family and Duplex
RD-3- Single Family Residential
PUD- Planned Unit Development
TND- Traditional Neighborhood Development
PDR- Planned Development Residential
HDMFR- High Density Multi-Family Residential
GC- General Commercial
NC- Neighborhood Commercial
OI- Office Institutional
GV-Governmental
LI- Light Industrial
MXD-Mixed Use Overlay
0
125
250
500
750
1,000
Feet
N

IRON WOOD DG

THE HEIGHTS AT HOLLY SPRINGS

CONCEPTUAL MASTER PLAN

July 19, 2022



GEORGIA REGISTERED PROFESSIONAL ENGINEER
Matthew J. Cox
PE013537
CERTIFICATE OF AUTHORIZATION NUMBER PE013537

summit
Engineering Consultants, Inc.
6250 Shiloh Road, Suite 100
Alpharetta, GA 30005
(p) 770-667-0494

THE WORTHING COMPANIES
5909 Peachtree Dunwoody Rd.
Suite 600
Atlanta, GA 30328

Revision Schedule

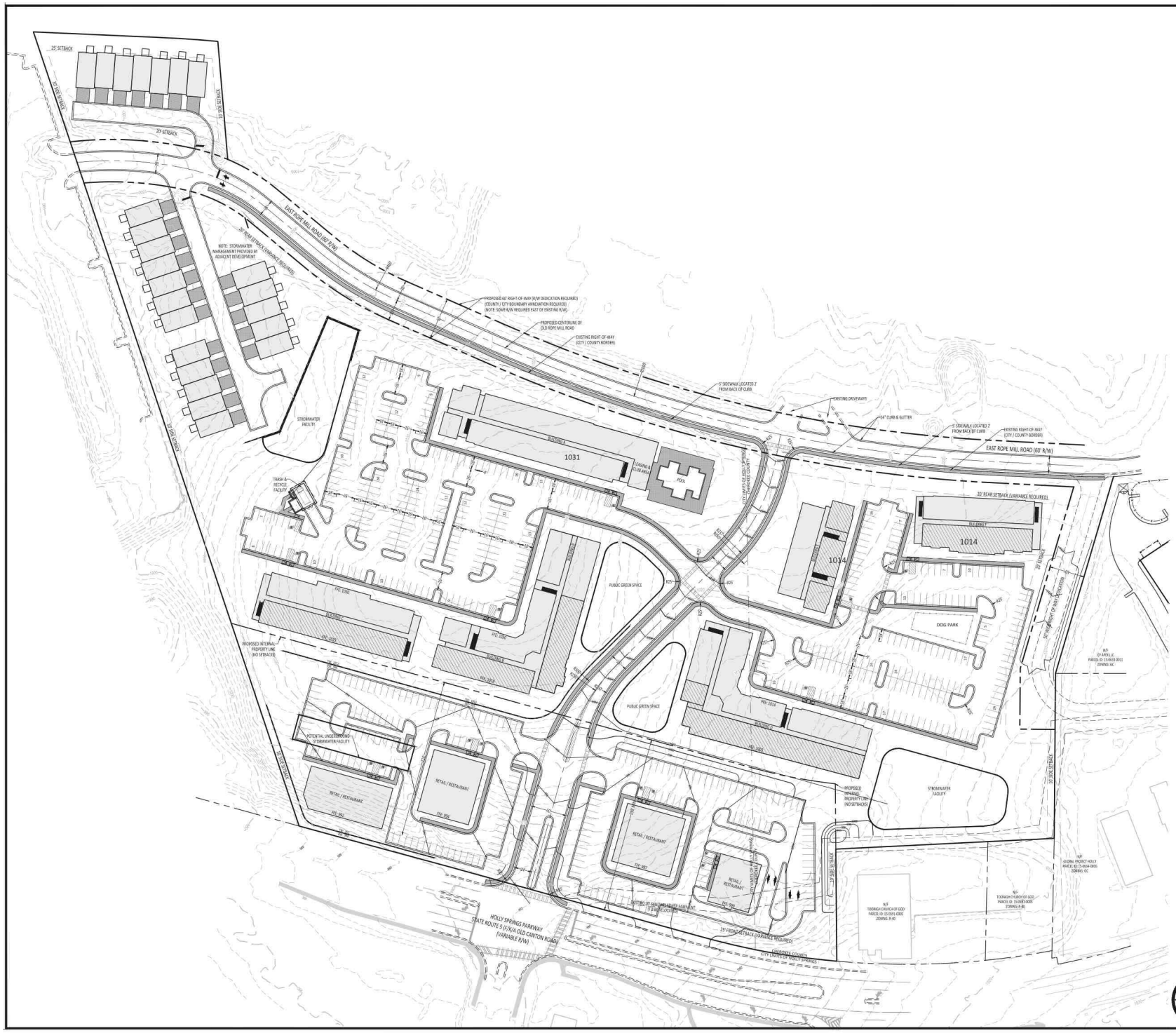
No.	Date

Project No.	521-012
Design By:	CKH
Drawn By:	DRI
Checked By:	CKH
Date:	8/2022
Scale:	1" = 50'

ZONING SITE PLAN
THE HEIGHTS at HOLLY SPRINGS
LANDLOTS 591, 592 & 633 - 15th DISTRICT, 2nd SECTIONS
CITY OF HOLLY SPRINGS
CHEROKEE COUNTY, GEORGIA

Drawing No.
1 of 1

JUL 28, 2022



ELEVATION @ 1035

GEORGIA REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER E. HARRELL
GEORGIA LEVEL 1 CERT. #00000 NTS

Jan. 27, 2022

summit
Engineering Consultants, Inc.
6350 Shiloh Road, Suite 100
Alpharetta, GA 30005
(p) 770-669-0094

THE WORTHING COMPANIES
5909 Peachtree Dunwoody Rd.
Suite 400
Atlanta, GA 30328

Date	Revision Schedule	No

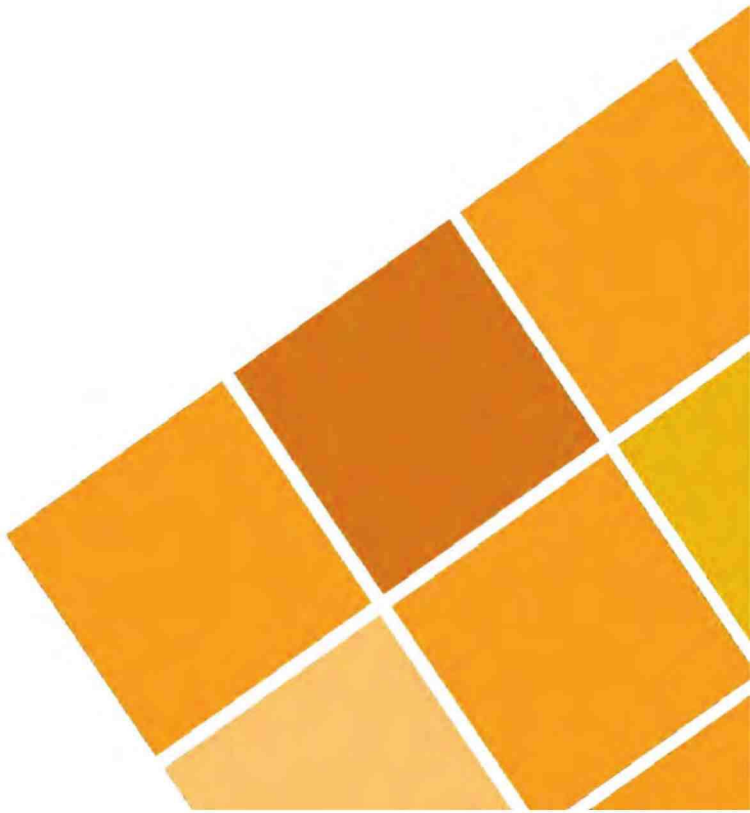
Project No.	S-21-012
Design By:	CKH
Drawn By:	CNR
Checked By:	CKH
Date:	5/20/22
Scale:	1" = 50'

GRADING EXHIBIT
THE HEIGHTS at HOLLY SPRINGS
LANDLOTS 591, 592 & 633 - 15th DISTRICT, 2nd SECTIONS
CITY OF HOLLY SPRINGS
CHEROKEE COUNTY, GEORGIA

Drawing No.
1 of 1

Holly Springs Assemblage

Presentation to Planning Commission



HEIGHTS AT HOLLY SPRINGS

PLANNING COMMISSION MEETING

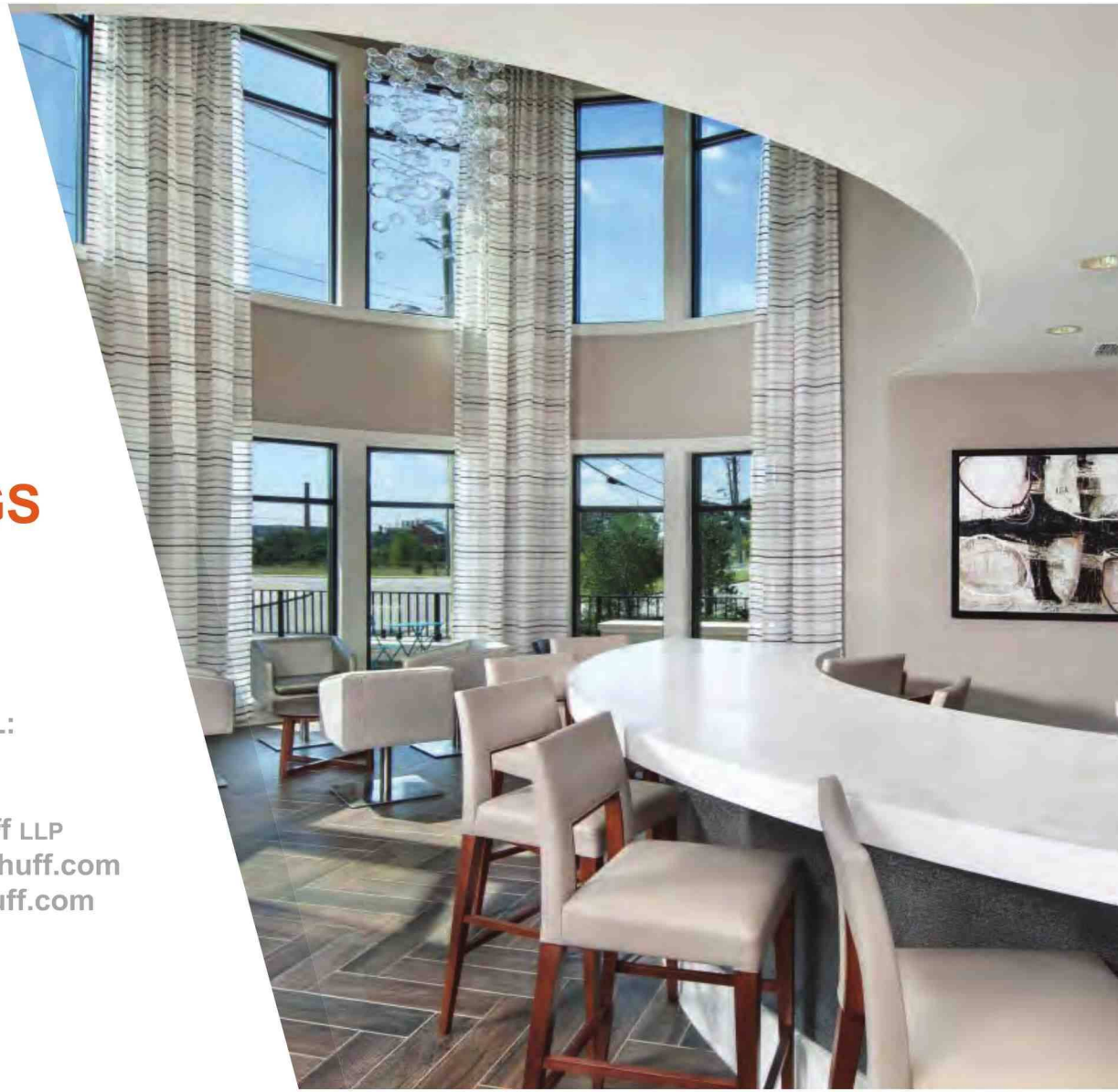
August 11, 2022

DEVELOPER:

J. Michael McGwier
Managing Director
The Worthig Companies
mmcgwier@worthngse.com
www.worthingse.com
470.833.1168

ZONING COUNSEL:

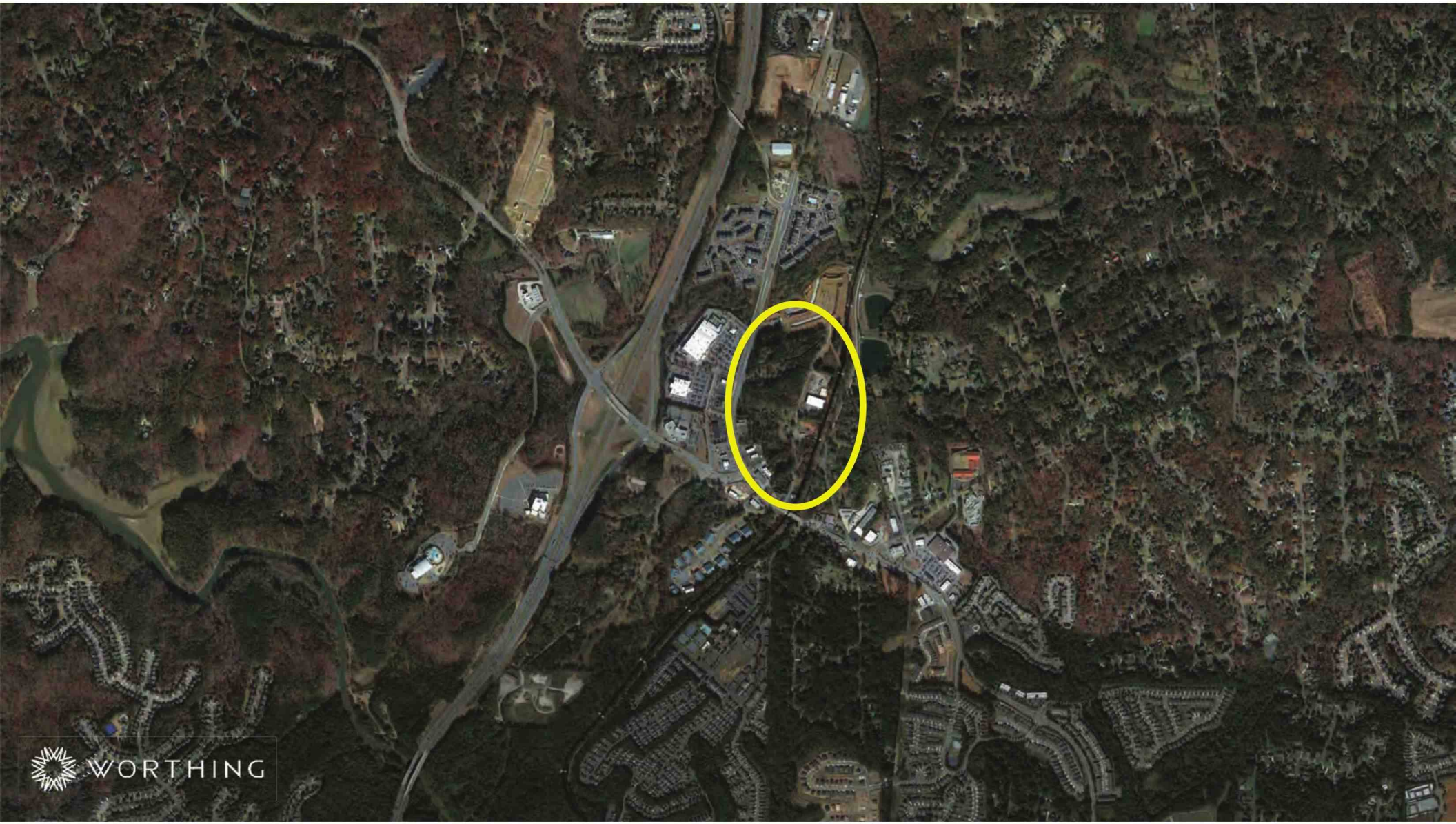
Parks F. Huff
Sams Larkin & Huff LLP
phuff@samslarkinhuff.com
www.samslarkinhuff.com
770.884.4819



WORTHING

Ready, Willing & Stable

We are a privately-owned, principal-driven, Atlanta-based, boutique multifamily development firm in continuous operation since 1985.


WORTHING

WORTHING

WORTHING

WORTHING

Holly Springs: 2018 – 2038 Comprehensive Plan

5.7 Parkway Corridor

- Intent and Characteristics: This character area follows Holly Springs Pkwy. and also encompasses land around interchanges of I-575.

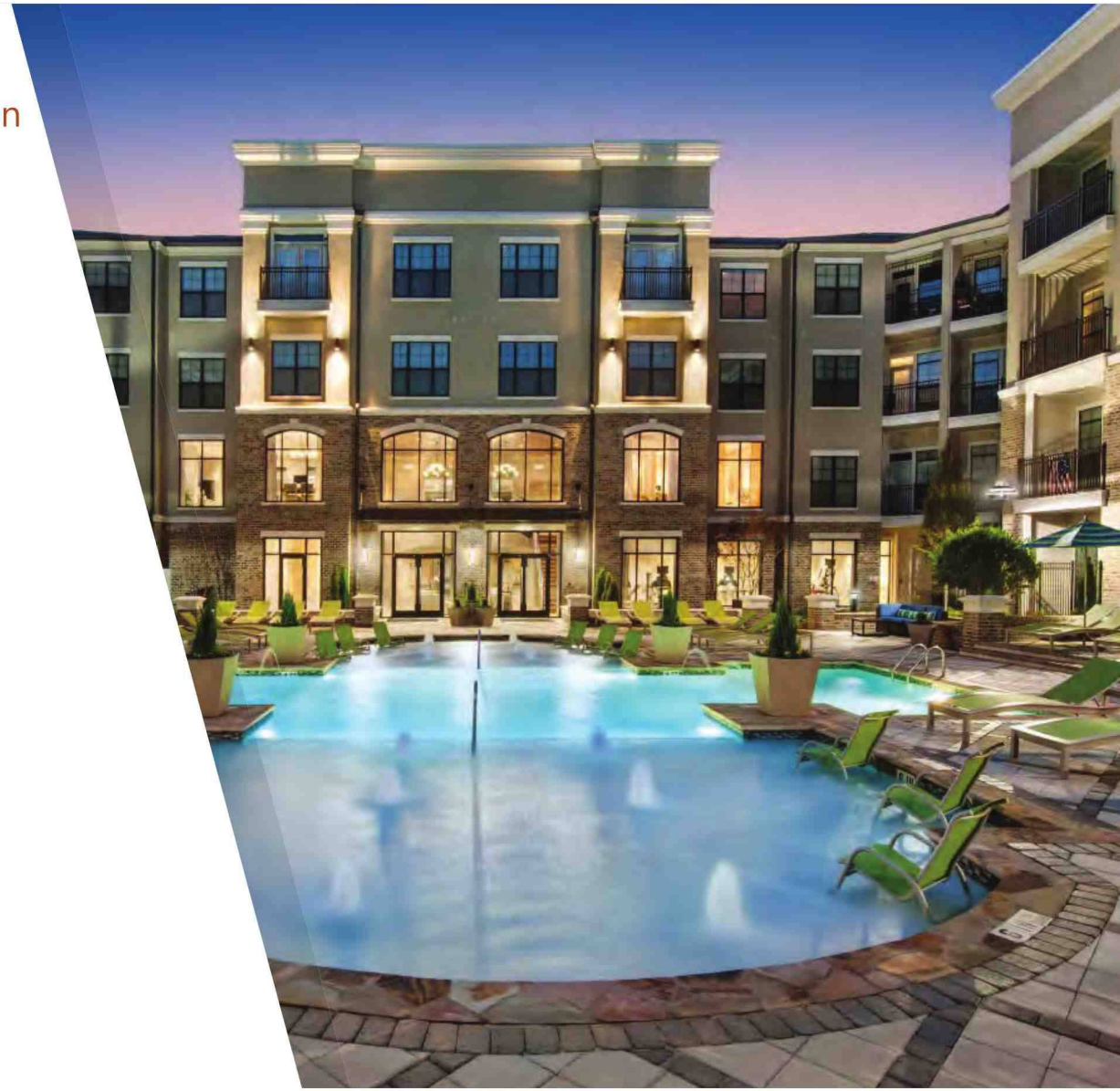
- Primary Future Land Uses: office, retail, service, high density multi-family residential

5.9 Permitted Uses

- Townhouses, Multi-family, Commercial, Mixed-use

Design Principle

- Transportation: High vehicular pedestrian/cycle connectivity; access management to facilitate traffic flow (i.e., shared drives, inter-parcel access

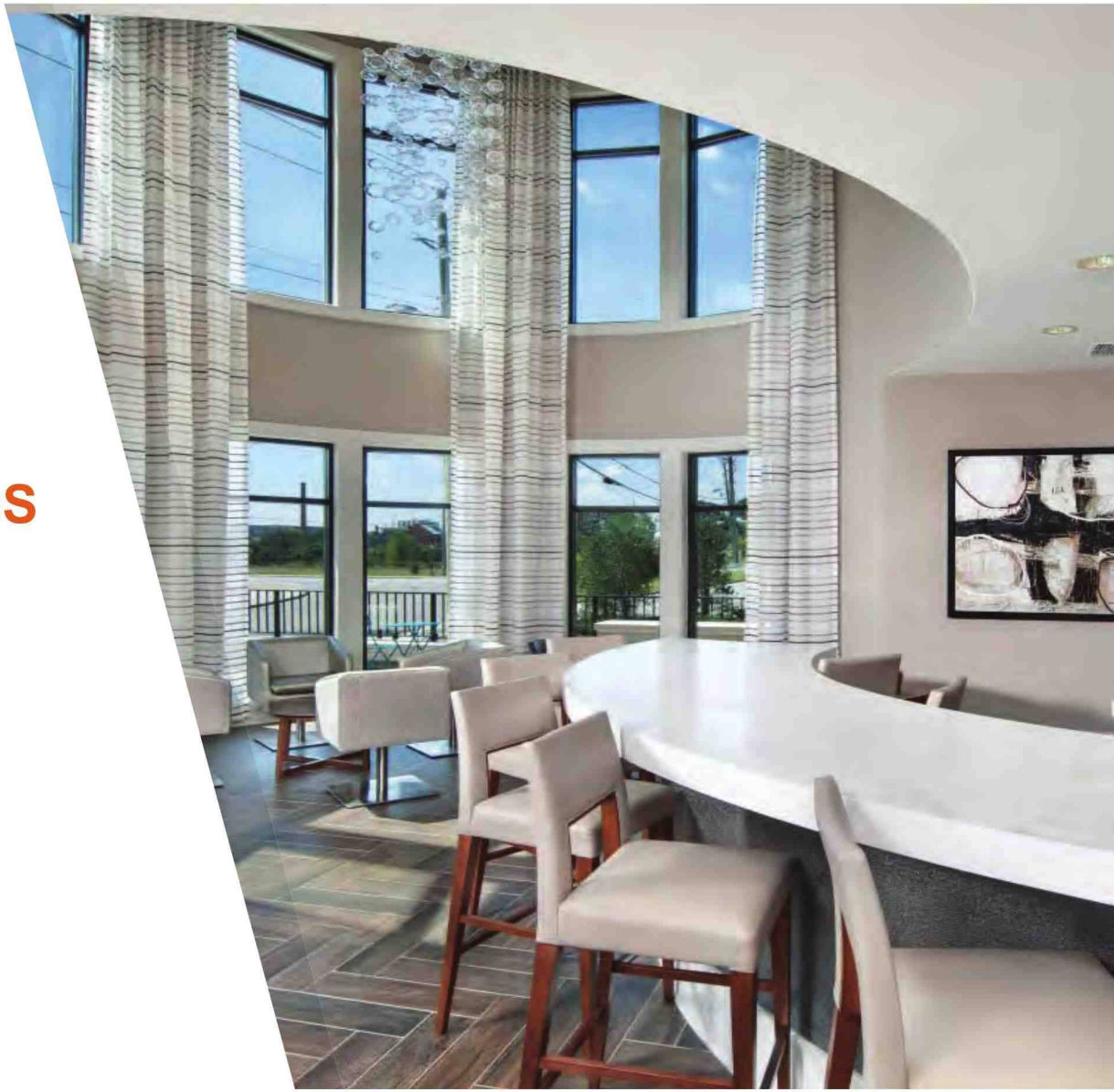


WORTHING

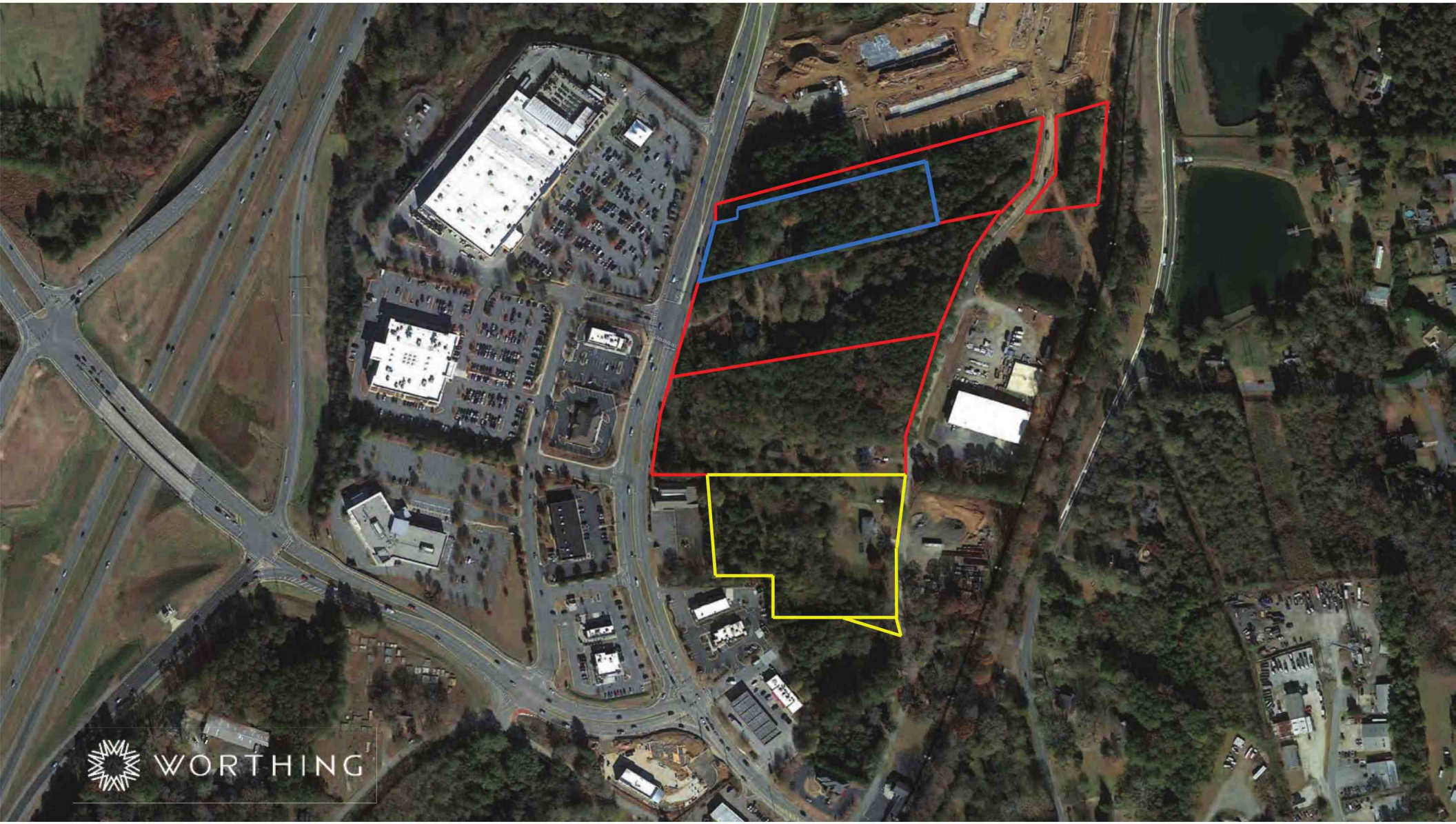
HEIGHTS AT HOLLY SPRINGS

PLANNING COMMISSION MEETING

August 11, 2022



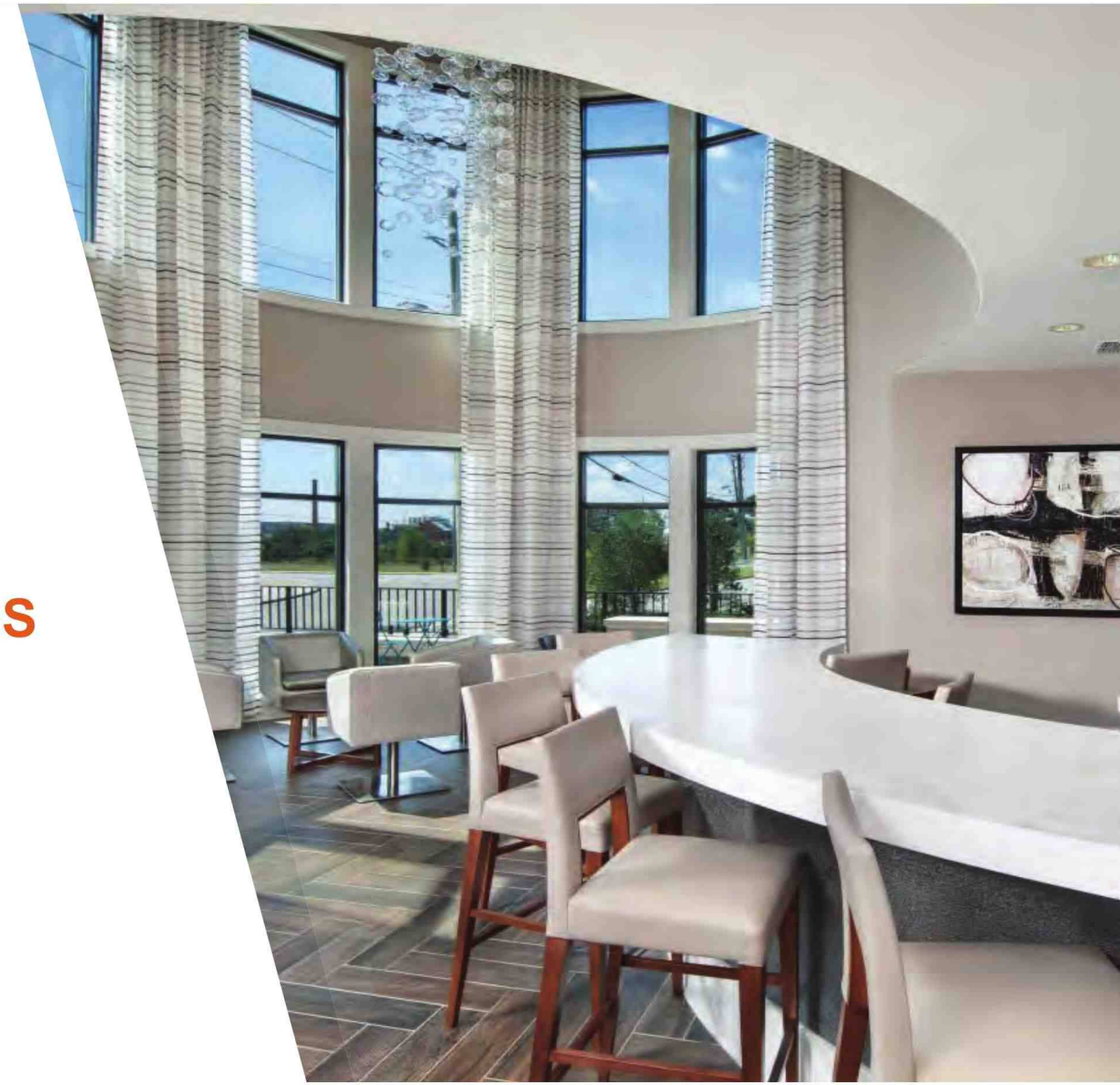
Solutions


WORTHING

HEIGHTS AT HOLLY SPRINGS

PLANNING COMMISSION MEETING

August 11, 2022

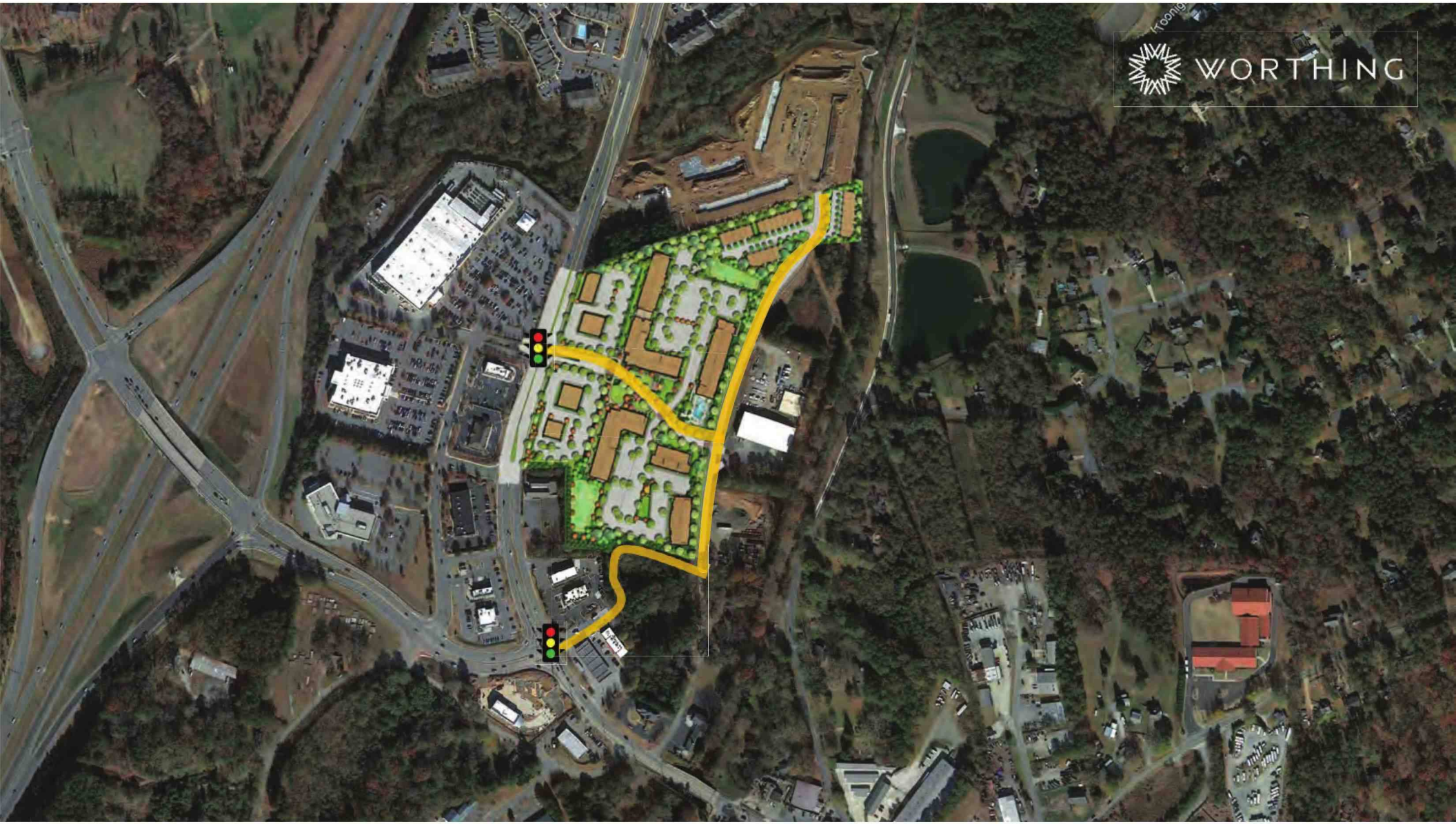


DEVELOPMENT PROPOSAL

Town Homes
Town Homes
EAST POPE MILL ROAD
POOL AMENITY
Building A
Building E
Building F
DOG PARK
PARK A
Building C
Building B
PARK B
Building D
Retail 1
Retail 2
Retail 3
Retail 4
HOLLY SPRINGS PARKWAY
0 25 50 100 150
Scale: 1" = 50'-0"
IRON WOOD DG
THE HEIGHTS AT HOLLY SPRINGS
CONCEPTUAL MASTER PLAN
August 9, 2022

WORTHING

WORTHING
Sixes Rd
575
5
Main St
Palm St
Palm Lake Dr
Ridge Hill Ct
Mansfield Dr
Sweetgum Dr
E Rope Mill Rd
E Rope Mill Ln
N Rope Mill Rd
Haygood Dr


WORTHING

THE HEIGHTS
AT HOLLY SPRINGS
CONCEPTUAL MASTER PLAN
July 19, 2022

WORTHING

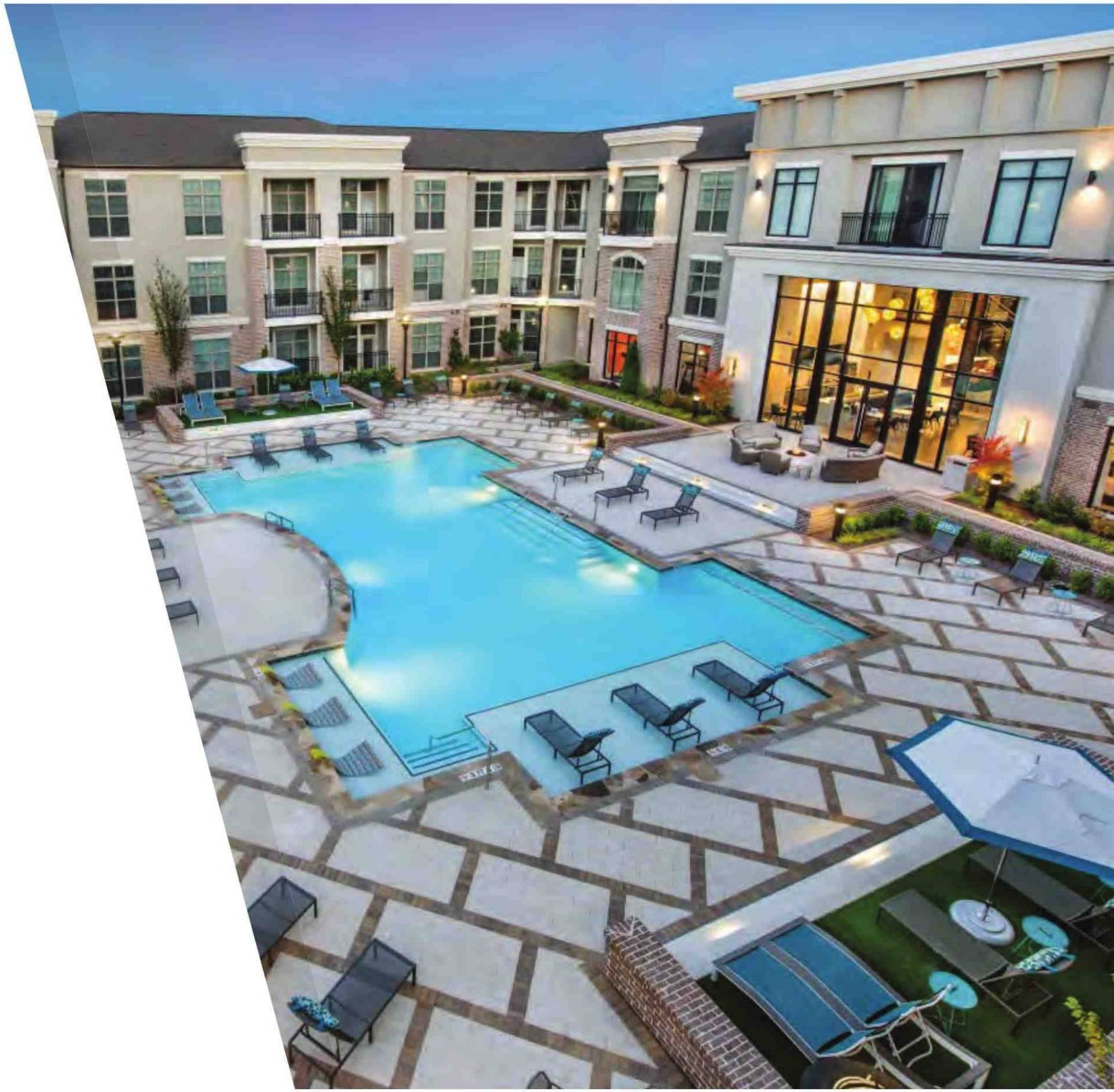
WORTHING

Case Study:

The Heights at Old Peachtree

Development Specifics

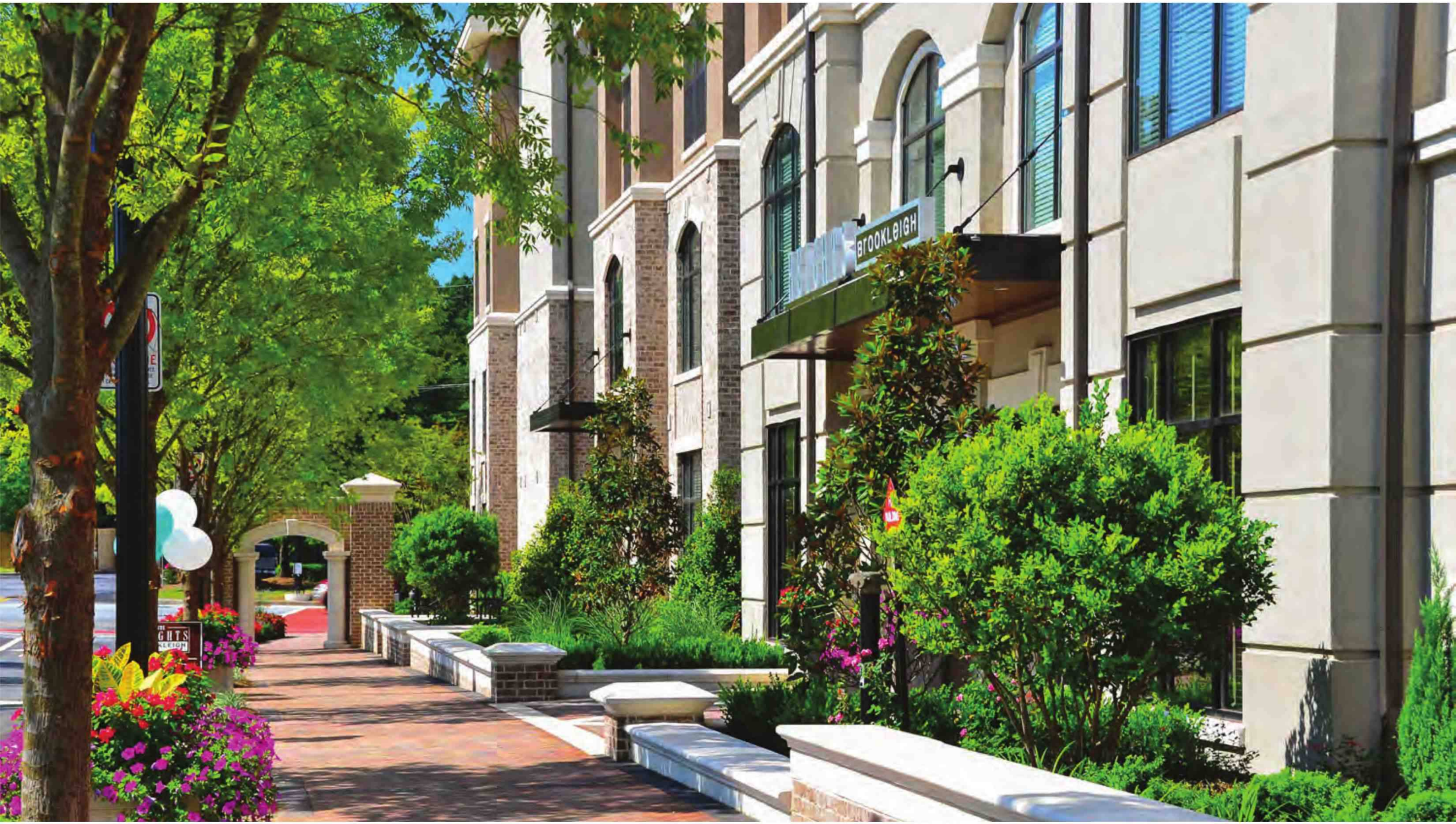
Location:	I-85 & Old Peachtree Rd
Year Built	2019-21
Dev. Context	Interstate Intersection Neighborhood Mixed Use
Const. Type	Wood-Frame; Surface Parking
No. of Units	298
Acreage / Density	15 ac / 19.9 UPA
Outparcel Users	QT, Bojangles, McDonalds, Bank Branches, Publix
Occupancy Today	95%
Rent Today	$1,748 / $1.84 PSF
Avg. Age of Occupant	38
Avg. HHI	$91,000 annually



OLD PEACHTREE

WORTHING
U.S. SOLDIERS KILLED
HOW DID U.S. SERGEANT GET LEFT BEHIND

HEIGHTS
OLD PEACHTREE


BROOKLEIGH

WORTHING

Leading the Way Home

Retail

+/-25,000 Square Feet Planned for Holly Springs Parkway

- Partnered with best-in-class local developer, O'Leary Partners www.olearypartners.net
- Planning and design of the retail components reflects feedback from market participants
- Ongoing discussions with 3 food & beverage operators and have received one letter of intent to be a part of this development
- Anticipate commitments from 3 – 4 users in Q2 2023 for retail pad delivery in Q3 2023

WORTHING

O'LEARY
Partners, Inc.

Holly Springs

Typical Retail Elevations from the O'Leary Portfolio

WORTHING

O'LEARY
Partners, Inc.

Holly Springs

Typical Retail Elevations from the O'Leary Portfolio

Cherokee County Water & Sewerage Authority

August 5, 2022

RE: Water & Sewerage Availability (Tax Map 15N15, Parcel 065, 065A, 066, 067, 068, 068A)

To Whom It May Concern:

Please be advised that Cherokee County Water & Sewerage Authority presently has an 8" DIP water main on the East side of Holly Springs Parkway West of the subject property.

Sewer is available on the subject property. The acquisitions of easements to manholes or lift stations will be the responsibility of the developer.

The capacity for Rose Creek Wastewater Treatment Facility is 6.0 MGD and the Authority is presently treating 3.5 MGD. The Fitzgerald Creek Treatment Facility is 5.0 MGD and the Authority is presently treating 3.0 MGD.

There is presently no moratorium for water or sewer connections on the Authority System. Sewer connections are available on first pay, first serve basis. However, plans for any development must be submitted and approved by the Authority prior to any water or sewer connection application being accepted for processing. Also, existing infrastructure, size and location, must be verified by developer/engineer/contractor prior to submittal to Cherokee County Water and Sewerage Authority.

If you have any questions, please don't hesitate to call me.

Sincerely,

Bradley M. Payne

Bradley M. Payne
Construction Office Supervisor

CC: Dwayne Fowler
Garry Hensley
Rodney Satterfield
Jeff Hooper

P. O. Box 5000 ~ Canton, Georgia 30114 ~ 770-479-1813

City of Holly Springs, Georgia

Petition for Annexation

100% Method

Please completed one petition per parcel; duplicate this form as needed. Please print or type.

APPLICANT INFORMATION

Date: 07/01/2022

Applicant's Name: WSE Development, LLC

Corporation Name: WSE Development, LLC

Mailing Address: 5909 Peachtree Dunwoody Road; Suite 400; Atlanta, Georgia 30328

Phone: Parks F. Huff, Attorney for Applicant
(770) 422-7016

Email: phuff@samslarkinhuff.com

PROPERTY OWNER INFORMATION

Property Owner(s): Voyles, Karen Elizabeth

Mailing Address: 461 E Rope Mill Road, Canton, Georgia 30115

Phone:

Email:

PROPERTY INFORMATION

Tax Map #: 15N15 Parcel #: 065 & 65A

Land Lot(s)/District: 0591 592, 634 and 633, District 15th

Physical Address: 461 E Rope Mill Road, Canton, Georgia 30115

Property Location Description: On the west side of Holly Springs Parkway, north of Sixes Road.

Current Zoning: R-40

(Attach additional sheets, if necessary)

Has an application for rezoning, special use, or variance been applied for in the County within the past five (5) years? No If "yes," please provide complete explanation and details in the space below:

(attach additional sheets, if necessary)

Describe the proposed development for the property in question should the annexation be approved, including the appropriate City zoning classification desired. (NOTE: Any annexation request requiring a rezoning in the City will need to be made on the appropriate rezoning request forms for the City of Holly Springs. This annexation petition does not complete the requirements for making a rezoning request).

The subject property will be added to property that is already in the city of Holly Springs and zoned GC with a Mixed Use Overlay for a comprehensive mixed use development with a combination of commercial/retail uses facing Holly Springs Parkway with multi-family behind the retail and townhomes behind the multifamily. The entire project will be tied together with a new central boulevard that will connect East Rope Mill Road with the signalized intersection on Holly Springs Parkway at the Home Depot center.

(attach additional sheets, if necessary)

SUBMITTAL CHECKLIST

The following exhibits must be attached to this Annexation Petition:

D A copy of the most recent warranty deed or equivalent conveyance of ownership for the property to be annexed;

D A copy of the Cherokee County Tax Plat, illustrating the property to be annexed;

D Complete the Applicant & Property Owner(s) Signature Sections, following page;

D Any additional information requested by City Officials.

APPLICANT & PROPERTY OWNERS SIGNATURE SECTION

J. Michael McGwier
Applicant Name (Please Print)

WSE Development, LLC
Corporation Name (Please Print)

Managing Director - Development
Title (Please Print)

See separate signature page
Applicant Signature

Date

ALL PROPERTY OWNERS (GRANTEES) MUST SIGN BELOW AS INCLUDED ON THE ATTACHED DEED OR CONVEYANCE.

KAREN E. VOYLES
Property Owner Name (Please Print)

Karen E. Voyles
Property Owner Signature

04/20/22
Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Teresa Pantaleon 04/20/22
Notary (form must be notarized)

TERESA PANTALEON NOTARY PUBLIC CHEROKEE COUNTY GEORGIA EXPIRES January 24, 2025

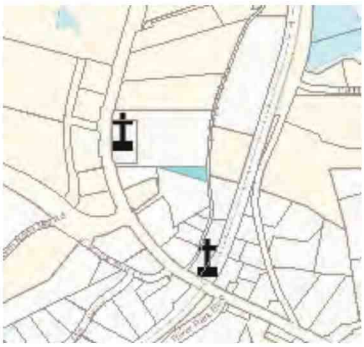
Received by: _____
City of Holly Springs, Georgia

Date: _____

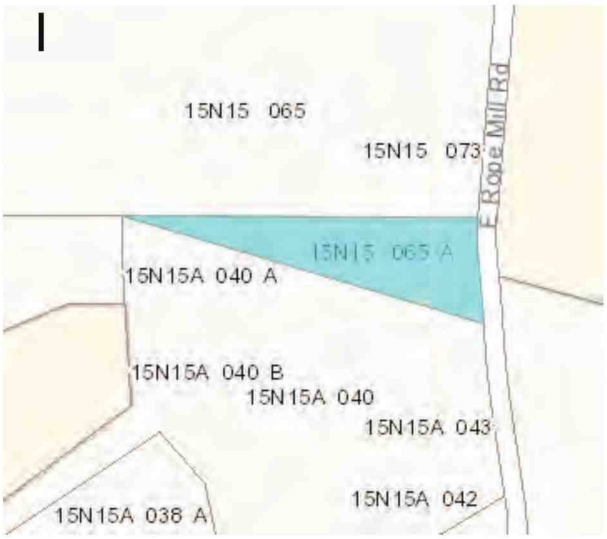
Geocortex Essentials Parcel Report
Cherokee County, GA

TIN: 15N15 065 A

Report generated 7/1/2022 11:36:11 AM



Vicinity Map 1: 17,344.62



Tax parcel highlighted in cyan 1: 2,406.79

Tax Parcel Information

Owner: VOYLES KAREN ELIZABETH

Property Address: 459 E Rope Mill Rd, Canton 30115

Subdivision:

TIN: 15N15 065 A

PIN: 15-0633-0010

Mailing Address: 461 EAST ROPE MILL LN, CANTON, GA 30115

Acreage: 0.34

Lot #: -

PB/PG: Click here to view the plat book and page

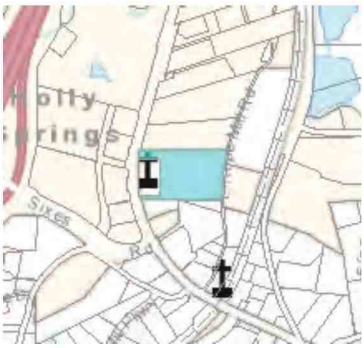
DB/PG: Click here to view the deed book and page

Report generated 7/1/2022 11:36:11 AM

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

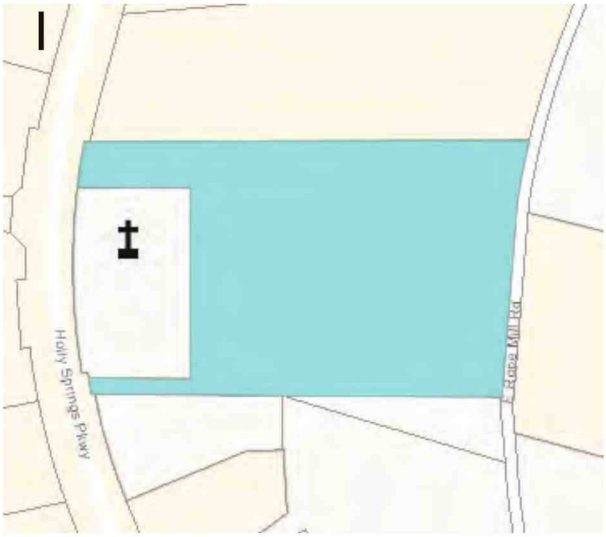
Geocortex Essentials Parcel Report
Cherokee County, GA

TIN: 15N15 065



Vicinity Map

1: 19,816.28



Tax parcel highlighted in cyan

1: 3,889.79

Tax Parcel Information

Owner: VOYLES KAREN ELIZABETH

Property Address: 461 E Rope Mill Rd, Canton 30115

Subdivision: Voyles Estate

TIN: 15N15 065

PIN: 15-0591-0003

Mailing Address: 461 EAST ROPE MILL LN, CANTON, GA 30115

Acreage: 5.5

Lot #: 1

PB/PG: Click here to view the plat book and page

DB/PG: Click here to view the deed book and page

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

DEED BOOK:14165 PG:1206 Filed: 03/29/2017 01:03 PM Clerk File Number: 28-2017-010540
Rec: $12.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

KAREN VOYLES
461 EAST ROPE MILL LANE
CANTON, GA 30115

After recording, please return to:

DOSS & ASSOCIATES
ATTORNEYS AT LAW
P.O. BOX 1277
BLUE RIDGE, GA 30513

Deed Preparation Only
No Title Search Performed
No Title Insurance Afforded

Space above intended for recording purposes only

QUIT-CLAIM DEED

STATE OF GEORGIA,
COUNTY OF FANNIN

THIS INDENTURE, made this the 27th day of March, in the Year of Our Lord Two Thousand Seventeen, (2017), between ***VOYLES ROPE MILL LAND, LLC***, of the State of Georgia, of the first part, and ***KAREN ELIZABETH VOYLES A/K/A KAREN E. VOYLES***, of the State of Georgia, of the second part,

COPY

WITNESSETH: That the said party of the first part, for and in consideration of the sum of Ten and No/100 DOLLARS, in hand paid, the receipt whereof is acknowledged, has bargained, sold, and by these presents does remise, convey and forever QUIT-CLAIM to the said party of the second part, their heirs and assigns any and all interest:

Tract No. 1

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot No. 592 & 593 of the 15th District and 2nd Section of Cherokee County, Georgia and being more particularly described as Lot No. 1 of the Voyles Estate according to a survey made by A.W. Robinson, Registered Surveyor, dated October 28, 1967, and being recorded in Plat Book 4, Page 178, in the Office of the Clerk of Superior Court of Cherokee County, Georgia.

Tract No. 2

ALL THAT TRACT OR PARCEL OF LAND lying and being in a portion of Land Lot No. 633 in the 15th District and 2nd Section of Cherokee County, Georgia and being more particularly described as follows:

BEGINNING at the Northwest corner of Land Lot No. 633, thence in an Easterly direction along the North original line of Land Lot No. 633, which is the South original line of Land Lot No. 592, a distance of 428 feet, more or less, to the right of way of a certain road running a North South direction through Land Lot No. 592 and 593; thence in a Southerly direction along the West right of way of said road, a distance of 108.5 feet; thence in a Northwesterly direction a

DEED BOOK:14165 PG:1207 Filed: 03/29/2017 01:03 PM Clerk File Number: 28-2017-010540
Rec: $12.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

straight line 446.1 feet, more or less, to the Northwest corner of said Land Lot and the POINT OF BEGINNING.

LESS AND EXCEPT:

That certain property conveyed through the Right of Way Deed and Easement dated April 27, 2007 and recorded in Deed Book 9610, Page 297, and Deed Book 9610, Page 303, in the Office of the Clerk of Superior Court of Cherokee County, Georgia.

TO HAVE AND TO HOLD the said described premises to the said party of the second part, so that neither the said party of the first part nor his or her heirs, executors, administrators, or assigns, nor any other person or persons claiming under him or her shall at any time, by any means or ways, have, claim or demand any right or title to the aforesaid described premises or appurtenances, or any rights thereof.

IN WITNESS WHEREOF, The said party of the first part has hereunto set his or her hand and seal, the day and year first above written.

Karen E. Voyles (SEAL)
Karen Elizabeth Voyles

Signed, sealed and delivered
in the presence of:

Witness

Notary Public
My commission expires:

LYNN DILLARD DOSS NOTARY PUBLIC GEORGIA EXPIRES April 28, 2018 FANNIN COUNTY

COPY

PT-61 (Rev. 11/04) To be filed in **CHEROKEE COUNTY** PT-61 028-2017-002880

SECTION A – SELLER'S INFORMATION (Do not use agent's information)			SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Voyles Rope Mill Land, LLC			Exempt Code If no exempt code enter NONE	Company to Individual Transfer
MAILING ADDRESS (STREET & NUMBER) 461 East Rope Mill Lane			1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Canton, GA 30115-8649 USA	DATE OF SALE 3/27/2017		1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)			2. Fair market value of Personal Property only	$0.00
BUYER'S LAST NAME Voyles	FIRST NAME Karen	MIDDLE Elizabeth	3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 461 East Rope Mill Lane			4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Canton, GA 30115-8649 USA	Check Buyers Intended Use (X) Residential ( ) Commercial ( ) Agricultural ( ) Industrial		5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A) 461	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION E Rope Mill Lane				SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE) Canton		MAP & PARCEL NUMBER 15N15 065 15N15 065A		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 15-2	ACRES	LAND LOT 592, 593, 633	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

COPY

MAP AMENDMENT (REZONING) AND CONDITIONAL USE PERMIT APPLICATION

Adopted by Mayor and Council on February 23, 2006 *For Application Procedures, See p. 8*

APPLICATION MA-07-2022 APPLICATION CUP-_____

HEARING DATE 08/11/2022 DATE OF APPLICATION 07/01/2022

APPLICANT WSE Development, LLC dba The Worthing Companies

ADDRESS 5909 Peachtree Dunwoody Rd. Atlanta, GA 30328

ZIP CODE 30328 PHONE _____

EMAIL mmcgwier@worthingse.com

SIGNATURE _____

OWNER Multiple- see attached signature pages (If other that applicant)

ADDRESS _____

ZIP CODE _____ PHONE _____

SIGNATURE _____

APPLICANT OR REPRESENTATIVE MUST ATTEND MEETING OR APPLICATION WILL NOT BE CONSIDERED

PRESENT ZONING DISTRICT(S) GC, MXD & R-40 General Commercial with Mixed use Overlay

REQUESTED ZONING DISTRICT GC & MXD General Commercial with Mixed use Overlay

REQUESTED CONDITIONAL USE(S) Mixed Used Development

PROPERTY LOCATION/ADDRESS On the East side of Holly Springs Pkwy., west of E. Rope Mill Rd.

MAP NUMBER 15N15

PARCEL NUMBER(S) 065, 066, 067, 065A, 68, 68A, 68B, 68C

LAND LOT(S) 591, 592, 561, 634 & 633

DISTRICT(S) 15 SECTION(S) _____

ACREAGE 21.01 SEWAGE DISPOSAL TYPE public UTILITIES AVAILABLE all

DESCRIPTION OF PROPOSED DEVELOPMENT AND/OR CONDITIONAL USE REQUEST:

Worthing proposes to amend an existing GC-MXD zoning and add additional property to develop a mixed-use development with commercial fronting on Holly Springs Pkwy. and multifamily and townhomes behind. The entire project will be connected by a spine road that will connect Holly Springs Pkwy. to E. Rope Mill Road at the existing Home Depot signalized intersection.

(COMPLETE ON ATTACHED PAPER IF NECESSARY)

The following information must be provided with completed application:

___ WARRANTY DEED
___ TAX DOCUMENTATION
___ SURVEY PLAT BY REGISTERED SURVEYOR
___ 10 COPIES OF SITE DEVELOPMENT PLAN BY REGISTERED SURVEYOR INDIVIDUAL FOLDED TO 8.5"x11" (SEE p.7 FOR REQUIREMENTS)
___ CAMPAIGN CONTRIBUTION DISCLOSURE STATEMENT (ATTACHMENT A)
___ FOR CONDITIONAL USE REQUESTS, COMPLIANCE WITH SECTION 5.4
___ FOR CONDITIONAL USE REQUESTS, COMPLETE ATTACHMENT B
___ FILING FEE$_____ RECEIPT#_____ CHECK#_____

(APPLICANT DO NOT WRITE BELOW THIS LINE)

PLANNING COMMISSION RECOMMENDATION:		CITY COUNCIL DECISION:	
APPROVED _____	STIPULATIONS_____	APPROVED _____	STIPULATIONS_____
DISAPPROVED _____	TABLED _____	DISAPPROVED _____	TABLED _____

Application Information

Please print or type answers, using additional paper or a separate sheet of paper, if necessary.

(1) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property? The zoning proposal is suitable in relation to the existing uses. The property to the north is multifamily with commercial fronting on Holly Springs Parkway (HSP). East Rope Mill Road will be connected through this property to a signalized intersection on HSP.

(2) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property? The proposed use and the proposed road improvements will benefit existing properties. Presently the LI use on East Rope Mill Road only has access to HSP via an awkward intersection. The new spine road connecting East Rope Mill Road to HSP will benefit this LI property and provide a full access for the Davis Multifamily development that is currently under development.

(3) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned? The existing R-40 and GC with MXD does not have an reasonable economic use as zoned. Also, the needed road improvements cannot be made unless the properties are developed at one time.

(4) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, public safety, or schools? The zoning proposal puts residential and commercial density on an arterial road close to an interstate interchange. The project improves some existing traffic problems by creating a signalized access to Holly Springs Parkway (HSP) for a LI development and an apartments complex that currently has only a right in and right out on HSP. The project will not overburden other public facilities, including schools.

(5) Whether the zoning proposal is in conformity with the policy and intent of the adopted Future Development Map (FDM) and Future Land Use Map (FLUM)? The designation of Parkway Corridor anticipates intensive commercial and multifamily uses. The Future Development Map recognizes the area is on an arterial road close to an interstate interchange with easy access to jobs and shopping.

(6) Whether the zoning proposal is in conformity with the policies, objectives, and vision set forth by the Community Agenda (Comprehensive Plan) and other adopted policy documents? The comprehensive plan anticipates high intensity of use and suggests HDMFR and GC as suggested zoning categories. The Comp Plan also encourages transportation access management to facilitate traffic flow such as shared drives and interparcel access. The proposal creates better traffic flow by connecting East Rope Mill Road directly to HSP at a signalized intersection.

(7) Whether an impact is expected on the environment, including, but not limited to, drainage, soil erosion, and sedimentation, flooding, air quality, and water quality and quantity? The developer will comply with all the city's, states and national environmental standards. The site does not have sensitive environmental issues.

(8) Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal? Worthing has worked hard to assemble over 20 acres to create a development with viable commercial development on HSP and and multifamily component that can create the inter-parcel access and additional road connections that are needed. The central boulevard will connect East Rope Mill Road with HSP and have sidewalks on both sides and community greenspace.

Per 14.5-7 of the City of Holly Springs Zoning Ordinance, **Applicant Report for Rezoning and Conditional Use Permit Requests**, as relevant and determined by the Zoning Administrator, all applicants must submit the following in addition to any standing requirements for requests for zoning changes*:

1. A plan of the general location of the proposed buildings by reference to a plan or drawing and an indication of the use to be made of each and every building;
2. Architectural, façade and materials to be utilized as compared to the zoning requirements for the current and proposed zoning district;
3. The percentage of development maintained as open space and/or recreation areas and impervious surfaces;
4. If application exceeds 150 residential units and/or exceeds 100,000 square feet of commercial area, the applicant is required to submit a transportation impact study to be designed by an appropriate transportation professional;
5. Preliminary tree protection plan and buffer standards;
6. Preliminary storm water retention plan.

*Per 14.5-8 of the City of Holly Springs Zoning Ordinance, **Application Submittal Requirements Waived**, When determined by the Community Development Director to be unnecessary or irrelevant to the application submitted, the requirements listed in this section may be waived; however, if determined to be of significant importance to the decision process at any time after the application has been accepted, the Community Development Director, Planning Commission, or City Council may request the submission of these items or other information as deemed relevant during the decision making process.

Complete the following section, if applicable.

Residential

Minimum house size: 930 (avg.) sq. ft.

Exterior façade: Combination of brick, stone, stucco and Hardi

Maximum number of units: 270 multifamily; 24 townhomes

Anticipated start date: March 2023

Anticipated completion date: March 2025

Commercial

Number of buildings: Four (4)

Maximum square footage: 25,000 sq. ft.

Number of stories: One

Total number of employees: TBD

Exterior façade: Combination of brick, stone, metal and stucco

Anticipated start date: September 2023

Anticipated completion date: September 2024

CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE ANNEXATION AND REZONING

1.

My name is Michael McGwier. I am the managing director whom the operating agreement has delegated the responsibility for authenticating records of the company WSE DEVELOPMENT, a Limited Liability Company (the "Applicant"). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Applicant's Application to file an Annexation and Rezoning application for certain real property located in the City of Holly Springs.

2.

In accordance with the requirements for completing a public hearing application, I hereby attest on behalf of the Applicant that I have reviewed the Application and related documents which are being filed simultaneously therewith by the Applicant Company (collectively, the "Public Hearing Application") to which this Certificate is attached and hereby certify:

(a) That signature or facsimile affixed to the Application is in fact the seal of the Applicant and is a true representation thereof; and

(b) That the officer or other representative of the Applicant who executed the Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the Application on behalf of the Applicant, and that the signature of said officer or other representative is genuine; and

(c) That the execution of the Application and the filing of the Application by the Applicant is with the express permission of the Applicant Company.

WSE DEVELOPMENT, LLC

_____ (SEAL)

By: J. Michael McGwier

Its: Managing Director – Development

The 15 day of JUNE, 2022.

ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____YES ___X___NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____YES ___X___NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____YES ___X___NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating $250.00 or more?

_____YES ___X___NO

6.15.22
DATE

WSE Development, LLC
J. Michael McGwier, Managing Director
APPLICANT NAME PRINTED

APPLICANT SIGNATURE

NOTARY

Seal:

KEM CARSTARPHEN NOTARY PUBLIC FULTON COUNTY, GEORGIA COMMISSION EXPIRES FEBRUARY 03, 2026

APPLICANT & PROPERTY OWNERS SIGNATURE SECTION

J. Michael McGwier
Applicant Name (Please Print)

WSE Development, LLC
Corporation Name (Please Print)

Managing Director
Title (Please Print)

Applicant Signature

6.15.22
Date

ALL PROPERTY OWNERS (GRANTEES) MUST SIGN BELOW AS INCLUDED ON THE ATTACHED DEED OR CONVEYANCE.

SEE ATTACHED SIGNATURE PAGES
Property Owner Name (Please Print)

Property Owner Signature

Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Notary (form must be notarized)

Received by: _____
City of Holly Springs, Georgia

Date: _____

City of Holly Springs

SYSTEMATIC ALIEN VERIFICATION FOR ENTITLEMENTS (SAVE)

Affidavit of Compliance with O.C.G.A. 50-36-1 "Verification of Lawful Presence within the United States."

O.C.G.A. 50-36-1 requires that applicants applying for such things as licenses for public benefits complete a signed and sworn affidavit verifying the applicant's lawful presence in the United States. Therefore, the applicant must answer the following questions:

The applicant is a U. S. citizen or legal permanent resident at least eighteen (18) years old.
✓ YES ____NO or *IF NOT:*

The applicant is a qualified alien or nonimmigrant under the federal Immigration and Nationality Act, Title 8 U.S.C., as amended, at least eighteen (18) years old, and is lawfully present in the United States. *A photo static copy of the applicant's alien card issued by the Department of Homeland Security or other federal immigration agency must be included with this document.**

O.C.G.A. 50-36-1 states that "Any person who knowingly and willfully makes a false, fictitious, or fraudulent statement of representation in an affidavit executed pursuant to this Code section shall be guilty of a violation of Code Section 16-10-20."

I declare, under penalty of law, that this affidavit has been completed by me and is true and correct.

_____ 6.15.22
Signature Date

Managing Director - Development
Title

WSE Development, LLC
Legal Company Name

10 Glenlake Pkwy., South Tower, Suite 300, Sandy Springs, GA 30328
Company Address

(Must be signed by applicant. If the applicant is a corporation, must be signed by an officer of the corporation. **A STAMPED SIGNATURE IS NOT ACCEPTABLE**.)

I hereby certify that J. Michael McGwier is personally known, or verified by me, that the applicant signed this application after stating to me his or her personal knowledge and understanding of all statements and, under oath actually administered by me, has sworn that the statements and answers contained in this affidavit are true.

SUBSCRIBED AND SWORN BEFORE ME ON THIS
15 DAY OF June, 2022

Ken Carstarphen
Notary Public

KEM CARSTARPHEN NOTARY PUBLIC FULTON COUNTY, GEORGIA COMMISSION EXPIRES FEBRUARY 03, 2026

AFFIX SEAL

*All applicants must attach a copy of a secure and verifiable document as defined in O.C.G.A. 50-36-2.

DEED BOOK:14165 PG:1206 Filed: 03/29/2017 01:03 PM Clerk File Number: 28-2017-010540
Rec: $12.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

KAREN VOYLES
461 EAST ROPE MILL LANE
CANTON, GA 30115

After recording, please return to:

DOSS & ASSOCIATES
ATTORNEYS AT LAW
P.O. BOX 1277
BLUE RIDGE, GA 30513

Deed Preparation Only
No Title Search Performed
No Title Insurance Afforded

Space above intended for recording purposes only

QUIT-CLAIM DEED

STATE OF GEORGIA,
COUNTY OF FANNIN

THIS INDENTURE, made this the 27th day of March, in the Year of Our Lord Two Thousand Seventeen, (2017), between ***VOYLES ROPE MILL LAND, LLC***, of the State of Georgia, of the first part, and ***KAREN ELIZABETH VOYLES A/K/A KAREN E. VOYLES***, of the State of Georgia, of the second part,

COPY

WITNESSETH: That the said party of the first part, for and in consideration of the sum of Ten and No/100 DOLLARS, in hand paid, the receipt whereof is acknowledged, has bargained, sold, and by these presents does remise, convey and forever QUIT-CLAIM to the said party of the second part, their heirs and assigns any and all interest:

Tract No. 1

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot No. 592 & 593 of the 15th District and 2nd Section of Cherokee County, Georgia and being more particularly described as Lot No. 1 of the Voyles Estate according to a survey made by A.W. Robinson, Registered Surveyor, dated October 28, 1967, and being recorded in Plat Book 4, Page 178, in the Office of the Clerk of Superior Court of Cherokee County, Georgia.

Tract No. 2

ALL THAT TRACT OR PARCEL OF LAND lying and being in a portion of Land Lot No. 633 in the 15th District and 2nd Section of Cherokee County, Georgia and being more particularly described as follows:

BEGINNING at the Northwest corner of Land Lot No. 633, thence in an Easterly direction along the North original line of Land Lot No. 633, which is the South original line of Land Lot No. 592, a distance of 428 feet, more or less, to the right of way of a certain road running a North South direction through Land Lot No. 592 and 593; thence in a Southerly direction along the West right of way of said road, a distance of 108.5 feet; thence in a Northwesterly direction a

DEED BOOK:14165 PG:1207 Filed: 03/29/2017 01:03 PM Clerk File Number: 28-2017-010540
Rec: $12.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

straight line 446.1 feet, more or less, to the Northwest corner of said Land Lot and the POINT OF BEGINNING.

LESS AND EXCEPT:

That certain property conveyed through the Right of Way Deed and Easement dated April 27, 2007 and recorded in Deed Book 9610, Page 297, and Deed Book 9610, Page 303, in the Office of the Clerk of Superior Court of Cherokee County, Georgia.

TO HAVE AND TO HOLD the said described premises to the said party of the second part, so that neither the said party of the first part nor his or her heirs, executors, administrators, or assigns, nor any other person or persons claiming under him or her shall at any time, by any means or ways, have, claim or demand any right or title to the aforesaid described premises or appurtenances, or any rights thereof.

IN WITNESS WHEREOF, The said party of the first part has hereunto set his or her hand and seal, the day and year first above written.

Karen E. Voyles (SEAL)
Karen Elizabeth Voyles

Signed, sealed and delivered
in the presence of:

Witness

Notary Public
My commission expires:

LYNN DILLARD DOSS NOTARY PUBLIC GEORGIA EXPIRES April 28, 2018 FANNIN COUNTY

COPY

PT-61 (Rev. 11/04) To be filed in **CHEROKEE COUNTY** PT-61 028-2017-002880

SECTION A – SELLER'S INFORMATION (Do not use agent's information)			SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Voyles Rope Mill Land, LLC			Exempt Code If no exempt code enter NONE	Company to Individual Transfer
MAILING ADDRESS (STREET & NUMBER) 461 East Rope Mill Lane			1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Canton, GA 30115-8649 USA	DATE OF SALE 3/27/2017		1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)			2. Fair market value of Personal Property only	$0.00
BUYER'S LAST NAME Voyles	FIRST NAME Karen	MIDDLE Elizabeth	3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 461 East Rope Mill Lane			4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Canton, GA 30115-8649 USA	Check Buyers Intended Use (X) Residential ( ) Commercial ( ) Agricultural ( ) Industrial		5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A) 461	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION E Rope Mill Lane				SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE) Canton		MAP & PARCEL NUMBER 15N15 065 15N15 065A		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 15-2	ACRES	LAND LOT 592, 593, 633	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

COPY

DEED BOOK:14165 PG:1206 Filed: 03/29/2017 01:03 PM Clerk File Number: 28-2017-010540
Rec: $12.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

KAREN VOYLES
461 EAST ROPE MILL LANE
CANTON, GA 30115

After recording, please return to:

DOSS & ASSOCIATES
ATTORNEYS AT LAW
P.O. BOX 1277
BLUE RIDGE, GA 30513

Deed Preparation Only
No Title Search Performed
No Title Insurance Afforded

Space above intended for recording purposes only

QUIT-CLAIM DEED

STATE OF GEORGIA,
COUNTY OF FANNIN

THIS INDENTURE, made this the 27th day of March, in the Year of Our Lord Two Thousand Seventeen, (2017), between ***VOYLES ROPE MILL LAND, LLC***, of the State of Georgia, of the first part, and ***KAREN ELIZABETH VOYLES A/K/A KAREN E. VOYLES***, of the State of Georgia, of the second part,

COPY

WITNESSETH: That the said party of the first part, for and in consideration of the sum of Ten and No/100 DOLLARS, in hand paid, the receipt whereof is acknowledged, has bargained, sold, and by these presents does remise, convey and forever QUIT-CLAIM to the said party of the second part, their heirs and assigns any and all interest:

Tract No. 1

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot No. 592 & 593 of the 15th District and 2nd Section of Cherokee County, Georgia and being more particularly described as Lot No. 1 of the Voyles Estate according to a survey made by A.W. Robinson, Registered Surveyor, dated October 28, 1967, and being recorded in Plat Book 4, Page 178, in the Office of the Clerk of Superior Court of Cherokee County, Georgia.

Tract No. 2

ALL THAT TRACT OR PARCEL OF LAND lying and being in a portion of Land Lot No. 633 in the 15th District and 2nd Section of Cherokee County, Georgia and being more particularly described as follows:

BEGINNING at the Northwest corner of Land Lot No. 633, thence in an Easterly direction along the North original line of Land Lot No. 633, which is the South original line of Land Lot No. 592, a distance of 428 feet, more or less, to the right of way of a certain road running a North South direction through Land Lot No. 592 and 593; thence in a Southerly direction along the West right of way of said road, a distance of 108.5 feet; thence in a Northwesterly direction a

DEED BOOK:14165 PG:1207 Filed: 03/29/2017 01:03 PM Clerk File Number: 28-2017-010540
Rec: $12.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

straight line 446.1 feet, more or less, to the Northwest corner of said Land Lot and the POINT OF BEGINNING.

LESS AND EXCEPT:

That certain property conveyed through the Right of Way Deed and Easement dated April 27, 2007 and recorded in Deed Book 9610, Page 297, and Deed Book 9610, Page 303, in the Office of the Clerk of Superior Court of Cherokee County, Georgia.

TO HAVE AND TO HOLD the said described premises to the said party of the second part, so that neither the said party of the first part nor his or her heirs, executors, administrators, or assigns, nor any other person or persons claiming under him or her shall at any time, by any means or ways, have, claim or demand any right or title to the aforesaid described premises or appurtenances, or any rights thereof.

IN WITNESS WHEREOF, The said party of the first part has hereunto set his or her hand and seal, the day and year first above written.

Karen E. Voyles (SEAL)
Karen Elizabeth Voyles

Signed, sealed and delivered
in the presence of:

Witness

Notary Public
My commission expires:

LYNN DILLARD DOSS NOTARY PUBLIC GEORGIA EXPIRES April 28, 2018 FANNIN COUNTY

COPY

PT-61 (Rev. 11/04) To be filed in **CHEROKEE COUNTY** PT-61 028-2017-002880

SECTION A – SELLER'S INFORMATION (Do not use agent's information)			SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Voyles Rope Mill Land, LLC			Exempt Code If no exempt code enter NONE	Company to Individual Transfer
MAILING ADDRESS (STREET & NUMBER) 461 East Rope Mill Lane			1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Canton, GA 30115-8649 USA	DATE OF SALE 3/27/2017		1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)			2. Fair market value of Personal Property only	$0.00
BUYER'S LAST NAME Voyles	FIRST NAME Karen	MIDDLE Elizabeth	3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 461 East Rope Mill Lane			4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Canton, GA 30115-8649 USA	Check Buyers Intended Use (X) Residential ( ) Commercial ( ) Agricultural ( ) Industrial		5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A) 461	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION E Rope Mill Lane				SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE) Canton		MAP & PARCEL NUMBER 15N15 065 15N15 065A		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 15-2	ACRES	LAND LOT 592, 593, 633	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

COPY

DEED BOOK:14407 PG:667 Filed: 10/22/2019 02:25 PM Clerk File Number: 28-2019-037524
Rec: $18.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

Return To:
Fidelity National Title Group
3301 Windy Ridge Parkway, Suite 300
Atlanta, GA 30339
Attn: Ambreen Shahnawaz 190569GA

QUITCLAIM DEED

THIS INDENTURE, made the 18th day of October, 2019 between **HOLLY SPRINGS SRMIX, LLC,** a Georgia limited liability company of the County of Cherokee, and State of Georgia, as party or parties of the first part, hereinafter called Grantor, and DD HSP**, LLC,** a Georgia limited liability company, as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor for and in consideration of the sum of ONE AND NO/100 DOLLAR ($1.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, cash in hand paid, the receipt of which is hereby acknowledged, does by these presents release and forever quit-claim to Grantee all the right, title interest, claim or demand which the Grantor has or may have had in and to the real property described on **Exhibit A** hereto, with all the rights, members and appurtenances to the said described premises in any respect appertaining or belonging, nevertheless subject to and reserving all rights under that certain Easement Agreement (Commercial Outparcels) dated October 18, 2019 between Holly Springs SRMIX, LLC and DD HSP, LLC.

COPY

TO HAVE AND TO HOLD the said described premises unto the Grantee, so that neither the said Grantor, nor any other person or persons claiming under Grantor shall at any time claim or demand any right, title or interest to the aforesaid described premises or its appurtenances.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed the day and year above written.

IN WITNESS WHEREOF, Grantor has signed and sealed this Deed the day and year first above written.

HOLLY SPRINGS SRMIX, LLC

Signed this October 17, 2019
in the presence of:

Rachel Watson
Unofficial Witness

Notary Public

ROBERT W SCHOLZ NOTARY PUBLIC FULTON COUNTY, GA

ROBERT W SCHOLZ
Notary Public, Fulton County, Georgia
My Commission Expires Dec 19, 2022

By: _____ [SEAL]
David Smith, as Co-General Manager

By: _____ [SEAL]
David Evans, as Co-General Manager

DEED BOOK:14407 PG:668 Filed: 10/22/2019 02:25 PM Clerk File Number: 28-2019-037524
Rec: $18.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

Exhibit 'A'
(DD Property)

Apartment Parcel Property – Revised 10-01-2019
As shown on an exhibit prepared by GeoSurvey, Ltd., dated April 4, 2019, revised September 18, 2019.

All that tract or parcel of land lying or being in Land Lot 561 and 562, 15th District, 2nd Section, Cherokee County, Georgia, and being more particularly described as follows:

Commencing at a 1/2 inch rebar found at the intersection of the Southerly line of Land Lot 561 with the Westerly right-of-way of CSX Railroad (100 foot right-of-way); thence along said right-of-way, along a curve to the left, said curve having an arc length of 85.56 feet with a radius of 1850.00 feet, being subtended by a chord bearing of North 03 degrees 49 minutes 48 seconds East, a distance of 85.55 feet to a point; thence North 02 degrees 30 minutes 19 seconds East, a distance of 176.22 feet to a 1/2 inch rebar found, said point being the True Point of Beginning.

Thence leaving said right-of-way South 71 degrees 30 minutes 00 seconds West, a distance of 718.54 feet to a point; thence North 18 degrees 30 minutes 00 seconds West, a distance of 175.12 feet to a point; thence South 71 degrees 29 minutes 59 seconds West, a distance of 331.25 feet to a point on the proposed right-of-way of Holly Springs Parkway (variable right-of-way); thence along said right-of-way North 15 degrees 32 minutes 28 seconds East, a distance of 145.73 feet to a point; thence leaving said right-of-way, along a curve to the left, said curve having an arc length of 86.64 feet with a radius of 69.50 feet, being subtended by a chord bearing of South 47 degrees 48 minutes 28 seconds East, a distance of 81.14 feet to a point; thence North 71 degrees 29 minutes 59 seconds East, a distance of 209.95 feet to a point; thence North 18 degrees 30 minutes 00 seconds West, a distance of 150.15 feet to a point; thence South 70 degrees 50 minutes 43 seconds West, a distance of 217.68 feet to a point on the existing right-of-way of Holly Springs Parkway (variable right-of-way); thence along said right-of-way North 15 degrees 27 minutes 11 seconds East, a distance of 215.49 feet to a point at the intersection of the Easterly right-of-way of Holly Springs Parkway and the centerline of Toonigh Creek; thence leaving said right-of-way, along the centerline of Toonigh Creek, the following courses and distances: North 87 degrees 00 minutes 50 seconds East, a distance of 49.79 feet to a point; thence North 60 degrees 00 minutes 30 seconds East, a distance of 79.10 feet to a point; thence North 31 degrees 08 minutes 04 seconds East, a distance of 151.65 feet to a point; thence North 50 degrees 02 minutes 42 seconds East, a distance of 89.32 feet to a point; thence South 84 degrees 27 minutes 19 seconds East, a distance of 88.71 feet to a point; thence North 49 degrees 19 minutes 56 seconds East, a distance of 70.79 feet to a point; thence North 24 degrees 40 minutes 20 seconds East, a distance of 79.57 feet to a point; thence North 61 degrees 19 minutes 53 seconds East, a distance of 193.19 feet to a point; thence North 48 degrees 23 minutes 46 seconds East, a distance of 126.47 feet to a point; thence North 26 degrees 53 minutes 43 seconds East, a distance of 104.90 feet to a point; thence North 76 degrees 10 minutes 44 seconds East, a distance of 58.62 feet to a point; thence South 59 degrees 20 minutes 11 seconds East, a distance of 69.58 feet to a point; thence South 41 degrees 36 minutes 49 seconds East, a distance of 97.24 feet to a point; thence South 72 degrees 03 minutes 30 seconds East, a distance of 59.57 feet to a point; thence North 86 degrees 32 minutes 28 seconds East, a distance of 34.86 feet to a point; thence South 69 degrees 42 minutes 30 seconds East, a distance of 61.03 feet to a point at the intersection of the centerline of Toonigh Creek with the Westerly right-of-way of CSX Railroad; thence along said right-of-way South 17 degrees 12 minutes 47 seconds West, a distance of 196.05 feet to a point; thence along a curve to the left, said curve having an arc length of 397.58 feet with a radius of 1552.39 feet, being subtended by a chord bearing of South 09 degrees 52 minutes 34 seconds West, a distance of 396.50 feet to a point; thence South 02 degrees 30 minutes 19 seconds West, a distance of 164.20 feet to a 1/2 inch rebar found, said point being the True Point of Beginning.

DEED BOOK:14407 PG:669 Filed: 10/22/2019 02:25 PM Clerk File Number: 28-2019-037524
Rec: $18.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

Said tract of land contains 15.984 Acres.

ALSO INCLUDING:

Apartment Parcel Right-of-Way Dedication
As shown on an exhibit prepared by GeoSurvey, Ltd., dated April 4, 2019.

All that tract or parcel of land lying or being in Land Lot 562, 15th District, 2nd Section, Cherokee County, Georgia, and being more particularly described as follows:

Commencing at a 1/2 inch rebar found at the intersection of the Southerly line of Land Lot 561 with the Westerly right-of-way of CSX Railroad (100 foot right-of-way); thence along said right-of-way, along a curve to the left, said curve having an arc length of 85.56 feet with a radius of 1850.00 feet, being subtended by a chord bearing of North 03 degrees 49 minutes 48 seconds East, a distance of 85.55 feet to a point; thence North 02 degrees 30 minutes 19 seconds East, a distance of 176.22 feet to a 1/2 inch rebar found; thence leaving said right-of-way South 71 degrees 30 minutes 00 seconds West, a distance of 1168.25 feet to a point on the proposed Easterly right-of-way of Holly Springs Parkway (variable right-of-way); thence along said right-of-way North 22 degrees 23 minutes 02 seconds East, a distance of 1.14 feet to a point; thence North 15 degrees 32 minutes 28 seconds East, a distance of 210.29 feet to a point, said point being the True Point of Beginning.

Thence South 71 degrees 29 minutes 59 seconds West, a distance of 19.51 feet to a point on the existing right-of-way of Holly Springs Parkway (variable right-of-way); thence along said right-of-way North 15 degrees 27 minutes 11 seconds East, a distance of 222.96 feet to a point; thence leaving said existing right-of-way South 03 degrees 46 minutes 51 seconds West, a distance of 49.27 feet to a point; thence along a curve to the left, said curve having an arc length of 19.25 feet with a radius of 69.50 feet, being subtended by a chord bearing of South 04 degrees 09 minutes 22 seconds East, a distance of 19.19 feet to a point on the proposed right-of-way; thence along said proposed right-of-way South 15 degrees 32 minutes 28 seconds West, a distance of 145.73 feet to a point, said point being the True Point of Beginning.

COPY

Said tract of land contains 0.067 Acres.

ALSO INCLUDING:

North Parcel Right-of-Way Dedication
As shown on an exhibit prepared by GeoSurvey, Ltd., dated April 4, 2019.

All that tract or parcel of land lying or being in Land Lot 562 15th District, 2nd Section, Cherokee County, Georgia, and being more particularly described as follows:

Commencing at a 1/2 inch rebar found at the intersection of the Southerly line of Land Lot 561 with the Westerly right-of-way of CSX Railroad (100 foot right-of-way) thence along said right-of-way, along a curve to the left, said curve having an arc length of 85.56 feet with a radius of 1850.00 feet, being subtended by a chord bearing of North 03 degrees 49 minutes 48 seconds East, a distance of 85.55 feet to a point; thence North 02 degrees 30 minutes 19 seconds East, a distance of 176.22 feet to a 1/2 inch rebar found; thence leaving said right-of-way South 71 degrees 30 minutes 00 seconds West, a distance of 1168.25 feet to a point on the proposed Easterly right-of-way of Holly Springs Parkway (variable right-of-way); thence along said right-of-way North 22 degrees 23 minutes 02 seconds East, a distance of 1.14 feet to a point; thence North 15 degrees 32 minutes 28 seconds East, a distance of 210.29 feet to a point;

DEED BOOK:14407 PG:670 Filed: 10/22/2019 02:25 PM Clerk File Number: 28-2019-037524
Rec: $18.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

thence North 15 degrees 32 minutes 28 seconds East, a distance of 145.73 feet to a point, said point being the True Point of Beginning.

Thence leaving said proposed right-of-way, along a curve to the right, said curve having an arc length of 19.25 feet with a radius of 69.50 feet, being subtended by a chord bearing of North 04 degrees 09 minutes 22 seconds West, a distance of 19.19 feet to a point; thence North 03 degrees 46 minutes 51 seconds East, a distance of 49.27 feet to a point; thence North 15 degrees 27 minutes 11 seconds East, a distance of 15.34 feet to a point; thence North 70 degrees 50 minutes 43 seconds East, a distance of 5.46 feet to a point on the proposed right-of-way of Holly Springs Parkway; thence along said right-of-way South 15 degrees 00 minutes 47 seconds West, a distance of 0.67 feet to a point; thence South 03 degrees 46 minutes 51 seconds West, a distance of 59.08 feet to a point; thence South 15 degrees 32 minutes 28 seconds West, a distance of 26.25 feet to a point, said point being the True Point of Beginning.

Said tract of land contains 0.013 Acres.

ALSO INCLUDING:

South Parcel Right-of-Way Dedication
As shown on an exhibit prepared by GeoSurvey, Ltd., dated April 4, 2019.

All that tract or parcel of land lying or being in Land Lot 562 and 591, 15th District, 2nd Section, Cherokee County, Georgia, and being more particularly described as follows:

Commencing at a 1/2 inch rebar found at the intersection of the Southerly line of Land Lot 561 with the Westerly right-of-way of CSX Railroad (100 foot right-of-way) thence along said right-of-way, along a curve to the left, said curve having an arc length of 85.56 feet with a radius of 1850.00 feet, being subtended by a chord bearing of North 03 degrees 49 minutes 48 seconds East, a distance of 85.55 feet to a point; thence North 02 degrees 30 minutes 19 seconds East, a distance of 176.22 feet to a 1/2 inch rebar found; thence leaving said right-of-way South 71 degrees 30 minutes 00 seconds West, a distance of 1168.25 feet to a point on the proposed Easterly right-of-way of Holly Springs Parkway (variable right-of-way), said point being the True Point of Beginning.

COPY

Thence South 71 degrees 30 minutes 00 seconds West, a distance of 18.96 feet to a point on the existing right-of-way of Holly Springs Parkway; thence along said existing right-of-way North 15 degrees 27 minutes 11 seconds East, a distance of 211.11 feet to a point; thence North 71 degrees 29 minutes 59 seconds East, a distance of 19.51 feet to a point on the proposed right-of-way; thence South 15 degrees 32 minutes 28 seconds West, a distance of 210.29 feet to a point; thence South 22 degrees 23 minutes 02 seconds West, a distance of 1.14 feet to a point, said point being the True Point of Beginning.

Said tract of land contains 0.078 Acres.

ALSO INCLUDING:

Burnette Parcel Right-of-Way Dedication (Holly Springs Parkway)
As shown on an exhibit prepared by GeoSurvey, Ltd., dated April 4, 2019.

All that tract or parcel of land lying or being in Land Lot 591, 15th District, 2nd Section, Cherokee County, Georgia, and being more particularly described as follows:

Commencing at a 1/2 inch rebar found at the intersection of the Southerly line of Land Lot 561 with the Westerly right-of-way of CSX Railroad (100 foot right-of-way) thence along said right-of-way, along a

DEED BOOK:14407 PG:671 Filed: 10/22/2019 02:25 PM Clerk File Number: 28-2019-037524
Rec: $18.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

curve to the left, said curve having an arc length of 85.56 feet with a radius of 1850.00 feet, being subtended by a chord bearing of North 03 degrees 49 minutes 48 seconds East, a distance of 85.55 feet to a point; thence North 02 degrees 30 minutes 19 seconds East, a distance of 176.22 feet to a 1/2 inch rebar found; thence leaving said right-of-way South 71 degrees 30 minutes 00 seconds West, a distance of 1168.25 feet to a point on the proposed Easterly right-of-way of Holly Springs Parkway (variable right-of-way), said point being the True Point of Beginning.

Thence continuing along said proposed right-of-way South 22 degrees 23 minutes 02 seconds West, a distance of 66.13 feet to a point; thence South 71 degrees 30 minutes 13 seconds West, a distance of 9.34 feet to a 5/8 inch rebar found on the existing right-of-way of Holly Springs Parkway; thence along said existing right-of-way North 15 degrees 27 minutes 11 seconds East, a distance of 60.28 feet to a 5/8 inch rebar found; thence North 71 degrees 30 minutes 00 seconds East, a distance of 18.96 feet to a point, said point being the True Point of Beginning.

Said tract of land contains 0.016 Acres.

COPY

PT-61 (Rev. 2/18) To be filed in **CHEROKEE COUNTY** PT-61 028-2019-011410

SECTION A – SELLER'S INFORMATION (Do not use agent's information)		SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME HOLLY SPRINGS SRMIX, LLC		Exempt Code If no exempt code enter NONE	Deed Confirming Title Already Vested
MAILING ADDRESS (STREET & NUMBER) 53 N. MAIN STREET		1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY ALPHARETTA, GA 30004 USA	DATE OF SALE 10/18/2019	1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)		2. Fair market value of Personal Property only	$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME DD HSP, LLC		3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) C/O DAVIS DEVELOPMENT 403 CORPORATE CENTER DRIVE; SUITE 201		4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY STOCKBRIDGE, GA 30281 USA	Check Buyers Intended Use ( ) Residential (X) Commercial ( ) Agricultural ( ) Industrial	5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION E ROPE MILL & HOLLY SPRINGS				SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 15N15068-072; 074 & 075		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 15TH	ACRES	LAND LOT 561,562,591 & 592	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

COPY

Record and Return to:
Carter Title X Law, PC
Bill W. Carter
4979 Old Hwy 5
Canton, GA 30115

Deed Book 9672 Pg 202
Filed and Recorded 6/21/2007 2:56:51 PM
28-2007-031156

Patty Baker
Clerk of Superior Court Cherokee Cty, GA

RIGHT OF WAY DEED

GEORGIA, CHEROKEE COUNTY
CITY OF HOLLY SPRINGS

PROJECT NAME:
Holly Springs Parkway Widening

THIS CONVEYANCE made and executed the 11th day of June, 2007.

WITNESSETH that, Jamae Nicole Lunsford the undersigned (hereinafter "Grantor"), is the owner of a tract of land in Cherokee County, through which Holly Springs Parkway Widening Project, has been laid out by the City of Holly Springs, Cherokee County, Georgia (hereinafter "Grantee") being more particularly described in a map and drawing of said road in the office of the Georgia Department of Transportation, No. 2 Capitol Square, Atlanta, Georgia, 30341 to which reference is hereby made.

NOW THEREFORE, in consideration of the benefit to said property by the construction and maintenance of said road, and in consideration of ONE DOLLAR ($1.00), in hand paid, the receipt whereof is hereby acknowledged, Grantor does hereby grant, sell and convey to said Grantee, and their successors in office so much land as to make a right of way for said road as surveyed, being more particularly described as follows:

All that tract or parcel of land lying and being in the Land Lot 591 ~~& 592~~ of the 15th Land District and 2nd Section of Cherokee County, Georgia.

COPY

Said right of way is hereby conveyed, consisting of 0.055 acres, more or less, as shown colored yellow on the plat of the property prepared by the City of Holly Springs, dated December 1, 2006; revised n/a, said plan attached hereto and made a part of this deed as Exhibit "A".

For the same consideration Grantor hereby conveys and relinquishes to the Grantee all rights of access between the limited access highway and approaches thereto on the above numbered highway project and Grantor's remaining real property from which said right of way is taken except at

Parcel: 04

such points as designated and shown on the attached plat prepared by the City of Holly Springs.

TO HAVE AND TO HOLD the said conveyed premises in fee simple and any rights Grantor has or may have in and to existing public rights of way are hereby quitclaimed and conveyed unto the Grantee.

Grantor hereby warrants that Grantor has the right to sell and convey said land and bind himself, his heirs, executors and administrators forever to defend by virtue of these presents.

IN WITNESSETH WHEREOF. Grantor has hereunto set his hand and seal the day above written

Signed, Sealed and Delivered
this 11th day of June
20 07, in the presence

Witness

Notary Public

Signed, Sealed and Delivered
this _____ day of _____
20 _____, in the presence

Witness

Notary Public

For: _____
(If Corporation)

By: Jamae Nicole Lunsford (L.S.
Jamae Nicole Lunsford

Title: _____

Corporate Seal:

COPY

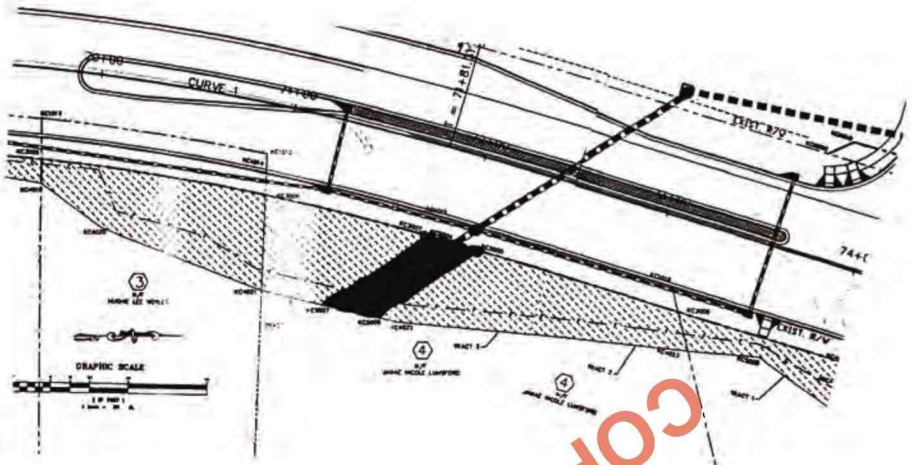
For: _____
(If Corporation)

By: _____(L.S.

Title: _____

Corporate Seal:

DOT 118
Revised 01/00



4

JAMAE NICOLE LUNSFORD

PARCEL 4 TRACT 1 EASEMENT FOR THE CONSTR OF SLOPES

POINT	OFFSET/DISTANCE	STATION/BEARING	ALIGNMENT
KC3008	47.00 R	70+94.59	HOLLY SPRINGS PKWY.
ARC LENGTH = 83.17'			
CHORD BEARING = N 13°21'10" E			
CHORD LENGTH = 83.15'			
RADIUS = 1103.00			
KC3007	47.00 R	71+81.31	HOLLY SPRINGS PKWY.
KC5004	47.00 R	71+84.38	HOLLY SPRINGS PKWY.
KC5007	95.11 R	71+38.22	HOLLY SPRINGS PKWY.
KC4021	95.20 R	71+83.65	HOLLY SPRINGS PKWY.
KC3006	47.00 R	70+94.59	HOLLY SPRINGS PKWY.

REQD EASEMENT AREA = 2,849.95 SF

PARCEL 4 TRACT 2 EASEMENT FOR THE CONSTR OF SLOPES

POINT	OFFSET/DISTANCE	STATION/BEARING	ALIGNMENT
KC5005	47.00 R	72+10.91	HOLLY SPRINGS PKWY.
KC3008	47.00 R	73+19.79	HOLLY SPRINGS PKWY.
KC4023	64.86 R	73+30.47	HOLLY SPRINGS PKWY.
KC4022	93.54 R	71+81.40	HOLLY SPRINGS PKWY.
KC5006	94.15 R	71+68.72	HOLLY SPRINGS PKWY.
KC5005	47.00 R	72+10.91	HOLLY SPRINGS PKWY.

REQD EASEMENT AREA = 4,278.51 SF

PARCEL 4 EASEMENT FOR THE CONSTR & MAINTENANCE OF SLOPES

POINT	OFFSET/DISTANCE	STATION/BEARING	ALIGNMENT
KC5004	47.00 R	71+84.38	HOLLY SPRINGS PKWY.
KC5005	47.00 R	72+10.91	HOLLY SPRINGS PKWY.
KC5006	94.15 R	71+68.72	HOLLY SPRINGS PKWY.
KC5007	95.11 R	71+38.22	HOLLY SPRINGS PKWY.
KC5004	47.00 R	71+84.38	HOLLY SPRINGS PKWY.

REQD EASEMENT AREA = 1,274.53 SF

PARCEL 4 REQUIRED RIGHT OF WAY

POINT	OFFSET/DISTANCE	STATION/BEARING	ALIGNMENT
KC1014	47.00 R	70+94.58	HOLLY SPRINGS PKWY.
ARC LENGTH = 82.36'			
CHORD BEARING = N 13°17'36" E			
CHORD LENGTH = 82.36'			
RADIUS = 1099.65'			
KC1015	36.08 R	71+77.66	HOLLY SPRINGS PKWY.
	135.37'	N 15°26'22" E	
KC1016	35.91 R	73+13.16	HOLLY SPRINGS PKWY.
	13.92'	N 74°38'26" E	
KC3008	47.00 R	73+19.79	HOLLY SPRINGS PKWY.
	158.48'	S 15°30'47" W	
KC3007	47.00 R	71+81.31	HOLLY SPRINGS PKWY.
ARC LENGTH = 83.17'			
CHORD BEARING = S 13°21'10" W			
CHORD LENGTH = 83.15'			
RADIUS = 1103.00			
KC3006	47.00 R	70+94.59	HOLLY SPRINGS PKWY.
	11.30'	N 88°32'30" W	
KC1014	47.00 R	70+94.58	HOLLY SPRINGS PKWY.

REMAINDER = +/- 5.515 ACRES
REQD RIGHT OF WAY AREA = 2,415.95 SF, 0.05A ACRES

COPY

EXHIBIT "A"

CITY OF HOLLY SPRINGS
HOLLY SPRINGS PARKWAY WIDENING - PROJECT
PARCEL NUMBER: 04

DATE: 12/01/2006
SCALE: Not To Scale
SHEET: 1 of 1

Crossing the Property of
Jamae Nicole Lunsford
LAND LOT 591 15DISTRICT, 2nd SECTION, CHEROKEE COUNTY, GEORGIA

SUPPLEMENT TO EXHIBIT "A"

Project Number: **Unnumbered**
Project Name: **Holly Springs Parkway Widening**
Parcel Number: **4**

Required Right of Way: **2415.95 Square Feet**
.055 Acres

All that tract or parcel of land lying and being located in Land Lot 591 of the 15th District, 2nd Section of Cherokee County, Georgia and being more particularly described as follows:

Beginning at a point located 47.00 feet right and opposite of Station 70+94.59 of the centerline of Holly Springs Parkway as shown on the right of way plans for Holly Springs Parkway Widening, Cherokee County, Project Number Unnumbered; thence in a Northeasterly direction an arc distance of 82.38 feet, said arc having a radius of 1099.65 feet, said arc being subtended by a chord bearing North 13 degrees 17 minutes 36 seconds East and having a chord distance of 82.36 feet; thence North 15 degrees 26 minutes 22 seconds East 135.37 feet to a point; thence North 74 degrees 38 minutes 26 seconds East 12.92 feet to a point; thence South 15 degrees 30 minutes 47 seconds West 138.48 feet to a point; thence in a Southwesterly direction an arc distance of 83.17 feet, said arc having a radius of 1103.00 feet, said arc being subtended by a chord bearing South 13 degrees 21 minutes 10 seconds West and having a chord distance of 83.15 feet; thence North 88 degrees 33 minutes 30 seconds West 11.20 feet to the Point of Beginning.

COPY

PT-61 (Rev. 11/04) To be filed in **CHEROKEE COUNTY** PT-61 028-2007-006742

SECTION A – SELLER'S INFORMATION (Do not use agent's information)			SECTION C – TAX COMPUTATION	
SELLER'S LAST NAME Lunsford	FIRST NAME Jamae	MIDDLE Nicole	Exempt Code If no exempt code enter NONE	Public Road Acquisition
MAILING ADDRESS (STREET & NUMBER) 2913 Parrott Avenue			1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$16,500.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Atlanta, GA 30318 USA	DATE OF SALE 6/11/2007		1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)			2. Fair market value of Personal Property only	$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME City of Holly Springs			3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) P. O. Box 990			4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Holly Springs, GA 30142 USA	Check Buyers Intended Use ( ) Residential ( ) Commercial ( ) Agricultural ( ) Industrial		5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A) None	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION Holly Springs Parkway				SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 15N15 066		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 15	ACRES	LAND LOT 591	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

COPY

DEED BOOK:14485 PG:1148 Filed: 06/11/2020 12:00 PM Clerk File Number: 28-2020-022936
Rec: $25.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

AFTER RECORDING RETURN TO:

BISHOP AND BISHOP, LLC
Attorneys at Law
101 West Main Street
Canton, GA 30114

ASSENT OF EXECUTOR TO DEVISE

STATE OF GEORGIA
COUNTY OF CHEROKEE

WHEREAS, Mary Allene Callahan, died a resident of Cherokee County, Georgia, leaving a Will which was probated in Solemn Form in the Probate Court of Cherokee County, Georgia, (Estate No. 2019ES0800); and

WHEREAS, under the terms of Item Three of said Last Will and Testament, the real property described in Exhibit "A" attached hereto and made a part hereof by reference was devised to Ronnie Callahan, and

WHEREAS, the undersigned, duly qualified as Executor of the Estate of the said Mary Allene Callahan, is now administering the Estate under the terms of said Will; and it has been determined that all debts and claims against the estate have been fully paid.

NOW, THEREFORE, the undersigned, as Executor of the Last Will and Testament of the said Mary Allene Callahan hereby assents to the devise of said property under the terms of said Will, so that full, fee simple, title thereto is vested in the said Ronnie Callahan as provided in said Will.

COPY

WITNESS my hand and seal, this 9th **day of** JUNE, **2020.**

Ronnie Callahan **(SEAL)**
Ronnie Callahan, as Executor of the Estate of Mary Allene Callahan, deceased

Signed, sealed and delivered in the presence of:

Witness

Dana Lyne McLauchlin
Notary Public

DANA LYNE MCLAUCHLIN
NOTARY PUBLIC
PICKENS CO., GEORGIA
MY COMMISSION EXPIRES
JUNE 23, 2020

DEED BOOK:14485 PG:1149 Filed: 06/11/2020 12:00 PM Clerk File Number: 28-2020-022936
Rec: $25.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

COPY

EXHIBIT "A"

DEED BOOK:14485 PG:1150 Filed: 06/11/2020 12:00 PM Clerk File Number: 28-2020-022936
Rec: $25.00 TRANSFER TAX $0.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

BK PG
6113 411

WARRANTY DEED

98-392

STATE OF GEORGIA, CHEROKEE **COUNTY**

THIS INDENTURE, Made this 20th day of August in the year of our Lord One Thousand Nine Hundred and Sixty-eight between Lola V. Stell, Gene T. Voyles, Juanita Morgan, Lois Anderson and Hughie L. Voyles

of the State of Georgia and County of Cherokee of the first part, and Allene Callahan

of the State of Georgia and County of _____ of the second part:

WITNESSETH, That the said parties of the first part, for and in consideration of the sum of Ten Dollars and Other Valuable Considerations ~~xxxxxx~~ in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, have granted, bargained, sold and conveyed, and by these presents do grant, bargain, sell and convey unto the said party of the second part her heirs and assigns, all that tract or parcel of land lying and being in the 15th District and 2nd Section of Cherokee County, Georgia and being a portion of Land Lot Nos. 592 and 593 and being designated as Lot No. 3 of the Voyles Estate.

For a more detailed description of the meets and bounds of the property herein conveyed specific reference is hereby made to plat of survey by A. W. Robinson, Surveyor, dated October 28, 1967 and recorded in Plat Book 4, Page 141, Deed Records, Cherokee County, Georgia.

The Grantors and the Grantee herein are all the heirs at law of Andy Voyles and Nora Voyles, deceased, with the exception of one son, Donnice Voyles, deceased; Donnice Voyles share of said estate having been set aside to his widow, Ann Voyles, and their minor children as a year's support. After obtaining leave to sell from the Ordinary, Cherokee County, Georgia, the aforesaid Ann Voyles did on this date convey to Gene T. Voyles their undivided one-seventh (1/7) interest to all real estate owned by Andy Voyles and Nora Voyles at the time of their death. There was no administration ever had upon the estate of Andy Voyles and Nora Voyles, the same being unnecessary inasmuch as there were no outstanding indebtedness against said estates.

COPY

TO HAVE AND TO HOLD, The said bargained premises, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining to the only proper use, benefit and behoof of Allene Callahan the said party of the second part, her heirs and assigns forever in Fee Simple.

And the said parties of the first part, for their heirs, executors and administrators, will warrant and forever defend the right and title to the above described property unto the said party of the second part her heirs and assigns, against the claims of all persons whomsoever.

IN WITNESS WHEREOF the said parties of the first part have hereunto set their hands and affixed their seals the day and year first above written.

Signed, sealed and delivered in presence of:

Georgia Giffeth — Lola V. Stell
Gene T. Voyles (Seal.)
Theresa H. Woods — Juanita Morgan (Seal.)
Notary Public
Lois Anderson (Seal.)
Hughie L. Voyles

Rec 6-25-2003 Rec. 11-12-68

PT-61 (Rev. 2/18) To be filed in **CHEROKEE COUNTY** PT-61 028-2020-005621

SECTION A – SELLER'S INFORMATION (Do not use agent's information)			SECTION C – TAX COMPUTATION	
SELLER'S LAST NAME: Callahan	FIRST NAME: Mary	MIDDLE: Allene	Exempt Code If no exempt code enter NONE	Estate Deed
MAILING ADDRESS (STREET & NUMBER): 4665 Old Hwy 5			1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY: Canton, GA 30115 USA	DATE OF SALE: 6/9/2020		1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)			2. Fair market value of Personal Property only	$0.00
BUYER'S LAST NAME: Callahan	FIRST NAME: Ronnie	MIDDLE:	3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes): 4665 Old Hwy 5			4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY: Canton, GA 30115 USA	Check Buyers Intended Use ( ) Residential ( ) Commercial ( ) Agricultural ( ) Industrial		5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION				SUITE NUMBER
COUNTY: CHEROKEE	CITY (IF APPLICABLE): Holly Springs		MAP & PARCEL NUMBER: 15N15067		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT: 15	ACRES	LAND LOT: 592 & 593	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

COPY

Deed Book 13467 Pg 475
Filed 08/28/2015 11:35 AM
28-2015-029214
Transfer Tax 0.00
Patty Baker
Clerk of Superior Court Cherokee Cty, GA

Return to: **Skelton & Blackstone Attorneys, LLC**
301 Washington Avenue
Marietta, GA 30060-2025

QUIT CLAIM DEED

STATE OF GEORGIA COUNTY OF COBB

THIS INDENTURE, made the 27th day of August in the year Two thousand Fifteen between

Michael Mull, as Trustee of The Marietta OB GYN Affiliates, P.A. 401(k) Plan, F/B/O J. Phillip Gingrey

as party of the first part, hereinafter called Grantor, and

B G Investment Properties, LLC, a Georgia limited liability company

as party of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

COPY

WITNESSETH that: Grantor, for and in consideration of the sum of one dollar ($1.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever QUITCLAIM unto the said Grantee all its interest in the following property:

All that tract or parcel of land lying and being in Land Lots 561, 591 and 592 of the 15th District, 2nd Section, Cherokee County, Georgia, being part of Lot 4 of the Voyles Estate as per plat recorded at Plat Book 4, Page 169 Cherokee County, Georgia records, and being more particularly described as follows:

Beginning at an iron pin set on the southeasterly right-of-way of State Route #5 (100-foot right-of-way), said iron pin being located 1,868.72 feet southwesterly as measured along the southeasterly right-of-way of State Route #5 from the intersection formed by the southeasterly right-of-way of State Route #5 and the centerline of Rabbit Hill Road; running thence N 72°58'20" E a distance of 133.78 feet to an iron pin set; thence running N 17°01'40" W a distance of 30.00 feet to an iron pin set; running thence N 72°58'20" E a distance of 463.40 feet to an iron pin set; thence running S 31°19'57" E a distance of 185.96 feet to an iron pin set; thence

running along the line of property now or formerly owned by Allene Callahan the following six courses; S 73°05'57" W a distance of 49.17 feet to an iron pin found; S 75°31'28" W a distance of 90.83 feet to an iron pin found; S 73°24'26" W a distance of 109.77 feet to an iron pin found; S 74°59'21" W a distance of 206.77 feet to an iron pin found; S 74°19'14" W a distance of 203.13 feet to an iron pin found; and S 69°22'48" W a distance of 77.08 feet to an iron pin found; thence running N 17°00'44" E along the southeasterly right-of-way of State Highway #5 a distance of 166.51 to the iron pin set at the POINT OF BEGINNING.

Being improved property known as 4635 Old Highway #5 according to the present system of numbering properties in Cherokee County, Georgia.

Being more particularly described on a plat of survey prepared for Phillip Gingrey by Scott L. Reece, GA RLS and last revised on December 15, 1999; said tract consisting of 2.50 acres more or less.

Being the same property conveyed by Warranty Deed filed and recorded in Deed Book 3967, Page 47, Cherokee County, Georgia records.

This conveyance is subject to all easements and restrictions of record. No search or examination of title has been performed on the subject property and no warranties, expressed or implied, are made with regard to the state of the title or any other aspect thereof.

COPY

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time, by any means or ways, have, claim or demand any right or title to said premises or appurtenances, or any rights thereof.

IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

The Marietta OB GYN Affiliates, P.A.
401(k) Plan, F/B/O J. Phillip Gingrey

Michael Mull as Trustee

Michael Mull, as Trustee

Signed, sealed and delivered
in the presence of:

Elaine Bentley
Unofficial Witness

Sheri Tomes
Notary Public

SHERRI B. TOMES
NOTARY PUBLIC
My Commission Expires
07-30-2019
PAULDING COUNTY, GEORGIA

PT-61 (Rev. 11/04) To be filed in **CHEROKEE COUNTY** PT-61 028-2015-008517

SECTION A – SELLER'S INFORMATION (Do not use agent's information)		SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Michael Mull as Trustee of The Marietta OBGYN Affiliates, ...*		Exempt Code If no exempt code enter NONE	NONE
MAILING ADDRESS (STREET & NUMBER) 699 Church Street Suite 220		1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Marietta, GA 30060 USA	DATE OF SALE 8/27/2015	1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)		2. Fair market value of Personal Property only	$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME BG Investment Properties, LLC, a GA limited liability company		3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 632 North Saint Mary's Lane		4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Marietta, GA 30064 USA	Check Buyers Intended Use ( ) Residential ( ) Commercial ( ) Agricultural ( ) Industrial	5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))

HOUSE NUMBER & EXTENSION (ex 265A)	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION		SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)	MAP & PARCEL NUMBER 15N15, 068A	ACCOUNT NUMBER

TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)

DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

...* This symbol signifies that the data was too big for the field. The original values are shown below.
SELLER'S BUSINESS NAME: Michael Mull as Trustee of The Marietta OBGYN Affiliates, P.A. 401(k) Plan F/B/O J. Phillip Gingrey

COPY

Deed Book 13467 Pg 475
Filed 08/28/2015 11:35 AM
28-2015-029214
Transfer Tax 0.00
Patty Baker
Clerk of Superior Court Cherokee Cty, GA

Return to: **Skelton & Blackstone Attorneys, LLC**
301 Washington Avenue
Marietta, GA 30060-2025

QUIT CLAIM DEED

STATE OF GEORGIA COUNTY OF COBB

THIS INDENTURE, made the 27th day of August in the year Two thousand Fifteen between

Michael Mull, as Trustee of The Marietta OB GYN Affiliates, P.A. 401(k) Plan, F/B/O J. Phillip Gingrey

as party of the first part, hereinafter called Grantor, and

B G Investment Properties, LLC, a Georgia limited liability company

as party of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

COPY

WITNESSETH that: Grantor, for and in consideration of the sum of one dollar ($1.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever QUITCLAIM unto the said Grantee all its interest in the following property:

All that tract or parcel of land lying and being in Land Lots 561, 591 and 592 of the 15th District, 2nd Section, Cherokee County, Georgia, being part of Lot 4 of the Voyles Estate as per plat recorded at Plat Book 4, Page 169 Cherokee County, Georgia records, and being more particularly described as follows:

Beginning at an iron pin set on the southeasterly right-of-way of State Route #5 (100-foot right-of-way), said iron pin being located 1,868.72 feet southwesterly as measured along the southeasterly right-of-way of State Route #5 from the intersection formed by the southeasterly right-of-way of State Route #5 and the centerline of Rabbit Hill Road; running thence N 72°58'20" E a distance of 133.78 feet to an iron pin set; thence running N 17°01'40" W a distance of 30.00 feet to an iron pin set; running thence N 72°58'20" E a distance of 463.40 feet to an iron pin set; thence running S 31°19'57" E a distance of 185.96 feet to an iron pin set; thence

running along the line of property now or formerly owned by Allene Callahan the following six courses; S 73°05'57" W a distance of 49.17 feet to an iron pin found; S 75°31'28" W a distance of 90.83 feet to an iron pin found; S 73°24'26" W a distance of 109.77 feet to an iron pin found; S 74°59'21" W a distance of 206.77 feet to an iron pin found; S 74°19'14" W a distance of 203.13 feet to an iron pin found; and S 69°22'48" W a distance of 77.08 feet to an iron pin found; thence running N 17°00'44" E along the southeasterly right-of-way of State Highway #5 a distance of 166.51 to the iron pin set at the POINT OF BEGINNING.

Being improved property known as 4635 Old Highway #5 according to the present system of numbering properties in Cherokee County, Georgia.

Being more particularly described on a plat of survey prepared for Phillip Gingrey by Scott L. Reece, GA RLS and last revised on December 15, 1999; said tract consisting of 2.50 acres more or less.

Being the same property conveyed by Warranty Deed filed and recorded in Deed Book 3967, Page 47, Cherokee County, Georgia records.

This conveyance is subject to all easements and restrictions of record. No search or examination of title has been performed on the subject property and no warranties, expressed or implied, are made with regard to the state of the title or any other aspect thereof.

COPY

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time, by any means or ways, have, claim or demand any right or title to said premises or appurtenances, or any rights thereof.

IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

The Marietta OB GYN Affiliates, P.A.
401(k) Plan, F/B/O J. Phillip Gingrey

Michael Mull as Trustee

Michael Mull, as Trustee

Signed, sealed and delivered
in the presence of:

Elaine Bentley
Unofficial Witness

Sheri Tomes
Notary Public

SHERRI B. TOMES
NOTARY PUBLIC
My Commission Expires
07-30-2019
PAULDING COUNTY, GEORGIA

PT-61 (Rev. 11/04) To be filed in **CHEROKEE COUNTY** PT-61 028-2015-008517

SECTION A – SELLER'S INFORMATION (Do not use agent's information)		SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Michael Mull as Trustee of The Marietta OBGYN Affiliates, ...*		Exempt Code If no exempt code enter NONE	NONE
MAILING ADDRESS (STREET & NUMBER) 699 Church Street Suite 220		1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Marietta, GA 30060 USA	DATE OF SALE 8/27/2015	1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)		2. Fair market value of Personal Property only	$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME BG Investment Properties, LLC, a GA limited liability company		3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 632 North Saint Mary's Lane		4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Marietta, GA 30064 USA	Check Buyers Intended Use ( ) Residential ( ) Commercial ( ) Agricultural ( ) Industrial	5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))

HOUSE NUMBER & EXTENSION (ex 265A)	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION		SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)	MAP & PARCEL NUMBER 15N15, 068A	ACCOUNT NUMBER

TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)

DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

...* This symbol signifies that the data was too big for the field. The original values are shown below.
SELLER'S BUSINESS NAME: Michael Mull as Trustee of The Marietta OBGYN Affiliates, P.A. 401(k) Plan F/B/O J. Phillip Gingrey

COPY

DEED BOOK:14407 PG:655 Filed: 10/22/2019 02:25 PM Clerk File Number: 28-2019-037522
Rec: $18.00 TRANSFER TAX $915.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

STATE OF GEORGIA
COUNTY OF CHEROKEE

Return To:
Fidelity National Title Group
3301 Windy Ridge Parkway, Suite 300
Atlanta, GA 30339
Attn: Ambreen Shahnawaz 190569GA

LIMITED WARRANTY DEED

THIS DEED, made this October 17, 2019 between **JEFFREY J. BURNETT** ("Grantor") and **HOLLY SPRINGS SRMIX, LLC**, a Georgia limited liability company ("Grantee") (the terms Grantor and Grantee to include their respective heirs, successors and assigns where the context hereof requires or permits).

WITNESSETH THAT: Grantor, for and in consideration of the sum of TEN and 00/100 ($10.00) DOLLARS, and other good and valuable consideration, in hand paid at and before the sealing and delivery of these presents, the receipt, adequacy and sufficiency of which being hereby acknowledged by Grantor, has granted, bargained, sold and conveyed, and by these presents does hereby grant, bargain, sell and convey unto Grantee, the real property more specifically described on **Exhibit A** hereto, subject to matters on **Exhibit B** hereto..

COPY

TO HAVE AND TO HOLD the above-described tract or parcel of land, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of Grantee, forever, in FEE SIMPLE.

AND, SUBJECT TO the title matters expressly set forth hereinabove, if any, Grantor will warrant and forever defend the right and title to the above-described tract or parcel of land unto the Grantee against the against the claims of all persons claiming by, through or under the Grantor.

IN WITNESS WHEREOF, Grantor has signed and sealed this Deed the day and year first above written.

Signed this October 17, 2019
in the presence of:

Unofficial Witness

Notary Public

JEFFREY J. BURNETT (SEAL)

ANDREW THOMAS SMITH
NOTARY PUBLIC
CHEROKEE COUNTY, GEORGIA
MY COMMISSION EXPIRES
OCTOBER 12, 2021

DEED BOOK:14407 PG:656 Filed: 10/22/2019 02:25 PM Clerk File Number: 28-2019-037522
Rec: $18.00 TRANSFER TAX $915.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

EXHIBIT A

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 561, 591 AND 592 OF THE 15TH DISTRICT AND 2ND SECTION OF CHEROKEE COUNTY, GEORGIA, BEING LOT NO. 4 OF THE VOYLES ESTATE. FOR A MORE DETAILED DESCRIPTION OF THE METES AND BOUNDS OF THE PROPERTY HEREIN CONVEYED SPECIFIC REFERENCE IS HEREBY MADE TO PLAT OF SURVEY BY A. W. ROBINSON, SURVEYOR, DATED OCTOBER 28, 1967, AND RECORDED IN PLAT BOOK 4, PAGE 169, CHEROKEE COUNTY, GEORGIA RECORDS; BEING THE SAME PROPERTY AS CONVEYED TO LOIS ANDERSON BY WARRANTY DEED DATED AUGUST 20, 1968 AND RECORDED IN DEED BOOK 97, PAGE 259, CHEROKEE COUNTY, GEORGIA RECORDS:

LESS AND EXCEPT:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 561, 591 AND 592 OF THE 15TH DISTRICT, 2ND SECTION, CHEROKEE COUNTY, GEORGIA BEING PART OF LOT 4 OF THE VOYLES ESTATE AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN ON THE SOUTHEASTERLY RIGHT-OF-WAY OF STATE ROUTE #5 1,868.72 FEET SOUTHWESTERLY FROM THE INTERSECTION OF THE SOUTHEASTERLY RIGHT-OF-WAY OF STATE ROUTE #5 AND THE CENTERLINE OF RABBIT HILL ROAD, AS MEASURED ALONG THE SOUTHEASTERLY RIGHT-OF-WAY OF STATE ROUTE #5; RUNNING THENCE NORTH 72 DEGREES, 58 MINUTES, 20 SECONDS EAST 133.78 FEET TO AN IRON PIN; THENCE NORTH 17 DEGREES, 01 MINUTES, 40 SECONDS WEST 30.00 FEET TO AN IRON PIN; THENCE NORTH 72 DEGREES, 58 MINUTES, 20 SECONDS EAST 463.40 FEET TO AN IRON PIN; THENCE SOUTH 31 DEGREES, 19 MINUTES, 57 SECONDS EAST 185.96 FEET TO AN IRON PIN; THENCE SOUTH 73 DEGREES, 05 MINUTES, 57 SECONDS WEST 49.17 FEET TO AN IRON PIN; THENCE SOUTH 75 DEGREES, 31 MINUTES, 28 SECONDS WEST 90.83 FEET TO AN IRON PIN; THENCE SOUTH 73 DEGREES, 24 MINUTES, 26 SECONDS WEST 109.77 FEET TO AN IRON PIN; THENCE SOUTH 74 DEGREES, 59 MINUTES, 21 SECONDS WEST 206.77 FEET TO AN IRON PIN; THENCE SOUTH 74 DEGREES, 19 MINUTES, 14 SECONDS WEST 203.13 FEET TO AN IRON PIN; THENCE SOUTH 69 DEGREES, 22 MINUTES, 48 SECONDS WEST 77.08 FEET TO AN IRON PIN ON THE SOUTHEASTERLY RIGHT-OF-WAY OF STATE ROUTE #5; THENCE NORTH 17 DEGREES, 00 MINUTES, 44 SECONDS EAST ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY 166.51 FEET TO AN IRON PIN AND THE POINT OF BEGINNING.

Less and Except:

The property condemned in that Order and Judgement styled City of Holly Springs, Georgia vs. 0.016 acres of land; and certain easement rights; and Jeffrey J. Burnett, individually; being Docket No. 07-CV-1945FM, and being recorded August 7, 2007, in Deed Book 9764, Page 322, aforesaid records.

Further Less and Except:

Any portion of the property lying and being in the right of way of E. Rope Mill Road.

DEED BOOK:14407 PG:657 Filed: 10/22/2019 02:25 PM Clerk File Number: 28-2019-037522
Rec: $18.00 TRANSFER TAX $915.00
Patty Baker, Clerk of Superior Court - Cherokee County, GA

EXHIBIT B

1. City of Holly Springs Real Estate taxes for 2019, if any, and subsequent years not yet due and payable.

2. Easements condemned in that Order and Judgement styled City of Holly Springs, Georgia vs. 0.016 acres of land; and certain easement rights; and Jeffrey J. Burnett, Individually; being Docket No. 07-CV-1945FM, and being recorded at Deed Book 9764, Page 322, aforesaid records.

3. Easement Agreement (Burnett Parcel) by and between Holly Springs SR Mix, LLC, a Georgia limited liability company, and DD HSP, LLC, a Georgia limited liability company, dated 10/18/19, 2019, recorded _____, 2019 in Deed Book 14407 Page 672, aforesaid records. (affects Tract 1)

4. Easement Agreement (Commercial Out Parcels) by and between Holly Springs SR Mix, LLC, a Georgia limited liability company, and DD HSP, LLC, a Georgia limited liability company, dated 10/18/19, 2019, recorded _____, 2019 in Deed Book 14407, Page 719, aforesaid records. (affects Tract 2)

COPY

PT-61 (Rev. 2/18) To be filed in **CHEROKEE COUNTY** **PT-61 028-2019-011468**

SECTION A – SELLER'S INFORMATION (Do not use agent's information)			SECTION C – TAX COMPUTATION	
SELLER'S LAST NAME BURNETT	FIRST NAME JEFFREY	MIDDLE J	Exempt Code If no exempt code enter NONE	NONE
MAILING ADDRESS (STREET & NUMBER) 203 WELLINGTON FALLS WAY			1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$915,000.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY CANTON, GA 30114 USA	DATE OF SALE 10/18/2019		1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)			2. Fair market value of Personal Property only	$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME HOLLY SPRINGS SRMIX, LLC			3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 53 N. MAIN STREET			4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$915,000.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY ALPHARETTA, GA 30004 USA	Check Buyers Intended Use ( ) Residential ( ) Commercial ( ) Agricultural ( ) Industrial		5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$915.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION E Rope Mill Road				SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 15N15068		ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 15th	ACRES	LAND LOT 561, 591 & 592	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)				
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

COPY

Deed Book 13467 Pg 475
Filed 08/28/2015 11:35 AM
28-2015-029214
Transfer Tax 0.00
Patty Baker
Clerk of Superior Court Cherokee Cty, GA

Return to: **Skelton & Blackstone Attorneys, LLC**
301 Washington Avenue
Marietta, GA 30060-2025

QUIT CLAIM DEED

STATE OF GEORGIA COUNTY OF COBB

THIS INDENTURE, made the 27th day of August in the year Two thousand Fifteen between

Michael Mull, as Trustee of The Marietta OB GYN Affiliates, P.A. 401(k) Plan, F/B/O J. Phillip Gingrey

as party of the first part, hereinafter called Grantor, and

B G Investment Properties, LLC, a Georgia limited liability company

as party of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

COPY

WITNESSETH that: Grantor, for and in consideration of the sum of one dollar ($1.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever QUITCLAIM unto the said Grantee all its interest in the following property:

All that tract or parcel of land lying and being in Land Lots 561, 591 and 592 of the 15th District, 2nd Section, Cherokee County, Georgia, being part of Lot 4 of the Voyles Estate as per plat recorded at Plat Book 4, Page 169 Cherokee County, Georgia records, and being more particularly described as follows:

Beginning at an iron pin set on the southeasterly right-of-way of State Route #5 (100-foot right-of-way), said iron pin being located 1,868.72 feet southwesterly as measured along the southeasterly right-of-way of State Route #5 from the intersection formed by the southeasterly right-of-way of State Route #5 and the centerline of Rabbit Hill Road; running thence N 72°58'20" E a distance of 133.78 feet to an iron pin set; thence running N 17°01'40" W a distance of 30.00 feet to an iron pin set; running thence N 72°58'20" E a distance of 463.40 feet to an iron pin set; thence running S 31°19'57" E a distance of 185.96 feet to an iron pin set; thence

running along the line of property now or formerly owned by Allene Callahan the following six courses; S 73°05'57" W a distance of 49.17 feet to an iron pin found; S 75°31'28" W a distance of 90.83 feet to an iron pin found; S 73°24'26" W a distance of 109.77 feet to an iron pin found; S 74°59'21" W a distance of 206.77 feet to an iron pin found; S 74°19'14" W a distance of 203.13 feet to an iron pin found; and S 69°22'48" W a distance of 77.08 feet to an iron pin found; thence running N 17°00'44" E along the southeasterly right-of-way of State Highway #5 a distance of 166.51 to the iron pin set at the POINT OF BEGINNING.

Being improved property known as 4635 Old Highway #5 according to the present system of numbering properties in Cherokee County, Georgia.

Being more particularly described on a plat of survey prepared for Phillip Gingrey by Scott L. Reece, GA RLS and last revised on December 15, 1999; said tract consisting of 2.50 acres more or less.

Being the same property conveyed by Warranty Deed filed and recorded in Deed Book 3967, Page 47, Cherokee County, Georgia records.

This conveyance is subject to all easements and restrictions of record. No search or examination of title has been performed on the subject property and no warranties, expressed or implied, are made with regard to the state of the title or any other aspect thereof.

COPY

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time, by any means or ways, have, claim or demand any right or title to said premises or appurtenances, or any rights thereof.

IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year first above written.

The Marietta OB GYN Affiliates, P.A.
401(k) Plan, F/B/O J. Phillip Gingrey

Michael Mull as Trustee

Michael Mull, as Trustee

Signed, sealed and delivered
in the presence of:

Elaine Bentley
Unofficial Witness

Sheri Tomes
Notary Public

SHERRI B. TOMES
NOTARY PUBLIC
My Commission Expires
07-30-2019
PAULDING COUNTY, GEORGIA

PT-61 (Rev. 11/04) To be filed in **CHEROKEE COUNTY** PT-61 028-2015-008517

SECTION A – SELLER'S INFORMATION (Do not use agent's information)		SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME Michael Mull as Trustee of The Marietta OBGYN Affiliates, ...*		Exempt Code If no exempt code enter NONE	NONE
MAILING ADDRESS (STREET & NUMBER) 699 Church Street Suite 220		1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Marietta, GA 30060 USA	DATE OF SALE 8/27/2015	1A. Estimated fair market value of Real and Personal property	$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)		2. Fair market value of Personal Property only	$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME BG Investment Properties, LLC, a GA limited liability company		3. Amount of liens and encumbrances not removed by transfer	$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 632 North Saint Mary's Lane		4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Marietta, GA 30064 USA	Check Buyers Intended Use ( ) Residential ( ) Commercial ( ) Agricultural ( ) Industrial	5. TAX DUE at .10 per $100 or fraction thereof (Minimum $1.00)	$0.00

SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))

HOUSE NUMBER & EXTENSION (ex 265A)	PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION		SUITE NUMBER
COUNTY CHEROKEE	CITY (IF APPLICABLE)	MAP & PARCEL NUMBER 15N15, 068A	ACCOUNT NUMBER

TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT	SUB LOT & BLOCK

SECTION E – RECORDING INFORMATION (Official Use Only)

DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE

ADDITIONAL BUYERS
None

...* This symbol signifies that the data was too big for the field. The original values are shown below.
SELLER'S BUSINESS NAME: Michael Mull as Trustee of The Marietta OBGYN Affiliates, P.A. 401(k) Plan F/B/O J. Phillip Gingrey

COPY

TO THE CITY OF HOLLY SPRINGS MAYOR AND COUNCIL

CITY OF HOLLY SPRINGS, GEORGIA

CONSTITUTIONAL CHALLENGE

COMES NOW, WSE DEVELOPMENT, LLC., hereinafter referred to as the "Applicant", and asserts the following, to wit:

1.

By application to which this exhibit relates, Applicant has applied for Annexation, Rezoning and Conditional Use Permit (CUP) of certain real property lying and being in the City of Holly Springs, Georgia, a more particular description and delineation of the subject property hereinafter referred to as the "Property", being set forth in said Application.

2.

The Application for Annexation, Rezoning and Conditional Use Permit for the property seeks a rezoning from the existing category of R-40, as established by the governing authority of the Cherokee County, Georgia to the zoning category of GC, MXD as established by the City of Holly Springs, with a Conditional Use Permit (CUP) for a Mixed Use Development.

3.

The current R-40 (County) zoning classification of the property and all intervening classifications between same and GC, MXD are unconstitutional in that they deprive the Applicant under and pursuant to Article 1, Section I, Paragraphs I and II of the Georgia Constitution of 1983 and the Equal Protection and Due Process clauses

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
ATTORNEYS AT LAW
SUITE 100
376 POWDER SPRINGS ST.
MARIETTA, GA 30064
770.422.7016

of the Fifth and Fourteenth Amendments to the Constitution of the United States. This deprivation of property without due process violates constitutional prohibitions against the taking of private property without just compensation.

4.

The zoning classification of R-40 and all intervening classifications between same and GC, MXD with the proposed CUP as they presently exist violate the Applicant's right to the unfettered use of the property in that the existing zoning classification does not bear a substantial relation to the public health, safety, morality or general welfare and is, therefore, confiscatory and void. Further, said classifications are unconstitutional in that they are arbitrary and unreasonable, resulting in relatively little gain or benefit to the public, while inflicting serious injury and loss upon the Applicant.

5.

The City of Holly Springs Zoning Ordinance is further unconstitutional in that the procedures contained therein pertaining to the public hearing held in connection with zoning applications also violates the aforementioned constitutional provisions in that said procedures contain the lack of procedural and evidentiary safeguards, do not restrict evidence received to the issues at hand and are controlled wholly and solely by political considerations rather than the facts and considerations required by law.

6.

Pursuant to O.C.G.A. §§ 36-11-1 and 36-33-5, please consider this your notice that as of today's date the Owner/Applicant is contending that the City of Holly Springs' unconstitutional zoning classifications of the property have caused damages to

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
ATTORNEYS AT LAW
SUITE 100
376 POWDER SPRINGS ST.
MARIETTA, GA 30064
770.422.7016

the Owner/Applicant. As a direct and proximate result of the unconstitutional zoning classifications, the Owner/Applicant has suffered and will continue to suffer monetary damages in the nature of attorneys' fees and costs, interest and other expenses on pending loans on the property, loss of income from the property and other related damages. This amount cannot be calculated to an exact certainty, however, the Owner/Applicant will assist the City by providing whatever additional information, if any, the City feels is necessary to adequately investigate this claim. If the Owner/Applicant does not receive a timely request for additional information, it will be presumed that the City does not require any additional information and can make a determination within the allowed statutory period.

Respectfully submitted, this the 1st day of July 2022.

SAMS, LARKIN & HUFF, LLP

By: _____
PARKS F. HUFF
Attorney for Applicant
Ga. Bar No. 375010

SAMS, LARKIN & HUFF
A LIMITED LIABILITY PARTNERSHIP
ATTORNEYS AT LAW
SUITE 100
376 POWDER SPRINGS ST.
MARIETTA, GA 30064
770.422.7016

ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____YES ___/_____NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____YES ___/_____NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____YES ___/_____NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating $250.00 or more?

_____YES ___/_____NO

06/30/2022 Parks F. Huff, Attorney for the Applicant _____

DATE APPLICANT NAME PRINTED APPLICANT SIGNATURE

_____

NOTARY

Seal:

JASON C CHAMPION NOTARY PUBLIC Cherokee County, Georgia My Commission Expires 11-14-2026

Property Address	Property City	Property Zip	TIN	PIN	Owner	Mailing Address	Mailing City	Mailing State	Mailing Zip
4520 Holly Springs Pkwy	Canton	30115	15N15 054 B	15-0591-0002	HOME DEPOT USA INC	P O BOX 105842	ATLANTA	GA	30348
4516 Holly Springs Pkwy	Canton	30115	15N15 054 G	15-0591-0009	CATAHOULA LAND	7840 POINTE CT	CUMMING	GA	30041
4508 Holly Springs Pkwy	Canton	30115	15N15 054 F	15-0591-0008	QUAD-A ASSOCIATES LLC	4508 HOLLY SPRINGS PKWY	CANTON	GA	30115
			15N15 054 C	15-0591-0011	HOME DEPOT USA INC	P O BOX 105842	ATLANTA	GA	30348
4504 Holly Springs Pkwy	Canton	30115	15N15 054 E	15-0591-0007	CHS-GA LIMITED PARTNERSHIP	PO BOX 52428	ATLANTA	GA	30355
4807 Holly Springs Pkwy	Canton	30115	15N15A 040 A	15-0634-0016	GLOBAL PROJECT HOLLY	205 WOODCHASE CLOSE	ATLANTA	GA	30319
455 E Rope Mill Rd	Canton	30115	15N15A 040	15-0633-0011	CP APEX LLC	3605 SANDY PLAINS RD	MARIETTA	GA	30066
390 E Rope Mill Rd	Canton	30115	15N15A 043	15-0633-0007	EAST ROPE MILL ROAD LLC	P O BOX 1258	HOLLY SPRINGS	GA	30142
428 E Rope Mill Rd	Canton	30115	15N15 073	15-0592-0006	AKC PROPERTIES LLC	301 GOLD CREEK TL	WOODSTOCK	GA	30188
500 E Rope Mill Rd	Canton	30115	15N15 074	15-0592-0001	CHEROKEE PMC LLC	500 EAST ROPE MILL RD	CANTON	GA	30115
			15N15 069	15-0592-0012	DD HSP LLC	403 CORPORATE CENTER DR	STOCKBRIDGE	GA	30281

CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE ANNEXATION AND REZONING

1.

My name is David Evans. I am the secretary, assistant secretary or other officer to whom the operating agreement has delegated the responsibility for authenticating records of the company Holly Springs SRMIX, a Limited Liability Company (the "Property Owner"). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Applicant's Application for Annexation and Rezoning for certain real property located in the City of Holly Springs.

2.

In accordance with the requirements for completing a public hearing application, I hereby attest on behalf of the Property Owner that I have reviewed the Application and related documents which are being filed simultaneously therewith by the Applicant Company, WSE Development, LLC (collectively, the "Public Hearing Application") to which this Certificate is attached and hereby certify:

(a) That signature or facsimile affixed to the Application is in fact the seal of the Applicant and is a true representation thereof; and

(b) That the officer or other representative of the Property Owner who executed the Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the documents on behalf of the Property Owner, and that the signature of said officer or other representative is genuine; and

(c) That the execution of the Application and the filing of the Application on behalf of the Titleholder Company by the officer or other representative of the Applicant Company has been duly authorized by the Titleholder Company.

MIRIAM ELZEY NOTARY PUBLIC FORSYTH COUNTY GEORGIA MY COMMISSION EXPIRES MARCH 10, 2026

Notary Seal

Notary Signature

6/16/2022

Date

Holly Springs SRMIX, LLC

Signed: _____ Date: 6/16/2022

By: David Evans

Its: Co-manager

ATTACHMENT TO APPLICATION FOR ANNEXATION AND REZONING

Applicant: WSE Development, LLC
Titleholder: Holly Springs SRMIX, LLC
TINs#: 15N15 068C
15N15 068
15N15 068B

The undersigned(s) below, or as attached, is the owner of the property considered in this application.

Holly Springs SRMIX LLC

6/16/2022

Name David E. Evans Date

Title: Co-Manager

Address: 540 Lake Center Parkway, Suite 201, Cumming, GA 30040

Telephone No.: [redacted]

Signature of Notary Public

Date: 6/16/2022

Notary Seal

APPLICANT & PROPERTY OWNERS SIGNATURE SECTION

J. Michael McGwier
Applicant Name (Please Print)

WSE Development, LLC
Corporation Name (Please Print)

Managing Director
Title (Please Print)

SEE ATTACHED SIGNATURE PAGE
Applicant Signature

Date

ALL PROPERTY OWNERS (GRANTEES) MUST SIGN BELOW AS INCLUDED ON THE ATTACHED DEED OR CONVEYANCE.

Holly Springs SR Mix, LLC
Property Owner Name (Please Print)

Property Owner Signature

6-28-22
Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Notary (form must be notarized)

NOTARY ONLY FOR DAVIDSMITH

Steven Torres
NOTARY PUBLIC
Fulton County, GEORGIA
My Commission Expires 06/23/2024

Received by: _____
City of Holly Springs, Georgia

Date: _____

ATTACHMENT TO APPLICATION FOR ANNEXATION AND REZONING

Applicant: WSE Development, LLC
Titleholder: BG Investment Properties, LLC
TIN#: 15N15 068A

The undersigned(s) below, or as attached, is the owner of the property considered in this application.

BG Investment Properties, LLC

Billie A Gregory 6-29-22
Signature Date

Title: partner

Address: 632 North Saint Marys Lane

Telephone No.: [redacted]

Signature of Notary Public

Date: 6/29/2022

Notary Seal

KENNY DUCKETT
NOTARY PUBLIC
COBB CO., GEORGIA
MY COMMISSION EXPIRES
JULY 10 2022

ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____YES ____✓____NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____YES ____✓____NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____YES ____✓____NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating $250.00 or more?

_____YES ____✓____NO

6-29-22 Billie A. Gingrey Billie A Gingrey

DATE APPLICANT NAME PRINTED APPLICANT SIGNATURE

NOTARY

Seal:

KENNY DUCKETT
MY COMMISSION EXPIRES
JULY
10
2022
COBB CO., GEORGIA
NOTARY PUBLIC

CERTIFICATE REGARDING CORPORATE AUTHORITY TO PURSUE ANNEXATION AND REZONING

1.

My name is Billie A Gregory. I am the secretary, assistant secretary or other officer to whom the operating agreement has delegated the responsibility for authenticating records of the company BG Investment Properties, LLC, a Limited Liability Company (the "Property Owner"). I am of legal age and suffer from no disabilities which would affect my competence to give this Certificate which is being given on my own personal knowledge for use with respect to the Applicant's Application for Annexation and Rezoning for certain real property located in the City of Holly Springs.

2.

In accordance with the requirements for completing a public hearing application, I hereby attest on behalf of the Property Owner that I have reviewed the Application and related documents which are being filed simultaneously therewith by the Applicant Company, WSE Development, LLC (collectively, the "Public Hearing Application") to which this Certificate is attached and hereby certify:

(a) That signature or facsimile affixed to the Application is in fact the seal of the Applicant and is a true representation thereof; and

(b) That the officer or other representative of the Property Owner who executed the Application does in fact occupy the official position indicated, that the position that the signer occupies has the authority to execute the documents on behalf of the Property Owner, and that the signature of said officer or other representative is genuine; and

(c) That the execution of the Application and the filing of the Application on behalf of the Titleholder Company by the officer or other representative of the Applicant Company has been duly authorized by the Titleholder Company.

BG Investment Properties, LLC

Notary Seal

Signed: Billie A Gregory Date: 6-29-22

By: _____

Its: _____

Notary Signature

KENNY DUCKETT NOTARY PUBLIC COBB CO., GEORGIA MY COMMISSION EXPIRES JULY 10 2022

6/29/2022

Date

APPLICANT & PROPERTY OWNERS SIGNATURE SECTION

J. Michael McGwier
Applicant Name (Please Print)

WSE Development, LLC
Corporation Name (Please Print)

Managing Director - Development
Title (Please Print)

See separate signature page
Applicant Signature

Date

ALL PROPERTY OWNERS (GRANTEES) MUST SIGN BELOW AS INCLUDED ON THE ATTACHED DEED OR CONVEYANCE.

Billie A Gingrey
Property Owner Name (Please Print)

Billie A Gingrey
Property Owner Signature

6-29-22
Date

Property Owner Name (Please Print)

Property Owner Signature

Date

KENNY DUCKETT
MY COMMISSION EXPIRES
JULY
10
2022
COBB CO., GEORGIA
NOTARY PUBLIC

Property Owner Name (Please Print)

Property Owner Signature

6/29/2022
Date

Notary (form must be notarized)

Received by: _____
City of Holly Springs, Georgia

Date: _____

APPLICANT & PROPERTY OWNERS SIGNATURE SECTION

J. Michael McGwier
Applicant Name (Please Print)

WSE Development, LLC
Corporation Name (Please Print)

Managing Director - Development
Title (Please Print)

See separate signature page
Applicant Signature

Date

ALL PROPERTY OWNERS (GRANTEES) MUST SIGN BELOW AS INCLUDED ON THE ATTACHED DEED OR CONVEYANCE.

KAREN E. VOYLES
Property Owner Name (Please Print)

Karen E. Voyles
Property Owner Signature

04/20/22
Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Teresa Pantaleon 04/20/22
Notary (form must be notarized)

TERESA PANTALEON NOTARY PUBLIC CHEROKEE COUNTY GEORGIA EXPIRES January 24, 2025

Received by: _____
City of Holly Springs, Georgia

Date: _____

ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____YES ___X___NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____YES ___X___NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____YES ___X___NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating $250.00 or more?

_____YES ___X___NO

06/20/22 — DATE

KAREN E. VOYLES — APPLICANT NAME PRINTED

Karen E. Voyles — APPLICANT SIGNATURE

NOTARY

Seal:

TERESA PANTALEON NOTARY PUBLIC CHEROKEE COUNTY GEORGIA EXPIRES January 24, 2025

ATTACHMENT TO APPLICATION FOR ANNEXATION AND REZONING

Applicant: WSE Development, LLC
Titleholder: Karen Elizabeth Voyles
TINs#: 15N15065 and 15N15065A

The undersigned(s) below, or as attached, is the owner of the property considered in this application.

Karen E. Voyles 06/20/22
Name Date

Address: 461 E. Rope Mill Ln, Canton, GA 30115

Telephone No. [redacted]

Signature of Notary Public

Date: 01/24/2025

Notary Seal

ATTACHMENT TO APPLICATION FOR ANNEXATION AND REZONING

Applicant: WSE Development, LLC
Titleholder: Ronnie Callahan
TIN#: 15N15067

The undersigned(s) below, or as attached, is the owner of the property considered in this application.

Ronnie Callahan 6/21/2022
Name Date

Address: 4665 Holly Springs Pkwy

Telephone No.: [redacted]

Signature of Notary Public

Date: 06/21/2022

JASON C CHAMPION
NOTARY PUBLIC
CHEROKEE COUNTY, GEORGIA
My Commission Expires
11-14-2025

ATTACHMENT A

DISCLOSURE

Please answer the following questions. If the answer to any of the following questions is "yes", you may be required under O.C.G.A. 36-67A, to provide further information.

A.) Are you, or anyone else with a property interest in the property, a member of the City of Holly Springs Planning and Zoning Commission or City of Holly Springs Council?

_____YES __X__NO

B.) Does an official of such public bodies have any financial interest in any business entity, which has a property interest in the subject property?

_____YES __X__NO

C.) Does a member of the family of such official have an interest in the subject property as described in (A) and (B)?

_____YES __X__NO

D.) Within two (2) years immediately preceding this application, have you made campaign contribution (s) or given gifts to public officials aggregating $250.00 or more?

_____YES __X__NO

6/21/2022 — DATE

Ronnie Collahan — APPLICANT NAME PRINTED

[signature] — APPLICANT SIGNATURE

[signature] — NOTARY

Seal:

JASON C CHAMPION
My Commission Expires
NOTARY PUBLIC
11-14-2025
CHEROKEE COUNTY, GEORGIA

APPLICANT & PROPERTY OWNERS SIGNATURE SECTION

J. Michael McGwier
Applicant Name (Please Print)

WSE Development, LLC
Corporation Name (Please Print)

Managing Director - Development
Title (Please Print)

See separate signature page
Applicant Signature

Date

ALL PROPERTY OWNERS (GRANTEES) MUST SIGN BELOW AS INCLUDED ON THE ATTACHED DEED OR CONVEYANCE.

Ronnie Callahan
Property Owner Name (Please Print)

Ronnie Callahan
Property Owner Signature

6/21/2022
Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Property Owner Name (Please Print)

Property Owner Signature

Date

Notary (form must be notarized)

JASON C CHAMPION NOTARY PUBLIC Cherokee County, Georgia My Commission Expires 11-14-2025

Received by: _____
City of Holly Springs, Georgia

Date: _____

ATTACHMENT TO APPLICATION FOR CONDITIONAL USE PERMIT

Applicant: WSE Development, LLC
Titleholder: Jamae Nicole Lunsford
TIN#: 15N15066

The undersigned(s) below, or as attached, is the owner of the property considered in this application.

Jamae Nicole Lunsford 7-28-21
Name Date

Address: 2913 Parrott Ave. NW Atlanta GA 30318

Telephone No.: [redacted]

Signature of Notary Public

Date: 7/28/21

BARRY M MAJOR
Notary Public
Fulton County, Georgia
My Commission Expires
October 23, 2022

Printed: 07/01/2022 08:45:29 AM

Official Tax Receipt
Cherokee County, GA
2780 Marietta Hwy
Canton, 30114
--Online Receipt--

Phone: 678-493-6400

Trans No	Property ID / District Description	Original Due	Interest & Penalty	Amount Due	Amount Paid	Transaction Balance
2021 - 39605	L 560 591 592 15 DIST PB 4 PG 170	$5.58	$0.00 Fees: $0.00	$0.00	$5.58	$0.00
Totals:		**$5.58**	**$0.00**	**$0.00**	**$5.58**	**$0.00**

Paid Date: 10/25/2021 **Charge Amount:** $5.58

DD HSP LLC
C/O DAVIS DEVELOPMENT 403
CORPORATE CENTER DRIVE STE 201

DD HSP LLC

Scan this code with your mobile phone to view this bill

Printed: 06/30/2022 17:03:32 PM

Official Tax Receipt
Cherokee County, GA
2780 Marietta Hwy
Canton, 30114
--Online Receipt--

Phone: 678-493-6400

Trans No	Property ID / District Description	Original Due	Interest & Penalty	Amount Due	Amount Paid	Transaction Balance
2021 - 73820	LL 591, 592; 15TH D PB 4 PG 170	$1,193.56	$0.00 Fees: $0.00	$0.00	$1,193.56	$0.00
Totals:		**$1,193.56**	**$0.00**	**$0.00**	**$1,193.56**	**$0.00**

Paid Date: 10/30/2021 **Charge Amount:** $1,193.56

LUNSFORD JAMAE NICOLE
31 PRIVATE LANE

LUNSFORD JAMAE NICOLE

Scan this code with your mobile phone to view this bill

2021 Property Tax Statement

Dana McKinzie
Cherokee County Tax Commissioner
2780 Marietta Hwy
Canton , GA 30114

Make Check or Money Order Payable to:
Cherokee County Tax Commissioner

BG INVESTMENT PROPERTIES LLC
632 NORTH SAINT MARYS LN
MARIETTA, GA 30064

RETURN THIS PORTION WITH PAYMENT
(Interest will be added per month if not paid by due date)

Bill No.	Due Date	Current Due	Prior Payment	Back Taxes	*Total Due*
2021-23766	11/15/2021	$0.00	$1158.03	$0.00	Paid 12/28/2021

Map: 15N15 068 A
Location: 4635 HOLLY SPRINGS PW

Printed: 06/29/2022

If you have sold this property, fax a copy of the settlement statement to 678-493-6423. If you have an escrow forward tax bill to your mortgage company as soon as possible. Interest will accrue at the rate prescribed by law starting November 16th and the 16th of each month until paid.The penalty will accrue at the rate prescribed by law. ** Pay online at www.cherokeega.com** Please note: There is a 2.5 % Merchant fee for Visa, MasterCard & Discover. There is a 3% Merchant Fee charged for American Express. (These Merchant fees are not collected by Cherokee County.)

Dana McKinzie
Cherokee County Tax Commissioner
2780 Marietta Hwy
Canton , GA 30114

Tax Payer: BG INVESTMENT PROPERTIES LLC
Map Code: 15N15 068 A Real
Description: LL 561,591,592; 15TH D PT OF LOT 4
Location: 4635 HOLLY SPRINGS PW
Bill No: 2021-23766
District: 004

Building Value	Land Value	Acres	Fair Market Value	Due Date	Billing Date	Payment Good through	Exemptions
59,160.00	55,600.00	2.4600	$114,760.00	11/15/2021			

Entity	Adjusted FMV	Net Assessment	Exemptions	Taxable Value	Millage Rate	Gross Tax	Credit	Net Tax
COUNTY M&O	$114,760	$45,904	$0	$45,904	5.212000	$239.25	$0.00	$239.25
PARKS BOND	$114,760	$45,904	$0	$45,904	0.434000	$19.92	$0.00	$19.92
SCHOOL BOND	$114,760	$45,904	$0	$45,904	1.250000	$57.38	$0.00	$57.38
SCHOOL M&O	$114,760	$45,904	$0	$45,904	18.200000	$835.45	$0.00	$835.45
TOTALS					**25.096000**	**$1,152.00**	**$0.00**	**$1,152.00**

If you need to - change your mailing address / are a new resident / person 62 or older and/or disabled you should call the Tax Assessors office at 678-493-6120 to find out about qualifications for exemptions. April 1 of each year is the deadline to apply with The Tax Assessors Office for any exemptions. If you feel your property value is too high, you should file a return with the Tax Assessor's Office no later than April 1st.

Current Due	$1,152.00
Penalty	$0.00
Interest	$6.03
Other Fees	$0.00
Previous Payments	$1,158.03
Back Taxes	$0.00
Total Due	**$0.00**
Paid Date	12/28/2021

2021 Property Tax Statement

Dana McKinzie
Cherokee County Tax Commissioner
2780 Marietta Hwy
Canton , GA 30114

Make Check or Money Order Payable to:
Cherokee County Tax Commissioner

CALLAHAN RONNIE
4665 OLD HWY 5
CANTON, GA 30115

RETURN THIS PORTION WITH PAYMENT
(Interest will be added per month if not paid by due date)

Bill No.	Due Date	Current Due	Prior Payment	Back Taxes	*Total Due*
2021-29700	11/15/2021	$0.00	$409.95	$0.00	Paid 11/16/2021

Map: 15N15 067
Printed: 06/29/2022
Location: 4665 HOLLY SPRINGS PW

If you have sold this property, fax a copy of the settlement statement to 678-493-6423. If you have an escrow forward tax bill to your mortgage company as soon as possible. Interest will accrue at the rate prescribed by law starting November 16th and the 16th of each month until paid.The penalty will accrue at the rate prescribed by law. ** Pay online at www.cherokeega.com** Please note: There is a 2.5 % Merchant fee for Visa, MasterCard & Discover. There is a 3% Merchant Fee charged for American Express. (These Merchant fees are not collected by Cherokee County.)

Dana McKinzie
Cherokee County Tax Commissioner
2780 Marietta Hwy
Canton , GA 30114

Tax Payer: CALLAHAN RONNIE
Map Code: 15N15 067 Real
Description: LL591 592 15TH D
Location: 4665 HOLLY SPRINGS PW
Bill No: 2021-29700
District: 004

Building Value	Land Value	Acres	Fair Market Value	Due Date	Billing Date	Payment Good through	Exemptions
101,760.00	91,300.00	4.1700	$193,060.00	11/15/2021			S3

Entity	Adjusted FMV	Net Assessment	Exemptions	Taxable Value	Millage Rate	Gross Tax	Credit	Net Tax
COUNTY M&O	$193,060	$77,224	$5,000	$72,224	5.212000	$376.43	$0.00	$376.43
PARKS BOND	$193,060	$77,224	$0	$77,224	0.434000	$33.52	$0.00	$33.52
TOTALS					**25.096000**	**$409.95**	**$0.00**	**$409.95**

If you need to - change your mailing address / are a new resident / person 62 or older and/or disabled you should call the Tax Assessors office at 678-493-6120 to find out about qualifications for exemptions. April 1 of each year is the deadline to apply with The Tax Assessors Office for any exemptions. If you feel your property value is too high, you should file a return with the Tax Assessor's Office no later than April 1st.

Current Due	$409.95
Penalty	$0.00
Interest	$0.00
Other Fees	$0.00
Previous Payments	$409.95
Back Taxes	$0.00
Total Due	**$0.00**
Paid Date	11/16/2021

2021 Property Tax Statement

Dana McKinzie
Cherokee County Tax Commissioner
2780 Marietta Hwy
Canton , GA 30114

Make Check or Money Order Payable to:
Cherokee County Tax Commissioner

VOYLES KAREN ELIZABETH
AKA: KAREN E VOYLES
461 EAST ROPE MILL LN
CANTON, GA 30115

RETURN THIS PORTION WITH PAYMENT
(Interest will be added per month if not paid by due date)

Bill No.	Due Date	Current Due	Prior Payment	Back Taxes	*Total Due*
2021-114418	11/15/2021	$0.00	$2936.80	$0.00	Paid 11/09/2021

Map: 15N15 065
Location: 461 ROPE MILL LN

Printed: 06/29/2022

If you have sold this property, fax a copy of the settlement statement to 678-493-6423. If you have an escrow forward tax bill to your mortgage company as soon as possible. Interest will accrue at the rate prescribed by law starting November 16th and the 16th of each month until paid.The penalty will accrue at the rate prescribed by law. ** Pay online at www.cherokeega.com** Please note: There is a 2.5 % Merchant fee for Visa, MasterCard & Discover. There is a 3% Merchant Fee charged for American Express. (These Merchant fees are not collected by Cherokee County.)

Dana McKinzie
Cherokee County Tax Commissioner
2780 Marietta Hwy
Canton , GA 30114

Tax Payer: VOYLES KAREN ELIZABETH
Map Code: 15N15 065 Real
Description: LL 591,592; 15TH D/LOT 1 VOYLES EST
Location: 461 ROPE MILL LN
Bill No: 2021-114418
District: 001

Building Value	Land Value	Acres	Fair Market Value	Due Date	Billing Date	Payment Good through	Exemptions
160,530.00	103,600.00	5.5000	$264,130.00	11/15/2021			L13 L13

Entity	Adjusted FMV	Net Assessment	Exemptions	Taxable Value	Millage Rate	Gross Tax	Credit	Net Tax
COUNTY M&O	$264,130	$105,652	$5,000	$100,652	5.212000	$524.60	$0.00	$524.60
COUNTY WIDE FIRE DIST	$264,130	$105,652	$0	$105,652	3.292000	$347.81	$0.00	$347.81
PARKS BOND	$264,130	$105,652	$0	$105,652	0.434000	$45.85	$0.00	$45.85
SCHOOL BOND	$264,130	$105,652	$0	$105,652	1.250000	$132.07	$0.00	$132.07
SCHOOL M&O	$264,130	$105,652	$2,000	$103,652	18.200000	$1,886.47	$0.00	$1,886.47
TOTALS					**28.388000**	**$2,936.80**	**$0.00**	**$2,936.80**

If you need to - change your mailing address / are a new resident / person 62 or older and/or disabled you should call the Tax Assessors office at 678-493-6120 to find out about qualifications for exemptions. April 1 of each year is the deadline to apply with The Tax Assessors Office for any exemptions. If you feel your property value is too high, you should file a return with the Tax Assessor's Office no later than April 1st.

Current Due	$2,936.80
Penalty	$0.00
Interest	$0.00
Other Fees	$0.00
Previous Payments	$2,936.80
Back Taxes	$0.00
Total Due	**$0.00**
Paid Date	11/09/2021

2021 Property Tax Statement

Dana McKinzie
Cherokee County Tax Commissioner
2780 Marietta Hwy
Canton , GA 30114

Make Check or Money Order Payable to:
Cherokee County Tax Commissioner

VOYLES KAREN ELIZABETH
AKA: KAREN E VOYLES
461 EAST ROPE MILL LN
CANTON, GA 30115

RETURN THIS PORTION WITH PAYMENT
(Interest will be added per month if not paid by due date)

Bill No.	Due Date	Current Due	Prior Payment	Back Taxes	*Total Due*
2021-114419	11/15/2021	$0.00	$381.53	$0.00	Paid 11/09/2021

Map: 15N15 065 A
Location: E ROPE MILL RD

Printed: 06/29/2022

If you have sold this property, fax a copy of the settlement statement to 678-493-6423. If you have an escrow forward tax bill to your mortgage company as soon as possible. Interest will accrue at the rate prescribed by law starting November 16th and the 16th of each month until paid.The penalty will accrue at the rate prescribed by law. ** Pay online at www.cherokeega.com** Please note: There is a 2.5 % Merchant fee for Visa, MasterCard & Discover. There is a 3% Merchant Fee charged for American Express. (These Merchant fees are not collected by Cherokee County.)

Dana McKinzie
Cherokee County Tax Commissioner
2780 Marietta Hwy
Canton , GA 30114

Tax Payer: VOYLES KAREN ELIZABETH
Map Code: 15N15 065 A Real
Description: LL 633; 15TH D
Location: E ROPE MILL RD
Bill No: 2021-114419
District: 001

Building Value	Land Value	Acres	Fair Market Value	Due Date	Billing Date	Payment Good through	Exemptions
0.00	33,600.00	0.3400	$33,600.00	11/15/2021			

Entity	Adjusted FMV	Net Assessment	Exemptions	Taxable Value	Millage Rate	Gross Tax	Credit	Net Tax
COUNTY M&O	$33,600	$13,440	$0	$13,440	5.212000	$70.05	$0.00	$70.05
COUNTY WIDE FIRE DIST	$33,600	$13,440	$0	$13,440	3.292000	$44.24	$0.00	$44.24
PARKS BOND	$33,600	$13,440	$0	$13,440	0.434000	$5.83	$0.00	$5.83
SCHOOL BOND	$33,600	$13,440	$0	$13,440	1.250000	$16.80	$0.00	$16.80
SCHOOL M&O	$33,600	$13,440	$0	$13,440	18.200000	$244.61	$0.00	$244.61
TOTALS					**28.388000**	**$381.53**	**$0.00**	**$381.53**

If you need to - change your mailing address / are a new resident / person 62 or older and/or disabled you should call the Tax Assessors office at 678-493-6120 to find out about qualifications for exemptions. April 1 of each year is the deadline to apply with The Tax Assessors Office for any exemptions. If you feel your property value is too high, you should file a return with the Tax Assessor's Office no later than April 1st.

Current Due	$381.53
Penalty	$0.00
Interest	$0.00
Other Fees	$0.00
Previous Payments	$381.53
Back Taxes	$0.00
Total Due	**$0.00**
Paid Date	11/09/2021

TRAFFIC IMPACT STUDY
FOR
MIXED-USE DEVELOPMENT ON HOLLY SPRINGS PARKWAY,

CITY OF HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

Prepared for:

The Worthing Companies
5909 Peachtree Dunwoody Road Suite 400
Atlanta, Georgia 30328

Prepared By:

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

August 5, 2021
Revised June 29, 2022
A & R Project # 21-078

TABLE OF CONTENTS

Item		Page
1.0	**Introduction**	**1**
2.0	**Existing Facilities / Conditions**	**4**
2.1	Roadway Facilities	4
2.1.1	Holly Springs Parkway	4
2.1.2	Sixes Road	4
2.1.3	East Rope Mill Road	4
2.1.4	East Rope Mill Lane	4
3.0	**Study Methodology**	**5**
3.1	Unsignalized Intersections	5
3.2	Signalized Intersections	6
4.0	**Existing Traffic Analysis**	**7**
4.1	Existing Traffic Volumes	7
4.2	Existing Traffic Operations	12
5.0	**Proposed Development**	**13**
5.1	Trip Generation	15
5.2	Trip Distribution	15
6.0	**Future 2024 Traffic Analysis**	**20**
6.1	Future Conditions	20
6.1.1	Annual Traffic Growth	20
6.1.2	Auxiliary Lane Analysis	23
6.1.3	Future Traffic Operations	25
7.0	**Conclusions and Recommendations**	**28**
7.1	Recommendation for Site Access Configuration	29

Appendix

LIST OF TABLES

Item **Page**

Table 1 – Level-of-service Criteria for Unsignalized Intersections 5
Table 2 – Level-of-service Criteria for Signalized Intersections 6
Table 3 – Existing Intersection Operations 12
Table 4 – Trip Generation 15
Table 5 - GDOT Requirements for Left Turn Lanes 23
Table 6 - GDOT Requirements for Deceleration Lanes 24
Table 7 – Future Intersection Operations 25

LIST OF FIGURES

Item **Page**

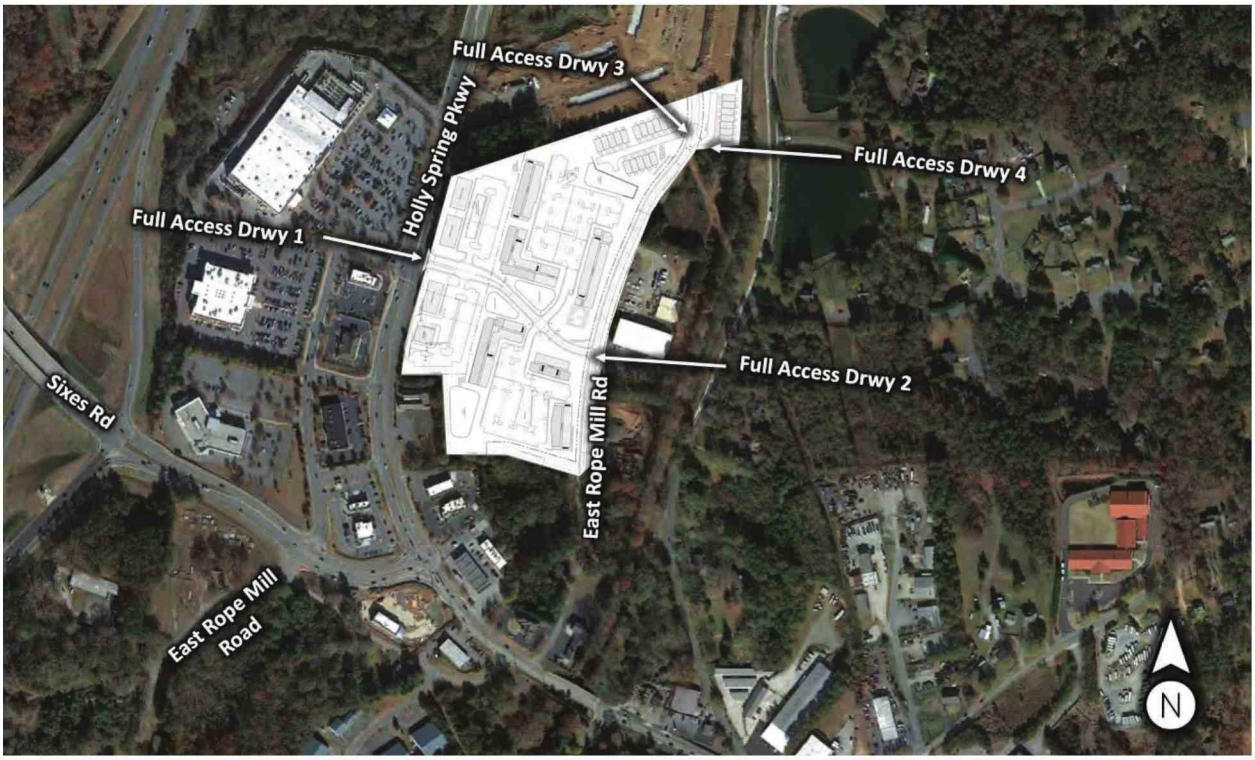
Figure 1 – Location Map 3
Figure 2 – Existing Weekday Peak Hour Volumes during Covid-19 8
Figure 3 – Adjusted Existing Weekday Peak Hour Volumes (2021) 9
Figure 4 – Projected Existing Weekday Peak Hour Volumes (2022) 10
Figure 5 – Existing Traffic Control and Lane Geometry 11
Figure 6 – Site Plan 14
Figure 7 – Trip Distribution and Site Generated Weekday Peak Hour Volumes –Apartments 16
Figure 8 – Trip Distribution and Site Generated Weekday Peak Hour Volumes –Townhomes 17
Figure 9 – Trip Distribution and Site Generated Weekday Peak Hour Volumes –Retail 18
Figure 10 – Site Peak Hour Pass-by Volumes 19
Figure 11 – Future (No-Build) Weekday Peak Hour Volumes 21
Figure 12 – Future (Build) Weekday Peak Hour Volumes 22
Figure 13 – Future Traffic Control and Lane Geometry 27

1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed mixed-use development that will be located east of the existing intersection of Holly Springs Parkway and Home Depot Driveway and northeast of the intersection Holly Springs Parkway at Sixes Road in City of Holly Springs, Georgia. The traffic analysis evaluates current operations compared to the future conditions with traffic generated by the development. The proposed development will consist of:

- Multifamily Housing (Mid-Rise) Apartments: 270 Units
- Townhomes: 24 units
- Restaurant stand-alone: 5,000 sf
- Retail: 17,500 sf
- Drive-In Bank: 2,500 sf

The fast-food restaurant parcels will be located near the main entrance of the development on the signalized intersection of Holly Springs Parkway and Home Depot Entrance.



Site Overlay

The development proposes to provide a driveway connection from the intersection of Sixes Road and Holly Springs Road to East Rope Mill Road. The development proposes the following access locations:

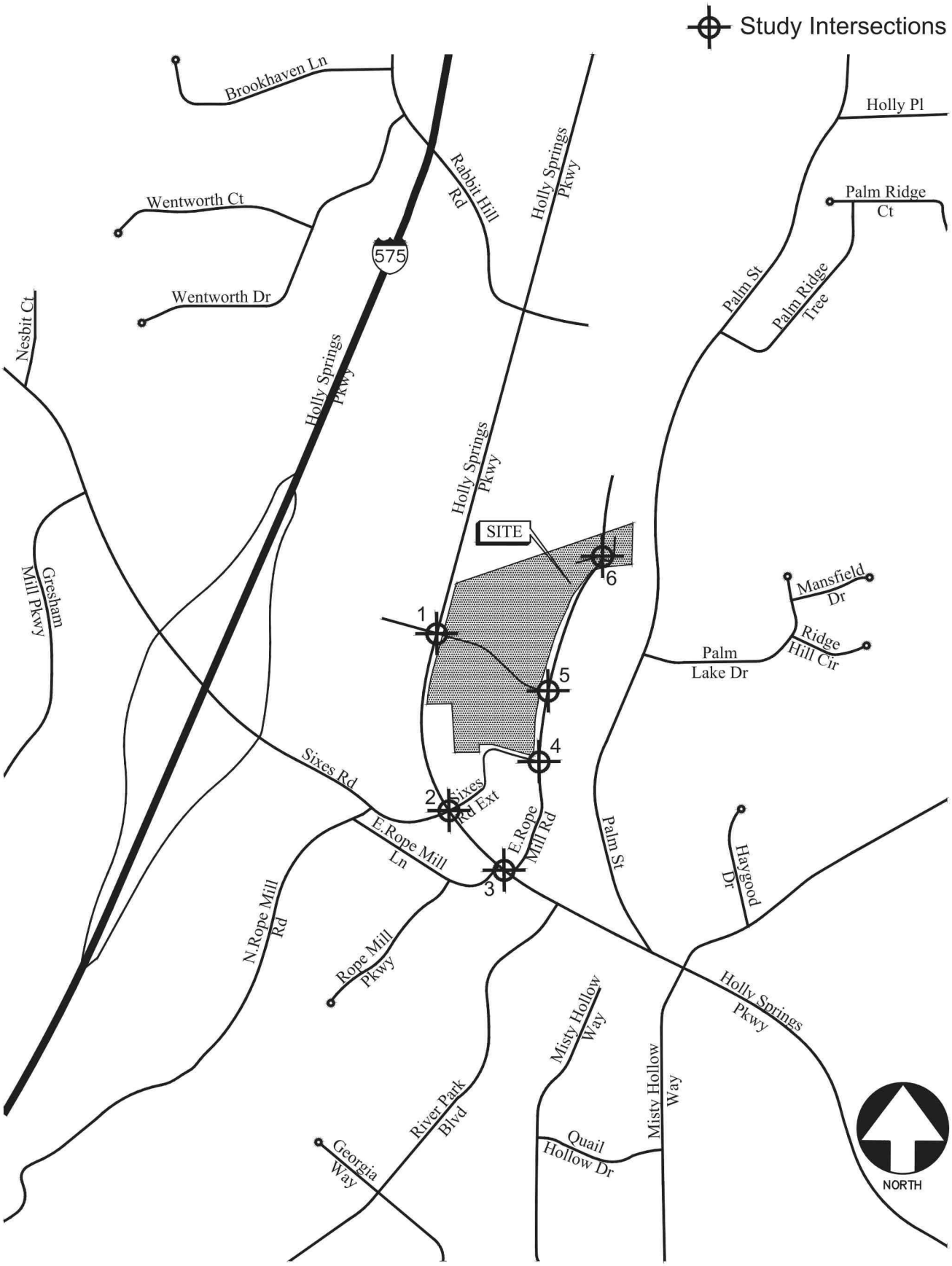
- Site Driveway 1: Full-access driveway on Holly Springs Parkway, aligned with Home Depot Driveway
- Site Driveway 2: Full-access southern driveway on East Rope Mill Road.

- Site Driveway 3: Full-access western driveway on East Rope Mill Road align with Site driveway 4. This driveway access only for Townhomes.
- Site Driveway 4: Full-access eastern driveway on East Rope Mill Road align with Site driveway 3. This driveway access only for Townhomes.

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

1. Holly Springs Parkway at Home Depot Driveway / Private Driveway (Site Driveway 1)
2. Holly Springs Parkway at Sixes Road
3. Holly Springs Parkway at East Rope Mill Road / East Rope Mill Lane

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



LOCATION MAP FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

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

2.1.1 Holly Springs Parkway

Holly Springs Parkway is a north-south, four-lane, median-divided roadway with a posted speed limit of 35 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID – 057-0014) indicate that the daily traffic volume on Holly Springs Road in 2019 was 9,130 vehicles per day north of Rabbit Hill Road. GDOT classifies Holly Springs Parkway as a Minor Arterial urban roadway.

2.1.2 Sixes Road

Sixes Road is an east-west, four-lane, median-divided roadway with a posted speed limit of 35 mph in the vicinity of the site with connections to Interstate 575. Georgia Department of Transportation (GDOT) traffic counts (Station ID – 057-0219) indicate that the daily traffic volume on Sixes Road in 2019 was 19,500 vehicles per day southeast of Nesbit Court. GDOT classifies Sixes Road as an Urban Minor Collector roadway.

2.1.3 East Rope Mill Road

East Rope Mill Road is a northeast-southwest, two-lane undivided roadway with a posted speed limit of 15 mph in the vicinity of the site.

2.1.4 East Rope Mill Lane

East Rope Mill Lane is an east-west, two-lane undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

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

3.1 Unsignalized Intersections

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

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

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

TABLE 1 – LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

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

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

3.2 Signalized Intersections

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

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

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

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

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

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

4.0 EXISTING TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

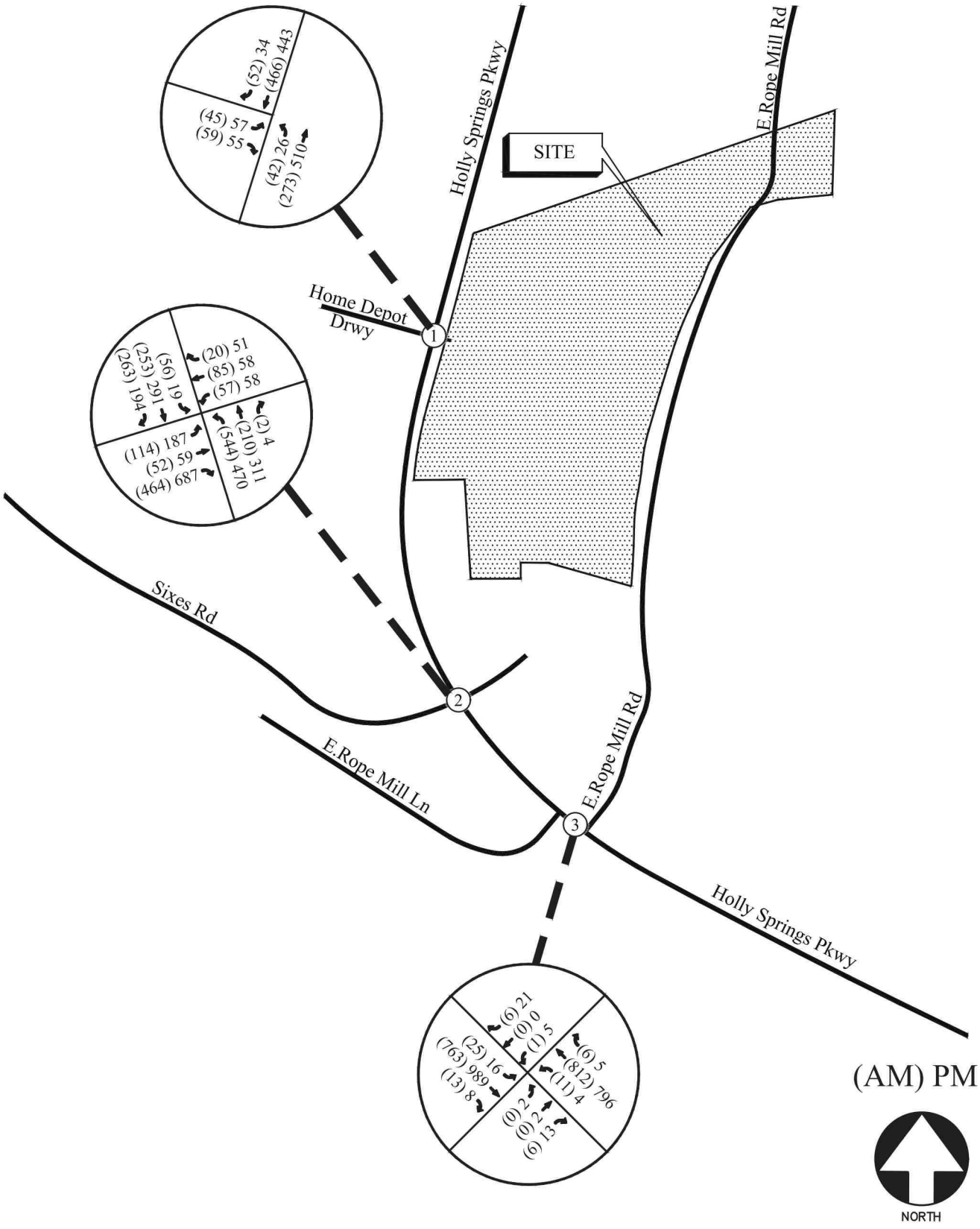
Existing traffic counts were obtained at the following study intersections:

1. Holly Springs Parkway at Home Depot Driveway
2. Holly Springs Parkway at Sixes Road
3. Holly Springs Parkway at East Rope Mill Road / East Rope Mill Lane

Turning movement counts were collected on Wednesday, June 09, 2021. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2.

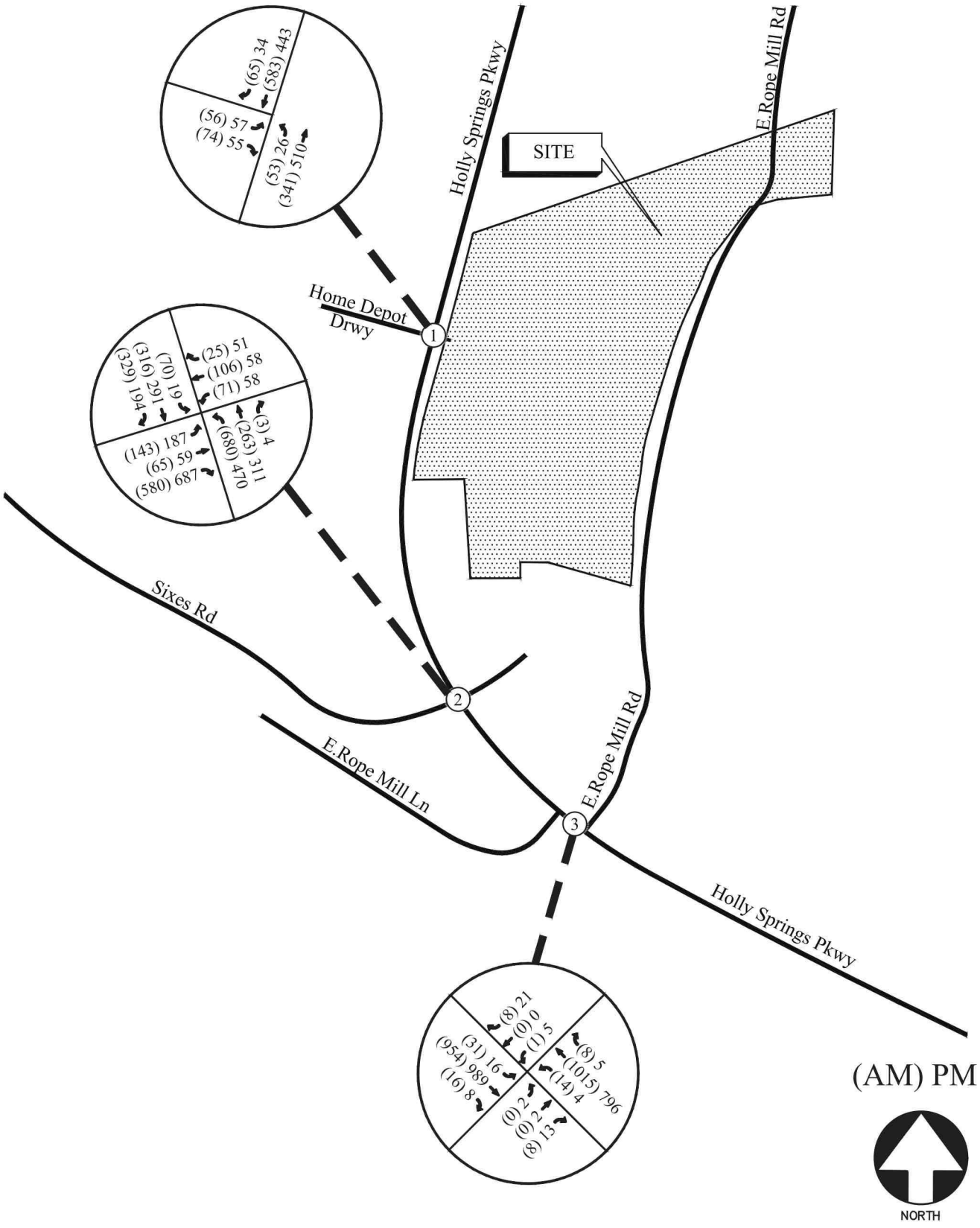
To account for the abnormal traffic pattern due to COVID-19, an adjustment factor was determined by calculating the difference between GDOT historical bi-directional counts and current counts for the AM and PM peak hours on Holly Springs Parkway north of Rabbit Hill Road (Station ID 057-0014) on Wednesday, July 24, 2019. After comparing the 8:00 AM to 9:00 AM and 5:00 PM to 6:00 PM peaks from both data sources, it was found that historic traffic counts are 25% higher in the AM peak hour and the PM peak hour was found to not be affected by COVID-19 conditions. Therefore, the AM peak hour volumes were increased by 25% and no adjustment was made to the PM peak hour volumes. The adjusted existing peak hour volumes are shown in Figure 3.

The adjusted existing peak hour volumes were increased for 1 year by the annual growth factor 2% to reflect any background traffic growth. These projected existing peak hour volumes are shown in Figure 4 and were used in the existing traffic operations analysis.



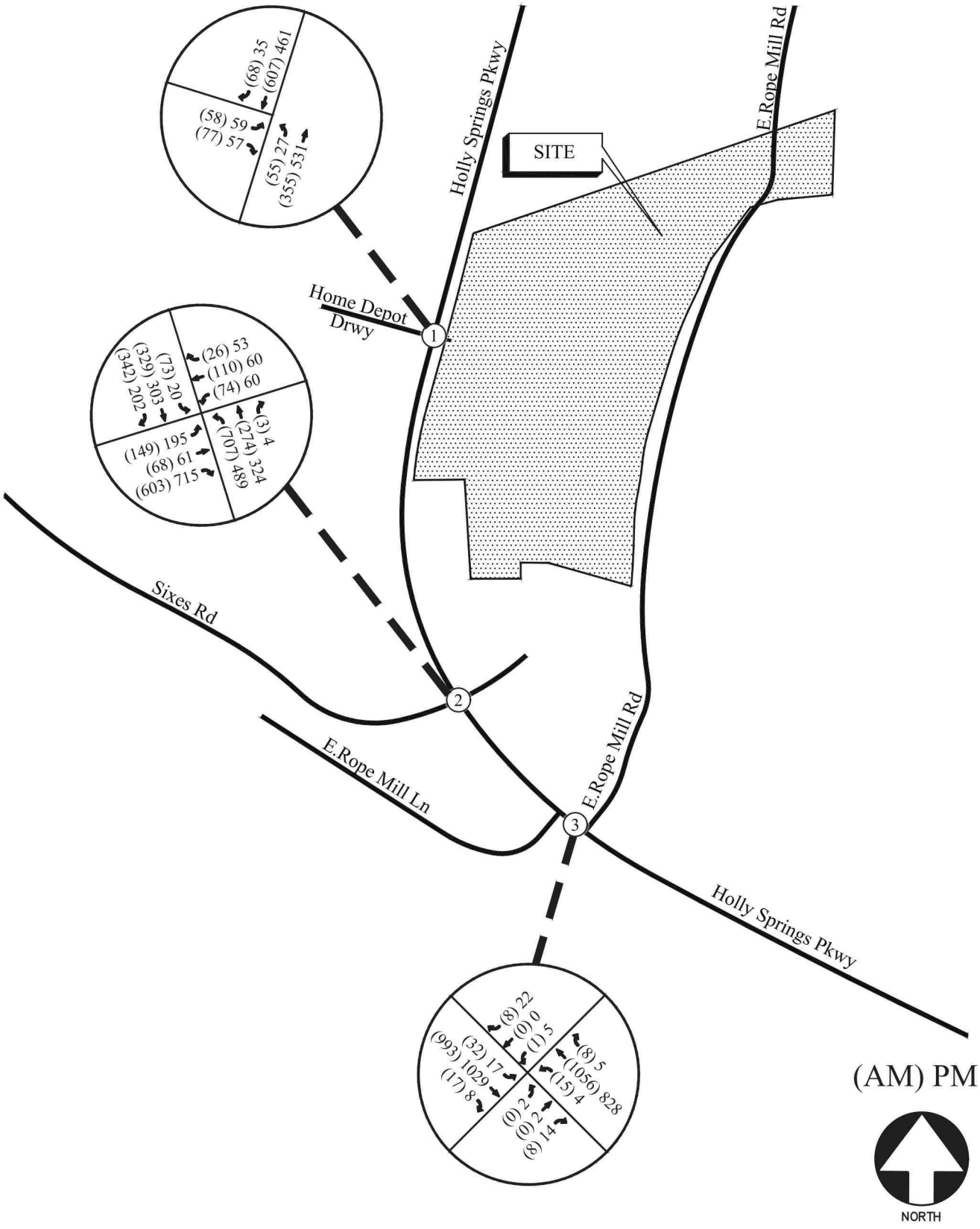
EXISTING WEEKDAY PEAK-HOUR VOLUMES
(DURING COVID-19)

FIGURE 2
A&R Engineering Inc.



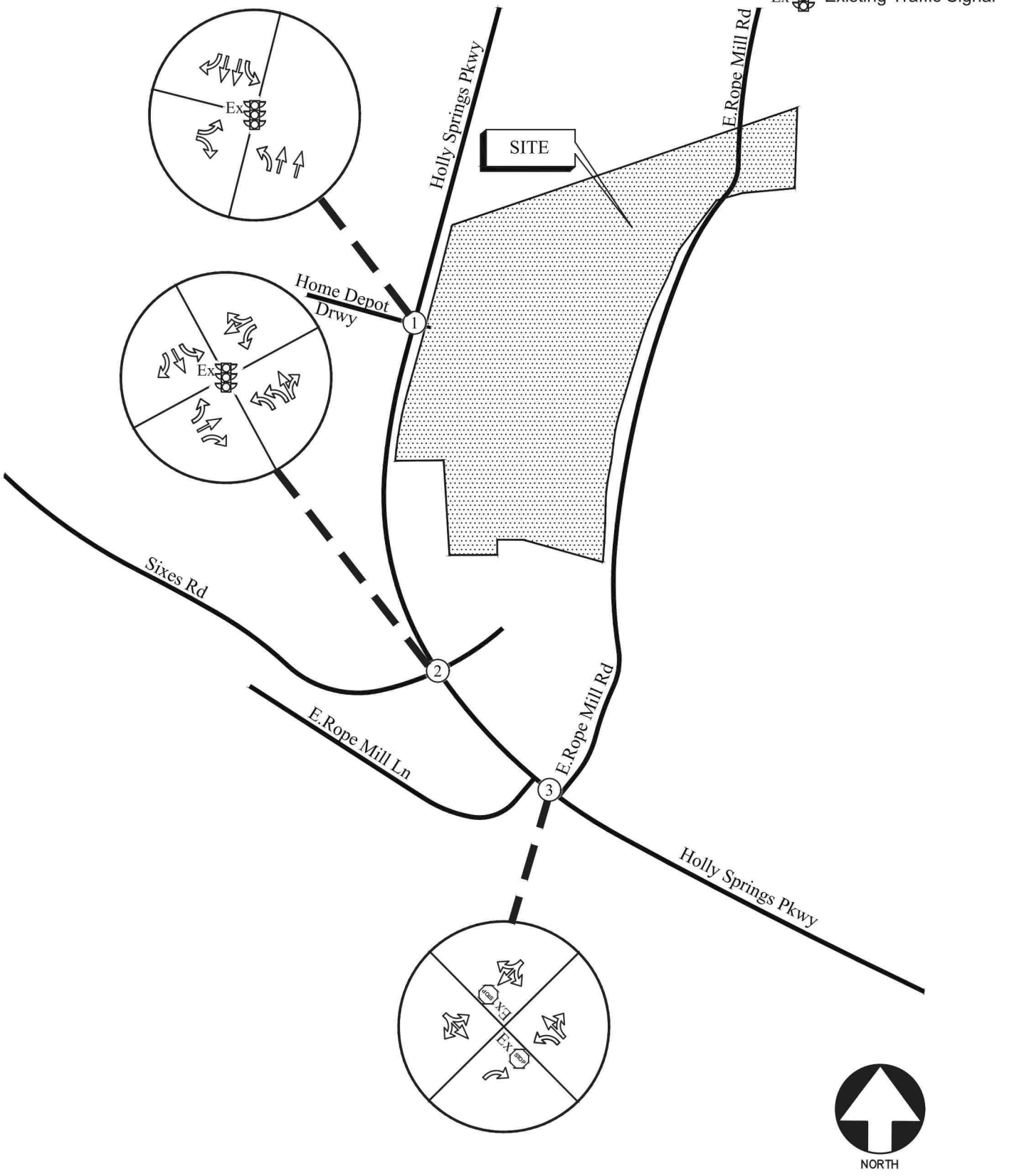
ADJUSTED EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 3
(2021)

A&R Engineering Inc.



PROJECTED EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 4
(2022)

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 5

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS

	Intersection	Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	**Holly Springs Parkway @ Home Depot Driveway** -Eastbound Approach -Northbound Approach -Southbound Approach	Signalized	**B (11.9)** F (91.5) A (0.3) A (3.1)	**A (7.8)** E (67.1) A (0.2) A (2.5)
2	**Holly Springs Parkway @ Sixes Road / Private Driveway** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**D (41.2)** D (48.3) E (56.7) D (42.9) C (32.6)	**C (39.3)** D (51.4) E (57.8) D (40.9) C (25.0)
3	**Holly Springs Parkway @ E. Rope Mill Rd / E. Rope Mill Lane** -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on Eastbound and Westbound Approaches	C (19.2) E (39.5) B (10.8) B (11.3)	D (25.9) D (34.6) B (10.6) A (9.7)

The results of existing traffic operations analysis indicate that all the signalized intersections are operating at level-of-service "D" or better in both the AM and PM peak hours. The unsignalized intersection of Holly Springs Parkway and East Rope Mill Road/Lane is operating at level-of-service "E" or better from all approaches during the AM and PM peak hours. The existing traffic control and lane geometry for the intersections are shown in Figure 5.

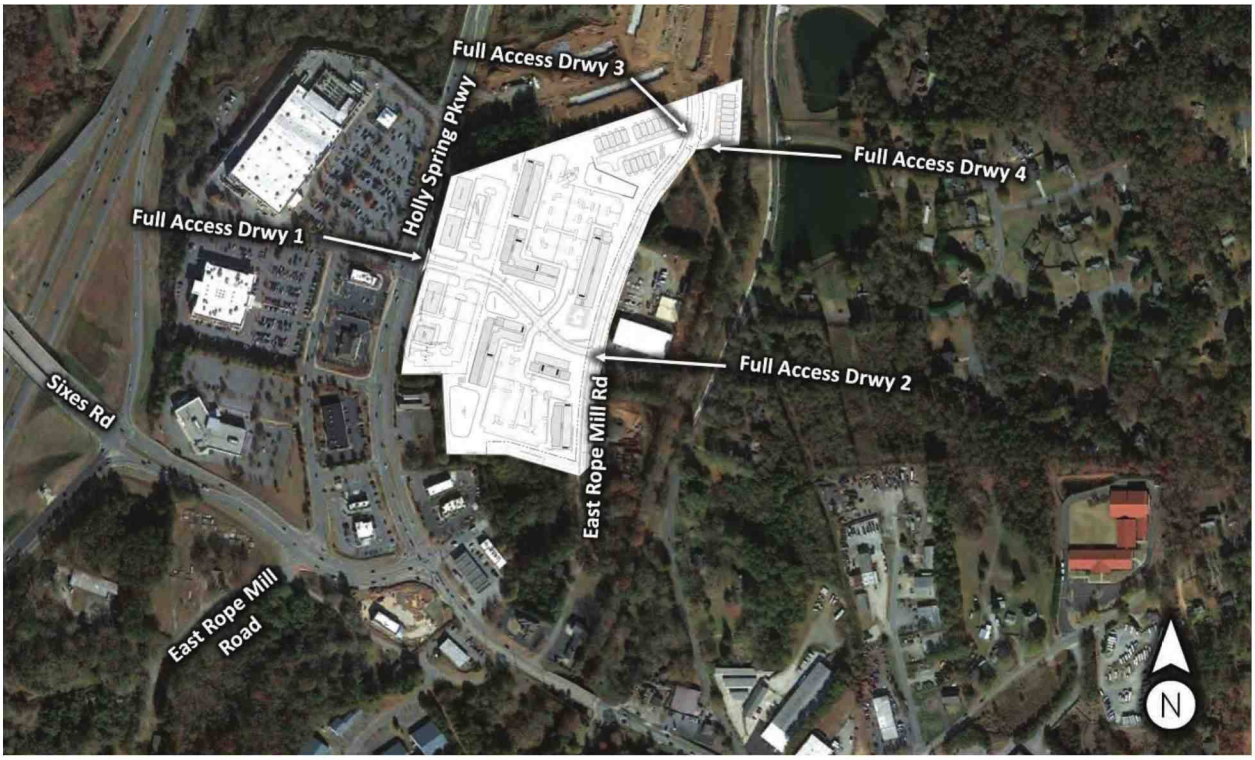
5.0 PROPOSED DEVELOPMENT

The proposed mixed-use development located east of the existing intersection of Holly Springs Parkway and Home Depot Driveway and northeast of the intersection Holly Springs Parkway at Sixes Road in City of Holly Springs, Georgia.

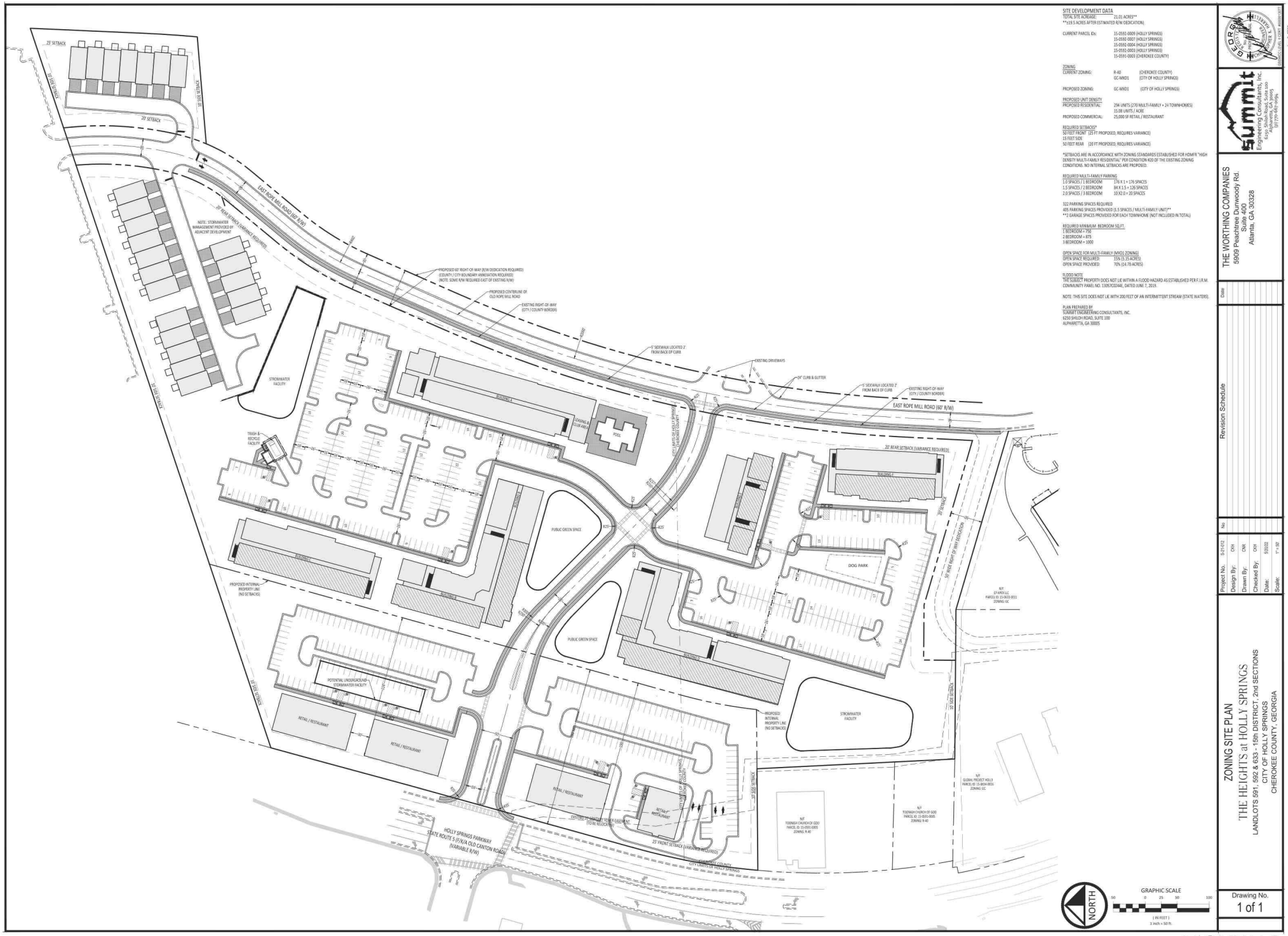
The development proposes to provide a driveway connection from the intersection of Sixes Road and Holly Springs Road to East Rope Mill Road. The development proposes the following access locations:

- Site Driveway 1: Full-access driveway on Holly Springs Parkway, aligned with Home Depot Driveway
- Site Driveway 2: Full- access southern driveway on East Rope Mill Road.
- Site Driveway 3: Full-access western driveway on East Rope Mill Road align with Site driveway 4. This driveway access only for Townhomes.
- Site Driveway 4: Full-access eastern driveway on East Rope Mill Road align with Site driveway 3. This driveway access only for Townhomes.

The fast-food restaurant parcels will be located near the main entrance of the development (driveway 1) on the signalized intersection of Holly Springs Parkway and Home Depot Entrance.



A site plan is included on the next page in Figure 6.



GEORGIA REGISTERED LANDSCAPE ARCHITECT PROFESSIONAL — MARK A. STEPHENS — PROJECT No. 000157

Jan. 3, 2022

summit Engineering Consultants, Inc.
6250 Shiloh Road, Suite 100
Alpharetta, GA 30005
(p) 770-667-9494

THE WORTHING COMPANIES
5909 Peachtree Dunwoody Rd.
Suite 490
Atlanta, GA 30328

Revision Schedule

No	Date

Project No.	5-21-012
Design By:	DW
Drawn By:	DB
Checked By:	DW
Date:	8/2022
Scale:	1" = 50'

ZONING SITE PLAN
THE HEIGHTS at HOLLY SPRINGS
LANDLOTS 591, 592 & 633 - 15th DISTRICT, 2nd SECTIONS
CITY OF HOLLY SPRINGS
CHEROKEE COUNTY, GEORGIA

Drawing No.
1 of 1

SITE PLAN

FIGURE 6
A&R Engineering Inc.

5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses:

- *215–Single-Family Attached Housing*
- *221–Multi-Family Housing (Mid-Rise)*
- *822-Strip Retail Plaza (<40k)*
- *933 - Fast-Food Restaurant without Drive-Through Window*
- *912 - Drive-in Bank*

The calculated total trip generation for the proposed development is shown below in Table 4.

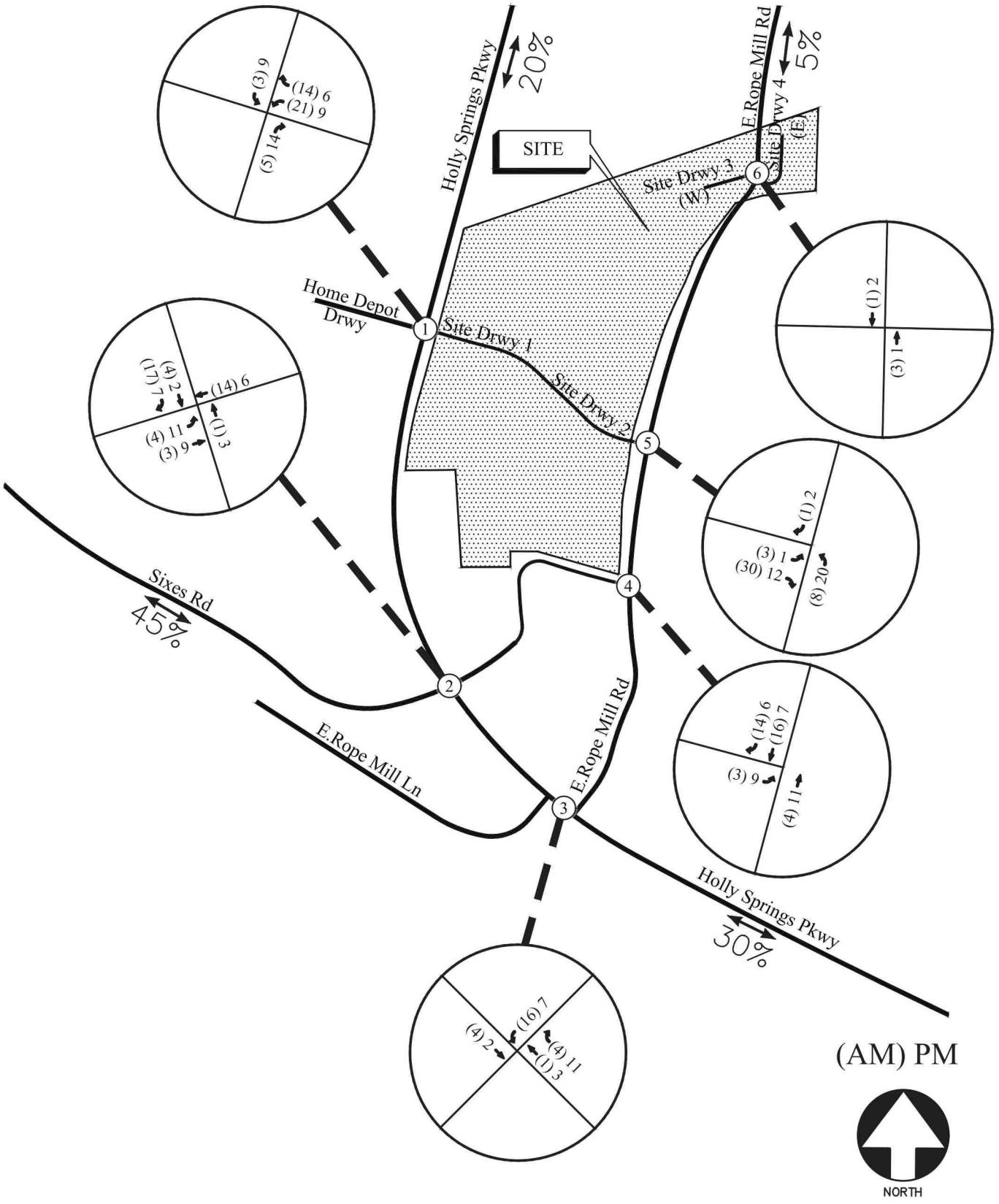
TABLE 4 – TRIP GENERATION

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 215 – Single-Family Attached Housing	24 units	2	5	7	6	4	10	132
ITE 221 – Multi-Family Housing (Mid-Rise)	270 units	24	83	107	64	42	106	1,241
Mixed-Use Reduction		-7	-15	-22	-19	-14	-33	-347
ITE 822 – Strip Retail Plaza (<40k)	17,500 sf	25	17	42	58	58	116	968
Mixed-Use Reduction		-4	-2	-6	-4	-5	-9	-97
ITE 933 – Fast-Food Restaurant without Drive-Through Window	5,000 sf	125	91	216	72	72	144	2,252
Mixed-Use Reduction		-10	-5	-15	-9	-12	-21	-225
ITE 912 – Drive-in Bank	2,500 sf	14	11	25	26	27	53	251
Mixed-Use Reduction		-1	0	-1	-1	-2	-3	-25
Pass-by Trips (29%) 35%		-4	-3	-7	-9	-9	-18	-88*
Total Trips (without Reductions)		**190**	**207**	**397**	**226**	**203**	**429**	**4,844**
New External Trips (with Reductions)		**164**	**182**	**346**	**184**	**161**	**345**	**4,062**

*Pass-by trips (AM) PM; 24 Hour pass-by trips estimated by considering PM pass-by as 10% of daily volume

5.2 Trip Distribution

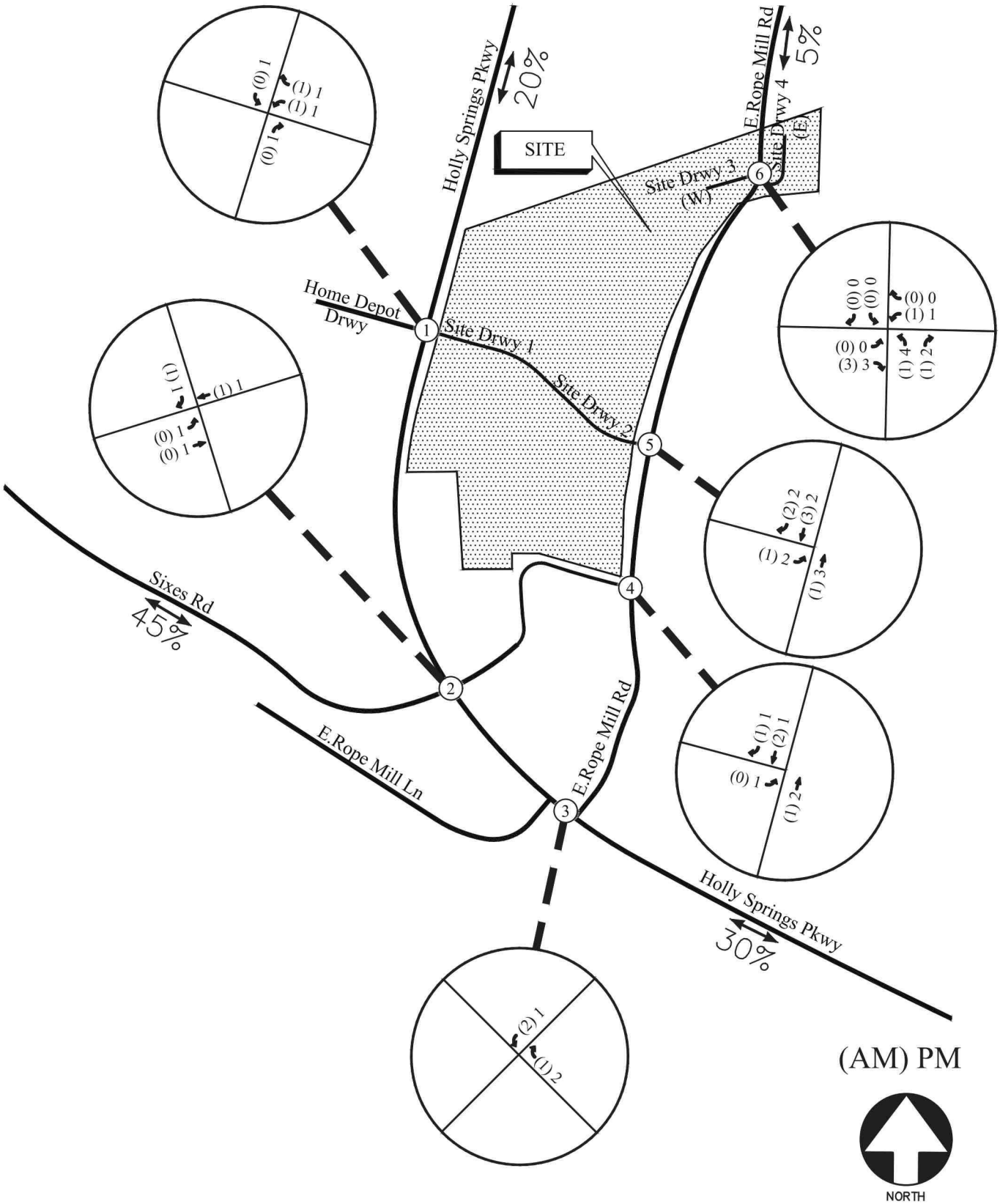
The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the Apartment, Townhomes and Retail site are shown in Figure 7, 8 and Figure 9, respectively. Pass-by volumes have also been distributed based on existing travel patterns and are shown in Figure 10.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (APARTMENT)

FIGURE 7

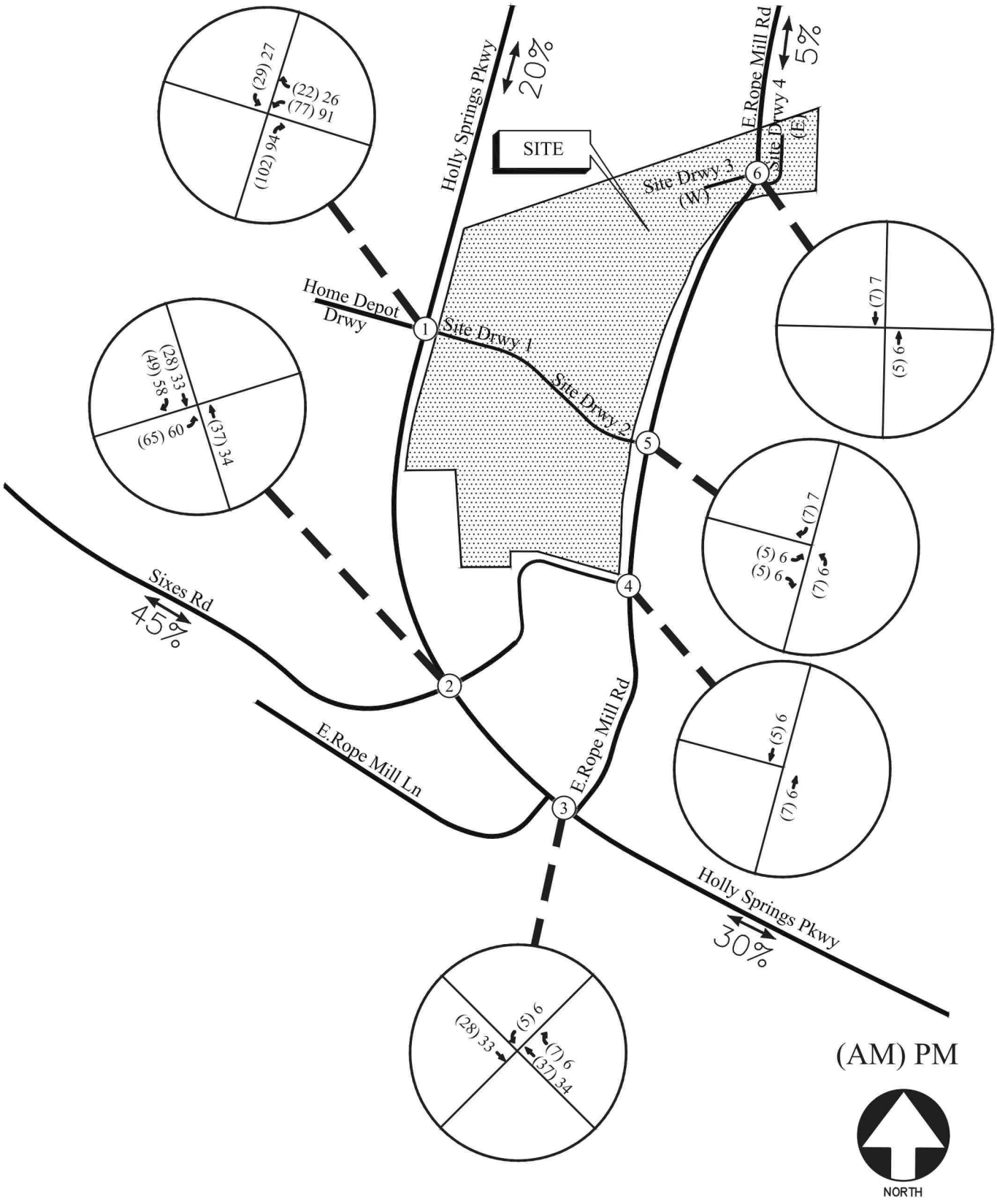
A&R Engineering Inc.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (TOWNHOME)

FIGURE 8

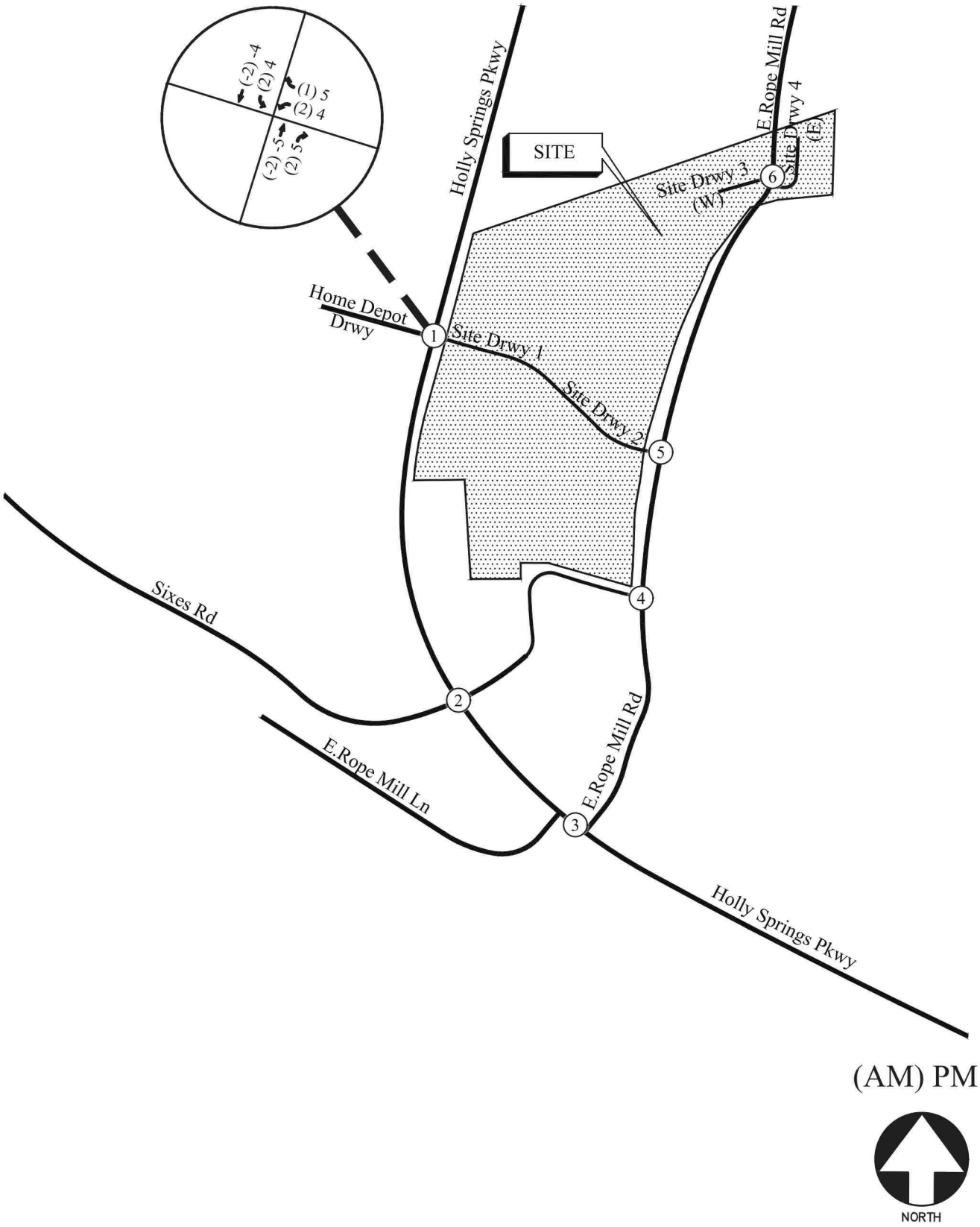
A&R Engineering Inc.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (RETAIL)

FIGURE 9

A&R Engineering Inc.



SITE PEAK HOUR PASS-BY VOLUMES (RETAIL) FIGURE 10

A&R Engineering Inc.

6.0 FUTURE 2024 TRAFFIC ANALYSIS

The future 2024 traffic operations are analyzed for the "Build" and "No-Build" conditions.

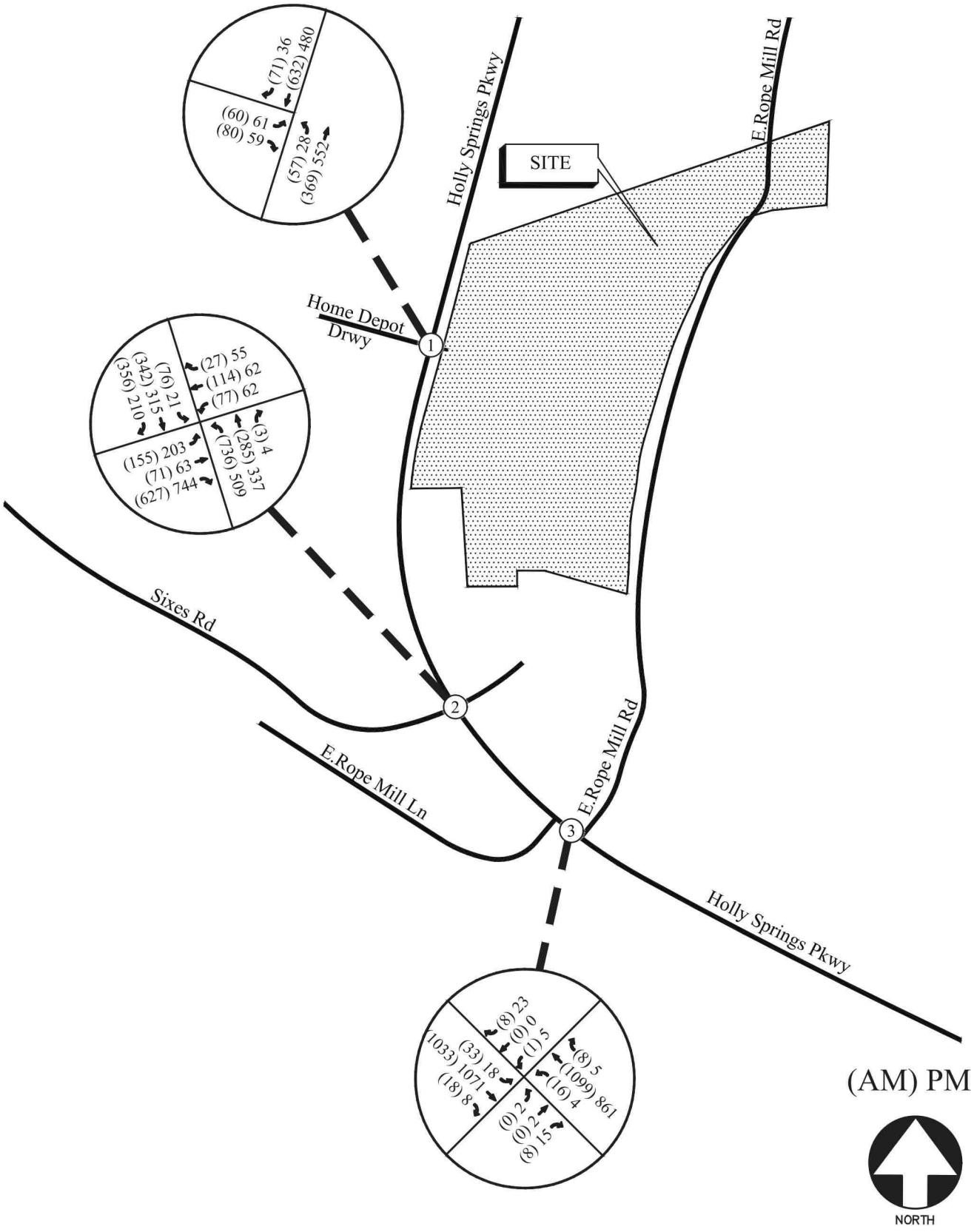
6.1 Future Conditions

The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the projected existing traffic volumes (Figure 4) plus increases for annual growth of through traffic. These future "No-Build" traffic volumes are shown in figure 11.

The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 7, Figure 8 and Figure 9) and pass-by volumes (Figure 10) were added to base "No-Build" traffic volumes (Figure 11) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 12.

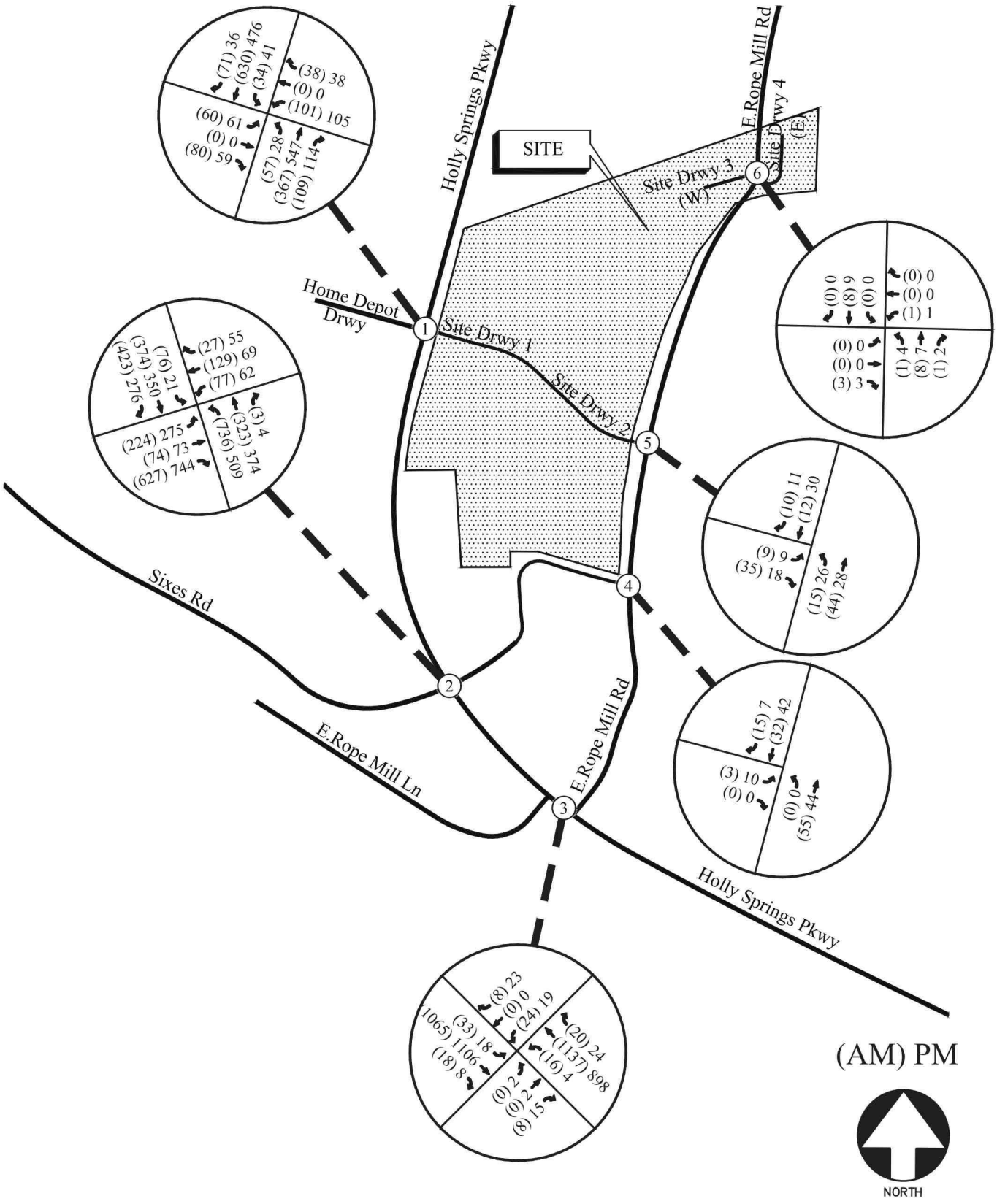
6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last three years revealed growth of approximately 2% in the area. This growth factor was applied to the existing traffic volumes arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future "No-Build" volumes on the roadway are shown in Figure 11.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 11

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 12

A&R Engineering Inc.

6.1.2 Auxiliary Lane Analysis

The analyses for left turn and deceleration lanes for all site driveways per GDOT standards are based on the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume entering and exiting the residential and retail are 986 and 4945 vehicles, respectively and the two-way volume of mixed-use trips are 462 vehicles for each residential and retail.

6.1.2.1 Left Turn Lane Analysis

According to GDOT standards, for a four-lane roadway with AADT's less than 10,000 vehicles, the threshold of daily site generated left-turn volume to warrant a left-turn lane is 400 vehicles for speed limit 35 mph. According to GDOT standards, for a two-lane roadway with AADT's less than 6,000 vehicles, the threshold of daily site generated left-turn volume to warrant a left-turn lane is 300 vehicles for speed limit 25 mph and 15 mph. The projected left-turn volume per day for the proposed driveways is shown in Table 5.

TABLE 5 - GDOT REQUIREMENTS FOR LEFT TURN LANES

Intersection	Left turn traffic (% total entering)	Left-turn Volume (vehicle/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicle/day)	Warrant met?
Holly Springs Pkwy @ Site Driveway 1	20% (Apartment) + 20% (Townhome) + 20% (Retail)	**414**	35 mph / 4-lane/ <10,000	400	Yes
E. Rope Mill Rd @ Site Driveway 2 (S)	44% (Apartment) + 40% (Townhome) + 5% (Retail)	**295**	15 mph / 2-lane/ <6,000	300	No
E. Rope Mill Rd @ Site Driveway 3 (W) (Townhome)	67% (Townhome)	**44**	15 mph / 2-lane/ <6,000	300	No
E. Rope Mill Rd @ Site Driveway 4 (E) (Townhome)	2% (Townhome)	**1**	15 mph / 2-lane/ <6,000	300	No

**Pass-by reductions included, mixed use reductions not included*

Since the projected number of left-turning vehicles at Site Driveway 1 exceeds the threshold of 400 right turning vehicles, a left-turn lane is warranted at Site Driveway 1 per GDOT standards. A left turn lane already exists in existing condition.

6.1.2.2 Deceleration Turn Lane Analysis

For four lane roadways with AADT's less than 10,000 vehicles and a posted speed limit of 35 mph, the threshold of daily site generated right-turn volume to warrant a right-turn lane is 200 vehicles. For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 25 mph or 15 mph, the threshold of daily site generated right-turn volume to warrant a right-turn lane is 200 vehicles. The projected right-turn volume per day for the proposed driveway is shown in Table 6.

TABLE 6 - GDOT REQUIREMENTS FOR DECELERATION LANES

Intersection	Right-turn traffic (% total entering)	Right-turn Volume (vehicle/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicle/day)	Warrant met?
Holly Springs Pkwy @ Site Driveway 1	31% (Apartment) + 20% (Townhome) + 71% (Retail)	**1252**	35 mph / 4-lane/ <10,000	200	Yes
E. Rope Mill Rd @ Site Driveway 2 (S)	5% (Apartment) + 0% (Townhome) + 71% (Retail)	**92**	15 mph / 2-lane/ <6,000	200	No
E. Rope Mill Rd @ Site Driveway 3 (W) (Townhome)	4% (Townhome)	**2**	15 mph / 2-lane/ <6,000	200	No
E. Rope Mill Rd @ Site Driveway 4 (E) (Townhome)	29% (Townhome	**19**	15 mph / 2-lane/ <6,000	200	No

**Pass-by reductions included, mixed use reductions not included*

Since the projected number of right-turning vehicles at Site Driveway 1 exceeds the threshold of 200 right turning vehicles, a deceleration lane is warranted at Site Driveway 1 per GDOT standards.

6.1.3 Future Traffic Operations

The future "No-Build" and "Build" traffic operations were analyzed using the volumes in Figure 11 and Figure 12, respectively. The results of the future traffic operations analysis are shown below in Table 7.

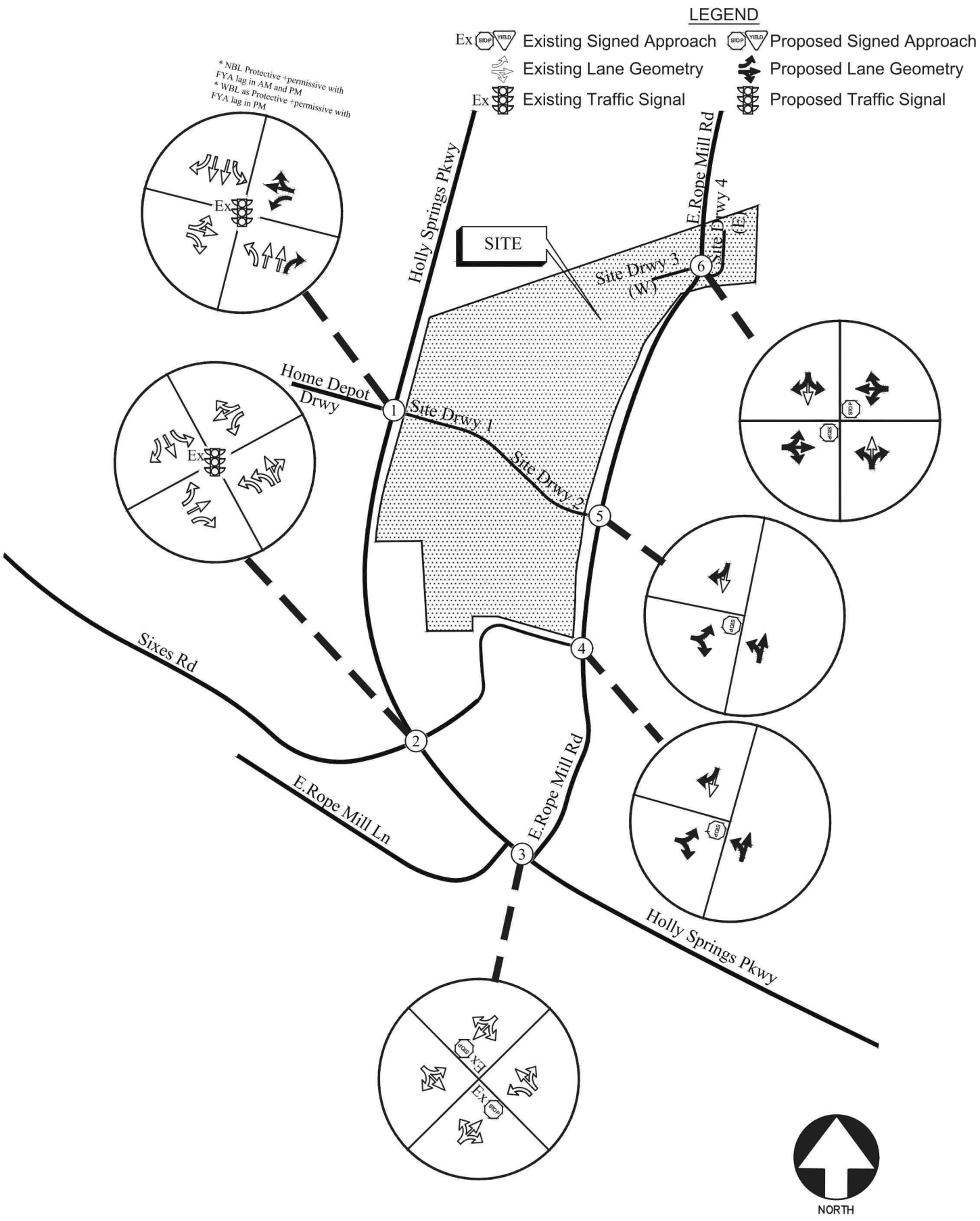
TABLE 7 – FUTURE INTERSECTION OPERATIONS

	Intersection	Future Condition: LOS (Delay)			
		NO BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**Holly Springs Parkway @ Home Depot Driveway / Private Driveway**	**B (11.9)**	**A (7.8)**	**B (14.1)**	**B (11.8)**
	-Eastbound Approach	F (91.1)	E (66.7)	E (66.3)	E (59.0)
	-Westbound Approach	-	-	D (46.8)	D (46.8)
	-Northbound Approach	A (0.3)	A (0.2)	A (0.6)	A (0.3)
	-Southbound Approach	A (3.1)	A (2.6)	A (7.7)	A (6.8)
2	**Holly Springs Parkway @ Sixes Road / Private Driveway**	**D (37.7)**	**D (42.2)**	**D (47.4)**	**D (37.5)**
	-Eastbound Approach	D (49.0)	D (53.2)	F (86.4)	D (54.4)
	-Westbound Approach	E (56.5)	E (57.6)	E (56.1)	E (57.6)
	-Northbound Approach	D (43.5)	D (41.5)	D (42.6)	C (20.1)
	-Southbound Approach	C (21.5)	C (32.9)	D (37.6)	D (46.6)
3	**Holly Springs Parkway @ E. Rope Mill Rd / E. Rope Mill Lane**				
	-Eastbound Approach	C (20.1)	D (27.6)	C (20.9)	D (29.7)
	-Westbound Approach	E (45.3)	E (38.5)	F (*)	F (142.2)
	-Northbound Left	B (11.1)	B (10.8)	B (11.3)	B (11.0)
	-Southbound Left	B (11.6)	A (9.9)	B (12.0)	B (10.1)
4	**E. Rope Mill Rd @ Sixes extension Road**				
	-Eastbound Approach	-	-	A (9.0)	A (9.0)
	-Northbound Left	-	-	A (0.0)	A (0.0)
5	**E. Rope Mill Rd @ Site Driveway 2 (S)**				
	-Eastbound Approach	-	-	A (8.7)	A (8.8)
	-Northbound Left	-	-	A (7.3)	A (7.3)
6	**E. Hopes Mill Rd @ Site Driveway 3 (W) / Site Driveway 4 (E)**				
	-Eastbound Approach	-	-	A (8.4)	A (8.4)
	-Westbound Approach	-	-	A (8.7)	A (8.7)
	-Northbound Left	-	-	A (7.2)	A (7.2)
	-Southbound Left	-	-	A (0.0)	A (0.0)

* Delay exceeds 300 seconds

The results of future traffic operations analysis indicate that all the signalized intersection will continue to operate at level-of-service "D" or better in both the AM and PM peak hours. The unsignalized intersections approaches will operate at level-of-service "C" or better in both the AM and PM peak hours except the westbound approach of the intersection Holly Springs Parkway and E. Rope Mill Road/E. Rope Mill Lane that will operate at level-of-service "F" in both the AM and PM peak hours. It is not unusual for stop-controlled site-streets along arterial roadways to have elevated delays during peak

periods as delays are caused by side-street wait times to turn left onto the mainline. Recommendations for future traffic control and lane geometry is shown in Figure 13.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 13

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The purpose of this study is to determine the traffic impact that will result from the proposed mixed-use development that will be located east of existing intersection of Holly Springs Parkway at Home Depot Driveway, and northeast of the intersection Holly Springs Parkway at Sixes Road in City of Holly Springs, Georgia. The traffic analysis evaluates current operations compared to the future conditions with traffic generated by the development.

The proposed development will consist of:

- Multifamily Housing (Mid-Rise) Apartments: 270 Units
- Townhomes: 24 units
- Restaurant stand-alone: 5,000 sf
- Retail: 17,500 sf
- Drive-In Bank: 2,500 sf

The development proposes to provide a driveway connection from the intersection of Sixes Road and Holly Springs Road to East Rope Mill Road. The development proposes the following access locations:

- Site driveway 1: Full-access driveway on Holly Springs Parkway, aligned with Home Depot driveway
- Site driveway 2: Full-access southern driveway on East Rope Mill Road.
- Site driveway 3: Full-access western driveway on East Rope Mill Road align with Site driveway 4. This driveway access only for Townhomes.
- Site driveway 4: Full-access eastern driveway on East Rope Mill Road align with Site driveway 3. This driveway access only for Townhomes.

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

1. Holly Springs Parkway at Home Depot Driveway/ Site Driveway 1
2. Holly Springs Parkway at Sixes Road
3. Holly Springs Parkway at E. Rope Mill Road/E. Rope Mill Lane
4. East Rope Mill Road at Site Driveway 2 (Southern)
5. East Rope Mill Road at Site Driveway 3 (Western)
6. East Rope Mill Road at Site Driveway 4 (Eastern)

The analysis included the evaluation of Future operations for “No-Build” and “Build” conditions, both of which account for increases in annual growth of through traffic. Based on the results of the traffic operations analyses, there are insignificant differences in traffic operations between the “No-Build” and “Build” scenarios. All the signalized intersection will continue to operate at level-of-service “D” or better in both the AM and PM peak hours. The unsignalized intersections approaches will operate at level-of-service “C” or better in both the AM and PM peak hours except the westbound approach of the intersection Holly Springs Parkway and E. Rope Mill Road/E. Rope Mill Lane that will operate at level-of-service “F” in both the AM and PM peak hours.

7.1 Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveway intersections:

- Site Driveway 1: The full access driveway on Holly Springs Parkway, aligned with Home Depot Driveway:
    - One entering lane and two exiting lanes
    - Deceleration lane for entering traffic

- Site Driveway 2: The full access southern driveway on East Rope Mill Road
    - One entering lane and one exiting lane
    - Stop sign controlled on the driveway approach with East Rope Mill Road remaining free flow

- Site Driveway 3: The full access western driveway on East Rope Mill Road aligns with Site Driveway 4
    - One entering lane and one exiting lane
    - Stop sign controlled on the driveway approach with East Rope Mill Road remaining free flow

- Site Driveway 4: The full access eastern driveway on East Rope Mill Road aligns with Site Driveway 3
    - One entering lane and one exiting lane
    - Stop sign controlled on the driveway approach with East Rope Mill Road remaining free flow

Appendix

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

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ HDDrwy
7-9 am I 4-6 pm

File Name : 20210174
Site Code : 20210174
Start Date : 6/9/2021
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southound				HD Drwy Eastbound				Private Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	49	0	58	0	96	9	105	4	0	9	13	0	0	0	0	176
07:15 AM	7	41	0	48	0	129	16	145	10	0	4	14	0	0	0	0	207
07:30 AM	12	80	0	92	0	130	13	143	6	0	8	14	0	0	0	0	249
07:45 AM	12	63	0	75	0	115	9	124	13	0	16	29	0	0	0	0	228
Total	40	233	0	273	0	470	47	517	33	0	37	70	0	0	0	0	860
08:00 AM	10	69	0	79	0	123	14	137	14	0	21	35	0	0	0	0	251
08:15 AM	8	61	0	69	0	98	16	114	12	0	14	26	0	0	0	0	209
08:30 AM	13	63	0	76	0	116	9	125	12	0	18	30	0	0	0	0	231
08:45 AM	18	65	0	83	0	118	15	133	14	0	14	28	0	0	0	0	244
Total	49	258	0	307	0	455	54	509	52	0	67	119	0	0	0	0	935
*** BREAK ***																	
04:00 PM	6	112	0	118	0	95	9	104	21	0	8	29	1	0	0	1	252
04:15 PM	6	116	0	122	0	97	15	112	23	0	18	41	0	0	0	0	275
04:30 PM	8	117	0	125	0	104	18	122	15	0	14	29	0	0	0	0	276
04:45 PM	8	129	0	137	0	103	14	117	17	0	11	28	0	0	0	0	282
Total	28	474	0	502	0	399	56	455	76	0	51	127	1	0	0	1	1085
05:00 PM	5	121	0	126	0	111	9	120	10	0	17	27	0	0	0	0	273
05:15 PM	5	126	0	131	0	118	5	123	10	0	14	24	0	0	0	0	278
05:30 PM	8	134	0	142	0	111	6	117	20	0	13	33	0	0	0	0	292
05:45 PM	10	127	0	137	0	95	10	105	16	0	7	23	0	0	0	0	265
Total	28	508	0	536	0	435	30	465	56	0	51	107	0	0	0	0	1108
Grand Total	145	1473	0	1618	0	1759	187	1946	217	0	206	423	1	0	0	1	3988
Apprch %	9	91	0		0	90.4	9.6		51.3	0	48.7		100	0	0		
Total %	3.6	36.9	0	40.6	0	44.1	4.7	48.8	5.4	0	5.2	10.6	0	0	0	0	

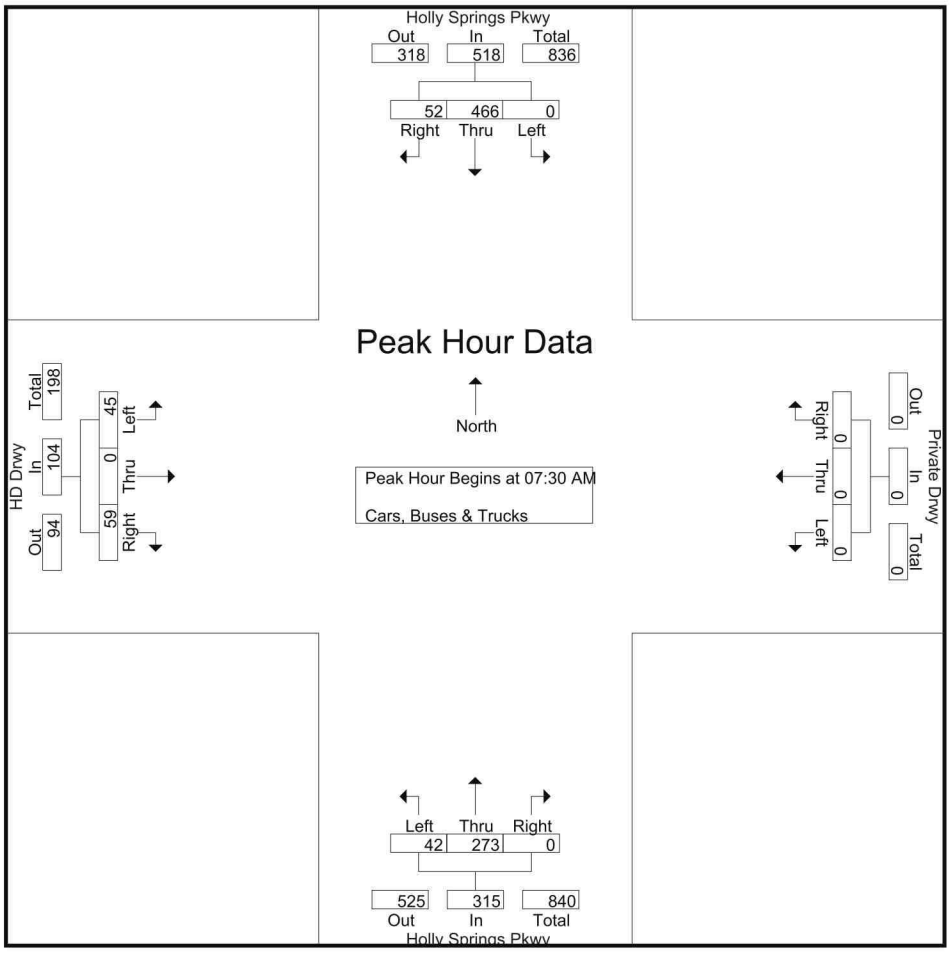
A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ HDDrwy
7-9 am I 4-6 pm

File Name : 20210174
Site Code : 20210174
Start Date : 6/9/2021
Page No : 2

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southound				HD Drwy Eastbound				Private Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**12**	**80**	0	**92**	0	**130**	13	**143**	6	0	8	14	0	0	0	0	249
07:45 AM	12	63	0	75	0	115	9	124	13	0	16	29	0	0	0	0	228
08:00 AM	10	69	0	79	0	123	14	137	**14**	0	**21**	**35**	0	0	0	0	**251**
08:15 AM	8	61	0	69	0	98	**16**	114	12	0	14	26	0	0	0	0	209
Total Volume	42	273	0	315	0	466	52	518	45	0	59	104	0	0	0	0	937
% App. Total	13.3	86.7	0		0	90	10		43.3	0	56.7		0	0	0		
PHF	.875	.853	.000	.856	.000	.896	.813	.906	.804	.000	.702	.743	.000	.000	.000	.000	.933



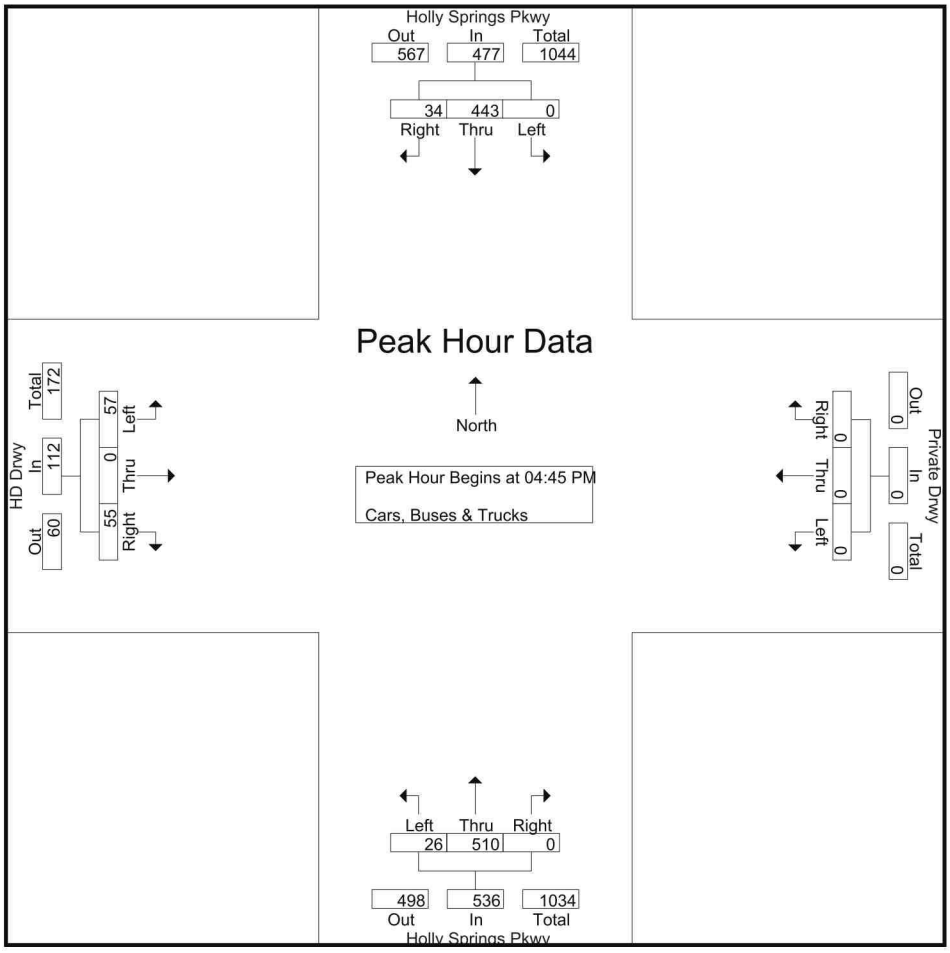
A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ HDDrwy
7-9 am I 4-6 pm

File Name : 20210174
Site Code : 20210174
Start Date : 6/9/2021
Page No : 3

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southound				HD Drwy Eastbound				Private Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**8**	129	0	137	0	103	**14**	117	17	0	11	28	0	0	0	0	282
05:00 PM	5	121	0	126	0	111	9	120	10	0	**17**	27	0	0	0	0	273
05:15 PM	5	126	0	131	0	**118**	5	**123**	10	0	14	24	0	0	0	0	278
05:30 PM	8	**134**	0	**142**	0	111	6	117	**20**	0	13	**33**	0	0	0	0	**292**
Total Volume	26	510	0	536	0	443	34	477	57	0	55	112	0	0	0	0	1125
% App. Total	4.9	95.1	0		0	92.9	7.1		50.9	0	49.1		0	0	0		
PHF	.813	.951	.000	.944	.000	.939	.607	.970	.713	.000	.809	.848	.000	.000	.000	.000	.963



A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ Sixes Rd
7-9 am I 4-6 pm

File Name : 20210175
Site Code : 20210175
Start Date : 6/9/2021
Page No : 1

Groups Printed- Cars, Buses - Trucks

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southound				Sixes Rd Eastbound				Sixes Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	148	40	0	188	15	51	64	130	19	8	70	97	8	16	10	34	449
07:15 AM	148	29	3	180	19	41	60	120	27	10	66	103	3	23	8	34	437
07:30 AM	181	45	2	228	6	65	66	137	52	14	99	165	12	20	4	36	566
07:45 AM	111	53	1	165	16	69	64	149	29	10	93	132	17	25	10	52	498
Total	588	167	6	761	56	226	254	536	127	42	328	497	40	84	32	156	1950
08:00 AM	124	46	0	170	19	65	56	140	11	9	105	125	12	23	7	42	477
08:15 AM	146	46	0	192	9	54	69	132	33	12	108	153	18	26	4	48	525
08:30 AM	152	61	2	215	14	66	71	151	27	12	115	154	13	20	5	38	558
08:45 AM	122	57	0	179	14	68	67	149	43	19	136	198	14	16	4	34	560
Total	544	210	2	756	56	253	263	572	114	52	464	630	57	85	20	162	2120
*** BREAK ***																	
04:00 PM	104	67	1	172	4	66	41	111	38	15	173	226	12	16	9	37	546
04:15 PM	107	70	2	179	3	64	48	115	41	17	172	230	15	13	11	39	563
04:30 PM	111	72	0	183	4	68	50	122	43	21	178	242	18	15	13	46	593
04:45 PM	115	77	1	193	2	71	53	126	47	16	179	242	16	19	16	51	612
Total	437	286	4	727	13	269	192	474	169	69	702	940	61	63	49	173	2314
05:00 PM	121	80	3	204	5	74	47	126	51	13	167	231	13	14	12	39	600
05:15 PM	123	82	0	205	8	78	44	130	46	9	163	218	11	10	10	31	584
05:30 PM	102	76	1	179	3	71	40	114	40	7	160	207	9	8	9	26	526
05:45 PM	99	73	2	174	1	65	35	101	37	10	153	200	7	5	7	19	494
Total	445	311	6	762	17	288	166	471	174	39	643	856	40	37	38	115	2204
Grand Total	2014	974	18	3006	142	1036	875	2053	584	202	2137	2923	198	269	139	606	8588
Apprch %	67	32.4	0.6		6.9	50.5	42.6		20	6.9	73.1		32.7	44.4	22.9		
Total %	23.5	11.3	0.2	35	1.7	12.1	10.2	23.9	6.8	2.4	24.9	34	2.3	3.1	1.6	7.1	
Cars, Buses	1981	959	18	2958	137	1020	850	2007	574	191	2075	2840	192	266	135	593	8398
% Cars, Buses	98.4	98.5	100	98.4	96.5	98.5	97.1	97.8	98.3	94.6	97.1	97.2	97	98.9	97.1	97.9	97.8
Trucks	33	15	0	48	5	16	25	46	10	11	62	83	6	3	4	13	190
% Trucks	1.6	1.5	0	1.6	3.5	1.5	2.9	2.2	1.7	5.4	2.9	2.8	3	1.1	2.9	2.1	2.2

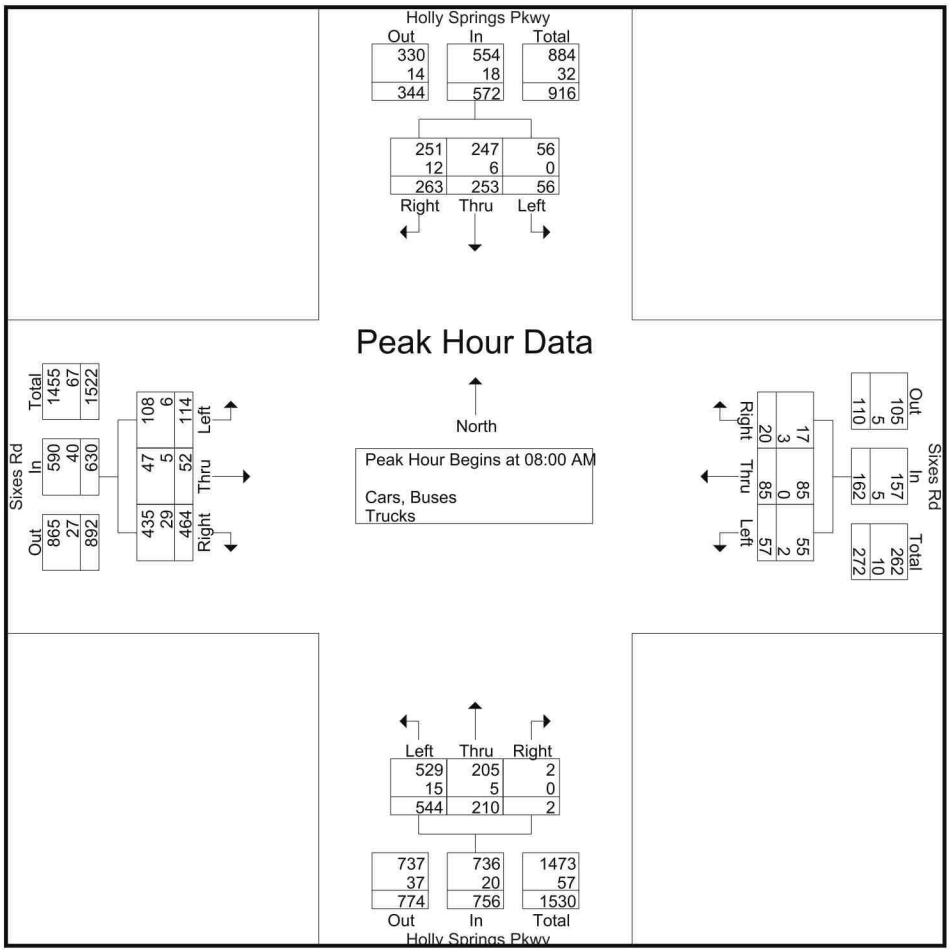
A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ Sixes Rd
7-9 am I 4-6 pm

File Name : 20210175
Site Code : 20210175
Start Date : 6/9/2021
Page No : 2

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southound				Sixes Rd Eastbound				Sixes Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	124	46	0	170	**19**	65	56	140	11	9	105	125	12	23	**7**	42	477
08:15 AM	146	46	0	192	9	54	69	132	33	12	108	153	**18**	**26**	4	**48**	525
08:30 AM	**152**	**61**	**2**	**215**	14	66	**71**	**151**	27	12	115	154	13	20	5	38	558
08:45 AM	122	57	0	179	14	**68**	67	149	**43**	**19**	**136**	**198**	14	16	4	34	**560**
Total Volume	544	210	2	756	56	253	263	572	114	52	464	630	57	85	20	162	2120
% App. Total	72	27.8	0.3		9.8	44.2	46		18.1	8.3	73.7		35.2	52.5	12.3		
PHF	.895	.861	.250	.879	.737	.930	.926	.947	.663	.684	.853	.795	.792	.817	.714	.844	.946
Cars, Buses	529	205	2	736	56	247	251	554	108	47	435	590	55	85	17	157	2037
% Cars, Buses	97.2	97.6	100	97.4	100	97.6	95.4	96.9	94.7	90.4	93.8	93.7	96.5	100	85.0	96.9	96.1
Trucks	15	5	0	20	0	6	12	18	6	5	29	40	2	0	3	5	83
% Trucks	2.8	2.4	0	2.6	0	2.4	4.6	3.1	5.3	9.6	6.3	6.3	3.5	0	15.0	3.1	3.9



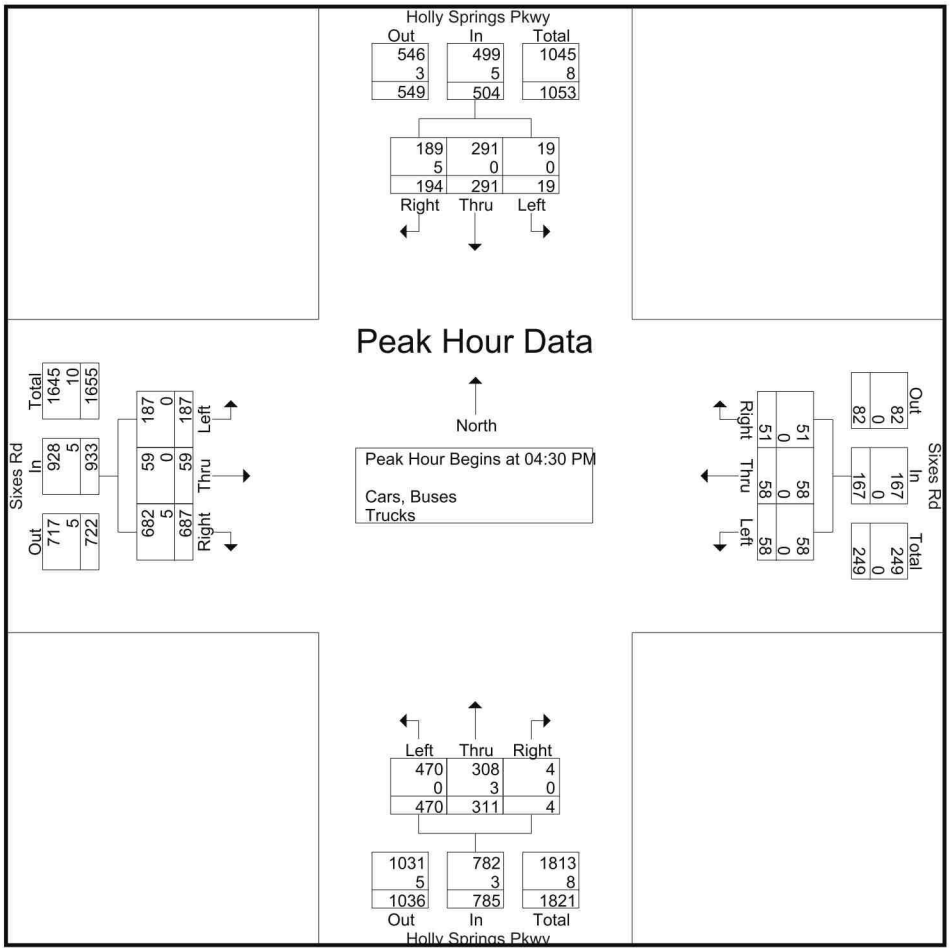
A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ Sixes Rd
7-9 am I 4-6 pm

File Name : 20210175
Site Code : 20210175
Start Date : 6/9/2021
Page No : 3

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southound				Sixes Rd Eastbound				Sixes Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	111	72	0	183	4	68	50	122	43	**21**	178	**242**	**18**	15	13	46	593
04:45 PM	115	77	1	193	2	71	**53**	126	47	16	**179**	242	16	**19**	**16**	**51**	**612**
05:00 PM	121	80	**3**	204	5	74	47	126	**51**	13	167	231	13	14	12	39	600
05:15 PM	**123**	**82**	0	**205**	**8**	**78**	44	**130**	46	9	163	218	11	10	10	31	584
Total Volume	470	311	4	785	19	291	194	504	187	59	687	933	58	58	51	167	2389
% App. Total	59.9	39.6	0.5		3.8	57.7	38.5		20	6.3	73.6		34.7	34.7	30.5		
PHF	.955	.948	.333	.957	.594	.933	.915	.969	.917	.702	.959	.964	.806	.763	.797	.819	.976
Cars, Buses	470	308	4	782	19	291	189	499	187	59	682	928	58	58	51	167	2376
% Cars, Buses	100	99.0	100	99.6	100	100	97.4	99.0	100	100	99.3	99.5	100	100	100	100	99.5
Trucks	0	3	0	3	0	0	5	5	0	0	5	5	0	0	0	0	13
% Trucks	0	1.0	0	0.4	0	0	2.6	1.0	0	0	0.7	0.5	0	0	0	0	0.5



A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ E. Rope Mill Rd
7-9 am | 4-6 pm

File Name : 20210176
Site Code : 20210176
Start Date : 6/9/2021
Page No : 1

Groups Printed- Cars,Buses - Trucks

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southbound				E. Rope Mill Ln Eastbound				E. Rope Mill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	215	0	216	0	133	0	133	0	0	2	2	0	0	3	3	354
07:15 AM	3	210	1	214	2	135	3	140	0	0	1	1	0	0	1	1	356
07:30 AM	3	233	5	241	6	181	0	187	1	0	4	5	0	0	4	4	437
07:45 AM	1	180	2	183	4	198	2	204	0	0	0	0	0	0	1	1	388
Total	8	838	8	854	12	647	5	664	1	0	7	8	0	0	9	9	1535
08:00 AM	2	199	1	202	5	168	0	173	0	0	2	2	0	0	2	2	379
08:15 AM	6	212	1	219	7	193	7	207	0	0	2	2	1	0	1	2	430
08:30 AM	2	221	2	225	9	204	4	217	0	0	2	2	0	0	2	2	446
08:45 AM	4	178	0	182	2	196	1	199	0	0	1	1	0	0	5	5	387
Total	14	810	4	828	23	761	12	796	0	0	7	7	1	0	10	11	1642
*** BREAK ***																	
04:00 PM	0	172	1	173	3	245	2	250	0	0	14	14	0	0	9	9	446
04:15 PM	0	187	0	187	1	254	1	256	0	0	4	4	1	0	2	3	450
04:30 PM	0	206	1	207	2	221	0	223	0	0	1	1	0	0	2	2	433
04:45 PM	3	194	1	198	3	251	0	254	1	0	2	3	0	0	5	5	460
Total	3	759	3	765	9	971	3	983	1	0	21	22	1	0	18	19	1789
05:00 PM	0	209	1	210	2	231	5	238	0	1	4	5	0	0	4	4	457
05:15 PM	0	198	2	200	8	258	1	267	0	1	2	3	4	0	7	11	481
05:30 PM	1	195	1	197	3	249	2	254	1	0	5	6	1	0	5	6	463
05:45 PM	3	197	0	200	0	236	1	237	0	0	7	7	1	0	3	4	448
Total	4	799	4	807	13	974	9	996	1	2	18	21	6	0	19	25	1849
Grand Total	29	3206	19	3254	57	3353	29	3439	3	2	53	58	8	0	56	64	6815
Apprch %	0.9	98.5	0.6		1.7	97.5	0.8		5.2	3.4	91.4		12.5	0	87.5		
Total %	0.4	47	0.3	47.7	0.8	49.2	0.4	50.5	0	0	0.8	0.9	0.1	0	0.8	0.9	
Cars,Buses	29	3144	18	3191	54	3263	27	3344	3	2	50	55	8	0	48	56	6646
% Cars,Buses	100	98.1	94.7	98.1	94.7	97.3	93.1	97.2	100	100	94.3	94.8	100	0	85.7	87.5	97.5
Trucks	0	62	1	63	3	90	2	95	0	0	3	3	0	0	8	8	169
% Trucks	0	1.9	5.3	1.9	5.3	2.7	6.9	2.8	0	0	5.7	5.2	0	0	14.3	12.5	2.5

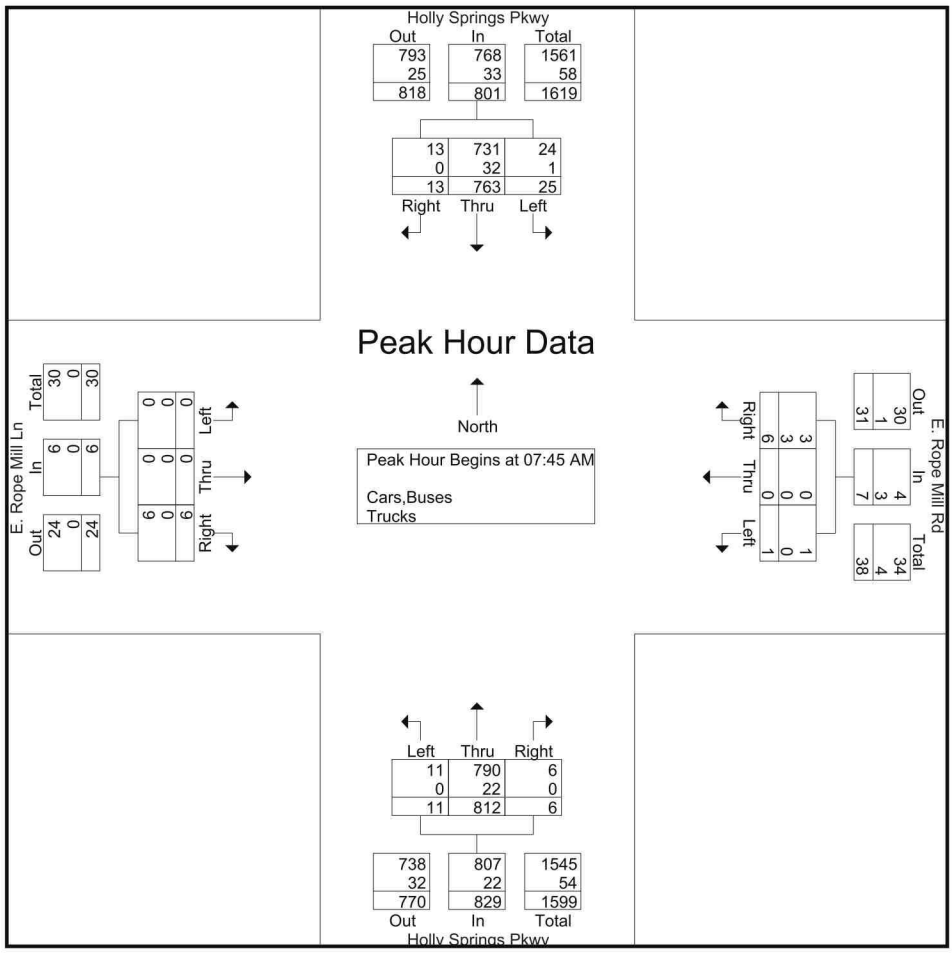
A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ E. Rope Mill Rd
7-9 am | 4-6 pm

File Name : 20210176
Site Code : 20210176
Start Date : 6/9/2021
Page No : 2

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southbound				E. Rope Mill Ln Eastbound				E. Rope Mill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	180	**2**	183	4	198	2	204	0	0	0	0	0	0	1	1	388
08:00 AM	2	199	1	202	5	168	0	173	0	0	**2**	**2**	0	0	**2**	**2**	379
08:15 AM	**6**	212	1	219	7	193	**7**	207	0	0	2	2	**1**	0	1	2	430
08:30 AM	2	**221**	2	**225**	**9**	**204**	4	**217**	0	0	2	2	0	0	2	2	**446**
Total Volume	11	812	6	829	25	763	13	801	0	0	6	6	1	0	6	7	1643
% App. Total	1.3	97.9	0.7		3.1	95.3	1.6		0	0	100		14.3	0	85.7		
PHF	.458	.919	.750	.921	.694	.935	.464	.923	.000	.000	.750	.750	.250	.000	.750	.875	.921
Cars,Buses	11	790	6	807	24	731	13	768	0	0	6	6	1	0	3	4	1585
% Cars,Buses	100	97.3	100	97.3	96.0	95.8	100	95.9	0	0	100	100	100	0	50.0	57.1	96.5
Trucks	0	22	0	22	1	32	0	33	0	0	0	0	0	0	3	3	58
% Trucks	0	2.7	0	2.7	4.0	4.2	0	4.1	0	0	0	0	0	0	50.0	42.9	3.5



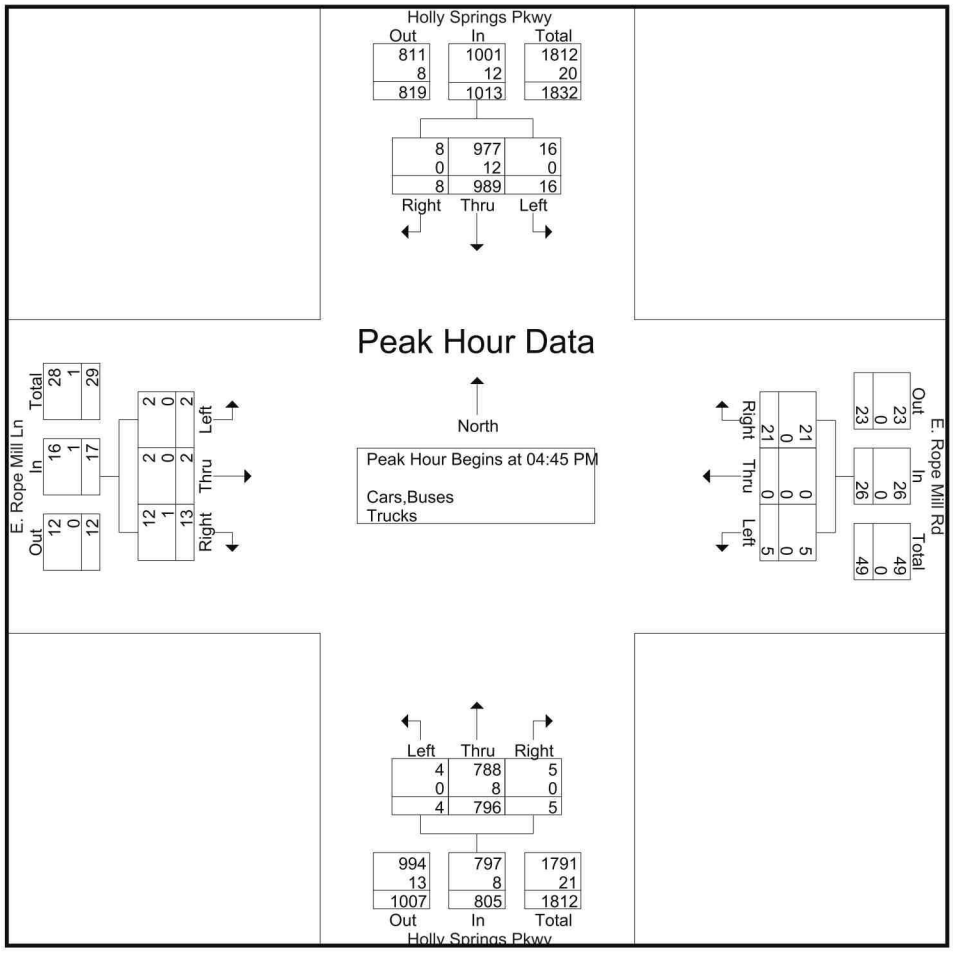
A & R Engineering, Inc.

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

TMC Data
Holly Springs Pkwy @ E. Rope Mill Rd
7-9 am | 4-6 pm

File Name : 20210176
Site Code : 20210176
Start Date : 6/9/2021
Page No : 3

	Holly Springs Pkwy Northbound				Holly Springs Pkwy Southbound				E. Rope Mill Ln Eastbound				E. Rope Mill Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**3**	194	1	198	3	251	0	254	**1**	0	2	3	0	0	5	5	460
05:00 PM	0	**209**	1	**210**	2	231	**5**	238	0	**1**	4	5	0	0	4	4	457
05:15 PM	0	198	**2**	200	**8**	**258**	1	**267**	0	1	2	3	**4**	0	**7**	**11**	**481**
05:30 PM	1	195	1	197	3	249	2	254	1	0	**5**	**6**	1	0	5	6	463
Total Volume	4	796	5	805	16	989	8	1013	2	2	13	17	5	0	21	26	1861
% App. Total	0.5	98.9	0.6		1.6	97.6	0.8		11.8	11.8	76.5		19.2	0	80.8		
PHF	.333	.952	.625	.958	.500	.958	.400	.949	.500	.500	.650	.708	.313	.000	.750	.591	.967
Cars,Buses	4	788	5	797	16	977	8	1001	2	2	12	16	5	0	21	26	1840
% Cars,Buses	100	99.0	100	99.0	100	98.8	100	98.8	100	100	92.3	94.1	100	0	100	100	98.9
Trucks	0	8	0	8	0	12	0	12	0	0	1	1	0	0	0	0	21
% Trucks	0	1.0	0	1.0	0	1.2	0	1.2	0	0	7.7	5.9	0	0	0	0	1.1

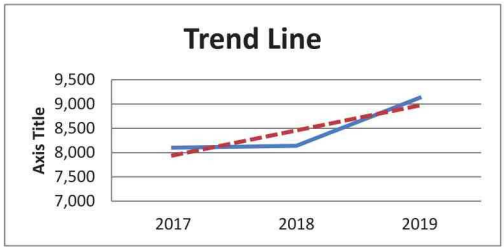


Linear Regression of Daily Traffic

Location	Growth Rate	R Squared	Station ID	Route	2017	2018	2019	
Holly Springs Pkwy(North of Ra	6.3%	0.78	057-0014	00106105	8,100	8,140	9,130	Minor Arterial (Rural)
Holly Springs Pkwy(SE of Stone	0.4%	0.75	057-0012	00106100	12,800	12,800	12,900	Minor Arterial (Urban)
Sixes Rd(SE of Nesbit Ct)	1.8%	0.99	057-0219	00077905	18,800	19,100	19,500	Minor Collector (Urban)

Weighted Average	2.3%	0.88	Sum of Count Stations =	39,700	40,040	41,530

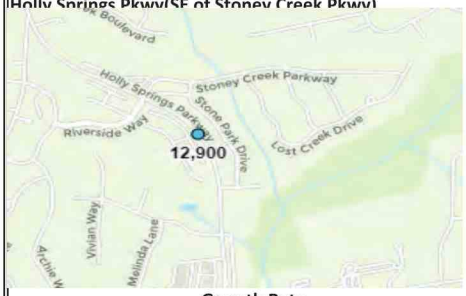
Location	Traffic Counter	RCLINK	2017	2018	2019
Holly Springs Pkwy(North of Rabbit Hill Rd)	057-0014	00106105	8,100	8,140	9,130

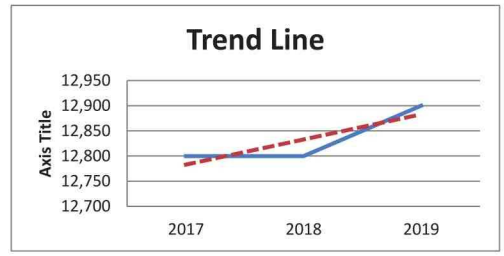


Growth Rate	6.3%	Intercept	-1,030,813	Slope	515.00
Trend Line			7,942	8,457	8,972

Sum X	6,054
Sum Y	25,370
Sum XY	51,197,690
Sum X^2	12,216,974
Count	3
a	-1,030,813
b	515
Mean Y	8,457
SS_{tot}	680,867
SS_{res}	150,417
R^2	0.78

Location	Traffic Counter	RCLINK	2017	2018	2019
Holly Springs Pkwy(SE of Stoney Creek Pkwy)	057-0012	00106100	12,800	12,800	12,900

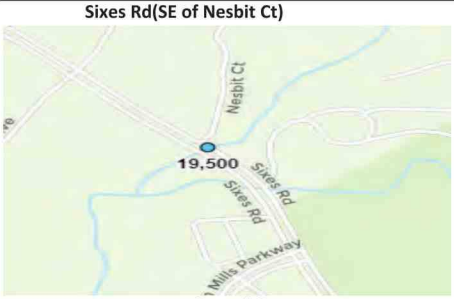


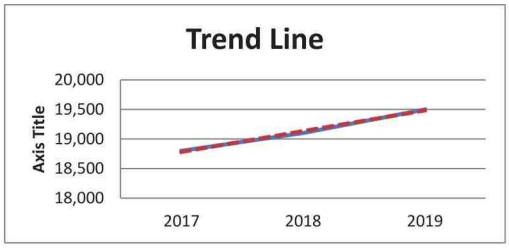


Growth Rate	0.4%	Intercept	-88,067	Slope	50.00
Trend Line			12,783	12,833	12,883

Sum X	6,054
Sum Y	38,500
Sum XY	77,693,100
Sum X^2	12,216,974
Count	3
a	-88,067
b	50
Mean Y	12,833
SS_{tot}	6,667
SS_{res}	1,667
R^2	0.75

Location	Traffic Counter	RCLINK	2017	2018	2019
Sixes Rd(SE of Nesbit Ct)	057-0219	00077905	18,800	19,100	19,500

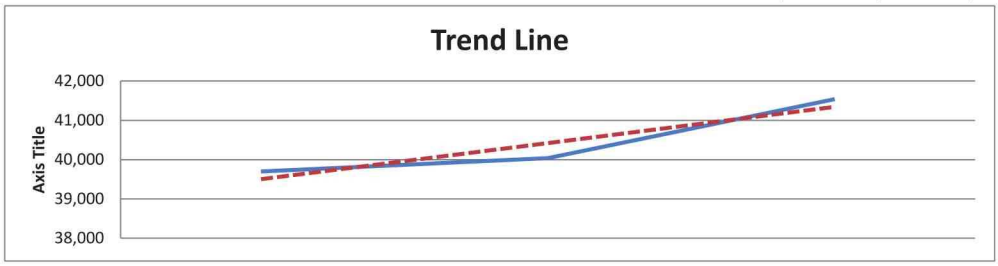




Growth Rate	1.8%	Intercept	-687,167	Slope	350.00
Trend Line			18,783	19,133	19,483

Sum X	6,054
Sum Y	57,400
Sum XY	115,833,900
Sum X^2	12,216,974
Count	3
a	-687,167
b	350
Mean Y	19,133
SS_{tot}	246,667
SS_{res}	1,667
R^2	0.99

Weighted Average	2017	2018	2019
Sum of Count Stations	39,700	40,040	41,530



Growth Rate	2.3%	Intercept	-1,806,047	Slope	915.00
Trend Line			39,508	40,423	41,338

Sum X	6,054
Sum Y	121,270
Sum XY	244,724,690
Sum X^2	12,216,974
Count	3
a	-1,806,047
b	915
Mean Y	40,423
SS_{tot}	1,894,867
SS_{res}	220,417
R^2	0.88

EXISTING INTERSECTION ANALYSIS

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	77	55	355	607	68
Future Volume (veh/h)	58	77	55	355	607	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	83	59	382	653	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	91	81	674	3106	2846	1269
Arrive On Green	0.05	0.05	0.07	1.00	0.80	0.80
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	62	83	59	382	653	73
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.1	6.1	0.6	0.0	5.4	1.2
Cycle Q Clear(g_c), s	4.1	6.1	0.6	0.0	5.4	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	91	81	674	3106	2846	1269
V/C Ratio(X)	0.68	1.03	0.09	0.12	0.23	0.06
Avail Cap(c_a), veh/h	512	456	796	3106	2846	1269
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	56.0	56.9	1.5	0.0	2.9	2.5
Incr Delay (d2), s/veh	8.8	54.5	0.1	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.5	0.1	0.0	1.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.8	111.4	1.6	0.1	3.1	2.6
LnGrp LOS	E	F	A	A	A	A
Approach Vol, veh/h	145			441	726	
Approach Delay, s/veh	91.5			0.3	3.1	
Approach LOS	F			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.4		10.6	8.8	100.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		76.5		34.5	12.5	59.5
Max Q Clear Time (g_c+I1), s		2.0		6.1	2.6	7.4
Green Ext Time (p_c), s		11.5		0.0	0.1	18.9

Intersection Summary		
HCM 6th Ctrl Delay		11.9
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	68	603	74	110	26	707	274	3	73	329	342
Future Volume (veh/h)	149	68	603	74	110	26	707	274	3	73	329	342
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	72	0	78	116	27	744	288	3	77	346	360
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	259		270	142	33	822	1159	12	594	800	678
Arrive On Green	0.09	0.14	0.00	0.05	0.10	0.10	0.24	0.63	0.63	0.03	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	1467	342	3456	1848	19	1781	1870	1585
Grp Volume(v), veh/h	157	72	0	78	0	143	744	0	291	77	346	360
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1809	1728	0	1867	1781	1870	1585
Q Serve(g_s), s	9.3	4.1	0.0	4.7	0.0	9.3	25.1	0.0	8.3	2.9	18.1	22.9
Cycle Q Clear(g_c), s	9.3	4.1	0.0	4.7	0.0	9.3	25.1	0.0	8.3	2.9	18.1	22.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	240	259		270	0	175	822	0	1171	594	800	678
V/C Ratio(X)	0.65	0.28		0.29	0.00	0.82	0.90	0.00	0.25	0.13	0.43	0.53
Avail Cap(c_a), veh/h	240	507		270	0	415	936	0	1171	607	800	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	42.6	46.3	0.0	46.1	0.0	53.2	44.4	0.0	9.9	18.1	30.9	32.7
Incr Delay (d2), s/veh	6.3	0.6	0.0	0.6	0.0	9.0	11.2	0.0	0.5	0.1	1.7	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	2.0	0.0	2.1	0.0	4.6	11.6	0.0	3.2	1.2	8.9	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	46.9	0.0	46.7	0.0	62.1	55.6	0.0	10.4	18.2	32.6	35.6
LnGrp LOS	D	D		D	A	E	E	A	B	B	C	D
Approach Vol, veh/h		229			221			1035			783	
Approach Delay, s/veh		48.3			56.7			42.9			32.6	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	79.8	10.0	21.1	33.1	55.8	15.0	16.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	58.5	5.5	32.5	32.5	31.5	10.5	27.5
Max Q Clear Time (g_c+I1), s	11.3	10.3	6.7	6.1	27.1	20.1	11.3	11.3
Green Ext Time (p_c), s	0.0	6.9	0.0	0.1	1.5	3.1	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	1	0	8	15	1056	8	32	993	17
Future Vol, veh/h	0	0	8	1	0	8	15	1056	8	32	993	17
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	1	0	9	16	1148	9	35	1079	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2347	1088	2348	2352	1153	1097	0	0	1157	0	0
Stage 1	-	1158	-	1185	1185	-	-	-	-	-	-	-
Stage 2	-	1189	-	1163	1167	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	36	262	25	36	240	636	-	-	604	-	-
Stage 1	0	270	-	230	263	-	-	-	-	-	-	-
Stage 2	0	261	-	237	268	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	32	262	22	32	240	636	-	-	604	-	-
Mov Cap-2 Maneuver	-	32	-	22	32	-	-	-	-	-	-	-
Stage 1	-	254	-	214	244	-	-	-	-	-	-	-
Stage 2	-	242	-	216	252	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.2	39.5	0.2	0.3
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	636	-	-	262	114	604	-	-
HCM Lane V/C Ratio	0.026	-	-	0.033	0.086	0.058	-	-
HCM Control Delay (s)	10.8	0	-	19.2	39.5	11.3	-	-
HCM Lane LOS	B	A	-	C	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.2	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	59	57	27	531	461	35
Future Volume (veh/h)	59	57	27	531	461	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	59	28	553	480	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	89	79	798	3110	2887	1288
Arrive On Green	0.05	0.05	0.05	1.00	0.81	0.81
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	61	59	28	553	480	36
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.0	4.4	0.3	0.0	3.5	0.5
Cycle Q Clear(g_c), s	4.0	4.4	0.3	0.0	3.5	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	89	79	798	3110	2887	1288
V/C Ratio(X)	0.69	0.75	0.04	0.18	0.17	0.03
Avail Cap(c_a), veh/h	527	469	924	3110	2887	1288
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	56.1	56.3	1.4	0.0	2.4	2.2
Incr Delay (d2), s/veh	9.0	12.9	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.1	0.1	0.0	0.9	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.1	69.2	1.4	0.1	2.6	2.2
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	120			581	516	
Approach Delay, s/veh	67.1			0.2	2.5	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.5		10.5	7.5	102.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		75.5		35.5	11.5	59.5
Max Q Clear Time (g_c+I1), s		2.0		6.0	2.3	5.5
Green Ext Time (p_c), s		18.4		0.1	0.0	13.4

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	61	715	60	60	53	489	324	4	20	303	202
Future Volume (veh/h)	195	61	715	60	60	53	489	324	4	20	303	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	62	0	61	61	54	499	331	4	20	309	206
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	275		247	77	68	565	1182	14	617	931	789
Arrive On Green	0.10	0.15	0.00	0.04	0.08	0.08	0.16	0.64	0.64	0.01	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	1781	915	810	3456	1844	22	1781	1870	1585
Grp Volume(v), veh/h	199	62	0	61	0	115	499	0	335	20	309	206
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1725	1728	0	1866	1781	1870	1585
Q Serve(g_s), s	12.0	3.5	0.0	3.7	0.0	7.8	16.9	0.0	9.4	0.7	14.9	11.4
Cycle Q Clear(g_c), s	12.0	3.5	0.0	3.7	0.0	7.8	16.9	0.0	9.4	0.7	14.9	11.4
Prop In Lane	1.00		1.00	1.00		0.47	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	270	275		247	0	146	565	0	1196	617	931	789
V/C Ratio(X)	0.74	0.23		0.25	0.00	0.79	0.88	0.00	0.28	0.03	0.33	0.26
Avail Cap(c_a), veh/h	270	678		255	0	525	648	0	1196	662	931	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	43.1	45.1	0.0	47.5	0.0	53.9	49.1	0.0	9.4	14.2	25.0	23.9
Incr Delay (d2), s/veh	10.1	0.4	0.0	0.5	0.0	9.1	12.5	0.0	0.6	0.0	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	1.7	0.0	1.7	0.0	3.7	8.1	0.0	3.6	0.3	7.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	45.5	0.0	48.0	0.0	63.0	61.6	0.0	10.0	14.2	26.0	24.7
LnGrp LOS	D	D		D	A	E	E	A	B	B	C	C
Approach Vol, veh/h		261			176			834			535	
Approach Delay, s/veh		51.4			57.8			40.9			25.0	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	81.4	9.5	22.2	24.1	64.2	17.0	14.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	47.5	5.5	43.5	22.5	30.5	12.5	36.5
Max Q Clear Time (g_c+I1), s	2.7	11.4	5.7	5.5	18.9	16.9	14.0	9.8
Green Ext Time (p_c), s	0.0	7.5	0.0	0.1	0.7	3.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	14	5	0	22	4	828	5	17	1029	8
Future Vol, veh/h	2	2	14	5	0	22	4	828	5	17	1029	8
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	-	-	-	-	-	-	-	-	-	100	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	14	5	0	23	4	854	5	18	1061	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1977	1968	1065	1974	1970	857	1069	0	0	859	0	0
Stage 1	1101	1101	-	865	865	-	-	-	-	-	-	-
Stage 2	876	867	-	1109	1105	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	46	63	270	47	63	357	652	-	-	782	-	-
Stage 1	257	288	-	348	371	-	-	-	-	-	-	-
Stage 2	344	370	-	254	286	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	61	270	42	61	357	652	-	-	782	-	-
Mov Cap-2 Maneuver	42	61	-	42	61	-	-	-	-	-	-	-
Stage 1	254	281	-	344	367	-	-	-	-	-	-	-
Stage 2	318	366	-	233	279	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.9	34.6	0.1	0.2
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	652	-	-	189	149	782	-	-
HCM Lane V/C Ratio	0.006	-	-	0.087	0.187	0.022	-	-
HCM Control Delay (s)	10.6	0	-	25.9	34.6	9.7	-	-
HCM Lane LOS	B	A	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0.1	-	-

FUTURE "NO-BUILD" INTERSECTION ANALYSIS

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	80	57	369	632	71
Future Volume (veh/h)	60	80	57	369	632	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	86	61	397	680	76
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	94	83	656	3100	2838	1266
Arrive On Green	0.05	0.05	0.07	1.00	0.80	0.80
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	65	86	61	397	680	76
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.3	6.3	0.6	0.0	5.7	1.2
Cycle Q Clear(g_c), s	4.3	6.3	0.6	0.0	5.7	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	94	83	656	3100	2838	1266
V/C Ratio(X)	0.69	1.03	0.09	0.13	0.24	0.06
Avail Cap(c_a), veh/h	512	456	777	3100	2838	1266
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	55.9	56.8	1.6	0.0	3.0	2.6
Incr Delay (d2), s/veh	8.8	54.3	0.1	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.7	0.1	0.0	1.6	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.7	111.1	1.6	0.1	3.2	2.6
LnGrp LOS	E	F	A	A	A	A
Approach Vol, veh/h	151			458	756	
Approach Delay, s/veh	91.1			0.3	3.1	
Approach LOS	F			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.2		10.8	8.8	100.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		76.5		34.5	12.5	59.5
Max Q Clear Time (g_c+I1), s		2.0		6.3	2.6	7.7
Green Ext Time (p_c), s		12.1		0.0	0.1	19.9

Intersection Summary		
HCM 6th Ctrl Delay		11.9
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	71	627	77	114	27	736	285	3	76	342	356
Future Volume (veh/h)	155	71	627	77	114	27	736	285	3	76	342	356
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	75	0	81	120	28	775	300	3	80	360	375
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	264		273	146	34	849	1153	12	579	781	662
Arrive On Green	0.09	0.14	0.00	0.05	0.10	0.10	0.25	0.62	0.62	0.05	0.56	0.56
Sat Flow, veh/h	1781	1870	1585	1781	1467	342	3456	1849	18	1781	1870	1585
Grp Volume(v), veh/h	163	75	0	81	0	148	775	0	303	80	360	375
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1809	1728	0	1867	1781	1870	1585
Q Serve(g_s), s	9.6	4.3	0.0	4.9	0.0	9.6	26.2	0.0	8.8	3.1	13.8	18.4
Cycle Q Clear(g_c), s	9.6	4.3	0.0	4.9	0.0	9.6	26.2	0.0	8.8	3.1	13.8	18.4
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	240	264		273	0	180	849	0	1164	579	781	662
V/C Ratio(X)	0.68	0.28		0.30	0.00	0.82	0.91	0.00	0.26	0.14	0.46	0.57
Avail Cap(c_a), veh/h	240	507		273	0	415	936	0	1164	591	781	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	42.5	46.1	0.0	45.9	0.0	53.0	44.0	0.0	10.1	18.3	18.6	19.7
Incr Delay (d2), s/veh	7.5	0.6	0.0	0.6	0.0	9.0	12.4	0.0	0.5	0.1	1.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	2.0	0.0	2.2	0.0	4.8	12.2	0.0	3.4	1.3	5.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	46.7	0.0	46.5	0.0	62.0	56.4	0.0	10.7	18.4	20.5	23.1
LnGrp LOS	D	D		D	A	E	E	A	B	B	C	C
Approach Vol, veh/h		238			229			1078			815	
Approach Delay, s/veh		49.0			56.5			43.5			21.5	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	79.3	10.0	21.4	34.0	54.6	15.0	16.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	58.5	5.5	32.5	32.5	31.5	10.5	27.5
Max Q Clear Time (g_c+I1), s	5.1	10.8	6.9	6.3	28.2	15.8	11.6	11.6
Green Ext Time (p_c), s	0.0	7.3	0.0	0.2	1.3	3.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	1	0	8	16	1099	8	33	1033	18
Future Vol, veh/h	0	0	8	1	0	8	16	1099	8	33	1033	18
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	1	0	9	17	1195	9	36	1123	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2443	1133	2444	2449	1200	1143	0	0	1204	0	0
Stage 1	-	1205	-	1234	1234	-	-	-	-	-	-	-
Stage 2	-	1238	-	1210	1215	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	31	247	21	31	226	611	-	-	580	-	-
Stage 1	0	257	-	216	249	-	-	-	-	-	-	-
Stage 2	0	248	-	223	254	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	27	247	18	27	226	611	-	-	580	-	-
Mov Cap-2 Maneuver	-	27	-	18	27	-	-	-	-	-	-	-
Stage 1	-	241	-	198	228	-	-	-	-	-	-	-
Stage 2	-	227	-	202	238	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	45.3	0.2	0.4
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	611	-	-	247	99	580	-	-
HCM Lane V/C Ratio	0.028	-	-	0.035	0.099	0.062	-	-
HCM Control Delay (s)	11.1	0	-	20.1	45.3	11.6	-	-
HCM Lane LOS	B	A	-	C	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0.2	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	59	28	552	480	36
Future Volume (veh/h)	61	59	28	552	480	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	61	29	575	500	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	92	82	781	3103	2878	1284
Arrive On Green	0.05	0.05	0.05	1.00	0.81	0.81
Sat Flow, veh/h	1781	1585	1781	3647	3647	1585
Grp Volume(v), veh/h	64	61	29	575	500	38
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1585
Q Serve(g_s), s	4.2	4.6	0.3	0.0	3.7	0.6
Cycle Q Clear(g_c), s	4.2	4.6	0.3	0.0	3.7	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	92	82	781	3103	2878	1284
V/C Ratio(X)	0.69	0.74	0.04	0.19	0.17	0.03
Avail Cap(c_a), veh/h	512	456	906	3103	2878	1284
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	56.0	56.1	1.4	0.0	2.5	2.2
Incr Delay (d2), s/veh	9.0	12.5	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.2	0.1	0.1	1.0	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.0	68.6	1.4	0.1	2.7	2.3
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	125			604	538	
Approach Delay, s/veh	66.7			0.2	2.6	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.3		10.7	7.6	101.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		76.5		34.5	11.5	60.5
Max Q Clear Time (g_c+I1), s		2.0		6.2	2.3	5.7
Green Ext Time (p_c), s		19.4		0.1	0.0	14.1

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	63	744	62	62	55	509	337	4	21	315	210
Future Volume (veh/h)	203	63	744	62	62	55	509	337	4	21	315	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	64	0	63	63	56	519	344	4	21	321	214
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	278		252	79	71	582	1177	14	604	917	777
Arrive On Green	0.10	0.15	0.00	0.04	0.09	0.09	0.17	0.64	0.64	0.01	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	1781	913	811	3456	1845	21	1781	1870	1585
Grp Volume(v), veh/h	207	64	0	63	0	119	519	0	348	21	321	214
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1724	1728	0	1866	1781	1870	1585
Q Serve(g_s), s	12.5	3.6	0.0	3.8	0.0	8.1	17.6	0.0	10.0	0.7	18.3	14.2
Cycle Q Clear(g_c), s	12.5	3.6	0.0	3.8	0.0	8.1	17.6	0.0	10.0	0.7	18.3	14.2
Prop In Lane	1.00		1.00	1.00		0.47	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	270	278		252	0	150	582	0	1191	604	917	777
V/C Ratio(X)	0.77	0.23		0.25	0.00	0.79	0.89	0.00	0.29	0.03	0.35	0.28
Avail Cap(c_a), veh/h	270	678		258	0	524	648	0	1191	648	917	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	43.1	45.1	0.0	47.1	0.0	53.7	48.8	0.0	9.7	14.7	33.3	31.6
Incr Delay (d2), s/veh	12.4	0.4	0.0	0.5	0.0	9.1	13.6	0.0	0.6	0.0	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	1.7	0.0	1.7	0.0	3.9	8.5	0.0	3.8	0.3	9.4	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	45.5	0.0	47.6	0.0	62.9	62.4	0.0	10.3	14.7	34.3	32.5
LnGrp LOS	E	D		D	A	E	E	A	B	B	C	C
Approach Vol, veh/h		271			182			867			556	
Approach Delay, s/veh		53.2			57.6			41.5			32.9	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	81.1	9.6	22.3	24.7	63.3	17.0	14.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	47.5	5.5	43.5	22.5	30.5	12.5	36.5
Max Q Clear Time (g_c+I1), s	2.7	12.0	5.8	5.6	19.6	20.3	14.5	10.1
Green Ext Time (p_c), s	0.0	7.8	0.0	0.1	0.6	3.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.9

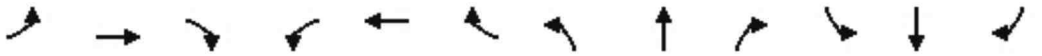
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	15	5	0	23	4	861	5	18	1071	8
Future Vol, veh/h	2	2	15	5	0	23	4	861	5	18	1071	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	15	5	0	24	4	888	5	19	1104	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2057	2047	1108	2054	2049	891	1112	0	0	893	0	0
Stage 1	1146	1146	-	899	899	-	-	-	-	-	-	-
Stage 2	911	901	-	1155	1150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	41	56	255	41	56	341	628	-	-	759	-	-
Stage 1	242	274	-	334	358	-	-	-	-	-	-	-
Stage 2	328	357	-	240	273	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	54	255	36	54	341	628	-	-	759	-	-
Mov Cap-2 Maneuver	37	54	-	36	54	-	-	-	-	-	-	-
Stage 1	239	267	-	330	353	-	-	-	-	-	-	-
Stage 2	301	352	-	218	266	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.6	38.5	0	0.2
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	628	-	-	177	136	759	-	-
HCM Lane V/C Ratio	0.007	-	-	0.099	0.212	0.024	-	-
HCM Control Delay (s)	10.8	0	-	27.6	38.5	9.9	-	-
HCM Lane LOS	B	A	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.8	0.1	-	-

FUTURE "BUILD" INTERSECTION ANALYSIS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	80	101	0	38	57	367	109	34	630	71
Future Volume (veh/h)	60	0	80	101	0	38	57	367	109	34	630	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	0	86	109	0	41	61	395	117	37	677	76
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	0	101	208	0	272	554	2677	1194	664	2415	1077
Arrive On Green	0.06	0.00	0.06	0.07	0.00	0.17	0.07	1.00	1.00	0.68	0.68	0.68
Sat Flow, veh/h	1366	0	1585	1781	0	1585	1781	3554	1585	888	3554	1585
Grp Volume(v), veh/h	65	0	86	109	0	41	61	395	117	37	677	76
Grp Sat Flow(s),veh/h/ln	1366	0	1585	1781	0	1585	1781	1777	1585	888	1777	1585
Q Serve(g_s), s	5.6	0.0	6.4	6.6	0.0	2.6	1.1	0.0	0.0	1.7	9.0	1.9
Cycle Q Clear(g_c), s	5.6	0.0	6.4	6.6	0.0	2.6	1.1	0.0	0.0	1.7	9.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	0	101	208	0	272	554	2677	1194	664	2415	1077
V/C Ratio(X)	0.44	0.00	0.85	0.52	0.00	0.15	0.11	0.15	0.10	0.06	0.28	0.07
Avail Cap(c_a), veh/h	419	0	416	238	0	614	630	2677	1194	664	2415	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	0.0	55.6	46.3	0.0	42.3	4.8	0.0	0.0	6.4	7.6	6.5
Incr Delay (d2), s/veh	2.1	0.0	17.5	2.0	0.0	0.3	0.1	0.1	0.1	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.1	3.1	0.0	1.1	0.4	0.0	0.0	0.3	3.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	0.0	73.1	48.4	0.0	42.5	4.9	0.1	0.1	6.6	7.9	6.6
LnGrp LOS	E	A	E	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		151			150			573			790	
Approach Delay, s/veh		66.3			46.8			0.6			7.7	
Approach LOS		E			D			A			A	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		94.9	13.0	12.1	8.8	86.1		25.1				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		64.5	10.5	31.5	9.5	50.5		46.5				
Max Q Clear Time (g_c+I1), s		2.0	8.6	7.6	3.1	11.0		4.6				
Green Ext Time (p_c), s		12.7	0.0	0.0	0.0	18.1		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	74	627	77	129	27	736	323	3	76	374	423
Future Volume (veh/h)	224	74	627	77	129	27	736	323	3	76	374	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	78	0	81	136	28	775	340	3	80	394	445
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	280		285	163	34	849	1138	10	555	764	648
Arrive On Green	0.09	0.15	0.00	0.05	0.11	0.11	0.25	0.61	0.61	0.03	0.27	0.27
Sat Flow, veh/h	1781	1870	1585	1781	1505	310	3456	1851	16	1781	1870	1585
Grp Volume(v), veh/h	236	78	0	81	0	164	775	0	343	80	394	445
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1815	1728	0	1867	1781	1870	1585
Q Serve(g_s), s	10.5	4.4	0.0	4.8	0.0	10.6	26.2	0.0	10.4	3.1	21.4	30.1
Cycle Q Clear(g_c), s	10.5	4.4	0.0	4.8	0.0	10.6	26.2	0.0	10.4	3.1	21.4	30.1
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	240	280		285	0	197	849	0	1148	555	764	648
V/C Ratio(X)	0.98	0.28		0.28	0.00	0.83	0.91	0.00	0.30	0.14	0.52	0.69
Avail Cap(c_a), veh/h	240	507		285	0	416	936	0	1148	566	764	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	46.5	45.2	0.0	45.0	0.0	52.4	44.0	0.0	10.9	19.4	33.5	36.7
Incr Delay (d2), s/veh	53.3	0.5	0.0	0.5	0.0	8.9	12.4	0.0	0.7	0.1	2.4	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.1	0.0	2.2	0.0	5.4	12.2	0.0	4.1	1.3	10.7	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.8	45.8	0.0	45.5	0.0	61.4	56.4	0.0	11.6	19.5	35.9	42.4
LnGrp LOS	F	D		D	A	E	E	A	B	B	D	D
Approach Vol, veh/h		314			245			1118			919	
Approach Delay, s/veh		86.4			56.1			42.6			37.6	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	78.2	10.0	22.5	34.0	53.5	15.0	17.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	58.5	5.5	32.5	32.5	31.5	10.5	27.5
Max Q Clear Time (g_c+I1), s	5.1	12.4	6.8	6.4	28.2	23.4	12.5	12.6
Green Ext Time (p_c), s	0.0	8.4	0.0	0.2	1.3	2.8	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

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

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	0	0	8	24	0	8	16	1137	20	33	1065	18
Future Vol, veh/h	0	0	8	24	0	8	16	1137	20	33	1065	18
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	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	26	0	9	17	1236	22	36	1158	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2532	1168	2526	2531	1247	1178	0	0	1258	0	0
Stage 1	-	1240	-	1281	1281	-	-	-	-	-	-	-
Stage 2	-	1292	-	1245	1250	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	27	235	~ 19	27	212	593	-	-	553	-	-
Stage 1	0	247	-	203	236	-	-	-	-	-	-	-
Stage 2	0	233	-	213	244	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	23	235	~ 16	23	212	593	-	-	553	-	-
Mov Cap-2 Maneuver	-	23	-	~ 16	23	-	-	-	-	-	-	-
Stage 1	-	231	-	184	213	-	-	-	-	-	-	-
Stage 2	-	211	-	192	228	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	$ 710.9	0.2	0.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	593	-	-	235	21	553	-	-
HCM Lane V/C Ratio	0.029	-	-	0.037	1.656	0.065	-	-
HCM Control Delay (s)	11.3	0	-	20.9	$ 710.9	12	-	-
HCM Lane LOS	B	A	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	4.6	0.2	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	55	32	15
Future Vol, veh/h	3	0	0	55	32	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	3	0	0	60	35	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	103	43	51	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	895	1027	1555	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	895	1027	1555	-	-	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	895	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	35	15	44	12	10
Future Vol, veh/h	9	35	15	44	12	10
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	10	38	16	48	13	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	19	24	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	900	1059	1591	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	891	1059	1591	-	-	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	1020	-	-
HCM Lane V/C Ratio	0.01	-	0.047	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

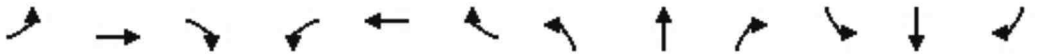
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	1	0	0	1	8	1	0	8	0
Future Vol, veh/h	0	0	3	1	0	0	1	8	1	0	8	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	1	0	0	1	9	1	0	9	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	21	21	9	23	21	10	9	0	0	10	0	0
Stage 1	9	9	-	12	12	-	-	-	-	-	-	-
Stage 2	12	12	-	11	9	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	992	873	1073	989	873	1071	1611	-	-	1610	-	-
Stage 1	1012	888	-	1009	886	-	-	-	-	-	-	-
Stage 2	1009	886	-	1010	888	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	991	872	1073	985	872	1071	1611	-	-	1610	-	-
Mov Cap-2 Maneuver	991	872	-	985	872	-	-	-	-	-	-	-
Stage 1	1011	888	-	1008	885	-	-	-	-	-	-	-
Stage 2	1008	885	-	1007	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	8.7	0.7	0
HCM LOS	A	A		

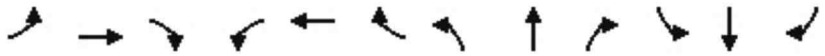
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	1073	985	1610	-	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.001	-	-	-
HCM Control Delay (s)	7.2	0	-	8.4	8.7	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	0	59	105	0	38	28	547	114	41	476	36
Future Volume (veh/h)	61	0	59	105	0	38	28	547	114	41	476	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	0	61	109	0	40	29	570	119	43	496	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	0	100	209	0	271	663	2679	1195	580	2454	1094
Arrive On Green	0.06	0.00	0.06	0.07	0.00	0.17	0.05	1.00	1.00	0.69	0.69	0.69
Sat Flow, veh/h	1367	0	1585	1781	0	1585	1781	3554	1585	754	3554	1585
Grp Volume(v), veh/h	64	0	61	109	0	40	29	570	119	43	496	38
Grp Sat Flow(s),veh/h/ln	1367	0	1585	1781	0	1585	1781	1777	1585	754	1777	1585
Q Serve(g_s), s	5.5	0.0	4.5	6.6	0.0	2.6	0.5	0.0	0.0	2.2	6.0	0.9
Cycle Q Clear(g_c), s	5.5	0.0	4.5	6.6	0.0	2.6	0.5	0.0	0.0	2.2	6.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	0	100	209	0	271	663	2679	1195	580	2454	1094
V/C Ratio(X)	0.44	0.00	0.61	0.52	0.00	0.15	0.04	0.21	0.10	0.07	0.20	0.03
Avail Cap(c_a), veh/h	430	0	429	268	0	654	743	2679	1195	580	2454	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	0.0	54.8	46.4	0.0	42.3	4.5	0.0	0.0	6.1	6.7	5.9
Incr Delay (d2), s/veh	2.1	0.0	5.9	2.0	0.0	0.2	0.0	0.2	0.1	0.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.0	3.1	0.0	1.0	0.2	0.1	0.0	0.4	2.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	0.0	60.7	48.4	0.0	42.5	4.5	0.2	0.1	6.3	6.9	5.9
LnGrp LOS	E	A	E	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		125			149			718			577	
Approach Delay, s/veh		59.0			46.8			0.3			6.8	
Approach LOS		E			D			A			A	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		95.0	13.0	12.1	7.6	87.4		25.0				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		61.5	12.5	32.5	8.5	48.5		49.5				
Max Q Clear Time (g_c+I1), s		2.0	8.6	7.5	2.5	8.0		4.6				
Green Ext Time (p_c), s		19.4	0.1	0.1	0.0	13.4		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	73	744	62	69	55	509	374	4	21	350	276
Future Volume (veh/h)	275	73	744	62	69	55	509	374	4	21	350	276
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	281	74	0	63	70	56	519	382	4	21	357	282
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	353		256	87	70	1390	1104	12	150	405	343
Arrive On Green	0.14	0.19	0.00	0.04	0.09	0.09	0.40	0.60	0.60	0.04	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	1781	962	770	3456	1848	19	1781	1870	1585
Grp Volume(v), veh/h	281	74	0	63	0	126	519	0	386	21	357	282
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1732	1728	0	1867	1781	1870	1585
Q Serve(g_s), s	16.9	4.0	0.0	3.8	0.0	8.6	12.7	0.0	12.6	1.1	21.0	13.6
Cycle Q Clear(g_c), s	16.9	4.0	0.0	3.8	0.0	8.6	12.7	0.0	12.6	1.1	21.0	13.6
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	335	353		256	0	157	1390	0	1116	150	405	343
V/C Ratio(X)	0.84	0.21		0.25	0.00	0.80	0.37	0.00	0.35	0.14	0.88	0.82
Avail Cap(c_a), veh/h	335	662		256	0	443	1390	0	1116	187	497	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	40.9	41.1	0.0	46.8	0.0	53.5	25.2	0.0	12.2	39.3	32.6	16.8
Incr Delay (d2), s/veh	16.9	0.3	0.0	0.5	0.0	9.2	0.2	0.0	0.9	0.4	22.8	19.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	1.9	0.0	1.7	0.0	4.1	5.0	0.0	5.0	0.5	9.9	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	41.4	0.0	47.3	0.0	62.7	25.4	0.0	13.1	39.7	55.4	36.0
LnGrp LOS	E	D		D	A	E	C	A	B	D	E	D
Approach Vol, veh/h		355			189			905			660	
Approach Delay, s/veh		54.4			57.6			20.1			46.6	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	76.2	9.6	27.2	52.8	30.5	21.4	15.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	49.4	5.1	42.5	22.5	31.9	16.9	30.7
Max Q Clear Time (g_c+I1), s	3.1	14.6	5.8	6.0	14.7	23.0	18.9	10.6
Green Ext Time (p_c), s	0.0	8.8	0.0	0.2	1.2	3.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	15	19	0	23	4	898	24	18	1106	8
Future Vol, veh/h	2	2	15	19	0	23	4	898	24	18	1106	8
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	-	-	-	-	-	-	-	-	-	100	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	15	20	0	24	4	926	25	19	1140	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2141	2141	1144	2138	2133	939	1148	0	0	951	0	0
Stage 1	1182	1182	-	947	947	-	-	-	-	-	-	-
Stage 2	959	959	-	1191	1186	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	49	243	36	49	320	609	-	-	722	-	-
Stage 1	231	263	-	314	340	-	-	-	-	-	-	-
Stage 2	309	335	-	229	262	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	47	243	32	47	320	609	-	-	722	-	-
Mov Cap-2 Maneuver	31	47	-	32	47	-	-	-	-	-	-	-
Stage 1	228	256	-	310	335	-	-	-	-	-	-	-
Stage 2	282	330	-	207	255	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.7	142.2	0	0.2
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	609	-	-	163	63	722	-	-
HCM Lane V/C Ratio	0.007	-	-	0.108	0.687	0.026	-	-
HCM Control Delay (s)	11	0	-	29.7	142.2	10.1	-	-
HCM Lane LOS	B	A	-	D	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	3	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	0	44	42	7
Future Vol, veh/h	10	0	0	44	42	7
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	11	0	0	48	46	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	98	50	54	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	901	1018	1551	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	901	1018	1551	-	-	-
Mov Cap-2 Maneuver	901	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1551	-	901	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	18	26	28	30	11
Future Vol, veh/h	9	18	26	28	30	11
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	10	20	28	30	33	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	125	39	45	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	870	1033	1563	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	854	1033	1563	-	-	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	3.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1563	-	966	-	-
HCM Lane V/C Ratio	0.018	-	0.03	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	3	1	0	0	4	7	2	0	9	0
Future Vol, veh/h	0	0	3	1	0	0	4	7	2	0	9	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	1	0	0	4	8	2	0	10	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	27	28	10	29	27	9	10	0	0	10	0	0
Stage 1	10	10	-	17	17	-	-	-	-	-	-	-
Stage 2	17	18	-	12	10	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	983	865	1071	980	866	1073	1610	-	-	1610	-	-
Stage 1	1011	887	-	1002	881	-	-	-	-	-	-	-
Stage 2	1002	880	-	1009	887	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	981	863	1071	975	864	1073	1610	-	-	1610	-	-
Mov Cap-2 Maneuver	981	863	-	975	864	-	-	-	-	-	-	-
Stage 1	1009	887	-	1000	879	-	-	-	-	-	-	-
Stage 2	1000	878	-	1006	887	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	8.7	2.2	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	1071	975	1610	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.001	-	-	-
HCM Control Delay (s)	7.2	0	-	8.4	8.7	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

TRAFFIC VOLUME WORKSHEETS

21-078 Mixed Use Dev in Holly Springs-TIS

Traffic Volumes

A&R Engineering
June 2022

1. Holly S Pkwy @ Home Depot

A.M. Peak Hour

Condition	Holly Springs Parkway Northbound				Holly Springs Parkway Southbound				Home Depot Entrance Eastbound				Site Driveway 1 Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	42	273	0	315	0	466	52	518	45	0	59	104	0	0	0	0
Adjusted Existing 2021 Volumes:	53	341	0	394	0	583	65	648	56	0	74	130	0	0	0	0
Projected 2022 Volumes:	55	355	0	410	0	607	68	675	58	0	77	135	0	0	0	0
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	57	369	0	426	0	632	71	703	60	0	80	140	0	0	0	0
Total New Trips (Apartments):	0	0	5	5	3	0	0	3	0	0	0	0	21	0	14	35
Total New Trips (Townhomes):	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total New Trips (Retail):	0	0	102	102	29	0	0	29	0	0	0	0	77	0	22	99
Pass-by's Trips:	0	-2	2	0	2	-2	0	0	0	0	0	0	2	0	1	3
Future 2024 Traffic Volumes:	57	367	109	533	34	630	71	735	60	0	80	140	101	0	38	139

P.M. Peak Hour

Condition	Holly Springs Parkway Northbound				Holly Springs Parkway Southbound				Home Depot Entrance Eastbound				Site Driveway 1 Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	26	510	0	536	0	443	34	477	57	0	55	112	0	0	0	0
Adjusted Existing 2021 Volumes:	26	510	0	536	0	443	34	477	57	0	55	112	0	0	0	0
Projected 2022 Volumes:	27	531	0	558	0	461	35	496	59	0	57	116	0	0	0	0
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	28	552	0	580	0	480	36	516	61	0	59	120	0	0	0	0
Total New Trips (Apartments):	0	0	14	14	9	0	0	9	0	0	0	0	9	0	6	15
Total New Trips (Townhomes):	0	0	1	1	1	0	0	1	0	0	0	0	1	0	1	2
Total New Trips (Retail):	0	0	94	94	27	0	0	27	0	0	0	0	91	0	26	117
Pass-by's Trips:	0	-5	5	0	4	-4	0	0	0	0	0	0	4	0	5	9
Future 2024 Traffic Volumes:	28	547	114	689	41	476	36	553	61	0	59	120	105	0	38	143

21-078 Mixed Use Dev in Holly Springs-TIS
Traffic Volumes

A&R Engineering
June 2022

2. Holly S Pkwy @ Sixes Rd

A.M. Peak Hour

	Holly Springs Parkway Northbound				Holly Springs Parkway Southbound				Sixes Road Eastbound				Sixes Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	544	210	2	756	56	253	263	572	114	52	464	630	57	85	20	162
Adjusted Existing 2021 Volumes:	680	263	3	946	70	316	329	715	143	65	580	788	71	106	25	202
Projected 2022 Volumes:	707	274	3	984	73	329	342	744	149	68	603	820	74	110	26	210
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	736	285	3	1024	76	342	356	774	155	71	627	853	77	114	27	218
Total New Trips (Apartments):	0	1	0	1	0	4	17	21	4	3	0	7	0	14	0	14
Total New Trips (Townhomes):	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
Total New Trips(Retail):	0	37	0	37	0	28	49	77	65	0	0	65	0	0	0	0
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	736	323	3	1062	76	374	423	873	224	74	627	925	77	129	27	233

P.M. Peak Hour

	Holly Springs Parkway Northbound				Holly Springs Parkway Southbound				Sixes Road Eastbound				Sixes Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	470	311	4	785	19	291	194	504	187	59	687	933	58	58	51	167
Adjusted Existing 2021 Volumes:	470	311	4	785	19	291	194	504	187	59	687	933	58	58	51	167
Projected 2022 Volumes:	489	324	4	817	20	303	202	525	195	61	715	971	60	60	53	173
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	509	337	4	850	21	315	210	546	203	63	744	1010	62	62	55	179
Total New Trips (Apartments):	0	3	0	3	0	2	7	9	11	9	0	20	0	6	0	6
Total New Trips (Townhomes):	0	0	0	0	0	0	1	1	1	1	0	2	0	1	0	1
Total New Trips(Retail):	0	34	0	34	0	33	58	91	60	0	0	60	0	0	0	0
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	509	374	4	887	21	350	276	647	275	73	744	1092	62	69	55	186

21-078 Mixed Use Dev in Holly Springs-TIS
Traffic Volumes

A&R Engineering
June 2022

3. Holly S Pkwy @ E. Rope M Rd

A.M. Peak Hour

	Holly Springs Parkway Northbound				Holly Springs Parkway Southbound				E.Rope Mill Lane Eastbound				E. Rope Mill Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	11	812	6	829	25	763	13	801	0	0	6	6	1	0	6	7
Adjusted Existing 2021 Volumes:	14	1015	8	1037	31	954	16	1001	0	0	8	8	1	0	8	9
Projected 2022 Volumes:	15	1056	8	1079	32	993	17	1042	0	0	8	8	1	0	8	9
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	16	1099	8	1123	33	1033	18	1084	0	0	8	8	1	0	8	9
Total New Trips (Apartments):	0	1	4	5	0	4	0	4	0	0	0	0	16	0	0	16
Total New Trips (Townhomes):	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2
Total New Trips(Retail):	0	37	7	44	0	28	0	28	0	0	0	0	5	0	0	5
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	16	1137	20	1173	33	1065	18	1116	0	0	8	8	24	0	8	32

P.M. Peak Hour

	Holly Springs Parkway Northbound				Holly Springs Parkway Southbound				E.Rope Mill Lane Eastbound				E. Rope Mill Road Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	4	796	5	805	16	989	8	1013	2	2	13	17	5	0	21	26
Adjusted Existing 2021 Volumes:	4	796	5	805	16	989	8	1013	2	2	13	17	5	0	21	26
Projected 2022 Volumes:	4	828	5	837	17	1029	8	1054	2	2	14	18	5	0	22	27
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	4	861	5	870	18	1071	8	1097	2	2	15	19	5	0	23	28
Total New Trips (Apartments):	0	3	11	14	0	2	0	2	0	0	0	0	7	0	0	7
Total New Trips (Townhomes):	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1
Total New Trips(Retail):	0	34	6	40	0	33	0	33	0	0	0	0	6	0	0	6
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	4	898	24	926	18	1106	8	1132	2	2	15	19	19	0	23	42

21-078 Mixed Use Dev in Holly Springs-TIS

Traffic Volumes

A&R Engineering
June 2022

4. E. Rope M Rd @ Conn Rd

A.M. Peak Hour

Condition	E. Rope Mill Road Northbound				E. Rope Mill Road Southbound				Sixes Road Extension (Proposed Connection Road) Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	0	31	0	31	0	7	0	7	0	0	0	0	0	0	0	0
Adjusted Existing 2021 Volumes:	0	39	0	39	0	9	0	9	0	0	0	0	0	0	0	0
Projected 2022 Volumes:	0	41	0	41	0	9	0	9	0	0	0	0	0	0	0	0
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	0	43	0	43	0	9	0	9	0	0	0	0	0	0	0	0
Total New Trips (Apartments):	0	4	0	4	0	16	14	30	3	0	0	3	0	0	0	0
Total New Trips (Townhomes):	0	1	0	1	0	2	1	3	0	0	0	0	0	0	0	0
Total New Trips(Retail):	0	7	0	7	0	5	0	5	0	0	0	0	0	0	0	0
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	0	55	0	55	0	32	15	47	3	0	0	3	0	0	0	0

P.M. Peak Hour

Condition	E. Rope Mill Road Northbound				E. Rope Mill Road Southbound				Sixes Road Extension (Proposed Connection Road) Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	0	23	0	23	0	26	0	26	0	0	0	0	0	0	0	0
Adjusted Existing 2021 Volumes:	0	23	0	23	0	26	0	26	0	0	0	0	0	0	0	0
Projected 2022 Volumes:	0	24	0	24	0	27	0	27	0	0	0	0	0	0	0	0
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	0	25	0	25	0	28	0	28	0	0	0	0	0	0	0	0
Total New Trips (Apartments):	0	11	0	11	0	7	6	13	9	0	0	9	0	0	0	0
Total New Trips (Townhomes):	0	2	0	2	0	1	1	2	1	0	0	1	0	0	0	0
Total New Trips(Retail):	0	6	0	6	0	6	0	6	0	0	0	0	0	0	0	0
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	0	44	0	44	0	42	7	49	10	0	0	10	0	0	0	0

21-078 Mixed Use Dev in Holly Springs-TIS

Traffic Volumes

A&R Engineering
June 2022

5. E.Rope M Rd @ Site Drwy 2

A.M. Peak Hour

	E. Rope Mill Road Northbound				E. Rope Mill Road Southbound				Site Driveway 2 (Southern) Eastbound				- Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	0	31	0	31	0	7	0	7	0	0	0	0	0	0	0	0
Adjusted Existing 2021 Volumes:	0	39	0	39	0	9	0	9	0	0	0	0	0	0	0	0
Projected 2022 Volumes:	0	41	0	41	0	9	0	9	0	0	0	0	0	0	0	0
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	0	43	0	43	0	9	0	9	0	0	0	0	0	0	0	0
Total New Trips (Apartments):	8	0	0	8	0	0	1	1	3	0	30	33	0	0	0	0
Total New Trips (Townhomes):	0	1	0	1	0	3	2	5	1	0	0	1	0	0	0	0
Total New Trips(Retail):	7	0	0	7	0	0	7	7	5	0	5	10	0	0	0	0
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	15	44	0	59	0	12	10	22	9	0	35	44	0	0	0	0

P.M. Peak Hour

	E. Rope Mill Road Northbound				E. Rope Mill Road Southbound				Site Driveway 2 (Southern) Eastbound				- Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	0	23	0	23	0	26	0	26	0	0	0	0	0	0	0	0
Adjusted Existing 2021 Volumes:	0	23	0	23	0	26	0	26	0	0	0	0	0	0	0	0
Projected 2022 Volumes:	0	24	0	24	0	27	0	27	0	0	0	0	0	0	0	0
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	0	25	0	25	0	28	0	28	0	0	0	0	0	0	0	0
Total New Trips (Apartments):	20	0	0	20	0	0	2	2	1	0	12	13	0	0	0	0
Total New Trips (Townhomes):	0	3	0	3	0	2	2	4	2	0	0	2	0	0	0	0
Total New Trips(Retail):	6	0	0	6	0	0	7	7	6	0	6	12	0	0	0	0
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	26	28	0	54	0	30	11	41	9	0	18	27	0	0	0	0

21-078 Mixed Use Dev in Holly Springs-TIS

Traffic Volumes

A&R Engineering
June 2022

6. E. Rope M Rd @ Site Drwy 3

A.M. Peak Hour

	E. Rope Mill Road Northbound				E. Rope Mill Road Southbound				Site Driveway 3 (Western) Eastbound				Site Driveway 4 (Eastern) Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing 2021 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected 2022 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total New Trips (Apartments):	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0
Total New Trips (Townhomes):	1	0	1	2	0	0	0	0	0	0	3	3	1	0	0	1
Total New Trips(Retail):	0	5	0	5	0	7	0	7	0	0	0	0	0	0	0	0
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	1	8	1	10	0	8	0	8	0	0	3	3	1	0	0	1

P.M. Peak Hour

	E. Rope Mill Road Northbound				E. Rope Mill Road Southbound				Site Driveway 3 (Western) Eastbound				Site Driveway 4 (Eastern) Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2021 Counts during Covid-19:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing 2021 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Projected 2022 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (%):	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	
No-Build 2024 Volumes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total New Trips (Apartments):	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0
Total New Trips (Townhomes):	4	0	2	6	0	0	0	0	0	0	3	3	1	0	0	1
Total New Trips(Retail):	0	6	0	6	0	7	0	7	0	0	0	0	0	0	0	0
Pass-by's Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2024 Traffic Volumes:	4	7	2	13	0	9	0	9	0	0	3	3	1	0	0	1

August 4, 2022

Mr. Logan,

I am writing you concerning the rezoning application a-03-2022, ma-07-2022. Rezoning and annexation of 5.84 acres on Holly Springs Parkway. As you know, I own 7.22 acres zoned light industrial adjacent to the applicant's parcel on East Rope Mill Rd. I have no objections to the application.

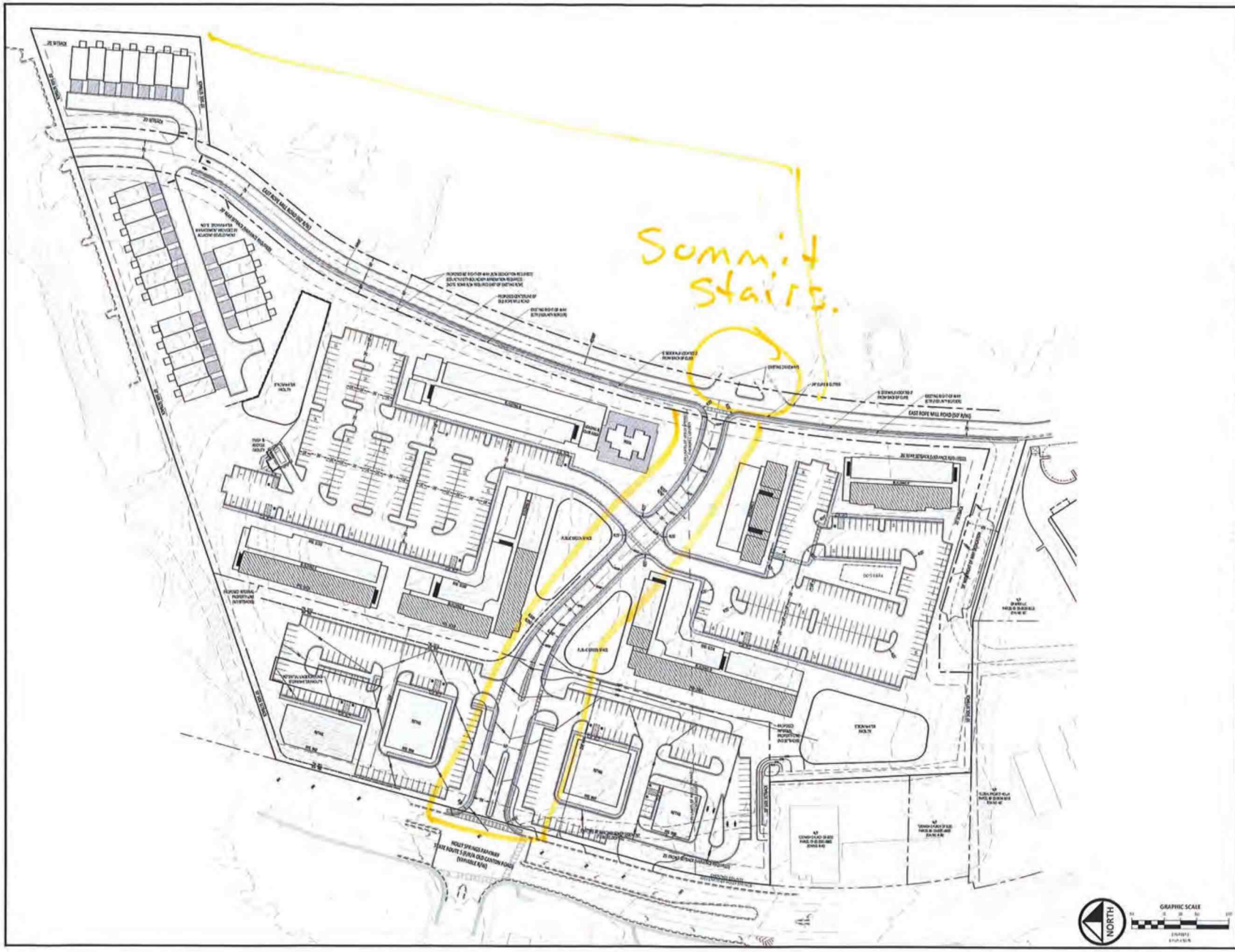
I do want a stipulation for the road connecting East Rope Mill Rd and Holly Springs Parkway, to be a public road. Not a private Road. The public road would be built to County Standards which would require the road to accommodate proper access between East Rope Mill Rd and Holly Springs Parkway for Trucks, including Semi and tractor trailer vehicles. With no restrictions.

Given myself and my neighbor's light industrial zoning and the increased impact by all the recent development, this access is required for safety reasons as well as traffic pattern flow.

Please present this to the applicant as a condition to the approval.

Sincerely,

Glen Nedza



GRADING EXHIBIT
THE HEIGHTS at HOLLY SPRINGS
LANDLOTS 591, 592 & 633 - 15th DISTRICT, 2nd SECTIONS
CITY OF HOLLY SPRINGS
CHEROKEE COUNTY, GEORGIA

Drawing No.
1 of 1

Project No.	52492
Design By:	DW
Drawn By:	DW
Checked By:	DW
Date:	05/05
Scale:	1" = 50'

No	Revision Schedule	Date

THE WORTHING COMPANIES
5909 Peachtree Dunwoody Rd.
Suite 400
Atlanta, GA 30328

summit
Engineering Consultants, Inc.

Cherokee County School District

Rezoning Case Impact Report

Jurisdiction		Rezoning Case Number		Applicant Name	
City of Holly Springs		MA-07-2022		The Worthing Companies	
Acreage	Number Of Lots	Housing Type		Current Zoning	Proposed Zoning
21.01	294	Multi-Family		GC, MXD, R40	GC 7 MXD
Estimated Student Impact (1)		Additional Capacity Needed		Additional Capacity Cost (2)	Annual Student Cost (3)
75	Students	4	Classroom(s)	$115,061	$733,582
Planning Commission Meeting Date		County Commission/City Council Meeting Date		Map & Parcel Number(s)	
				15N15 – 065, 065A, 066, 067, 68, 68A, 68B, 68C	
Property Description					
Holly Springs Pkwy, North of Sixes Road intersection					

Affected Schools Capacity Information

Elementary School	ES Enrollment	ES Capacity	% Capacity
Holly Springs ES	711	1,193	65%
Middle School	**MS Enrollment**	**MS Capacity**	**% Capacity**
Dean Rusk MS	1,473	1,637	90%
High School	**HS Enrollment**	**HS Capacity**	**% Capacity**
Sequoyah HS	2,091	2,375	88%

All Enrollment and Capacities are based on the last published Cherokee County Inventory of School Housing (CCISH) Numbers.

It is the position of CCSD that all developers should attempt to mitigate as much of the impact of their proposed development as possible. In every such case, the district designates a minimum contribution expected to help provide adequate facilities for the school-age children who will occupy the residences in the development.

Please recommend to all Residential Zoning applicants to contact Mitch Hamilton at 770-721-8429 to discuss mitigation of their subdivision before appearing before the Zoning Board. If the applicant cannot meet during that time, we request that the Zoning Board put a condition on the zoning so they must meet with Mr. Hamilton before the City Council/County Commission Meeting.

The estimated cost for building an elementary school is 22 to 27 million dollars, middle school is 35 to 40 million, and the cost of building a high school is 55 to 60 million dollars.

(1) - All increases in student enrollment should be considered cumulative. All recent cases will impact the affected Schools. The School District may have to transport the students of any given development to an alternate district due to over-enrollment.
(2) - Additional Capacity Calculations are based on adding Mobile Units to existing campus facilities at the following rate: 1 Mobile Unit = 2 Classrooms with a cost of $60,000/Mobile Unit
(3) - Annual Cost is calculated using the General Fund Operating Expenditure cost per pupil of $8,694.

COUNCIL AGENDA REPORT

FROM: **Nancy Moon**

SUBJECT: **CUP-01-2022,** applicant requests a conditional use permit for a Self-Storage Establishment for property located off of East Cherokee Drive, Holly Springs, GA, tax parcel 118 of tax plat 15N26

DATE: **August 31, 2022** **COUNCIL MEETING DATE: September 8, 2022**

STAFF ANALYSIS

Applicant, Turnstone Group, LLC, has requested a Conditional Use Permit for a Self-Storage Establishment, for property located on East Cherokee Drive, parcel 118 of tax plat 15N26. The property is zoned GC, General Commercial. The applicant proposes to construct a two-story climate-controlled self-storage establishment with a basement. See the attached location map and site plan. The proposed façade will include brick and comply with the guidelines of the Holly Springs Parkway Model Zoning District Guidelines.

Subsequent to the July 7th council meeting, the applicant submitted revised elevations for review. These elevations are attached.

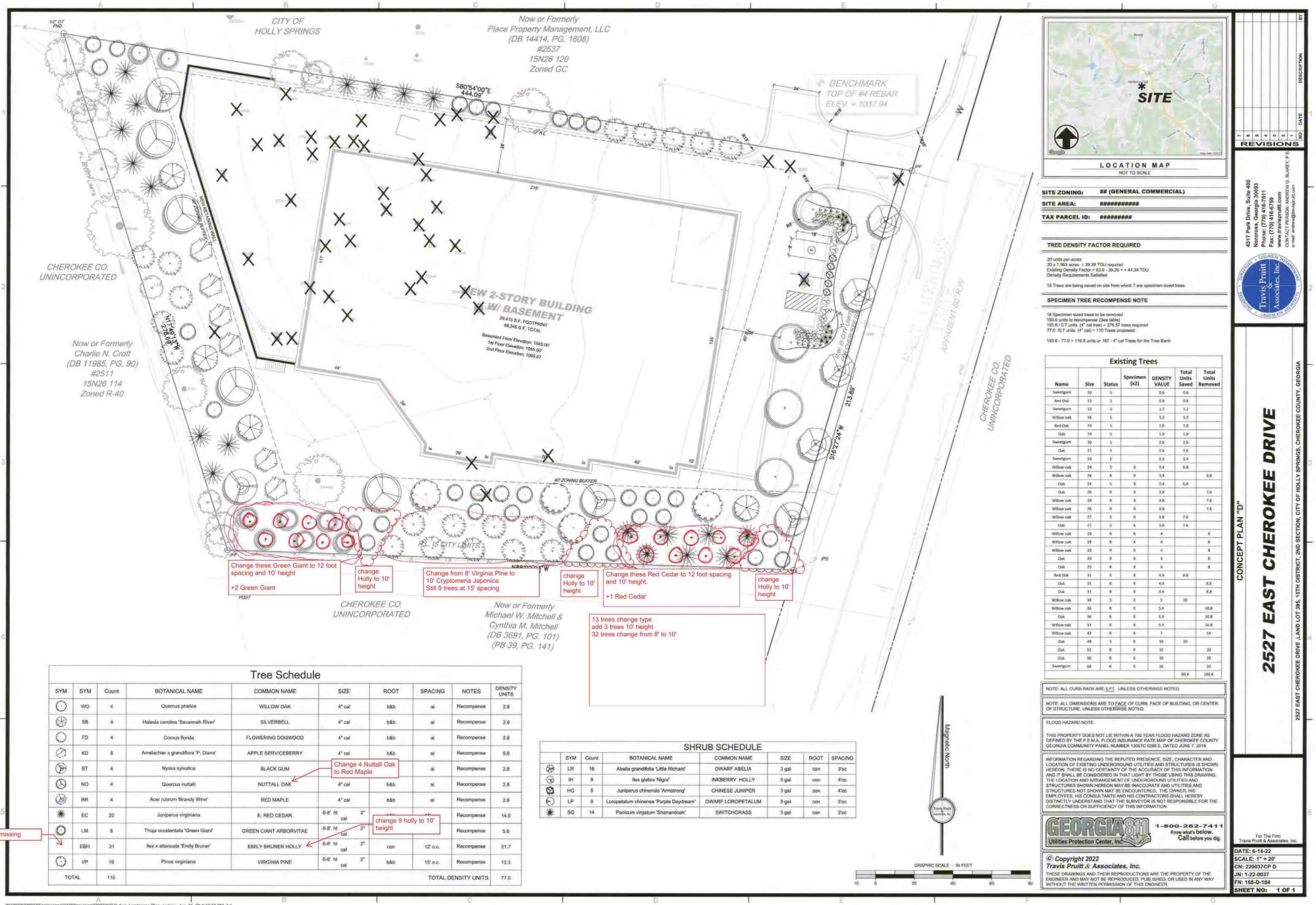
Staff Recommendation

Based on the preceding analysis, Staff recommends **APPROVAL** of the Conditional Use Permit for a Self-Storage Establishment with the following stipulations.

1. Lighting shall be environmentally sensitive, with developer making every effort to ensure that lighting is as unobtrusive as possible, utilizing fully-shielded LED lamps in compliance with the International Dark Sky Association, or equivalent organization.
2. Owner/Developer shall coordinate with the Community Development Director and the City Arborist regarding landscaping.
3. All improvements to East Cherokee Drive shall be provided as per determination and recommendation of the City Engineer.
4. Owner/Developer shall be responsible for the installation of sidewalks, decorative streetlights, and curb and gutter along the road frontage of East Cherokee Drive, as applicable, and shall conform to the design of the Holly Springs LCI Project 0008961, Pedestrian Improvements, as well as, the requirements of the Holly Springs Parkway District, as stated in Article 19, Design Guidelines for Model Zoning District.
5. In addition to the zoning requirements of the GC zoning district, all development shall follow the design guidelines as outlined in the Holly Springs Zoning Ordinance, Article 19, Design Guidelines for Model Zoning Districts.

6. Site design shall be such that the vehicular entrance and building entrances shall be located towards the northern property line. No access shall be permitted along the southern side of the building.

*** The recommendations made herein are the opinions of the City of Holly Springs Staff and do not constitute a final decision. The Holly Springs City Council makes the final decision on all rezoning applications at their regularly scheduled meeting. Any site plan submitted as a part of this application is not considered approved and must go through the normal civil site plan review by the City of Holly Springs Community Development Department to ensure compliance with City regulations.*



Tree Schedule

SYM	SYM	Count	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	NOTES	DENSITY UNITS
	WO	4	Quercus phellos	WILLOW OAK	4" cal	b&b	ai	Recompense	2.8
	SB	4	Halesia carolina 'Savannah River'	SILVERBELL	4" cal	b&b	ai	Recompense	2.8
	FD	4	Cornus florida	FLOWERING DOGWOOD	4" cal	b&b	ai	Recompense	2.8
	KD	8	Amelachier x grandiflora 'P. Diana'	APPLE SERVICEBERRY	4" cal	b&b	ai	Recompense	5.6
	BT	4	Nyssa sylvatica	BLACK GUM			ai	Recompense	2.8
	NO	4	Quercus nuttalli	NUTTALL OAK	4" cal	b&b	ai	Recompense	2.8
	RR	4	Acer rubrum 'Brandy Wine'	RED MAPLE	4" cal	b&b	ai	Recompense	2.8
	EC	20	Juniperus virginiana	E. RED CEDAR	6-8' ht cal 2"			Recompense	14.0
	LM	8	Thuja occidentalis 'Green Giant'	GREEN CIANT ARBORVITAE	6-8' ht cal 2"			Recompense	5.6
	EBH	31	Ilex x attenuata 'Emily Bruner'	EMILY BRUNER HOLLY	6-8' ht cal 2"	con	12' o.c.	Recompense	21.7
	VP	19	Pinus virginiana	VIRGINIA PINE	6-8' ht cal 2"	b&b	15' o.c.	Recompense	13.3
TOTAL		110						TOTAL DENSITY UNITS	77.0

Change 4 Nuttall Oak to Red Maple

change 9 holly to 10' height

symbol missing

SHRUB SCHEDULE

	SYM	Count	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING
	LR	16	Abelia grandifolia 'Little Richard'	DWARF ABELIA	3 gal	con	3'oc
	IH	9	Ilex glabra 'Nigra'	INKBERRY HOLLY	3 gal	con	4'oc
	HG	5	Juniperus chinensis 'Armstrong'	CHINESE JUNIPER	3 gal	con	4'oc
	LP	9	Loropetalum chinense 'Purple Daydream'	DWARF LOROPETALUM	3 gal	con	3'oc
	SG	14	Panicum virgatum 'Shanandoah'	SWITCHGRASS	3 gal	con	3'oc

LOCATION MAP
NOT TO SCALE

SITE ZONING: ## (GENERAL COMMERCIAL)
SITE AREA: ##########
TAX PARCEL ID: #########

TREE DENSITY FACTOR REQUIRED

20 units per acres
20 x 1.963 acres = 39.26 TDU required
Existing Density Factor = 83.6 - 39.25 = = 44.34 TDU
Density Requirements Satisfied

18 Trees are being saved on site from which 7 are specimen sized trees.

SPECIMEN TREE RECOMPENSE NOTE

18 Specimen sized trees to be removed
193.6 units to recompense (See table)
193.6 / 0.7 units (4" cal tree) = 276.57 trees required
77.0 /0.7 units (4" cal) = 110 Trees proposed

193.6 - 77.0 = 116.6 units or 167 - 4" cal Trees for the Tree Bank

Existing Trees

Name	Size	Status	Specimen (x2)	DENSITY VALUE	Total Units Saved	Total Units Removed
Sweetgum	10	S		0.6	0.6	
Red Oak	12	S		0.8	0.8	
Sweetgum	15	S		1.2	1.2	
Willow oak	16	S		1.2	1.2	
Red Oak	19	S		1.8	1.8	
Oak	19	S		1.8	1.8	
Sweetgum	20	S		2.0	2.0	
Oak	21	S		2.0	2.0	
Sweetgum	24	S		3.4	3.4	
Willow oak	24	S	X	3.4	6.8	
Willow oak	24	R	X	3.4		6.8
Oak	24	S	X	3.4	6.8	
Oak	26	R	X	3.8		7.6
Willow oak	26	R	X	3.8		7.6
Willow oak	26	R	X	3.8		7.6
Willow oak	27	S	X	3.8	7.6	
Oak	27	S	X	3.8	7.6	
Willow oak	28	R	X	4		8
Willow oak	28	R	X	4		8
Willow oak	28	R	X	4		8
Oak	29	R	X	4		8
Oak	29	R	X	4		8
Red Oak	33	S	X	4.4	8.8	
Oak	33	R	X	4.4		8.8
Oak	33	R	X	4.4		8.8
Willow oak	34	S	X	5	10	
Willow oak	36	R	X	5.4		10.8
Oak	36	R	X	5.4		10.8
Willow oak	37	R	X	5.4		10.8
Willow oak	42	R	X	7		14
Oak	48	S	X	10	20	
Oak	53	R	X	10		20
Oak	56	R	X	10		20
Sweetgum	58	R	X	10		20
					83.6	193.6

NOTE: ALL CURB RADII ARE 5 FT. UNLESS OTHERWISE NOTED.

NOTE: ALL DIMENSIONS ARE TO FACE OF CURB, FACE OF BUILDING, OR CENTER OF STRUCTURE, UNLESS OTHERWISE NOTED.

FLOOD HAZARD NOTE:

THIS PROPERTY DOES NOT LIE WITHIN A 100 YEAR FLOOD HAZARD ZONE AS DEFINED BY THE F.E.M.A. FLOOD INSURANCE RATE MAP OF CHEROKEE COUNTY GEORGIA COMMUNITY PANEL NUMBER 13057C 0266 E, DATED JUNE 7, 2019.

INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS AND HIS CONTRACTORS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION.

GEORGIA 811 Utilities Protection Center, Inc. 1-800-282-7411 Know what's below. Call before you dig.

© Copyright 2022
Travis Pruitt & Associates, Inc.
THESE DRAWINGS AND THEIR REPRODUCTIONS ARE THE PROPERTY OF THE ENGINEER AND MAY NOT BE REPRODUCED, PUBLISHED, OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS ENGINEER.

NO	DATE	DESCRIPTION	BY
7			
6			
5			
4			
3			
2			
1			

REVISIONS

4317 Park Drive, Suite 400
Norcross, Georgia 30093
Phone: (770) 416-7511
Fax: (770) 416-6799
www.travispruitt.com
CHRIS PRUITT, ANDREW G. BLAKEY, P.E.
e-mail: permits@travispruitt.com
Travis Pruitt & Associates, Inc.
CIVIL ENGINEERS · LAND PLANNERS · LANDSCAPE ARCHITECTS

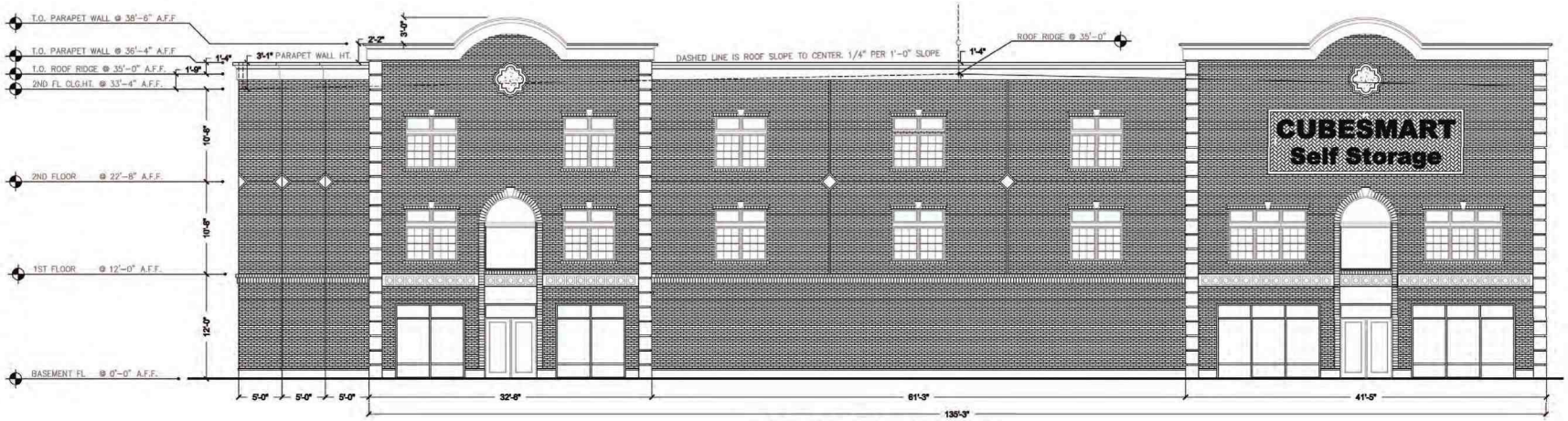
CONCEPT PLAN "D"

2527 EAST CHEROKEE DRIVE

2527 EAST CHEROKEE DRIVE, LAND LOT 395, 15TH DISTRICT, 2ND SECTION, CITY OF HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

For The Firm
Travis Pruitt & Associates, Inc.

DATE: 6-14-22
SCALE: 1" = 20'
CN: 220037CP D
JN: 1-22-0037
FN: 16D-D-184
SHEET NO: 1 OF 1



East Elevation

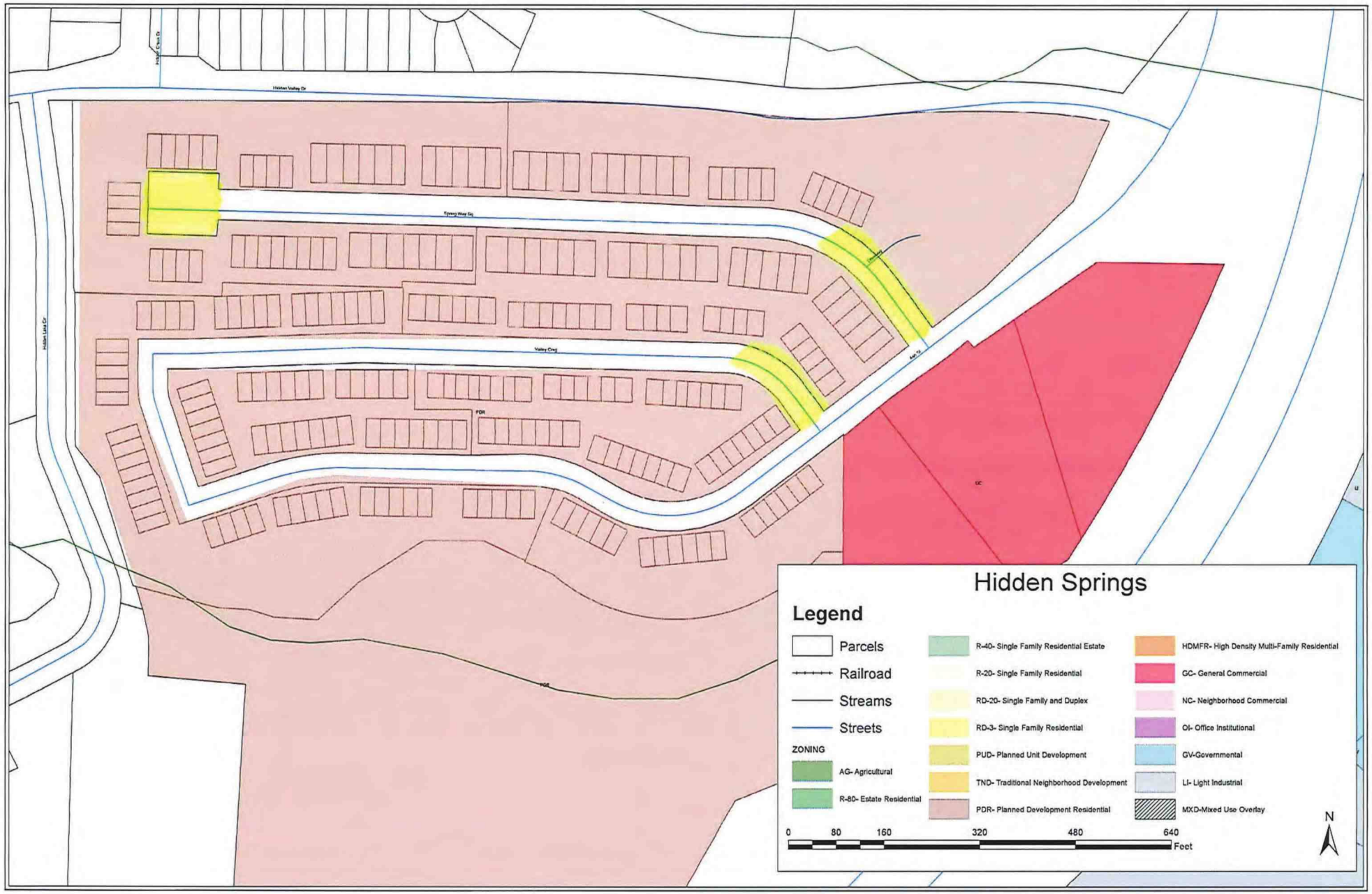
Scale: 1/8" = 1'-0"

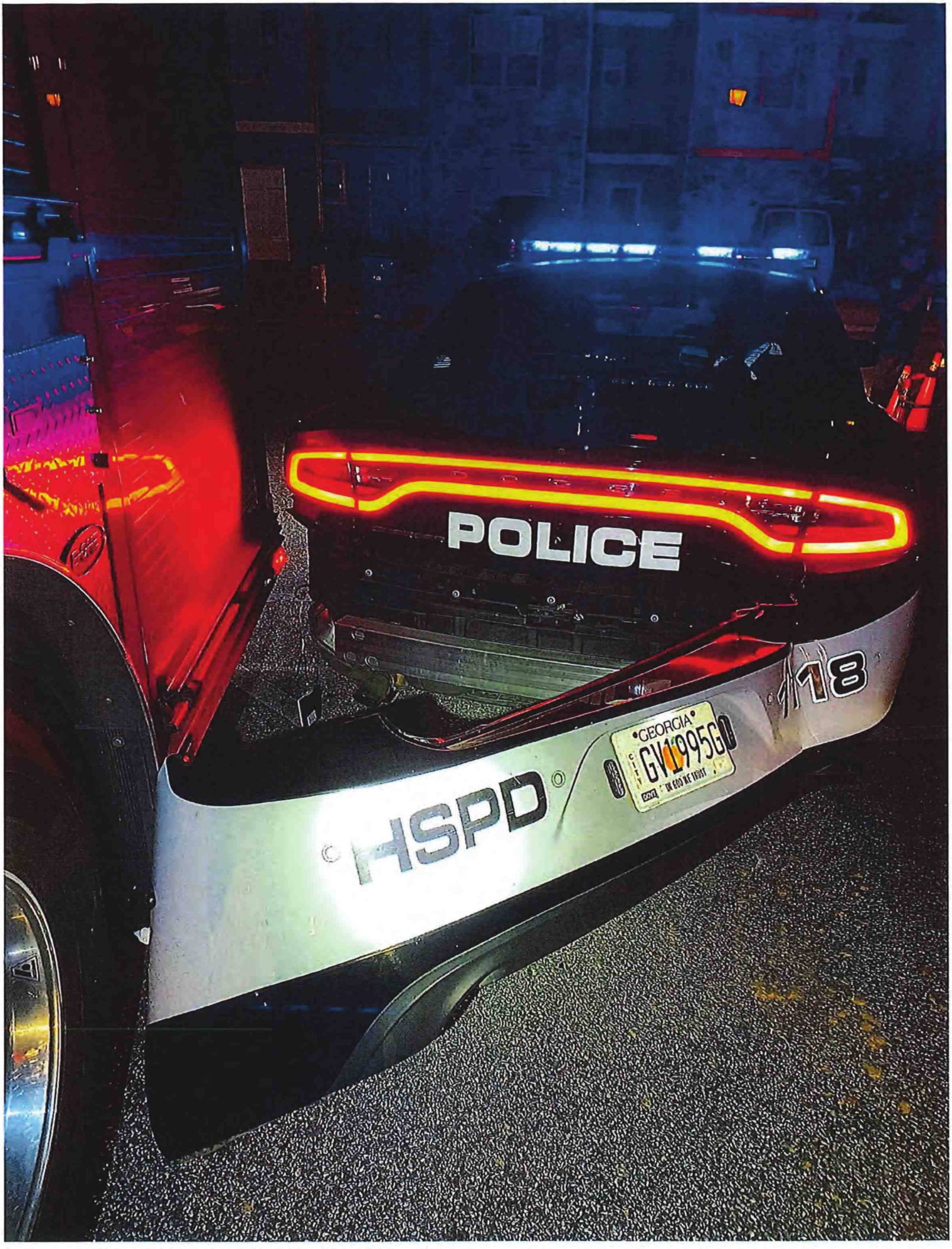
CubeSmart
self storage

CUBESMART
self storage

CubeSmart
self storage

CUBESMART
self storage
CUBESMART
self storage


Hidden Valley Dr
Hidden Lake Dr
Valley Crest
PDR
GC
Hidden Springs
Legend
Parcels
Railroad
Streams
Streets
ZONING
AG- Agricultural
R-80- Estate Residential
R-40- Single Family Residential Estate
R-20- Single Family Residential
RD-20- Single Family and Duplex
RD-3- Single Family Residential
PUD- Planned Unit Development
TND- Traditional Neighborhood Development
PDR- Planned Development Residential
HDMFR- High Density Multi-Family Residential
GC- General Commercial
NC- Neighborhood Commercial
OI- Office Institutional
GV-Governmental
LI- Light Industrial
MXD-Mixed Use Overlay
0
80
160
320
480
640
Feet
N


POLICE
HSPD
18
GEORGIA
GV1995G

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF HOLLY SPRINGS, GEORGIA, TO AMEND THE ADOPTED MUNICIPAL SERVICES MASTER FEE SCHEDULE; TO PROVIDE FOR THE HEALTH, SAFETY, AND WELFARE OF THE GENERAL PUBLIC; TO ESTABLISH THE EFFECTIVE DATE; AND FOR OTHER PURPOSES

WHEREAS, the Mayor and City Council of the City of Holly Springs, Georgia, seek to provide for the health, safety, and welfare of the general public; and

WHEREAS, the Mayor and City Council of the City of Holly Springs, Georgia amend the fee schedule from time to time; and

NOW, THEREFORE, IT IS HEREBY RESOLVED, that the Mayor and City Council of the City of Holly Springs, Georgia, do hereby adopt the amended Municipal Services Master Fee Schedule as attached hereto as Exhibit "A."

IT IS HEREBY FURTHER RESOLVED, by the Mayor and City Council of the City of Holly Springs, Georgia, that the amended Municipal Services Master Fee Schedule attached hereto as Exhibit "A," shall be effective immediately.

This Resolution is adopted this 8th day of September 2022.

CITY OF HOLLY SPRINGS

_____
Steven W. Miller, Mayor

Attest:

_____
Karen Norred, City Clerk
(Seal)

DRAFT

Add the following:

Municipal Court

Local Legal Code	Category	Local Violation Description	Fee Name	Fine Amount
40-5-146	Commercial Drivers' License	Operation of Commercial Motor Vehicle without Valid License or Driving Privilege		$650
40-6-52 (b)	Driving on Right Side of Road Way	Prohibited Lane Usage by Trucks using Multilane highways		$350

DRAFT

GreatAmerica FINANCIAL SERVICES

COST PER IMAGE AGREEMENT

GREATAMERICA FINANCIAL SERVICES CORPORATION
625 FIRST STREET SE, CEDAR RAPIDS IA 52401
PO BOX 609, CEDAR RAPIDS IA 52406-0609

AGREEMENT NO.:

CUSTOMER ("YOU" OR "YOUR")

FULL LEGAL NAME: Holly Springs, City of

ADDRESS: 3235 HOLLY SPRINGS PKWY, HOLLY SPRINGS, GA 30115

VENDOR (VENDOR IS NOT OUR AGENT AND IS NOT AUTHORIZED BY US TO ACT ON OUR BEHALF OR TO WAIVE OR ALTER ANY PROVISION OF THIS AGREEMENT)

Duplicating Products Inc. **Gainesville, GA**

EQUIPMENT AND PAYMENT TERMS

☐ SEE ATTACHED SCHEDULE

TYPE, MAKE, MODEL NUMBER, SERIAL NUMBER, AND INCLUDED ACCESSORIES	NOT FINANCED UNDER THIS AGREEMENT	BEGINNING METER READING		MONTHLY IMAGE ALLOWANCE		EXCESS PER IMAGE CHARGE (PLUS TAX)	
		B&W	COLOR	B&W	COLOR	B&W	COLOR
Canon imageRUNNER ADVANCE DX C257iF				2,245	0	$0.01340	$0.06700
TOTAL CONSOLIDATED MONTHLY IMAGE ALLOWANCE AND EXCESS PER IMAGE CHARGES (IF CONSOLIDATED)							

EQUIPMENT LOCATION: _____ METER FREQUENCY: MONTHLY

TERM IN MONTHS: 48 MONTHLY BASE PAYMENT AMOUNT*: $105.00 (*PLUS TAX) PURCHASE OPTION*: **Fair Market Value**

SECURITY DEPOSIT:

CONTRACT

THIS AGREEMENT IS NON-CANCELABLE AND IRREVOCABLE. IT CANNOT BE TERMINATED. PLEASE READ CAREFULLY BEFORE SIGNING. THIS AGREEMENT AND ANY CLAIM RELATED TO THIS AGREEMENT SHALL BE GOVERNED BY THE LAWS OF THE STATE OF IOWA. ANY DISPUTE WILL BE ADJUDICATED IN A FEDERAL OR STATE COURT IN LINN COUNTY, IOWA. YOU HEREBY CONSENT TO PERSONAL JURISDICTION AND VENUE IN SUCH COURTS AND WAIVE TRANSFER OF VENUE. EACH PARTY WAIVES ANY RIGHT TO A JURY TRIAL.

CUSTOMER'S AUTHORIZED SIGNATURE

BY SIGNING THIS PAGE, YOU REPRESENT TO US THAT YOU HAVE RECEIVED AND READ THE ADDITIONAL TERMS AND CONDITIONS APPEARING ON THE SECOND PAGE OF THIS TWO-PAGE AGREEMENT. THIS AGREEMENT IS BINDING WHEN WE EXECUTE THIS AGREEMENT AND PAY FOR THE EQUIPMENT.

(As Stated Above)	X [signature]	Steven W. Miller, Mayor	8/15/22
CUSTOMER	SIGNATURE	PRINT NAME & TITLE	DATE

OWNER ("WE", "US", "OUR")

GreatAmerica Financial Services Corporation

OWNER	SIGNATURE	PRINT NAME & TITLE	DATE

UNCONDITIONAL GUARANTY

The undersigned, jointly and severally if more than one, unconditionally guarantee(s) that the Customer will timely perform all obligations under the Agreement. The undersigned also waive(s) any notification if the Customer is in default and consent(s) to any extensions or modifications granted to the Customer. In the event of default, the undersigned will immediately pay all sums due under the terms of the Agreement without requiring us to proceed against Customer or any other party or exercise any rights in the Equipment. The undersigned, as to this guaranty, agree(s) to the designated forum and consent(s) to personal jurisdiction, venue, and choice of law as stated in the Agreement, agree(s) to pay all costs and expenses, including attorney fees, incurred by us related to this guaranty and the Agreement, waive(s) a jury trial and transfer of venue, and authorize(s) obtaining credit reports.

SIGNATURE: X INDIVIDUAL: DATE:

SIGNATURE: X INDIVIDUAL: DATE:

CERTIFICATE OF DELIVERY AND ACCEPTANCE

The Customer hereby certifies that all the Equipment: 1) has been received, installed, and inspected, and 2) is fully operational and unconditionally accepted.

SIGNATURE: X NAME AND TITLE: DATE:

ADDITIONAL TERMS AND CONDITIONS

AGREEMENT. You want us to now pay your Vendor for the equipment and/or software referenced herein, excluding equipment marked as not financed under this Agreement ("Equipment") and the amounts your Vendor included on the invoice to us for the Equipment for related installation, training, and/or implementation costs, and you unconditionally agree to pay us the amounts payable under the terms of this agreement ("Agreement") each period by the due date. This Agreement will begin on the date the Equipment is delivered to you or any later date we designate. We may charge you a one-time origination fee of $89.50. If any amount payable to us is past due, you will pay a late charge equal to: 1) the greater of ten (10) cents for each dollar overdue or twenty-six dollars ($26.00); or 2) the highest lawful charge, if less. Any security deposit will be returned upon full performance.

NET AGREEMENT. THIS AGREEMENT IS NON-CANCELABLE FOR THE ENTIRE AGREEMENT TERM. YOU UNDERSTAND WE ARE PAYING FOR THE EQUIPMENT BASED ON YOUR UNCONDITIONAL ACCEPTANCE OF IT AND YOUR PROMISE TO PAY US UNDER THE TERMS OF THIS AGREEMENT, WITHOUT SET-OFFS FOR ANY REASON, EVEN IF THE EQUIPMENT DOES NOT WORK OR IS DAMAGED, EVEN IF IT IS NOT YOUR FAULT.

IMAGE CHARGES AND OVERAGES. You are entitled to make the total number of images shown under Image Allowance (or Total Consolidated Image Allowance, if applicable) each period during the term of this Agreement. If you make more than the allowed images in any period, you will pay us an additional amount equal to the number of the excess images made during such period multiplied by the applicable Excess Per Image Charge. Regardless of the number of images made in any period, you will never pay less than the Base Payment Amount. You agree to provide us or the Vendor with the actual meter readings on any business day as designated by us or the Vendor, provided that we may estimate the number of images used if such meter readings are not received within five days after being requested. We will adjust the estimated charge for excess images upon receipt of actual meter readings. You agree that the Base Payment Amount and the Excess Per Image Charges may be proportionately increased at any time if Vendor's estimated average page coverage is exceeded. After the end of the first year of this Agreement and not more than once each successive twelve-month period thereafter, the Base Payment Amount and the Excess Per Image Charges (and, at our election, the Base Payment Amount and Excess Per Image Charges under any subsequent agreements between you and us that incorporate the terms hereof) may be increased by a maximum of 10% of the then existing payment or charge. Images made on equipment marked as not financed under this Agreement will be included in determining your image and overage charges.

EQUIPMENT USE. You will keep the Equipment in good working order, use it for business purposes only, not modify or move it from its initial location without our consent, and bear the risk of its non-compliance with applicable laws. You agree that you will not take the Equipment out of service and have a third party pay (or provide funds to pay) the amounts due hereunder. You must resolve any dispute you may have concerning the Equipment with the manufacturer or Vendor. You will comply with all laws, ordinances, regulations, requirements and rules relating to the use and operation of the Equipment.

VENDOR SERVICES. Payments under this Agreement may include amounts you owe your Vendor under a separate arrangement (for maintenance, service, supplies, etc.), which amounts may be invoiced by us on your Vendor's behalf for your convenience. You will look solely to your Vendor for performance under any such arrangement or to address any disputes arising thereunder.

SOFTWARE/DATA. Except as provided in this paragraph, references to "Equipment" include any software referenced above or installed on the Equipment. We do not own the software and cannot transfer any interest in it to you. We are not responsible for the software or the obligations of you or the licensor under any license agreement. You are solely responsible for protecting and removing any confidential data/images stored on the Equipment prior to its return for any reason.

NO WARRANTY. WE MAKE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. YOU HAVE ACCEPTED THE EQUIPMENT "AS-IS". YOU CHOSE THE EQUIPMENT, THE VENDOR AND ANY/ALL SERVICE PROVIDER(S) BASED ON YOUR JUDGMENT. YOU MAY CONTACT YOUR VENDOR FOR A STATEMENT OF THE WARRANTIES, IF ANY, THAT THE MANUFACTURER OR VENDOR IS PROVIDING. WE ASSIGN TO YOU ANY WARRANTIES GIVEN TO US.

ASSIGNMENT. You may not sell, assign or sublease the Equipment or this Agreement without our written consent. We may sell or assign this Agreement or our rights in the Equipment, in whole or in part, to a third party without notice to you. You agree that if we do so, the assignee will have our rights but will not be subject to any claim, defense, or set-off assertable against us or anyone else.

LOSS OR DAMAGE. You are responsible for any damage to or loss of the Equipment. No such loss or damage will relieve you from your payment obligations hereunder. We are not responsible for, and you will indemnify us against, any claims, losses or damages, including attorney fees, in any way relating to the Equipment or data stored on it. In no event will we be liable for any consequential or indirect damages.

INSURANCE. You agree to maintain commercial general liability insurance acceptable to us. You also agree to: 1) keep the Equipment fully insured against loss at its replacement cost, with us named as loss payee; and 2) provide proof of insurance satisfactory to us no later than 30 days following the commencement of this Agreement, and thereafter upon our written request. If you fail to maintain property loss insurance satisfactory to us and/or you fail to timely provide proof of such insurance, we have the option, but not the obligation, to secure property loss insurance on the Equipment from a carrier of our choosing in such forms and amounts as we deem reasonable to protect our interests. If we secure insurance on the Equipment, we will not name you as an insured party, your interests may not be fully protected, and you will reimburse us the premium which may be higher than the premium you would pay if you obtained insurance, and which may result in a profit to us through an investment in reinsurance. If you are current in all of your obligations under the Agreement at the time of loss, any insurance proceeds received will be applied, at our option, to repair or replace the Equipment, or to pay us the remaining payments due or to become due under this Agreement, plus our booked residual, both discounted at 3% per annum.

TAXES. We own the Equipment. You will pay when due, either directly or by reimbursing us, all taxes and fees relating to the Equipment and this Agreement. Sales or use tax due upfront will be payable over the term with a finance charge.

END OF TERM. At the end of the term of this Agreement (or any renewal term) (the "End Date"), this Agreement will renew month to month unless a) you provide us written notice, at least 60 days prior to the End Date, of your intent to return the Equipment, and b) you timely return the Equipment to the location designated by us, at your expense. If a Purchase Option is indicated above and you are not in default on the End Date, you may purchase the Equipment from us "AS IS" for the Purchase Option price. If the returned Equipment is not immediately available for use by another without need of repair, you will reimburse us for all repair costs. You cannot pay off this Agreement or return the Equipment prior to the End Date without our consent. If we consent, we may charge you, in addition to other amounts owed, an early termination fee equal to 5% of the amount we paid for the Equipment.

DEFAULT/REMEDIES. If a payment becomes 10+ days past due, or if you otherwise breach this Agreement, you will be in default, and we may require that you return the Equipment to us at your expense and pay us: 1) all past due amounts and 2) all remaining payments for the unexpired term, plus our booked residual, discounted at 3% per annum; and we may disable or repossess the Equipment and use all other legal remedies available to us. You agree to pay all costs and expenses (including reasonable attorney fees) we incur in any dispute with you related to this Agreement. You agree to pay us 1.5% interest per month on all past due amounts.

UCC. You agree that this Agreement is (and/or shall be treated as) a "Finance Lease" as that term is defined in Article 2A of the Uniform Commercial Code ("UCC"). You agree to forgo the rights and remedies provided under sections 507-522 of Article 2A of the UCC.

MISCELLANEOUS. This Agreement is the entire agreement between you and us relating to the Equipment and supersedes any prior representations or agreements, including any purchase orders. Amounts payable under this Agreement may include a profit to us. The parties agree that the original hereof for enforcement and perfection purposes, and the sole "record" constituting "chattel paper" under the UCC, is the paper copy hereof bearing (i) the original or a copy of either your manual signature or an electronically applied indication of your intent to enter into this Agreement, and (ii) our original manual signature. If a court finds any provision of this Agreement unenforceable, the remaining terms of this Agreement shall remain in effect. You authorize us to either insert or correct the Agreement number, serial numbers, model numbers, beginning date, and signature date, and acknowledge that if your Vendor filled in any blanks above, they did so on your behalf. All other modifications to the Agreement must be in writing signed by each party.

State and Local Government Addendum (Georgia)

This is an addendum ("Addendum") to and part of that certain agreement between GreatAmerica Financial Services Corporation ("Obligee") and Holly Springs, City of ("Obligor"), which agreement is identified in Obligee's records as agreement number 1794913 ("Agreement"). All capitalized terms used in this Addendum which are not defined herein shall have the meanings given to such terms in the Agreement.

Obligor hereby represents and warrants to Obligee that as of the date of the Agreement, and throughout the Agreement Term: (a) the individual who executed the Agreement had at the time of execution of the Agreement full power and authority to execute the Agreement; and that all required procedures necessary to make the Agreement a legal and binding obligation of the Obligor have been followed; (b) the Equipment is essential to the immediate performance of an authorized governmental or proprietary function and shall be used during the Agreement Term only by Obligor and only to perform such function; (c) that all payments due and payable for the current fiscal year are within the current budget and are within an available, unexhausted and unencumbered appropriation.

The parties agree that this Agreement shall terminate absolutely without further obligation on the part of Obligor at the close of the calendar or fiscal year, as applicable under state law, in which it was executed and at the close of each succeeding calendar or fiscal year, as applicable, thereafter if renewed. Notwithstanding the foregoing, the parties agree that the Agreement shall automatically renew for an additional twelve-month term, and for successive twelve-month terms thereafter, unless Obligor notifies Obligee of its desire to terminate the Agreement in writing at least thirty (30) days prior to the end of the then-current calendar or fiscal year, as applicable.

GreatAmerica Financial Services Corporation	Holly Springs, City of
Obligee	Obligor
By:	By: X
Obligee Signature	Obligor Signature
	Steven W. Miller, Mayor
Print Name & Title	Print Name & Title
Date Accepted:	Date August, 15, 2022

AXON ENTERPRISE, INC.

5 YEAR QUOTE SUMMARY – FLEET 3

Holly Springs Police Department

Axon Enterprise, Inc.
17800 North 85th Street
Scottsdale, AZ 85255

Main Contacts:

Rob Marangelo
(480)-613-7726
rmarangelo@axon.com

Axon's Fleet 3 package bundles hardware, software, accessories, equipment refreshes, and warranties together to help equip your officers with the solutions they need to stay safe.

Holly Springs Police Department and Axon Enterprise, Inc. (Axon) will be partnering to deliver an in-car (Fleet) solution for the Holly Springs Police Department. Our goal is to deliver predictable annual spend, and the best technology in order to reduce your agency's liability while increasing your agency's efficiency and most importantly, safety.

Axon represents the entire network of devices, applications, and people that is revolutionizing public safety around the world. Our mission is to protect life. Our technologies give law enforcement the confidence, focus, and time they need to keep their communities safe. Today, our CEWs are in use in more than 18,000 agencies globally and our other Axon family of products are in use by more than 6,000 agencies. Our suite of connected products from body cameras to evidence management, has given police agencies the flexibility and the versatility to operate with increased transparency and efficiency

A message from our CEO and founder Rick Smith
WHERE DO WE GO FROM HERE?
https://www.axon.com/news/where-do-we-go-from-here

The solution created for the Holly Springs Police Department includes:

Hardware:

- (29) Fleet 3 Cameras (Front and Back)
- (29) Cradlepoint Routers
- (29) Fleet Router Antennas
- (29) Axon In-Car Signal Units for Automatic Activation of Cameras

Software:

- (29) Fleet View Access Licenses
- (29) ALPR Licenses
- (29) Respond+ Licenses for Livestreaming and GPS Location of Cameras While Actively Recording
- Unlimited Evidence.com Fleet 3 Vehicle Storage for Each Vehicle

Warranties and Equipment Refresh:

- Technology Assurance Plan (TAP)
  - (29) of the Latest Fleet Cameras at Year 5 of the Contract
  - 5 Year "No Questions Asked" Warranty on All Hardware

Axon Professional Services:

- (29) Fleet 3 Installations

Logistical Details: Professional Services schedules up to 8 weeks in advance based on your need.

Next Steps:
Paperwork we need the agency to sign:

- Quote

Program Products & Features:

Fleet 3
Instead of two independent vehicle camera systems for siloed ALPR and evidence capture, why not centralize powerful capabilities into one in-car video system? Meet Fleet 3. Yes, it records the best-quality evidence from its Dual-View Camera. It also gives every vehicle ALPR capabilities, which means 8X more coverage for the same spend as traditional systems. It's a 2-in-1 that will change how you think about in-car solutions, all part of the Axon network.

What is TAP?
The Technology Assurance Plan (TAP) is a service plan that combines warranty coverage on your Axon In-Car cameras with automaticaly refreshed units at the end of your 5 year contract. Minimizing the chance that an officer goes on duty without a camera. TAP not only protects your agency today—it ensures it will stay protected in the future.

Axon Signal In-Car
Axon Signal In-Car – a smart sensor that can be connected to multiple electronically connected devices in your vehicles (Blue Lights, Gunrack, Front/backdoor, K-9 Cage, Speedometer, etc.). When an inciting incidenct occurs the Signal technology triggers all Axon body-worn cameras within range to start recording automatically.

Axon ALPR
Axon ALPR – provides coverage of up to three traffic lanes with one camera using 4k resolution. Features configurable MDC alerts to help officers get notified about important plates without losing focus. (Hot Lists Included: GCIC and NCIC).

Axon Respond+
Axon Respond builds on the active intelligence provided by the Fleet 3 LTE-connected camera. Axon Respond is our latest game-changing technology that brings real-time situational awareness features to our connected devices. Axon Respond also provides critical notifications, including gunshot detection, and map-based location tracking via Evidence.com. These features enable proactive assistance for officers in the field.

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-405117-44777.739RM

Issued: 08/04/2022

Quote Expiration: 08/31/2022

Estimated Contract Start Date: 11/01/2023

Account Number: 467122
Payment Terms: N30
Delivery Method:

SHIP TO	BILL TO
Holly Springs Police Dept. - GA 3235 Holly Springs Pkwy Canton, GA 30115-7418 USA	Holly Springs Police Dept. - GA 3235 Holly Springs Pkwy Canton, GA 30115-7418 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Rob Marangelo Phone: Email: rmarangelo@axon.com Fax:	Greg Clyburn Phone: (770) 345-5537 Email: gclyburn@hollyspringsga.us Fax:

Quote Summary

Program Length	60 Months
TOTAL COST	$361,920.00
ESTIMATED TOTAL W/ TAX	$361,920.00

Discount Summary

Average Savings Per Year	$19,766.40
TOTAL SAVINGS	$98,832.00

Payment Summary

Date	Subtotal	Tax	Total
Oct 2023	$72,383.96	$0.00	$72,383.96
Oct 2024	$72,384.01	$0.00	$72,384.01
Oct 2025	$72,384.01	$0.00	$72,384.01
Oct 2026	$72,384.01	$0.00	$72,384.01
Oct 2027	$72,384.01	$0.00	$72,384.01
Total	**$361,920.00**	**$0.00**	**$361,920.00**

Quote Unbundled Price:	**$460,752.00**
Quote List Price:	**$361,920.00**
Quote Subtotal:	**$361,920.00**

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
Fleet3A	Fleet 3 Advanced	29	60	$264.80	$208.00	$208.00	$361,920.00	$0.00	$361,920.00
Total							**$361,920.00**	**$0.00**	**$361,920.00**

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
Fleet 3 Advanced	11634	CRADLEPOINT IBR900-1200M-B-NPS+5YR NETCLOUD	29	10/01/2023
Fleet 3 Advanced	70112	AXON SIGNAL UNIT	29	10/01/2023
Fleet 3 Advanced	71200	FLEET ANT, AIRGAIN, 5-IN-1, 2LTE, 2WIFI, 1GNSS, BL	29	10/01/2023
Fleet 3 Advanced	72034	FLEET SIM INSERTION, VZW	29	10/01/2023
Fleet 3 Advanced	72036	FLEET 3 STANDARD 2 CAMERA KIT	29	10/01/2023
Fleet 3 Advanced	72040	FLEET REFRESH, 2 CAMERA KIT	29	10/01/2028

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Advanced	80400	FLEET, VEHICLE LICENSE	29	11/01/2023	10/31/2028
Fleet 3 Advanced	80401	FLEET 3, ALPR LICENSE, 1 CAMERA	29	11/01/2023	10/31/2028
Fleet 3 Advanced	80402	RESPOND DEVICE LICENSE - FLEET 3	29	11/01/2023	10/31/2028
Fleet 3 Advanced	80410	FLEET, UNLIMITED STORAGE, 1 CAMERA	58	11/01/2023	10/31/2028

Services

Bundle	Item	Description	QTY
Fleet 3 Advanced	73391	FLEET 3 NEW INSTALLATION (PER VEHICLE)	29

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Advanced	80379	EXT WARRANTY, AXON SIGNAL UNIT	29	11/01/2023	10/31/2028
Fleet 3 Advanced	80495	EXT WARRANTY, FLEET 3, 2 CAMERA KIT	29	10/01/2024	10/31/2028

Payment Details

Oct 2023						
Invoice Plan	**Item**	**Description**	**Qty**	**Subtotal**	**Tax**	**Total**
Year 1	Fleet3A	Fleet 3 Advanced	29	$72,383.96	$0.00	$72,383.96
Total				**$72,383.96**	**$0.00**	**$72,383.96**

Oct 2024						
Invoice Plan	**Item**	**Description**	**Qty**	**Subtotal**	**Tax**	**Total**
Year 2	Fleet3A	Fleet 3 Advanced	29	$72,384.01	$0.00	$72,384.01
Total				**$72,384.01**	**$0.00**	**$72,384.01**

Oct 2025						
Invoice Plan	**Item**	**Description**	**Qty**	**Subtotal**	**Tax**	**Total**
Year 3	Fleet3A	Fleet 3 Advanced	29	$72,384.01	$0.00	$72,384.01
Total				**$72,384.01**	**$0.00**	**$72,384.01**

Oct 2026						
Invoice Plan	**Item**	**Description**	**Qty**	**Subtotal**	**Tax**	**Total**
Year 4	Fleet3A	Fleet 3 Advanced	29	$72,384.01	$0.00	$72,384.01
Total				**$72,384.01**	**$0.00**	**$72,384.01**

Oct 2027						
Invoice Plan	**Item**	**Description**	**Qty**	**Subtotal**	**Tax**	**Total**
Year 5	Fleet3A	Fleet 3 Advanced	29	$72,384.01	$0.00	$72,384.01
Total				**$72,384.01**	**$0.00**	**$72,384.01**

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 www.axon.com/legal/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), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Term Length:

Notwithstanding anything herein to the contrary, this agreement shall comply in all respects with O.C.G.A. § 36-60-13 and terminate absolutely at the close of the calendar or fiscal year in which it was executed and at the close of each succeeding calendar or fiscal year for which it may be renewed as provided herein. The total obligation of Agency for any year hereunder shall not exceed the stated annual cost set forth in the Quote. This Agreement shall automatically renew unless the Agency notifies Axon in writing to terminate the Agreement thirty (30) days prior to the expiration of each subscription year. In the event the Agreement is not renewed at the end of Years 1, 2, 3, and 4, the termination provisions in Section 15.3 of the Agreement shall apply.

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.

Signature Steven W. Miller Mayor

August 15, 2022

Date Signed

8/4/2022

CITY OF HOLLY SPRINGS SEAL GEORGIA

AXON ENTERPRISE, INC.

AXON TASER + BWC BUNDLE (CORE+)

5 YEAR QUOTE SUMMARY

Holly Springs Police Department

Axon Enterprise, Inc.
17800 North 85th Street
Scottsdale, AZ 85255

Main Contact:

Axon:
Rob Marangelo
(480)-613-7726
rmarangelo@axon.com

AXON

Axon's Core+ package bundles hardware, software, accessories, training programs, equipment refreshes, and warranties together, to help equip your officers with the solutions they need to stay safe.

Holly Springs Police Department and Axon Enterprise, Inc. (Axon) will be partnering to deliver a Conducted Electrical Weapon (CEW) and Body Worn Camera (BWC) program at a cost of **$393,608.04** over 5 years. The unbundled price of the 5 year program would be **$485,510.** Our goal is to deliver predictable annual spend, and the best technology in order to reduce your agency's liability while increasing your agency's efficiency and most importantly, safety.

Axon represents the entire network of devices, applications, and people that is revolutionizing public safety around the world. Our mission is to protect life. Our technologies give law enforcement the confidence, focus, and time they need to keep their communities safe. Today, our CEWs are in use in more than 18,000 agencies globally and our other Axon family of products are in use by more than 6,000 agencies. Our suite of connected products from body cameras to evidence management, has given police agencies the flexibility and the versatility to operate with increased transparency and efficiency.

Timeline:
Typical implementation for the entire solution once the quote is signed is about 2 months.

Next Steps:
Paperwork we need the agency to sign:

- Quote

A message from our CEO and founder Rick Smith
WHERE DO WE GO FROM HERE?
https://www.axon.com/news/where-do-we-go-from-here

The solution created for the Holly Springs Police Department includes:

Hardware:

- (37) Axon Body 3 Cameras
- (41) Magnet Mounts
- (4) 8-Bay Docks for Charging and Evidence Offload with associated wall mounts
- (41) USB-C Cables for Alternative Charging Method
- (37) Signal Sidearm Units
    - (74) Signal Sidearm Batteries
- (40) TASER 7
- (1) TASER 7 Charging Docks with associated wall mounts
- (39) TASER 7 Right-Handed BlackHawk Holsters with Cartridge Carrier
- (1) TASER 7 Left-Handed BlackHawk Holsters with Cartridge Carrier
- (1) Halt Suit
- (1) TASER 7 Conductive Ruggedized Target with Frame
- TASER 7 Cartridges
- Spare Hardware:
    - (1) Axon Body 3 Camera
    - (1) TASER 7

Software

Complete your case with a powerful case management experience, including bulk actions, access controls, and automated suggestions. And save time with efficiency tools like redaction studio, streamlined categorizing, tagging, and case building.

- (37) Professional Evidence.com Licenses
    - Multi-Cam Playback, Redaction Studio, and Device Analytics for Ever User
    - Unlimited Storage for Every User in Evidence.com
- (5) Basic Evidence.com Licenses
    - Axon Capture Mobile Application, Axon View App, Evidence.com Retention Policies, Axon Device Manager, etc.
- (42) Respond+ Licenses for GPS Location and Livestreaming of Cameras while Actively Recording as well as Prioirty Evidence Offloading with 4G LTE in the Field
- (37) Auto Tagging License

Warranties and Equipment Refresh:

Automatic refresh every 2.5 years for Body Cameras. Minimizing the chance that an officer goes on duty without a camera, includes on-site spare units, as well as an extended warranty at no additional cost through the life of the agreement. Not only protecting your agency today but ensuring it will stay protected in the future.

- Technology Assurance Plan (TAP)
    - 5 Year "No Questions Asked" Warranty on All Body Worn Cameras and Docks
    - (37) of the Latest Cameras at Year 2.5 and Year 5
    - All New BWC Docking Stations with Each Camera Refresh
- (2) Close Quarters Hook and Loop Cartridges (HALT) in Year 1 and 3 for Each User
- (2) Stand-Off Hook and Loop Cartridges (HALT) in Year 1 and 3 for Each User
- Unlimited Duty Cartridge Replenishments
- All necessary Re-Certification Cartridges are sent to Agency on an Annual Basis

Axon Professional Services:
Axon's Professional Services help introduce our technologies to agencies with the right training and implementation support.

- Axon Starter
  - In Person Configuration of Evidence.com and all Devices and Docks
  - System Admininistator and End User Training
- Installation of Auto Tagging Licenses
- TASER 7 Instructor Course Vouchers

Program Products & Features:

Axon Body 3
Axon Body 3 isn't just a camera: it's a rugged communications beacon front-and-center on every call. Featuring our new Axon Aware technology and an LTE connection that enables real-time features like GPS; Body 3 empowers officers with more support in the moment. Coupled with enhanced low-light performance and reduced motion blur, that means clearer evidence in the now, more efficient AI-powered processes after the fact, and most importantly, safer communities in the long run.

What is TAP?
The Technology Assurance Plan (TAP) is a service plan that combines warranty coverage on your Axon body cameras with automatic refresh units every 2.5 years. Minimizing the chance that an officer goes on duty without a camera, TAP includes on-site spare units, as well as an extended warranty at no additional cost through the life of the agreement. TAP not only protects your agency today—it ensures it will stay protected in the future.

Evidence.com
Axon Evidence is a scalable, cloud-based system that consolidates all of your digital files, making them easy to manage, access, and share. Now you can also know your evidence is securely stored in Microsoft Azure's Government cloud, and that any activity is captured in audit trails to ensure chain of custody and evidence authenticity.

Axon Respond+
Axon Respond+ is a real-time operations platform which integrates real-time situational awareness and unified communications within a modern incident management solution. Harnessing data from sensors in the field, public safety agencies are empowered to know before it's voiced and rapidly coordinate responses with a unified communications platform. This drives faster response times, safer officers and communities as well as the optimal deployment of limited resources.

Axon Signal Sidearm
The Core+ package includes Axon Signal Sidearm – a smart sensor that attaches to an officer's holster. The Signal Sidearm sensor uses Axon Signal technology to trigger Axon body-worn cameras within range to start recording automatically when an officer's weapon is drawn.

Auto Tagging
Auto-tagging takes information from your computer-aided dispatch and records management system and ties it to your videos on Axon Evidence. Auto-tagging automatically tags incident ID, category, location and other tags to videos automatically. It avoids the misspellings and incomplete information of manual entry. Auto-tagging requires minimal involvement from agency IT staff and no need to involve CAD or RMS providers. Having this feature saves about $200 per officer per month in productivity costs.

TASER 7
Our continued dedication to the TASER CEW, successful endeavors into other areas of connected law enforcement technologies, and close partnerships with thousands of agencies have all informed the development of TASER 7 – the most effective and intelligent TASER CEW yet. TASER 7 is designed to give officers the confidence to de-escalate dangerous situations with new components, technology, and features that include:

- Redesigned darts with Smart Probes improve accuracy, increase target retention, and improve attainment.
- Two cartridge types – Close Quarter Cartridges and Standoff Cartridges – provide different angles of separation to achieve optimal probe spreads at varying distances.
- Revamped Adaptive Cross Connect technology uses an advanced algorithm to deliver the pulse from the TASER 7 most effectively.
- New Rapid Arc technology achieves more effective full-body lockup.
- The high-visibility green top laser enables better daytime targeting.
- A louder warning arc serves as an additional deterrent for noncompliant behavior.

Axon estimates the improvements in probe spread and clothing compression may decrease ineffective deployments by 50,000 each year. More effective deployments equate to reduced risk for an agency and confidence for end-users.

TASER 7 features wireless connectivity to Axon applications. This connectivity improves and automates workflows, so officers can focus on policing. The platform uses removable, rechargeable batteries and utilizes a "Dock and Walk" workflow, similar to that used by Axon body-worn cameras. The platform has improved armory and administrative functions with Evidence.com and Axon Device Manager through a connected mobile application, allowing agencies to more easily manage device assignments, plus better search functionality and device status reporting to assist with inventory management and tracking.

Increased connectivity makes the TASER system faster and more efficient. These elegant automations can help reduce the administrative time devoted to an agency's TASER program by as much as 75%.

Professional Services
Axon's Starter Package will help introduce our technologies to your agency with the right training and implementation support. The Professional Services team will assist in the hardware and software setup your new Axon Body Worn Camera program.

The Axon Customer Success Manager
Whenever you purchase an Axon product, we want to ensure that it's easy to use and providing value to your agency. That's why we assign our customers a single point of contact to ensure you always have the tools and information you need.

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-398493-44777.736RM

Issued: 08/04/2022

Quote Expiration: 08/31/2022

Estimated Contract Start Date: 11/01/2022

Account Number: 467122
Payment Terms: N30
Delivery Method: Fedex - Ground

SHIP TO	BILL TO
Holly Springs Police Dept. - GA 3235 Holly Springs Pkwy Canton, GA 30115-7418 USA	Holly Springs Police Dept. - GA 3235 Holly Springs Pkwy Canton, GA 30115-7418 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Rob Marangelo Phone: Email: rmarangelo@axon.com Fax:	Greg Clyburn Phone: (770) 345-5537 Email: gclyburn@hollyspringsga.us Fax:

Quote Summary

Program Length	60 Months
TOTAL COST	$393,608.04
ESTIMATED TOTAL W/ TAX	$393,608.04

Discount Summary

Average Savings Per Year	$25,987.06
TOTAL SAVINGS	$129,935.31

Payment Summary

Date	Subtotal	Tax	Total
Oct 2022	$78,721.68	$0.00	$78,721.68
Oct 2023	$78,721.59	$0.00	$78,721.59
Oct 2024	$78,721.59	$0.00	$78,721.59
Oct 2025	$78,721.59	$0.00	$78,721.59
Oct 2026	$78,721.59	$0.00	$78,721.59
Total	**$393,608.04**	**$0.00**	**$393,608.04**

Quote Unbundled Price:	**$523,543.35**
Quote List Price:	**$409,350.75**
Quote Subtotal:	**$393,608.04**

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
100552	TRANSFER CREDIT - GOODS	1			$1.00	($8,000.00)	($8,000.00)	$0.00	($8,000.00)
T7Cert	2021 Taser 7 Certification Bundle	3	60	$73.05	$60.00	$60.00	$10,800.00	$0.00	$10,800.00
Core+	2021 Core+	37	60	$209.38	$159.00	$159.00	$352,980.00	$0.00	$352,980.00
A la Carte Hardware									
20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1			$789.75	$0.00	$0.00	$0.00	$0.00
A la Carte Software									
73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	60		$14.00	$14.00	$31,080.00	$0.00	$31,080.00
73680	RESPOND DEVICE PLUS LICENSE	5	60		$19.00	$1.67	$500.00	$0.00	$500.00
BasicLicense	Basic License Bundle	5	60		$15.00	$11.67	$3,500.00	$0.00	$3,500.00
A la Carte Services									
20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2			$375.00	$0.00	$0.00	$0.00	$0.00
85144	AXON STARTER	1			$2,750.00	$2,748.04	$2,748.04	$0.00	$2,748.04
Total							**$393,608.04**	**$0.00**	**$393,608.04**

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
2021 Core+	11534	USB-C to USB-A CABLE FOR AB3 OR FLEX 2	41	10/01/2022
2021 Core+	20008	TASER 7 HANDLE, YLW, HIGH VISIBILITY (GREEN LASER), CLASS 3R	37	10/01/2022
2021 Core+	20008	TASER 7 HANDLE, YLW, HIGH VISIBILITY (GREEN LASER), CLASS 3R	1	10/01/2022
2021 Core+	20018	TASER 7 BATTERY PACK, TACTICAL	44	10/01/2022
2021 Core+	20062	TASER 7 HOLSTER - BLACKHAWK, RIGHT HAND	37	10/01/2022
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	111	10/01/2022
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	10/01/2022
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	111	10/01/2022
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	10/01/2022
2021 Core+	22177	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, STANDOFF NS	74	10/01/2022
2021 Core+	22178	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, CLOSE QUART NS	74	10/01/2022
2021 Core+	22179	TASER 7 INERT CARTRIDGE, STANDOFF (3.5-DEGREE) NS	37	10/01/2022
2021 Core+	22181	TASER 7 INERT CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	37	10/01/2022
2021 Core+	70033	WALL MOUNT BRACKET, ASSY, EVIDENCE.COM DOCK	1	10/01/2022
2021 Core+	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	1	10/01/2022
2021 Core+	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	4	10/01/2022
2021 Core+	71044	BATTERY, SIGNAL SIDEARM, CR2430 SINGLE PACK	74	10/01/2022
2021 Core+	73202	AXON BODY 3 - NA10 - US - BLK - RAPIDLOCK	37	10/01/2022
2021 Core+	73202	AXON BODY 3 - NA10 - US - BLK - RAPIDLOCK	1	10/01/2022
2021 Core+	74020	MAGNET MOUNT, FLEXIBLE, AXON RAPIDLOCK	41	10/01/2022
2021 Core+	74200	TASER 7 6-BAY DOCK AND CORE	1	10/01/2022
2021 Core+	74210	AXON BODY 3 - 8 BAY DOCK	4	10/01/2022
2021 Core+	75015	SIGNAL SIDEARM KIT	37	10/01/2022
2021 Core+	80087	TASER 7 TARGET, CONDUCTIVE, PROFESSIONAL (RUGGEDIZED)	1	10/01/2022
2021 Core+	80090	TARGET FRAME, PROFESSIONAL, 27.5 IN. X 75 IN., TASER 7	1	10/01/2022
2021 Taser 7 Certification Bundle	20008	TASER 7 HANDLE, YLW, HIGH VISIBILITY (GREEN LASER), CLASS 3R	3	10/01/2022
2021 Taser 7 Certification Bundle	20018	TASER 7 BATTERY PACK, TACTICAL	3	10/01/2022
2021 Taser 7 Certification Bundle	20062	TASER 7 HOLSTER - BLACKHAWK, RIGHT HAND	2	10/01/2022
2021 Taser 7 Certification Bundle	20067	TASER 7 HOLSTER - BLACKHAWK, LEFT HAND	1	10/01/2022
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	9	10/01/2022
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	10/01/2022
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	9	10/01/2022
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	10/01/2022
2021 Taser 7 Certification Bundle	22177	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, STANDOFF NS	6	10/01/2022
2021 Taser 7 Certification Bundle	22178	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, CLOSE QUART NS	6	10/01/2022
2021 Taser 7 Certification Bundle	22179	TASER 7 INERT CARTRIDGE, STANDOFF (3.5-DEGREE) NS	3	10/01/2022
2021 Taser 7 Certification Bundle	22181	TASER 7 INERT CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	3	10/01/2022
2021 Taser 7 Certification Bundle	80087	TASER 7 TARGET, CONDUCTIVE, PROFESSIONAL (RUGGEDIZED)	1	10/01/2022
2021 Taser 7 Certification Bundle	80090	TARGET FRAME, PROFESSIONAL, 27.5 IN. X 75 IN., TASER 7	1	10/01/2022
A la Carte	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	10/01/2022
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	10/01/2023
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	10/01/2023
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	10/01/2023

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	10/01/2023
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	10/01/2024
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	10/01/2024
2021 Core+	22177	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, STANDOFF NS	74	10/01/2024
2021 Core+	22178	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, CLOSE QUART NS	74	10/01/2024
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	10/01/2024
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	10/01/2024
2021 Taser 7 Certification Bundle	22177	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, STANDOFF NS	6	10/01/2024
2021 Taser 7 Certification Bundle	22178	TASER 7 HOOK-AND-LOOP TRN (HALT) CARTRIDGE, CLOSE QUART NS	6	10/01/2024
2021 Core+	73309	AXON CAMERA REFRESH ONE	38	04/01/2025
2021 Core+	73689	MULTI-BAY BWC DOCK 1ST REFRESH	4	04/01/2025
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	10/01/2025
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	10/01/2025
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	10/01/2025
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	10/01/2025
2021 Core+	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	74	10/01/2026
2021 Core+	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	74	10/01/2026
2021 Taser 7 Certification Bundle	22175	TASER 7 LIVE CARTRIDGE, STANDOFF (3.5-DEGREE) NS	6	10/01/2026
2021 Taser 7 Certification Bundle	22176	TASER 7 LIVE CARTRIDGE, CLOSE QUARTERS (12-DEGREE) NS	6	10/01/2026
2021 Core+	73310	AXON CAMERA REFRESH TWO	38	10/01/2027
2021 Core+	73688	MULTI-BAY BWC DOCK 2ND REFRESH	4	10/01/2027

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
2021 Core+	20248	TASER 7 EVIDENCE.COM LICENSE	37	11/01/2022	10/31/2027
2021 Core+	20248	TASER 7 EVIDENCE.COM LICENSE	1	11/01/2022	10/31/2027
2021 Core+	73449	RESPOND DEVICE LICENSE	37	11/01/2022	10/31/2027
2021 Core+	73682	AUTO TAGGING LICENSE	37	11/01/2022	10/31/2027
2021 Core+	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE-	111	11/01/2022	10/31/2027
2021 Core+	73686	EVIDENCE.COM UNLIMITED AXON DEVICE STORAGE	37	11/01/2022	10/31/2027
2021 Core+	73746	PROFESSIONAL EVIDENCE.COM LICENSE	37	11/01/2022	10/31/2027
2021 Taser 7 Certification Bundle	20248	TASER 7 EVIDENCE.COM LICENSE	3	11/01/2022	10/31/2027
2021 Taser 7 Certification Bundle	20248	TASER 7 EVIDENCE.COM LICENSE	1	11/01/2022	10/31/2027
Basic License Bundle	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE-	5	11/01/2022	10/31/2027
Basic License Bundle	73840	EVIDENCE.COM BASIC LICENSE	5	11/01/2022	10/31/2027
A la Carte	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	11/01/2022	10/31/2027
A la Carte	73680	RESPOND DEVICE PLUS LICENSE	5	11/01/2022	10/31/2027

Services

Bundle	Item	Description	QTY
2021 Core+	79999	AUTO TAGGING / PERFORMANCE IMPLEMENTATION SERVICE	1
A la Carte	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2
A la Carte	85144	AXON STARTER	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
2021 Core+	80464	EXT WARRANTY, CAMERA (TAP)	37	11/01/2022	10/31/2027
2021 Core+	80464	EXT WARRANTY, CAMERA (TAP)	1	11/01/2022	10/31/2027
2021 Core+	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	4	11/01/2022	10/31/2027
2021 Core+	80374	EXT WARRANTY, TASER 7 BATTERY PACK	44	10/01/2023	10/31/2027
2021 Core+	80395	EXT WARRANTY, TASER 7 HANDLE	37	10/01/2023	10/31/2027
2021 Core+	80395	EXT WARRANTY, TASER 7 HANDLE	1	10/01/2023	10/31/2027
2021 Core+	80396	EXT WARRANTY, TASER 7 SIX BAY DOCK	1	10/01/2023	10/31/2027
2021 Taser 7 Certification Bundle	80374	EXT WARRANTY, TASER 7 BATTERY PACK	3	10/01/2023	10/31/2027
2021 Taser 7 Certification Bundle	80395	EXT WARRANTY, TASER 7 HANDLE	3	10/01/2023	10/31/2027

Payment Details

Oct 2022

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	100552	TRANSFER CREDIT - GOODS	1	($1,600.00)	$0.00	($1,600.00)
Year 1	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	$0.00	$0.00	$0.00
Year 1	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	$0.00	$0.00	$0.00
Year 1	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	$6,216.00	$0.00	$6,216.00
Year 1	73680	RESPOND DEVICE PLUS LICENSE	5	$100.00	$0.00	$100.00
Year 1	85144	AXON STARTER	1	$549.60	$0.00	$549.60
Year 1	BasicLicense	Basic License Bundle	5	$700.00	$0.00	$700.00
Year 1	Core+	2021 Core+	37	$70,596.12	$0.00	$70,596.12
Year 1	T7Cert	2021 Taser 7 Certification Bundle	3	$2,159.96	$0.00	$2,159.96
Total				**$78,721.68**	**$0.00**	**$78,721.68**

Oct 2023

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	100552	TRANSFER CREDIT - GOODS	1	($1,600.00)	$0.00	($1,600.00)
Year 2	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	$0.00	$0.00	$0.00
Year 2	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	$0.00	$0.00	$0.00
Year 2	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	$6,216.00	$0.00	$6,216.00
Year 2	73680	RESPOND DEVICE PLUS LICENSE	5	$100.00	$0.00	$100.00
Year 2	85144	AXON STARTER	1	$549.61	$0.00	$549.61
Year 2	BasicLicense	Basic License Bundle	5	$700.00	$0.00	$700.00
Year 2	Core+	2021 Core+	37	$70,595.97	$0.00	$70,595.97
Year 2	T7Cert	2021 Taser 7 Certification Bundle	3	$2,160.01	$0.00	$2,160.01
Total				**$78,721.59**	**$0.00**	**$78,721.59**

Oct 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	100552	TRANSFER CREDIT - GOODS	1	($1,600.00)	$0.00	($1,600.00)
Year 3	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	$0.00	$0.00	$0.00
Year 3	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	$0.00	$0.00	$0.00
Year 3	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	$6,216.00	$0.00	$6,216.00
Year 3	73680	RESPOND DEVICE PLUS LICENSE	5	$100.00	$0.00	$100.00
Year 3	85144	AXON STARTER	1	$549.61	$0.00	$549.61
Year 3	BasicLicense	Basic License Bundle	5	$700.00	$0.00	$700.00
Year 3	Core+	2021 Core+	37	$70,595.97	$0.00	$70,595.97
Year 3	T7Cert	2021 Taser 7 Certification Bundle	3	$2,160.01	$0.00	$2,160.01
Total				**$78,721.59**	**$0.00**	**$78,721.59**

Oct 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	100552	TRANSFER CREDIT - GOODS	1	($1,600.00)	$0.00	($1,600.00)
Year 4	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	$0.00	$0.00	$0.00

Oct 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	$0.00	$0.00	$0.00
Year 4	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	$6,216.00	$0.00	$6,216.00
Year 4	73680	RESPOND DEVICE PLUS LICENSE	5	$100.00	$0.00	$100.00
Year 4	85144	AXON STARTER	1	$549.61	$0.00	$549.61
Year 4	BasicLicense	Basic License Bundle	5	$700.00	$0.00	$700.00
Year 4	Core+	2021 Core+	37	$70,595.97	$0.00	$70,595.97
Year 4	T7Cert	2021 Taser 7 Certification Bundle	3	$2,160.01	$0.00	$2,160.01
Total				**$78,721.59**	**$0.00**	**$78,721.59**

Oct 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	100552	TRANSFER CREDIT - GOODS	1	($1,600.00)	$0.00	($1,600.00)
Year 5	20050	HOOK-AND-LOOP TRAINING (HALT) SUIT	1	$0.00	$0.00	$0.00
Year 5	20120	TASER 7 INSTRUCTOR COURSE VOUCHER	2	$0.00	$0.00	$0.00
Year 5	73447	RESPOND DEVICE TO RESPOND DEVICE PLUS UPGRADE LICENSE	37	$6,216.00	$0.00	$6,216.00
Year 5	73680	RESPOND DEVICE PLUS LICENSE	5	$100.00	$0.00	$100.00
Year 5	85144	AXON STARTER	1	$549.61	$0.00	$549.61
Year 5	BasicLicense	Basic License Bundle	5	$700.00	$0.00	$700.00
Year 5	Core+	2021 Core+	37	$70,595.97	$0.00	$70,595.97
Year 5	T7Cert	2021 Taser 7 Certification Bundle	3	$2,160.01	$0.00	$2,160.01
Total				**$78,721.59**	**$0.00**	**$78,721.59**

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 www.axon.com/legal/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), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Term Length:

Notwithstanding anything herein to the contrary, this agreement shall comply in all respects with O.C.G.A. § 36-60-13 and terminate absolutely at the close of the calendar or fiscal year in which it was executed and at the close of each succeeding calendar or fiscal year for which it may be renewed as provided herein. The total obligation of Agency for any year hereunder shall not exceed the stated annual cost set forth in the Quote. This Agreement ahall automatically renew unless the Agency notifies Axon in writing to terminate the Agreement thirty (30) days prior to the expiration of each subscription year. In the event the Agreement is not renewed at the end of Years 1, 2, 3, and 4, the termination provisions in Section 15.3 of the Agreement shall apply.

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.

Signature Steven W. Miller
Mayor

August 15, 2022

Date Signed

8/4/2022

Quote

Date: August 15, 2022

To
c/o Ron Carter
3237 Holly Springs PKWY
Holly Springs GA, 30115

Customer ID 992

Salesperson	Job	Payment Terms	Due Date
	Sidewalk replacement	30 days	

Qty	Description	Unit Price	Line Total
1	Sidewalk repair including all address and items listed below, roughly 220 s.f. of concrete, five tree removals and stump grinds, roughly 275 s.f of Bermuda sod. labor and material included with all debris removed.	$11,220.00	$11,220.00
	817 Whiteoak Terrace - Remove one tree, grind one stump, replace concrete, sod		
	823 Whiteoak Terrace - Remove one tree, grind one stump, sod		
	142 Edgewater Trail - Remove one tree, grind one stump, replace concrete, sod		
	703 Crescent Circle - Remove one tree, grind one stump, replace concrete, sod		
	733 Crescent Circle - Remove one tree, grind one stump, replace concrete, sod		
	Concrete will be standard broom finished. All areas will be left broom swept clean. Sod will cover disturbed areas. Sod cannot be guaranteed as watering will be left to the homeowners at the addresses provided.		

Subtotal	$11,220.00
Sales Tax	0.00
Total	**$11,220.00**

Make all checks payable to Douglas Outdoors LLC.

677 Lorimore Pass Canton, GA 30115 404-915-0699 douglasoutdoorsllc@gmail.com

Quote

Date: September 5, 2022

To
c/o Ron Carter
3237 Holly Springs PKWY
Holly Springs GA, 30115

Customer ID 992

Salesperson	Job	Payment Terms	Due Date
	Harmony on the Lakes sidewalk repair	30 days	

Qty	Description	Unit Price	Line Total
1	Sidewalk repair including demo and installation of roughly 500 s.f. concrete, 8 tree removals, 8 stump grinds, 1 concrete grinding, sod.	$14,990.00	$14,990.00
	624 Lorimore Pass – two trees, two stumps, two sections of concrete, sod		
	700 Crescent Circle – one tree, one stump, one section of concrete, sod		
	406 Serena Lane – one tree, one stump, one section of concrete, sod		
	432 Long Branch Way – one tree, one stump one section concrete, sod		
	612 Redbud Terrace – one large tree, one stump, one section concrete, sod		
	615 Redbud Terrace – two large trees, two stumps, two sections concrete, sod		
	314 Lakeview Terrace – one concrete grind		
	Concrete will be standard broom finished. All areas will be left broom swept clean.		
		Subtotal	$14,990.00
		Sales Tax	0.00
		Total	**$14,990.00**

Make all checks payable to Douglas Outdoors LLC.

677 Lorimore Pass Canton, GA 30115 404-915-0699 douglasoutdoorsllc@gmail.com

ARC Contract
Number WD2210.2

SECOND AMENDMENT OF WORKFORCE INNOVATION AND OPPORTUNITY ACT CONTRACT

THIS AGREEMENT is entered into as of this 1st day of July 2022, by and between City of Holly Springs of Holly Springs, Georgia (hereinafter referred to as the "Contractor") and the Atlanta Regional Commission, (hereinafter referred to as "ARC").

WITNESSETH THAT

WHEREAS, the parties hereto did enter into an agreement dated July 1, 2021, in which the Contractor agreed to perform certain services for ARC and ARC agreed to compensate the Contractor for the performance of such services, all as more fully set forth in said contract; and

WHEREAS, the parties have previously amended said contract as of 05/01/2022; and

WHEREAS, the parties wish to amend said contract in certain respects as set forth herein below.

WHEREAS, the Workforce Investment Act was reauthorized by the United States Congress through the passage of the Workforce Innovation and Opportunity Act on July 22, 2014 resulting in changes in nomenclature.

NOW, therefore and in consideration of the mutual benefits to the parties, the parties agree that said contract is hereby amended as follows:

1. Pages F-1 through F-4, dated 05/01/22, are hereby deleted in their entirety, and substituted in lieu thereof are revised pages F-1 through F-4, dated 07/01/22, copies of which are attached hereto.
2. Pages A-1 through A-3, B-1 through B-20, C-1 through C-14, D-1 and E-1 through E-4, dated 07/01/21, are hereby deleted in their entirety, and substituted in lieu thereof are revised pages A-1 through A-3, B-1 through B-20, C-1 through C-14, D-1 and E-1 through E-4, dated 07/01/22, copies of which are attached hereto.
3. Paragraph 3, *Time of Performance,* is hereby revised so that the third sentence shall read, "All services required hereunder shall be completed on or before June 30, 2023."

Except as specifically modified hereinabove, the remainder of said contract shall remain in full force and effect.

IN WITNESS WHEREOF, the Contractor and ARC have hereunto agreed effective as of the date first above written.

ATTEST:

_____

CITY OF HOLLY SPRINGS

By: _____

Title: _____

ATTEST:

_____

ATLANTA REGIONAL COMMISSION

By: _____
Executive Director

By: _____
Chairman

CONTRACT GENERAL OVERVIEW

I. **General**: The work to be accomplished by the Contractor is in support of the following ARC Subelements:

ARC Cost Center	Cost Center Title	FAIN Number
204CB	PY21 WIOA Out of School Youth Program	AA-36314-21-55-A-13
104CB	PY20 WIOA Out of School Youth Program	AA-34763-20-55-A-13
304CB	**PY22 WIOA Out of School Youth Program**	**AA-38524-22-55-A-13**

II. **Area Covered**: The Contractor shall perform all the necessary services provided under this Contract within the WorkSource Atlanta Regional Area (also known as Local Workforce Development Area 07), which is comprised of Cherokee, Clayton, Douglas, Fayette, Henry, Gwinnett, and Rockdale Counties. The specific geographic focus area for Contractor services may be further defined within this Contract, Exhibits, or under direction by ARWDB staff.

III. **Work and Services**: The Contractor shall do, perform and carry out in a satisfactory and proper manner as determined by ARC the following work and services:

A. **General Provisions**

The Contractor shall perform all work and services in a manner consistent with Georgia's Workforce Innovation and Opportunity Act Plan; Federal Workforce Innovation and Opportunity Act as revised or amended; Federal Final Regulations (20 CFR Part 652 and Parts 660 through 671) for the LWDA; and, any relevant ARC instructions or formal communications.

B. **Specific Provisions**

The Contractor shall do, perform and carry out the work and/or services described in Exhibits listed in the Table of Contents, attached hereto and made a part hereof.

Exhibit A

ORGANIZATION AND SERVICES OVERVIEW

1. Contract Executor Information

#	Request	Response
1	Service Provider (Legal Name)	City of Holly Springs/ Cherokee FOCUS
2	Contract Executor Name & Title	Robert Logan City Manager/Finance Director
3	Physical Address	3237 Holly Springs Parkway Holly Springs, GA. 30115
4	Billing Address	City of Holly Springs P.O. Box 990 Holly Springs, GA 30142
5	Telephone Number	(770) 345-5536
6	Fax Number	770-345-0209
7	Email Address	rlogan@hollysprings.ga.us

2. Federal & State Requirement

#	Request	Response
1	Federal Tax ID Number	58-1051551
2	GA Unemployment Insurance Number	140283-03
3	GA Withholding Tax Number	N/A – Municipality
4	Business License Number & County	N/A
5	E-Verify ID Number	104949
6	Minority/Woman Owned	☐ Yes ☒ No
7	Organization Type	☒ Non-Profit ☐ For-Profit ☐ Educational ☐ Public

3. Contract Information

#	Request	Response
1	Contract Type	Cost Reimbursement
2	Contract Begin & End Date	07/01/2022 – 06/30/2023
3	Project Population	Out-of-School Youth (OSY) in Cherokee County
4	Project Schedule (Begin & End Time)	Monday – Friday, 9:00am – 5:00pm
5	Holidays & Leave Schedule	• Monday, 7/4/2022 • Monday, 9/5/2022 • Monday, 10/10/22 • Friday, 11/11/2022 • Thursday, 11/24/2022 • Friday, 11/25/2022 • Monday, 12/26/2022 • Monday, 01/02/2022 • Monday, 1/16/2023 • Monday, 2/20/2023 • Friday, 4/07/2023 • Monday, 5/29/2023 • Monday, 6/19/2023
6	Project Contact Person Name & Title	Sonia Carruthers Director/CEO
7	Client Services Location	Cherokee FOCUS 126 Barrett Road Holly Springs, GA 30115
8	Telephone Number	(770) 345-5483
9	Fax Number	770-704-9297
10	Email Address	Sonia@Cherokeefocus.org

SCOPE OF SERVICES

1. GENERAL

The Contractor agrees to undertake, perform, and complete in an expeditious, satisfactory, and professional manner the services and requirements set herein. In the event, there is a conflict, the terms of this Contract shall control. The Contractor shall provide youth services as required per Workforce Innovative and Opportunity Act (WIOA) law, WIOA rules and regulations, the State, Atlanta Regional Commission (ARC), WorkSource Atlanta Regional and WorkSource Atlanta Regional NextGen Program policies and procedures (to include future amendments). The Contractor assures that they shall refer to the following three (3) Training and Employment Guidance Letters (TEGL) to provide additional guidance in designing of program, current/future planning and providing services:

1. **TEGL 23-14** *(WIOA Youth Program Transition)* – Issued March 26, 2015
2. **TEGL 08-15** *(Second WIOA Title 1Youth Program Transition Guidance)* – Issued November 17, 2015
3. **TEGL 21-16** *(Third WIOA Title I Youth Formula Program Guidance)* – Issued March 02, 2017

Though services are operated, monitored, and overseen by WorkSource Atlanta Regional (unified Statewide branding designation), Atlanta Regional Workforce Development Board (WIOA mandated Board) and WorkSource Atlanta Regional NextGen Program (provides local youth services), all contracts are executed by ARC as the fiscal agent for WIOA funds.

2. WORKFORCE DEVELOPMENT SERVICE AREA

The Contractor shall perform all the necessary services provided under this Contract within WorkSource Atlanta Regional (Atlanta Regional Workforce Development Board (ARWDB)) also known as Local Workforce Development Area #7 (LWDA)) service areas, which are comprised of Cherokee, Clayton, Douglas, Fayette, Henry, Gwinnett, and Rockdale Counties. The specific geographic focus area for Contractor services may be further defined within this Contract, Attachments, or under direction by ARWDB staff.

3. KEY CONTRACT PURPOSES/OUTCOMES & PROGRAM PERFORMANCE

ARC and Contractor have entered a Contract for the operation of the WIOA Out-of-School youth (OSY) services. Contractor acknowledges and agrees that the operation to provide comprehensive workforce services to WIOA eligible OSY, ages 16-24 years old in **Cherokee County**, will be performed at the service delivery location (activity site) indicated on **"Exhibit A – Organization and Services Overview"**. It is the intent of this

Contract to outline and assure that the Contractor provides a career pathway model that addresses both education and workforce development strategies (summarized as "CEE" – Credential, Employment and/or Education) to prepare youth for long-term successes in a high demand career. Contractor shall operate the OSY program in a manner consistent with the overall concept of WIOA Youth Programs, WorkSource Atlanta Regional NextGen Program and in accordance with all the terms and conditions of this Contract.

4. DOCUMENT(S) INCORPORATED INTO CONTRACT

The document referred to as **"Exhibit C – Program Design"** will be incorporated into this WIOA Youth Contract. The Contractor's Program Design shall detail information related to the Contractor's service delivery methodologies and strategies. The Contractor assures that the Program Design shall not conflict with and shall adhere and operate in accordance with every provision as outlined herein. Detailed information related to this document is included in the Program Design section below.

5. WIOA FOURTEEN REQUIRED ELEMENTS OF YOUTH SERVICES

The Contractor shall assure that the following WIOA Fourteen (14) Required Elements of Youth Services are available to all participants enrolled in the WIOA Youth Program. The services may be provided by the Contractor, or by community partner(s) or hybrid (by both). Section 129(c) (1) of WIOA requires that Youth Contractor's design framework for youth programs must include the fourteen elements of youth services as indicated in the following three core areas:

1. Education & Training:

1. Tutoring, study skills training, instruction and evidence-based dropout prevention and recovery strategies that lead to completion of the requirements for a secondary school diploma or its recognized equivalent (including a recognized certificate of attendance or similar document for individuals with disabilities) or for a recognized post-secondary credential;

2. Alternative secondary school services, or dropout recovery services, as appropriate;

3. Occupational skill training, which includes priority consideration for training programs that lead to recognized post-secondary credentials that align with in-demand industry sectors or occupations in the local are involved;

4. Education offered concurrently with and in the same context as workforce preparation activities and training for a specific occupation or occupational cluster;

5. Activities that help youth prepare for and transition to post-secondary education and training.

2. Employment & Economic Development:

6. Paid and unpaid work experiences that have academic and occupational education as a component of the work experience, which may include the following types of work experiences:

   - Summer employment opportunities and other employment opportunities available through the school year;
   - Pre-apprenticeship programs;
   - Internships and job shadowing; and
   - On-the-job training (OJT) opportunities;

7. Entrepreneurial skills training;

8. Services that provide labor market and employment information about in-demand industry sectors or occupations available in the local area, such as career awareness, career counseling, and career exploration services;

3. Personal & Community Development:

9. Leadership development opportunities, including community service and peer-centered activities encouraging responsibility and other positive social and civic behaviors;

10. Supportive services;

11. Adult mentoring for a duration of at least 12 months, that may occur both during and after program participation;

12. Follow-up services for not less than 12 months after the completion of participation;

13. Comprehensive guidance and counseling, which may include drug and alcohol abuse counseling, as well as referrals to counseling, as appropriate to the needs of the individual youth; and

14. Financial literacy education.

The Contractor assures that they will refer to TEGL 21-16 for a complete description of each service element indicated above.

6. PROGRAM DESIGN

The Contractor's Program Design document for program year 2021 (PY21) as referred above, shall be incorporated in this WIOA Youth Contract. Contractor shall notify ARC of any Program Design changes that may occur during the PY. Program Design must conform to WIOA and meet the requirements of WIOA sec. 129 (c), the State policy, and WorkSource Atlanta Regional NextGen Program policies and procedures. Program Design shall include the following components:

a) An operational plan which identifies and outlines how access to all fourteen required service elements will be made available to participants in-person **and in a virtual setting**.

b) Access to the fourteen required service elements and shall identify which of the elements will be provided by the Contractor, or by community partner(s), or hybrid. If a service element is provided by access to another organization or community resource, the Contractor shall have an agreement in the form of a Memorandum of Understanding (MOU) or a Contract with said organization or community resource.

c) Identify the expected performance outcomes for the Program Design elements and anticipated areas of improvement. This will also incorporate the Contractor's "Best Practices". The Contractor must indicate how they will track and evaluate the accessibility and success of the service element design and service delivery.

d) Identify the Contractor's strategy to increase enrollment, access to services, and successful outcomes for the NextGen Program's target youth population: (English language learners (ELL) (e.g. Spanish, Asian-based languages, etc.) – English as a second language (ESL), individuals with disabilities, foster youth, school dropouts and individuals who were or are currently involved in the Justice System (Juvenile/Adult System)).

e) An objective assessment of the academic and occupational skill levels and service needs of each participant for the purpose of identifying appropriate services and career pathways and for developing a Service Plan.

f) Identify innovative experiences that help youth gain marketable skills.

g) Identify strategy that assist and inspire youth through work-based learning experiences.

h) Identify training opportunities that leads to a recognized credential.

i) Connect youth to education and career choices.

j) Link youth to labor market information and demand.

k) Identify a holistic approach to serving youth that also encompasses personal and social development.

l) Identify and develop appropriate linkages and formalize collaborative relationships with other entities possessing expertise and resources relevant to the needs of youth being served.

m) Identify the process to refer for further assessment as necessary and to appropriate programs that have the capacity to serve youth applicants who do not meet WIOA and the Contractor's enrollment requirements.

7. RECRUITMENT

The Contractor shall be responsible for recruitment of youth to enroll in the WIOA Youth Program. Contractor will receive funding to provide services to youth who reside in **Cherokee County**. To serve youth who reside outside of the Contractor's service location (area), Contractor must receive prior approval from ARC before they enroll the participant in the WIOA Youth Program. To serve youth who reside outside of ARC service areas (7-counties), approval must be granted to ARC by the Local Workforce Development Area (LWDA) that serves the County which the youth reside in.

8. ORIENTATION

The Contractor shall provide orientation to each applicant. This includes information on the array of services that are available through the Contractor and the community (if required). In addition, youth should be given information on other WIOA funded providers, including the Career Resource Centers (CRC) and affiliate partners (such as Vocational Rehabilitation, Adult Literacy Education, and Technical College and University). Orientation may occur over an extended period. The Contractor shall assure that an Orientation Form is in each youth's file validating that orientation was provided. The Orientation Form shall outline the content covered in orientation, date orientation was provided, the names, and signatures of the youth and the Contractor.

9. CERTIFICATION OF PROGRAM ELIGIBILITY

Certification of eligibility for any WIOA-funded programs must be completed prior to enrollment in the WIOA Youth Program. The Contractor shall be responsible for WIOA eligibility certification, and for conducting the most appropriate assessments to determine program placement and services to be provided during program enrollment/participation. ELL/ and individuals with disabilities will be provided the necessary support during these activities. The Contractor will follow WIOA guidelines and instructions as provided by the State and ARC.

Intake – The Contractor shall assure that a WorkSource Atlanta Regional NextGen Program Eligibility Checklist will be completed for each youth to ensure that files contain complete information, documents, and forms. Documents collected during the intake process shall be kept and maintained in a complete individual paper file.

Initial Assessments – The Contractor shall assure that an Objective Assessment Summary is completed for each applicant in a variety of areas to review and determine educational skill levels, occupational skills, prior employment (work experience), employability, interests, aptitudes, and supportive service needs. Where appropriate, recent assessments can be used in lieu of additional assessments. The goal is to accurately evaluate the youth to develop an appropriate and individualized Service Plan. The following tests are the approved testing instrument (paper and/or online) used to determine the youth basic skills level in Reading and Math, as well as to conduct the pre-and post-tests required for the "In Program Skills Gain" (Measurable Skills Gain (MSG)) performance measure.

- Tests for Adult Basic Education (TABE 11/12).
- Tests for Adult Basic Education (TABE Survey 11/12).

Assessment is key in determining program suitability, program placement and services to be provided while enrolled in the WIOA Youth Program.

Eligibility Requirements – OSY must meet the following requirement established by the WIOA Youth Program:

Must meet all three (3) requirements:

1. Not younger than 16 and not older than 24 years at the time of enrollment. Because age eligibility is based on age at enrollment, participants may continue to receive services beyond the age of 24 once they are enrolled in the program;

2. Not attending school (as defined by State law as a public, private, or home study program that meets requirements under O.C.G.A §20-2-690). Youth enrolled in an adult education program provided under Title II of WIOA, YouthBuild programs, and Job Corps programs are considered OSY; and

3. One or more of the following WIOA barrier(s). At least one WIOA barrier must have verification documentation (which cannot be the NextGen Application):

    - A school dropout, as defined by the state (a youth attending an alternative school at the time of enrollment is not a considered a dropout);
    - Within the age of compulsory school attendance (ages 6–18), but has not attended school for at least the most recent complete school year calendar quarter. School year calendar quarter is based on how the local school

district defines its school year quarters. In cases where schools do not use quarters, local programs must use calendar quarters;

- A recipient of a secondary school diploma or its recognized equivalent who is a low-income individual and is either:

  a) Basic skills deficient (8.9 grade level or below); or

  b) An English language learner;

- An Offender (subject to the juvenile or adult justice system);

- A homeless individual (as defined in section 41403(6) of the Violence Against Women Act of 1994 (42 U.S.C. 1403 e-2(6)), a homeless child or youth aged 16 to 24 (as defined under section 725(2) of the McKinney-Vento Homeless Assistance Act (42 U.S.C. 11434A(2)), a runaway;

- An individual in foster care or has aged out of the foster care system or who has attained 16 years of age and left foster care for kinship guardianship or adoption, a child eligible for assistance under §477 of the Social Security Act (42 U.S.C. 677), or in an out-of-home placement;

- An individual pregnant or parenting;

- An individual with a disability; or

- A low-income individual who requires additional assistance to enter or complete an educational program or to secure or hold employment.

For those circumstances where income is used to determine eligibility, if a youth is determined over-income, youth may be eligible only under the five percent (5%) over-income limited exception. If the 5% exception is required, Contractor must receive prior approval from ARC before they enroll the applicant in the WIOA Youth Program.

10. REFERRAL & COORDINATION

The Contractor shall use its own formal referral process to provide optimal service to the youth community. The Contractor shall collaborate with other non-WIOA service programs for youth, and may jointly enroll participants in activities that enhance, re-enforce, or extend services. Joint services are expected to provide youth with the WIOA fourteen required service elements that are appropriate for each youth. The Contractor shall coordinate its activities with other WorkSource Atlanta Regional Service Providers (such as other youth Contractors, the CRC, and its affiliate partners). Youth referred to the Contractor from other agencies may be advised jointly by the referring agency and the Contractor throughout their participation in education, training, and job placement.

Referral for those enrolled in WIOA Youth Program – The Contractor shall be responsible for making partner connections to leverage resources in the form of staff, funds for training, wages, operational needs related to training space/equipment, etc. If the Contractor does not directly provide one or more of the fourteen required service elements, they must have a process to make seamless referrals to the appropriate community partners who can provide such services to address the participant's needs.

Referral for those not enrolled in WIOA Youth Program – The Contractor shall assure that any eligible or non-eligible youth who are not enrolled in WIOA services be provided referral information regarding the full array of applicable or appropriate services available through other community organizations and other local programs including the CRC and its affiliate partners. In addition, youth should be given referrals for further assessment if determined appropriate. Contractors are strongly encouraged to link and share information with other youth serving agencies, organizations and training providers to meet the individual needs of all youth.

Coordination – The Contractor shall actively participate in appropriate community and State-led comprehensive youth development strategies and activities when needed. The Contractor shall also actively participate in special WIOA-related projects when those are made available or requested by the Technical College System of Georgia, Office of Workforce Development (TCSG, OWD) or the United States Department of Labor (USDOL), based on the USDOL's "Strategic Plan" (website: https://www.dol.gov/sites/default/files/StrategicPlan2014-2018.pdf), and other subsequent directives announcing priority strategies and service directions. As practical, activities will align with and reinforce the Governor's strategic directions and the WIOA State Plan, as well as the WorkSource Atlanta Regional Local Plan. Also, the Contractor is expected to participate in activities coordinated by the CRC to support or enhance the services provided to the youth.

11. SUBCONTRACTING

The Contractor may subcontract with others to expand and provide youth services and deliver the most comprehensive program. The Contractor shall assure that all subcontractors meet the requirements to provide youth services. If subcontracting is made a part of the Program Design and service delivery strategy/methodology, the Contractor agrees to enter into a written agreement with all subcontractors and to provide copies of all subcontracting agreements to ARC upon request.

Non-Financial Agreements – The Contractor shall enter into a Memorandum of Understanding (MOU) and provide a copy of the MOU to ARC for record keeping purposes.

Financial Contracts – The Contractor shall procure and negotiate contracts with subcontractors that meets all WIOA and ARC rules and regulations.

The Contractor shall monitor the performance of all subcontractors and shall remain responsible to ARC for the performance of any subcontractor. In the event where a breach of provision occurs with the Contractor and the subcontractor, the Contractor further agrees to notify ARC on the action steps taken to mitigate said breach.

12. PARTICIPANT SERVICE PLANNING

Ongoing Plan – The Contractor shall conduct appropriate, necessary, and in-depth participant assessment for service delivery. Individualized project activity plans, or a participant Service Plan (Individual Employment Plan (IEP)/ Individual Service Strategy (ISS)/ Individual Service Plan (ISP)) will be developed for each participant. The Service Plan must be developed and agreed upon by the Contractor's staff and the participant. The Service Plan must have a youth-centered approach that helps each youth set personal, academic and career goals. The Contractor shall ensure that the Service Plan is used to guide the specific service delivery strategies and activities offered to individual youth. The Service Plan must directly link to one or more performance indicators, identify career pathways that include education and employment goals, objectives and services, list appropriate achievement objectives, and identify appropriate planned services. The Service Plan shall also indicate which of the WIOA fourteen required elements of services will be provided and by what organization, and whether or not each element is appropriate or needed. The Contractor shall ensure that the initial Service Plan be completed and signed within one month (30 days) of WIOA Youth Program enrollment and be recorded in the Statewide case management system known as WorkSource GA Portal (also called Virtual One-Stop). At least once every two (2) months there will be a review and update of the Service Plans. The Service Plans will be maintained in each participant file and updates will be reviewed, agreed to or revised, and signed by both parties. Review/update will also be recorded in WorkSource GA Portal/VOS. The Contractor assures that Service Plans will be up-to-date, and will address current activities and goals, as well as challenges and opportunities.

Exit Plan – At the end of WIOA youth services, the Contractor shall ensure that an Exit Plan (including a youth Career Future Plan) to outline and describe next steps, expectations, and supportive service needs (if required) during the WIOA exit period (one year of youth follow-up services) are developed and discussed with the youth.

13. SUPPORTIVE SERVICES

The Contractor shall ensure compliance with and be guided by current WIOA and WorkSource Atlanta Regional policies for supportive services. For participants, these services are to be individualized to a large extent. The Contractor shall provide supportive services from the Contract budget and will also be developed using non-WIOA resources as part of the participant's Service Plan.

- **Incentives** will be included as part of the supportive services offered to a

participant. The Contractor shall refer to WorkSource Atlanta Regional NextGen Program "Incentive Policy" for directives and guidance related to issuing incentives.

The Contract shall ensure that complete records are maintained for all WIOA funded supportive services made to participants and documentation are kept indicating receipt of the supportive services by the youth recipient. The Contractor shall maintain other records as may be required by ARC.

14. EMPLOYER CONNECTIONS

The Contractor shall ensure the development of strong and sustainable connections to employers. Such connections are essential in the creation of a system of employers that can effectively assist participants to become highly skilled and employable. These connections should lead to placements in employment or continuing education, as well as meaningful exposure to the world of work with resultant measurable skill increases. These may be described as work-based learning experiences, which are structured, supervised, contextual world-of-work experiences, with documented learning outcomes–that take place in the context of actual work environments, link to learning outcomes, developed with employer involvement and input, align with industry-specific skill standards and competencies, and are based upon labor market information.

15. WORK EXPERIENCE/WORK-BASED LEARNING (SHORT-TERM)

The Contractor shall ensure compliance with and be guided by current WIOA and WorkSource Atlanta Regional NextGen Program policies for Work Experience (WEx) services. The Contractor shall provide and effectively manage a variety of components related to WEx, such as employability skills training, job skills instruction directly related to employment, wrap-around services (to include case management, supportive services, monitoring and mentoring), job readiness and employment services, and job retention and reemployment services directly related to employment. WEx must be a planned and structured learning experience that takes place in a workplace for a limited period of time with an academic and occupational education component, where participants are provided with opportunities for career exploration, skill development, and work ethics reinforcement and not exclusively to benefit the employer. The Contractor shall ensure that WEx is appropriate as indicated with the assessment results, Service Plan (short and long-term goals, and objectives), and participants are matched with worksites that will provide them with the skills, training and knowledge needed. The Contract acknowledges that WEx can be unpaid or paid.

Unpaid WEx – Activities that are designed to allow participants to upgrade their work skills in a non-paid work position. The work assignment is determined by the participant's occupational goal and provide participants with an opportunity for work acculturation and basic occupational skills acquisition. This is beneficial for those participants who have

sporadic employment history or limited marketable skills. An example of unpaid WEx is Job Shadowing.

Paid WEx – Activities that allow participants to upgrade their job skills in a paid work position. Participants receive at a minimum the hourly wage based on Georgia minimum wage standards for the assigned hours they work at their assigned worksite. The work assignment is determined by the participant's occupational goal and provide participants with an opportunity for work acculturation and basic occupational skills acquisition. This is beneficial for those youth who have sporadic employment history or limited marketable skills. The Contractor assures compliance with the following WIOA work restrictions:

- Participants must not be assigned to work that otherwise would not have been done by existing employees at the worksites.
- Placement must not result in reduction of existing employees working hours or infringement of promotional opportunities.
- Placement must not result in termination or displacement of existing employees of the worksites.

The Contract shall ensure that the following unpaid and paid WEx be made available to participants throughout the PY:

1. **Summer Employment (and other employment opportunities available throughout the school year)** – Employment placement that typically occurs after the last day of school for summer break and ends before school resumes for the following semester.

2. **Pre-apprenticeship Programs** – A preparatory program that prepares participants who want to begin an apprenticeship for certain industry and trade. It is *"designed to prepare individuals to enter and succeed in Registered Apprenticeship programs. These programs have a documented partnership with at least one Registered Apprenticeship program sponsor and together, they expand the participant's career pathway opportunities with industry-based training coupled with classroom instruction."* The pre-apprenticeship must be sponsored by one of the Registered Apprenticeship programs indicated on the Eligible Training Provider List (ETPL).

3. **Internships and Job Shadowing** – These two activities both offer the individuals exposure to employers and the working environments. They must be supervised, emphasize learning and professional development, and include an evaluative component for both the employer and the individual. Program differences are distinguished below:

a) Internships – Can be paid or unpaid, the activity can last from one week up to sixteen (16) weeks and must offer career related learning opportunities and experiences. It cannot be routine or repetitive tasks unrelated to identified learning goals.

   - ❖ Contractor must receive prior approval from ARC if plans to extend a participant's WEx beyond sixteen weeks. This WEx period does not apply for those youth who begin WEx with less than sixteen weeks remaining in the Contract period.

b) Job Shadowing – Enables an individual to spend some time observing a professional on the job, which can last from one day up to one week.

4. **On-the-Job (OJT) Training** – *"Provides reimbursements to employers to help compensate for the costs associated with skills upgrade training and loss of production for newly hired employees. OJT can assist employers who are looking to expand their business and need additional staff trained with specialized skills. OJT employers may receive reimbursement of 50% or 75% of the wage rate of OJT trainees."* OJT benefits the employees (youth participants) by providing an opportunity to "earn while they learn" in a hands-on environment, acquire job and career advancement skills, and provides an opportunity for long-term employment.

   - ▪ All OJT opportunities must be approved and directed by ARC. OJT funds are reserved at ARC and not allocated to the Contractor.

Funds – The Contractor acknowledges that to provide paid WEx opportunities, the organization must have the capacity to be "Employer of Record", whether directly provided or through partnership with an agency or an employer who will serve as "Employer of Record". The Employer of Record must adhere to all child labor laws regarding hours of employment, working conditions, etc. A minimum of sixty percent (60%) of the WEx funding must be allocated to participants' wages and a maximum of forty percent (40%) to staff who are directly working with the WEx Program as well as other related WEx costs. Contractor may elect to allocate more than 60% funding towards participant wages. The same WEx funding allocation requirements of 60/40% applies to all "Employer of Record" partnerships.

- ❖ **NOTE**: The 60/40% requirements do not apply to OJT, as those opportunities are paid with funds reserved by ARC.

The Contractor assures that no certificate training costs will be allocated to the WEx budget. Also, the Contractor assures compliance with WEx funding requirements as set forth in the Training and Employment Guidance Letter (TEGL) 21-16, issued on March 2, 2017.

WEx after WIOA Exit – Subsidized WEx is not available for participants who have exited

(in Follow-up) the WIOA Youth Program.

16. **EMPLOYMENT PLACEMENT (LONG-TERM)**

The Contractor assures that job search activities which lead to long-term unsubsidized (non-WIOA funds) employment are provided to participants who obtain a credential (high school diploma, GED, occupational certificate, other WIOA recognized credential).

After employment placement, the Contract shall assist participants with job retention and re-employment services (for those youth who lose their employment during the twelve-months follow-up period). The Contractor assures that follow-up services will be provided as needed to assist participants with overcoming problems or issues that may arise and to ensure further progress toward long-term employment that leads to self-sufficiency.

17. **OCCUPATIONAL SKILLS TRAINING**

The Contractor shall assure that occupational skills training is provided to appropriate participants, and may be funded by a variety of sources, including WIOA when limited funds are available. Where limited WIOA youth funds are available, the participants may have an opportunity to concurrently co-enroll in both the Youth and Adult Programs. In cases where co-enrollment seems most appropriate, the Contractor must receive approval from ARC prior to making a commitment to the participant and/or initiating the enrollment process. If funded by WIOA, training placement will be into schools on the Eligible Training Provider List (ETPL) (there may be very limited exceptions – only with prior approval from ARC) with completion of the Individual Training Account (ITA) documentation required to participate in the training.

18. **CLIENT MANAGEMENT & TRACKING**

The Contractor shall utilize the statewide case management system WorkSource GA Portal/VOS to manage and track all participants enrolled in WIOA services. Individual participant's data such as initial/ongoing assessments, eligibility certification, ongoing services/activities, counseling notes (c-notes), Service Plans, performance outcomes, etc. must be entered in WorkSource GA Portal/VOS.

Youth registered in WorkSource GA Portal/VOS and enrolled in the WIOA Youth Program becomes the Contractor's participant from service delivery through exit and follow-up, and will be included in the Contractor's performance outcome measurements (there are a few narrow and specific exceptions). This also includes those youth who decide to remove themselves from program participation and/or who move from the service area.

The Contractor shall maintain ongoing contact with and provide continuing services for all active WIOA participants. During active participation, all services provided will be required to be documented in WorkSource GA Portal/VOS at a minimum of every thirty (30) days, or once a calendar month in the form of a counseling note (c-note). C-notes

regarding services provided and other related information must be up-to-date, appropriate, complete, addressing any important challenges (including actions/steps taken to address the challenges) and opportunities. Client/case management and tracking will assure that WIOA requirement of providing a service every ninety (90) days is met. If Contractor is unable to maintain contact with and provide services to the participants (as defined by WIOA service requirement period), Contractor must have a policy or procedure documenting the steps to exhaust all resources to re-connect and provide services to the participants as well as the internal process the Contractor's staff will undertake to exit the participant from the WIOA Youth Program. After exit, follow-up contact and services, if appropriate, shall be provided at least once every ninety (90) days, or calendar quarter, for one year (twelve months) after exit. The WorkSource GA Portal/VOS Follow-up screen will be used to document this service in a concise manner. Timely data collection and data entry must be conducted on a continuous basis. ARC will conduct ongoing monitoring to evaluate Contractor's use of WorkSource GA Portal/VOS.

19. **MONITORING**

Monitoring of files, program, and services shall be conducted to ensure continuous program and service improvement.

ARC – The Contractor's program and services will be monitored by the ARC NextGen Program Quality Assurance and Compliance staff, the NextGen Committee, and ARWDB. Monitoring may be conducted at the Contractor's service delivery location, community partner location, employer locations, by telephone and/or electronic (desk review). The Monitoring Team shall conduct monitoring related to performance outcome tracking, quality review of the services provided by the Contractor pursuant to this Contract, and/or conducting any other requisite and/or desired program and/or service reviews of the Contractor. The Contractor agrees to the following:

- The Contractor shall provide to ARC, upon request, a copy of any document or report prepared and maintained by the Contractor relative to costs incurred in providing the services as described in this Contract.

- The Contractor agrees that ARC has the right to make recommendations and findings in connection with any financial or programmatic monitoring or review of the Contractor's operations.

- The Contractor shall be provided with a written report of the monitoring outcome. The monitoring report may contain observations, evaluations, suggestions and/or specific directions for corrective action and/or future preventive action by the Contractor. The Contractor agrees to comply with any corrective actions and/or future preventive actions specified by ARC within the time limits established in the monitoring report. A failure of the Contractor to comply with the specific directions outlined in the monitoring report will be treated as a breach of this Contract.

- The Contractor agrees that any authorized employee or representative of ARC, the State or Federal government shall have the right to enter the premises of the Contractor or any subcontractor of the Contractor to monitor or review any records or property agreements maintained by the Contractor or its subcontractors in connection with this Contract. The Contractor and its subcontractors shall make all books, records, and documents that relate to their activities under this Contract available for monitoring and review upon request.

- The Contractor shall ensure the cooperation of its employees, officers, board members, Committee members and subcontractors in any monitoring or review.

State & Federal – In addition to ARC's monitoring, the State and Federal government may, at its discretion, conduct a separate monitoring of funds and services provided pursuant to this Contract and/or any other necessary on-site monitoring reviews of the Contractor. The Contractor shall permit all examinations and shall generate and maintain all documentation necessary to comply with all relevant monitoring requirements.

Contractor – Contractor shall conduct monitoring and review of its funds, program, services (to include WEx worksites) and subcontracts on a continuous basis. Contractor shall have a process in place to demonstrate that monitoring is being conducted. Contractor shall contact ARC for any technical assistance or tools required to ensure a successful monitoring process and outcomes.

20. PERFORMANCE & MANAGEMENT SANCTIONS

The Contractor shall ensure that all services provided under this Contract be performed to ARC's satisfaction, as determined in accordance with all applicable Federal, State, and WorkSource Atlanta Regional, WorkSource Atlanta Regional NextGen Program's Performance Measures, Objectives, Goals and all other applicable service standards and specifications set forth in the Contract. Contract performance measures and objectives are established to guide the outcome of the services provided as outlined in **"Exhibit D – Goals & Performance Measures" and further described in "Exhibit E – Performance Measures/Objectives"**.

To satisfactorily meet the applicable requirements, the Contractor must conclude each respective quarter within a PY with a "Meet" or "Exceed" on the following four (4) performance indicators set forth in "**Exhibit D**":

1. **General Services - Expenditures & Participants to Serve ("Real-Time")** – Must meet at a minimum the total number of active participants to serve in the PY, new participant enrollment numbers, and target population guidelines percentage indicated.

2. **Work Experience (WEx) Services – Expenditures & Participants to Serve ("Real-Time")** – Must meet at a minimum the total number of active participants

to serve in the PY indicated.

- ❖ **NOTE:** Three unpaid WEx placements is equivalent to one paid WEx placement.

3. **Performance Measures – WIOA ("Lag-Time") & Outcome at EOS/Exit ("Stand-In")** – Must meet at a minimum the performance measures percentage and wage indicated.

4. **Case Management Performance Measures ("Real-Time")** – Must meet at a minimum the performance measures percentage indicated.

The Contractor may be subjected to the following sanctions if they fail to "Meet" the four performance indicators set forth in "**Exhibit D**", being inconsistent with the overall Contract requirements and/or for performing in a manner that is in violation of any Federal and/or State statute, ordinance, rules, or regulations.

A. **Placed on Program Probation** – If outcome results in this sanction, the Contractor shall be placed on probation for forty-five (45) days to conduct corrective actions. During this period, the Contractor may not conduct new participant recruitment (which may result in not meeting the overall recruitment expectation for the PY) and/or may result in hold of reimbursements until after the probation period or the corrective actions have been completed and deemed satisfactory by ARC.

B. **Deduction of Approved Budget** – If outcome results in this sanction, the Contractor shall receive a reduced budget consistent with the failure to meet applicable performance measures/goals.

- ▪ **Recapture & Reallocation of Funds (General & Work Experience) –** If the Contractor does not meet the requirements as indicated on "**Exhibit D**", ARC reserves the right to recapture and reallocate the Contract funds to be used at ARC's discretion.

  - ❖ For **"Work Experience (WEx) Services – Expenditures & Participants to Serve ("Real-Time")"** performance, if the Contractor does not meet the requirements for two consecutive years, the Contractor may not receive WEx funds for the remainder of the RFP Award period.

C. **Cancellation of WIOA Youth Program Contract** – If outcome results in this sanction, the Contract may be terminated as allowable in this Contract. The Contractor will have an opportunity to apply for the next Request for Proposal (RFP) issued by ARC.

For a successful performance outcome, the Contractor must achieve an overall "Meet" rating for all four performance indicators stated herein. For the first infraction of "Not

Meet" in any of the performance outcomes in the PY, the Contractor will be provided additional guidance and technical assistance from ARC. If a "Not Meet" occurs a second time in the PY, ARC, at its sole discretion, may impose the appropriate sanction as described above. The Contractor may appeal the decision to impose a sanction to the WorkSource Atlanta Regional NextGen Committee Chair, who will present the case to the ARWDB Executive Committee for final decision.

21. REPORTING & RECORD-KEEPING

To ensure fiscal accountability, effectiveness and efficiency of services provided, the Contractor shall keep sufficient reports and records, including books of account and other documents related to the Contract, written and computerized, and shall cooperate with ARC-to permit the tracking of services provided and the tracing of funds expended.

The Contractor shall submit any required participant status information to ARC in a timely manner with necessary explanations. Contractor staff shall keep participants records accurate and up-to-date in WorkSource GA Portal/VOS, and in paper files that are kept for each participant at the Contractor's physical location. All case management (to include eligibility certification documents and records) and performance goals and measures will be documented, both pre- and post. The Contractor assures that WorkSource GA Portal/VOS data entry and required forms will be timely, accurate, and complete (this includes documents and verification for service delivery, attainment, End-of-Service/Exit, etc.). The Contractor shall follow procedures required by ARC for reporting accomplishment of WIOA performance measures and other contract goals.

Maintenance of Records – All records shall be retained by the Contractor as outlined on Paragraph 19 *Maintenance of Records* of the Contract. Records shall not be removed or destroyed without the written consent of ARC.

Access to Records – The Contractor and its subcontractors, if any, shall maintain all books, documents, papers, accounting records, and other evidentiary information pertaining to all costs incurred under this Contract. For inspection by the ARC, State, and/or Federal agencies, the Contractor shall make such materials available at their respective offices at all reasonable times during this Contract and for three years from the date of final payment under this Contract.

22. TECHNOLOGY REQUIREMENT

The Contract shall assure that the following technology software and tools are available and accessible to staff and participants:

- Internet connectivity.
- Internet browser capability (Internet Explorer, Mozilla Firefox, Safari, Chrome, etc.).

- Microsoft Office Suite (particularly Word).
- Adobe Acrobat Reader (updated version).
- Antivirus software.
- Electronic signature software.

23. INVENTORY REQUIREMENT

Equipment – The Contractor shall keep up to date inventory lists for all materials and equipment purchased with WIOA funds having an aggregated cost of $3,500. These must be used principally by WIOA participants. Equipment purchased with WIOA funds remains the property of ARC/WorkSource Atlanta Regional. Furthermore, the Contractor shall adhere to the equipment requirements as outlined in Paragraph 20, *Property* of the Contract.

Training Supplies – The Contractor shall inventory and keep up to date inventory lists for all instructional materials purchased with WIOA funds. These must be used principally by WIOA participants.

24. START-UP IMPLEMENTATION PERIOD

A Contractor new to ARC's services and programs may be provided with a three (3)-months start-up implementation period, if requested by the Contractor and approved by ARC. If a Contractor inherits youth from previous PY/contracts, the Contractor shall assure that some components of the fourteen youth elements of services and activities shall be made available (whether through the Contractor, community partner, or hybrid) to those participants, with plans for full service/activities implementation effective on the first day subsequent to the three-months implementation period. During this period, the Contractor shall provide ARC with a strategic plan which outlines their fully implemented program service delivery model.

25. ADMINISTRATIVE & MANAGEMENT SYSTEM

The Contractor is fully responsible for all aspects, activities and responsibilities of the project and the Contract. Contractor shall develop and maintain administrative and management staff and systems necessary and appropriate to meet the Contract's obligations. Such systems include, without limitation, accounting controls, personnel standards, evaluation procedures, staff training and development as well as other policies or procedures that are necessary to operate the program. These administrative and management systems, policies and/or controls must, in ARC's sole discretion, meet ARC standards. The Contractor shall immediately inform ARC of any changes to the administrative and management systems, policies and/or controls that may affect the services, operation and/or performance of the program.

26. PROGRAM STAFFING PLANS

The Contractor shall provide sufficient staff to carry out the purposes of this WIOA Youth Contract. The Contractor shall provide Job Descriptions for positions agreed to by ARC and the Contractor. The Contractor shall ensure that staff positions funded by this WIOA Youth Contract are reasonable and support the delivery of program services described herein. The Contractor shall prepare and provide to ARC a Program Staffing Plan. The Contractor shall assure that any changes to the Program Staffing Plan, which occurs as a result of dismissal, departure or in response to corrective action, be addressed in an expeditious manner to avoid disruption of program services. The Contractor shall notify ARC within two (2) weeks of any program staff vacancy or any staffing changes that could affect operations, delivery of services, performance, and budget. Also, the Contractor shall ensure the following:

- Continue to operate under the philosophy of leveraging funds from partners to sustain operations and maximize the number of personnel serving participants while reducing non-personnel costs to those which are essential.

- Be committed to meet the needs of the community by hiring skilled professionals (staff) who are culturally competent and who work well with and understand the demographic base for the OSY WIOA Youth Program.

- Staff is available to serve and address the needs of the youth.

27. RESOURCE LEVERAGING & SUSTAINABILITY

The Contractor assures that they will incorporate sustainability strategies in their operational plans to ensure that a continuation of WIOA services are provided to participants in the event the WIOA Youth Program funding is delayed, there is a reduction in funding allocation, or other unknown financial reasons that may prevent ARC from allocating funding. The Contractor shall ensure that they have the capacity to self-sustain for up to one quarter (three months) without ARC funding. To the extent possible, the Contractor shall seek additional youth development funding for itself and the community, both through its own applications for funding and/or by supporting applications by other organizations in the community. The Contractor understands that WIOA funds are not issued solely to sustain the Contractor's infrastructure or existence. ARC will continuously assess the Contractor's financial capability to determine potential risk factors.

28. BRANDING

The Contractor shall identify itself as ARC, WIOA, WorkSource Atlanta Regional, and WorkSource Atlanta Regional NextGen Program Service Provider in publicity materials, including signage, and in any public representation of the Contractor's organization, as a matter of course as well as when requested by ARC. The Contractor assures that logo(s)

shall not be removed from documents created by ARC Staff. However, a Contractor may include their organization's logo in conjunction with said logo. Contractor shall adhere to State and ARC requirements relating to the use of the WorkSource Georgia brand.

29. ROLES & RESPONSIBILITIES OF ARC

ARC assures the following:

- Shall oversee and evaluate the management and operations of the WIOA Youth Program funded by WorkSource Atlanta Regional to provide services in the WorkSource Atlanta Regional service area.
- Shall distribute funding based on County Fair-Share allocations.
- Shall monitor Contractor's performance, quality of service, and cost effectiveness, and to report such matters to the Atlanta Regional Workforce Development Board, Executive Committee, and WorkSource Atlanta Regional NextGen Committee.
- Shall develop and provide technical assistance and training to Contractor's staff.
- Shall inform the Contractor of Federal, State, ARC, WorkSource Atlanta Regional and WorkSource Atlanta Regional NextGen Program policies, procedures, and rules that may impact the operations of the program(s), and give guidance as needed for the implementation of such policies, procedures, and rules.
- Shall prepare grant plans and/or modifications as required.
- Shall ensure and enforce Contractor's compliance with all rules, regulations, and procedures.
- Shall maintain local data/case management system for use by Contractor.
- Shall establish and facilitate regularly scheduled meetings with the WIOA Youth Program Contractors.

30. SPECIAL PROJECTS

Through leveraging of resources and collaborative efforts, WorkSource Atlanta Regional NextGen Program may partner with the Contractor to embark on developing creative and innovative special projects/initiatives that will improve the economic opportunities and prosperity for youth, businesses, and communities. Special Projects funding, services, expectations, and other relevant terms will be agreed upon in writing by all affected parties.

Cherokee Youth Works PY 2022

July 01, 2022 – August

Program Design

Cherokee YOUTH Works
A Cherokee FOCUS Program

Cherokee Youth Works PY 2022

Program Design

Cherokee Youth Works (CYW) is a year-round WIOA Youth program serving OSY 16-24 years of age. Our program is individualized to meet the needs of the young adult. Every participant receives comprehensive and personalized services and program activities based on that need and point of progress in the program.

From the creation of Cherokee FOCUS, our vision has been: "An empowered community of thriving families." By establishing the Cherokee Youth Works program, we are not only aiming to instill our participants with the skills needed to succeed in future careers and in life, we are attempting to break the cycle of poverty, unemployment and low literacy/education in our community.

This document will provide a snap-shot of the intention of the CYW program in Program Year (PY) 2022.

Recruitment Strategy/Efforts

Cherokee FOCUS and the Cherokee Youth Works program have always taken a collaborative approach to recruitment by enlisting the help of those who know the program and our target population. Word-of-mouth of our current and past program participants continues to be our best marketing tool, as they continually refer friends and family.

Of issue for the Cherokee Youth Works program this year is the growth of options for youth who have decided that traditional high school is not the path that they want to continue on. Recently we have seen the opening of a Mountain Education branch here in Cherokee County. The Cherokee School System worked with Mountain Education to enable them to utilize an older school building located on the campus of Etowah High School and E.T. Booth Middle School. The benefit to the Cherokee School System is that when a student officially withdraws from high school and enrolls in the Mountain Education program, it is considered a “transition” because they are still able to get a high school diploma. If that same student decided to withdraw from high school and enroll in the Cherokee Youth Works program, it is considered a “drop out” and affects the Cherokee County dropout rate, whereas a Mountain Education enrollment would not.

In addition to Mountain Education, this year we have seen a new dual enrollment pilot program started at Chattahoochee Technical College (not the Adult Education division). In this situation a student who is on course and has the credits they need for the level they are at in high school, can choose to withdrawn from their high school and enroll in this program at Chattahoochee Technical College and choose to get a GED or High School diploma while gaining trade skills in classes at the college. Neither one of these programs offer the paid work experience or individual attention that Cherokee Youth Works can, however these programs work to the benefit of keeping the Cherokee County School District drop-out rate very low.

We continue to engage our community partners as outreach allies with a team approach. This year we look to do more specific work in the form of co-enrolling with partners including Chattahoochee Technical College Adult Education, Mountain Education Etowah Campus and Cherokee County Vocational Rehabilitation. Our goal is to locate as many youth who have dropped out of school and are

in need of a GED, or if have an education credential but they have firmly chosen never to move forward to a post-secondary education and need our program to move forward in the work world. While we always rely on our large collaborative of supportive partners, we will also be enlisting the specific help of local employers such as Universal Alloy to let us know if they have been contacted by a youth who would like to apply for a job but do not have a high school diploma or GED and could use our services. Additionally, we continue our partnership with the Cherokee County Drug Court to provide our comprehensive programing for those CYW eligible youth involved in the drug court system. This also allows us to bolster our relationship with judicial officers, probation officers, etc. who have already been a regular source for referrals to our program.

CYW also receives referrals from the Career Resource Center, Department of Juvenile Justice, GA Probation Management, Canton Housing Authority, MUST Ministries, local hotels/extended stays, local law enforcement, Encompass Ministries, Family Violence Center, private therapists and mental health professionals, and several area churches.

Intake & Eligibility Determination Process

Potential participants are made aware of program eligibility guidelines when they call or drop in and at that point can set up a meeting with a CYW staff member. During the meeting, the staff member explains the program particulars, especially highlighting the workforce development aspects, while also getting to know the youth. This allows the staff to ascertain potential needs and barriers to success of the interested applicant. After determining general eligibility, the potential participant is administered an on-line TABE 11/12 test. In mid-PY2017, CYW moved the TABE portion of our process to this initial meeting to better and more quickly determine the suitability of our program for the interested individual. Moving the TABE has proved to be successful in determining the participant's plan and has also made the intake process more efficient. After reviewing the results of the TABE with the applicant, he is given the required documents/application and direction for completion. The youth is expected to submit the required documentation on his first day of class ("orientation day") which is established and agreed upon after TABE results have been discussed. The enrollment process continues on orientation day when the applicant is made aware of our Suitability Index (behavior, attendance, classroom performance, etc.) that clearly states our expectations for program participation. After our standard 6-week trial period, we present our collected observational and informal assessment information and completed Suitability Index. We seek the applicant's input as we evaluate and discuss to determine whether official entrance into our program is supported.

Program Orientation and WIOA Services

On a participant's first day with CYW, the applicant submits completed, required documentation unless he requests further assistance retrieving something like a State ID or Birth Certificate. The youth is given the opportunity to ask any further questions, and the staff once again reviews the expectations and requirements of the program. Other potential needs are addressed at this time and then discussed further when completing a participant's Individual Service Plan at a later time.

Objective Assessment

To determine the direction to pursue with each individual participant, a series of activities are conducted as part of the objective assessment. This includes activities such as resume creation, career

assessment and Individual Service Plan (ISP) development. With the information gathered from these activities, along with the anecdotal data from the interview process and classroom performance, the Career Advisors are then able to develop the participant's ISP and determine an appropriate career pathway (employment, education, or certification).

CYW feels that it is important to ensure the youth participant is an active part of the planning process. We call this "buy in." The goals and expectations of the program and the outcomes expected are laid out clearly so there are no misunderstandings in the future. This is a team effort, and we make clear that we cannot help someone who does not have the desire to help himself. We have found that making all of this certain upfront cuts down on future "lost youth." This is why we implemented a 6-week trial period when the staff and program volunteers are able to gauge commitment to the program through tracking attendance, observing attitude and getting to know the participant. The youth knows that this period is also a time for him to try our program on for size as well (this has cut down on lost youth). This time period can be shortened if the CYW staff and participant determine a clear commitment, or if the participant's plan requires milestones be achieved prior to the 6-week timeline. At the end of the 6-week trial period, all of the above information as well as the Suitability Index are reviewed with the participant to determine eligibility. Upon official registration in our program, the Objective Assessment Summary would be completed to reflect the intended goals of the individual and what barriers may affect his achievement.

Assessment Service Plan – Individual Service Plan (ISP)

After evaluating the scores from the TABE test and the results of the career assessment, a CYW Career Advisor sits down and reviews the next steps with the participant. The pathway for the participant is identified and educational, employment and personal goals are set. These goals focus on the individual's aspirations and the information we have collected. The goals are set to align with the participant's expressed interests and desired program outcomes.

In most cases, our participants enter our program with the ambition of completing their GED. Since not having a high school or high school equivalency diploma is viewed as a barrier to employment, CYW holds GED classes with both paid and volunteer tutors that assist students through the process. Depending on the initial TABE scores, it may be recommended that some applicants attend GED classes at Chattahoochee Technical College Adult Education should their instructional needs extend beyond our in-house resources. CYW Career Advisors engage the participant to set specific educational goals relevant to their TABE scores and future plans rather than setting a broad goal of "getting my GED." These goals are individualized and narrow down steps needed to be taken for positive outcomes. With future/long term employment goals in mind, the Career Advisor guides the participant through job/career counseling and evaluation to determine whether the participant is a good candidate for Work Experience (WEx) or other job placement. These will be reflected in the employment goal. The personal goal is unique for each individual depending on his life's circumstances. At this time many students choose to reveal more about themselves and disclose additional information that can assist the CYW staff with directing them to supportive services.

Providing or Making Available the Youth 14 Elements of Services

TUTORING

In-person tutoring is available Tuesdays through Thursdays. We also arrange for individual tutoring sessions beyond these designated class times anytime a student requests such, it is deemed necessary by the instructor, and/or to accommodate participant's work hours, family responsibilities, etc. Virtual as well as in-person services are offered to meet these needs. CYW is equipped with two paid tutors along with our volunteer tutors and interns. This allows CYW to provide a well-rounded educational experience to all participants who are pursuing their GED. Beyond GED, our tutoring staff will also assist participants with preparing for military exams, college entrance exams, placement exams and with college material when needed.

ALTERNATIVE SCHOOL SERVICES/DROPOUT RECOVERY

CYW has worked closely with alternative schools, including home schools, in Cherokee County. These programs have been referral sources and work seamlessly with us in securing necessary paperwork for our program when needed. Often students see our program as an option when they are unsuccessful at the school district's alternative school, further enhancing the need to maintain our solid relationship with the local school district.

WORK EXPERIENCE

CYW collaborates with local partners to provide our participants with experiences in a variety of work fields utilizing WEx dollars, internships, job shadowing, on-the-job training and apprentice programs when available. We also offer participation in Career Compass Academy which is an online WEx opportunity for our youth. (Detailed WEx Plan to follow.)

IN-DEMAND/GROWTH SECTORS

CYW is keeping abreast of the Governors HDCI as well as target growth sectors identified by the Cherokee Office of Economic Development to guide our participants in choosing educational and career paths. Locally some of these focused sectors include healthcare, advanced manufacturing, information technology and film/media. Our youth have successfully participated in the Career Compass Academy which targets these in-demand industries and have participated in Be Pro Be Proud interactive services which highlight in-demand career fields.

WORKFORCE PREPARATION/TRAINING

CYW provides an all-encompassing career readiness, career discovery and workforce training program. CYW makes it a priority to involve community partners from the county collaborative, as well as its Board, to teach lessons and expose the youth to new careers and concepts and critical employability issues. Both GED participants and those who have already obtained their GED may attend the classes. Mock interviews, soft skills training, preparation of an elevator speech, how to make a first impression, and professional social media practices are all examples of activities that CYW participants complete.

LEADERSHIP DEVELOPMENT

CYW instills participants with the leadership skills needed to become good citizens of the community. We have community speakers join us to speak on leadership topics, and we have been able to send certain participants to the Rotary Youth Leadership Academy and the Georgia Teen Institute. The Kennesaw State University youth leadership department also assists in teaching leadership skills through interactive workshops, such as diversity classes and becoming a leader.

SUPPORT SERVICES

The robust community collaborative in Cherokee County has been an undeniable resource for providing supportive services to our youth. Cherokee FOCUS is the Family Connection partner in our county which allows CYW the opportunity to access a vast catalogue of local supportive service providers and community partners. The Collaborative is used as a resource for providing transportation to our youth, counseling, food, clothing, and of course, employment. CYW is very strong in this area given our core of collaboration. Additional funding and In-Kind support from the community partners allow us to provide supportive services as needed and warranted.

ADULT MENTORING

CYW has wonderful community partners who have been willing to step up and offer their guidance and assistance to our participants. This includes mentorship should a participant become incarcerated. Some provide moral support and personal mentoring, while others provide internship opportunities and ways to expand our participants' work experiences.

TWELVE MONTH FOLLOW UP

CYW often maintains contact well beyond the required twelve-month follow-up period. The relationships are established and the program is seen as a place where past participants can come and seek advice or a kind ear. We benchmark the employment status of the exited participant at both 6 months and 12 months to assure that he is still on track with his employment. As we have learned, no matter how strong the relationship with a participant, it sometimes becomes quite difficult to maintain contact during the follow-up period. To combat the challenges this may present, CYW has asked for new/more specific releases of information that will allow our Career Advisors to still access the needed follow-up information even without the participant (ex. specific employment verification release and college specific releases). Assistance provided through the ARC has also been very valuable in securing the needed follow-up information when we are unable to connect with the youth.

While in Follow-Up, CYW continues to assist participants with their employment and educational needs. If supportive services are required to ensure the success of the participant, CYW provides said services as outlined by WIOA.

COUNSELING

Career Advisors provide frequent, compassionate counseling on an ongoing basis to each participant. For those clients needing more in-depth professional counseling to overcome a barrier, participants are provided with a list of therapists in the area who provide services on a sliding fee scale. In addition, CYW has partnered with Highland Rivers Health to bring group classes on coping skills and suicide prevention

as well as professional development to staff regarding the mental health issues staff members encounter when working with youth.

FINANCIAL LITERACY

In PY2022

, CYW will continue to teach the basics of banking and financial literacy through focused classes as well as during GED instruction. Community partners in the financial field will teach an array of subject matter from budgeting to establishing credit to responsible shopping and college savings. These partners include local bankers and financial aid advisors.

ENTREPRENEURIAL SKILLS

Entrepreneurial skills are taught through the teamwork of community collaborative partners and CYW staff. Local entrepreneurs are welcomed as guest speakers to share their personal experiences and advice. Participants are encouraged to ask questions and be engaged with the guest speakers. Field trips to businesses and stores allow students to see and experience what an entrepreneur can accomplish.

LABOR MARKET/CAREER READINESS

Career readiness is a focus for every participant, and CYW provides both group work and individual direction in this area. Soft skills are introduced and practiced in the classroom and on-the-job training is an avenue for technical skills building. Participants can attend field trips to different work-sites and have participated in job shadowing exercises, and WEx opportunities provide a place to learn and practice needed career skills. Industry credentials are also offered to our participants to support career readiness.

PREPARATION FOR POST-SECONDARY EDUCATION/TRAINING

CYW prepares students for such tests as Accuplacer, SAT or ACT test, and ASVAB. CYW has been successful in transitioning our clients in to a variety of post-secondary educational opportunities. While the majority of CYW students choose to attend Chattahoochee Technical College, CYW staff discusses a variety of options with participants. We are dedicated to supporting each student whether they choose a traditional college route, technical school, or certification program. We also provide opportunities that support credential attainment which aligns with and supports a participant's ISP goals. These opportunities can enhance a participant's employability in fields such as hospitality, retail, and food service industries.

Referral process

CYW has built relationships throughout Cherokee County with entities such as the Cherokee County School District, Department of Juvenile Justice, Vocational Rehab, the Violence Center, foster care organizations and so on. These groups contact us directly with possible referrals to our program.

Referring WIOA Participants: During the Objective Assessment, our Career Advisors are able to determine if other supportive services outside of what CYW can directly provide are needed. Once identified, the CYW advisor connects the participant with the specific referral. This can be for an array of services including but not limited to counseling, transportation assistance, housing, and other educational support, such as Vocational Rehab, and may also include WIOA Adult services.

Referring those not suitable for our program: If it is determined that a potential participant is not a good fit for the CYW program, he is given the contacts to programs that may better serve him. When appropriate, CYW will make an introductory call for the individual and go above and beyond to assist him until we are satisfied that the individual will be well taken care of. Being that Cherokee FOCUS is the community collaborative through Family Connection, CYW has an extensive list of other providers in the community that can assist with a broad spectrum of services.

Coordination with the Career Resource Centers (CRCs)/ One-Stop System

We regularly refer, when appropriate, the One-Stop system to those who call us with general inquiries about job and career resources and are not eligible for our services. CYW is committed to building a stronger relationship with this provider in order to leverage our resources to best serve the Cherokee County population. It is the opinion of CYW that this relationship has room for growth, and CYW staff will be making this a priority in the PY2022. CYW has invited the One-Stop staff to attend the Cherokee County Collaborative in order to get them connected to more resources in the community.

Academic Requirements (e.g., Basic Skills remediation)

Every applicant of CYW is administered the TABE 11/12 test. If the scores result in an NRS below 3, we will suggest co-enrollment with Chattahoochee Technical College Adult Education. If TABE 11/12 scores are NRS 3 or above, the applicant will be offered the opportunity to start GED classes with us and will be placed in Level I or Level II classes dependent on the strength of those test scores. During our 6-week trial period, we then carefully monitor the participant's progress and determine if he will remain in the CYW GED tutoring or if he will need to be referred to Chattahoochee Technical College Adult Education for more intensive GED work.

For participants who have already received a high school diploma or GED and are interested in our other workforce services, we require a TABE 11/12 of at least NRS 5 as this would indicate the individual is not Basic Skills Deficient.

Services that lead to attainment of a WIOA recognized credential

CYW offers in-house GED classes and tutoring. CYW also facilitates web-based credentials such as the ServSafe Certification in-house. Through partnership with Chattahoochee Technical College Business and Professional Education Department, Goodwill, Rogers Mechanical Contractors and MUST Ministries, CYW is able to offer participants credentialing opportunities such as forklift certification, OSHA certification, customer service certification, hospitality, HVAC, etc. These certifications, beyond GED, are offered on an individual basis depending on the participant's service plan, career pathway, and/or current employment.

Innovative experiences that will help youth to gain marketable skills

CYW incorporates interactive learning opportunities for our participants from mock interviews, resume workshops, attendance at career expos and job fairs, as well as the opportunity to shadow at local businesses.

Because CYW has acquired a 15 passenger van through leveraging other resources, it has opened opportunities to take CYW program participants on informative industry tours at local businesses. The CYW staff is continually speaking with local business partners to arrange these tours that will give the participants exposure to opportunities in their community.

Connection to post-secondary education or Advanced Training.

Chattahoochee Technical College was a charter member of our organization 15 years ago and has had at least one seat on our Board of Directors since that time.

CYW maintains a memorandum of understanding and/or relationship with Chattahoochee Technical College, Reinhardt University and Kennesaw State University. The Career Advisors have also familiarized themselves with other colleges in the area to best advise CYW participants in the direction they should pursue to meet their goals.

CYW hosts guest speakers from post-secondary education to introduce student programs, financial aid and scholarship information as well as information in credentialing or certifications available at the college level. We have also scheduled tours to local colleges as further exposure to our participants regarding post-secondary options.

Providing a holistic approach that not only addresses employment and education development, but one that incorporates personal and social development as well.

CYW takes pride in serving the participant as a whole. When working with this population, we often take on the role of parent, friend, mentor and confidant. Career Advisors work to maintain maximum availability to participants which often entails after-hours and weekend communications. Our program cannot attain full success without providing the wrap-around services that each individual participant needs. In some cases, this requires making a plea to our Board of Directors to help house a participant who just needs a hand-up to get back on his feet, connecting the participant with other organizations in the community that can eliminate a barrier, or lending an ear after hours to make certain that the participant knows he is cared for and supported.

To support our holistic approach, CYW has welcomed guests that speak about physical fitness, mindfulness and mental fortitude. We touch on subjects such as networking, diversity, and how to communicate. As mentioned in an earlier section, PY2022 will introduce classes on coping skills and suicide prevention. Youth are faced with unimaginable temptations and obstacles on a daily basis that have the potential to derail their lives. They have also experienced the negative ramifications of the recent pandemic which have affected overall mental health, job opportunities, and school performance. CYW, Drug Free Cherokee, Cherokee FOCUS and our collaborative partners will continue to work tirelessly until these issues are eradicated. We are also leveraging our resources and expertise through the new Cherokee County Suicide Prevention Coalition. It is important to CYW that the participants in our program feel secure in themselves, but also in the company of our other participants and staff, so they can comfortably reach out if in need of help.

New Project/Initiatives 2022

In PY2022, CYW is excited to be growing our relationship with our TCSG partner, Chattahoochee Technical College Adult Education. Although we have worked together in the past, we have identified

new opportunities to partner in a mutually beneficial way. We are looking at the best way to partner with their eligible ESL students who are pursuing their GED and would qualify for our services.

CYW will also be pursuing new partnerships with the Cherokee County homeschooled community. CYW staff is in the process of reaching out to homeschool contacts to arrange meetings to discuss potential collaboration.

Additionally, CYW has recently established and will continue to foster our partnership with the Cherokee County Drug Court.

CYW staff regularly arranges informative meetings with our current partners and referral sources to discuss new innovative ways of partnering and referring. Similar meetings will be arranged with businesses/WEx potential partners with the goal of increasing WEx opportunities for our youth.

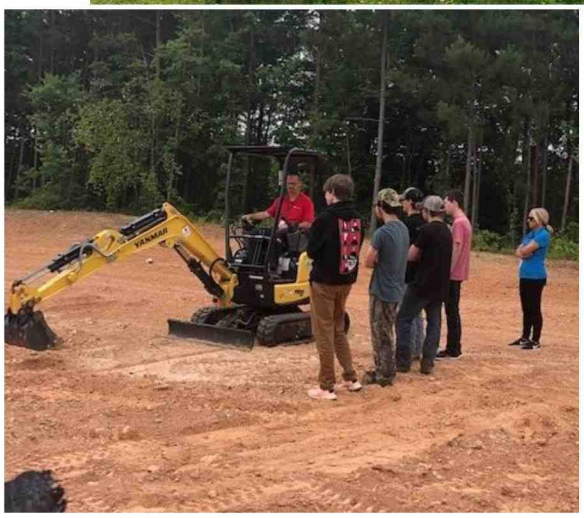
We are also in-process of developing an app that can be used by our participants to easily access Cherokee County resources. While refinement is still needed, we believe this app will provide instant information access with, literally, a click of a finger utilizing a modality very familiar and much preferred by our youth.

Strategies to Assess Effectiveness of Program Design

As mentioned above, we will be holding meetings with active partners to revisit program best practices as it relates to those relationships. We utilize VOS reports as a way to measure progress and outcomes. CYW regularly communicates with other providers as a way to share strategies that other providers may have used and seen successful in assessing their design.

We have incorporated the solicitation of written and verbal testimonials from current participants as well as those entering end-of-services (EOS) status as a way to evaluate our program effectiveness. Plans for PY2022 include the continued administration of a Participant Survey given at regular intervals during the program year. On an informal basis, we have on-going discussions with our participants as to how better to serve them.

Work Experience Program Design PY 2022



Cherokee YOUTH Works
A Cherokee FOCUS Program

Atlanta Regional
WORK SOURCE GEORGIA
Connecting Talent with Opportunity
A proud partner of the AmericanJobCenter network

Strategies to Provide Paid and Unpaid WEx Services

Over the past few years we have been fortunate to have made very strong partnerships in the Cherokee County employer community. Cherokee FOCUS and the Cherokee Youth Works program have always had a very good reputation. As a result of our efforts we now see employers call us with job opportunities much more so than us have to go out and find good jobs. Also over the past few years our funding and required number of CYW participants has gone down making it much more difficult to place a participant in a WEX experience when our pool of candidates is smaller and almost never matches the job openings that are available. In an effort to supply our county employers with the workers they need, we will be taking a look this year at not only our overall participant recruitment, but specially putting in the effort to reach young people in need of a GED and that are looking for the type of jobs that are available in certain industries. During this year we are looking at partnerships with organizations such as Universal Alloy and other industries in need of an employee pipeline.

Employability Skills Activity/Services

In an effort to familiarize both the employer and participant on the position of the other, our program invites local business leaders to speak to our participants about career possibilities in order to introduce youth to the wide variety of openings available in their home county and skills needed to obtain those positions. Community employers are also utilized as part of our in-house work-ready workshops. Workshops taught on topics such as interview techniques, applications that will get you hired, and job retention once you are inside the door are more effective when they are being taught by employers who could potentially hire the participant. These in-house interactions also give employers the opportunity to meet and get to know our participants directly.

Employer Relationship/Connections

In addition to aligning with like-minded organizations, we have been seeking employers based on pathway/industry as opposed to by strictly individual participant placement. Also, being a presence in the community and at business-centric events puts our program in a place to build valuable relationships with possible employers. Our Executive Director sits on the advisory committees for the planning of Cherokee's Workforce Collaborative Strategic Implementation Plan through the Cherokee Office of Economic Development along with an array of local and regional leaders from industry, education and the community. Networking has proven very productive in securing job placement and opportunities for our participants.

Being an active member of the community has always been a top priority of our program and organization making sure we allow time for speaking at civic clubs, attending and hosting booths at career expos and community events, and participating in monthly Collaborative meetings.

As we are seeing more successful outcomes from placement, we are gaining credibility among the business community in Cherokee. There is no better marketing than a happy employer spreading the word to his counterparts.

Another action we plan to continue during PY2022 is engaging with our employer partners to discuss OJT and other programs available to them through the ARC. We saw success with this in prior years which resulted in a clear-cut career pathway set up with a local HVAC company and wood and metal fabricator/manufacturer.

Strategies to align WEx with Career Pathways as Outlined in the Service Plan

As we are looking at a smaller target of youth/employers this year we will still keep our relationships with those other employers who can provide career pathway options. We have grown our relationships with employers who can provide opportunities in fields that are often identified by our participants and are in high demand. Listed below are some local businesses that have been willing to take WEx participants to support the participant's career pathway goals.

Healthcare/Dental: Bethesda Community Clinic, Cherokee Children's Dentistry, MasterCare Medical Services, Holly Springs Chiropractic, Next Step Ministries, Etowah Veterinary Hospital

Trade/HVAC: Rogers Mechanical Contractors (formerly R & D Mechanical), Northside Plumbing, Service Wise Electrical Services

Manufacturing/Light Industrial: Universal Alloy Corporation, Roytec Industries

Construction: Primus Builders, Raydeo

Logistics/Warehouse: Belnick Inc.

Education: CORE Community School, Discovery Point, Chattahoochee Technical College, Fitfully Forward

Administration/Office/IT: Universal Alloy Corporation, Chattahoochee Technical School, Rogers Mechanical Contractors, City of Holly Springs

Retail: TJMaxx, Goodwill

Agriculture/Landscaping: Outdoor Expressions, City of Holly Springs

Food Services/Other: Guston's, A New Creation Salon, Animal Atlanta, Clark Salon

Strategies to incorporate sector-based opportunities to WEx participants

Regarding the ARWDB Industry Sectors - We are strongly supported in the manufacturing field in Cherokee County and through the partnerships within the Cherokee FOUCUS collaborative, and we are interested to see if targeting participants for the manufacturing jobs that we know are readily open in our county, will succeed. There is an immense amount of growth in Cherokee County, and we have recently had a very productive introduction with a construction company that is based in Woodstock. They are eager for talent and are willing to take on WEx participants 18 and older. Although financial services is a local industry sector as well, we have experienced some challenges in placing WEx participants in these positions due to the sensitivity of the business.

Cherokee County has a healthy interest from the film industry, and there are projects/films/television shows filmed locally throughout the year. However, there are not many jobs actually available locally in the industry. The subset of this film industry where CYW has tried to build contacts is in digital media. There are several local graphic designers who also offer small film production and digital design. What our WEx staff has found in contacting these companies is that many of them work out of their homes

and on the road, so it would not be conducive for a work experience placement. CYW has reached out to two large local churches that have a design department in-staff in hopes of establishing worksite agreements.

Strategies to Continuously Monitor the WEx Activities and Worksites, also to Provide Support to the Employers (Worksite Supervisor) and the Participants.

CYW has noticed that even with buy-in, employers often get busy during the WEx placement, and direct communication starts to fall off. Therefore, CYW staff regularly initiates and maintains communication with employers to ensure continued feedback and problem-solving if needed. This includes phone calls, emails, texts, and worksite visits to provide frequent touch points for CYW staff and employer. Our in-person visits (even if a brief pop-in) especially show the employer that we are involved/invested and reinforces support to both the worksite and the employee.

Strategies to Assess Effectiveness

Our commitment to implementing and maintaining frequent open communication with the employees and worksite supervisors is key to assessing the effectiveness of our WEx placements. Reviewing notes and close-out evaluations provide additional valuable feedback. Although there are a number of variables affecting this decision, we track how many CYW participants are offered employment upon completion of WEx, which could signal a satisfaction with performance and the WEx program.

WorkSource Atlanta Regional NextGen Program
Workforce Innovative and Opportunity Act (WIOA)
GOALS & PERFORMANCE MEASURES - Program Year (PY) 2022 (07/01/2022 - 06/30/2023)

NextGen Service Provider (NGSP): City of Holly Springs/Cherokee FOCUS

I.	**General Services - Expenditures & Participants to Serve ("Real-Time")**				**TOTAL WEIGHT**	**20%**
	Youth Population (Participants) to Serve					**Out-of-School**
	Service Location (County)					**Cherokee**
	PY2022 General Service Budget					**$34,835**
	Participants to Serve Based on PY2022 Allocated Budget				*$1,925*	*18*
	Total Participants to Serve for PY2022 *(Carryover, New & 2+year)*					**19**
	Active Participants (under 2 years) to Serve at Cost per of $1,925				***$34,335***	
	PY2021 "Carry-over" Participants				10	
	PY2022 "New" Participant Enrollment				8	
	Total Carry-over and New Partcipant to Serve *($34,335 / $1,925)*					**18**
	Active Participants (over 2 years) to Serve at Cost per of $500				***$500***	
	PY2021 - 2+ years "Carry-over" Participants					**1**
	Cost per does not apply - PY2021 End of Service (EOS)/Exit/One Year Follow-Up				12	
	Pending Exits/Cost per does not apply - Once Processed will Count in EOS/Exit/Follow-Up Total Numbers				2	
	New Enrollment Goals					
	Quarters	1st	2nd	3rd	4th	
	Quarter Dates	*07/01/2022 - 09/30/2022*	*10/01/2022 - 12/31/2022*	*01/01/2023 - 03/31/2023*	*04/01/2023 - 06/30/2023*	
	New Enrollment per Quarter	**1**	**3**	**2**	**2**	
	Total New Enrollment for PY2022	**8**				
	New Enrollment Target Population Guidelines					
	School Dropout					**72%**
	English Language Learner					**4%**
	Justice System (Juvenile or Adult)					**10%**
	Foster System (Currently In or Aged Out)					**6%**
	Disability					**8%**
II.	**Work Experience (WEx) Services - Expenditures & Participants to Serve ("Real-Time")**				**TOTAL WEIGHT**	**20%**
	PY2022 Work Experience Service Budget					**$39,837**
	New WEx Active Participants to Serve at Cost per of $2,500					
	Quarters	1st	2nd	3rd	4th	**Total**
	"New" WEx Participants to Serve per Quarter	***2***	***5***	***5***	***4***	***16***
	***NOTE**: Three unpaid WEx placements is equivalent to one paid WEx placement*					
	WEx Performance at Completion - Based on Worksite Supervisor Work Evaluation					
	Successful Completion - Performance is Measured in "Real Time" at end of WEx					**85%**
III.	**Performance Measures - WIOA ("Lag-Time") & Outcome at EOS/Exit ("Real-Time")**				**TOTAL WEIGHT**	**40%**
	If High School Dropout, Attain GED/HSD				*Performance is Measured in "Real Time" at End of Service (EOS)/Exit*	**85%**
	If GED/HSD Recipient, Attain Industry/WIOA Recognized Credential					**85%**
	Placement in Employment or Education or Advanced Training					**85%**
	State Required WIOA Performance	*2nd Quarter After Exit* - Placement in Employment or Education or Training			*Performance is Measured Based on WIOA Reporting "One-Year Lag Time"*	**78%**
		4th Quarter After Exit - Placement in Employment or Education or Training				**75%**
		During Participation or Within One Year After Exit - Attainment of Credential				**76%**
		2nd Quarter After Exit - Median Earnings after Unsubsidized Employment				**$4,270**
		During a Program Year (Real-Time) - In-Program/Measureable Skills Gain				**58%**
		Customer Satisfaction	*Not Yet Negotiated with State*			**90%**

IV.	**Case Management Performance Measures ("Real Time")**		**MUST be Documented in WorkSource GA Portal/VOS**		**TOTAL WEIGHT**	**20%**
	Main WIOA Barrier Verification Documented Properly	**85%**	Career Assessment Conducted within 30 Days of Enrollment			**85%**
	Other Required Eligibility Documents Signed, Dated and Uploaded	**85%**	Original Service Plan Signed within 30 Days of Enrollment			**85%**
	Eligibility and Application Dates in VOS Match Verification Documents	**85%**	Service Plan (IEP/ISS/ISP) Reviewed/Updated Every 60 Days			**85%**
	Proof of Orientation Signed by Customer	**85%**	Ongoing Services Properly Documented			**85%**
	Objective Assessment Completed and Summarized in VOS	**85%**	One of WIOA 14 Elements of Services Provided Every 30 Days			**85%**
	All Mandatory Verification Linked to VOS Application	**85%**	Minimum of One Face-to-Face Contact Every 30 Days			**85%**
	Mandatory Activities Assigned at Enrollment (412, 413, 417)	**85%**	Exit Documents Signed, Dated, and Uploaded			**85%**
	Other Appropriate Service Activities Assigned	**85%**	Follow-Up Data Up-to-date in VOS (if applicable)			**85%**

V.	**Requirements & Expectations**
	A - Enrollment of new participants may include individuals funded by other sources who are provided services by WIOA-funded staff.
	B - Must ONLY **enroll and serve 100% out-of-school** customers.
	C - Must receive prior approval from ARC to serve individuals under 16 years of age.
	D - Must receive prior approval from ARC to provide WEx longer than 12 weeks.
	E - "New" WEx Participants means Active WIOA participants that have started a WEx during that quarter.
	F - With the exception of number "III", performance outcomes shall be reported to the NextGen Committee as "Real-Time" outcomes. Though indicated under number "IV", In-Program Skills Gain shall also be reported as "Real-Time" outcomes.
	G - Failure to "MEET" expectations as indicated herein, may result in deduction of the Contractor's approved budget, program probation or cancellation of the Contract.
	H - "Real-Time" - No, delay in time period to measure performance indicators. "One Year Lag-Time" - One year delay in time period to measure performance indicators.

Exhibit E

PERFORMANCE MEASURES/OBJECTIVES

REQUIRED PERFORMANCE:

The following Goals and Performance Measures will be used as the performance accountability system for services provided by the awarded WIOA Youth Contractor. Additional information related to the performances are included on "**Exhibit D**" of the Contract. The performance measures will be evaluated each quarter in program year 2022 (PY22) and outcomes will be reported to the NextGen Committee at their quarterly meetings.

1. **GENERAL SERVICES – EXPENDITURES & PARTICIPANTS TO SERVE ("REAL-TIME")**

   Outline the youth population/participants (out-of-school) to serve, the county where services will be provided, and the total budget allocated to the Contractor's WIOA Program.

   Active Participants to Serve at Cost per – Establish to guide the number of participants (new – PY22 and carryover – PY21) to serve and the cost per to serve the participants in the Contractor's WIOA Program.

   - **NOTE:** Because minimal case management is required to ensure retention in the placement outcome (employment or education), there is no cost per associated to youth who exit the WIOA Program and are in Follow-up status.

   New Enrollment Goals – Establish to guide the cumulative and quarterly new enrollment numbers in the Contractor's WIOA Program.

   New Enrollment Target Population Guidelines – Establish to guide the characteristic targets of new enrollments in the Contractor's WIOA Program.

2. **WORK EXPERIENCE (WEx) SERVICES – EXPENDITURES & PARTICIPANTS TO SERVE ("REAL-TIME")**

   Outline the total budget allocated to the Contractor's WIOA Program.

   Active Participants to Serve at Cost per – Establish to guide the number of new WEx participants and the cost to serve the participants cumulative and quarterly in the Contractor's WIOA Program.

3. **PERFORMANCE MEASURES – WIOA ("LAG-TIME") & OUTCOME AT EOS/EXIT ("STAND-IN")**

   WIOA "Lag-Time" Measure – The five (5) performances accountability indicators under

WIOA Performance Measures (Federal). The "State Negotiated Level/Rates" are negotiated by ARC and the State for PY22 to assess the effectiveness of ARC in achieving positive outcomes for youth participants served in the WIOA Youth Program. The "Contractor Level/Rates" were established to guide the outcome of the services provided by the Contractor. The "Contractor Level/Rates" are slightly higher as to ensure that ARC/WorkSource Atlanta Regional "Meets" or "Exceeds" the "State Negotiated Level/Rates".

- *Unless there is further clarification by the Federal/State or ARC/WorkSource Atlanta Regional/WorkSource Atlanta Regional NextGen Program, Transition or Individual Education Plan (IEP) diploma awarded to individuals with disabilities upon completion of high school will not be accepted as meeting the WIOA "Credential" requirement. Therefore, individuals with disabilities must achieve the WIA Common Measures "Certificate" definition in TEGL 17-05, Attachment B.*

Regular guidance will be issued by ARC/WorkSource Atlanta Regional/WorkSource Atlanta Regional NextGen Program regarding interpretations, exit periods and other aspects of the WIOA Performance Measures.

Outcome at Exit/EOS "Stand-In" Measure – The four (4) performances accountability indicators under WorkSource Atlanta Regional NextGen Program (Local). The exit-based "Stand-In" performance numbers were established to guide the outcome of the services provided by the Contractor's WIOA Program. Because WIOA Performance Measures are measured in one-year lag time, the "Stand-In" Measures are youth participants' exits outcome measured in "Real-Time". This method enables the WorkSource Atlanta Regional NextGen Program to immediately assess performance outcome.

WIOA "Lag-Time" Measure	Definition	State Negotiated Level/Rates	Contractor Level/Rates
Placement in Employment, Education, or Training –Employment 2nd Quarter after Exit	Percentage of program participants who are in education or training activities, or in unsubsidized employment, during the second quarter after exit from the program.	68%	78%
Placement in Employment, Education, or Training –Employment 4th Quarter after Exit	Percentage of program participants who are in education or training, or in unsubsidized employment during the fourth quarter after exit from the program.	65%	75%

Credential Attainment Rate – Attainment within Four Quarters After Exit	Percentage of program participants who obtain a recognized postsecondary credential, or a secondary school diploma or its recognized equivalent during participation in or within 1 year after exit from the program.	66%	76%
Earnings after Entry into Unsubsidized (not paid through WIOA) Employment – Median Earning 2nd Quarter after Exit.	Median earnings of program participants who are in unsubsidized employment during the second quarter after exit from the program	$3,270	$4,270
In-Program (Measurable) Skills Gains "Real-Time"	Percentage of program participants who, during a program year, are in an education or training program that leads to a recognized postsecondary credential or employment and who are achieving measurable skill gains toward such a credential or employment.	48%	58%

Outcome at Exit/EOS "Stand-In" Measure	**Definition**	**Contractor Level/Rates**
If School Dropout, Attain General Equivalent Diploma/ High School Diploma (GED/HSD)	Youth participants who were a school dropout at the time of WIOA enrollment who earned a diploma or its equivalent at exit.	85%
If HSD/GED Recipient, Attain Industry/WIOA Recognized Credential	Youth participants who have earned a recognized occupational credential or degree while in the program.	85%
Placement in Employment or Education or Advanced Training	Youth participants who are employed and/or are attending post- secondary education/advanced training at exit.	85%
Customer Satisfaction	Number of youth participants who indicate a positive customer service experience with the Contract's organization and services provided.	90%

4. CASE MANAGEMENT PERFORMANCE MEASURES ("REAL TIME")

The Case Management performance numbers were established to guide the outcome of the services provided by the Contractor's WIOA Program in "Real Time" and to ensure that all required eligibility, ongoing services, Exit/EOS/Follow-Up, WorkSource GA Portal/VOS data entry requirements are met, and validation documentations are collected and uploaded in WorkSource GA Portal/VOS.

The following Goals/Performance further define the Case Management Performance Measures indicated on "**Exhibit D**"

a) Objective Assessment – To complete an "Objective Assessment" (to determine suitability and need) for program (service) placement prior to WIOA NextGen Program enrollment for each participant.

b) Service Plan – To develop a comprehensive "Service Plan" (IEP/ISS/ISP) within thirty (30) days or earlier of WIOA NextGen Program enrollment for each participant. To regularly review and update the Service Plan at a minimum of every sixty (60) days in order to monitor and evaluate the youth's progress towards achieving their short/long-term goals/objectives. Changes to the Service Plan should be documented in WorkSource GA Portal/VOS.

c) Work Experience – Eighty-Five percent (85%) of all participants who are in employment or employment readiness settings (while active participants) will be rated "very good" or "excellent" overall by their supervisor or teacher on an employment readiness rating (Trainee Progress Evaluation) sheet.

Compensation and Method of Payment

I. Compensation Information

A. Compensation: In no event will the total compensation and/or reimbursement, if any, to be paid to the contractor under this contract exceed the sum of **$162,825**. Contractor's invoices for payment will detail charges to be applied to each ARC funding source. In no event will charges applied to each funding source exceed the maximum amounts per funding source or be used before or after the start and ending dates for each funding source, as listed, and detailed on page E-4 and attached hereto and made a part of this contract.

B. Authorized Expenditures: The amount of total compensation and/or reimbursement referred to in paragraph IA above, **$162,825,** represents full funding of this contract, and is contingent upon such amount being made available to ARC by the Technical College System of Georgia – Workforce Development in the form of grant contract. At the time of execution of this contract, full funding may not be available. Therefore, the contractor is authorized to incur cost and seek reimbursement only up to a maximum total of **$162,825**, as shown on page F-4:

Increases in authorized expenditures may be made up to the full funding amount. Any such authorizations shall be in writing and made between the parties hereto.

II. Method of Payment:

A. The Contractor shall be entitled to receive payments on the following basis. As of the last day of each month during the existence of this contract, the Contractor shall submit to ARC an invoice requesting payment for all appropriate work and services completed during that month. The invoice shall also contain completed, signed and approved staff time sheets. The form of such invoice shall be determined by ARC.

Upon the basis of its audit, review, and approval of such invoice, and its review and approval of the monthly reports called for in the paragraph concerning "Reports" in the main body of the contract ARC will, based on the invoice(s) described above, make payments to the Contractor, but not more often than once a month, unless otherwise approved by ARC. Invoices shall be numbered consecutively and submitted each month until the project is completed.

Contractor's monthly invoices are to be received by ARC no later than the 10th day of the month following the reporting period. Invoices received after the 10th day of the month may not be processed for payment until the 5th day of the following month. Invoices received on time, without error and within budget shall be processed within 30 days from ARC's receipt of the invoice. ARC may,

at its discretion, disallow payment of all or part of an invoice not in conformance with any of the terms of this contract, as determined by ARC.

ARC will not be responsible for payments delayed due to, but not limited to, acts of nature, power outages, etc. ARC will make every attempt to process payments as soon as possible after such situations are resolved.

While ARC highly recommends that the contractor maintain its expenditures within its approved budget and budget line items, ARC does recognize that budgets are estimates and may be subject to change. As a result, ARC shall take into consideration any requests for budget modifications. Approval of such modifications, both cost and no-cost modifications, shall be determined by final approval of ARC and, if necessary, Technical College System of Georgia – Workforce Division.

All approved budget modification requests that change the overall budget (increase or decrease), must be amended to the contract.

The Contractor may be notified by ARC, in writing, on any decision by ARC to make no-cost modifications to the Contractor's budget made by ARC.

ARC will not permit any budget modifications that would cause funding to be used for any other purposes other than those consistent with the original purpose for which this budget was approved, unless otherwise approved by ARC. ARC does reserve the right to approve and disapprove requests that may be allowable, but not required by Federal, State, local and ARC laws and policies.

B. Final Payment: Upon the completion of all work and services under this contract and the submittal of a final invoice, ARC shall pay all compensation due to the Contractor, less the total of all previous payments made.

Contractor's final closeout invoice must be received by ARC no later than 15 calendar days after the project completion date specified in Paragraph 3 of the contract. Any cost or obligations not claimed on the closeout invoices shall be deemed to be waived and the limit of ARC's liability shall be reduced accordingly without any further notice to Contractor. ARC may, at its discretion, disallow payment of all or part of a final invoice not in conformance with any of the terms of this contract, as determined by ARC.

No advances shall be made under this contract

C. Payment Cycle: Payments from ARC are on a "net 30 day" basis, subject to availability of appropriate funding, and as described in Paragraph (II)(A) Method of Payment on page F-1 and F-2.

III. Completion of Project: It is agreed that in no event will the maximum compensation and reimbursement, if any, to be paid to the Contractor under this contract exceed the amount specified on page F-1, Paragraph (I)(A), and that the Contractor expressly agrees that

they shall do, perform, and carry out in satisfactory and proper manner, as determined by ARC, all of the work and services described in Exhibits A through D of this contract.

IV. Other Requirements: In the case of a cost-reimbursable contract, in addition to the requirements in the main body of the Contract concerning "Requirements of Concerned Funding Agency," Contractor agrees to comply with and shall be bound by the applicable terms and conditions of all State and Federal laws or regulations governing and defining allowable costs and associated procurement standards, including, but not limited to, U.S. Office of Management and Budget 2 CFR Part 200, Uniform Guidance (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards), or 29 CFR Part 97, as appropriate. All such documents are available for inspection in the offices of ARC and are hereby made a part of this contract as fully as if the same were attached hereto.

The Contractor further agrees that, if costs incurred by the Contractor are not in conformity with the above requirements and are subsequently disallowed as a result of a review or an audit either pursuant to paragraph concerning "Audits" in the main body of the contract, by ARC, the Concerned Funding Agency, the Comptroller General of the United States, or any of their duly authorized representatives, then, upon written demand by ARC, the Contractor shall promptly reimburse ARC in full for such disallowed costs.

V. Financial Management System: The Contractor certifies that its financial management system currently complies and will continue to comply with all of the standards for financial management systems specified in 29 CFR Part 97, or 2 CFR Part 200, as appropriate.

VI. CFDA: 17.259

Cost Reimbursement Budget

I. GENERAL INFORMATION

Contractor Name: **City of Holly Springs/Cherokee FOCUS**

Contract Number: **WD2210**.2

Contract Period: **July 1, 2021 - June 30, 2023**

Maximum Funds Available: **$ 162,825**

Funding Period Beginning	**7/1/2021**	**7/1/2021**	**7/1/2022**		
Funding Period Ending	**6/30/2022**	**6/30/2022**	**6/30/2023**		
II. BUDGET CATEGORIES	**Youth Out of School 104CB**	**Youth Out of School 204CB**	**Youth Out of School 304CB**		**Total**
A. General Youth Services					
1. Personnel Salaries		3,702			3,702
2. Personnel Benefits		283			283
3. Operations					-
4. Facilities		4,600			4,600
5. Participant Activities/Support		46			46
6. Other		61,273	34,835		96,108
Total General Youth Services	**-**	**69,904**	**34,835**		**104,739**
B. Work Experience					
1. Personnel Salaries		1,733			1,733
2. Personnel Benefits		133			133
3. Operations					-
4. Facilities					-
5. Participant Activities/Support	10,590	1,096	30,337		42,023
6. Other		4,697	9,500		14,197
Total Work Experience	**10,590**	**7,659**	**39,837**		**58,086**
Total	**10,590**	**77,563**	**74,672**		**162,825**
*****PY 2022 Budget Available***	**-**	**-**	***74,672***		***74,672***

September 9, 2022

Ms. Polly Trottenberg, Deputy Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: City of Holly Springs, Cherokee County, Georgia
Joint Application - Safe Streets and Roads For All

Dear Ms. Trottenberg:

The City of Holly Springs, Georgia, joins Cherokee County as a joint applicant, responding to the FY22 Notice of Funding Opportunity for the Safe Streets and Roads For All (SS4A) grant program. More specifically, the city and the county seek to complete a Comprehensive Safety Action Plan with the federal funds provided by the SS4A grant along with the required local match.

The city will coordinate with the county to confect an intergovernmental agreement upon award of the grant by the U.S. Department of Transportation. Additionally, the city will work with the county and the other joint applicants to complete the Comprehensive Safety Action Plan in accordance with the requirements of the grant award agreement.

We look forward to completing this critical action plan with the objective of identifying the improvements necessary to eliminate fatalities and reduce serious injuries in our transportation system.

Should you have any questions, please let me now, (phone) and (email).

Sincerely,

Mayor/City Manager

City of Holly Springs Work Session Meeting
Speaker Sign In Sheet

Meeting Date: September 8, 2022

	Name	Address	City Resident Y/N	Topic of Comment
1.	Johnny L. Woodall	2530 E Cherokee Dr.	N	Handouts
2.	Marissa Woodall	2530 E. Cherokee Dr	N	hand outs
* 3.	David Whitiker	2534 E Cherokee Dr	N	Storage & Rental
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

Note: City Council meetings are public meetings but are not public hearings. It is at the Chief Elected Official's discretion if public comment is taken.

City of Holly Springs Work Session Meeting
Speaker Sign In Sheet

Meeting Date: September 8, 2022

	Name	Address	City Resident Y/N	Topic of Comment
1.	Johnny L. Woodall	2530 E Cherokee Dr.	N	Handouts
2.	Marissa Woodall	2530 E. Cherokee Dr	N	handouts
3.	David Whitaker	2534 E Cherokee Dr	N	Storage & Rental
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

Note: City Council meetings are public meetings but are not public hearings. It is at the Chief Elected Official's discretion if public comment is taken.

Holly Springs Conditional Use Permit CUP-01-2022

This file contains Images, Comments, and Recommendations regarding Conditional Use Permit CUP-01-2022 for a Multi-Story Self-Storage Building at 2527 East Cherokee Drive.

Latest Update: 6-24-22

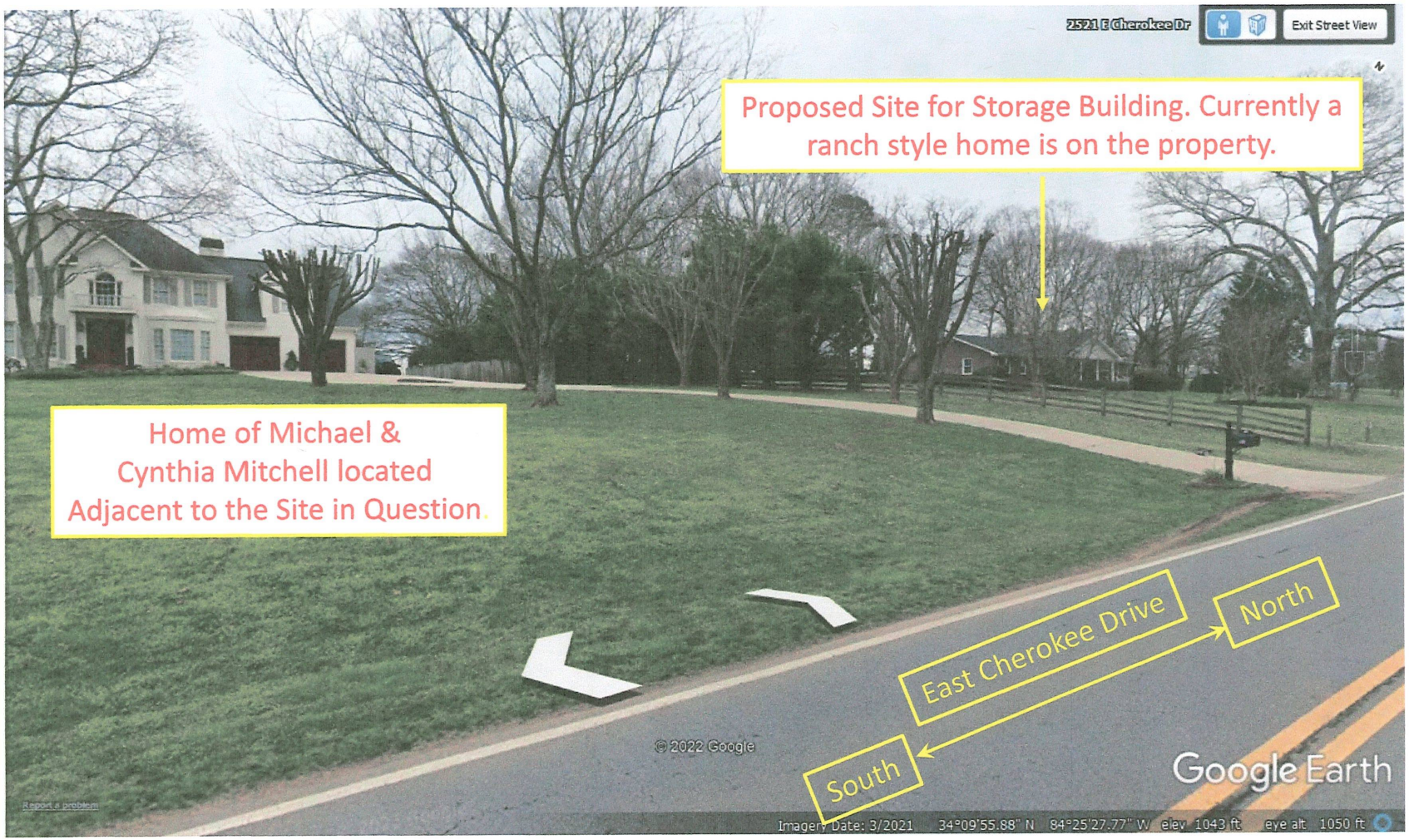
Please carefully read and consider all explanatory comments on each page.

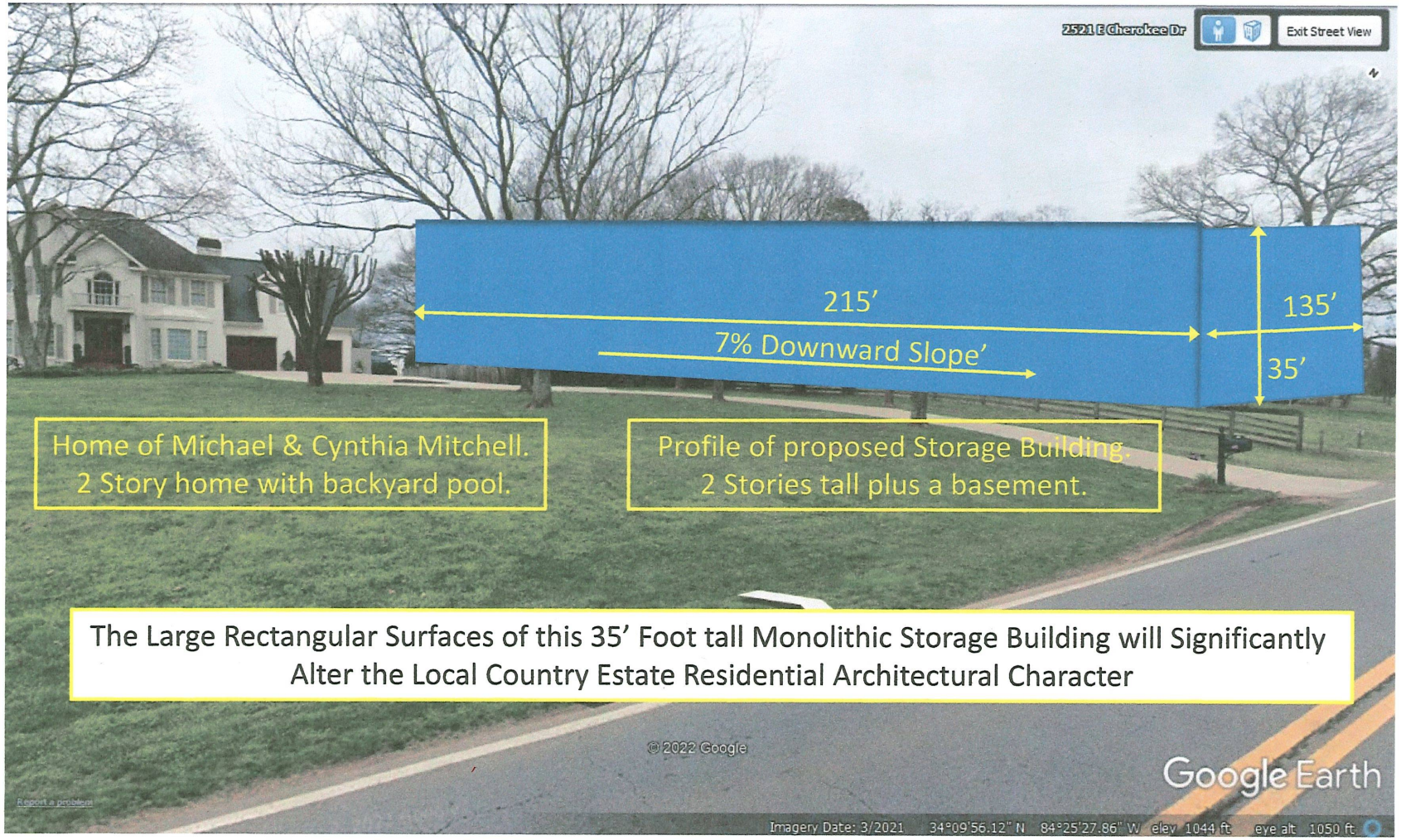
This 2 acre piece of property is one of 4 parcels (total of 21.7 acres) on the southwest corner of the intersection of Hickory Road and East Cherokee Drive, which was all annexed into Holly Springs circa 2007. There was a disagreement between the owners of the property, who wanted to get a GC zoning in the County, and the then current District 2 County Commissioner, who believed it was not appropriate to allow unrestricted GC zonings in the County near this intersection that borders on 3 County Schools. About that same time the Georgia annexation laws were changing to include an arbitration process and in September 2007 sbout 15 pieces of property in and around Hickory Flat, including these parcels, were quickly annexed into Holly Springs before that new Annexation Law could take effect. The GC zonings were later requested and approved for all of this particular 20+ acre collection of properties. The only stipulation in that GC rezoning resolution was that Extended Stay Hotels are not permitted.

This 2 acre plot should not be over-developed with a building that.....

1) Will be taller than all other types of commercial buildings in Hickory Flat,
2) Lies in plain sight to all passers-by on East Cherokee Drive (which in this area is almost entirely a residential road),
3) Is 2/3 the size of a football field,
4) Would be separated from a single-family Country Estate home by only a 40 foot buffer, and
5) Looms over a grouping of other nearby Country Estate, single-family residences with R80, R40 and AG zoning.

Submitted by Al Clary, Resident of Autumn Glen Subdivision since 2009. (Phone 423-914-4234)


2521 E Cherokee Dr
Exit Street View
Proposed Site for Storage Building. Currently a ranch style home is on the property.
Home of Michael & Cynthia Mitchell located Adjacent to the Site in Question.
East Cherokee Drive
North
South
© 2022 Google
Google Earth
Imagery Date: 3/2021 34°09'55.88" N 84°25'27.77" W elev 1043 ft eye alt 1050 ft

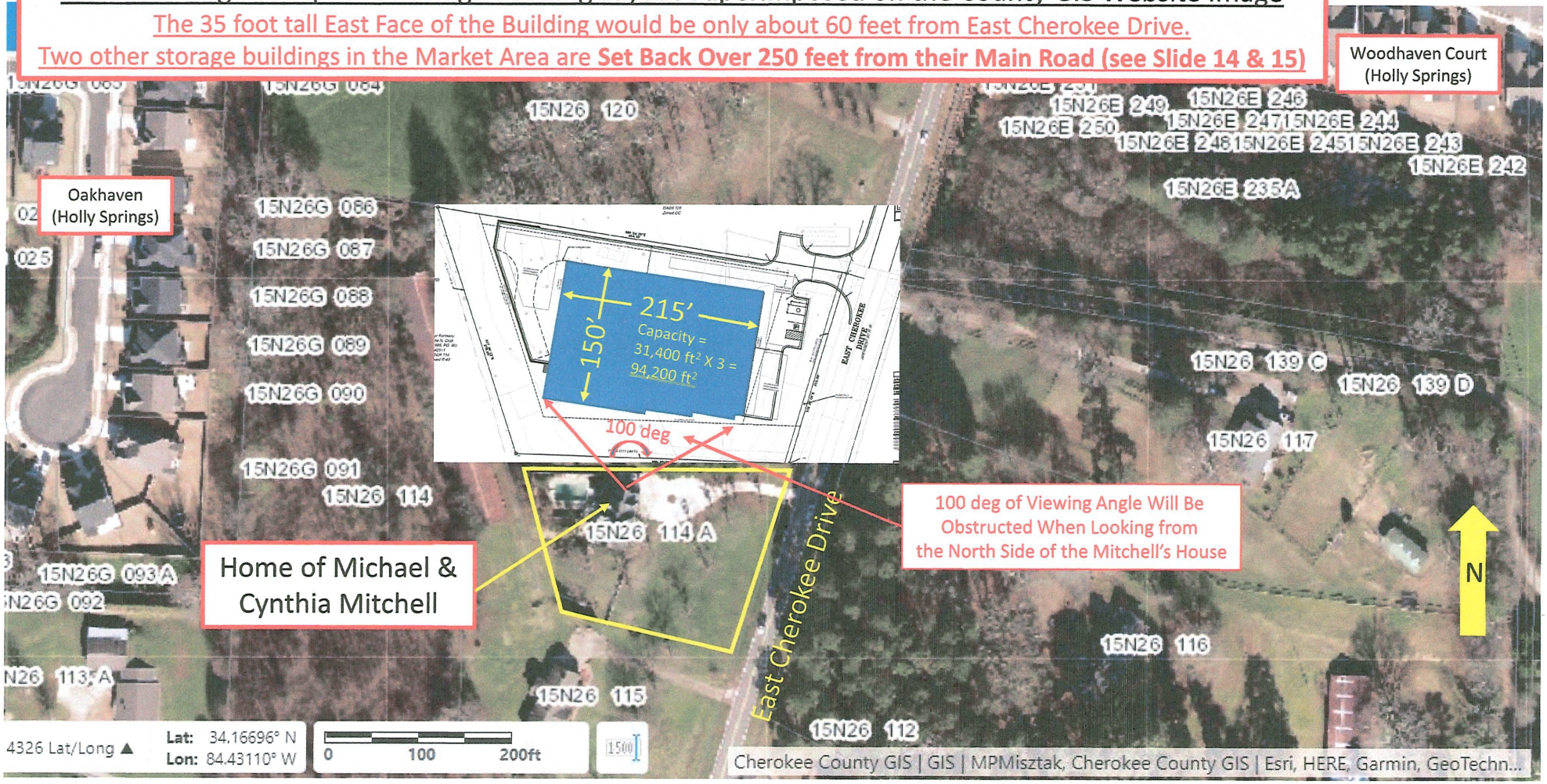

2521 E Cherokee Dr
Exit Street View
215'
7% Downward Slope'
135'
35'
Home of Michael & Cynthia Mitchell.
2 Story home with backyard pool.
Profile of proposed Storage Building.
2 Stories tall plus a basement.
The Large Rectangular Surfaces of this 35' Foot tall Monolithic Storage Building will Significantly Alter the Local Country Estate Residential Architectural Character
© 2022 Google
Google Earth
Imagery Date: 3/2021 34°09'56.12" N 84°25'27.86" W elev 1044 ft eye alt 1050 ft

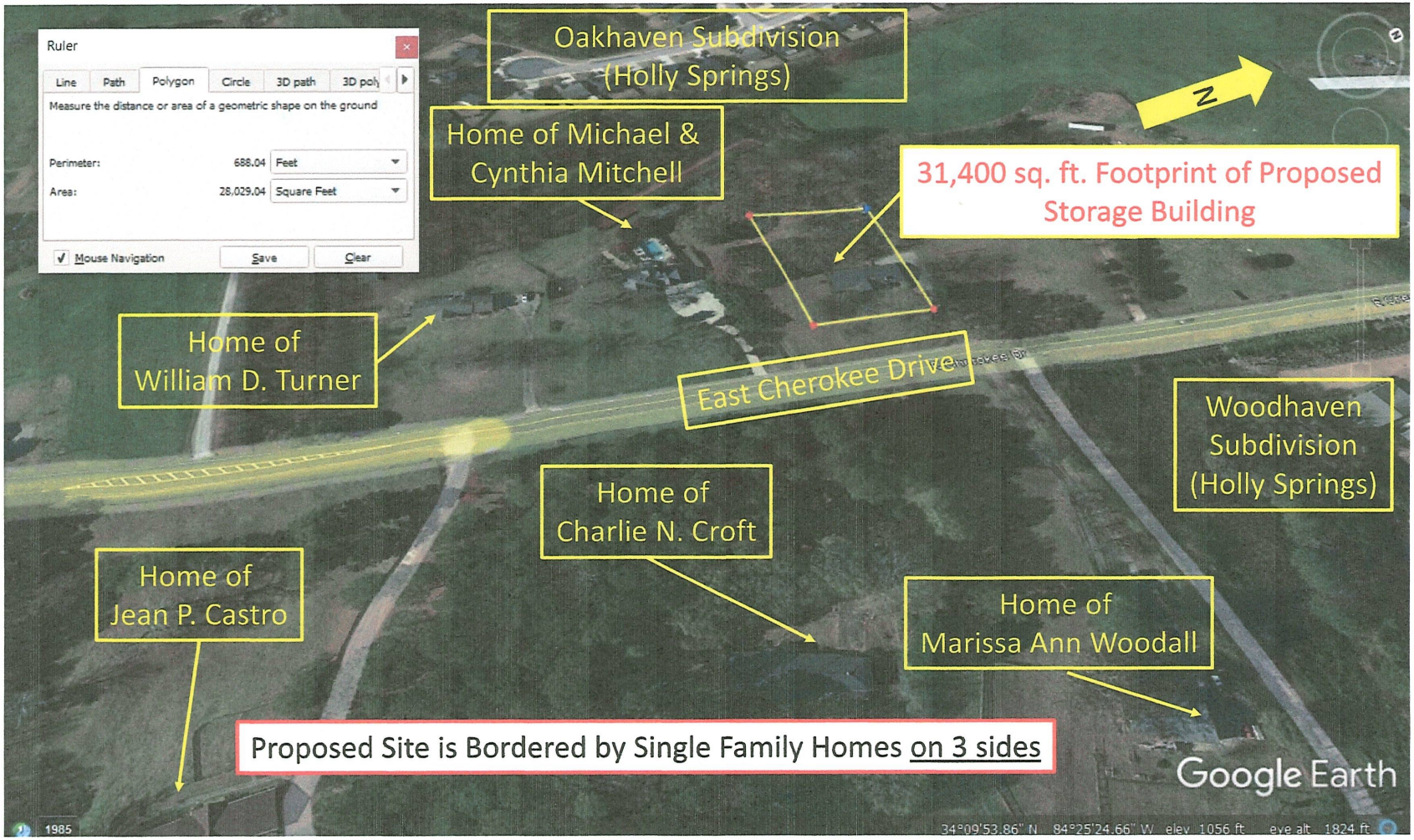
Hickory Road
I want to...
TIN: 15N26 118
PIN: 15-0395-0003
Current Owner: MAULTSBY JAMES R & COLEEN O
Lot Number: -
Acreage: 2
Run parcel report
View Additional Details
Run a Report
Add to Results
Place Property Management , LLC
The Remaining 19.7 Acre area up to Hickory Road is being considered for a multi-use, General Commercial Development, including offices, retail and age-restricted, cottage, rental homes. .
N
Sequoyah High School Football Field is overlaid only for size comparison.
Home of Michael & Cynthia Mitchell
East Cherokee Drive
Storage Building Site – The Building Footprint occupies about 1/3 of the 2 acre site. The building alone is about 2/3 the size of a typical football field.
World St...
WKID: 4326 Lat/Long
Lat: 34.16595° N
Lon: 84.43048° W
0 150 300ft
Cherokee County GIS | GIS | MPMisztak, Cherokee County GIS | Esri, HERE, Garmin, GeoTechn...

Scale Drawing of Proposed Storage Building Layout Superimposed on the County GIS Website Image

The 35 foot tall East Face of the Building would be only about 60 feet from East Cherokee Drive.

Two other storage buildings in the Market Area are **Set Back Over 250 feet from their Main Road (see Slide 14 & 15)**

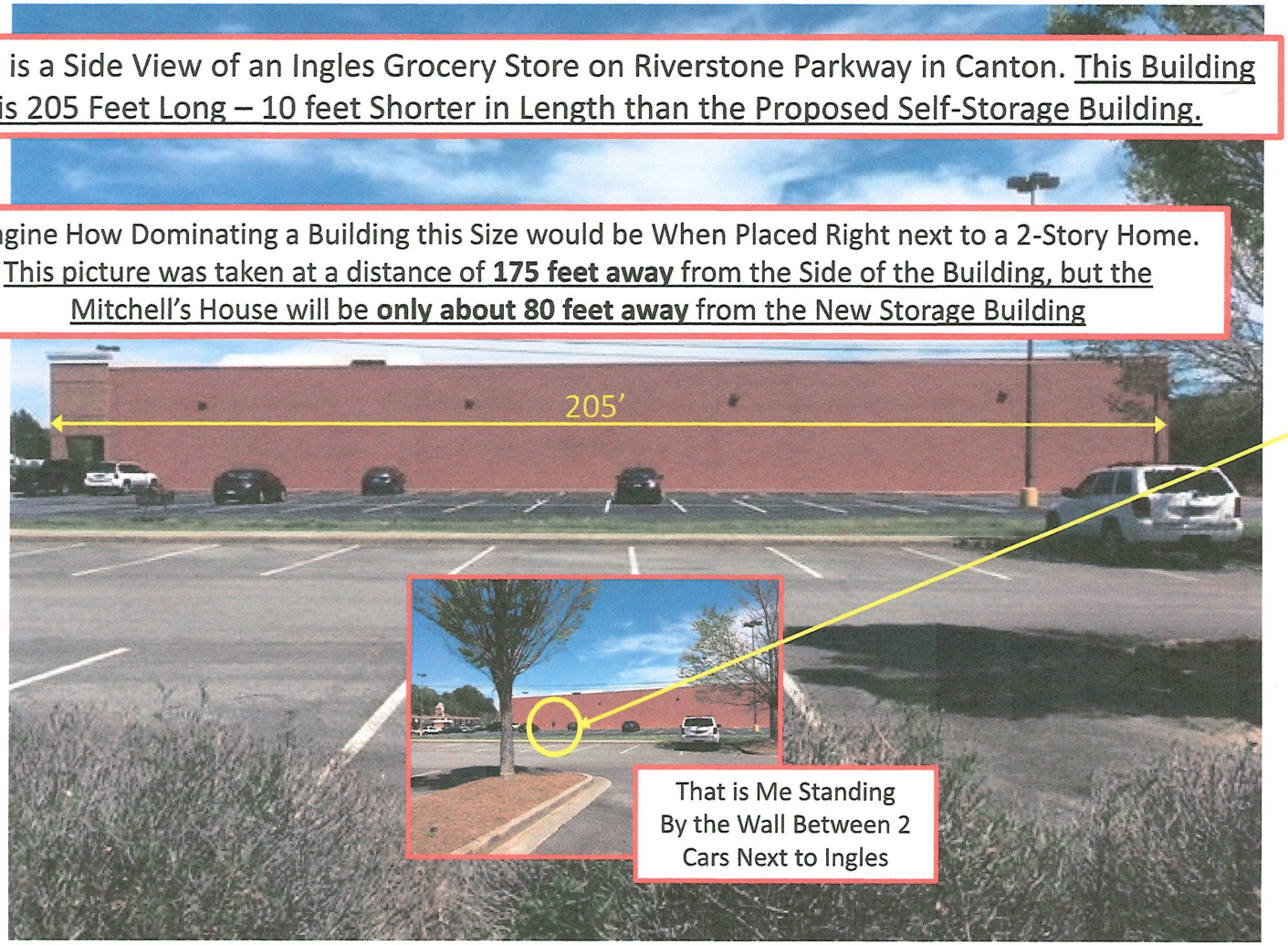



Ruler
Line
Path
Polygon
Circle
3D path
3D poly
Measure the distance or area of a geometric shape on the ground
Perimeter:
688.04
Feet
Area:
28,029.04
Square Feet
Mouse Navigation
Save
Clear
Oakhaven Subdivision (Holly Springs)
Home of Michael & Cynthia Mitchell
31,400 sq. ft. Footprint of Proposed Storage Building
Home of William D. Turner
East Cherokee Drive
Woodhaven Subdivision (Holly Springs)
Home of Charlie N. Croft
Home of Jean P. Castro
Home of Marissa Ann Woodall
Proposed Site is Bordered by Single Family Homes on 3 sides
Google Earth
1985
34°09'53.86" N 84°25'24.66" W elev 1056 ft eye alt 1824 ft

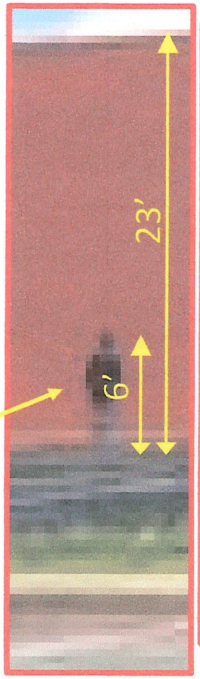
Aerial View of the Lot to be Developed. The Applicant's Rendering is Shown to the Right for Reference.

This is a Side View of an Ingles Grocery Store on Riverstone Parkway in Canton. This Building is 205 Feet Long – 10 feet Shorter in Length than the Proposed Self-Storage Building.

Imagine How Dominating a Building this Size would be When Placed Right next to a 2-Story Home. This picture was taken at a distance of **175 feet away** from the Side of the Building, but the Mitchell's House will be **only about 80 feet away** from the New Storage Building

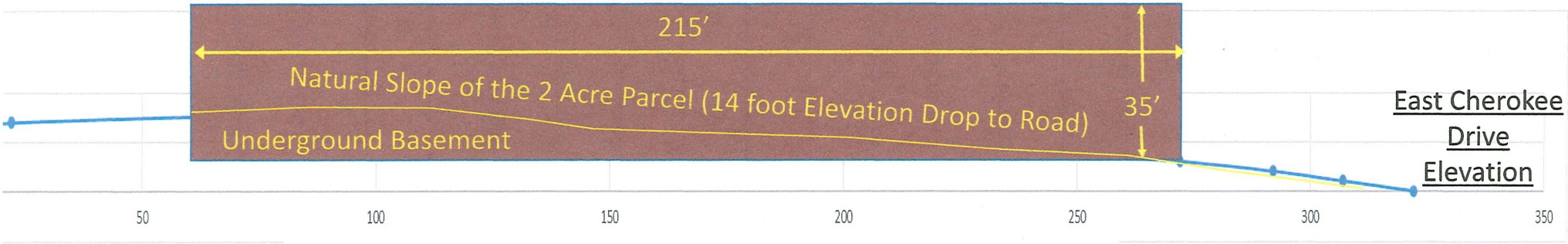


That is Me Standing By the Wall Between 2 Cars Next to Ingles

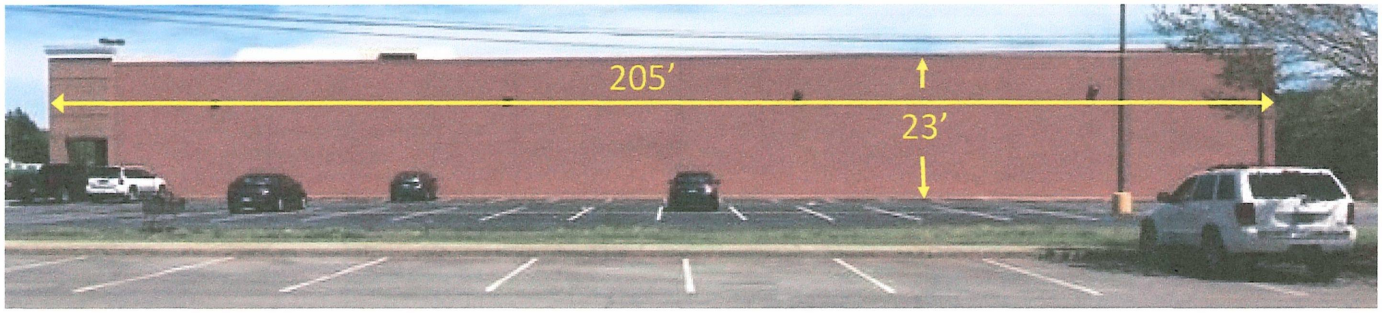


I am 6 feet Tall. This Ingles Store is about 23 Feet High. However, the Proposed Storage Bldg. will be about 35 feet high at Street Level.

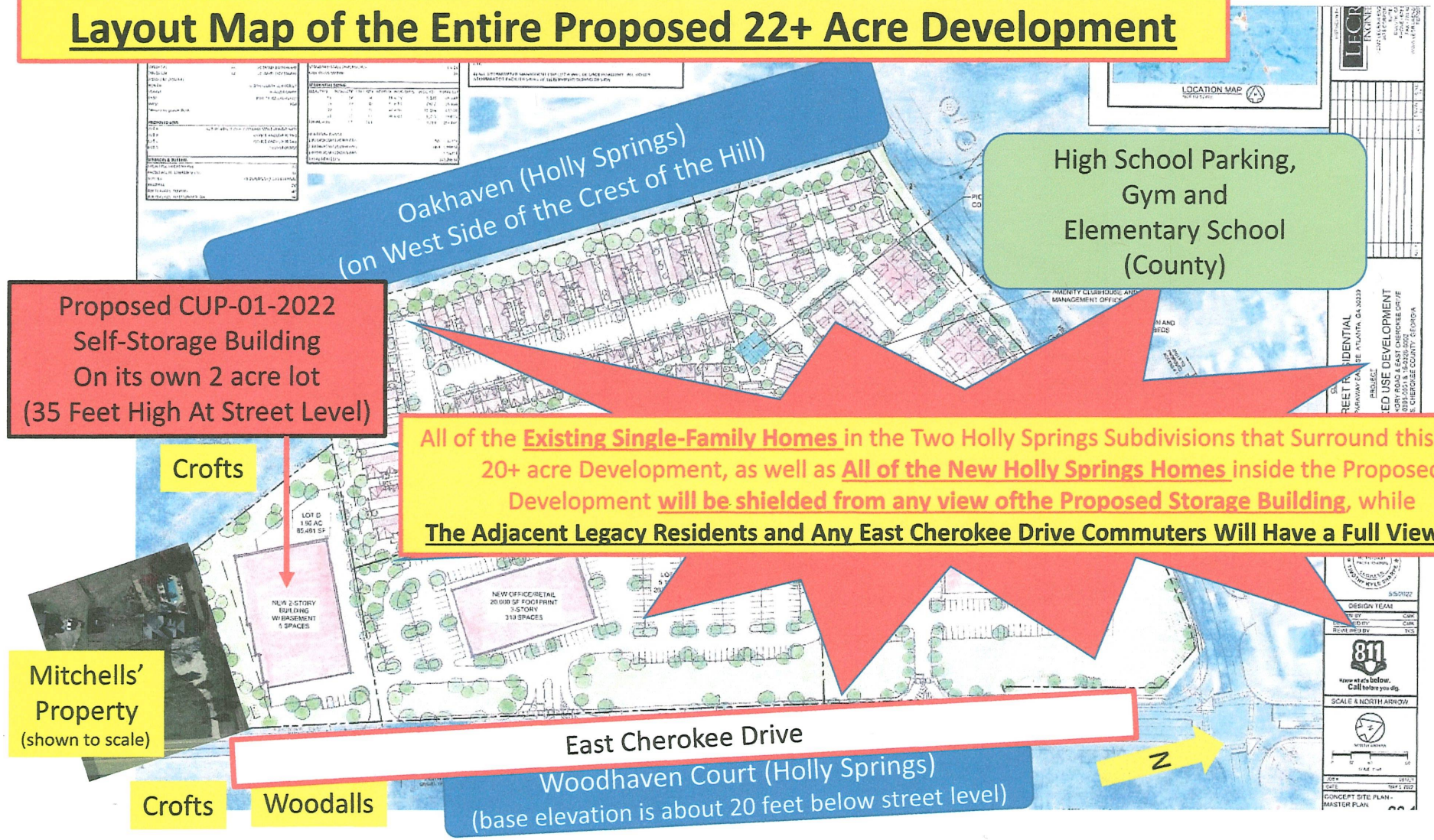
Relative Dimensions of the Proposed Storage Building (Shown Looking North)
(12' Taller & 10 ' Longer Than The Ingles Grocery Store)



Ingles Grocery Store (Canton) Actual Dimensions



Layout Map of the Entire Proposed 22+ Acre Development



This is Slide 1 of 2 Slides, which together illustrate that....
The Existing Holly Springs Single-Family Homes in Oakhaven Subdivision will be provided with a more robust buffer, resulting in "building to building" separation of about 115', while the Mitchell's Country Estate Property, ***lying immediately adjacent to the Storage Building,*** will see a "building to building" separation of only about 78'.

Details of Proposed Buffer on South Side with the Mitchell's Property.
No More than 78' Between Buildings.
78' Would Be Only about 2/3 of the 115' distance with the Oakhaven Homes on the West Side (See Next Slide)

This smaller buffer is all that is being offered for a situation that represents "Country Estate Residential immediately beside and in parallel with a very large ***General Commercial building"***.
Note: This is not a typical buffer situation of "back to back", but rather "side to side", involving minimum building side setbacks on either side of the buffer zone.

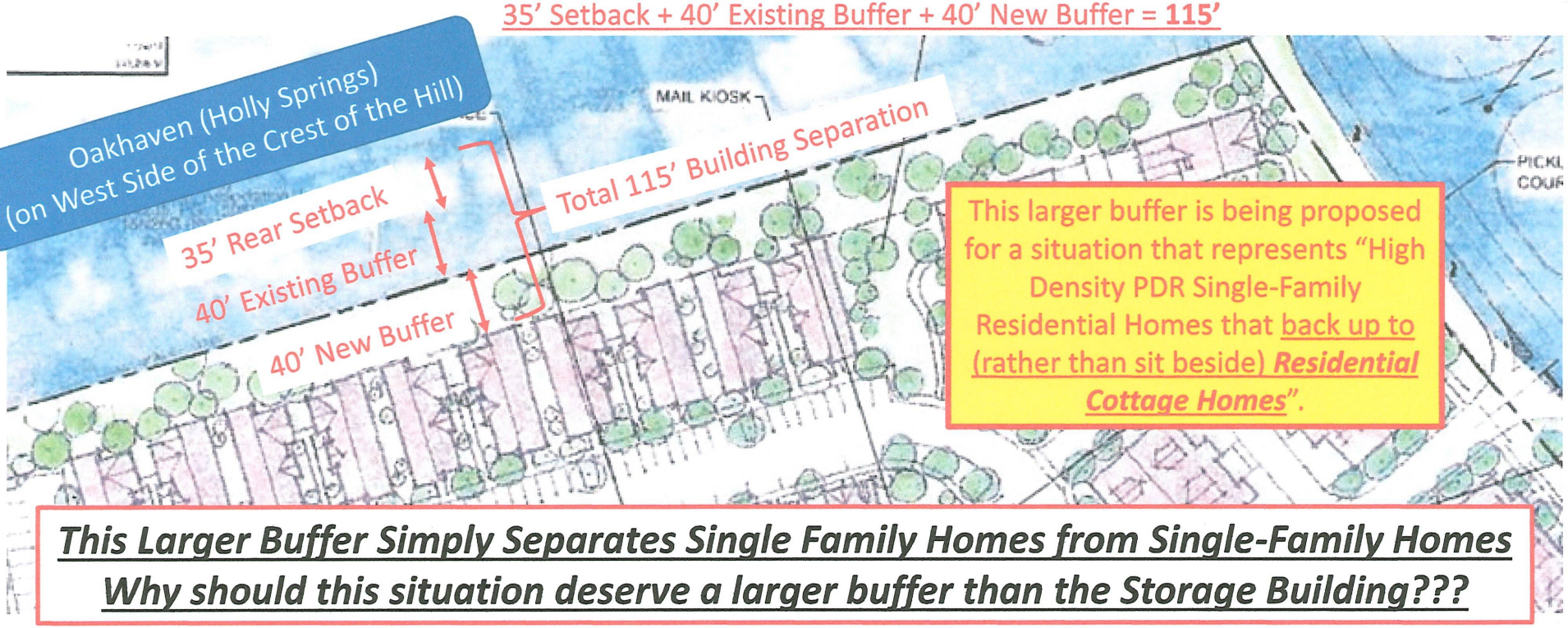
This Small Buffer is Far from Adequate to Separate a Country Estate Home from a 94,200 cubic foot 3- Story Storage Building

This is Slide 2 of 2 Slides, which together illustrate that....
The Existing Holly Springs Single-Family Homes in Oakhaven Subdivision will be provided with a more robust buffer, resulting in "building to building" separation of about 115', while the Mitchell's Country Estate Property, lying immediately adjacent to the Storage Building, will see a "building to building" separation of only about 78'.

Details of Proposed Buffer on West Side

Total of 115' Between the Homes in Oakhaven Subdivision and the New Cottage Homes

35' Setback + 40' Existing Buffer + 40' New Buffer = **115'**



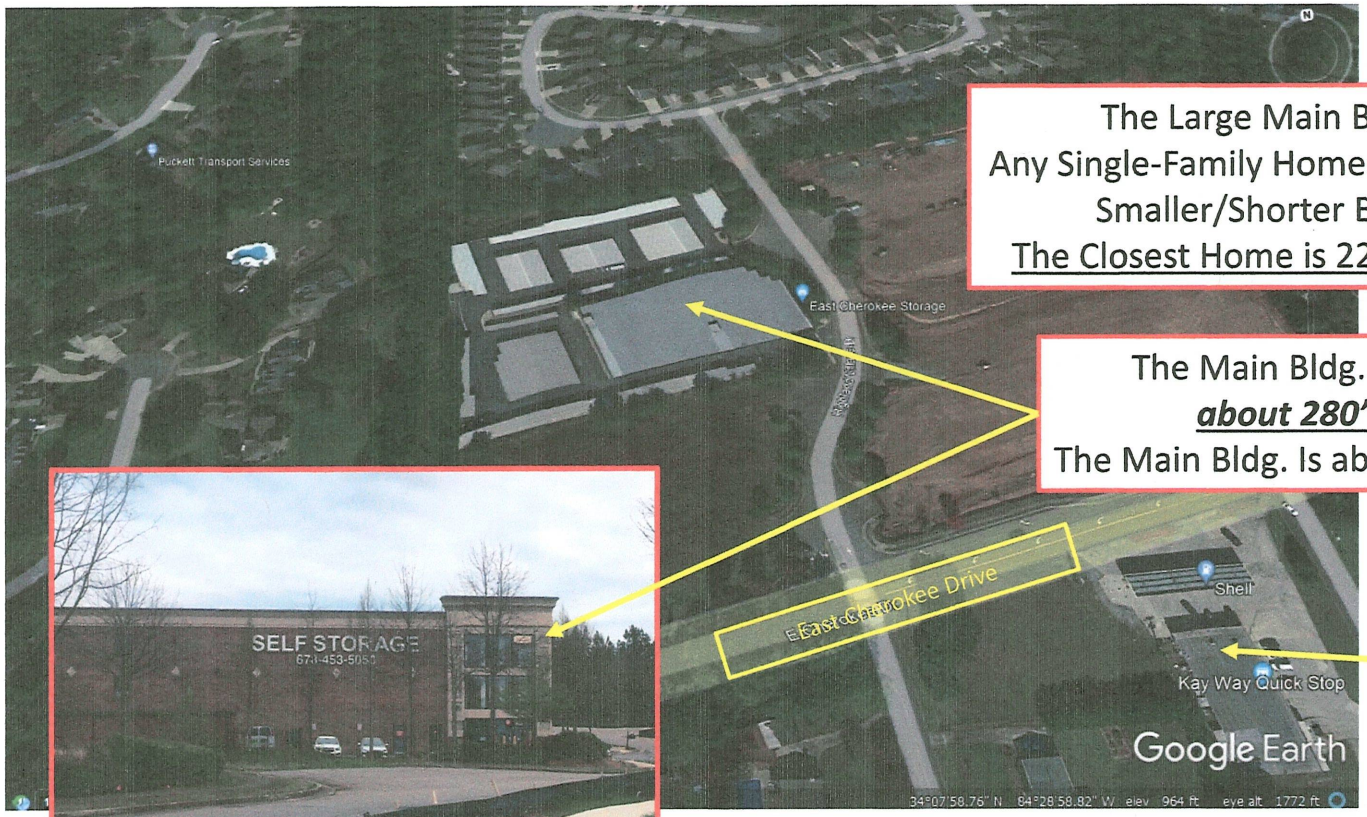
This Larger Buffer Simply Separates Single Family Homes from Single-Family Homes
Why should this situation deserve a larger buffer than the Storage Building???

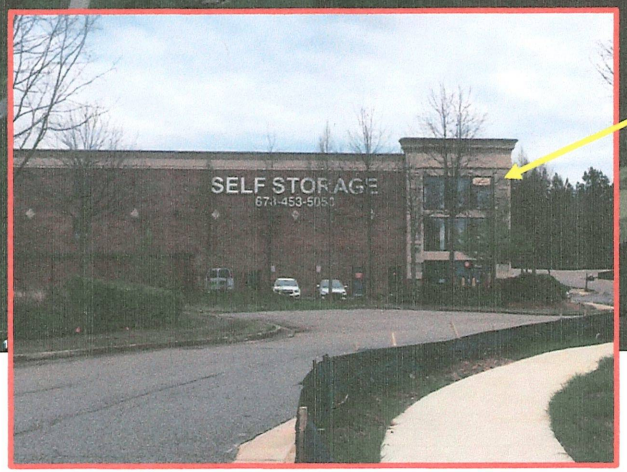
The Lot on Which This Self-Storage Facility Would be Built Contains a Number of Large Old-Growth Trees that Would Be Lost –

One of Those Trees Reaches **all the way** across East Cherokee Drive

Proposed Site for Storage Building. Currently a ranch style home is on the property.

Competing Site #1 - East Cherokee Storage on East Cherokee Drive
Near Hwy 5 and Johnston Elementary School





The Large Main Bldg. is Not Directly Beside Any Single-Family Homes and a Tree Buffer Separates the Smaller/Shorter Buildings From the Homes.
The Closest Home is 225' Away from the Main Building

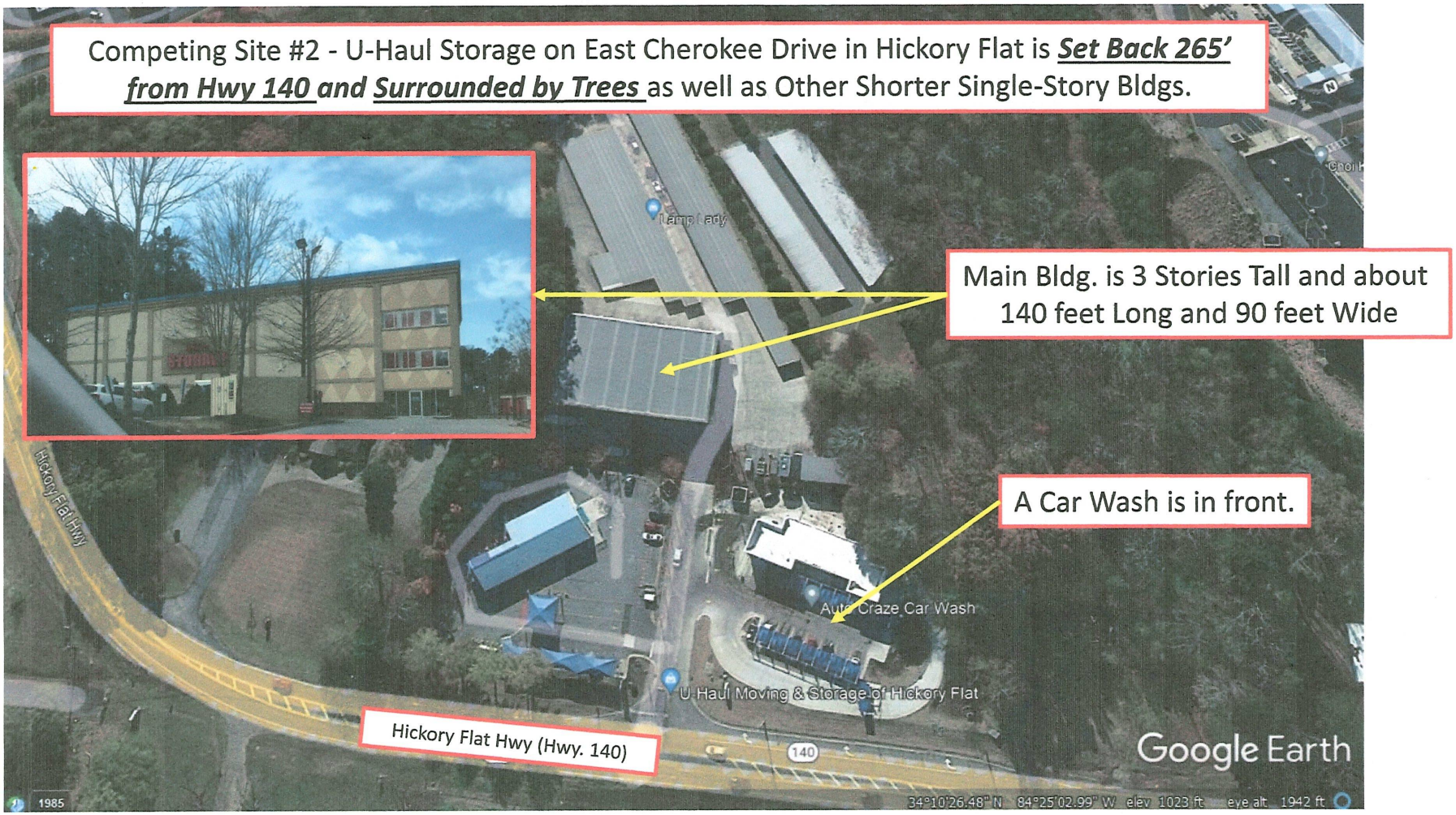
The Main Bldg. is 3 Stories Tall, but is ***Set Back about 280' From East Cherokee Drive.***
The Main Bldg. Is about 225 feet long and 125 feet wide.

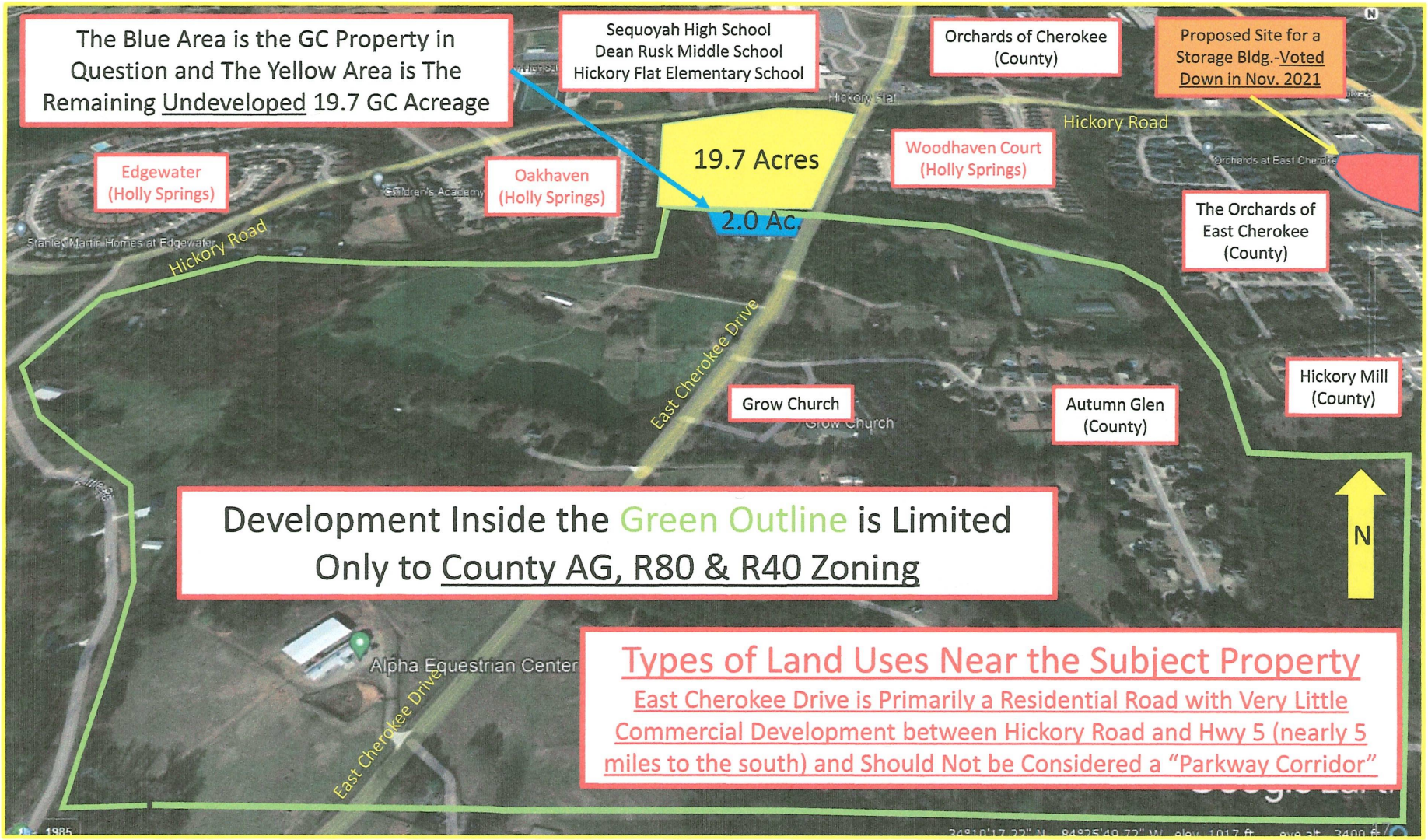
A Gas Station lies Directly across the Street, but It is on "Neighborhood Commercial" Property

Competing Site #2 - U-Haul Storage on East Cherokee Drive in Hickory Flat is ***Set Back 265' from Hwy 140 and Surrounded by Trees*** as well as Other Shorter Single-Story Bldgs.

Main Bldg. is 3 Stories Tall and about 140 feet Long and 90 feet Wide

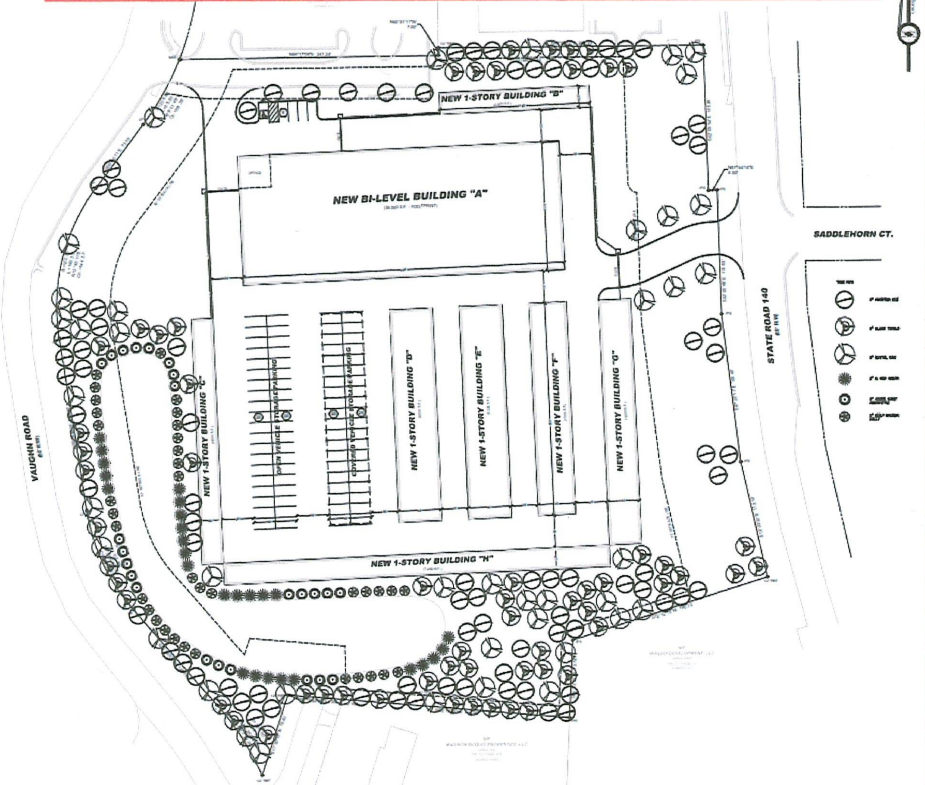
A Car Wash is in front.




The Blue Area is the GC Property in Question and The Yellow Area is The Remaining Undeveloped 19.7 GC Acreage
Sequoyah High School
Dean Rusk Middle School
Hickory Flat Elementary School
Orchards of Cherokee (County)
Proposed Site for a Storage Bldg.-Voted Down in Nov. 2021
Hickory Road
19.7 Acres
2.0 Ac.
Woodhaven Court (Holly Springs)
Edgewater (Holly Springs)
Oakhaven (Holly Springs)
The Orchards of East Cherokee (County)
Hickory Road
East Cherokee Drive
Grow Church
Autumn Glen (County)
Hickory Mill (County)
N
Development Inside the Green Outline is Limited Only to County AG, R80 & R40 Zoning
Alpha Equestrian Center
East Cherokee Drive
Types of Land Uses Near the Subject Property
East Cherokee Drive is Primarily a Residential Road with Very Little Commercial Development between Hickory Road and Hwy 5 (nearly 5 miles to the south) and Should Not be Considered a "Parkway Corridor"

This Proposed Storage Building Site Near the Hickory Flat Fire Station Requested a Special Use Permit from the County in 2021, but It was Denied by Unanimous Vote (Case # 21-11-022S)

Main Building Size - **300' Long X 120'Wide on 8 Acres**



This Lot is Already Zoned GC in the County, however the County Commission Voted to Deny the Special Use Permit due to the Impact on Nearby Uses

Recommendations from The Cherokee County Planning Staff

"The proposed size and height of the climate controlled self-storage facility would be greater than many surrounding land uses in close vicinity of the site. The site is also located near to existing residential subdivisions that may be impacted by the proposed use. The site also contains underlying Character Areas of Suburban Growth and Country Estates which may not support the proposed special use. With this in mind, the special use may not be compatible with the surrounding area and there may be grounds to recommend denial of the Special Use Permit."

The Largest Building would have been about 500 feet From the Nearest House.

Key Takeaway Points

1. This 2 acre lot (¼ mile away from Hickory Road) was pre-maturely zoned GC years ago without a buyer in mind, only because the owner sought annexation into the City, when he could not get a GC zoning from the County.
2. The land being considered in this Conditional Use Permit lies over 5 miles to the East quite far away from Holly Spring's Downtown and Parkway Corridor area near I-575 and should not be developed as if it were Parkway Corridor land.
3. The Proposed Self-Storage Building is far out of character with the current Country Estate, single-family homes in the adjacent R40, R80 and AG zonings in the County and will drastically affect home values on those lots. East Cherokee Drive is almost totally a residential road along the 5 mile stretch lying in between its intersections with Hwy 5 to the south and Hickory Road to the north.
4. The Proposed Self-Storage Building is also out of character with the adjacent PDR (Planned Development Residential) zonings of Holly Spring's nearby Oakhaven, Woodhaven Court, and Edgewater single-family, detached home developments.
5. Large Self-Storage Buildings/Areas should be confined to Commercial Corridors like Hwy 140 or Hwy 5.
6. There are no other Self-Storage Buildings in the area that are immediately beside a collection of Single-Family Homes, let alone homes that are considered to represent Country Estates. The Storage Buildings within 5 miles of this site are set back over 250' from their main access road, except for one in Holly Springs located among other GC uses directly on Hwy 140.
7. Development of this 2 acre piece of property with such a large, monolithic Storage building should be denied in accordance with the recommendations of the Planning and Zoning Commission, who carefully considered their training guidelines and recognized the disproportionate impact on existing, adjoining property values.

We want to be good neighbors and we think you want to be good neighbors. However, if this Conditional Use Permit is approved, it will feel like the legacy, residential Hickory Flat Community will be bearing the brunt of this inappropriate 2 acre development, which represents less than 10% of the entire acreage of all these properties.

Comments on MA-05-2022 and CUP-02-2022 for a Mixed-Use Office, Retail, and Rental Home Development (August 1, 2022)

My name is Albert Clary and I live in Autumn Glen Subdivision. Our entrance is on East Cherokee Drive about 1000 feet from this proposed development. I have lived here since 2009.

Although I am strongly opposed to the Self-Storage Building being proposed in CUP-01-2022 on the 2 acre plot adjacent to this development, I originally did not have a strong opinion on the development of the remaining 20 acres of the total 22 acre plot. However, after attending the Planning and Zoning Commission's Public Hearing held on Thursday July 14, 2022 about this development and after analyzing the results of the traffic study, my thoughts have changed. I now believe that the traffic study did not paint a true picture of the impact of this development and I further believe that the P&Z Commission's concerns about opening the door to rental property in Hickory Flat deserve very serious consideration.

1. **Inconsistencies and Omissions in the Traffic Study**

The traffic study that was commissioned for this rezoning took a unique and confusing approach. In this study, the researchers assumed that the baseline development for this project would be a full array of 20 acres of general commercial property and, therefore, they thought it would be more appropriate to try to isolate only the effects of adding the 113 units of rental cottage homes over and above a background of full general commercial development.

As I will show below, the result of this approach is that only a total of 351 new trips per day of traffic were considered in the traffic study, when the total potential amount of traffic could actually be upwards of 7,800 trips par day.

Below is the contribution of the 113 Cottage Homes for a total added new trips per day of only **351 trips per day,** as detailed in the traffic study on page 10 of the July 14 P&Z Meeting Agenda Packet.

TABLE 4 – TRIP GENERATION

Land Use	Size	AM Peak Hour			PM Peak Hour			School Dismissal Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Tota	2-way
ITE 252 - Senior Adult Multifamily	113 units	8	14	22	15	13	28	21	13	34	351

However, shown on the next page below are Table 1 and Table 2 that come from page 28 of that same July P&Z Meeting Agenda Packet, which indicates that there will be 537 trips per day for the 89 single family cottage units and 94 trips per day for the 24 multi-family cottage homes (89 single-family + 24 multi-family = 113 cottage homes). **This now represents a total of 631 trips per day – not 351 trips per day. So first we must ask - Is the total traffic generation for the 113 homes equal to 351 trips per day or is it 631 trips per day?**

89 + 24 = 113 Units of Cottage Homes

537 + 94 = 631 Trips/Day For the Cottage Homes

Table 1
Trip Generation - Scenario 1

Land Use	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
Senior Adult Housing Single family - 251	89 units	12	24	36	24	16	40	537
Senior adult housing Multifamily - 252	24 units	1	4	5	3	3	6	94
General Office Building - 710	60,000 SqFt	95	13	108	18	91	109	744
Medical Office Building - 720	14,450 SqFt	33	9	42	17	39	56	513
Total Trips		141	50	191	62	149	211	1,888

Table 2
Trip Generation - Scenario 2

Land Use	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
General Office Building - 710	60,000 SqFt	95	13	108	18	91	109	744
Strip Retail Plaza (<40K) - 822	27,600 SqFt	34	22	56	80	80	160	1,394
Supermarket - 850	29,100 SqFt	49	34	83	142	142	284	2,966
Medical Office Building - 720	14,450 SqFt	33	9	42	17	39	56	513
Fast Food Restaurant with Drive Through Window - 934	4,675 SqFt	106	103	209	80	75	155	2,188
Total Trips		317	181	498	337	427	764	7,805

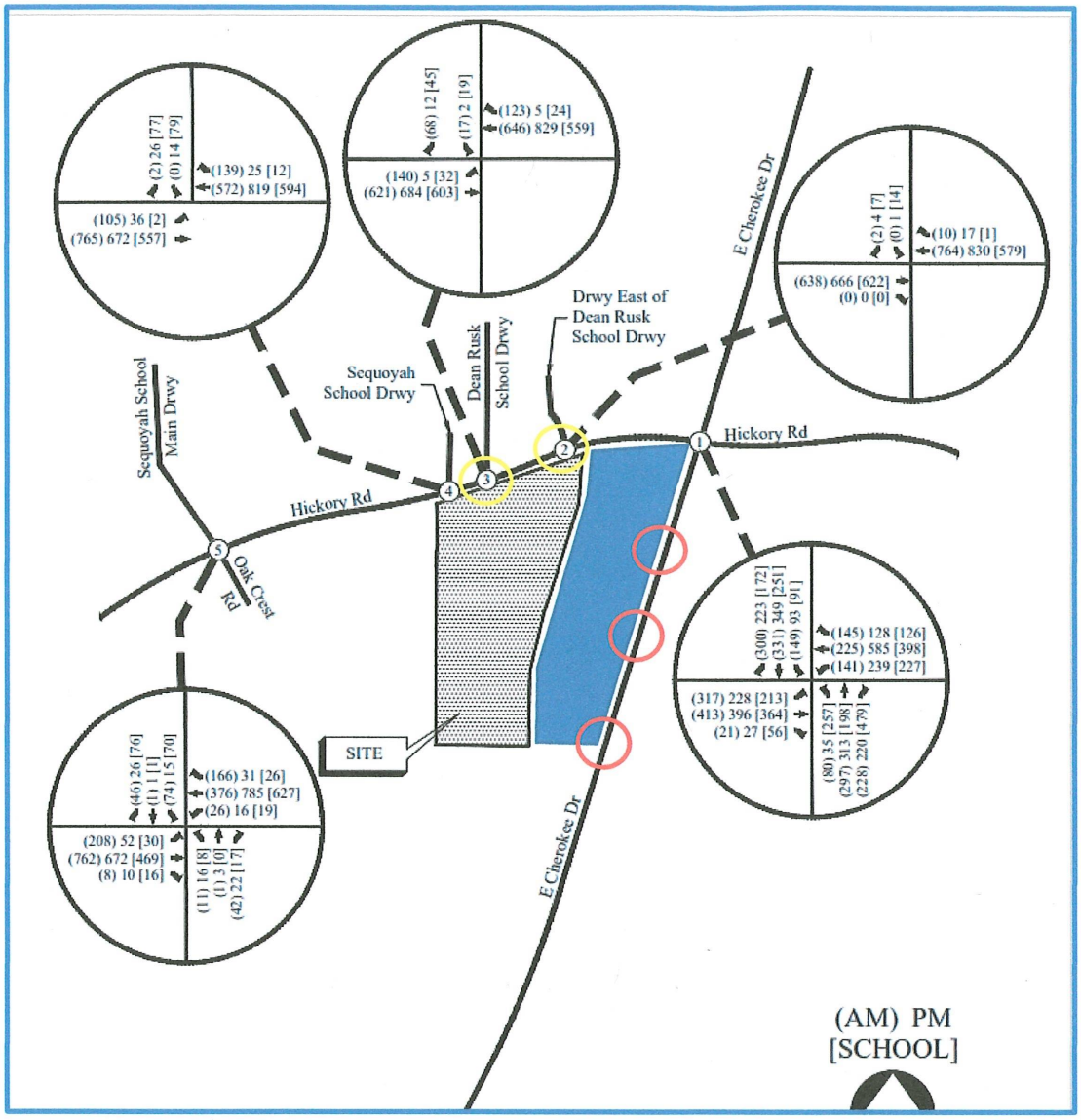
Total 1,888 Trips Per Day in Scenario 1
Total 7,805 Trips Per Day in Scenario 2

Development Scenario 1 shown in Table 1 above would develop the 20 acres with 113 cottage rental homes and combine them with one 60,000 sq.ft. General Office Building and one 14,450 sq. ft. Medical Office Building. **This Scenario would actually contribute about 1,888 new traffic trips per day. Again, please note that only 351 new trips per day were actually used as the incremental, additional 24 hour traffic load in the study.**

Development Scenario 2 shown in Table 2 above has replaced the 113 rental homes with a grocery store and 2 new QSRs (Quick Service Restaurants/Fast Food). In this case the total traffic generation could be as high as 7,805 trips per day, which is a mind-blowing 22 Times higher than the 351 trips per day used as the basis for the study.

For the record: We already have 2 full-size grocery stores and at least 14 fast food restaurants in Hickory Flat – not even counting the several take-out/delivery pizza locations.

This entire 20 acre development will require 5 new intersections (2 on Hickory Road and 3 on East Cherokee Drive) and obviously it is not feasible to place traffic lights at any of those new intersections. **Yet the traffic study did not even consider or analyze any of the intersections with East Cherokee Drive, as shown in the diagram below.**



There would be two new intersections with Hickory Drive (see yellow circles) and three new required intersections with East Cherokee Drive (see red circles). None of the three intersections with East Cherokee Drive were even considered or analyzed in this traffic study. In addition, the traffic contribution from the development in the roughly 9 acres shown in the solid blue area was totally ignored in the study.

The applicant says it does not matter what the rest of the development will contribute to the traffic count, since the only change that is being analyzed here is the 113 cottage rental units. So this is far from being a complete picture of what the traffic will look like near this already busy intersection.

Here are some other revealing numbers.....The total daily traffic count in both directions measured by the Georgia DOT **in 2019** on both Hickory Road and East Cherokee Drive in this area are as follows:

Hickory Road - 11,800 trips per day
East Cherokee Drive – 13,100 trips per day

This is a total of 24,900 trips per day **as of 3 years ago.** This new 20 acre development could add as much as 7,805 new trips per day to these numbers. That would represent a ***31% increase*** in total traffic through that intersection. Please ponder that number again – **a potential 31% increase** in traffic in a set of intersections that, according to this traffic study, are predicted to run at near "F" conditions with only 351 new trips per day from 113 new cottage homes.

What this study has made clear is that this corner should never have been rezoned to be General Commercial. It should have been left as residential and developed like Oakhaven or Woodhaven Court as single-family homes. The County Commissioner in 2007 was correct over 15 years ago, when he refused to allow this corner to be rezoned commercial. This plot of land is clearly handicapped by...

1. its proximity to three very busy intersections, involving three major roads (Hwy 140, Hickory Road/Batesville Road, and East Cherokee Drive) connecting to at least 6 different directions on the compass,
2. its proximity to 3 public schools, which have staggered assembly and dismissal times throughout the day, and
3. the entire area's strategic position as the nearest major intersection in southeast Cherokee county for traffic commuting across the Little River in between eastern Cherokee County and I-575/Cobb County to the southwest and in between eastern Cherokee County and north Fulton County/Hwy 400 to the southeast.

In short, under the best circumstances this corner just simply cannot support the traffic that would be added with 5 totally new, "unlighted" entrances/exits, which all would be positioned within a stone's throw of the very busy "lighted" intersection at Hickory Road and East Cherokee Drive.

2. If Cottage Homes are Approved Make Sure "Age 55 and Over" is a Permanent Stipulation

We see no zoning stipulation that says these potential rental units would be age-restricted to 55 and over. So, the cottage rental housing is approved, how does the age-restricted requirement become part of the conditional use? It seems that this needs to be a zoning stipulation of the mixed-use approval. The word "age-restricted" was only mentioned in the Planning Staff's Analysis.

3. There Currently is no Rental Development in Hickory Flat

It is my understanding that, if the cottage homes were not rental units and were sold to individual senior homeowners, then, as a result of the tax reductions for senior citizens, Holly Springs would not get as much tax revenue, as it would get by having one single owner/landlord for all of the rental cottages, who will then pay the full tax burden. This is not a good enough reason for opening the door to rental units in the Hickory Flat area.

To the best of my knowledge no tracts of rental units have been approved In Hickory Flat. Even though this proposed development would be age-restricted, your Planning and Zoning Commission was concerned that allowing rental units in this location could lead to more requests from developers for

more rental units and they denied the applicant's request by a 2 to 1 vote. If the P&Z Commission members are concerned, then I think all current Hickory Flat residents also have good reason to be concerned.

Summary

Although placing rental homes on this property might have less impact on the traffic than some other forms of development, the longer-term negative implications of opening the door to rental property in Hickory Flat could have a wider, unfavorable impact on the residential homestead nature of the broader community. We therefore request that this property not be allowed to be developed for rental housing.

Thank you for your time,

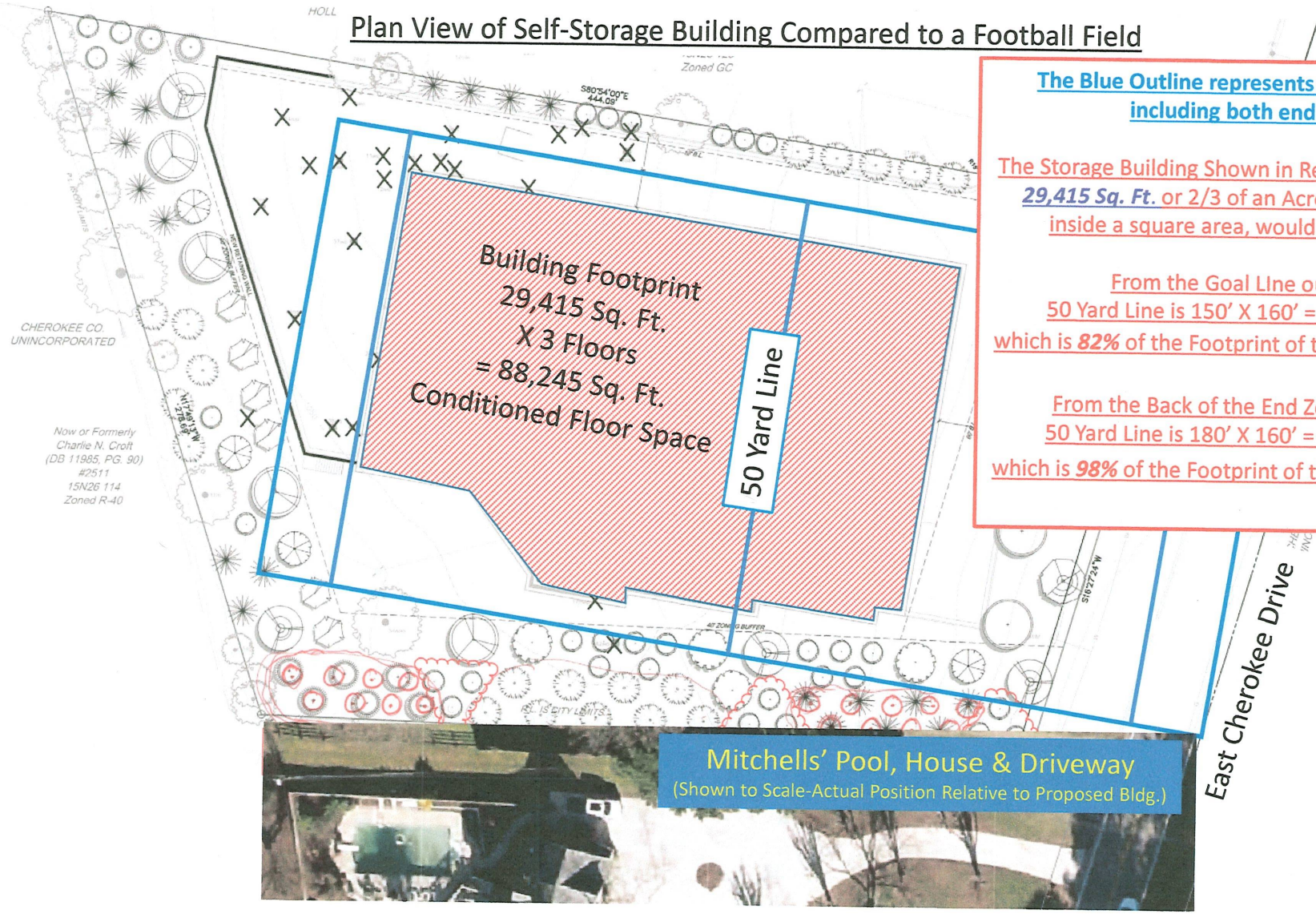
Al Clary

423-914-4234

Illustrations of the Relative Size of the Proposed Self-Storage Building at 2527 East Cherokee Drive (CUP-01-2022)

Prepared by: Al Clary (atclary@windstream.net)
Submitted in Opposition to this Development

Plan View of Self-Storage Building Compared to a Football Field



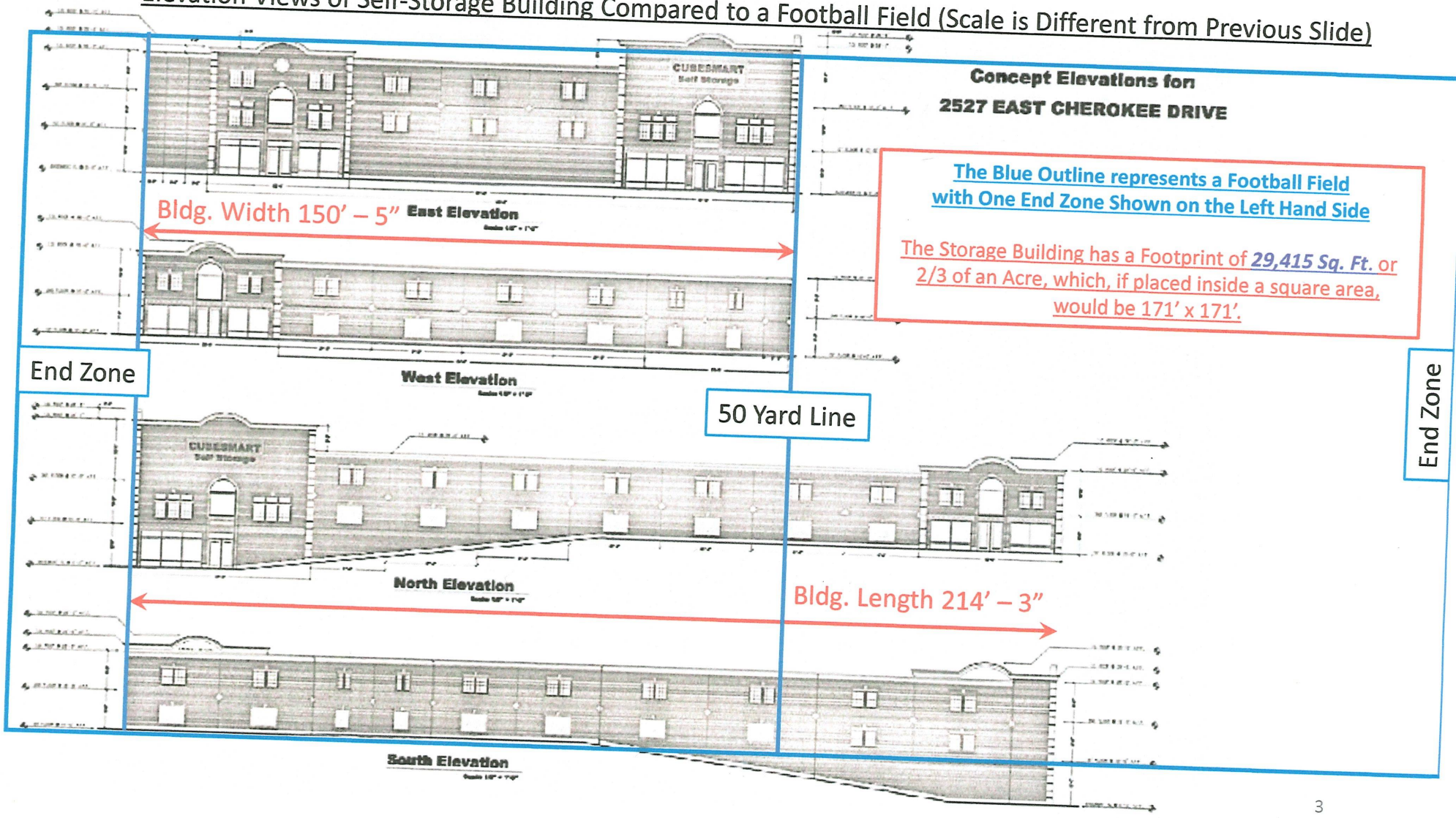
The Blue Outline represents a Football Field, including both end zones.

The Storage Building Shown in Red has a Footprint of ***29,415 Sq. Ft.*** or 2/3 of an Acre, which, if placed inside a square area, would be 171' x 171'.

From the Goal LIne out to the 50 Yard Line is 150' X 160' = ***24,000 Sq. Ft.,*** which is ***82%*** of the Footprint of the Storage Building.

From the Back of the End Zone out to the 50 Yard Line is 180' X 160' = ***28,800 Sq. Ft.,*** which is ***98%*** of the Footprint of the Storage Building.

Elevation Views of Self-Storage Building Compared to a Football Field (Scale is Different from Previous Slide)



M. Preston

1039 Meadow Brook Dr

Woodstock GA 30188

Dear Committee,

I am writing this letter in support of the project proposed at the corner of East Cherokee and Hickory Rd. I have attended meetings in opposition of projects such as this before and I am a proponent of keeping Hickory Flat "rural," being careful not to over commercialize or otherwise ruin our wonderful community. In fact, I attended the original meeting to discuss this project as opposition. However, upon review, I feel that this project is a good fit for our community in this case.

Once I was made aware the property is zoned commercial already, and that this is simply a matter of making an exception for a certain type of property, it certainly changed my opinion. The former owners of the property made this zoning change, so it must be made do with now. Right now, we have a say in what goes there, but if a business that does not require an exception purchases the land, well, we are at their mercy at this point.

I have actually spent time meeting with the developers on this project as well. I personally feel they are trying to put a useful project here, and there is no intent to shove through this approval (senior rental properties) and allow something else (normal rentals) as some have suggested. This is a model they have followed this plan multiple times on other projects. There is a use for rental properties for seniors, not all have the funds or desire to purchase a new home or continue to upkeep a current one. And in this situation, my understanding is that the county still collects full tax, as these homes will not carry the senior exemption.

I know there are concerns of increased traffic and crime. As far as traffic, I don't foresee senior apartments increasing traffic that much during peak times. I am also aware of the storage facility, which again is proven to be low traffic and disruption. It comes down to this versus the unknown impact of any other business that would purchase this property.

I am a Security Integrator, so I am familiar with the need for cameras and access control in a project like this. They are committed to doing so, and with video surveillance as well as multiple ways to control entry to the properties, I find very little concern personally with any increase in crime or similar problems.

Lastly, I know the storage unit has been met with opposition that we don't need another one. Well, that may be the case. But if a company is willing to put its money on the line, then it seems to me that they understand the "need" and risk involved. If it fails, then that was their decision to make. If it was residentially zoned and needed that change I would probably feel differently, but we have to play the hand we are dealt in this case.

In summation, I believe we have a project here that is useful to the community, is certainly better than alternatives, and should not have a massive impact on the community as is. We all want to keep Hickory Flat the way it is, but we can't stop everything. And in this case, I think it is a worthwhile use of the land.

Best Regards

Michael Preston

Hickory Flat Resident of 15 Years

FOR-SALE COMMUNITIES

Orchards at Cherokee Station - 82 Residences (55+), 0.0 Miles from Hickory Flat Area

Address	Date of Last Sale	Beds	Baths	SF	Sale Amt	Down Pmt @	Mortgage	Interest Rate	Term (Yrs)	Monthly Mortgage Pmt	Monthly Taxes (2021)	Insurance @ 0.5%	HOA Pmt	Cost of Owner Repairs	Total Monthly	Total Annual	Year 1 Investment
349 Cherokee Station Cir.	5/16/2022	3.0	3.0	2,150	$465,000	$93,000	$372,000	4%	15	$2,752	*$333*	$155	$275	$50	**$3,565**	**$42,781**	$135,781
357 Cherokee Station Cir.	11/1/2021	2.0	2.0	1,687	$375,000	$75,000	$300,000	4%	15	$2,219	$85	$125	$275	$50	**$2,754**	**$33,043**	$108,043
334 Cherokee Station Cir.	7/1/2021	3.0	3.0	2,470	$419,000	$83,800	$335,200	4%	15	$2,479	$106	$140	$275	$50	**$3,051**	**$36,606**	$120,406

Orchards at E. Cherokee - 139 Residences (55+), 0.0 Miles from Hickory Flat Area

Address	Date of Last Sale	Beds	Baths	SF	Sale Amt	Down Pmt @	Mortgage	Interest Rate	Term (Yrs)	Monthly Mortgage Pmt	Monthly Taxes (2021)	Insurance @ 0.5%	HOA Pmt	Cost of Owner Repairs	Total Monthly	Total Annual	Year 1 Investment
103 Owens Farm Ln.	8/15/2022	3.0	3.0	2,174	$420,000	$84,000	$336,000	4%	15	$2,485	$79	$140	$300	$50	**$3,055**	**$36,656**	$120,656
128 Owens Farm Ln.	8/12/2022	2.0	2.0	1,605	$383,000	$76,600	$306,400	4%	15	$2,266	$47	$128	$300	$50	**$2,791**	**$33,497**	$110,097
143 Owens Farm Ln.	7/29/2022	3.0	3.0	2,256	$431,250	$86,250	$345,000	4%	15	$2,552	$81	$144	$300	$50	**$3,127**	**$37,522**	$123,772

FOR-LEASE COMMUNITIES

Hayloft Cottages - Holly Springs - 113 Residences (55+), 0.0 Miles from Hickory Flat Area

Unit Type	Beds	Baths	SF	Monthy Rent	Total Annual	Year 1 Investment
A15.0	1.0	1.0	786	**$1,820**	**$21,840**	$21,840
A19.1	1.0	1.0	980	**$2,176**	**$26,112**	$26,112
A1.1	1.0	1.5	1,129	**$2,341**	**$28,092**	$28,092
B15.0	2.0	1.0	1,089	**$2,150**	**$25,800**	$25,800
B19.1	2.0	2.0	1,330	**$2,675**	**$32,100**	$32,100
B20.1	2.0	2.0	1,338	**$2,675**	**$32,100**	$32,100
B1.2	2.0	2.0	1,928	**$3,235**	**$38,820**	$38,820
C21.0	3.0	2.5	1,560	**$3,075**	**$36,900**	$36,900
Total / Average			**1,268**	**$2,502**	**$30,024**	**$30,024**

Magnolia Trace - 54 Residences, 5.4 Miles from Hickory Flat Area

Unit Type	Beds	Baths	SF	Monthy Rent	Total Annual	Year 1 Investment
4BR/2.5B	4.0	2.5	2,228	**$2,410**	**$28,920**	$28,920
4BR/2.5B	4.0	2.5	2,525	**$2,535**	**$30,420**	$30,420
4BR/2.5B	4.0	2.5	2,222	**$2,535**	**$30,420**	$30,420
Total / Average			**2,325**	**$2,502**	**$30,024**	**$30,024**

The Retreat at Canton - 90 Residences (55+ AL/MC), 0.0 Miles from Hickory Flat Area

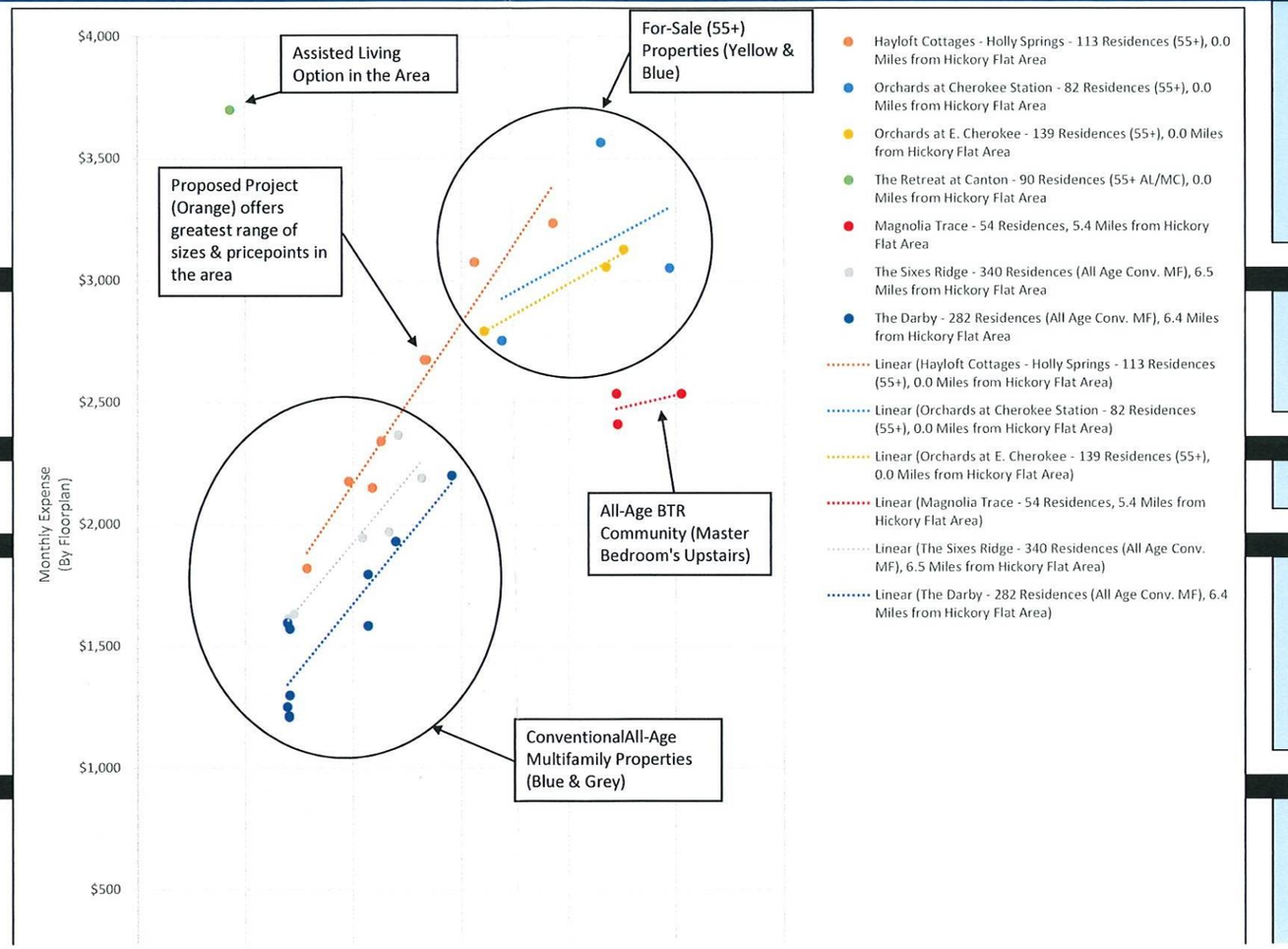
Unit Type	Beds	Baths	SF	Monthy Rent	Total Annual	Year 1 Investment
AL Unit	1.0	1.0	429	**$3,700**	**$44,400**	$44,400

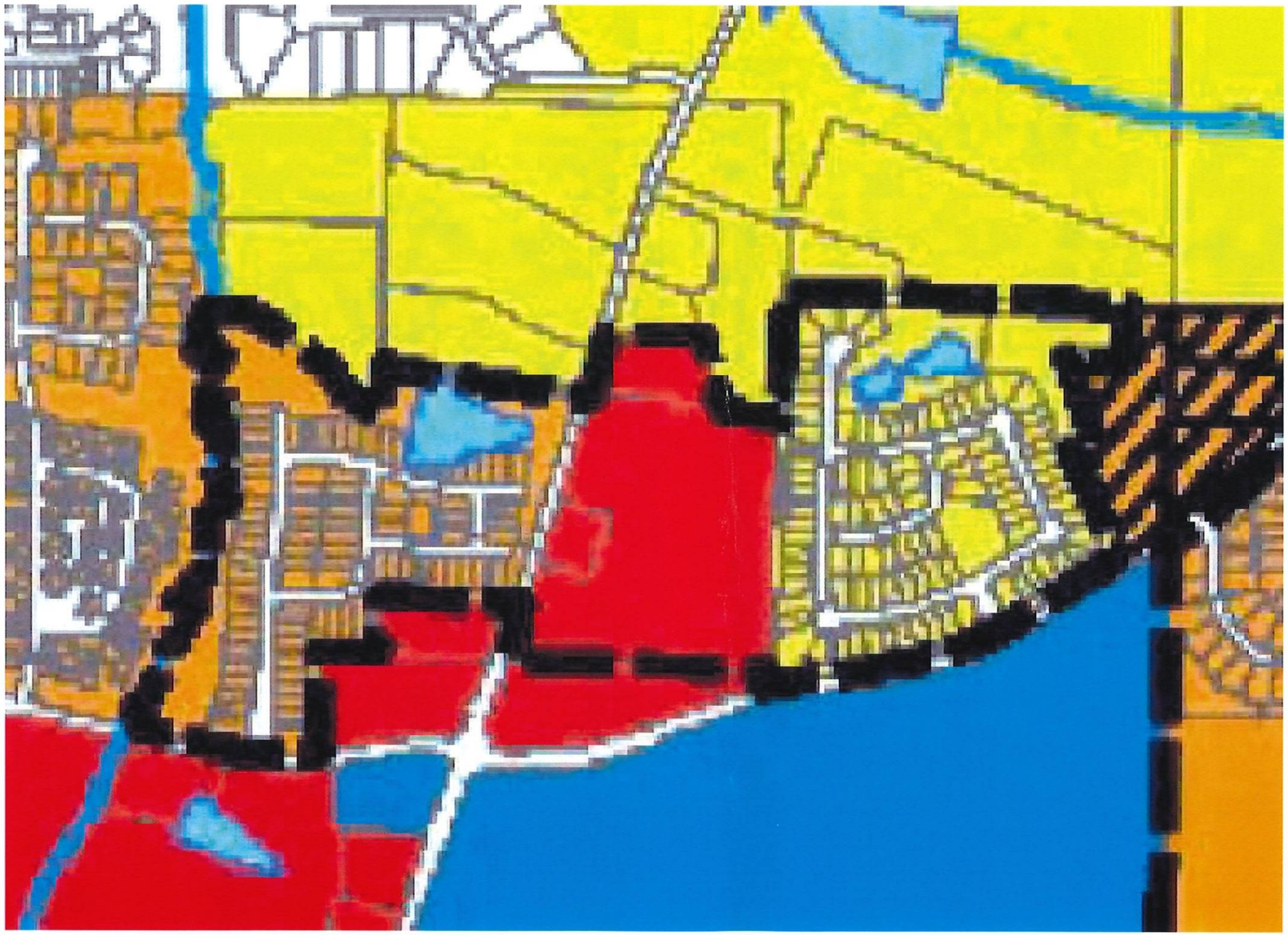
The Sixes Ridge - 340 Residences (All Age Conv. MF), 6.5 Miles from Hickory Flat Area

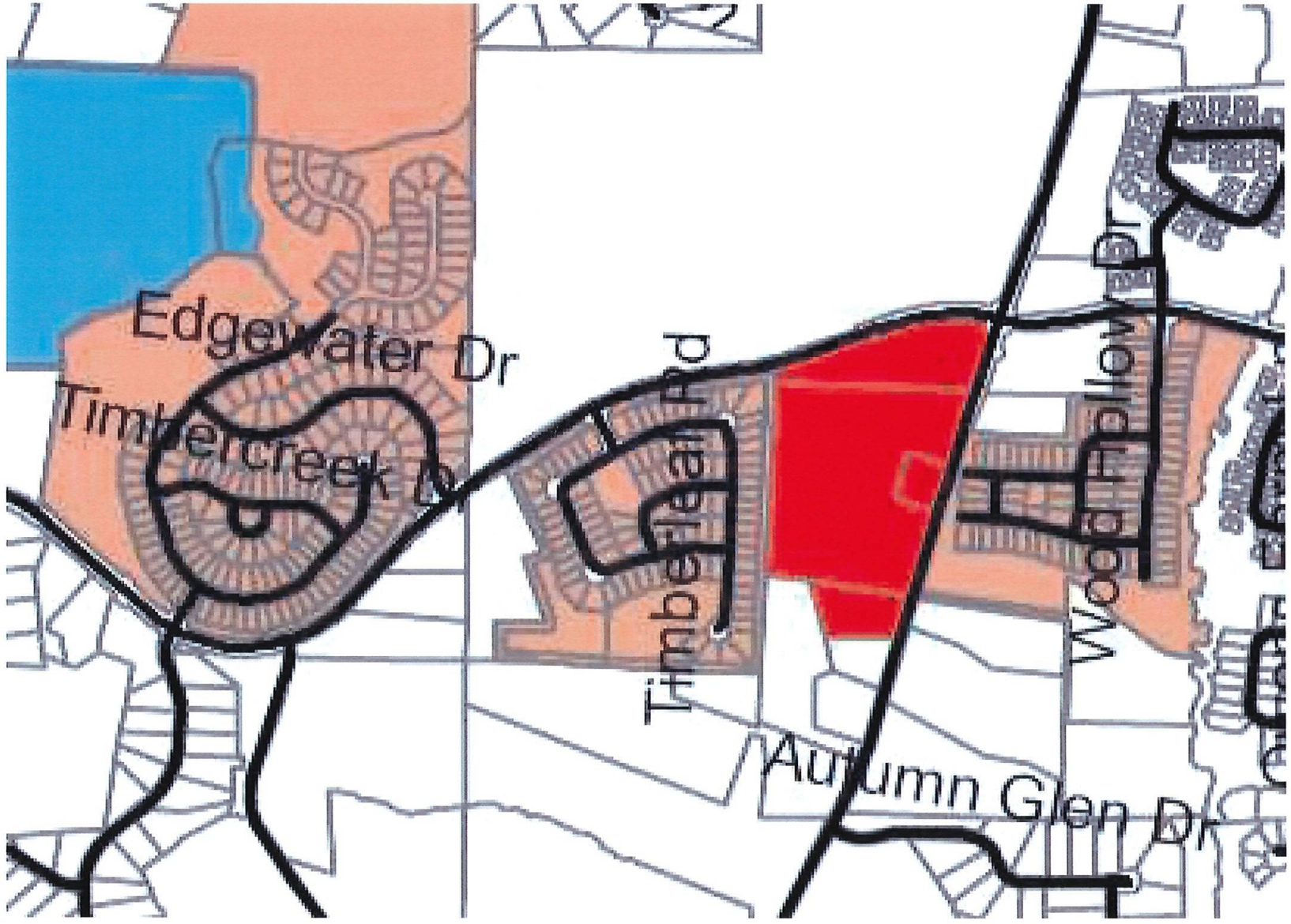
Unit Type	Beds	Baths	SF	Monthy Rent	Total Annual	Year 1 Investment
1BR/1B	1.0	1.0	700	**$1,614**	**$19,368**	$19,368
1BR/1B	1.0	1.0	726	**$1,632**	**$19,584**	$19,584
2BR/2B	2.0	2.0	1,043	**$1,946**	**$23,352**	$23,352
2BR/2B	2.0	2.0	1,165	**$1,969**	**$23,628**	$23,628
2BR/2B	2.0	2.0	1,208	**$2,367**	**$28,404**	$28,404
3BR/2B	3.0	2.0	1,316	**$2,189**	**$26,268**	$26,268
Total / Average			**1,026**	**$1,841**	**$22,092**	**$22,092**

The Darby - 282 Residences (All Age Conv. MF), 6.4 Miles from Hickory Flat Area

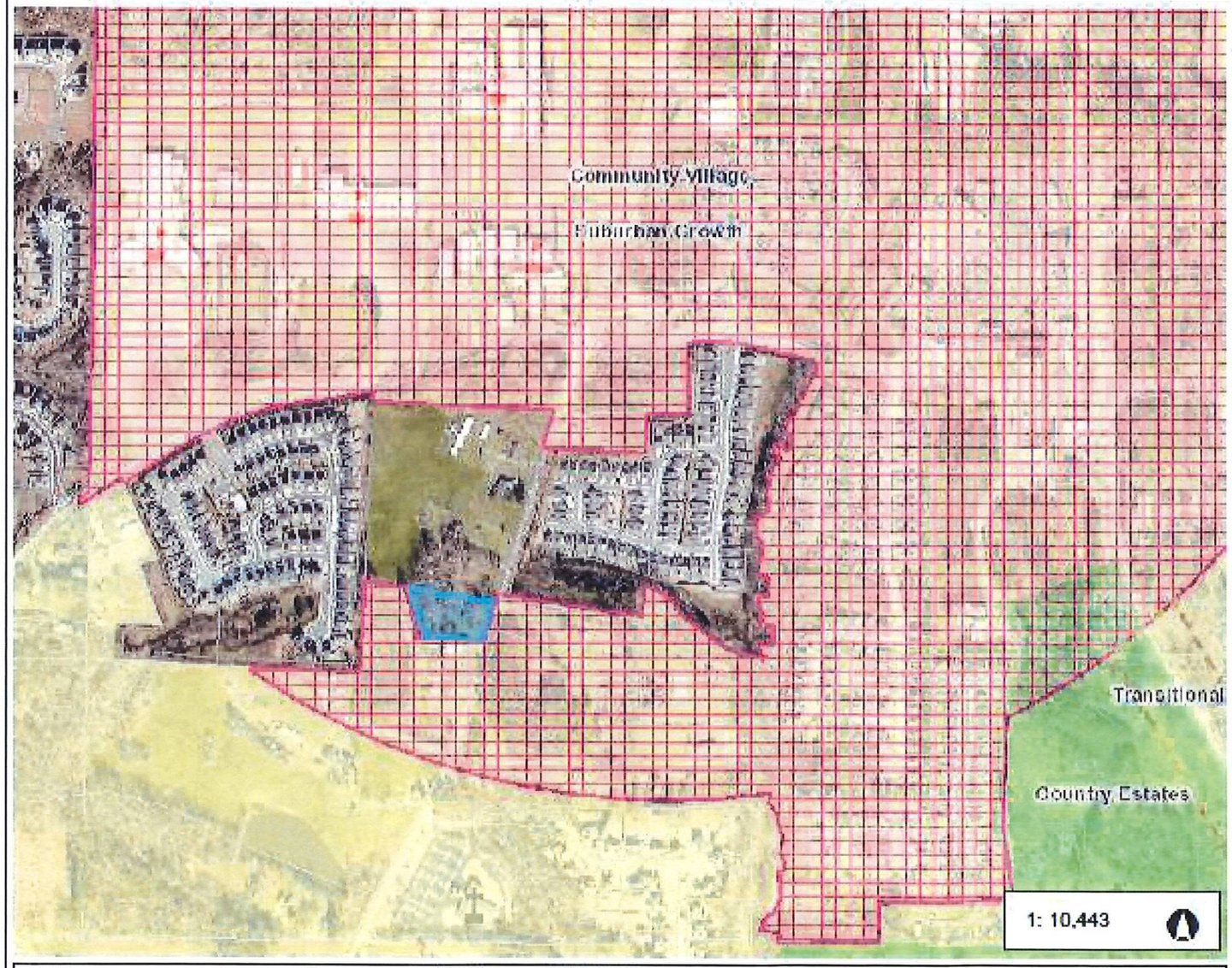
Unit Type	Beds	Baths	SF	Monthy Rent	Total Annual	Year 1 Investment
1BR/1B	1.0	1.0	696	**$1,252**	**$15,024**	$15,024
1BR/1B	1.0	1.0	696	**$1,596**	**$19,152**	$19,152
1BR/1B	1.0	1.0	704	**$1,214**	**$14,568**	$14,568
1BR/1B	1.0	1.0	704	**$1,210**	**$14,520**	$14,520
1BR/1B	1.0	1.0	707	**$1,299**	**$15,588**	$15,588

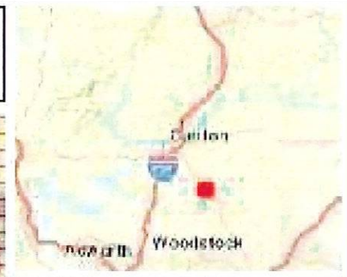





Edgewater Dr
Timbercreek Dr
Timberline Dr
Autumn Glen Dr

Cherokee County, GA





Legend

Airports
- Air Acres Airfield
- Cherokee County Regional Airport

Future Development
- Natural Preserve
- Rural Places
- Country Estates
- Suburban Growth
- Suburban Living
- Neighborhood Living
- Bells Ferry LCI
- Urban Core
- Regional Center
- Workplace Center
- Utilities/Services
- Scenic Corridor
- Transitional Corridor
- Development Corridor
- Country Crossroads
- Hamlet
- Neighborhood Village
- Community Village

Parcels

Schools

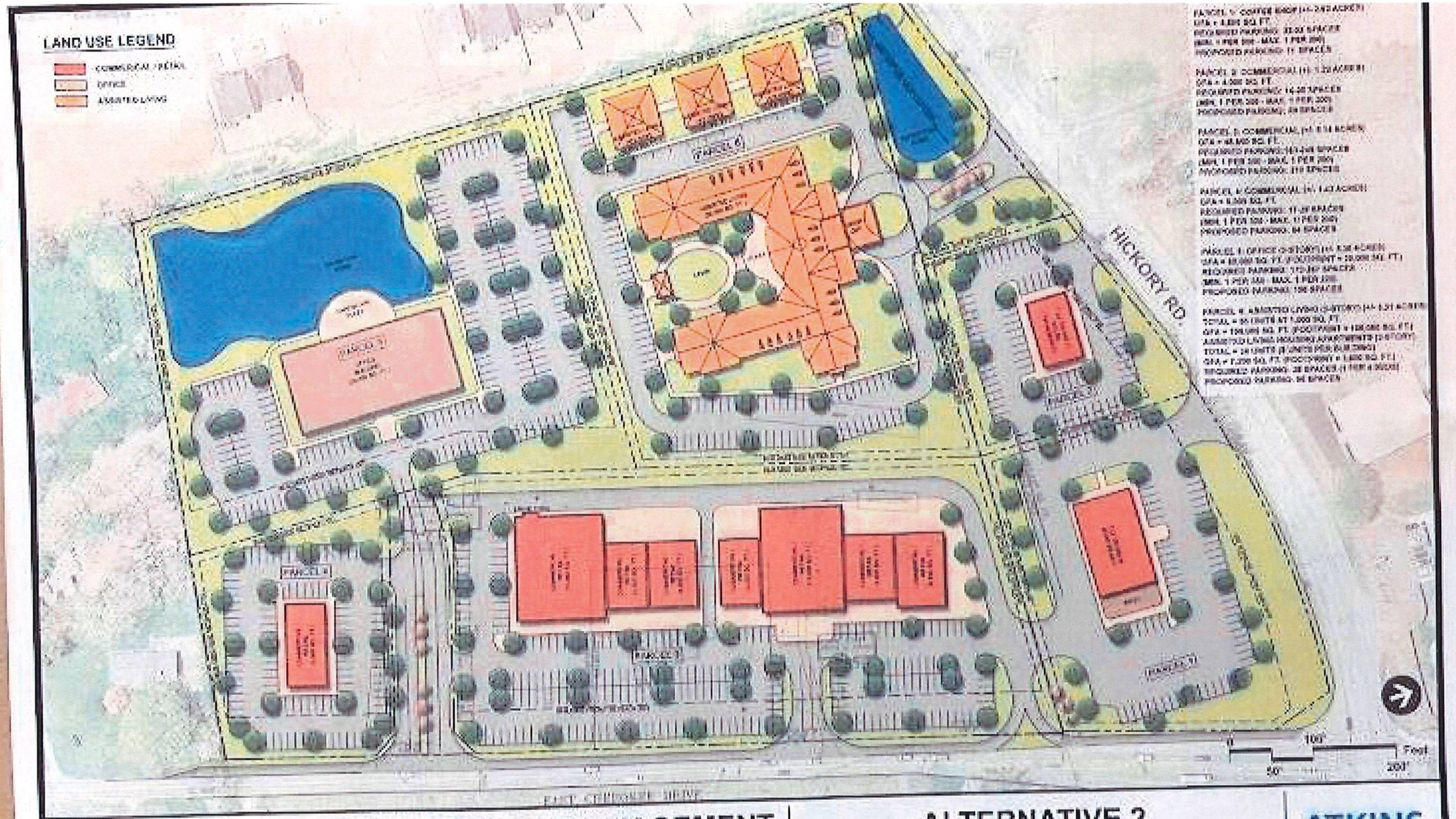
Churches

Notes

1,740.5 0 870.23 1,740.5 Feet

© Cherokee County GIS

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION



PSI
Place Services, Inc.

PLACE PROPERTY MANAGEMENT
East Cherokee Drive, Cherokee County
This site plan is conceptual in nature and subject to change without notice.

ALTERNATIVE 2
CONCEPTUAL MASTER PLAN

ATKINS
November 2019

SITE AREA	
ACREAGE	22.40
GROSS FOOTAGE	975,744

% DENSITY	
RESIDENTIAL	
PHASE	133
PHASE 2	5.94
OFFICE/COMMERCIAL (RETAIL)	
TOTAL BUILDINGS	3.00
TOTAL FLOOR AREA (GSF)	317,125
FLOOR AREA RATIO	0.3251

ZONING CLASSIFICATION		
JURISDICTION		CITY OF HOLLY SPRINGS
TAX PARCEL	EXISTING	PROPOSED
OVER 516	RC	DC (MXD-1 OVERLAY)
OVER 520	RC	DC (MXD-1 OVERLAY)
OVER 521	RC	DC (MXD-1 OVERLAY)
OVER 524	RC	DC (MXD-1 OVERLAY)
SURROUNDING ZONING		
NORTH		R-40 (COUNTY) & RC (CITY)
SOUTH		R-40 (COUNTY)
EAST		PDR & RC (CITY) & NC
WEST		PDR
Bound by metes N/A		

PROPOSED USES	
LOT A	ACTIVE ADULT (55+) COTTAGE STYLE COMMUNITY
LOT B	OFFICE AND/OR RETAIL
LOT C	OFFICE AND/OR RETAIL
LOT D	SELF STORAGE

SETBACKS & BUFFERS	
FRONT BLDG (NEW CORNER RD)	25
FRONT BLDG (E. CHEROKEE DR)	35
LOT BUFFER	50' INTERNAL / 100' EXTERNAL
REAR BUFFER	20
BUFFER (ADJ. TO ROW)	40
BUFFER (ADJ. TO OPEN WATER 40)	40

PARKING SUMMARY	
RESIDENTIAL PARKING REQ.	2 SPACES PER UNIT + 10%
	199 SPACES
RESIDENTIAL PARKING PROVIDED	140 SURFACE SPACES
	75 GARAGE SPACES
	11 DRIVEWAY SPACES
	227 SPACES
COMMERCIAL PARKING REQ.	
LOT A PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D SELF STORAGE	6 SPACES
COMMERCIAL PARKING PROVIDED	
LOT A PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT C PROPOSED OFFICE/RETAIL	TBD WITH FINAL DESIGN
LOT D SELF STORAGE	5 SPACES
STANDARD STALL DIMENSIONS	9' X 18'
MIN. DRIVE WIDTH	24'

RESIDENTIAL SIZING						
UNIT TYPE	BLDGS/TY	UNIT QTY	MIN/MAX BLDG SIZE	BLDG QTY	TOTAL SF
1 BEDROOM	0	17	16	18 x 71	4,100	69,700
2 BEDROOM	13	39	78	30 x 74	4,972	193,908
3 BEDROOM	19	4	76	54 x 74	11,136	44,544
4 BEDROOM	21	57	57	80 x 49	3,705	211,185
TOTAL/AVG	53	117	133		3,248	381,647
HEATED SF RANGE						
1 BEDROOM FLOOR PLANS					756 - 1,125 SF	
2 BEDROOM FLOOR PLANS					1,080 - 1,928 SF	
3 BEDROOM FLOOR PLANS					1,388 SF	
TOTAL HEATED SF					345,248 SF	

LECRAW ENGINEERING
3475 CENTER POINT TRAIL
SUITE A
DULUTH, GA 30096
PHONE: 770.497.0580
FAX: 770.497.0586
WWW.LECRAWENGINEERING.COM

PREPARED IN THE OFFICE OF
© 2022 LECRAW ENGINEERING, INC
ALL RIGHTS RESERVED

NO.	DESCRIPTION	DRAWN	CHECKED	DATE

CLIENT
ONESTREET RESIDENTIAL
104 INTERSTATE N. PARKWAY EAST SE, ATLANTA, GA 30339

PROJECT
22-ACRE MIXED USE DEVELOPMENT
SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
PIN 15-4289K-A001 & 15-4289K-A002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL

GEORGIA REGISTERED PROFESSIONAL ENGINEER TIMOTHY KYLE SHARPE No. 35668

DESIGN TEAM

DRAWN BY	CMK
DESIGNED BY	CMK
REVIEWED BY	TKS

811 Know what's below. Call before you dig.

SCALE & NORTH ARROW

NORTH ARROW
0 30 60 120
SCALE: 1"=60'

JOB #	08121
DATE	MAY 5, 2022

CONCEPT SITE PLAN - MASTER PLAN

CS-1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by LeCraw Engineering, Inc. shall be without liability to LeCraw Engineering, Inc. Copyright LeCraw Engineering, Inc., 2022

ONESTREET
RESIDENTIAL

HAYLOFT
COTTAGES
ACTIVE ADULT RENTAL COMMUNITIES

35
YEARS IN BUSINESS

125
COMMUNITIES

7800+
UNITS

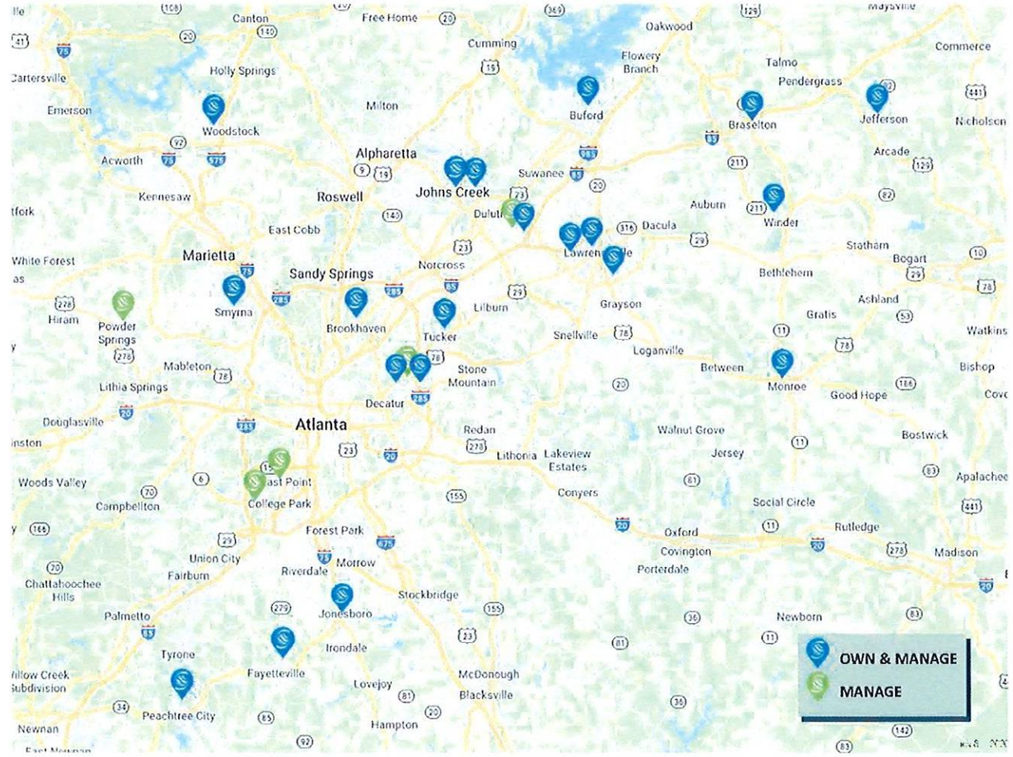
$730M
TOTAL CAPITALIZATION

Since 1986, OneStreet Residential has built a reputation as one of Georgia's premier multifamily developers, specializing in active adult and mixed-use communities, targeting the rapidly growing 55+ population. OneStreet develops communities which stand the test of time - communities which enrich the lives of residents and serve as a source of pride for residents, surrounding neighborhoods and investors.

With an experienced team of professionals, OneStreet Residential brings a proven ability to execute complex, innovative projects, which transform their neighborhoods and serve as attractive, long term assets to their residents, investors and surrounding communities.

Since 2004, our core focus has been developing, owning and managing age-exclusive 55+ communities, the fasted growing rental segment in the nation. Our team has an extensive track record of successful public-private partnerships, in which we have utilized a wide variety of financing mechanisms.

CURRENT PORTFOLIO OF ACTIVE ADULT COMMUNITIES



OneStreet brought a quality-driven team with the resources, motivation and imagination to pull off a high-quality development even as our economy was in a severe downturn. Our experience far exceeds what we've had with other developers in our neighborhoods.

-Brookleigh Neighborhood Association

ONESTREET RESIDENTIAL

THE ACTIVE ADULT MARKET

"OneStreet's properties are amenity-rich, with robust social programming for people aged 55 or older...that connect residents to the surrounding community."

-Featured Article in Seniors Business Housing magazine, Oct/Nov 2017

There are more than 80 million baby boomers in the US who will become (or already are) empty nesters over the next 15 years. As these empty nesters age out of their existing homes, they are increasingly open to rental housing which will allow them to age in their community and maintain their accumulation of relationships.

With the growing number of empty nesters wanting the freedom from the long-term commitment of an-other mortgage, they are finding few attractive 'for lease' options available to them. Due to this imbalance, boomers will be the main driver of multifamily construction as they age through their senior years.

With more than 15 years of experience focused in the Active Adult niche market, OneStreet Residential has developed a successful development program to serve this unmet need by focusing on the following priorities:

1. Design communities that to appeal to younger empty nesters, desiring to free up their time to do the things they want to do, not the things they have to do often affiliated with home ownership.

2. Improve resident's fitness and health levels by providing opportunities for fitness activities and nutrition education.

3. Overcome the objections to "living in an apartment" through marketing and uniquely thoughtful home-like floor plans.

ONESTREET RESIDENTIAL

THE COTTAGES CONCEPT

Active Adult Living which **looks, feels and lives like a neighborhood** instead of an apartment building

Appeals to both **younger still-working and retired Boomers**, because it's a neighborhood vs an apartment building

1 and 2-story homes, without interior entry corridors, elevators, remote parking and party walls with multiple neighbors

Large floor plans with the features and convenience of an upscale home, without a **mortgage or maintenance**

Residents can **lease and occupy their homes while the community is being built-out** in phases

Professional on-site management presence, along with **amenities and sponsored events...**

...help turn residents into neighbors and provide a sense of community

Whether driven by a change in lifestyle, a consequence of the housing crash, or an inability to find affordable homes to downsize, senior households are embracing renting in droves. -RentCafe survey, Oct 2017

ONESTREET RESIDENTIAL

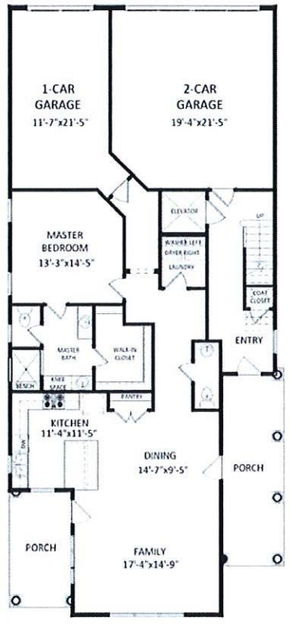
TARGET RESIDENT PROFILES

EMPTY NESTERS

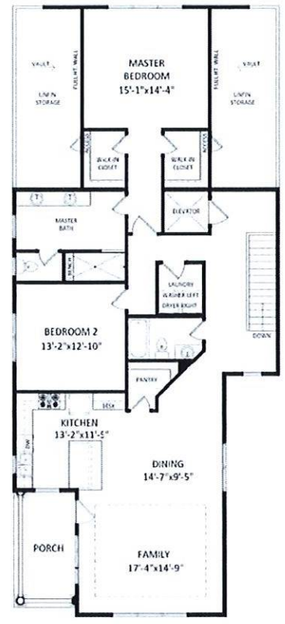
- Still working, but winding down career
- No longer need a large home, but still desire adequate space for family and friends
- Without sporting and school events to take up their "free time," they desire to start checking items off their bucket list
- Pursuing a "2nd Act" by starting a new business, consulting, or volunteering with organizations they are passionate about
- Haven't lived in a traditional apartment since they were in college
- Like the idea of living in a neighborhood with others in the same age and stage of life

PREPARED RETIREES

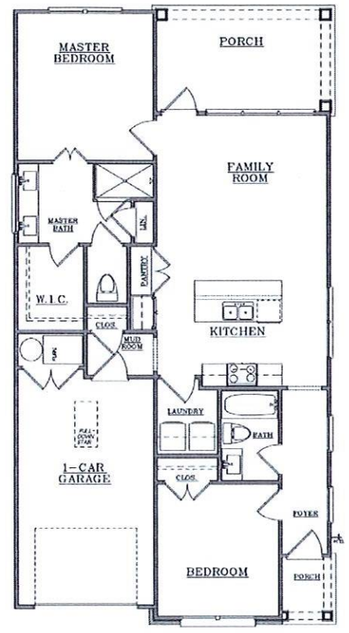
- Have invested well and are able to retire
- Already own a lake or beach house, and desire to spend more time there but still need a base near clients
- Have started consulting for previous clients and often travel together to new cities for work and pleasure
- May have an older parent requiring help and desires the freedom to spend time with them as needed
- Adult children are well-established with their own families and it's easier for our couple to go visit them
- Considering turning a hobby into a business and could use the profits from their house to make that dream a reality

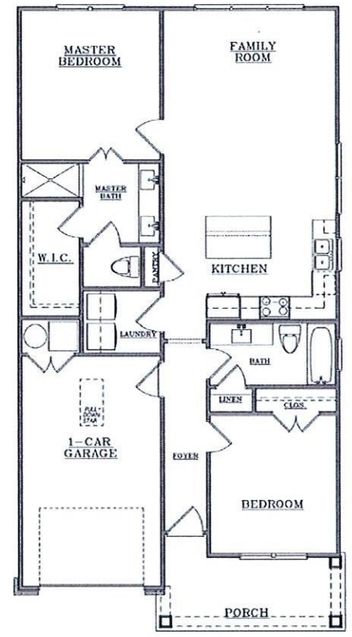


FIRST FLOOR



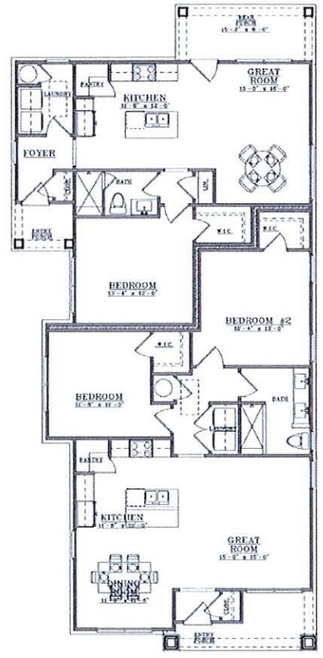
SECOND FLOOR PLAN





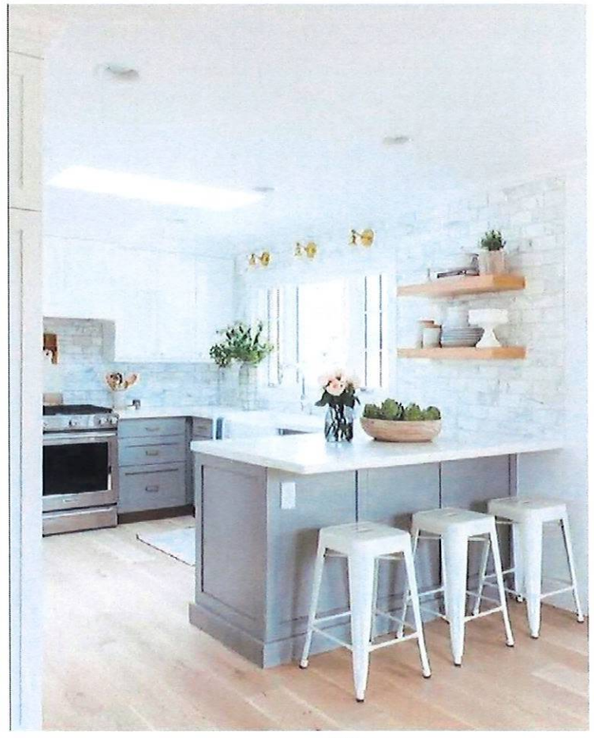
ONESTREET RESIDENTIAL

ELEVATIONS & FLOOR PLANS



ONESTREET RESIDENTIAL

DESIGN CONCEPT INSPIRATION



ONESTREET
RESIDENTIAL

AMENITIES & FEATURES

BOUTIQUE SIZE & INTIMATE SCALE

- Cottages arranged around intimate mews settings and attractive streetscape
- Amenities scaled for intimate and group gatherings

WALKABLE LOCATIONS

- Convenient pedestrian and low-traffic access to local restaurants, shops, and grocery stores

SINGLE-FAMILY DESIGN

- 1 and 2 car attached garages
- 9-10' ceilings
- Spacious and well-appointed kitchens with stainless steel appliances and gas range
- Master on main, suitable for king bed
- Walk-in closets
- Attic storage

FOCUS ON HEALTH & FITNESS

- Management sponsored social events fostering gathering and connection
- Beautiful garden areas with individual beds as well as common herb and pollination gardens
- Easy access to both on and off-site walking trails and sidewalk/path networks

CONCIERGE-LEVEL SERVICE

- Partnerships including mobile car wash, dry cleaning, housecleaning, valet trash, and more

DESIGNED FOR GUESTS AND ENTERTAINING

- Reservable clubhouse with serving kitchen
- Outdoor dining and grilling areas
- Large lawn with fire pit and intimate gathering spaces
- Powder rooms or second bathrooms on main floor
- Adequate guest parking near each home

ONESTREET RESIDENTIAL

Orchard Station - 82 Homes
30 Couples
48 Single Women - 4 Men
Kroger - 18 acres
The Orchards
RA
R-40
RZL
R-20

LECRAW ENGINEERING

1201 LECRAW HIGHWAY NW
SUITE A
ATLANTA, GA 30318
PHONE: 678.5481010
FAX: 770.541.0366
WWW.LECRAWENGINEERING.COM

© 2022 LECRAW ENGINEERING, INC

NO. #	DESCRIPTION	DATE	DRAWN / CHECKED

CLIENT
ONESTREET RESIDENTIAL
101 INTERSTATE N. PARKWAY EAST SE ATLANTA, GA 30339

PROJECT
22-ACRE MIXED USE DEVELOPMENT
SW CORNER OF HICKORY ROAD & EAST CHEROKEE DRIVE
PIN #15-0395-0001 & 15-0395-0002
HOLLY SPRINGS, CHEROKEE COUNTY, GEORGIA

SEAL

GEORGIA REGISTERED PROFESSIONAL ENGINEER TIMOTHY KYLE SHARPE

DESIGN TEAM

DRAWN BY	CMK
DESIGNED BY	CMK
REVIEWED BY	TKS

811 Know what's below. Call before you dig.

SCALE & NORTH ARROW

NORTH ARROW

SCALE: 1"=60'

JOB # 08/21

DATE MAY 5, 2022

CONCEPT SITE PLAN - MASTER PLAN

CS-1

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by LeCraw Engineering, Inc. shall be without liability to LeCraw Engineering, Inc. Copyright LeCraw Engineering, Inc. 2022