

AGENDA
PLANNING COMMISSION REGULAR MEETING
G.L. Gilleland Council Chambers on 2nd Floor
Monday, August 11, 2025, 5:30 P.M.

1. Call to Order
2. Roll Call
3. Invocation and Pledge
4. Announcements
5. Approval of the Agenda
6. Approval of the Minutes
 - Regular Meeting held Monday, July 14, 2025

BUSINESS

7. **ZA-C2500171**: PR Land Investments, LLC has petitioned for an amendment to the official zoning map applicable to the properties provided below. The applicant proposes the properties be rezoned from R-1 and R-3: Restricted Single-Family Residential District and Single-Family Residential District to RPC: Residential Planned Community, for the development of 120 single-family semi-detached homes.
Tax Map Parcel 093 010 (592 HWY 9 S), Tax Map Parcel 093 011 (93 Southwest Border Ave), Tax Map Parcel D02 004, and Tax Map Parcel D04 010 (416 HWY 9 S).
Public Hearings Dates: Planning Commission July 14, 2025, at 5:30 p.m. and Mayor and City Council August 4, 2025, at 5:00 p.m. – PC tabled a decision until August 11, 2025

8. Dawsonville Pointe Preliminary Plat Review

PLANNING COMMISSION REPORTS

ADJOURNMENT

The next scheduled Planning Commission meeting is Monday, September 15, 2025

Those persons with disabilities who require reasonable accommodations in order to allow them to observe and/or participate in this meeting or who have questions regarding the accessibility of the meeting, should contact the Clerk at Dawsonville City Hall at 706-265-3256 at least two (2) business days prior to the meeting.

MINUTES
PLANNING COMMISSION REGULAR MEETING
G.L. Gilleland Council Chambers on 2nd Floor
Monday, July 14, 2025

1. **CALL TO ORDER:** Chairperson Randy Davis called the meeting to order at 5:30 p.m.
2. **ROLL CALL:** Present were Planning Commission Members Madison Eiberger, Dr. Saba Haeringer, City Attorney Kevin Tallant, Councilmember Liaison Caleb Phillips, Councilmember Sandy Sawyer, City Manager Jacob Evans, and Zoning Administrative Assistant Stacy Harris. Ashley Stephenson was absent from the meeting.
3. **INVOCATION AND PLEDGE:** J. Evans led the invocation and pledge.
4. **ANNOUNCEMENTS:**
5. **APPROVAL OF THE AGENDA:** Motion to approve the agenda made by M. Eiberger; second by Dr. S. Haeringer. Vote carried unanimously in favor.
6. **APPROVAL OF THE MINUTES:** Motion to approve the regular meeting minutes held on March 10, 2025, made by Dr. S. Haeringer; second by M. Eiberger. Vote carried unanimously in favor.

PUBLIC HEARING

7. **ZA-C2500171:** PR Land Investments, LLC has petitioned for an amendment to the official zoning map applicable to the properties provided below. The applicant proposes the properties be rezoned from R-1 (Restricted Single-Family Residential District) and R-3 (Single-Family Residential District) to RPC (Residential Planned Community) for the development of 120 single-family semi-detached homes. Tax Map Parcels: 093 010 (592 Hwy 9 South), 093 011 (93 Southwest Border Ave) D02 004 and D04 010 (416 Hwy 9 South). Public Hearing Dates: Planning Commission on Monday, July 14, 2025, and City Council on Monday, August 4, 2025.

Motion to open the public hearing by Dr. S. Haeringer; second by M. Eiberger. Vote carried unanimously in favor.

Chairperson Davis read the rezoning request. Sarah McQuade with CPL provided staff analysis. She stated staff had recommended denial of the request to amend the zoning map rezone from R-1 and R-3 to RPC. Ms. McQuade stated the rationale for this recommendation is:

1. The proposed construction of detached, single-family residences at a density of 3.46 units per acre violates the provisions of the Zoning Ordinance Sec. 1802.3. Density requirements cannot be relieved by a zoning variance.
2. The proposal does not substantially conform to the Comprehensive Plan's Residential Character Area due to incompatible residential density.
3. Pursuant to Sec. 1802.4, the submitted application to rezone the site to RPC (Residential Planned Community) did not include the submittal of a traffic study, as required by the ordinance.

The following person spoke in favor of the request:

- Michael Miller with PR Land Investment, 285 Parkway 575, Woodstock, GA. Mr. Miller stated that the City has put together a Downtown Dawsonville Strategic Plan and what they are proposing fits very well in that area. He further stated that the developer is proposing to build an extension of Maple Street that will connect to Hwy 9 South. Currently the street is a dead end. The homes will be sold and not rental units. He further stated that the traffic study will be available for the City Council meeting on Monday, August 4, 2025.

The following person spoke in opposition to the request:

MINUTES
PLANNING COMMISSION REGULAR MEETING
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- Kim Holt, 200 Burts Crossing Drive, Dawsonville, GA. Ms. Holt stated that the traffic is a concern for her and the elderly neighbors that live in Burts Crossing. The traffic is bad at the intersection of Hwy 9 South, Perimeter Road, and Burts Crossing. She further stated that there's two developments that are currently underway and that will cause more traffic.

Motion to close the public hearing made by Dr. S. Haeringer; second by M. Eiberger. Vote carried unanimously in favor.

Discussion among the Commission Members and City Attorney K. Tallant regarding the no traffic study and the term of multiple family, semi-detached.

Motion to table **ZA-C2500171** until August 11, 2025, by M. Eiberger; second by Dr. S. Haeringer. Vote carried unanimously in favor

PLANNING COMMISSION REPORTS: Next Planning Commission Meeting is Monday, August 11, 2025.

ADJOURNMENT: Motion to adjourn the meeting at 6:05 p.m. made by Dr. S. Haeringer; second by M. Eiberger. Vote carried unanimously in favor.

Approved this _____ day of _____, 2025

Dr. Saba Haeringer, Planning Commission At Large

Madison Eiberger, Planning Commissioner Post 1

Josh Nichols, Planning Commissioner Post 2

Randy Davis, Chairperson Post 3

Ashley Stephenson, Planning Commissioner Post 4

Attested: _____
Stacy Harris, Zoning Administrative Assistant



PLANNING COMMISSION EXECUTIVE SUMMARY FOR AGENDA ITEM # 1

SUBJECT: ZA-C2500171 PR LAND INVESTMENTS, LLC

CITY COUNCIL MEETING DATE: 08.11/2025

PURPOSE FOR REQUEST: **APPROVAL / DENY / TABLE**

ZA-C2500171: PR Land Investments, LLC has petitioned for an amendment to the official zoning map applicable to the properties provided below. The applicant proposes the properties be rezoned from R-1 and R-3: Restricted Single-Family Residential District and Single-Family Residential District to RPC: Residential Planned Community, for the development of 120 single-family semi-detached homes. Tax Map Parcel 093 010 (592 HWY 9 S), Tax Map Parcel 093 011 (93 Southwest Border Ave), Tax Map Parcel D02 004, and Tax Map Parcel D04 010 (416 HWY 9 S). Public Hearings Dates: Planning Commission July 14, 2025, at 5:30 p.m. and Mayor and City Council August 4, 2025, at 5:00 p.m., **CC POSTPONED PUBLIC HEARING UNTIL SEPTEMBER 22, 2025**

HISTORY/ FACTS / ISSUES:

- **PC tabled until a traffic study was complete**
 - **+/- 34.71 acres**
 - **Gateway Corridors, Residential**
 - **Vacant land**
 - **Planning Commission tabled discussion until August 11, 2025 – traffic study was not available at the time of the public hearing**
-
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REQUESTED BY: CPL, Planning & Zoning Department



CITY OF DAWSONVILLE

Planning Staff Report

Request to Amend the Zoning Map (Rezone)

APPLICANT PR Land Investments, LLC

CASE NUMBER ZA-C2500171

REQUEST Amend the zoning map to rezone a 34.71 +/- acre assemblage from R-1: Restricted Single-Family Residential District and R-3: Single-Family Residential District to RPC: Residential Planned Community for the construction of a 120-unit residential subdivision.

CURRENT ZONING DESIGNATIONS R-1: Restricted Single Family Residential (parcels 093 010 and 093 011); R-3: Single Family Residential (parcels D02 004 and D04 010)

SITE AREA +/- 34.71 acres

LOCATION 592 Hwy 9 S, 93 SW Border Ave, 416 Hwy 9 S

TAX MAP PARCELS..... 093 010, 093, 011, D02 004, D04 010

FUTURE LAND USE DESIGNATIONS Gateway Corridors, Residential

PLANNING COMMISSION PUBLIC HEARING DATE July 14, 2025 (request tabled to August 11, 2025)

PLANNING COMMISSION PUBLIC HEARING DATE August 11, 2025

CITY COUNCIL PUBLIC HEARING DATE September 8, 2025

CITY COUNCIL DECISION MEETING DATE September 22, 2025

INTRODUCTION

The applicant is petitioning to amend the zoning map to rezone four (4) parcels for the development of a 120-unit residential subdivision. Specifically, the applicant has requested the "Jenkins Tract" assemblage, which is a mixture of R-1: Restricted Single-Family Residential District and R-3: Single-Family Residential District zoning, be rezoned to RPC: Residential Planned Community. This proposal also includes the construction of a public through road, which would begin at Maple Street S and terminate at Highway 9 S, in addition to public greenspace. If the development is approved and constructed as proposed, the gross residential density would be 3.46 dwelling units per acre.

PROPOSAL

The subject assemblage is 34.71+/- acres in size. It is located in a primarily residential area and contains two single-family houses and one manufactured home, the oldest of which was constructed in 1938. The site directly abuts Atlanta Highway, Maple Street, and Southwest Border Ave. If the subject proposal is developed, all existing buildings in the assemblage would be removed.

The development proposal consists of three main components; 120 residences, the extension of Maple Street to Highway 9, and a 14-acre "public park." The residences would be constructed on individual lots, allowing for fee-simple ownership. In addition to the "Maple Street Extension," the development is conceptualized with an additional street and alley, both privately owned. The "public park" area appears to be passive; it's unclear if any amenities or facilities would be constructed within it.

The application describes the residential component of the proposal as "single-family semi-detached homes." Dwellings which would front the proposed through road (the "Maple Street Extension") and Highway 9 would have garages at the rear, while the other residences would have front-loaded garages. The RPC: Residential Planned Community district encourages "flexible and creative concepts in site planning," allowing developers to propose some of their own standards. The table below provides additional specifications for the proposed residences:

Specification	Proposed Development	
	Minimum	Maximum
Heated Floor Area (HFA)	1,737 sq. ft.	2,281 sq. ft.
Lot Width	34 ft.	Unknown
Front Building Setback (includes corner lots)	30 ft.	Unknown
Side Building Setback	4 ft.	≥ 6 ft.
Rear Building Setback	20 ft.	Unknown
Building Separation	8 ft.	12 ft.
Driveway Width (garage to sidewalk)	30 ft.	Unknown
Note: Staff has not identified details in the submittal regarding lot area, lot depth, or building height.		

Sec. 1802.3 of the Zoning Ordinance governs residential density in the RPC: Residential Planned Community district and provides "the overall net density shall be no more than one [1] unit per acre except for multi-family applications which shall be four [4] units per acre." The proposed development will have a density of 3.46 dwelling units per acre, which does not conform to district requirements for single-family dwelling types. Pursuant to the definition of a variance (Sec. 301), a zoning variance from density requirements is not possible.

The applicant has indicated their product will be a single-family semi-detached residence but uses the multi-family density threshold as a benchmark for the development, creating conflict in the project proposal. The term "semi-detached," as used in the Zoning Ordinance, is not defined in the Definitions article (Sec. 301). Terms not defined in the article "shall have their customary dictionary definitions" (Sec. 301). Merriam-Webster defines "semidetached" as "forming one of a pair of residences joined into one building by a common sidewall." This definition is comparable to that of a duplex. The applicant proposes the residences "share an underground footing or foundation wall" and if requested, "an above ground element between connected, semi-detached dwellings, such as a connecting knee wall with a gate." None of the submitted renderings show the residences sharing a common sidewall, and the letter of intent clarifies that the residences would not touch at or above ground level. Staff concludes

that the proposed housing type is single-family detached and must adhere to the applicable requirements for single-family housing in the RPC: Residential Planned Community district, permitting a maximum density of one (1) dwelling unit per acre.

The submittal provides that each garage would be able to hold two vehicles, and each driveway would be able to hold two vehicles side-by-side. Dwellings would range from 22 to 26 feet in width and measure two stories in height. The application indicates that homebuyers may select the elevation and floor plan of their house from approximately 25 combinations. The distance between each garage and the back of the sidewalk would measure 33 feet; allowing for larger personal vehicles to be parked in driveways without sidewalk obstructions.

Residents of the development would be served by an active amenity area that appears separate from the proposed public park, pursuant to the concept plan. This active amenity area satisfies the requirement of Sec. 1802.3. The letter of intent does not detail the proposed amenities; however, a paved walking trail and children's play area are conceptualized. A mail kiosk and parking spaces to serve the area are also shown on the concept plan.

The applicant proposes the construction of a new, public through road to serve the development and local area, dubbed the "Maple Street Extension." This new route is conceptualized to begin at Maple Street, just south of its intersection with Flat Creek Dr, and terminate at Highway 9 S, forming a three-way intersection there. This proposal would necessitate the portion of Maple Street S that is south of its proposed beginning to be reconfigured. From Maple Street S, the route would take a winding, northeasterly route toward Highway 9 S, serving the proposed residences on the southeastern side, and stormwater facilities and public land to the northwest.

As part of the submittal, the applicant proposes a public recreation area called the "Maple Street Extension Park." The applicant has not provided the total area of the proposed recreation area, nor are any features or amenities of the space conceptualized or explained. It is unclear where visitors to this space would be able to park their vehicles, as no parking area is conceptualized besides the "private" spaces near the (private) resident amenity area.

On the concept plan, the development is depicted with sidewalks on both sides of the internal, private road, but the through road is shown with a sidewalk only on the side closest to the residences. Pursuant to Sec. 109-53(b) of Dawsonville Street Standards, "sidewalks shall be provided along both sides of all roads within residential developments and along the entire length of the property where a road entrance is constructed." Therefore, sidewalks must be constructed along both sides of the "Maple Street Extension" to meet the Standards. On August 4, 2025, the applicant provided the City with a traffic impact study for the proposed development. Additional traffic counts will reportedly be collected in the near future (as of the time of writing). The study recommends left-turn and right-turn lanes be provided on Hwy 9 S to serve the development entrance, via the proposed Maple Street Extension. Induced demand for the Maple Street Extension for travelers not residing within the development "is expected to be low" (pg. 1) during a typical weekday, the route could serve as an alternative when other roads are congested or closed for downtown events or emergency purposes.

Included in the applicant's submittal are nine (9) proposed zoning conditions to accompany the desired rezoning. Zoning Ordinance Sec. 916 allows for conditional approval through the implementation of zoning conditions. State legislation known as "Zoning Procedures Law" governs zoning decisions, local

government zoning powers, and public notice requirements. Below are the zoning conditions proposed by the applicant to the City:

1. As required by Zoning Ordinance § 1802(6), the Project shall be developed in general compliance with the Concept Plan, notwithstanding any provision to the contrary in the Zoning Ordinance or the Land Development Regulations of the City of Dawsonville, codified as Subpart B to The Code of Dawsonville, Georgia, and with reasonable modifications necessary to fully engineer and develop the Project on the Property.
2. The minimum heated square footage of dwellings within the development shall be 1,734.
3. The minimum width of dwellings within the development shall be 22 feet.
4. The term "semi-detached" dwellings shall be deemed multi-family dwellings, and semi-detached dwellings shall be two or more dwellings that share one or more common footings or foundation wall(s).
5. The development shall include, as an active amenity, a walking trail, a playground area, and the public use area contemplated by the Concept Plan submitted with the Application.
6. The property contemplated by the Concept Plan for dedication for public purposes, including, but not limited to public park space, shall be included in calculating the required open space for the development.
7. The Applicant, its successors or assigns, contemporaneous with its submission of an application for land disturbance permit, shall commission civil engineering design for the traffic circle (i.e., roundabout) contemplated by The Comprehensive Downtown Strategic Plan of Dawsonville Town Center Master Plan. The City will utilize said plan, and bear the expense of revisions to said design for, the right of way acquisition for, and construction and maintenance of said traffic circle (i.e., roundabout).
8. The Public Use Land, once conveyed to the City, shall be automatically zoned INST, Institutional District, without the necessity for any further action by the City Council.
9. Notwithstanding Section 109-53 of The Code of Dawsonville, Georgia, the Applicant shall install a 5' sidewalk on the south side of the Maple Street Extension only and shall grade the shoulder on the north side of the Maple Street Extension to provide for a potential 8' wide multi-use path to be constructed by the City in the future.

The applicant has not submitted any variance requests alongside this rezoning application.

At their public meeting on July 14, 2025, the Planning Commission tabled the subject rezoning request to their next regularly scheduled public meeting (August 11, 2025).

SURROUNDING PROPERTIES

<i>Direction from the Site</i>	<i>Existing Zoning</i>	<i>Existing Land Use</i>	<i>Abutting Subdivisions/Developments</i>
North	R-1, R-3, R-6, HB, CIR	Single-family residential, multi-family residential, restaurant, small office, vacant land	Maple Street Town Homes (R-3)
South	R-1, R-3, INST	Single-family residential, vacant land	Burt's Crossing (R-3)
East	R-3, HB, CIR	Single-family residential, vacant land	Burt's Crossing (R-3)
West	R-1, R-3, INST, HB	Single-family residential, multi-family residential, restaurant, water treatment facility, vacant land	Maple Street Town Homes (R-3)

COMPREHENSIVE PLAN

Pursuant to the 2023 Dawsonville Comprehensive Plan, the subject assemblage is split between the Gateway Corridors and Residential Character Areas.

The Gateway Corridors Character Area "is the area immediately outside of Central Dawsonville that features a mix of uses, including modern subdivisions and shopping centers, and is most often characterized by the transition from downtown to more rural Dawson County. Its designation is both the result of this need to transition between extreme densities and the desire to strengthen the urbanized core of Central Dawsonville.

As development in this area will comprise mostly of residential uses and smaller-scale commercial activities, it has been designated Urban Neighborhood. As implied, the scale and form of new development should complement (not necessarily be equal to) that found in Central Dawsonville, particularly with regards to the density of land use, size of blocks and capacity for pedestrian accessibility. Streets should maintain connectivity, especially downtown, and properties should limit frontage parking areas. Residential uses may include subdivisions, but these should minimize cul-de-sacs, feature multiple access points, and emphasize connectivity with the city.

Heavier commercial and public activity centers may be reserved for key nodal locations, at the intersection of arterial roadways. This would maximize the infrastructure while preserving the traffic flow, minimizing the number of curb cuts along arterials or traffic flow on collector roads."

Permissible land use types in the Gateway Corridors are Commercial and Residential.

The Residential Character Area "represents the outlying residential portions of the city to the northwest, northeast and south. There are no immediate plans to alter their general form or land use, and long term plans suggest these areas will remain residential. Present levels of agricultural activity will continue as development pressures will allow, but neither the city nor the county will pursue capital improvements in this region to facilitate new development.

This area will be fostered as a haven for larger residential uses and rural/conservation subdivisions to facilitate a buffer between the higher densities of Dawsonville and the rest of Dawson County. Most development should entail large lots, with an average approaching or, preferably, surpassing five acres per unit [0.2 du/acre]. Nonresidential activity should be kept to a minimum and compliment the rural character of the area, such as churches, neighborhood scale markets and services with limited parking and traffic generation.”

Permissible land use types in Residential Character Area are Residential, Agricultural, and Conservation.

The proposed development incorporates *residential*, *conservation*, and *recreational* land uses, which generally align with the intent of the Residential and Gateway Corridors Character Areas. However, the proposed gross density of 3.46 du/acre surpasses the intended 0.2 du/acre density of the Residential Character Area.

ANALYSIS

(1) Sec. 909 – Criteria to consider for map amendments (rezonings).

Any proposed amendment to the zoning map shall be submitted by application with a copy of the plat and payment of a fee set by the governing body for the application and review of the proposed amendment to the zoning map. Applicants shall submit six copies of any proposed zoning map amendment and plat to the planning director or designee for distribution to the applicable bodies and/or review agencies. The planning director or designee may require more or less copies depending on the nature and extent of required review. Applications which require action by the governing body shall require disclosure of any conflicts of interest as specified in the Georgia Zoning Procedures Act.

The applicant, staff, planning commission and governing body should review an application for zoning map amendment with regard to the following criteria:

(Language in bold is from the City of Dawsonville Zoning Ordinance. Bulleted information that is not bolded are factors known to staff that may apply to the Ordinance criteria.)

1. The existing uses and zoning of nearby property and whether the proposed zoning will adversely affect the existing use or usability of nearby property.

- Most of the properties near the subject assemblage are zoned residential (R-1: Restricted Single-family Residential, R-3: Single-family Residential, and R-6: Multiple-family Residential).
 - i. These properties are developed with detached or multi-family housing, if not vacant.
- A few nearby properties are zoned for commercial (HB: Highway Business and CIR: Restricted Industrial Commercial) or institutional (INST: Institutional) land uses.
 - i. These properties are developed with restaurants, small offices, or detached dwellings, if not vacant.
- Staff do not anticipate any adverse effects on the use or habitability of nearby properties resulting from the proposal.

- 2. The extent to which property values are diminished by the particular zoning restrictions.**
 - As currently zoned, the assemblage is developed with very low-density, single-family housing.
 - i. Most abutting residential properties are developed more densely, and most of those sites are zoned R-3: Single-family Residential rather than R-1: Restricted Single-family Residential.
 - Absent a formal market analysis, staff is unable to determine the impact of the existing zoning classifications on the sites' property values.
- 3. The extent to which the destruction of property values promotes the health, safety, morals or general welfare of the public.**
 - Absent a formal market analysis, staff is unable to determine the impact of the development proposal on local property values.
- 4. The relative gain to the public, as compared to the hardship imposed upon the individual property owner.**
 - As part of the proposed zoning map amendment, the applicant would construct a through road, known as the "Maple Street Extension", to connect Maple Street S to Highway 9 S.
 - i. This roadway would be open for public use, owned and maintained by the City of Dawsonville as opposed to the rest of the proposed street network in the development.
 - The applicant has voluntarily presented the subject application to the City.
- 5. The physical suitability of the subject property for development as presently zoned and under the proposed zoning district.**
 - The assemblage is currently split between the R-1: Restricted Single-family Residential and R-3: Single-family Residential zoning classifications.
 - i. The site appears suitable for single-family residential development.
 - The applicant proposes to rezone the site to RPC: Residential Planned Community; the letter of intent reflects that "the Property is suitable for the Project proposed" and that "the Project will comply with the requirements of the RPC zoning district ... and all applicable City ordinances."
 - i. Staff provides analysis of the proposal in relation to district requirements throughout this report finding that the proposal as presented will require revision if it is to be compliant with City ordinances.
- 6. The length of time the property has been vacant, considered in the context of land development in the area in the vicinity of the property, and whether there are existing or changed conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the rezoning request.**
 - The assemblage has a history of low-density single-family residence development.
 - i. Property tax records indicate the first residence was constructed in 1938.

- Staff has not identified any existing or changing conditions that inherently support the approval or disapproval of the subject rezoning request.

7. The zoning history of the subject property.

- The current zoning configuration of the site has been maintained for many years.

8. The extent to which the proposed zoning will result in a use, which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, schools, parks, or other public facilities.

- On August 4, 2025, a traffic impact study was provided as an update to the submittal.
 - i. The proposed "Maple Street Extension" would improve road connectivity in the area, if constructed and completed as proposed.
- The proposal is not anticipated to burden location utilities, school, parks, or other public facilities.
 - i. The applicant proposes a public park as part of this request. However, it is unclear whether the park will contain any amenities or facilities beyond simple passive greenspace.

9. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan, land use plan, or other adopted plans.

- The zoning proposal somewhat meets the intent of the 2023 Dawsonville Comprehensive Plan.
 - i. The calculated gross residential density of 3.46 du/acre exceeds the intended 0.2 du/acre intent of the Residential Character Area.

The staff, planning commission and governing body may consider other factors deemed relevant before formulating recommendations and taking action on a particular request.

(2) Sec. 1802.4 – An application for zoning and any development permits shall be preceded in each case by informal meeting with the mayor or other council member, the city manager and the planning director or designee as available prior to submission and shall be consistent with the format required for subdivision approval with the following additions:

(Language in bold is from the City of Dawsonville Zoning Ordinance. Bulleted information that is not bolded are factors known to staff that may apply to the Ordinance criteria.)

a. A proposed master plan showing at minimum:

i. Total property area included in the development with a legal description of the subject property and bounds;

- The surveys in Attachment "D" yield a total assemblage area of 34.71 acres.
 - i. Attachment "E" includes legal descriptions of the assemblage.

ii. Proposed buildings with approximate square footage and footprints;

- The applicant has proposed square footage ranges for the residences, but footprint areas are not approximated.

iii. Proposed street layout;

- The submitted concept plan depicts the proposed "Maple Street Extension" in addition to an internal road, parking and alley.

iv. Existing topographic conditions to include a contour interval of a minimum five feet based on field surveys or photogram metric photogrammetric methods;

- Contour information is included in the concept plan.

v. Amenity areas and buildings, including defined open space;

- The submittal does not define a specific acreage to be dedicated open space.
 - i. The total land areas to be designated for resident amenities and public use are undefined.
- No amenities or buildings are proposed nor conceptualized for the proposed "public park" or "neighborhood park."

vi. Traffic impact study.

- On August 4, 2025, the applicant provided a traffic impact study for the proposed development, which includes recommendations.

b. Water and sewage disposal and other utility plans.

- The submittal indicates that water and sewerage needs will be served by public utilities.
- Detailed plans for utilities are not provided.

c. A statement of intent containing disclosure of ownership, financial information, of the character of the proposed development, including a summary of gross density, types of dwelling units, stages of the development including completion of amenities, open space and landscaping.

- A satisfactory statement/letter of intent is provided in the submittal.

d. A master drainage plan shall be provided with the application for rezoning to identify the detention/retention and encourage creative water quality and quantity treatment processes.

- A proposed location for "stormwater management" is conceptualized.
- No master drainage plan has been provided in the submittal.

STAFF RECOMMENDATION

Staff recommends **denial** of the request to amend the zoning map to rezone a 34.71 +/- acre assemblage from R-1: Restricted Single-Family Residential District and R-3: Single-Family Residential District to RPC: Residential Planned Community. The rationale for this recommendation of denial is provided below:

1. The proposed construction of detached, single-family residences at a density of 3.46 units per acre violates the provisions of Zoning Ordinance Sec. 1802.3. Density requirements cannot be relieved by a zoning variance.
2. The proposal does not substantially conform to the Comprehensive Plan's Residential Character Area due to incompatible residential density.

CONCEPT PLAN



Planning Commission Meeting | 11 Aug 2025 | pg. 11



Jenkins Tract Residential Development

Traffic Impact Study

Prepared for:

Piedmont Residential, LLC

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

www.kci.com

678.990.6200

July 2025

**RISE TO THE
CHALLENGE**





Jenkins Tract Residential Development

Traffic Impact Study

Prepared for:

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7/31/2025

July 2025

RISE TO THE
CHALLENGE



Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed *Jenkins Tract* residential development. The proposed residential development is located along the west side of SR 9 in the City of Dawsonville. The existing site is undeveloped. Based on information from the developer and the concept plan (dated 6/5/2025), the +/-33.6-acre development will include up to 120 detached single-family residential homes. Access to the site is proposed at two locations: a proposed site driveway along SR 9 and connection to the south end of Maple Street. The site plan (see Appendix B) for the development illustrates the proposed development and the proposed access locations.

SR 9 is a two-lane roadway and classified as a principal arterial. Maple Street is a two-lane, local city street which terminates near the proposed site access location. Maple Street provides access to/from the site to SR 53 and downtown Dawsonville to the north.

The development will provide a new street connection between Maple Street and SR 9; therefore some residents along Maple Street are anticipated to change their route to use this street. The Build conditions include a low "re-routed" volume from residents desiring to travel to/from the south along SR 9. During a typical weekday, this volume is expected to be low. When there is an event in the downtown Dawsonville area or a street is temporarily blocked, the new street connection within the Jenkins Tract development will provide an alternative route for residents or emergency services.

For the purposes of the traffic study, the analysis included the expected completion (build-out) of the development by the year 2029. This study performed an analysis of existing and future traffic conditions at the study intersection of SR 53 at Maple Street. The future conditions analysis was performed for the year 2029 No-Build Conditions (without the Jenkins Tract development). The future conditions analysis was also performed for the year 2029 Build Conditions (with the Jenkins Tract development). The traffic study was prepared per Georgia DOT requirements and the City of Dawsonville requirements.

The project volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. For the purposes of the traffic study, the analysis included 120 residential units to be built by the expected completion year of 2029. The most applicable ITE land use (LU) code was LU 210 (Single-Family Detached Housing). The estimated total project volumes are 1,193 vehicles per day (570 entering and 569 exiting), 88 vehicles during the AM peak hour (22 entering and 66 exiting) and 118 vehicles during the PM peak hour (74 entering and 44 exiting).

The results of the existing year traffic analysis indicate that the study intersection is currently operating at an acceptable level of service during the AM and PM peak hours. The results for the future year 2029 No-Build Conditions (without the Jenkins Tract development) indicate the study intersection is expected to continue operating with acceptable levels of service during the AM and PM peak hours.

The results of the future year 2029 Build Conditions (with the Jenkins Tract development) indicate the study intersection is expected to continue operating with acceptable levels of service during the AM and PM peak hours. The results of the future year 2029 Build Conditions indicate the proposed Driveway #1 along SR 9 (with the recommended turn lanes) is expected to operate with acceptable levels of service during the AM and PM peak hours.

Table A summarizes the intersection level of service for the existing year, and future year No-Build, and future year Build conditions at the study intersections.

Table A: Summary of Capacity Results at Study Intersections					
Intersection	Intersection Control	Approach	LOS (Delay*)		
			Existing Year 2029	No-Build Conditions Year 2029	Build Conditions Year 2029
			AM / PM Peak Hour	AM / PM Peak Hour	AM / PM Peak Hour
1) SR 53 at Maple Street	Side-street stop-control	NB – Maple St	C (16) / C (16)	C (18) / C (22)	C (22) / C (24)
		SB – Maple St	A / C (21)	D (28) / D (31)	D (33) / D (31)
2) SR 9 at Proposed Driveway #1	Side-street stop-control	WB – Driveway	N/A	N/A	C (16) / B (12)

*Average vehicle delay in seconds

The traffic impact study identified the following geometric improvements needed to accommodate the proposed development at the proposed driveway along SR 9. Based on estimated traffic volumes in the year 2029 Build year conditions and the GDOT driveway manual criteria, the following geometric recommendations are provided:

- SR 9 at Proposed Driveway #1:
 - Provide a full-movement intersection; driveway to be stop-control
 - Provide one entry lane and one exit lane on the driveway
 - Construct a southbound right-turn deceleration lane along SR 9
 - Construct a northbound dedicated left-turn lane along SR 9

Additionally, the traffic impact study addressed components per the City of Dawsonville's UDC, Tier 2 Traffic Assessment, including vehicular traffic impacts. Based on the capacity results, no additional mitigation measures are identified at the study intersection of SR 53 at Maple Street. The existing street network is expected to accommodate the Jenkins Tract development traffic volumes.

The two access locations for the development are expected to be orderly and provide safe ingress and egress to the site. Table A states an acceptable level of service for the side-street stop control approaches at Maple Street and the proposed site driveway along SR 9.

The existing pedestrian network consists of partial sidewalks along Maple Street and a sidewalk along the south side of SR 53. There are no sidewalks along SR 9. If pedestrians desire to walk to the downtown Dawsonville area, the low-volume Maple Street sidewalk system provides adequate access until such time as the proposed Downtown Dawsonville Strategic Plan is implemented. The Strategic Plan includes additional streets, sidewalks, and trails connections.

Table of Contents

1.	Existing Conditions	1
1.1	Site Conditions	1
1.2	Roadway Conditions	1
1.3	Traffic Volumes	1
2.	Future Conditions	2
2.1	Future No-Build Traffic Volumes	2
2.2	Future Roadway Projects	2
3.	Proposed Development Traffic	3
3.1	Trip Generation	3
3.2	Trip Distribution and Assignment	3
3.3	Future Build Traffic Volumes	3
4.	Capacity Analysis	4
4.1	Existing Conditions Capacity Analysis	5
4.2	No Build Conditions Capacity Analysis	5
4.3	Build Conditions Capacity Analysis	6
5.	Recommendations	7
5.1	Turn Lane Analysis at Proposed Driveway #1 at SR 9	7
5.2	Recommended Geometry at Proposed Driveway #1 at SR 9	8
5.3	GDOT ICE Report for Proposed Driveway #1 at SR 9	8

Tables

Table 1: Proposed Site Trip Generation.....	3
Table 2: Level of Service Criteria.....	4
Table 3: Existing Year (2025) Capacity Results.....	5
Table 4: No Build Conditions Year (2029) Capacity Results.....	5
Table 5: Build Conditions Year (2029) Capacity Results.....	6

Appendix

A: Figures

- Figure 1 – Location Map
- Figure 2 – Aerial & Access Locations
- Figure 3 – Existing (2025) Traffic Conditions
- Figure 4 – Project Trip Distribution
- Figure 5 – Project Trips
- Figure 6 – Build (Year 2029) Traffic Conditions

B: Concept Plan

C: Traffic Count Data

D: GDOT Traffic Data

E: Intersection Volume Development

F: Capacity Analysis Reports

G: GDOT ICE Report

1. Existing Conditions

1.1 Site Conditions

The proposed development is located on undeveloped property. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location and the proposed site driveway along SR 9 and access location to Maple Street. (Figures included in Appendix A) Access to the property is proposed to be provided at two locations. (The site plan is included in Appendix B). The site is surrounded by primarily residential land uses.

1.2 Roadway Conditions

SR 53 is a two-lane roadway with a 35-mph posted speed limit at Maple Street. Georgia DOT classifies SR 53 as a principal arterial.

SR 9 is a two-lane roadway with a 45-mph posted speed limit in the vicinity of the development. Georgia DOT classifies SR 9 as a principal arterial.

The intersection of SR 53 at Maple Street is side-street stop-control, with Maple Street being stop-controlled. All approaches have one approach lane.

Maple Street is a two-lane, local city street which terminates near the proposed site access location.

The existing pedestrian network consists of partial sidewalks along Maple Street and a sidewalk along the south side of SR 53. There are no sidewalks along SR 9.

1.3 Traffic Volumes

Traffic counts were collected on Wednesday, April 23, 2025, for use in the traffic analysis. Dawson County public schools were in session. The traffic data collected included:

- 7-9 AM and 4-6 PM turning movement count for SR 53 at Howser Mill Road (year 2024)

A 24-hour volume count was available from the GDOT TADA source for use at the proposed driveway along SR 9 in the traffic analysis. The data was collected on Wednesday, April 30, 2025. The daily volume was 7,016 vehicles per day.

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. The three locations are indicated in Appendix D. The three locations are:

- GDOT Count Station #085-0136 located on SR 53, west of SR 9
- GDOT Count Station #085-0149 located on SR 9, north of SR 53
- GDOT Count Station #085-0109 located on SR 53, west of SR 9

Figure 3 (in Appendix A) illustrates the existing 2025 traffic volumes. These volumes were used in the traffic analysis. The traffic counts are included in Appendix C. The existing traffic volumes are indicated in the Intersection Volume Development table included in the Appendix E.

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Three GDOT count stations in the area were reviewed and the annual historic compound growth rate averaged 3.6% between the count stations. Dawson County's population growth rate was most recently reported as 1.84% in 2020. The Governor's Office of Planning and Budget developed population projections indicate an estimate growth of 1.88% by 2030 in Dawson County.

Considering this data, a 3.0% per year growth rate to account for background traffic volume growth was used in the traffic study. For the purposes of this study the proposed development is expected to be completed and opened by 2029. A 3.0% per year growth rate was applied to the 2025 existing volumes to calculate year 2029 No-Build traffic volumes.

Additionally, the Turner Tract (DRI 4310) residential development volumes were included in the No-Build traffic volumes. The Turner Tract is a proposed 785 detached senior adult housing residential development just south of SR 53 at Perimeter Road. Due to the close proximity and the traffic impact study report prepared for this development including project trips traveling along SR 53, the traffic volumes along SR 53 were included in the No-Build conditions traffic volumes.

Additionally, the Dawsonville Pointe residential development volumes were included in the No-Build traffic volumes. Dawsonville Pointe is a proposed 102 detached single-family residential development just north of SR 53 with access provided by Maple Street. Due to the proximity and the traffic impact study report prepared for this development including project trips traveling along SR 53 and SR 9, the traffic volumes were included in the No-Build conditions traffic volumes at the study intersections.

Two additional residential developments, Coleman Tract and Thunder Ridge, are located more than 1 mile away from the SR 53 at Maple Street intersection. The 3.0% annual growth rate stated above is expected to account for traffic from these two sites. Additionally, the Coleman Tract is partially built out. Therefore, no additional trips were included in the No-Build conditions traffic volumes.

2.2 Future Roadway Projects

A review of Georgia DOT and City of Dawsonville planned, and programmed transportation projects was performed. No future planned public agency roadway projects were identified near the development site which impact the study intersections. Recently GDOT repaved and made improvements at the courthouse roundabout at the intersection of SR 9 at SR 53.

For the No-Build conditions, the Dawsonville Pointe residential development proposes to add the westbound right-turn lane along SR 53 at the intersection of Maple Street. This road improvement was included in the capacity analysis for the No-Build and Build conditions.

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. The development will include up to 120 single-family detached residential homes. For the purposes of the traffic study, ITE land use code 210 (Single-Family Detached Housing) was used. Since this is a residential development, no pass-by reductions or internal capture rates were included. **Table 1** below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development.

Table 1: Proposed Site Trip Generation								
Land Use (ITE Code)	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached (210)	120	1,193	22	66	88	74	44	118
Gross Trips		1,193	22	66	88	74	44	118

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the study intersections and development driveways.

The directional distribution for the proposed development is estimated to be:

- Residential use:
 - 70% to/from the south along SR 9
 - 15% to/from the north along SR 9
 - 5% to/from the west along SR 53
 - 10% to/from east along SR 53

Figure 4 (in Appendix A) illustrates the project trip distribution in the study area. **Figure 5** illustrates the project trips at the study intersections and site access locations.

3.3 Future Build Traffic Volumes

The 2029 future Build traffic volumes were calculated by adding the proposed development (Jenkins Tract) traffic volumes to the projected year 2029 No-Build traffic volumes. Additionally, since the development will provide a new street connection between Maple Street and SR 9, some residents along Maple Street are anticipated to change their route to use this street. The Build conditions include a low "re-routed" volume from residents desiring to travel to/from the south along SR 9. **Figure 6** (in Appendix A) illustrates the year 2029 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 7th Edition. The Synchro Studio software, which utilizes the HCM 7th Edition methodology, or the SIDRA software to evaluate roundabouts, was utilized to perform the analysis.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Level of service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections (and roundabouts), respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

Table 2: Level of Service Criteria		
Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection (and roundabouts)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the year 2025 Existing Conditions and includes existing traffic volumes at the one study intersection. The existing traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the existing capacity analysis.

Table 3: Existing Year (2025) Capacity Results				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1) SR 53 at Maple Street	Side-Street Stop-Control	NB- Maple St	C (16)	C (16)
		SB- Maple St	A	C (21)

**Average vehicle delay in seconds*

The existing intersection is currently operating at acceptable levels of service during the AM and PM peak hours.

4.2 No Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2029 Future Conditions and includes the No-Build traffic volumes and existing traffic conditions. Note the No-Build traffic volumes include expected growth in traffic volumes and trips from two nearby proposed developments. **Table 4** summarizes the results of the capacity analysis.

Table 4: No Build Conditions Year (2029) Capacity Results				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1) SR 53 at Maple St	Side-Street Stop-Control	NB – Maple St	C (18)	C (22)
		SB – Maple St	D (28)	D (31)

**Average vehicle delay in seconds*

By the year 2029 No Build conditions, the study intersection is expected to continue operating with acceptable levels of service during the AM and PM peak hours.

4.3 Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2029 Future Conditions and includes the No-Build traffic volumes plus the Jenkin Tract development volumes. The Build traffic conditions and volumes are illustrated in **Figure 4**. **Table 5** summarizes the results of the capacity analysis.

Table 5: Build Conditions Year (2029) Capacity Results				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1) SR 53 at Maple St	Side-Street Stop-Control	NB-Maple St	C (22)	C (24)
		SB- Maple St	D (33)	D (31)
2) SR 9 at Proposed Driveway #1	Side-Street Stop-Control	EB- Driveway	C (16)	B (12)

**Average vehicle delay in seconds*

By the year 2029 Build conditions, the study intersection of SR 53 at Maple Street is expected to continue operating with acceptable levels of service during the AM and PM peak hours. The analysis indicates no additional improvements are needed to accommodate the Jenkins Tract development.

The proposed driveway along SR 9 is expected to operate with acceptable levels of service during the AM and PM peak hours. The capacity results include the geometric (turn lane) recommendations stated in the next section.

5. Recommendations

Recommendations for access for the proposed development are based on existing conditions, the proposed development use, and expected traffic volumes. The need for dedicated turn lanes at the proposed development driveway along SR 9 and appropriate traffic control (i.e. stop control) were reviewed. Recommendations included reviewing Georgia DOT requirements and City of Dawsonville subdivision regulations, knowledge of general transportation standards, and engineering judgment.

5.1 Turn Lane Analysis at Proposed Driveway #1 at SR 9

The Georgia DOT Driveway and Encroachment Control Manual requirements were used. The GDOT manual was reviewed for the proposed driveway along SR 9. The GDOT driveway manual, Section 4l, Auxiliary Turn Lanes, provides minimum volumes requiring right-turn or left-turn deceleration lanes. The year 2029 Build traffic volumes were compared to the Georgia DOT driveway requirements for right-turn and left-turn deceleration lanes. The most recently collected daily volume on SR 9 was 7,016 vehicles per day.

Right-Turn Deceleration Lane Criteria

Based on the 45-mph speed limit, two-lane roadway, and more than 6,000 ADT (Average Daily Traffic) on SR 9, Table 4-6 indicates a dedicated right-turn lane is required if there are more than 75 right-turn vehicles per day. The estimated daily southbound right-turn entering the site via SR 9 is 86 vehicles per day. This volume MEETS the GDOT criteria to install a right-turn deceleration lane at the intersection.

*Calculation: $1,139 \text{ daily trips} / 2 = 570 \text{ entering trips} * 0.15 \text{ (percentage of vehicles turning right onto driveway \#1)} = 86 \text{ vehicles}$*

Left-turn Lane Criteria

Based on the 45-mph speed limit, two-lane roadway, and more than 6,000 ADT (Average Daily Traffic) on SR 9, Table 4-7a indicates a dedicated left-turn lane is required if there are more than 175 left-turn vehicles per day. The estimated daily northbound left-turn entering the site via SR 9 is 399 vehicles per day. This volume MEETS the GDOT criteria to install a left-turn deceleration lane at the intersection.

*Calculation: $1,139 \text{ daily trips} / 2 = 570 \text{ entering trips} * 0.70 \text{ (percentage of vehicles turning left onto driveway \#1)} = 399 \text{ vehicles}$*

5.2 Recommended Geometry at Proposed Driveway #1 at SR 9

Based on estimated traffic volumes in the year 2029 Build year conditions and the GDOT driveway manual criteria, the following geometric recommendations are provided:

- SR 9 at Proposed Driveway #1:
 - Provide a full-movement intersection; driveway to be stop-control
 - Provide one entry lane and one exit lane on the driveway
 - Construct a southbound right-turn deceleration lane along SR 9
 - Construct a northbound dedicated left-turn lane along SR 9

5.3 GDOT ICE Report for Proposed Driveway #1 at SR 9

The GDOT Intersection Control Evaluation (ICE) policy was reviewed at the proposed driveway along SR 9. The GDOT ICE Report is included in Appendix G and can be submitted to GDOT when the driveway encroachment permit is requested from GDOT.

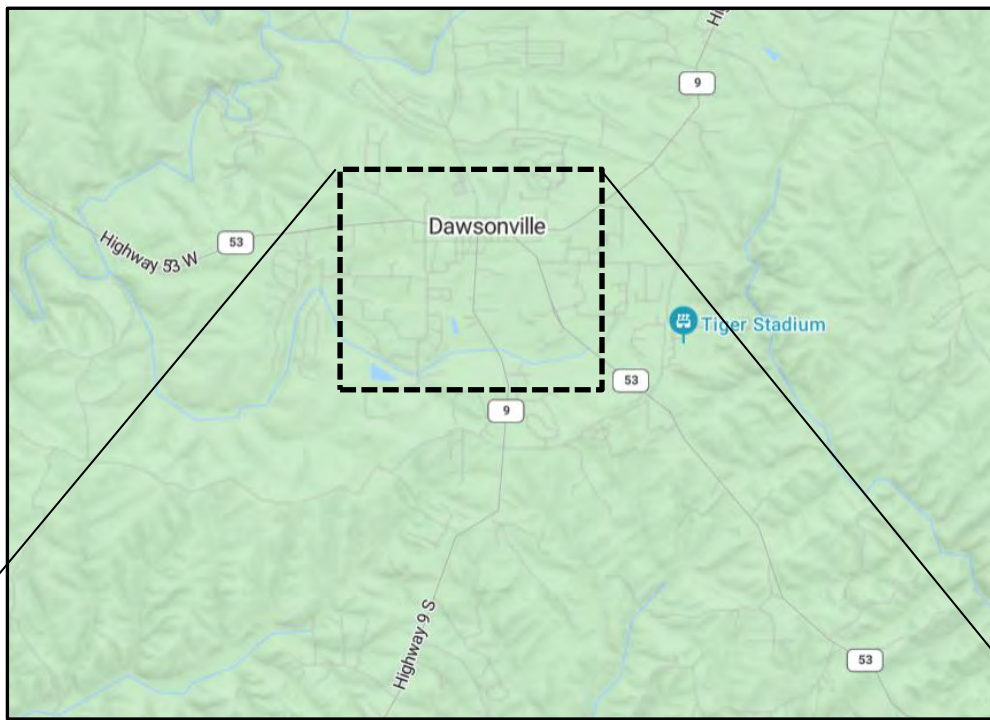
The purpose of the ICE process is to consider traffic control alternatives at intersections, analyze the options, and select the alternative that reflects the overall best value and balances the need to address operations, safety, project cost and environmental impacts. At proposed access points to developments, this process includes inputting the traffic and crash history conditions, completing the Stage 1 screening form, and the waiver form. For the intersection, the most appropriate traffic control is a conventional intersection with side-street stop-control for the driveway approach.

Appendices

- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports
- Appendix G
 - GDOT ICE Report


Appendix A

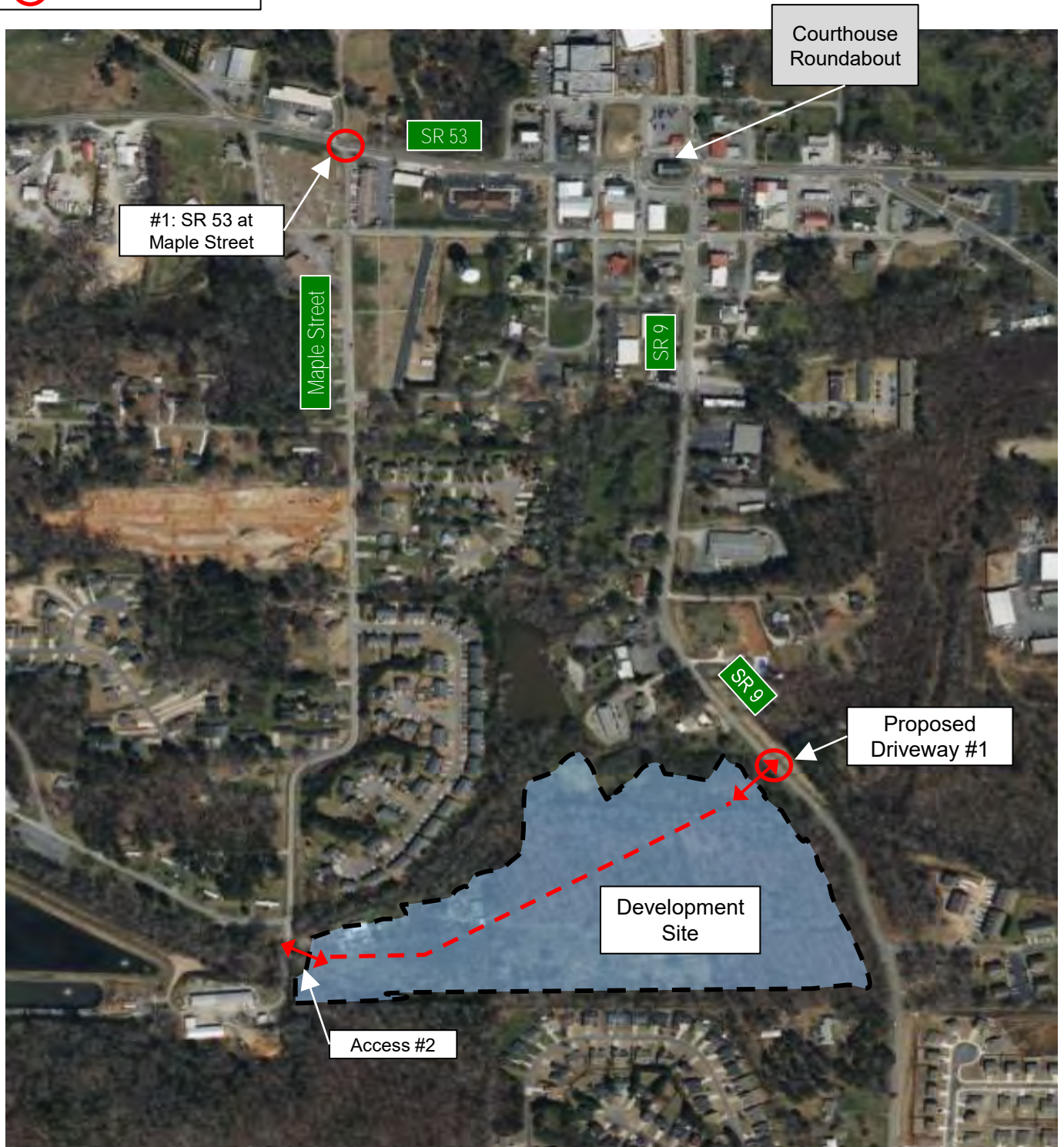
Figures



Not to Scale

Legend:

 Study Intersection



Not to Scale



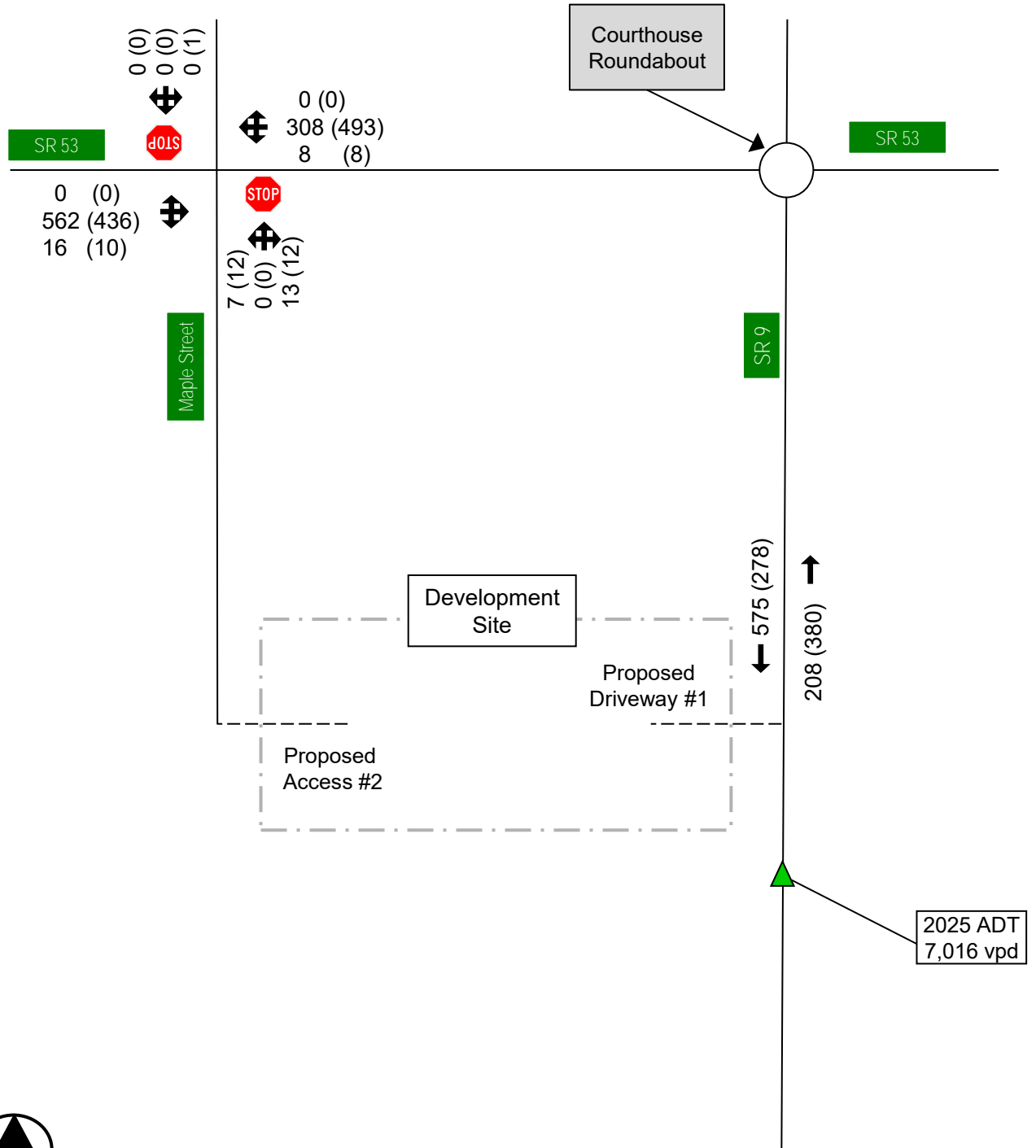
**Traffic Impact Study
Jenkins Tract
City of Dawsonville, Georgia**

**Aerial &
Access
Locations**

**Figure
2**

LEGEND:

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale



**Traffic Impact Study
Jenkins Tract
City of Dawsonville, Georgia**

**Existing (Year
2025) Traffic
Conditions**

**Figure
3**

Legend:

100 Residential %



Not to Scale



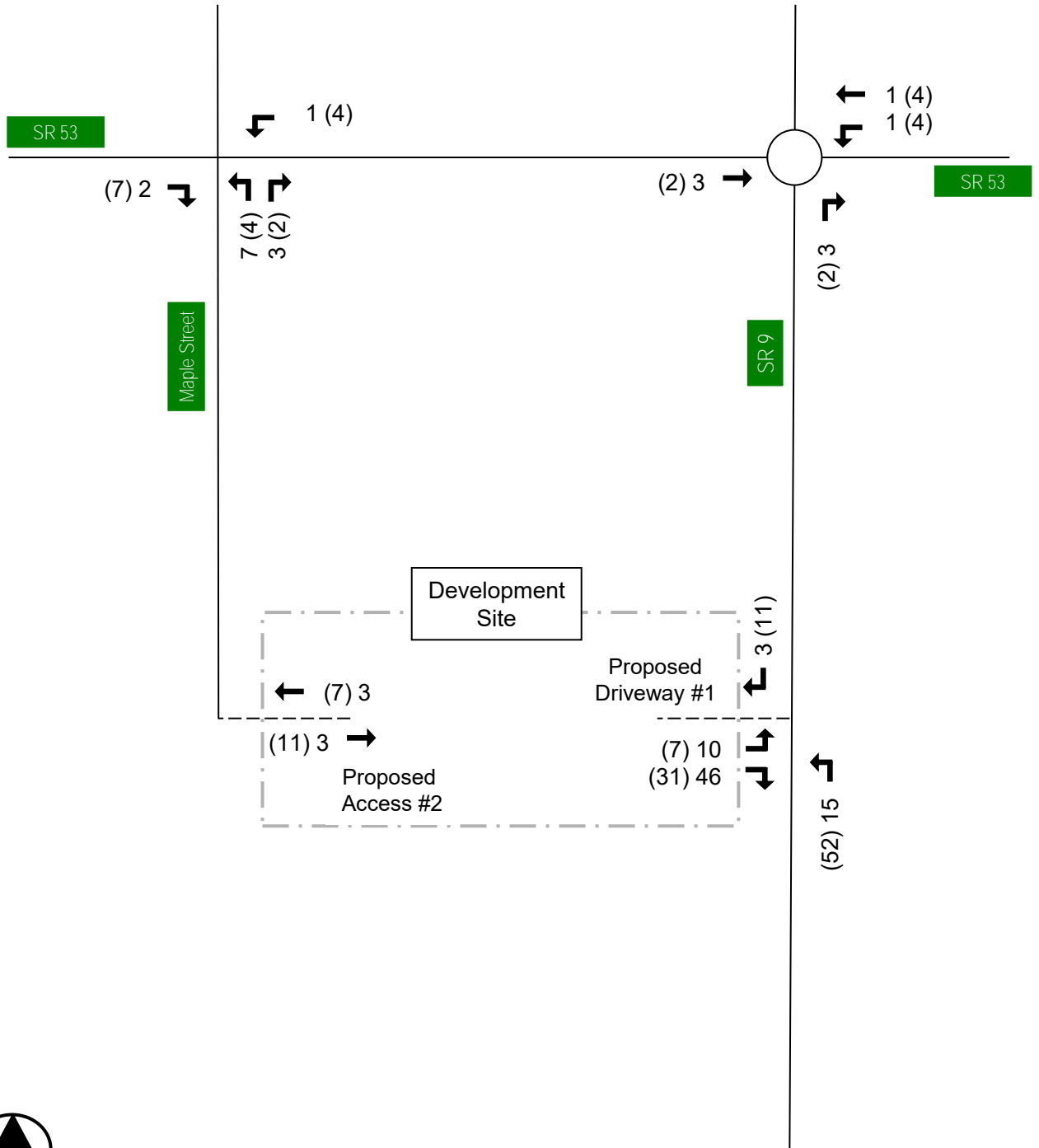
**Traffic Impact Study
Jenkins Tract
City of Dawsonville, Georgia**

**Project Trip
Distribution**

**Figure
4**




LEGEND:

- Traffic Movement
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

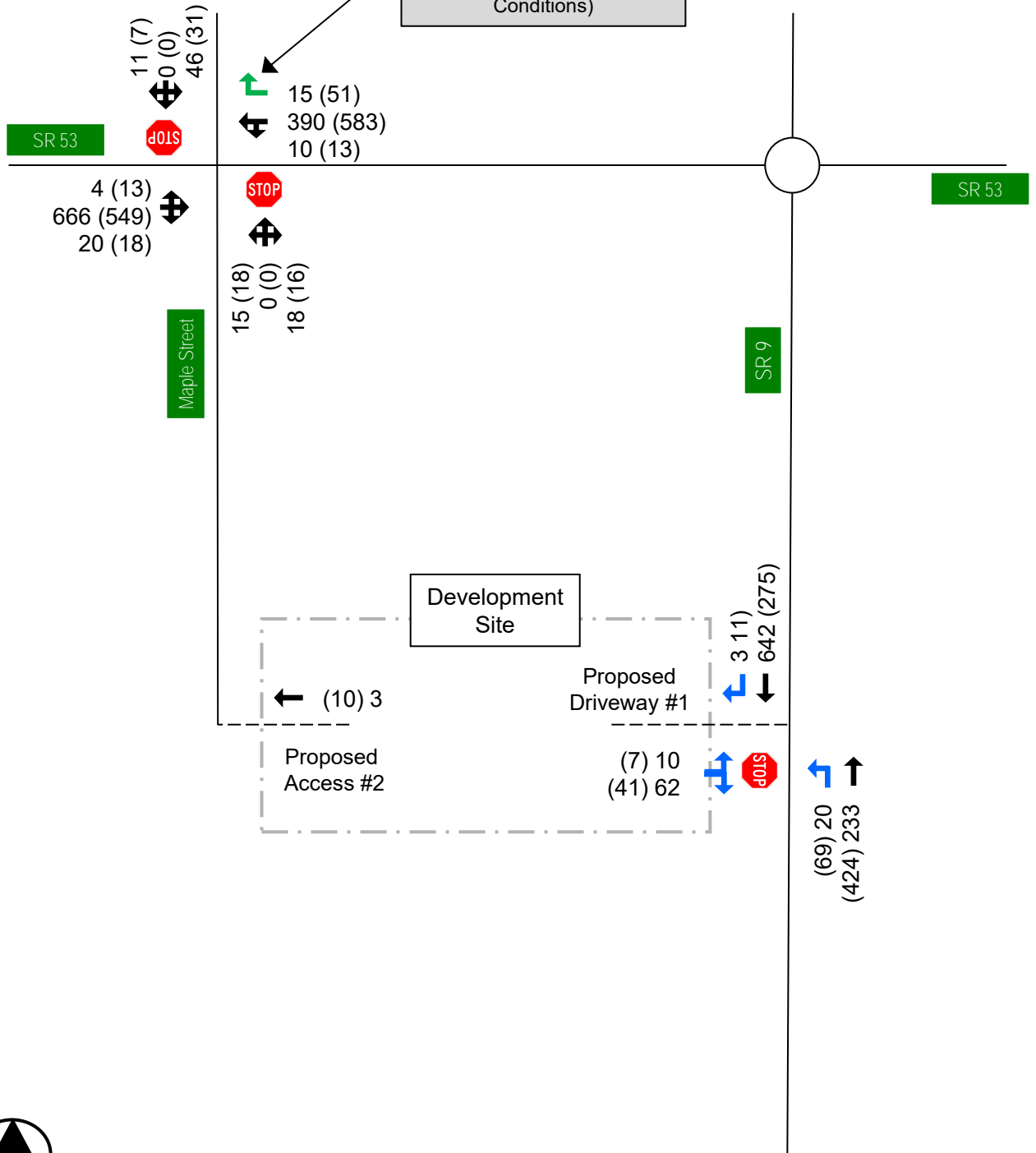


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LEGEND:

-  Existing Roadway Laneage
-  No-Build Roadway Laneage
-  Proposed Roadway Laneage
- XX** AM Peak Hour Traffic Volumes
- (XX)** PM Peak Hour Traffic Volumes

Note: Dawsonville Pointe development proposed to build right-turn lane (included in No-Build Conditions)



Not to Scale



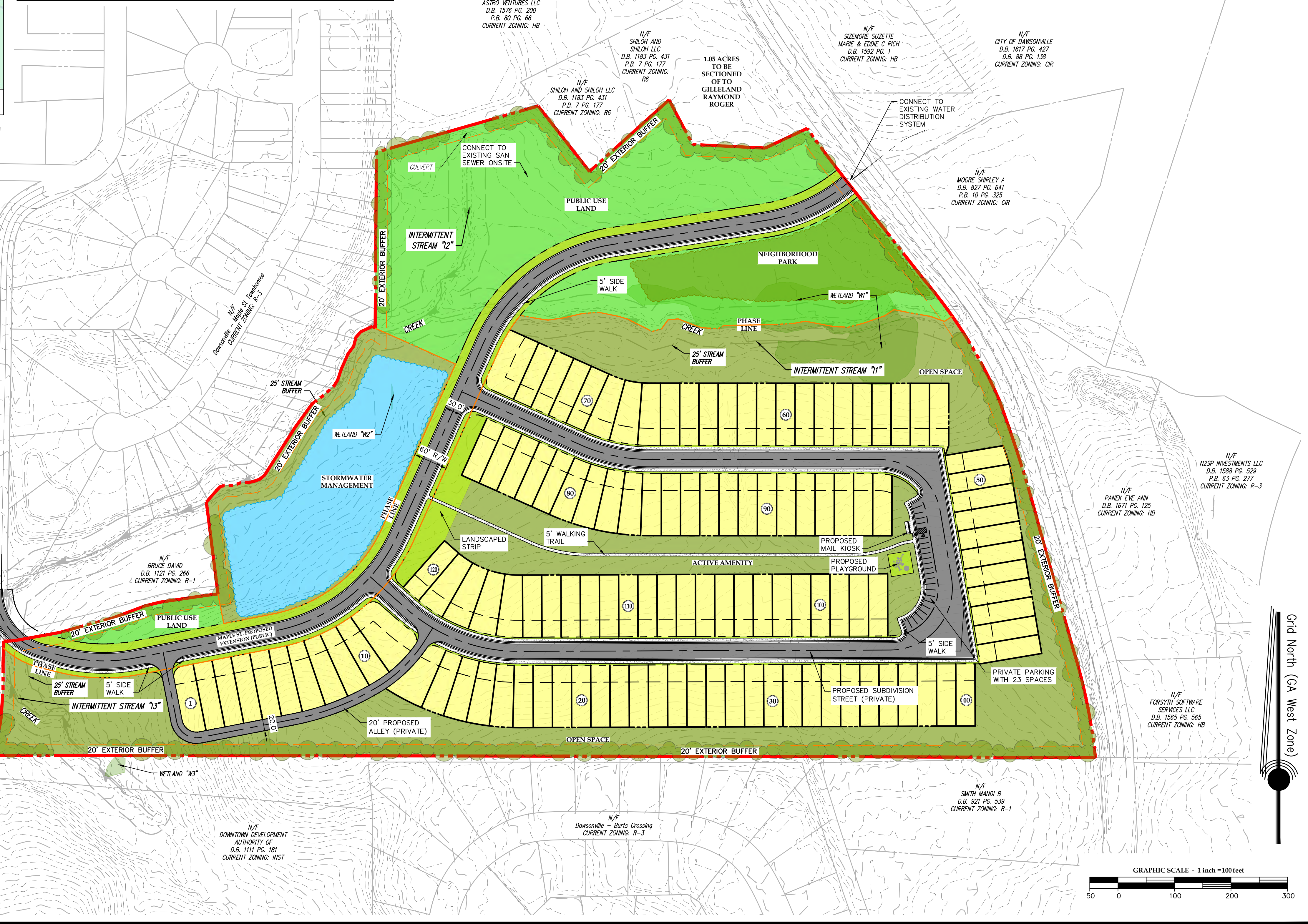
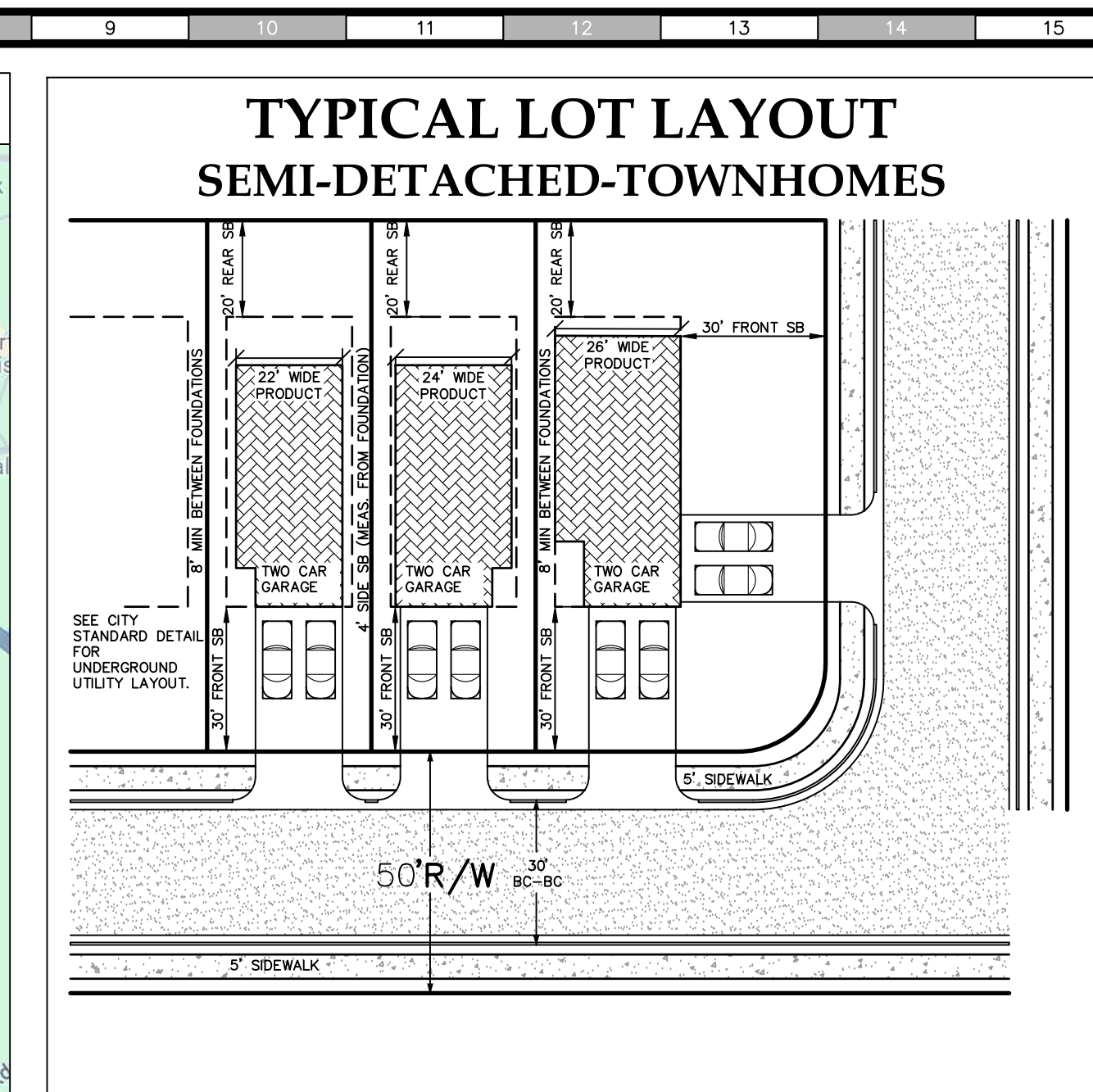
**Traffic Impact Study
Jenkins Tract
City of Dawsonville, Georgia**

**Build
(Year 2029)
Traffic Conditions**

**Figure
6**

Appendix B

Concept Plan



SITE DATA

Parcels: D02-004, D04-010, 093-010
& 093-011

Existing Zoning (Mixed): R-3 – Single-Family Residential
District & R-1 – Restricted Single-Family Residential District

Total Site Area: 33.66 ac

**Proposed Zoning: RPC RESIDENTIAL PLANNED
COMMUNITY**

Open Space: 10.1 ac Required; 30%+ Provided

Gross area: 33.56 ac

Open Space Required (30%): 10.1 ac

Open Space Provided: 14+ ac

Excludes the Detention Pond

Unusable Open Space (3.9 ac)

< 50% of Required Open Space (10.1 ac)

Total Lots: 120 lots

Density Proposed: 3.6 lots/ac (4 Allowed)

Min. House Size Proposed: 1,734 sf heated, 2,100 sf total.

OWNER/DEVELOPER:
PIEDMONT
RESIDENTIAL
285 PARKWAY 575
WOODSTOCK, GA 30188

PHONE: 404-514-8292
EMAIL: jteigel@piedmontresidential.com

24-HOUR CONTACT:
JT EIGEL
404-216-1647
EMAIL: jteigel@piedmontresidential.com

PROJECT:
GILLELAND-JENKINS
TRACT

**LOCATED IN:
LAND LOTS 507 & 508
4th DISTRICT, 1st SECTION
CITY OF DAWSONVILLE
DAWSON COUNTY, GEORGIA**

SHEET TITLE:

**CONCEPT
PLAN**

GEORGIA811
Utilities Protection Center, Inc.
1-800-282-7411
Know what's below.
Call before you dig.

STAMP:

**FOR
REVIEW
ONLY**

DRAWING DATE: 2025-06-05

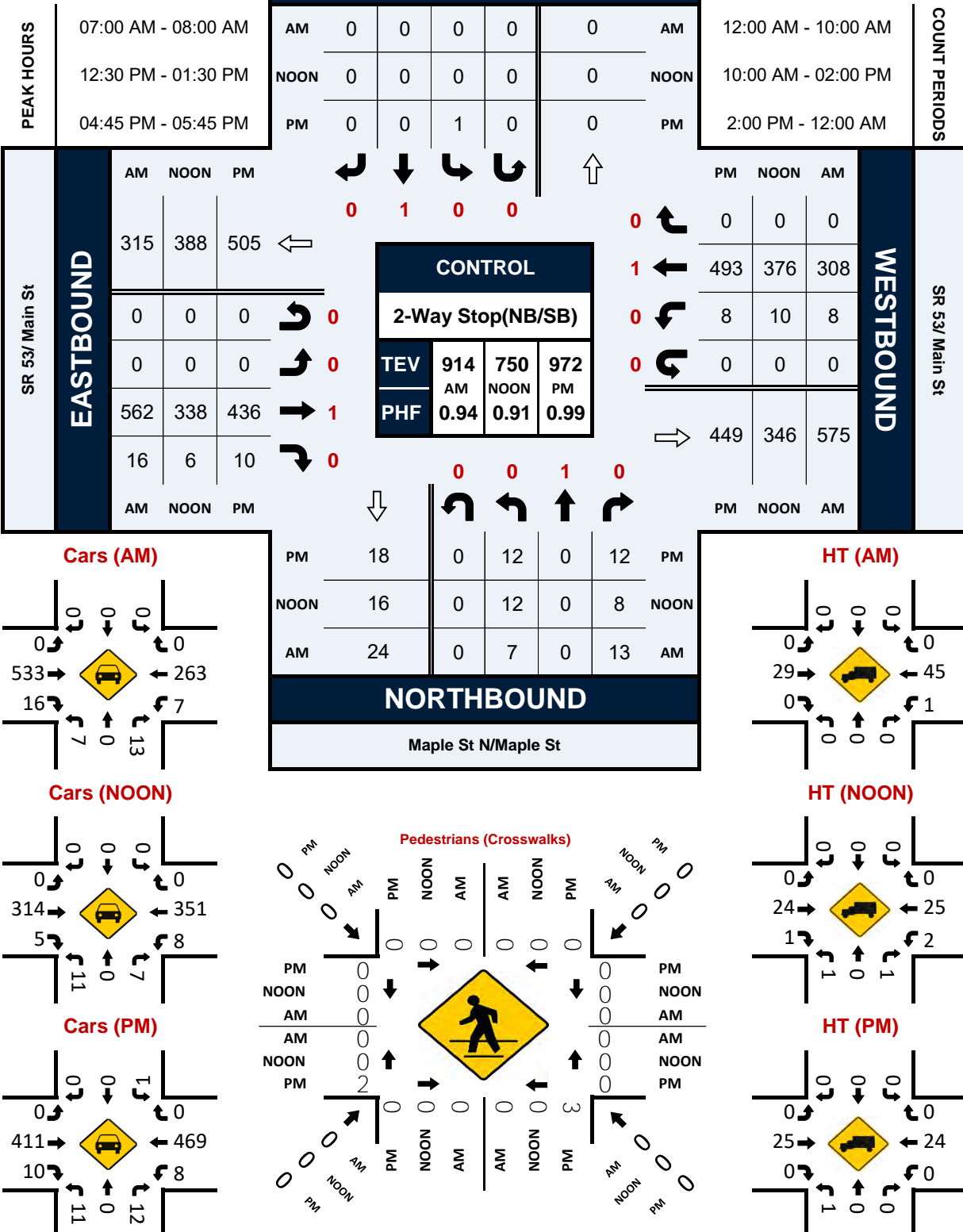
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SHEET:
1 OF 1

Appendix C

Traffic Count Data

Day: Wednesday
Date: 4/23/2025



Project ID: 25-180109-001
Location: Maple St N/Maple St & SR 53/ Main St
City: Dawsonville

Day: Wednesday
Date: 4/23/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Maple St N/Maple St Northbound						Maple St N/Maple St Southbound						SR 53/ Main St Eastbound						SR 53/ Main St Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
12:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	4	1	0	0	0	5	1	4	0	0	0	5	11
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	7	0	0	0	7	10
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	3	0	0	0	3	10
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	4	0	0	0	4	7
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	16	2	0	0	0	18	1	18	0	0	0	19	38
1:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3	0	0	0	3	8
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	1	3
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	3	0	0	0	3	5
1:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3	0	0	0	3	7
Total	0	2	1	0	0	3	0	0	0	0	0	0	0	10	0	0	0	0	10	0	10	0	0	0	10	23
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	3	0	0	0	3	8
2:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	5	0	0	0	5	7
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	6	0	0	0	6	7
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	0	7	0	16	0	0	0	16	24
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	2	0	0	0	2	6
3:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	0	3	0	2	0	0	0	2	6
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	2	0	0	0	2	10
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	1	0	0	0	1	7
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	21	0	0	0	0	21	0	7	0	0	0	7	29
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	3	0	0	0	3	10
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	7	0	0	0	7	17
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	3	0	0	0	3	18
4:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	12	0	0	0	0	12	0	7	0	0	0	7	20
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	44	0	0	0	0	44	0	20	0	0	0	20	65
5:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	19	0	0	0	0	19	0	11	0	0	0	11	31
5:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	37	0	0	0	0	37	0	8	0	0	0	8	47
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	31	0	7	0	0	0	7	38
5:45 AM	2	0	0	0	0	2	0	1	0	0	0	1	0	54	0	0	0	0	54	0	20	0	0	0	20	77
Total	2	0	3	0	0	5	0	1	0	0	0	1	0	141	0	0	0	0	141	0	46	0	0	0	46	193
6:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	61	0	0	0	0	61	0	28	0	0	0	28	90
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0	0	0	74	0	35	0	0	0	35	109
6:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	87	2	0	0	0	89	0	24	0	0	0	24	114
6:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	112	2	0	0	0	114	1	30	0	0	0	31	148
Total	1	0	4	0	0	5	0	0	0	0	0	0	0	334	4	0	0	0	338	1	117	0	0	0	118	461
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	141	0	0	0	0	141	1	56	0	0	0	57	199
7:15 AM	2	0	6	0	0	8	0	0	0	0	0	0	0	163	4	0	0	0	167	3	65	0	0	0	68	243
7:30 AM	2	0	5	0	0	7	0	0	0	0	0	0	0	132	8	0	0	0	140	1	84	0	0	0	85	232
7:45 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	126	4	0	0	0	130	3	103	0	0	0	106	240
Total	7	0	13	0	0	20	0	0	0	0	0	0	0	562	16	0	0	0	578	8	308	0	0	0	316	914
8:00 AM	0	0	3	0	0	3	0	0	0	0	1	0	0	89	1	0	0	0	90	5	97	0	0	0	102	195
8:15 AM	2	0	3	0	2	5	0	0	0	0	0	0	0	90	0	0	2	2	90	2	79	0	0	0	81	176
8:30 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	99	0	0	0	0	99	5	56	0	0	0	61	164
8:45 AM	1	0	3	0	0	4	0	0	0	0	0	0	0	78	0	0	0	0	78	1	78	0	0	0	79	161
Total	5	0	11	0	2	16	0	0	0	0	1	0	0	356	1	0	2	2	357	13	310	0	0	0	323	696
9:00 AM	1	1	2	0	1	4	0	0	0	0	0	0	0	87	0	0	1	1	87	0	69	0	0	0	69	160
9:15 AM	2	0	0	0	0	2	0	0	1	0	0	1	0	79	2	0	1	1	81	1	63	1	0	0	65	149
9:30 AM	1	0	3	0	0	4	0	1	0	0	0	1	0	88	0	0	0	0	88	0	73	0	0	0	73	166
9:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	84	2	0	0	0	86	2	69	0	0	0	71	158
BREAK	5	1	5	0	1	11	0	1	1	0	0	2	0	338	4	0	2	2	342	3	274	1	0	0	278	633
10:00 AM	2	0	2	0	0	4	0	1	0	0	0	1	0	72	1	0	0	0	73	2	90	0	0	0	92	170
10:15 AM	3	0	3	0	0	6	0	0	0	0	0	0	0	85	2	0	0	0	87	3	68	0	0	0	71	164
10:30 AM	1	0	2	0	0	3	0	0	0	0	0	0	0	85	1	0	0	0	86	3	60	0	0	0	63	152
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	71	1	0	0	0	72	0	57	0	0	0	57	129
Total	6	0	7	0	0	13	0	1	0	0	0	1	0	313	5	0	0	0	318	8	275	0	0	0	283	615
11:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	91	0	0	0	0	91	2	61	0	0	0	63	158
11:15 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	67	2	0	0	0	69	1	72	0	0	0	73	146
11:30 AM	2	0	1	0	0	3	0	0	0	0	0	0	0	82	0	0	0	0	82	0	73	0	0	0	73	158
11:45 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	64	2	0	0	0	66	3	62	0	0	0	65	135
Total	8	0	7	0	0	15	0	0	0	0	0	0	0	304	4	0	0	0	308	6	268	0	0	0	274	597
12:00 PM	1	0	0	0	0	1	0	1	0	0	0	1	0	88	2	0	0	0	90	1	76	1	0	0	78	170
12:15 PM	1	0	5	0	0	6	0	0	0	0	0	0	0	89	1	0	0	0	90	1	80	0	0	0	81	177
12:30 PM	5	0	3	0	0	8	0	0	0	0																

BREAK

2:00 PM	0	0	6	0	2	6	1	0	0	0	1	1	1	92	0	0	2	93	3	73	0	0	1	76	176
2:15 PM	2	0	4	0	0	6	0	0	1	0	0	1	0	105	0	0	0	105	3	86	0	0	0	89	201
2:30 PM	5	0	3	0	0	8	1	0	0	0	0	1	0	78	2	0	0	80	2	116	0	0	0	118	207
2:45 PM	3	0	1	0	0	4	0	0	0	0	0	0	0	93	0	0	0	93	1	102	0	0	0	103	200
Total	10	0	14	0	2	24	2	0	1	0	1	3	1	368	2	0	2	371	9	377	0	0	1	386	784
3:00 PM	1	0	5	0	0	6	0	0	0	0	1	0	0	86	4	0	0	90	3	89	0	0	0	92	188
3:15 PM	6	0	4	0	0	10	0	0	0	0	0	0	0	76	2	0	0	78	4	133	0	0	0	137	225
3:30 PM	1	0	2	0	0	3	0	0	0	0	0	0	0	88	1	0	1	89	4	111	0	0	0	115	207
3:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	92	1	0	0	93	9	101	0	0	0	110	205
Total	8	0	13	0	0	21	0	0	0	0	1	0	0	342	8	0	1	350	20	434	0	0	0	454	825
4:00 PM	2	0	2	0	0	4	0	0	0	0	0	0	0	84	0	0	0	84	0	95	0	0	0	95	183
4:15 PM	2	1	0	0	2	3	0	0	0	0	0	0	0	91	0	0	2	91	3	130	0	0	0	133	227
4:30 PM	6	0	2	0	1	8	0	0	0	0	0	0	0	97	3	0	1	100	1	115	0	0	0	116	224
4:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	108	4	0	0	112	5	120	0	0	0	125	241
Total	14	1	4	0	3	19	0	0	0	0	0	0	0	380	7	0	3	387	9	460	0	0	0	469	875
5:00 PM	3	0	7	0	0	10	1	0	0	0	0	1	0	91	3	0	0	94	3	134	0	0	0	137	242
5:15 PM	2	0	4	0	0	6	0	0	0	0	0	0	0	127	2	0	0	129	0	111	0	0	0	111	246
5:30 PM	3	0	1	0	3	4	0	0	0	0	0	0	0	110	1	0	2	111	0	128	0	0	0	128	243
5:45 PM	3	0	3	0	1	6	0	0	0	0	1	0	0	112	2	0	2	114	4	109	0	0	1	113	233
Total	11	0	15	0	4	26	1	0	0	0	1	1	0	440	8	0	4	448	7	482	0	0	1	489	964
6:00 PM	2	0	1	0	0	3	0	0	0	0	1	0	0	90	2	0	0	92	1	107	0	0	1	108	203
6:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	107	0	0	0	107	2	101	1	0	1	104	211
6:30 PM	2	0	4	0	0	6	0	0	0	0	0	0	0	76	0	0	0	76	1	92	0	0	0	93	175
6:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	73	0	0	0	73	3	96	0	0	0	99	173
Total	5	0	5	0	0	10	0	0	0	0	3	0	0	346	2	0	0	348	7	396	1	0	2	404	762
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	54	1	81	0	0	0	82	136
7:15 PM	2	1	3	0	1	6	0	1	0	0	0	1	0	54	0	0	1	54	0	70	0	0	0	70	131
7:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	45	0	0	1	46	1	70	0	0	0	71	118
7:45 PM	3	0	1	0	0	4	0	0	0	0	0	0	0	30	3	0	0	33	1	67	0	0	0	68	105
Total	5	1	4	0	1	10	0	1	1	0	0	2	1	183	3	0	2	187	3	288	0	0	0	291	490
8:00 PM	3	0	1	0	0	4	0	0	0	0	0	0	0	41	2	0	0	43	0	81	0	0	0	81	128
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	1	65	0	0	0	66	98
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	1	61	0	0	0	62	96
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	30	2	0	0	32	2	74	0	0	0	76	108
Total	3	0	1	0	0	4	0	0	0	0	0	0	0	137	4	0	0	141	4	281	0	0	0	285	430
9:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	21	1	0	0	22	2	43	0	0	0	45	69
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	37	0	0	0	37	54
9:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	14	1	0	0	15	1	48	0	0	0	49	65
9:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	21	1	0	0	22	0	25	0	0	0	25	48
Total	1	0	2	0	0	3	0	1	0	0	0	1	0	73	3	0	0	76	3	153	0	0	0	156	236
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	13	1	0	0	14	2	17	1	0	2	20	35
10:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	14	0	0	0	14	0	19	0	0	1	19	33
10:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	13	0	0	0	13	0	11	0	0	0	11	25
10:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	9	0	0	0	10	0	12	0	0	0	12	23
Total	1	0	1	0	0	2	1	0	0	0	1	1	1	49	1	0	0	51	2	59	1	0	3	62	116
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	12	0	0	0	12	16
11:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	5	1	14	0	0	0	15	21
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	10	0	0	0	10	12
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	4	0	0	0	4	7
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	14	0	0	0	14	1	40	0	0	0	41	56
Grand Total	115	6	130	0	15	251	4	7	3	0	8	14	4	5452	83	0	18	5539	119	5329	4	0	7	5452	11256
Apprch %	45.8	2.4	51.8	0.0	6.0		28.6	50.0	21.4	0.0	57.1		0.1	98.4	1.5	0.0	0.3		2.2	97.7	0.1	0.0	0.1		
Total %	1.0	0.1	1.2	0.0	0.1	2.2	0.0	0.1	0.0	0.0	0.1	0.1	0.0	48.4	0.7	0.0	0.2	49.2	1.1	47.3	0.0	0.0	0.1	48.4	
Cars, PU, Vans	110	6	125	0		241	4	7	3	0		14	4	4995	81	0		5080	111	4823	4	0		4938	10273
% Cars, PU, Vans	95.7	100.0	96.2	0.0		96.0	100.0	100.0	100.0	0.0		100.0	100.0	91.6	97.6	0.0		91.7	93.3	90.5	100.0	0.0		90.6	91.3
Heavy trucks	5	0	5	0		10	0	0	0	0		0	0	457	2	0		459	8	506	0	0		514	983
%Heavy trucks	4.3	0.0	3.8	0.0		4.0	0.0	0.0	0.0	0.0		0.0	0.0	8.4	2.4	0.0		8.3	6.7	9.5	0.0	0.0		9.4	8.7

Project ID: 25-180109-001
Location: Maple St N/Maple St & SR 53/ Main St
City: Dawsonville

PEAK HOURS

Day: Wednesday
Date: 4/23/2025

AM

	Maple St N/Maple St Northbound					Maple St N/Maple St Southbound					SR 53/ Main St Eastbound					SR 53/ Main St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 12:00 AM - 10:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	141	0	0	141	1	56	0	0	57	199
7:15 AM	2	0	6	0	8	0	0	0	0	0	0	163	4	0	167	3	65	0	0	68	243
7:30 AM	2	0	5	0	7	0	0	0	0	0	0	132	8	0	140	1	84	0	0	85	232
7:45 AM	2	0	2	0	4	0	0	0	0	0	0	126	4	0	130	3	103	0	0	106	240
Total Volume	7	0	13	0	20	0	0	0	0	0	0	562	16	0	578	8	308	0	0	316	914
% App. Total	35.0	0.0	65.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	97.2	2.8	0.0	100	2.5	97.5	0.0	0.0	100	
PHF	0.625										0.865					0.745					0.940
Cars, PU, Vans	7	0	13	0	20	0	0	0	0	0	0	533	16	0	549	7	263	0	0	270	839
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	94.8	100.0	0.0	95.0	87.5	85.4	0.0	0.0	85.4	91.8
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	1	45	0	0	46	75
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.0	12.5	14.6	0.0	0.0	14.6	8.2

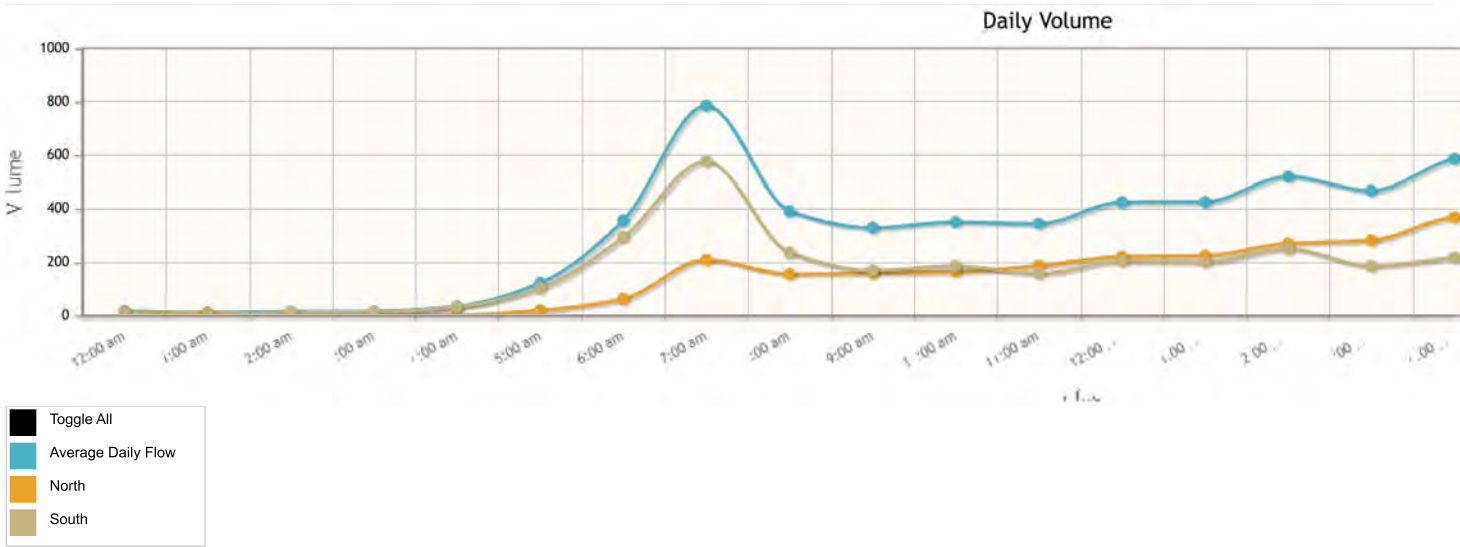
NOON

	Maple St N/Maple St Northbound					Maple St N/Maple St Southbound					SR 53/ Main St Eastbound					SR 53/ Main St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 10:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	5	0	3	0	8	0	0	0	0	0	0	92	0	0	92	2	94	0	0	96	196
12:45 PM	4	0	0	0	4	0	0	0	0	0	0	76	1	0	77	1	105	0	0	106	187
1:00 PM	2	0	3	0	5	0	0	0	0	0	0	78	3	0	81	2	72	0	0	74	160
1:15 PM	1	0	2	0	3	0	0	0	0	0	0	92	2	0	94	5	105	0	0	110	207
Total Volume	12	0	8	0	20	0	0	0	0	0	0	338	6	0	344	10	376	0	0	386	750
% App. Total	60.0	0.0	40.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	98.3	1.7	0.0	100	2.6	97.4	0.0	0.0	100	
PHF	0.625										0.915					0.877					0.906
Cars, PU, Vans	11	0	7	0	18	0	0	0	0	0	0	314	5	0	319	8	351	0	0	359	696
% Cars, PU, Vans	91.7	0.0	87.5	0.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0	92.9	83.3	0.0	92.7	80.0	93.4	0.0	0.0	93.0	92.8
Heavy trucks	1	0	1	0	2	0	0	0	0	0	0	24	1	0	25	2	25	0	0	27	54
%Heavy trucks	8.3	0.0	12.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	16.7	0.0	7.3	20.0	6.6	0.0	0.0	7.0	7.2

PM

	Maple St N/Maple St Northbound					Maple St N/Maple St Southbound					SR 53/ Main St Eastbound					SR 53/ Main St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 12:00 AM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	4	0	0	0	4	0	0	0	0	0	0	108	4	0	112	5	120	0	0	125	241
5:00 PM	3	0	7	0	10	1	0	0	0	1	0	91	3	0	94	3	134	0	0	137	242
5:15 PM	2	0	4	0	6	0	0	0	0	0	0	127	2	0	129	0	111	0	0	111	246
5:30 PM	3	0	1	0	4	0	0	0	0	0	0	110	1	0	111	0	128	0	0	128	243
Total Volume	12	0	12	0	24	1	0	0	0	1	0	436	10	0	446	8	493	0	0	501	972
% App. Total	50.0	0.0	50.0	0.0	100	100.0	0.0	0.0	0.0	100	0.0	97.8	2.2	0.0	100	1.6	98.4	0.0	0.0	100	
PHF	0.600					0.250					0.864					0.914					0.988
Cars, PU, Vans	11	0	12	0	23	1	0	0	0	1	0	411	10	0	421	8	469	0	0	477	922
% Cars, PU, Vans	91.7	0.0	100.0	0.0	95.8	100.0	0.0	0.0	0.0	100.0	0.0	94.3	100.0	0.0	94.4	100.0	95.1	0.0	0.0	95.2	94.9
Heavy trucks	1	0	0	0	1	0	0	0	0	0	0	25	0	0	25	0	24	0	0	24	50
%Heavy trucks	8.3	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.6	0.0	4.9	0.0	0.0	4.8	5.1

Daily Volume Report 085-0105 Wednesday, April 30, 2025



Site Name 085-0105Site ID 0000085_0105Description CRX 038500LCR0426R

Each DirectionTime Period: 1 hourClass: AnyExclude data: None

	Average Daily Flow	North		South	
12:00 am	16	10	62.5%	6	37.5%
01:00 am	10	9	90.0%	1	10.0%
02:00 am	14	3	21.4%	11	78.6%
03:00 am	15	3	20.0%	12	80.0%
04:00 am	34	2	5.9%	32	94.1%
05:00 am	121	19	15.7%	102	84.3%
06:00 am	355	62	17.5%	293	82.5%
07:00 am	783	208	26.6%	575	73.4%
08:00 am	390	155	39.7%	235	60.3%
09:00 am	328	159	48.5%	169	51.5%
10:00 am	349	164	47.0%	185	53.0%
11:00 am	343	186	54.2%	157	45.8%
12:00 pm	423	220	52.0%	203	48.0%
01:00 pm	424	224	52.8%	200	47.2%
02:00 pm	518	269	51.9%	249	48.1%
03:00 pm	466	281	60.3%	185	39.7%
04:00 pm	584	367	62.8%	217	37.2%
05:00 pm	627	380	60.6%	247	39.4%
06:00 pm	440	269	61.1%	171	38.9%
07:00 pm	297	172	57.9%	125	42.1%
08:00 pm	228	141	61.8%	87	38.2%
09:00 pm	145	96	66.2%	49	33.8%
10:00 pm	66	40	60.6%	26	39.4%
11:00 pm	40	26	65.0%	14	35.0%
7am-7pm	5675	2882	50.8%	2793	49.2%
6am-10pm	6700	3353	50.0%	3347	50.0%
6am-12am	6806	3419	50.2%	3387	49.8%
12am-12am	7016	3465	49.4%	3551	50.6%
am Peak	07:00 am	07:00 am		07:00 am	
Peak Volume	783	208		575	
Peak Factor	0.704	0.800		0.648	
pm Peak	05:00 pm	05:00 pm		02:00 pm	
Peak Volume	627	380		249	
Peak Factor	0.974	0.969		0.610	

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Holiday-affected days

Notes on data:
Averages are calculated as the simple average of values across the period.

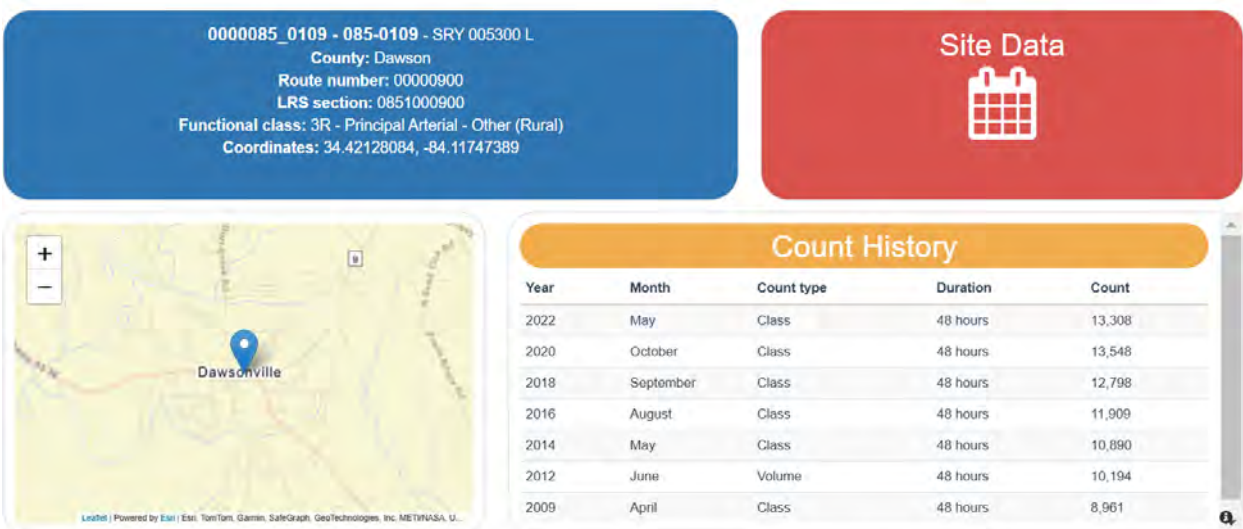
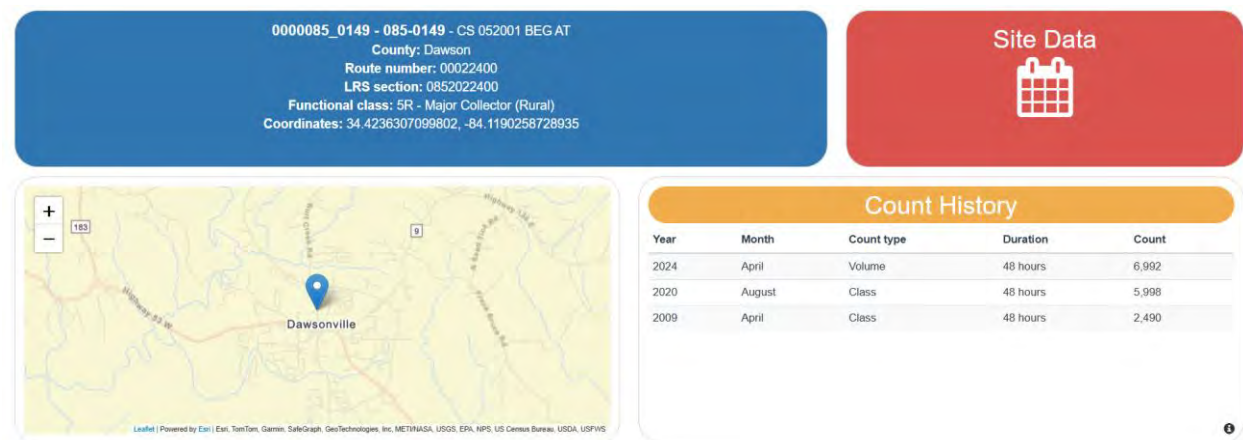
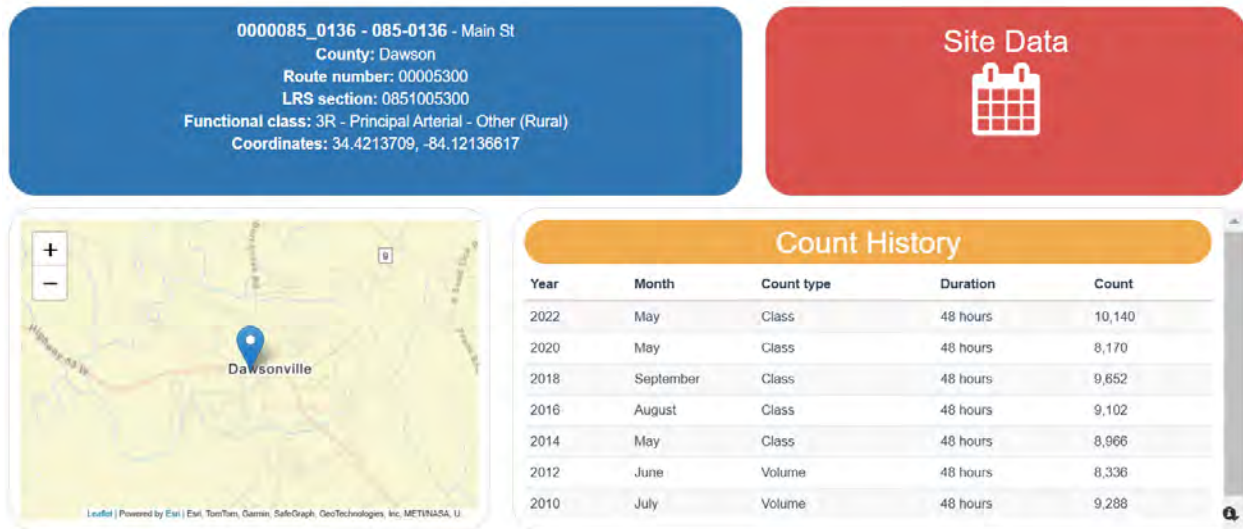
Holidays & Events:
None

Appendix D

GDOT Traffic Data

Location Map of GDOT Count Stations





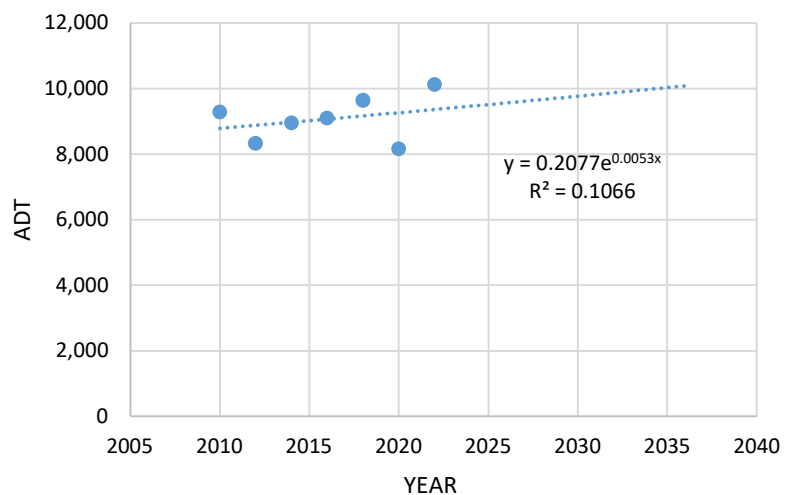
Count Station: GDOT #085-0136
 Street: SR 53
 Location: west of SR 9
 Source: GDOT

YEAR	ADT	TREND
2010	9,288	8800
2011		8800
2012	8,336	8900
2013		8900
2014	8,966	9000
2015		9000
2016	9,102	9100
2017		9100
2018	9,652	9200
2019		9200
2020	8,170	9300
2021		9300
2022	10,140	9400
2023		9400
2024		9500
2025		9500
2026		9600
2027		9600
2028		9700
2029		9700
2030		9800
2031		9800
2032		9900
2033		9900
2034		10000
2035		10000
2036		10100

15-Years of Count Data

Trend Annual Historic Compound Growth Rate

0.55%



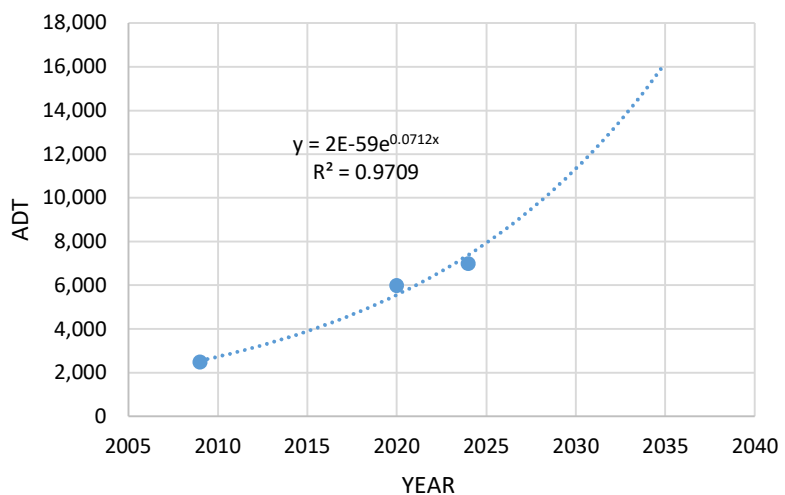
Count Station: GDOT #085-0149
 Street: SR 9
 Location: north of SR 53
 Source: GDOT

YEAR	ADT	TREND
2009	2,490	2500
2010		2700
2011		2900
2012		3100
2013		3400
2014		3600
2015		3900
2016		4200
2017		4500
2018		4800
2019		5200
2020	5,998	5600
2021		6000
2022		6400
2023		6900
2024	6,992	7400
2025		7900
2026		8500
2027		9200
2028		9800
2029		10600
2030		11300
2031		12200
2032		13100
2033		14000
2034		15100
2035		16200

13-Years of Count Data

Trend Annual Historic Compound Growth Rate

7.21%



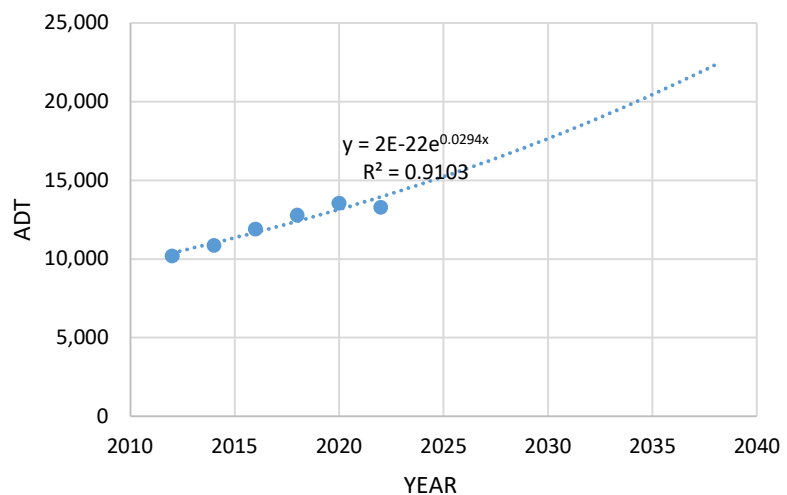
Count Station: GDOT #085-0109
 Street: SR 53
 Location: west of SR 9
 Source: GDOT

YEAR	ADT	TREND
2012	10,194	10400
2013		10700
2014	10,890	11000
2015		11400
2016	11,909	11700
2017		12000
2018	12,798	12400
2019		12800
2020	13,548	13200
2021		13500
2022	13,308	14000
2023		14400
2024		14800
2025		15200
2026		15700
2027		16200
2028		16600
2029		17100
2030		17700
2031		18200
2032		18700
2033		19300
2034		19900
2035		20500
2036		21100
2037		21700
2038		22300

12-Years of Count Data

Trend Annual Historic Compound Growth Rate

2.94%



Appendix E

Intersection Volume Development

Traffic Impact Study
Jenkins Tract
Intersection Traffic Volumes

Intersection: #1 - SR 53 at Maple Street
(Note: S Maple Street will provide access to site)

A.M. PEAK HOUR

Condition	S Maple St Northbound			N Maple St Southbound			SR 53 Eastbound			SR 53 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	7	0	13	0	0	0	0	562	16	8	308	0
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
OTHER: Dawsonville Pointe - Trips				46		11	4					15
OTHER: DRI 4310 Project - Trips								33			43	
No-Build Condition (2029)	8	0	15	46	0	11	4	666	18	9	390	15
Project Trips:												
Trip Distribution IN									10%	5%		
Trip Distribution OUT	10%		5%									
Residential Trips	7	0	3	0	0	0	0	0	2	1	0	0
Total Project Trips	7	0	3	0	0	0	0	0	2	1	0	0
Buildout Total (2029)	15	0	18	46	0	11	4	666	20	10	390	15

P.M. PEAK HOUR

Condition	S Maple St Northbound			N Maple St Southbound			SR 53 Eastbound			SR 53 Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)	12	0	12	1	0	0	0	436	10	8	493	0
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
OTHER: Dawsonville Pointe - Trips				30		7	13					51
OTHER: DRI 4310 Project - Trips								58			28	
No-Build Condition (2029)	14	0	14	31	0	7	13	549	11	9	583	51
Project Trips:												
Trip Distribution IN									10%	5%		
Trip Distribution OUT	10%		5%									
Residential Trips	4	0	2	0	0	0	0	0	7	4	0	0
Total Project Trips	4	0	2	0	0	0	0	0	7	4	0	0
Buildout Total (2029)	18	0	16	31	0	7	13	549	18	13	583	51

Traffic Impact Study
Jenkins Tract
Intersection Traffic Volumes

Intersection: #2 - SR 9 at Proposed Dwy #1

A.M. PEAK HOUR

Condition	SR 9 Northbound			SR 9 Southbound			Proposed Dwy #1 Eastbound			N/A Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)		208			575							
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
OTHER: Dawsonville Pointe - Trips		4			11							
OTHER: DRI 4310 Project - Trips		0			0							
No-Build Condition (2029)	0	238	0	0	658	0	0	0	0	0	0	0
Project Trips:												
Trip Distribution IN	70%					15%						
Trip Distribution OUT							15%		70%			
Residential Trips	15	0	0	0	0	3	10	0	46	0	0	0
Total Project Trips	15	0	0	0	0	3	10	0	46	0	0	0
Re-routed trips due to new street connection	5	-5			-16				16			
Buildout Total (2029)	20	233	0	0	642	3	10	0	62	0	0	0

P.M. PEAK HOUR

Condition	SR 9 Northbound			SR 9 Southbound			Proposed Dwy #1 Eastbound			N/A Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)		380			247							
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126	1.126
OTHER: Dawsonville Pointe - Trips		13			7							
OTHER: DRI 4310 Project - Trips		0			0							
No-Build Condition (2029)	0	441	0	0	285	0	0	0	0	0	0	0
Project Trips:												
Trip Distribution IN	70%					15%						
Trip Distribution OUT							15%		70%			
Residential Trips	52	0	0	0	0	11	7	0	31	0	0	0
Total Project Trips	52	0	0	0	0	11	7	0	31	0	0	0
Re-routed trips due to new street connection	17	-17			-10				10			
Buildout Total (2029)	69	424	0	0	275	11	7	0	41	0	0	0

Appendix F

Capacity Analysis Reports

Existing Year 2025

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	0	562	16	8	308	0	7	0	13	0	0	0
Future Vol, veh/h	0	562	16	8	308	0	7	0	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	598	17	9	328	0	7	0	14	0	0	0






Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	328	0	0	615	0	0	951	951	606	943	960	328
Stage 1	-	-	-	-	-	-	606	606	-	345	345	-
Stage 2	-	-	-	-	-	-	345	345	-	598	615	-
Critical Hdwy	4.15	-	-	4.15	-	-	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	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1215	-	-	950	-	-	240	260	497	243	257	714
Stage 1	-	-	-	-	-	-	484	487	-	671	636	-
Stage 2	-	-	-	-	-	-	671	636	-	489	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1215	-	-	950	-	-	237	257	497	233	254	714
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	257	-	233	254	-
Stage 1	-	-	-	-	-	-	484	487	-	663	629	-
Stage 2	-	-	-	-	-	-	663	629	-	475	482	-







Approach	EB		WB		NB		SB
HCM Ctrl Dly, s/v	0		0.22		15.66		0
HCM LOS					C		A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	359	1215	-	-	46	-	-	-
HCM Lane V/C Ratio	0.059	-	-	-	0.009	-	-	-
HCM Ctrl Dly (s/v)	15.7	0	-	-	8.8	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-






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	436	10	8	493	0	12	0	12	1	0	0
Future Vol, veh/h	0	436	10	8	493	0	12	0	12	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	440	10	8	498	0	12	0	12	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	451	0	0	960	960	445	955	965	498
Stage 1	-	-	-	-	-	-	445	445	-	514	514	-
Stage 2	-	-	-	-	-	-	514	514	-	440	451	-
Critical Hdwy	4.15	-	-	4.15	-	-	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	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1051	-	-	1094	-	-	236	257	613	238	255	572
Stage 1	-	-	-	-	-	-	592	574	-	543	535	-
Stage 2	-	-	-	-	-	-	543	535	-	596	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1094	-	-	234	254	613	231	252	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	234	254	-	231	252	-
Stage 1	-	-	-	-	-	-	592	574	-	538	530	-
Stage 2	-	-	-	-	-	-	538	530	-	584	571	-
Approach	EB		WB				NB			SB		
HCM Ctrl Dly, s/v	0		0.13				16.45			20.64		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	339	1051	-	-	29	-	-	231				
HCM Lane V/C Ratio	0.072	-	-	-	0.007	-	-	0.004				
HCM Ctrl Dly (s/v)	16.4	0	-	-	8.3	0	-	20.6				
HCM Lane LOS	C	A	-	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0				

No Build Year 2029

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	666	18	9	390	15	8	0	15	46	0	11
Future Vol, veh/h	4	666	18	9	390	15	8	0	15	46	0	11
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	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	4	673	18	9	394	15	8	0	15	46	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	691	0	0	1102	1117	682	1093	1111	394
Stage 1	-	-	-	-	-	-	690	690	-	412	412	-
Stage 2	-	-	-	-	-	-	412	427	-	681	699	-
Critical Hdwy	4.15	-	-	4.15	-	-	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	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1134	-	-	890	-	-	189	207	450	192	209	655
Stage 1	-	-	-	-	-	-	435	446	-	617	594	-
Stage 2	-	-	-	-	-	-	617	585	-	440	442	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1134	-	-	890	-	-	182	203	450	182	205	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	203	-	182	205	-
Stage 1	-	-	-	-	-	-	433	443	-	609	586	-
Stage 2	-	-	-	-	-	-	598	577	-	423	439	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.2			18.11			28.31		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	298	10	-	-	41	-	-	211				
HCM Lane V/C Ratio	0.078	0.004	-	-	0.01	-	-	0.273				
HCM Ctrl Dly (s/v)	18.1	8.2	0	-	9.1	0	-	28.3				
HCM Lane LOS	C	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	1.1				

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	549	11	9	583	51	14	0	14	31	0	7
Future Vol, veh/h	13	549	11	9	583	51	14	0	14	31	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	13	555	11	9	589	52	14	0	14	31	0	7
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	640	0	0	566	0	0	1193	1245	560	1188	1199	589
Stage 1	-	-	-	-	-	-	586	586	-	607	607	-
Stage 2	-	-	-	-	-	-	607	659	-	581	592	-
Critical Hdwy	4.15	-	-	4.15	-	-	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	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	930	-	-	991	-	-	164	174	528	165	185	508
Stage 1	-	-	-	-	-	-	496	497	-	483	486	-
Stage 2	-	-	-	-	-	-	483	461	-	500	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	930	-	-	991	-	-	156	168	528	155	179	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	168	-	155	179	-
Stage 1	-	-	-	-	-	-	486	487	-	476	479	-
Stage 2	-	-	-	-	-	-	470	454	-	476	484	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	0.2		0.12			21.95			30.73			
HCM LOS						C			D			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	241	41	-	-	27	-	-	178				
HCM Lane V/C Ratio	0.118	0.014	-	-	0.009	-	-	0.216				
HCM Ctrl Dly (s/v)	22	8.9	0	-	8.7	0	-	30.7				
HCM Lane LOS	C	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.8				






Build Year 2029

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	666	20	10	390	15	15	0	18	46	0	11
Future Vol, veh/h	4	666	20	10	390	15	15	0	18	46	0	11
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	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	4	709	21	11	415	16	16	0	19	49	0	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	730	0	0	1164	1180	719	1153	1174	415
Stage 1	-	-	-	-	-	-	728	728	-	436	436	-
Stage 2	-	-	-	-	-	-	436	452	-	717	738	-
Critical Hdwy	4.15	-	-	4.15	-	-	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	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1113	-	-	861	-	-	171	190	428	174	192	638
Stage 1	-	-	-	-	-	-	415	429	-	599	580	-
Stage 2	-	-	-	-	-	-	599	570	-	421	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1113	-	-	861	-	-	164	186	428	163	187	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	186	-	163	187	-
Stage 1	-	-	-	-	-	-	412	426	-	589	570	-
Stage 2	-	-	-	-	-	-	578	561	-	399	421	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.22			21.92			32.56		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	248	10	-	-	45	-	-	190				
HCM Lane V/C Ratio	0.142	0.004	-	-	0.012	-	-	0.319				
HCM Ctrl Dly (s/v)	21.9	8.2	0	-	9.2	0	-	32.6				
HCM Lane LOS	C	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	1.3				

HCM 7th TWSC
2: Driveway #1 & SR 9

Build AM 2029

Intersection						
Int Delay, s/veh	1.4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↘	↑	↘	
Traffic Vol, veh/h	642	3	20	233	10	62
Future Vol, veh/h	642	3	20	233	10	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	698	3	22	253	11	67
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	701	0	995	698
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	297	-
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	-	-	896	-	272	441
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	896	-	265	441
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	736	-
Approach	SE		NW		NE	
HCM Ctrl Dly, s/v	0		0.72		16.06	
HCM LOS					C	
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	403	896	-	-	-	
HCM Lane V/C Ratio	0.194	0.024	-	-	-	
HCM Ctrl Dly (s/v)	16.1	9.1	-	-	-	
HCM Lane LOS	C	A	-	-	-	
HCM 95th %tile Q(veh)	0.7	0.1	-	-	-	

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	13	549	18	13	583	51	18	0	16	31	0	7
Future Vol, veh/h	13	549	18	13	583	51	18	0	16	31	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	13	555	18	13	589	52	18	0	16	31	0	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	640	0	0	573	0	0	1205	1257	564	1196	1214	589
Stage 1	-	-	-	-	-	-	590	590	-	615	615	-
Stage 2	-	-	-	-	-	-	615	667	-	581	599	-
Critical Hdwy	4.15	-	-	4.15	-	-	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	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	930	-	-	985	-	-	161	171	525	163	181	508
Stage 1	-	-	-	-	-	-	494	495	-	478	482	-
Stage 2	-	-	-	-	-	-	478	457	-	500	490	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	930	-	-	985	-	-	152	164	525	151	174	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	164	-	151	174	-
Stage 1	-	-	-	-	-	-	484	485	-	468	472	-
Stage 2	-	-	-	-	-	-	462	447	-	474	480	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.2			0.17			23.55			31.46		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	228	40	-	-	39	-	-	174				
HCM Lane V/C Ratio	0.15	0.014	-	-	0.013	-	-	0.221				
HCM Ctrl Dly (s/v)	23.5	8.9	0	-	8.7	0	-	31.5				
HCM Lane LOS	C	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.8				

HCM 7th TWSC
2: Driveway #1 & SR 9

Build PM 2029

Intersection						
Int Delay, s/veh	1.3					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	275	11	69	424	7	41
Future Vol, veh/h	275	11	69	424	7	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	299	12	75	461	8	45
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	311	0	910	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	611	-
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	-	-	1250	-	305	741
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	287	741
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	509	-
Approach	SE		NW		NE	
HCM Ctrl Dly, s/v	0		1.13		11.55	
HCM LOS	B					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	602	1250	-	-	-	
HCM Lane V/C Ratio	0.087	0.06	-	-	-	
HCM Ctrl Dly (s/v)	11.6	8.1	-	-	-	
HCM Lane LOS	B	A	-	-	-	
HCM 95th %tile Q(veh)	0.3	0.2	-	-	-	

Appendix G

GDOT ICE Report

GDOT PI#: Request By:
 County: GDOT District:
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

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

2029 OPENING YEAR VOLUMES

645 (286) [8100]							
(0) (11) (275) (0)							
SB SR 9	0	3	642	0	WB Driveway		
	Peds	↔	↔	↔	↔	0	(0)
	↔	↔	↔	↔	↔	0	(0)
	↔	↔	↔	↔	↔	0	(0)
2029 Intersection Daily Entering Volume (est):				7,100			
EB Driveway	20	233	0	0	NB SR 9		
	(69)	(424)	(0)	(0)			
	253 (493) [8700]						

LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

APPROACH SPLITS:

SR 9: 100%
 Driveway: 0%

2025 EXISTING YEAR VOLUMES

575 (247) [7100]							
(0) (0) (247) (0)							
SB SR 9	0	0	575	0	WB Driveway		
	Peds	↔	↔	↔	↔	0	(0)
	↔	↔	↔	↔	↔	0	(0)
	↔	↔	↔	↔	↔	0	(0)
2025 Intersection Daily Entering Volume (est):				7,100			
EB Driveway	0	208	0	0	NB SR 9		
	(0)	(380)	(0)	(0)			
	208 (380) [7100]						

PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	0%	8%	8%

2049 DESIGN YEAR VOLUMES

820 (361) [10200]							
(0) (11) (350) (0)							
SB SR 9	0	3	817	0	WB Driveway		
	Peds	↔	↔	↔	↔	0	(0)
	↔	↔	↔	↔	↔	0	(0)
	↔	↔	↔	↔	↔	0	(0)
2049 Intersection Daily Entering Volume (est):				11,150			
EB Driveway	20	296	0	0	NB SR 9		
	(69)	(539)	(0)	(0)			
	316 (608) [10900]						

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

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

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

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

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

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

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

GDOT PI #	N/A	<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p>1. Does alternative address the project need in a balanced manner and in scale with the project?</p> <p>2. Does alternative improve safety performance in terms of reducing severe crashes?</p> <p>3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?</p> <p>4. Does alternative improve (or preserve) traffic characteristics (congestion, delay, reliability, etc.)?</p> <p>5. Does alternative appear feasible given the site respect to other project factors?</p> <p>6. Does alternative appear feasible given the site respect to other project factors?</p> <p>7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</p>							
Project Location:	SR 9 @ Driveway								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	KCI Technologies								
Date:	7/31/2025								
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>		<p>Screening Decision Justification:</p>							
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Proposed condition
	Conventional (All-Way Stop)	No	Yes	No	No	No	No	No	Does not meet AWS warrants
	Mini Roundabout	No	No	No	No	No	No	No	No appropriate for arterial
	Single Lane Roundabout	No	Yes	Yes	Yes	No	No	No	Limited ROW available
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Not a multilane roadway
	RCUT (stop control)	No	No	No	No	No	No	No	No down stream U-turn location in close proximity
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No down stream U-turn location in close proximity
	High-T (unsignalized)	No	No	No	No	No	No	No	Limited ROW available
	Offset-T Intersections	No	No	No	No	No	No	No	Not a four leg intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Does not meet signal warrants
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Does not meet signal warrants
	RCUT (signalized)	No	No	No	No	No	No	No	Does not meet signal warrants
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Does not meet signal warrants
	Continuous Green-T	No	No	No	No	No	No	No	Does not meet signal warrants
	Jughandle	No	No	No	No	No	No	No	Not intersection of two major streets
	Quadrant Roadway	No	No	No	No	No	No	No	Not intersection of two major streets
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

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

Waiver Request - Level 2 / 3

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

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

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

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

Project Information: Location: SR 9 @ Driveway
County: Dawson
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): N/A
Requested By: Developer
Prepared By: KCI Technologies
Date: 7/31/2025

Waiver Request Type: Driveway Permit

Traffic and Operations Data:^{1,2}

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	7,016	
Existing Minor Street Avg Daily Traffic (ADT):	970	
Analysis Period:	AM Peak	PM Peak
2029 Opening Yr Peak Hour Intersection Delay:	16.1 sec	11.6 sec
2029 Opening Yr Peak Hour Intersection V/C:	0.19	0.09
2049 Design Yr Peak Hour Intersection Delay:	20.8 sec	12.9 sec
2049 Design Yr Peak Hour Intersection V/C:	0.26	0.10

Crash Data (Required): ³						
Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Crash Data: Enter most recent 5 years of crash data						
Angle	0	0	0	0	0	#DIV/0!
Head-On	0	0	0	0	0	#DIV/0!
Rear End	0	0	0	0	0	#DIV/0!
Sideswipe - same	0	0	0	0	0	#DIV/0!
Sideswipe - opposite	0	0	0	0	0	#DIV/0!
Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
TOTALS:	0	0	0	0	0	0

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

Description of Work / Justification for Waiver (Required): The Jenkins Tract residential development proposes to build a new driveway and install a dedicated northbound left-turn lane and southbound right-turn deceleration lane along SR 9 to accommodate the development traffic.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Andrew Antweiler, PE, PTOE, RSP1 **Date:** 7/31/2025

Title: Consultant Engineer

APPROVED BY: **Date:**

Name:

District Engineer or (Approved Delegate)

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

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

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

Steven L. Jones | Partner
Direct Dial: 678.336.7282
Cell Phone: 404.218.2756
E-mail: sjones@taylorduma.com

Wednesday, June 4, 2025

VIA EMAIL: bob.bolz@dawsonville-ga.gov

City of Dawsonville, Georgia
Planning and Zoning Department
c/o The Office of the City Manager
Attn: Mr. Bob Bolz, City Manager
415 Highway 53 East, Suite 100
Dawsonville, Georgia 30534



**Re: Dawson County Tax Assessor Parcel Identification Numbers set forth on Attachment "A"¹ hereto;
Rezoning Application regarding the Property (the "Rezoning Application" or the "Application").**

Dear City Council of the City of Dawsonville, Georgia:

On behalf of our client, PR Land Investments, LLC (the "**Applicant**"), please accept this letter as the letter of intent (this "**Letter of Intent**") or (this "**LOI**") pertaining to the Application and requesting to rezone 33.5 +/- acres (the "**Property**") fronting on Georgia State Route 9 ("**Highway 9**") and Maple Street. The Application seeks to rezone the Property from the R-1, Restricted Single Family Residential zoning district ("**R-1**") and R-3, Single-Family Residential District ("**R-3**") to the RPC Residential Planned Community zoning district ("**RPC**"), under the Zoning Ordinance of the City of Dawsonville (the "**Zoning Ordinance**"), codified as Appendix A to The Code of Dawsonville, Georgia. The majority of the Property is currently owned by two long-time families and stalwarts of the City of Dawsonville – the Jenkins' and the Gillelands.

The Application and the concept plan (the "**Concept Plan**" and together with the Application, the "**Master Plan**") submitted with the Application propose a development (the "**Project**" or the "**Development**"), which consists of the following:

- (A) 120 single-family semi-detached homes, which pursuant to the City's definition of "density"² yields 3.6 dwelling units per acre, which density is less than and consistent with the RPC's envisioned density of 4 multifamily units per acre;
- (B) The construction, at the Applicant's expense, and dedication of an extension of Maple Street (the "**Maple Street Extension**") connecting that street to Highway 9; and

¹ All attachments to this letter are incorporated by reference as if fully set forth herein.

² Section 301 of the Zoning Ordinance (defined below) defines "density" as "[t]he number of dwelling units developed, or to be developed, per gross acre of land, or the gross square footage of a building per acre of land." Unlike other zoning districts, the RPC zoning district does not further specify how density is calculated.

- (C) A proposed public park ("**Maple Street Extension Park**") fronting on Highway 9 and Maple Street and other public land fronting on the Maple Street Extension. Together, the Maple Street Extension and the Maple Street Extension Park (collectively, the "**Public Use Land**") consist of approximately 14 acres. The Public Use Land is labeled on the Concept Plan as such. The Public Use Land will be dedicated pursuant to, and at the time of recording of, the final plat for the Project and the exact dimensions of the same will be as set forth on that final plat.

The proposed homes in the Project will be semi-detached, townhome-style, fee simple houses. Under the Zoning Ordinance semi-detached buildings are considered multifamily dwellings.³ Each semi-detached building will be comprised of two or three homes. The dwellings will be semi-detached because they will share an underground footing or foundation wall, to provide better aesthetics than a traditional, fully attached townhome. However, should it be the desire of the Council, the Applicant is willing to include an above ground element between connected, semi-detached dwellings, such as a connecting knee wall with a gate.

The homes that front on Highway 9 and the proposed Maple Street Extension, will be rear loaded with the front façade of the dwellings facing the public right of way to provide an attractive streetscape. There will be approximately 25 unique combinations of potential floor plans and elevations, which may be selected by homebuyers. The floor plans are 22 feet wide, 24 feet wide, or 26 feet wide with 1,737 to 2,281 of square feet of heated space. For this reason, the distance between buildings will range from 8 feet to 12 feet depending on the adjoining floor plans selected by adjacent homebuyers.

There are no required setbacks in the PRC zoning district. However, the lots within the development will be a minimum of 34 feet wide at the build line to accommodate house widths of 22 feet to 26 feet wide. The resulting distance between buildings will be 8 feet to 12 feet, as measured from the foundation and the distance from the foundation to the property line will be no less than 4 feet. The front setback will be 30 feet measured from the garage door to the right-of-way. Based on a 30 foot wide roadway (from back of curb to back of curb), a 2 foot wide landscape strip on each side of the roadway and a 5 foot sidewalk on each side of the roadway, this will result in a distance of 33 feet from the garage door to the sidewalk. The lots are designed to provide a 20 foot deep rear yard.

Should the Council desire longer driveways, to ensure and promote off street parking, driveway lengths can be increased an additional 2 feet by decreasing the width of the street from 30 feet 26 feet from the back of curb to the back of curb (i.e., a 26 foot wide street).

³ Section 301 of the Zoning Ordinance defines "dwelling, multifamily" as "[a] building designed for or occupied exclusively by two or more single housekeeping units with separate kitchen or housekeeping facilities for each family or housekeeping unit, including[, but not limited to,] apartments duplexes, row houses, condominiums, town houses, and similar housing types" Zoning Ordinance § 301. To that end, Section 1803(b) states that permitted uses within the RPC zoning district include (among other things) "[a]partments, duplexes, triplexes, quadplexes, semi-detached residences[, and townhouses]." Zoning Ordinance § 1803(b). Thus, the Zoning ordinance contemplates that semi-detached residences are multifamily dwellings.

The Project fulfils the purpose of the RPC zoning district to “encourag[e] the development of large tracts of land as planned communities; encourage flexible and creative concepts in site planning; preserve the natural environment by encouraging scenic and functional open areas within residential areas; and provide for an efficient use of land resulting in increased efficiency in providing services” Zoning Ordinance § 1801. The semi-detached homes proposed by the Project also fulfil the intent of the RPC zoning district “which advocates [for] the grouping or clustering of lots and buildings on a smaller portion of the [Property] . . . , where the [Applicant] . . . can maintain the same residential density but offer smaller lots, with remaining land dedicated or reserved for open space, agriculture, woodlands[,] or recreation.” Zoning Ordinance § 1802. In other words, the RPC contemplates developments such as the Project.

As required by Section 1802(4)(c) of the Zoning Ordinance, the owners of the Property are set forth on Attachment “A” hereto. Additionally, the Applicant has developed numerous projects of comparable or larger size and has the financial wherewithal to complete the Project. The gross density and types of dwelling units are set forth above. The Project will be developed in one phase. And the open space and landscaping will be consistent with the Concept Plan and all applicable ordinances of the City. As further required Section 1802(4)(c) of the Zoning Ordinance, the Concept Plan shows proposed stormwater management areas. The Project will utilize public water and sewer and all other available utilities, including, but not limited to, electric power and telecommunications. The requirements of Section 1802, and how the Application satisfies each, are summarized in the table below.

<u>Application Requirement under Zoning Ordinance § 1802(4)</u>	<u>Application Reference/Citation to Material Satisfying Application Requirement</u>
Informal pre-application meeting with the Mayor or other Councilmember, the City Manager, and the Planning Director, or designee, as available	Meetings held on in 2025 on May 28th, June 2nd, and June 4th that included the Applicant, the Mayor, other Council members, the City Manager, the Assistant City Manager, the Zoning Admin. Assistant and/or a representative of the City’s third-party planning and zoning consultant
Master plan showing: total property area	This LOI & Att. “F” to this LOI – The Concept Plan
Legal description	Att. “E” to this LOI – Legal Description of the Property
Master plan showing: proposed buildings with approximate square footages and footprints	Att. “F” to this LOI – The Concept Plan (see Typical Lot Detail) & Att. “G” to this LOI – Plan Book
Master plan showing: proposed street layout	Att. “F” to this LOI – The Concept Plan
Master plan showing: existing topographic conditions (min. 5 ft. contour lines)	Att. “F” to this LOI – The Concept Plan
Master plan showing: amenities areas and buildings, including defined open space	Att. “F” to this LOI – The Concept Plan
Traffic Impact Study	Att. “H” to this LOI – Traffic Impact Study (to follow at later date)

Water and sewage disposal and other utility plans	Att. "F" to this LOI – The Concept Plan & The paragraph above this table
A statement of intent containing disclosure of ownership, financial information, of the character of the proposed development, including a summary of gross density, types of dwelling units, stages of the development including completion of amenities, open space and landscaping.	This LOI Att. "F" to this LOI – The Concept Plan Att. "G" to this LOI – Plan Book
A master drainage plan	Att. "F" to this LOI – The Concept Plan

THE ZONING CRITERIA

Section 909 of the Zoning Ordinance sets out certain criteria (the "**Zoning Criteria**") by which the Application should be reviewed. Below, the Zoning Criteria are restated along with the Applicant's analysis of each Zoning Criteria as applied to the Project proposed by the Application.

1. The existing uses and zoning of nearby property and whether the proposed zoning will adversely affect the existing use or usability of nearby property.

The Property is currently bounded by Highway 9, a single-family detached subdivision known as "Burt's Crossing" with a density of 3.5 dwelling units per acre, property of the Downtown Development Authority of the City of Dawsonville, Georgia, the City of Dawsonville Public Works Department, an attached townhome project with a density of 6.3 dwelling units per acre, another attached townhome project, with a density of 5.1 units per acre, an apartment development with a density of approximately 6.9 units per acre, a special events facility, and a duplex development with a density of approximately 10 units per acre.

The density analysis map below shows the density of residential developments in the area near the Property. The Project has a proposed density of 3.6 units per acre, which is less than all but 1 of the residential developments in the immediate vicinity of the Property.

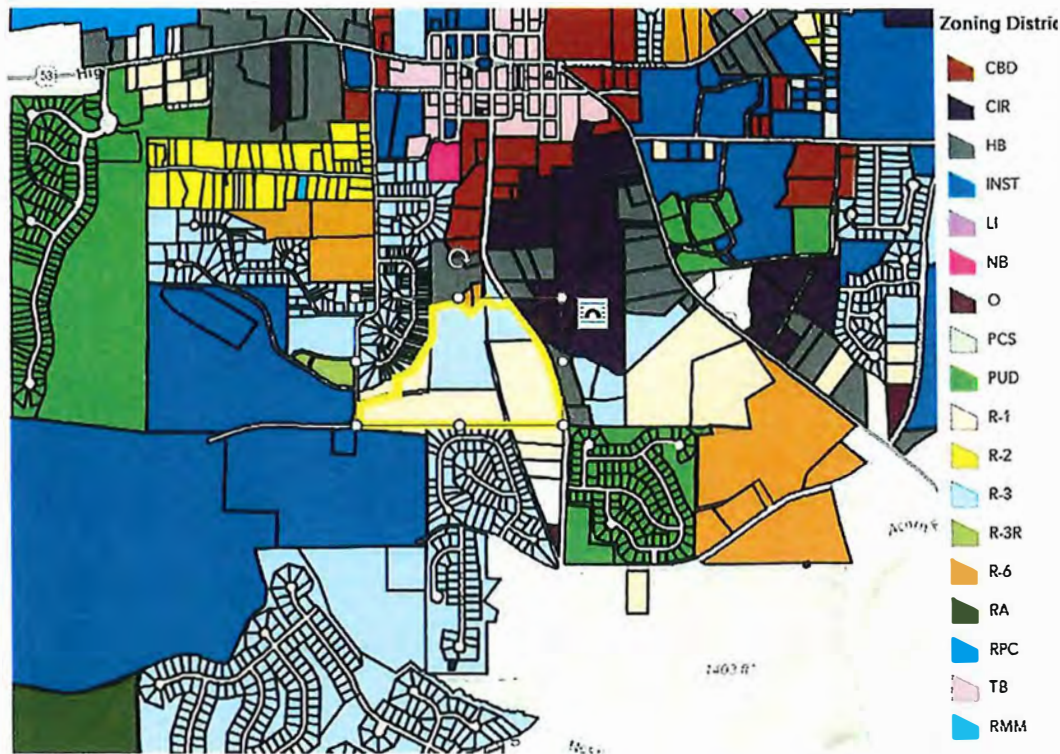
[DENSITY ANALYSIS MAP BEGINS ON NEXT PAGE]



*Density Map
 Comparing proposed density of the Project and nearby developments*

As shown by the excerpt of the Zoning Map below, where the Property is outlined yellow, the zoning districts applied to nearby properties range from R-3, CIR, Restricted Industrial Commercial District (“CIR”), PUD, Planned Unit Development District (“PUD”), HB, Highway Business District (“HB”), Inst, Institutional District (“INST”), R-6, Multiple-Family Residential District (“R-6”), and R-3. In other words, the zoning and use of adjacent and nearby properties is varied from densities comparable to that proposed for the Project by the Application to densities multiple times greater than that proposed for the Project to mixed-use developments envisioned by the City (as further discussed below).

[EXCERPT OF ZONING MAP BEGINS ON NEXT PAGE]



Excerpt of Zoning Map

Thus, the zoning and use of nearby properties is consistent with the Project proposed by the Application. As a result, this criteria weighs in favor of approval of the Application.

2. The extent to which property values are diminished by the particular zoning restrictions.

As shown in the pictures above and as further discussed in response to Zoning Criteria number 9, and as shown by the aerial/satellite map below (where the Property is outlined yellow), the majority of properties near the Property (a) have been developed as residential developments with densities greater than that proposed for the Project, (b) are part of the Downtown Plan (defined below), or (c) are institutional/governmental properties. Thus, the existing zoning applied to the Property, particularly the R-1 zoning, diminishes the value of the Property. Additionally, the Property's value as a whole is diminished by the inability to develop it in a comprehensive manner, consistent with nearby developments. If the Application is not approved, the Applicant and the owners of the Property will be denied the right to develop the Property consistent with existing and proposed development on nearby and adjacent properties. Thus, this criteria supports approval of the Application.

[AERIAL/SATELLITE MAP BEGINS ON NEXT PAGE]



Aerial Overview of Property

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

The Downtown Plan (discussed further in response to Zoning Criteria number 9) proposed for adjacent property and the development of other nearby properties for high density, master planned developments shows that the development trend in the area is towards residential densities comparable to or greater than the residential density proposed by the Project. As a result, there is no destruction of property values as a result of the Project. This Zoning Criteria, therefore, supports approval of the Application.

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

The public would not gain if the Council did not approve the Application; instead, the public would be hindered in that it would be denied a quality development that proposes a residential use that would aid in the development of downtown Dawsonville by placing a semi-detached residential development within the area the subject of the Downtown Plan. More importantly, the public would be denied the components of the Public Use Land. Consequently, this criteria weighs in favor of approval of the Application.

5. The physical suitability of the subject property for development as presently zoned and under the proposed zoning district.

As shown by the Concept Plan, which has been designed by a Georgia professional civil engineer, the Property is suitable for the Project proposed by the Application. Additionally, the Project will comply with the requirements of the RPC zoning district, all zoning conditions imposed on the Property, and all applicable City ordinances. For these reasons, this criteria also supports approval of the Application.

6. The length of time the property has been vacant, considered in the context of land development in the area in the vicinity of the property, and whether there are existing or changed conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the rezoning request.

But for two residential structures, the Property has remained vacant, while the land in the vicinity of the Property has developed with for various uses, including, but not limited to, residential developments with densities comparable to or greater than the density proposed by the Project. Thus, this criteria supports approval of the Application.

7. The zoning history of the subject property.

As shown on Attachment "C" to this Letter of Intent, the Property has not been rezoned, except by adoption of new zoning maps for the City. Accordingly, this factor also weighs in favor of approval of the Application.

8. The extent to which the proposed zoning will result in a use, which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, schools, parks, or other public facilities.

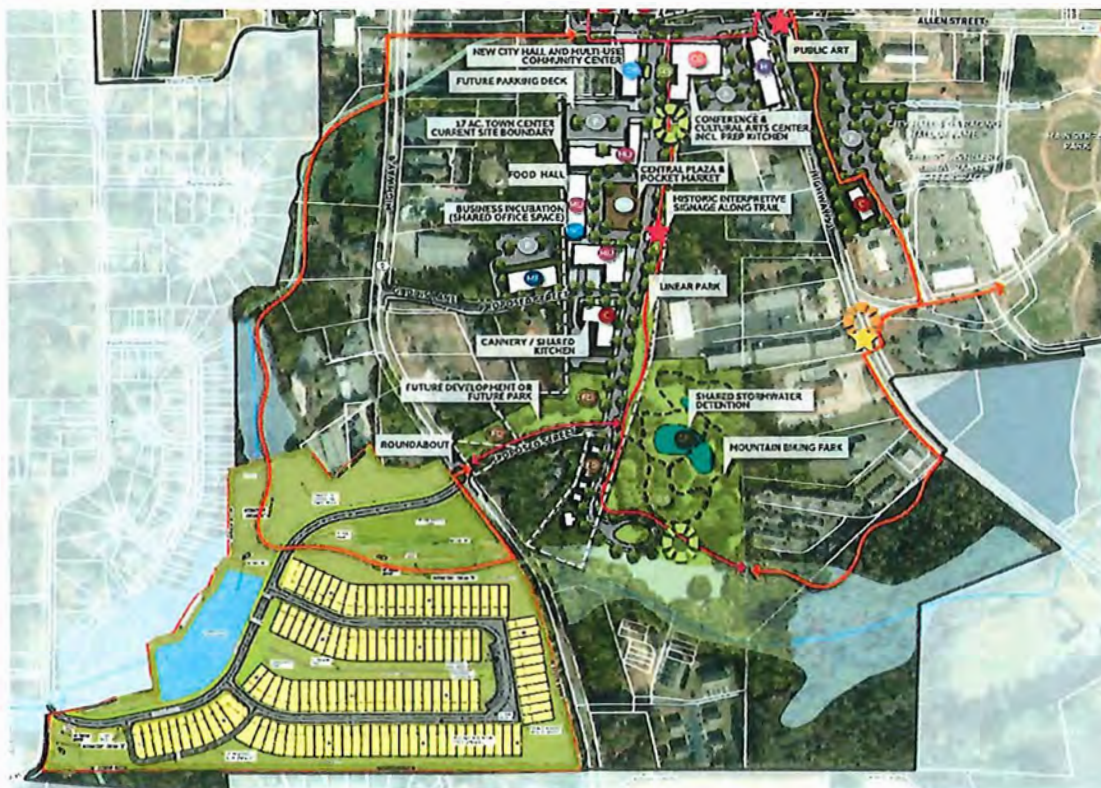
As noted below, the Comp. Plan and the Downtown Plan (both defined below in response to Zoning Criteria number 9) contemplate development and redevelopment of adjacent and nearby properties for a mixture of uses. Additionally, as noted above, nearby properties have been developed with residential densities comparable to or greater than the density of the Project proposed by the Application.

The Project proposes the Maple Street Extension, which will provide transportation connectivity between Maple Street and Highway 9. The Master Plan also proposes more than 14 acres for public use which will relieve the burden and congestion on existing streets, including the traffic circle at the Old Courthouse. For that reason, the Project is unlikely to cause excessive or burdensome use of existing streets, transportation facilities, utilities, schools, parks, or other public facilities. Instead, the Project will contribute new streets, transportation facilities, and parks. Thus, this criteria also supports approval of the Application.

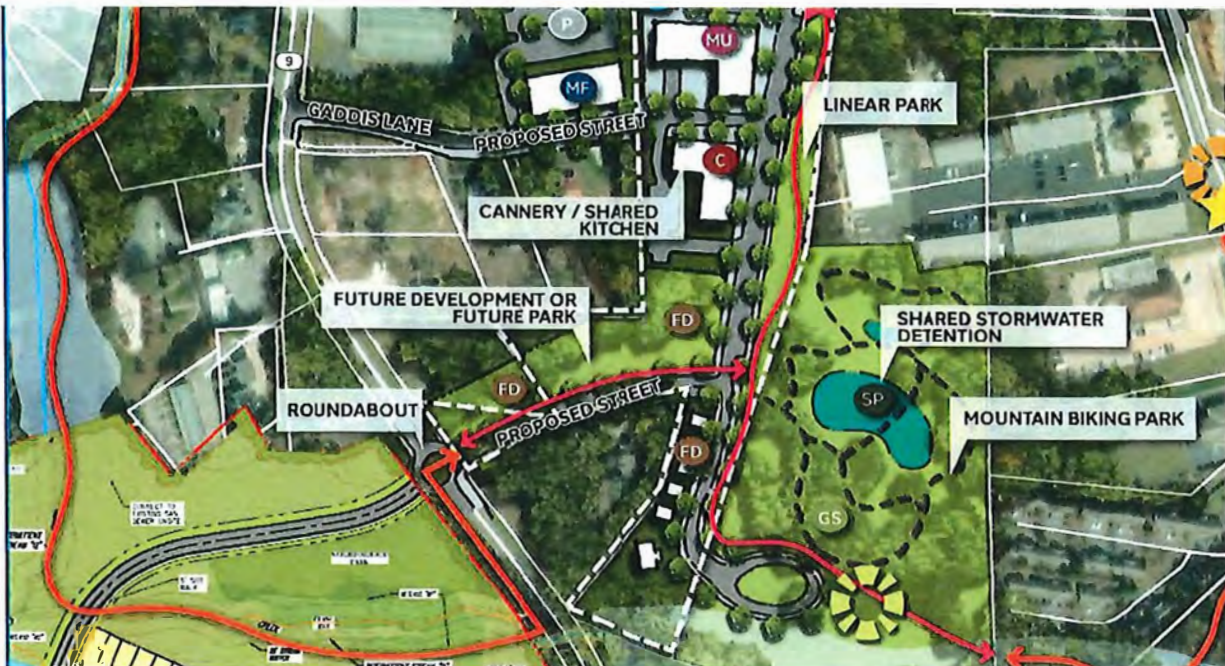
9. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan, land use plan, or other adopted plans.

The Property is geographically situated such that, based on the proposed development plan, it uniquely facilitates numerous stated goals and objectives of the 2023 Comprehensive Plan (the “**Comp. Plan**”) and the Dawsonville Town Center Master Plan (the “**Downtown Plan**”). The Project includes the Maple Street Extension from the current dead end of Maple Street at the Public Works facility through the Property to Highway 9, directly across from the Dawsonville Town Center (the “**Town Center**”) contemplated in the Downtown Plan. (E.g., Downtown Plan, p. 7).

The Master Plan for the Project assumes more than 14 acres will be donated to the City for the Maple Street Extension and public parks/greenspace across Highway 9 from the Town Center and other public uses. Additionally, the Master Plan also proposes for the Applicant to provide most, if not all, of the property (from the Property) necessary to construct the roundabout the Downtown Plan contemplates along Highway 9 between the Town Center and the Project/Property. The Public Use Land will provide a natural extension of the proposed Town Center including the area needed to construct a portion of the multi-use trail that is shown on the Property and the Town Center in the Downtown Plan. Alternatively, the City may prefer to designate for commercial use one or more parcels within the Public Use Land.



Concept Plan Overlaid on Downtown Plan



Concept Plan Overlaid on Downtown Plan & Showing the Roundabout and Maple Street Extension Park

The Comp Plan states that “**Community Goals are the most important part of the plan**” and then lists goals and objectives, including the following:

Continue efforts to improve the quality and variety of affordable housing

– As Dawsonville grows so has the demand for more types of housing, including increases demand for senior housing and multi-family units. The city is encouraged to find ways to encourage this variety while also ensuring a safe standard for all new housing units.

Comp. Plan, pp. 6, 12.

The Project will provide new, “for sale”, fee simple, semi-detached homes at a combination of price points and sizes that does not currently exist within the City limits or reasonably close to the City. When coupled with the other project by the Applicant that is currently being permitted at the other end of Maple Street which project has larger lots and larger homes, the Project provides for the quality, type, and variety of housing as desired by the Comp. Plan.

The Comp Plan also discusses “Community Needs and Opportunities” together with Mitigation Strategies for each listed item. Most relevant to this application is a sub-category labeled “Housing”, which lists the following items:

1. Aging housing stock/shortage of specific housing types

- Many local housing units may require structural maintenance or repair while many more may simply lack the amenities or features to remain economically viable in the face of a rapidly growing housing market.
- The recent growth Dawsonville is experiencing has produced an **imbalance in the measure of two housing types: quality entry level housing for the area's workforce, and special needs housing for the elderly and handicapped**. While these sectors are recognized as among the least viable for private developers, **failure to provide options within proximity of Dawsonville will only serve to increase the costs for those consumers and likely adversely impact the general economy and local quality of life**.

2. Maintain Housing Variety

- Natural demographic and economic **trends are increasing the volumes of smaller households** within all of Dawson County. As the community moves to support traditional family and large-household programs and development types, **Dawsonville must also ensure that a diversity of housing conditions and programs exist to support this variety of household types**.

Comp. Plan, p. 22 (emphasis added). The Project will clearly contribute to meeting the needs delineated in this section of the Comp Plan.

Among the other Needs and Opportunities are the following items along with certain Mitigation Strategies for each (emphasis added):

Need or Opportunity	Mitigation Strategy
• Managing Growth	• Focus on improved street connectivity and master planning that facilitates alleviating traffic congestion while allowing for future capacity building to promote economic vitality.
• Downtown economic development	• Consider utilizing Georgia Cities Foundation loans to revitalize and enhance downtown areas including such activities as real estate acquisition , building rehabilitation, new construction, the creation of green space and parks or other public spaces to support quality downtown revitalization
• Need for greenspace/ Improved management of greenspace	• Explore options for financing of greenspace acquisition

	<ul style="list-style-type: none">• Seek land acquisition through Department of Natural Resources grants to acquire and establish areas in or near downtown Dawsonville that promote either passive and/or active recreation. Achieving this will benefit both the environment through potential land conservation, local resident quality of life, encourage health and wellness, as well as support efforts to promote downtown Dawsonville to the sports and outdoor tourism market.
<ul style="list-style-type: none">• Balancing local traffic and commercial traffic	<ul style="list-style-type: none">• Focus on improved street connectivity and master planning.• Identify intersections where roundabouts can be utilized for safety improvements.

Comp. Plan, pp. 13, 15-16, 23, 29 (emphasis added).

The Project includes significant items consistent with the listed Mitigation Strategies. The Maple Street Extension through the Project to Highway 9 will directly connect the areas in the south and east areas of the City to the future planned Dawsonville Town Center and City Hall. The Applicant intends to donate more than 14 acres of land for public use. If the Application is approved, the Applicant will construct and dedicate the Maple Street Extension at no cost to the City. And the Applicant will dedicate the Public Use Land to the City, at no cost to the City.

Additionally, the Applicant is offering to include the design of the future planned roundabout in the plans for the Project the Public Use Land includes a significant portion of the property required to construct that roundabout.

The Comp. Plan also includes a **Land Use Assessment**, which includes the following statement:

While economic growth is desired, the overall form and types of development are equally important for maintaining the city's character. Central Dawsonville should be the focus of increased commercial, cultural, and civic activity, taking on a more traditional urban form within a small-town context and scale. **New housing will be encouraged with an emphasis on a variety of housing types and price points.** New single-family detached housing closer to the urban core should exhibit traditional neighborhood forms yet also have sustainable structures and lots that readily retain market value.

(Comp. Plan, p. 35 (emphasis added)).

Again, the Project helps “check the box” on this item as well as the next item in the Comp Plan labeled **Areas Requiring Special Attention**, which specifically lists Maple Street and states that Maple Street “require[s] significant improvements to aesthetics or attractiveness”. (Comp. Plan, p. 37).

Next, the Comp Plan describes the various **Character Areas** and includes a map of those Character Areas. The Property lies within two Character Areas – Residential and Gateway Corridor. (Comp. Plan, p. 51). The Property is bounded by four different Character Areas: Commercial, Gateway Corridor, Public/Institutional and Residential. (*Id.*). As noted above, the adjoining residential properties are developed at similar or significantly higher densities that what is proposed within the Project.

The Gateway Corridor character area is defined as excerpted below:

2. Gateway Corridors

Description

This is the area immediately outside of Central Dawsonville that features a mix of uses, including modern subdivisions and shopping centers, and is most often **characterized by the transition from downtown to more rural Dawson County. Its designation is both the result of this need to transition between extreme densities and the desire to strengthen the urbanized core of Central Dawsonville.**

As development in this area will comprise **mostly of residential uses** and smaller-scale commercial activities, it has been designated Urban Neighborhood. As implied, the scale and form of new development should complement (not necessarily be equal to) that found in Central Dawsonville, particularly with regards to the density of land use, size of blocks and capacity for pedestrian accessibility. **Streets should maintain connectivity**, especially downtown, and properties should limit frontage parking areas. **Residential uses may include subdivisions, but these should minimize cul-de-sacs, feature multiple access points, and emphasize connectivity with the city.**

(Comp. Plan, p. 42 (emphasis added)).⁴

The Project fits the proposed uses in the Gateway Corridor character area. It facilitates the recommended goal of transitioning from higher density uses and includes the recommended development features of multiple entries, a loop street and alley (as opposed to cul-de-sacs), and street connectivity. Additionally, as a residential project, the Project is consistent with the Residential character area. Although the Residential character area generally calls for larger lots,

⁴ Note the term Urban Neighborhood is not defined in the Comp. Plan.

as noted above and as contemplated by the Gateway Corridor character area, the Property is uniquely situated for the type of development needed to fulfil the Comp. Plan's and (as discussed further below) the Downtown Plan's visions. (Comp. Plan, p. 45).

Two items contained in the Downtown Plan directly involve the Property and are incorporated into the Project and the Master Plan. First is the roundabout discussed above and the other is a multi-use trail which is shown entering the Property at the proposed roundabout, traversing the Property and eventually tying back into the Dawsonville Town Center at the proposed new City Hall.

Therefore, the Project proposed by the Application is in conformity with the policy and intent of the comprehensive plan, land use plan, and other adopted plans. And this criteria also weighs in favor of approval of the Application.

CONCLUSION

The unique location of the Property relative to the planned Town Center, together with the proposed Maple Street Extension and the donation of significant amounts of land for public use present an opportunity which may not exist anywhere else in the City of Dawsonville. The proposed density in the Project is significantly less than many existing, adjacent residential developments, but sufficient to allow for the proposed beneficial elements to the City while still being economically viable.

If approved, the Project will supply a much-needed housing option that provides the lifestyle, affordability, and quality that is needed throughout every community in the country, including Dawsonville. The Project will provide residents with pedestrian access to the Public Use Land and the Town Center.

To ensure that the development is of the high-quality that the Applicant expects and delivers for its developments, the Applicant proposes the following conditions of approval (the "**Proposed Conditions of Approval**") for the Council's consideration:

1. As required by Zoning Ordinance § 1802(6), the Project shall be developed in general compliance with the Concept Plan, notwithstanding any provision to the contrary in the Zoning Ordinance or the Land Development Regulations of the City of Dawsonville, codified as Subpart B to The Code of Dawsonville, Georgia, and with reasonable modifications necessary to fully engineer and develop the Project on the Property.
2. The minimum heated square footage of dwellings within the development shall be 1,734.
3. The minimum width of dwellings within the development shall be 22 feet.

4. The term "semi-detached" dwellings shall be deemed multi-family dwellings, and semi-detached dwellings shall be two or more dwellings that share one or more common footings or foundation wall(s).
5. The development shall include, as an active amenity, a walking trail, a playground area, and the public use area contemplated by the Concept Plan submitted with the Application.
6. The property contemplated by the Concept Plan for dedication for public purposes, including, but not limited to public park space, shall be included in calculating the required open space for the development.
7. The Applicant, its successors or assigns, contemporaneous with its submission of an application for land disturbance permit, shall commission civil engineering design for the traffic circle (i.e., roundabout) contemplated by The Comprehensive Downtown Strategic Plan of Dawsonville Town Center Master Plan. The City will utilize said plan, and bear the expense of revisions to said design for, the right of way acquisition for, and construction and maintenance of said traffic circle (i.e., roundabout).
8. The Public Use Land, once conveyed to the City, shall be automatically zoned INST, Institutional District, without the necessity for any further action by the City Council.
9. Notwithstanding Section 109-53 of The Code of Dawsonville, Georgia, the Applicant shall install a 5' sidewalk on the south side of the Maple Street Extension only and shall grade the shoulder on the north side of the Maple Street Extension to provide for a potential 8' wide multi-use path to be constructed by the City in the future.

Thank you for the opportunity to present this project on behalf of the Applicant and for the City Council's consideration of the Application. Should you have any questions or concerns, please do not hesitate contact me.

Sincerely,

TAYLOR DUMA LLP
Counsel for the Applicant

A handwritten signature in black ink, appearing to read "Steven L. Jones", written over a light blue horizontal line.

Steven L. Jones

Dawsonville, Georgia
June 4, 2025
Page **16** of **16**

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Atlanta, Georgia 30339
(678) 336-7282
sjones@taylorenghish.com

cc: Kevin Tallant, Esq (City Attorney, via email)
Applicant (via email)

Enclosures, as follows:

- Attachment "A" - Chart of TPNs, Owners, and acreage of the Property
- Attachment "B" - The Application
- Attachment "C" - Documentation of the current zoning of the Property
- Attachment "D" - Surveys of the Property
- Attachment "E" - A legal description of the Property
- Attachment "F" - The Concept Plan
- Attachment "G" - Plan Book
- Attachment "H" - Traffic Study
- Attachment "I" - Constitutional Objection
- Attachment "J" - *York* Objection

ATTACHMENT "A"

[CHART OF TPNS, OWNERS, AND ACREAGE OF THE PROPERTY]

Tax Parcel Number	Owner	Address	Acreage
093 010	Jimmy Jenkins & Judy Jenkins	592 Highway 9 South	17.49 +/-
093 011	Danny Gordon Weaver & Morgan J. Weaver	93 Southwest Border Ave.	1.96 +/-
D02 004	Pamela Joy Oliver Gilleland as Executrix of the Estate of Raymond Roger Gilleland & Dwight Delano Gilleland	0 Dan Roper Lane & 0 Southwest Border Ave.	10.1 +/-
D04 010	Pamela Joy Oliver Gilleland as Executrix of the Estate of Raymond Roger Gilleland & Margaret Callicott Gilleland	416 Highway 9 South	3 +/-

ATTACHMENT "B"

[THE APPLICATION – BEGINS ON NEXT PAGE]



City of Dawsonville

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
(706) 265-3256

Zoning Amendment Application

Application#: C2500171

Applicant Name(s): PR Land Investments, LLC c/o Steven L. Jones, Taylor Duma LLP

Address: 1600 Parkwood Circle, Suite 200 City: Atlanta, Georgia Zip: 30339

Cell Phone: 404-218-2756 Email: sjones@taylorduma.com

Signature(s) /s/ Steven L. Jones Date 6/4/2025

592 Highway 9 South, 416 Highway 9 South, 93 Southwest Border Ave.,

Property Address: 0 Dan Roper Lane, & 0 Southwest Border Ave.

Directions to Property from City Hall: From Allen Street, turn right/north onto Highway 53. At the round-about, take the 5th exit onto Highway 9 South. Proceed on Highway 9 for approx. 4/10ths of a mile where the Property will be on the right/west.

Tax Map Parcel #: 093 010, 093 011, D02 004, & D04 010 Current Zoning: R-1 & R-3

Land Lot(s): 507 & 508 District: 4th Section: 1st

Subdivision Name: N/A Lot# N/A

Acres: _____ Current use of property: Vacant or Residential

Has a past request of Rezone of this property been made before? _____ If yes, provide ZA# _____

The applicant request:

Rezoning to Zoning category: RPC Conditional Use permit for: N/A

Proposed use of property if rezoned: _____

Residential # of lots proposed: _____ Minimum lot size proposed: _____ (Include Conceptual Plan)

Amenity area proposed Yes, if yes, what Neighborhood Park

If Commercial: total building area proposed: N/A (Include Conceptual Plan)

Utilities: (utilities readily available at the road frontage): Yes Water Yes Sewer Yes Electric Yes Natural Gas

Proposed Utilities: (utilities developer intends to provide) Yes Water Yes Sewer Yes Electric Yes Natural Gas

Road Access/Proposed Access: (Access to the development/area will be provided from)

Road name: Highway 9 & Maple Street Type of Surface: Asphalt

- ◆ Failure to complete all sections will result in rejection of application and unnecessary delays.
- ◆ I understand that failure to appear at a public hearing may result in the postponement or denial of this application.

Signature of Applicant

6/5/2025

Date

Office Use Only	
Date Completed Application Rec'd:	Amount Paid: \$ CK Cash CC
Date of Planning Commission Meeting:	Dates Advertised:
Date of City Council Meeting:	Rescheduled for next Meeting:
Date of City Council Meeting:	Approved by City Council: YES NO
Approved by Planning Commission: YES NO	Postponed: YES NO Date:

Property Owner Authorization

I / We Dwight D. Ballard hereby swear that I / we own the property located at (fill in address and/or tax map & parcel #) 410 Hwy 9 S (P.O. Box 510 / Box 510) as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by the request.

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

Printed Name of Property Owner Dwight D. Ballard
Signature of Property Owner [Signature] Date 3/5/25
Mailing Address P.O. Box 510
City Dawsonville State GA Zip 30534

Sworn and subscribed before me on this

5th day of March 2025

Cindy E Ballard
Notary Public, State of Georgia

My Commission Expires: March 16, 2025



Property Owner Authorization

I / We Jimmy Jenkins hereby swear that I / we own the property located at (fill in address and/or tax map & parcel #) 592 Hwy 9 S (Box 093 000) as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by the request.

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

Printed Name of Property Owner Jimmy Jenkins

Signature of Property Owner Jimmy Jenkins Date 3-5-25

Mailing Address P.O. Box 958

City Dawsonville State GA Zip 30034

Sworn and subscribed before me on this

5th day of March 2025

Cindy E. Ballard
Notary Public, State of Georgia

My Commission Expires March 16, 2025



Notary Seal

Property Owner Authorization

I / We WEAVER DANNY GORDON & MORGAN J hereby swear that I / we own the property located at (fill in address and/or tax map & parcel #) 093 011 as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by the request.

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

Printed Name of Property Owner Morgan Jade Weaver
Signature of Property Owner [Signature] Date 06-02-25
Mailing Address 93 S.W. Border Ave.
City DAWSONVILLE State GA Zip 30534

Sworn and subscribed before me on this

2 day of JUNE 2025

[Signature]
Notary Public, State of Georgia

My Commission Expires: 7/15/2028



**Disclosure of Campaign Contributions
Applicant(s) and Representative(s) of Rezoning**

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

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

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

None

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

Amount \$

N/A

Date:

N/A

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

N/A



Signature of Applicant / Representative of Applicant

6/4/25

Date

Failure to complete this form is a statement that no disclosure is required.

**Disclosure of Campaign Contributions
Applicant(s) and Representative(s) of Rezoning**

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

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

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

N/A

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

Amount \$ N/A

Date: N/A

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

N/A



Signature of Applicant / Representative of Applicant

6/5/2025

Date

Failure to complete this form is a statement that no disclosure is required.

ATTACHMENT "C"

**[DOCUMENTATION OF CURRENT ZONING OF THE PROPERTY – BEGINS ON
NEXT PAGE]**

Planning and Zoning Department
415 Highway 53 E. Suite 100
Dawsonville, Georgia 30534



(706) 265-3256
www.dawsonville-ga.gov

PR Land Investments, LLC
Attn: Mr. Michael Miller
285 Parkway 575
Woodstock, GA, 30188
dmm@piedmontinv.com

RE: Zoning Verification;
Dawson County Tax Parcel Identification Numbers ("TPNs") 093 010; 093 011; D02 004; and D04 010

Dear Mr. Miller:

In response to your request for confirmation of the zoning districts applied to the above, this letter confirms that the above-referenced parcels are zoned as follows:

Dawson County Tax Parcel Identification Number	Current Zoning under the Zoning Ordinance of the City of Dawsonville
093 010	R-1
093 011	R-1
D02 004	R-3
D04 010	R-3

None of these parcels have previously been rezoned.

Thank you,

Stacy Harris

Stacy Harris

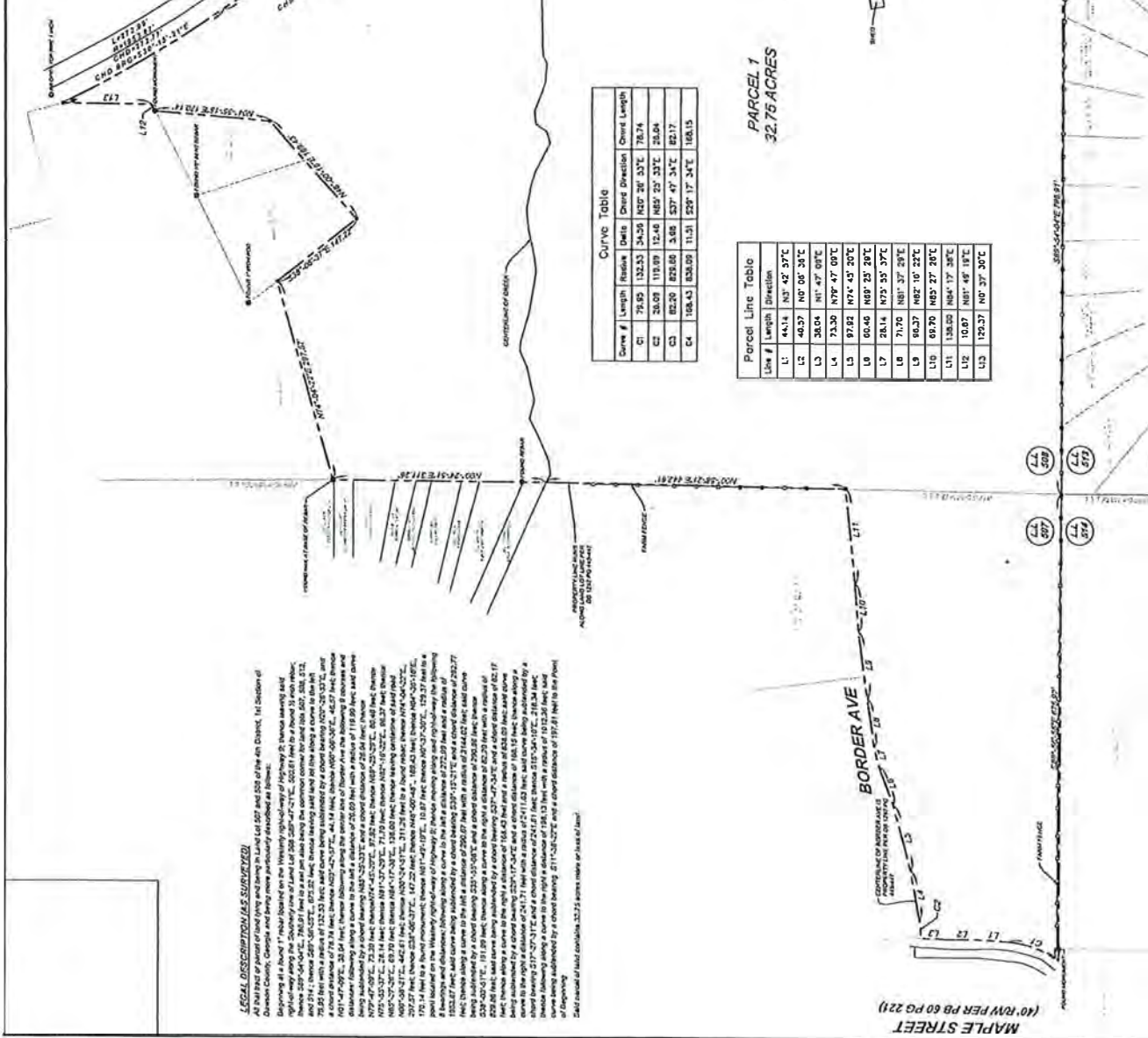
ATTACHMENT "D"

[SURVEYS OF THE PROPERTY – BEGINS ON NEXT PAGE]



LAND LOT 507 AND 508
1st SECTION OF THE 4TH DISTRICT
DAWSON COUNTY, GEORGIA

HIGHWAY 9
(80' RW PER PB 60 PG 221)



Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	79.85	132.53	34.56	N45° 26' 33"E	76.74
C2	50.09	119.09	12.46	N65° 25' 33"E	50.04
C3	80.20	829.60	5.68	S37° 47' 34"E	82.17
C4	106.43	836.09	11.51	S29° 17' 34"E	103.15

Parcel Line	Table
Line #	Length Direction
L1	44.14 N3°42' 57"E
L2	40.37 N0°06' 08"E
L3	38.04 N4°07' 09"E
L4	73.30 N76°47' 00"E
L5	67.82 N74°43' 20"E
L6	90.25 N0°25' 28"E
L7	28.14 N73°53' 37"E
L8	71.70 N81°37' 29"E
L9	80.37 N02°10' 22"E
L10	69.70 N02°10' 22"E
L11	138.00 N84°17' 38"E
L12	10.67 N04°46' 18"E
L13	123.37 N0°37' 00"E

PARCEL 1
32.75 ACRES

BOUNDARY SURVEY FOR:
PEIDMONT RESIDENTIAL
952 SR-9
DAWSONVILLE GA, 30534
D-6354

[illegible]


 PROVIDED BY:
 ATLANTIC SHIPYARD
 PROFESSIONAL SUPERVISOR NO. L2035444
 314 WEST MAPLE ST., SUITE 600
 CLAMMING, GEORGIA 30502
 TEL. 404-364-8118
 CHRYNN ST. JTS
 DATE: 02-03-2025
 JCS NUMBER: 1379-2502025

[illegible]

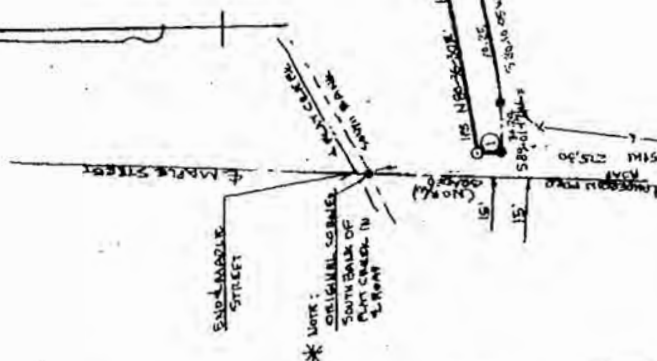
THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS AN ANGULAR ERROR OF ONE SECOND PER ANGLE POINT AND A CLOSURE OF ONE FOOT IN 11,267 FEET AND WAS ADJUSTED USING THE CHANONAL RULE. THIS PLAT IS ACCURATE WITHIN ONE FOOT IN 43,747 FEET.

EQUIPMENT USED TO OBTAIN THE ABOVE RESULTS: TELESCOPES, 28
TOTAL STATION.

- ① N 02-14-47E 11.00
- ② N 51-54-04E 18.16

NOTE: POINTS D, E, C ARE CORRECTIONS AS PER MARBLE C.

MAGNETIC NORTH JUNE 15, 1994



JOHN G. MARBLE
SURVEYOR
JUNE 17, 1994

SURVEY FOR
JOHN G. MARBLE & MARBLE C. MARBLE
LL 607 435 DISTRICT 13 SECTION
DAWSON COUNTY, GEORGIA
SCALE: 1" = 50'
JAMES D. BULLOCK & ASSOCIATES
LAND SURVEYING SERVICE
MARIETTA, GEORGIA 30066



1" = 50' PLAT FROM 1994

ATTACHMENT "E"

[LEGAL DESCRIPTION OF THE PROPERTY]

All that tract or parcel of land lying and being in Land Lot 507 and 508 of the 4th District, 1st Section of Dawson County, Georgia and being more particularly described as follows:

Beginning at a found 1" rebar located on the Westerly right-of-way of Highway 9; thence leaving said right-of-way along the Southerly line of Land Lot 508 S89°-47'-21"E., 500.61 feet to a found ½ inch rebar; thence S89°-54'-04"E., 786.91 feet to a set pin also being the common corner for land lots 507, 508, 513, and 514; thence S89°-56'-55"E., 675.92 feet; thence leaving said land lot line along a curve to the left 79.95 feet with a radius of 132.53 feet; said curve being subtended by a chord bearing N20°-26'-53"E., and a chord distance of 78.74 feet; thence N03°-42'-57"E., 44.14 feet; thence N00°-06'-36"E., 46.57 feet; thence N01°-47'-09"E., 38.04 feet; thence following along the center line of Border Ave the following 9 courses and distances: following along a curve to the left a distance of 26.09 feet with a radius of 119.99 feet; said curve being subtended by a chord bearing N85°-25'-33"E and a chord distance of 26.04 feet; thence N79°-47'-09"E., 73.30 feet; thence N74°-45'-20"E., 97.92 feet; thence N69°-25'-29"E., 60.46 feet; thence N75°-55'-37"E., 28.14 feet; thence N81°-37'-29"E., 71.70 feet; thence N82°-16'-22"E., 96.37 feet; thence N85°-27'-26"E., 69.70 feet; thence N84°-17'-38"E., 138.00 feet; thence leaving centerline of said road N00°-58'-21"E., 442.61 feet; thence N00°-24'-51"E., 311.26 feet to a found rebar; thence N74°-04'-22"E., 297.57 feet; thence S38°-06'-37"E., 147.22 feet; thence N48°-00'-48"E., 189.43 feet; thence N04°-36'-18"E., 170.14 feet to a found monument; thence N61°-49'-19"E., 10.87 feet; thence N0°-37'-30"E., 129.37 feet to a point located on the Westerly right-of-way of Highway 9; thence moving along said right-of-way the following 8 bearings and distances: following along a curve to the left a distance of 272.99 feet and a radius of 1953.87 feet; said curve being subtended by a chord bearing S30°-15'-21"E and a chord distance of 292.77 feet; thence along a curve to the left a distance of 290.67 feet with a radius of 3144.02 feet; said curve being subtended by a chord bearing S35°-55'-08"E and a chord distance of 290.56 feet; thence S38°-03'-51"E., 191.99 feet; thence along a curve to the right a distance of 82.20 feet with a radius of 829.86 feet; said curve being subtended by a chord bearing S37°-47'-34"E and a chord distance of 82.17 feet; thence along a curve to the right a distance of 168.43 feet and a radius of 838.09 feet; said curve being subtended by a chord bearing S29°-17'-34"E and a chord distance of 168.15 feet; thence along a curve to the right a distance of 241.71 feet with a radius of 2411.63 feet; said curve being subtended by a chord bearing S17°-27'-31"E and a chord distance of 241.61 feet; thence S15°-34'-10"E., 218.34 feet; thence following along a curve to the right a distance of 198.13 feet with a radius of 1012.36 feet; said curve being subtended by a chord bearing S11°-38'-22"E and a chord distance of 197.81 feet to the Point of Beginning

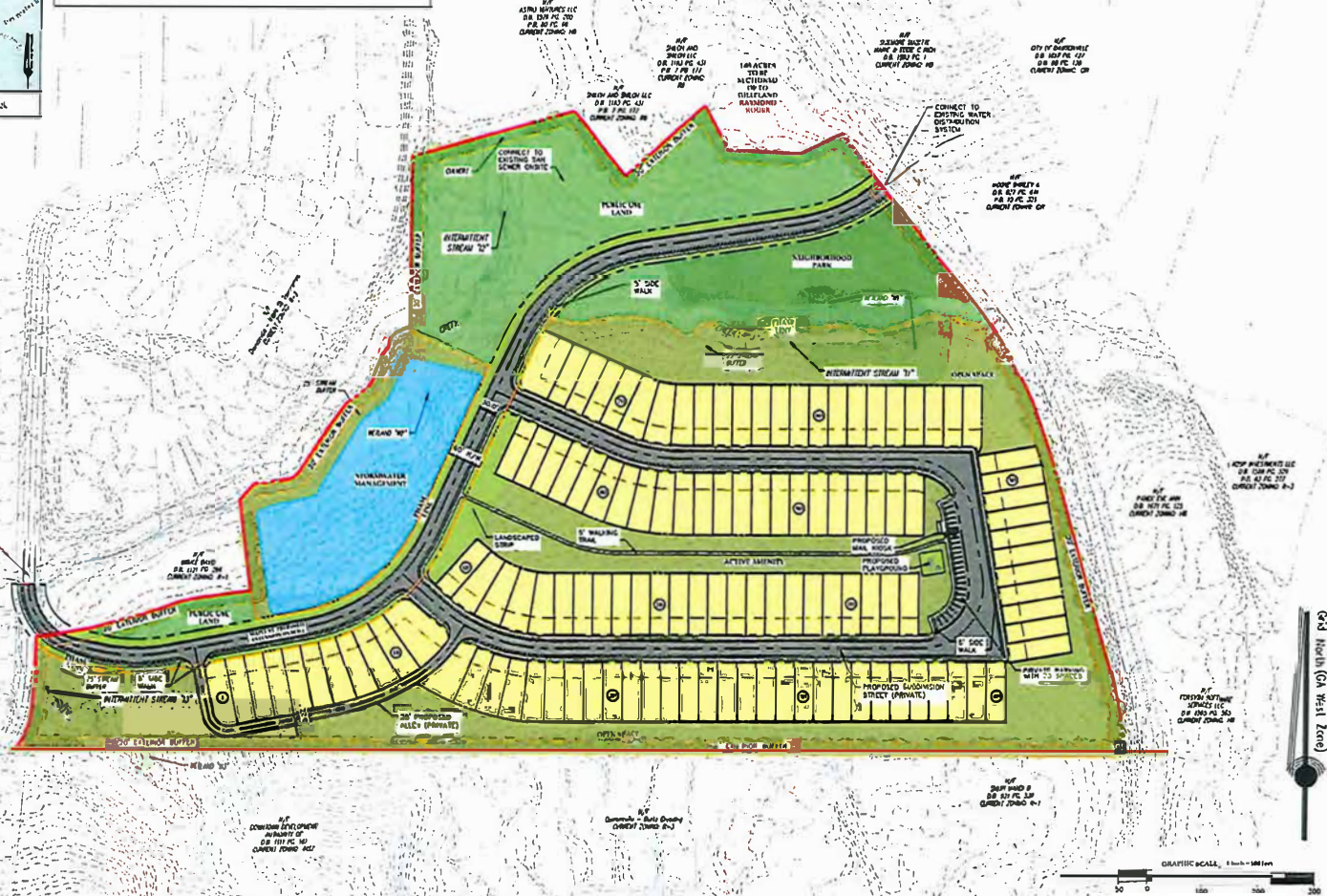
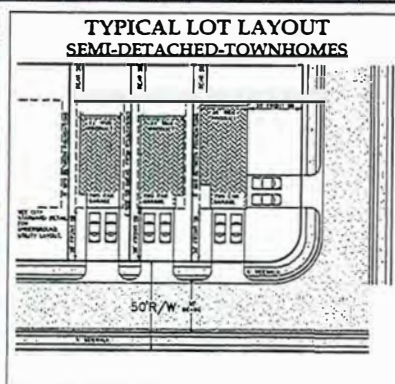
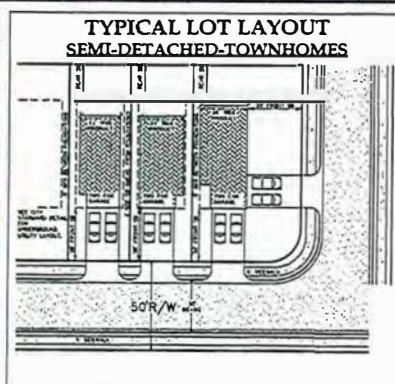
Said parcel of land contains 32.75 acres more or less of land.

TOGETHER WITH

All that tract or parcel of land lying and being in Land Lot 507 of the 4th District, 1st Section of Dawson County, Georgia, containing 1.96 acres, more or less, as shown on a plat prepared by Jimmy D. Bullock, Georgia Registered Surveyor, a copy of which is recorded in Plat Book 35, Page 35, Dawson County Deed Records, to which plat this reference is made and incorporated herein by reference.

ATTACHMENT "F"

[THE CONCEPT PLAN – BEGINS ON NEXT PAGE]



SITE DATA

Parcels: D02-004, 004-010, 003-010
003-011
Existing Zoning (Map): R-3 = Single-Family Residential
District & R-1 = Restricted Single-Family Residential District
Total Site Area: 33.66 ac

Proposed Zoning: R1C RESIDENTIAL PLANNED COMMUNITY

Open Space: 101 ac Required: 30.0% Provided
Gross area: 33.66 ac
Open Space Required (30%): 10.1 ac
Open Space Provided: 144 ac
Excludes the Detention Pond
Unusable Open Space (30%) = 3.0 ac
= 30% of Required Open Space (101 ac)

Total Lots: 120 lots
Density: 3.6 lots/ac (2,100 sq ft)

Net Acquire Site Proposed: 17.0 ac at treated, 21.00 ac at lot

Spicer DAWSONVILLE OFFICE
4224 Seawater Lane
Dawsonville, GA 30333
Tel. 770-347-8813
www.SpicerGroup.com

OWNER/DEVELOPER:
**PIEDMONT
RESIDENTIAL**
285 PARKWAY 575
WOODSTOCK, GA 30188

PHONE: 404-514-8292
EMAIL: info@idnital.com

24-HOUR CONTACT:
JT EIGEL
404-216-1647
EMAIL: jteigel@jplink.com jplink.com

PROJECT:
GILLELAND-JENKINS
TRACT

LOCATED IN:
LAND LOTS 507 & 508
4th DISTRICT, 1st SECTION
CITY OF DAWSONVILLE
DAWSON COUNTY, GEORGIA

SHEET TITLE:
**CONCEPT
PLAN**



STAMP:

FOR
REVIEW
ONLY

DRAWING DATE: 2023-06-05

SHEET REVISIONS

[illegible]

SHEET:
1 OF 1

ATTACHMENT "G"

[PLAN BOOK – BEGINS ON NEXT PAGE]

Maple Street and Hwy 9

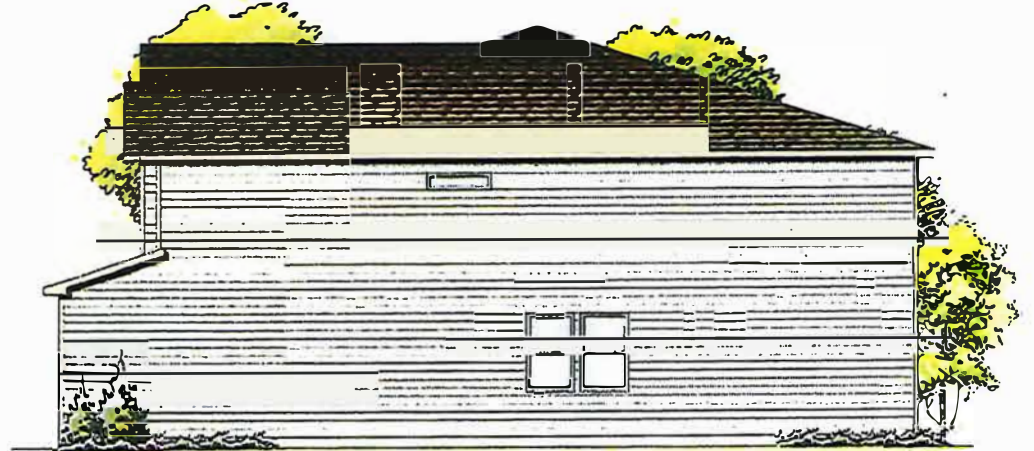
Maple Street View
Dawsonville, GA



 **PIEDMONT
RESIDENTIAL**



FRONT ELEVATION



RIGHT ELEVATION

ELEVATION DSR4
SCHEME #32

Sweetbriar
April 12, 2024





REAR ELEVATION



LEFT ELEVATION

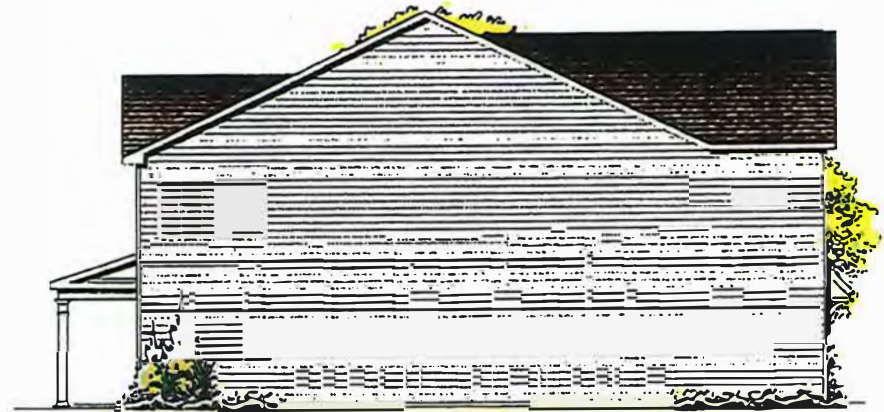
ELEVATION DSR4
SCHEME #32

Sweetbriar
April 12, 2024





FRONT ELEVATION



RIGHT ELEVATION

BROOKFIELD - ELEVATION A
COLOR SCHEME #23





REAR ELEVATION



LEFT ELEVATION

BROOKFIELD - ELEVATION A
COLOR SCHEME #23





FRONT ELEVATION



RIGHT ELEVATION

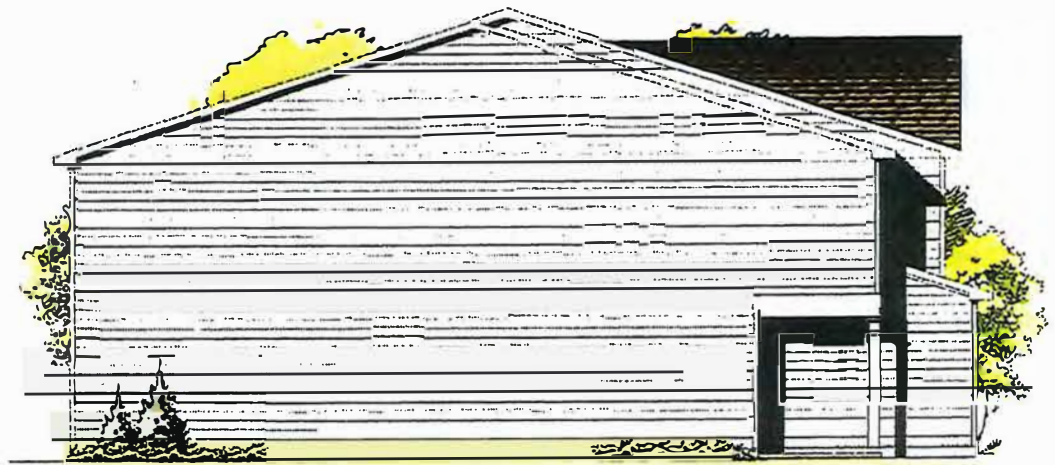
ELEVATION CSR4
SCHEME #18

Springdale
April 12, 2024





REAR ELEVATION



LEFT ELEVATION

ELEVATION CSR4
SCHEME #18

Springdale
April 12, 2024





FRONT ELEVATION



RIGHT ELEVATION

ADDISON - ELEVATION B
COLOR SCHEME #34



REAR ELEVATION



LEFT ELEVATION

ADDISON - ELEVATION B
COLOR SCHEME #34



FRONT ELEVATION



RIGHT ELEVATION

ELEVATION CSR3
SCHEME #30



Cambridge
April 15, 2024





REAR ELEVATION



LEFT ELEVATION

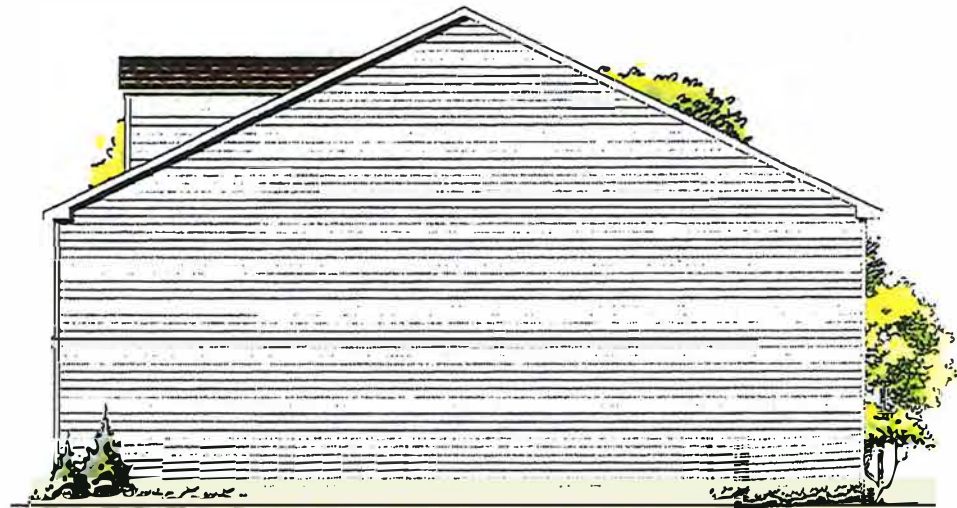
ELEVATION CSR3
SCHEME #30

Cambridge
April 15, 2024





FRONT ELEVATION



RIGHT ELEVATION

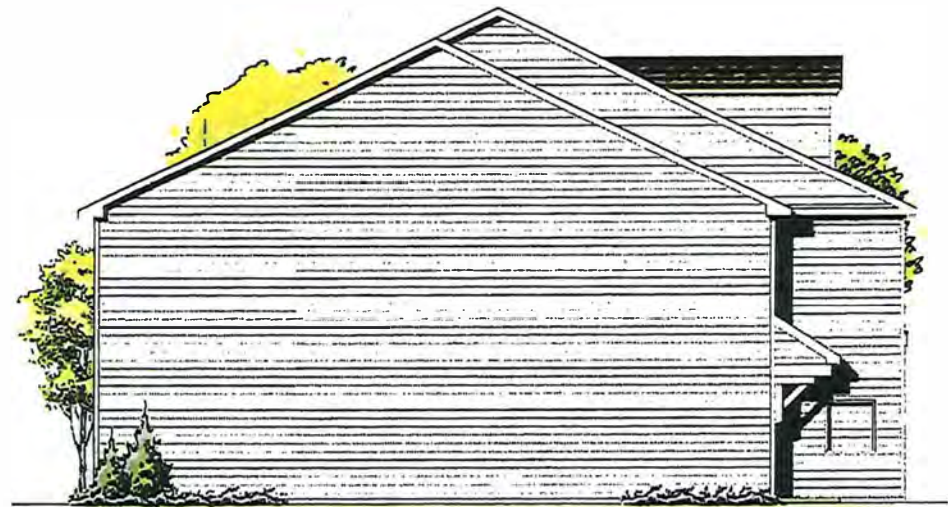
ELEVATION CSR2
SCHEME #31

Rutherford
April 12, 2024





REAR ELEVATION



LEFT ELEVATION

ELEVATION CSR2
SCHEME #31

Rutherford
April 12, 2024





FRONT ELEVATION



RIGHT ELEVATION

ELEVATION BSB2
SCHEME #27

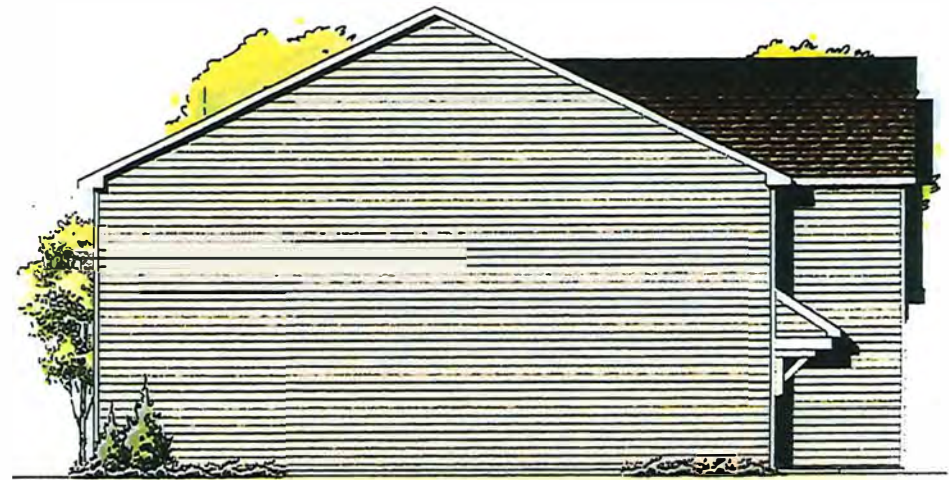


Turner
April 12, 2024





REAR ELEVATION



LEFT ELEVATION

ELEVATION BSB2
SCHEME #27



Turner
April 12, 2024



The GLADE / SPRINGDALE



Piedmont Residential in its sole discretion, reserves the right to modify and change these features in order to improve the homes. This is for information only and is not a part of a legal contract and is subject to errors, omissions and change.

PRINT DATE: 04/26/23

ATTACHMENT "H"

[TRAFFIC IMPACT STUDY – BEGINS ON NEXT PAGE]

ATTACHMENT "I"
CONSTITUTIONAL OBJECTION

As applied to the real property of the owners identified in the foregoing Attachment "A"¹ (collectively, the "Owners") which are identified as the Dawson County Tax Assessor Parcel Numbers ("TPN") identified in the foregoing Attachment "A" (collectively, the "Property") and is the subject of the previously-filed Application (as that term is defined in the foregoing letter) of PR Land Investments, LLC (the "Applicant"), if the Application, in whole or in part, is not approved or is approved with conditions not consented to by the Applicant, the Zoning Ordinance of the City of Dawsonville (the "Zoning Ordinance"), codified as Appendix A to The Code of Dawsonville, Georgia, will be unconstitutional in that the Applicant's (and the Owners') property rights in and to the Property will be destroyed without first receiving fair, adequate, and just compensation for such property rights. As applied to the Property and the Applicant, in such case, such action on the Application and the Zoning Ordinance, as applied to the Property and the Applicant and facially, will deprive the Applicant (and the Owners) of constitutionally protected rights in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States of America; Article I, Section I, Paragraphs I-II of the Constitution of the State of Georgia of 1983; Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Due Process and Equal Protection Clauses of the Fourteenth Amendment to the Constitution of the United States of America.

If the Application, in whole or in part, is not approved or is approved with conditions not consented to by the Applicant, such action on the Application and the Zoning Ordinance, as applied to the Property and the Applicant and facially, will be unconstitutional, illegal, arbitrary, capricious, null, and void, constitute a taking of the Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States of America; Article I, Section I, Paragraphs I-II of the Constitution of the State of Georgia of 1983; Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States of America thereby denying the Applicant (and the Owners) an economically viable use of the Property while not substantially advancing legitimate state interests.

Inasmuch as it is impossible for the Applicant (and the Owners) to use the Property and simultaneously comply with the Zoning Ordinance, and if the Application, in whole or in part, is not approved or is approved with conditions not consented to by the Applicant, such action on the Application and Zoning Ordinance, as applied to the Property and the Applicant and facially, will constitute arbitrary, capricious, and unreasonable acts by the City of Dawsonville, Georgia (the "City"), by and through the City Council of the City (the "Council"), without any rational basis therefor and constitute abuses of discretion in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States of America; Article I, Section I, Paragraphs I-II of the Constitution of the State of Georgia of 1983; Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Due Process and Equal Protection

¹ The foregoing letter is incorporated herein by reference as if fully set forth herein. All capitalized terms used herein shall have the meaning assigned to them in said letter, unless otherwise defined herein.

Clauses of the Fourteenth Amendment to the Constitution of the United States of America.

If the Application, in whole or in part, is not approved or is approved with conditions not consented to by the Applicant, such action on the Application and the Zoning Ordinance, as applied to the Property and the Applicant and facially, will be unconstitutional and discriminate against the Applicant (and the Owners) in an arbitrary, capricious, and unreasonable manner between the Applicant and others similarly situated in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States of America.

Additionally, application of any amendments to the Zoning Ordinance adopted or enacted after the date the Application was filed with the City, to the Application, the Property, and/or the Applicant will constitute an unconstitutional ex post fact law, in violation of Article 1, Section 10 of the Constitution of the United States of America and Article I, Section I, Paragraph X of the Constitution of the State of Georgia of 1983.

WHEREFORE, the Applicant requests that the Council approve the Application, with no condition(s) or only conditions consented to by the Applicant, and take all other action(s) necessary to permit the Applicant to utilize the Property as set forth in the Application and the foregoing letter.

Respectfully submitted this 5th day of June 2025.

TAYLOR DUMA LLP
Counsel for Applicant

A handwritten signature in black ink, appearing to read 'Steven L. Jones', written over a faint circular stamp.

Steven L. Jones
Georgia State Bar No.: 639038

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ATTACHMENT "J"

OBJECTION TO AND FOR HEARINGS BASED ON YORK V. ATHENS COLLEGE OF MINISTRY, INC.

As applied to the real property of the owners identified in the foregoing Attachment "A"¹ (collectively, the "Owners") which are identified as the Dawson County Tax Assessor Parcel Numbers ("TPN") identified in the foregoing Attachment "A" (collectively, the "Property") and is the subject of the previously Application (as that term is defined in the foregoing letter) of PR Land Investments, LLC (the "Applicant"), as more particularly requested in the foregoing letter, and as applied to the Applicant, the public and/or other hearing(s) regarding, and any action of the City of Dawsonville, Georgia (the "City"), by and through the City Council of the City (the "Council") on, the Application are objected to by the Applicant based on, but not limited to, the reasons set forth herein (collectively, the "York Objection" and each an "Objection"), in accordance with *York v. Athens College of Ministry, Inc.*, 348 Ga. App. 58 (Ga. Ct. App. 2018):

Contemporaneous with the filing of this *York* Objection, the Applicant is filing a Constitutional Objection, and all Objections set forth therein are incorporated herein by reference as if fully restated.

The Applicant objects to any and every hearing before the Council and/or the City on the Application because the time limitation, if any, imposed on the presentation of evidence and/or testimony in support of (or in rebuttal to any evidence and/or testimony in opposition to) the Application, or any limitation of the Applicant's ability and right to present evidence and/or testimony at such hearing(s), deprives and will deprive the Applicant a meaningful opportunity to be heard and preserve issues, in violation of the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States and Article I, Section I, Paragraphs I, II, XI, and XII of the Constitution of Georgia of 1983. Likewise, the Applicant objects to any and all members of the public (and/or other persons) who appear (or otherwise give testimony or opinion) at the hearing(s) on the Application, if any, to the extent that (but not limited to) said individuals (a) do not satisfy the substantial interest-aggrieved citizen test and/or are not citizens of the City; (b) are not under oath; (c) are not subject to cross-examination; (d) present evidence on and/or make statements that qualify as (or must or should be assessed with the aid of) expert opinion without any or all individuals being qualified as expert witnesses; (e) present evidence on and/or make statements that are not germane to the purview of the Council, as applicable, with respect to the Application; and/or (f) present evidence and/or make statements that are founded, wholly or in part, upon inadmissible, unreliable, nonprobative, insubstantial, and/or lay, nonexpert opinion evidence.

Additionally, the Applicant objects to any and every Council action that does not approve the Applicant and/or does not approve the Application or approves the Application with conditions not consented to by the Applicant, to the extent that (but not limited to) such action is: (a) in violation of Section 50-13-19(h) of the Official Code of Georgia Annotated or otherwise: (1) in violation of any constitutional, statutory, and/or ordinance provisions; (2) in excess of the

¹ The foregoing letter is incorporated herein by reference as if fully set forth herein. All capitalized terms used herein shall have the meaning assigned to them in said letter, unless otherwise defined herein.

constitutional, statutory, and/or ordinance authority of the Council (if any); (3) made upon unlawful procedure; (4) affected by other error of law; (5) clearly erroneous in view of the reliable, probative, and substantial evidence on the whole record; and/or (6) arbitrary or capricious or characterized by abuse of discretion or clearly unwarranted exercise of discretion; (b) founded, wholly or in part, upon inadmissible, unreliable, nonprobative, insubstantial, and/or lay, nonexpert opinion evidence; (c) contrary to or outside of the purview (if any) of the Council; (d) based, in whole or part, on evidence or other information received outside of the hearing(s) on the Application, and/or in any manner which does not afford the Applicant an opportunity to review or respond to the same; and/or (e) not made pursuant and in conformance with the Zoning Ordinance; the Georgia Zoning Procedures Law, O.C.G.A. § 36-66-1, *et seq.*, and/or any other law of the state of Georgia or the United States of America.

By and through this *York* Objection, the Applicant hereby preserves all the above and incorporated Objections, and any and all evidence, arguments, and objections made and/or tendered by the Applicant at or prior to the Council hearing(s) on the Application, and asserts them on and within the record before, and for consideration and resolution (prior to any formal decision on the Application) by, the Council, as applicable.

WHEREFORE, the Applicant requests that the Council approve the Application, with no condition(s) or only conditions consented to by the Applicant, and take all other action(s) necessary to permit the Applicant to utilize the Property as set forth in the Application and the foregoing letter.

Respectfully submitted this 5th day of June 2025.

TAYLOR DUMA LLP
Counsel for Applicant

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Steven L. Jones
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THE FIELD DATA UPON WHICH THIS PLAT IS BASED
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1900-01-02-03-04-05-06-07-08-09-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-121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PLANNING COMMISSION EXECUTIVE SUMMARY FOR AGENDA ITEM # 8

SUBJECT: DAWSONVILLE POINTE PRELIMINARY PLAT

CITY COUNCIL MEETING DATE: 08/11/2025

PURPOSE FOR REQUEST: **REVIEW – NO VOTE NEEDED**

DAWSONVILLE POINTE PRELIMINARY PLAT: The purpose of the preliminary plat is to depict the subdivision of Dawsonville Pointe, which would consist of 102 single-family residences on individual lots. The site is partially located within the Dawsonville Historic District, where it fronts GA-53. The development would have a gross residential density of 2.73 units per acre.

HISTORY/ FACTS / ISSUES: At their public meeting on March 21, 2022, the Dawsonville City Council approved a Historic Preservation Map Amendment request to reduce the portion of the subject site contained within the Historic District. As a result, the designated area was reduced to its current configuration. Staff find that the site has maintained its R-3: single-family residential zoning designation for many years.

The construction of detached-single family residences is permitted by right in the R-3: single-family residential zone. This preliminary plat has been presented to the Planning Commission for a technical review, rather than a discretionary decision regarding the density, layout, or character of the development.

REQUESTED BY: CPL, Planning & Zoning Department



CITY OF DAWSONVILLE

MEMORANDUM

Request for Preliminary Plat Review

APPLICANT	Piedmont Residential
CASE NUMBER	N/A
REQUEST	Preliminary Plat approval for a 102-lot single-family detached residential subdivision in a R-3 zone
CURRENT ZONING DESIGNATION	R-3: single-family residential
SITE AREA	+/- 37.53 acres
LOCATION	Hwy 53 and Howser Mill Rd
TAX MAP PARCEL	092B 021 and 092B 024
PLANNING COMMISSION MEETING DATE	August 11, 2025

The applicant is requesting review of a preliminary plat for the proposed "Dawsonville Pointe" subdivision pursuant to Chapter 113 – Plat Specifications of the City of Dawsonville. The purpose of the preliminary plat is to depict the subdivision of land, construction of new roads, and construction of new water and sewer lines before the applicant may proceed to final platting.

PROPOSAL

The purpose of the preliminary plat is to depict the subdivision of Dawsonville Pointe, which would consist of 102 single-family residences on individual lots. The site is partially located within the Dawsonville Historic District, where it fronts GA-53. The development would have a gross residential density of 2.73 units per acre.

BACKGROUND

At their public meeting on March 21, 2022, the Dawsonville City Council approved a Historic Preservation Map Amendment request to reduce the portion of the subject site contained within the Historic District. As a result, the designated area was reduced to its current configuration. Staff find that the site has maintained its R-3: single-family residential zoning designation for many years.

The construction of detached-single family residences is permitted by right in the R-3: single-family residential zone. This preliminary plat has been presented to the Planning Commission for a technical review, rather than a discretionary decision regarding the density, layout, or character of the development.

ANALYSIS

Pursuant to Article III of Plat Specifications, the preliminary plat shall meet drawing scale, content, and supplemental information requirements.

- Sec. 113-30 governs preliminary plat drawing scale.
 - Staff has reviewed the submitted plat for compliance with this requirement and found it to be compliant.
- Sec. 113-31 governs preliminary plat contents.
 - Staff has reviewed the submitted plat for compliance with this requirement and found it to be compliant.
- Sec. 113-21 governs preliminary plat supplemental information.
 - Staff has reviewed the submitted plat for compliance with this requirement and found it to be compliant.

Staff also finds that the preliminary plat generally meets the requirements of the Zoning Ordinance and other applicable regulations. Compliance with all applicable regulations will continue to be assessed through later stages of the review and approval process.

STAFF RECOMMENDATION

Staff has reviewed the submitted preliminary plat for Dawsonville Pointe and finds it to be compliant with all applicable codes and ordinances. No action or vote is required.

3

DRAWING INDEX

GENERAL NOTES

FIRE MARSHAL NOTES

**Land Lots 371, 378 & 439
4th District, 1st Section
City of Dawsonville
Dawson County, Georgia
Parcels 092B 021 & 024**



SITE DATA

APPROVAL STAMPS

Sperry SAFARIVILLE OFFICE
1275 UNIVERSITY AVE. #9
DANFORTH, CA 94516
Tel. 707-527-0013
www.SafariVillage.com

PROJECT:
**DAWSONVILLE
POINTE**

SHEET TITLE:
COVER SHEET

NOTIFY CITY OF
DAWSONVILLE INSPECTOR
AT (706) 203-4925 24 HOURS
BEFORE THE BEGINNING
PHASE OF CONSTRUCTION.

GEORGIA 811
1-800-PRIVACY-CALLER
1-800-862-7474
Know what's Below.

DRAWING DATE: 2015-07-31

SHEET REVISIONS

[illegible]

C1.01

