

CITY OF HOSCHTON
CITY COUNCIL
THURSDAY, MARCH 14, 2024 AT 6:00PM
HOSCHTON COMMUNITY CENTER
65 CITY SQUARE, HOSCHTON



WORK SESSION
AGENDA

CALL TO ORDER

AGENDA APPROVAL

REPORTS BY MAYOR, COUNCIL, AND STAFF

NEW BUSINESS

1. Memorandum of agreement for street light on SR 332/Pendergrass Road at Towne Center Parkway
2. Review of Traffic Study (1st draft) and consideration of approval of a roundabout at the intersection of East Jefferson Street, West Jackson Road, and Maddox Road (Z-23-02 PUD, The Providence Group)
3. 73 City Square (Hoschton Coffee) door replacement

CITIZEN INPUT

EXECUTIVE SESSION (IF NEEDED)

ADJOURN

MONTHLY REPORTS

Mayor's Summary

Training/Learning:

- Attended Newly Elected Officials Training
- Attended BOC meeting to hear about Charter School on Hwy 53
 - Brought up concerns of traffic.
 - Brought up possibility of losing school money.
 - Attend "Talk It Up Thursday" to learn more about GDOT funding.

Updates:

- Closed on the Blankenship property February 22nd
- Looking at different options for our parking deck.
 - Having soil tested
 - Minimal budget for FY24
- Met with Kroger reps to discuss Hoschton restaurant survey results.
- Met with DCA to find grant money for Mulberry house, "The Garden" renovations and parking deck. No grant money for parking deck but may be some for Mulberry house and The Garden.

Projects:

- Hoschton coffee shop doors need to be replaced.
- Stormwater flow issues in several subdivisions
- Project plan template

Parks and Rec Status Report

Councilmember Christina Brown

Learning

Attended parks WebEx, networked with other park-tasked city councilmembers at GMA training

Mulberry property

- 4.78 acres
- Design has been set
- We have a \$500,000 matching grant to develop
- General Funds and SPLOST to pay for remainder of development
- Seek additional grant money (?)

Blankenship property

- The city closed on this 17.109 acre property February 22, 2024
- This property borders 4.78 acres ("Mulberry property") previously purchased by the city, creating a 22 acre central park
- Purchase fully funded by impact fees

Oak Street

- 1.78 acres, bordered by creek
- Previously received 3 bids for design (Aug 2023-Oct 2023), which I have reviewed
- I would like to put out a new RFP, with new ideas, and try to move forward with developing this space

Blankenship, Oak Street, and Hwy 53 Properties

- I have many ideas, but will be soliciting input, possible committee members, and volunteers via online survey or email (cbrown@cityofhoschton.com)

Additional park land acquisition

- Based on the adopted LOS (5.33 acres/1,000 residents) for park/greenspace, Hoschton will need an additional 64.09 acres by 2028
- I have been using the Jackson County Tax Assessors map to search for useable tracts within, or contiguous to, the city and have begun reaching out to some of those landowners to gauge interest

Scott's Courter Status Report – February & March

- 1) 3-Day Training at Carl Vinson Institute
- 2) Sworn in at Feb DDA Meeting – sit in on my first DDA Meeting
- 3) Prior to DDA Meeting had a meeting with Chair & Vice-Chair to discuss a roadmap
- 4) We had a preliminary meeting to create a Citizen Lead Committee – The GEM (Growth, Economic & Marketing) – currently met with 4 Citizens from various neighborhoods throughout the City – looking for 7
- 5) After DDA – Joe, the City Staff & I created an outline for the installation of the clock in front of the Wilson Building at City Square – working to get completed by 3/27/24 for dedication to the Citizens & City
- 6) We had a meeting with the Kroger Developers – looking at potential future retail & commercial based on the Citizen Survey – we will work on more input and surveys
- 7) Jackson County Round Table – to discuss the JC Survey – presented by Mark Kooyman
- 8) Jennifer and I had a meeting with Braselton DDA Staff – extremely enlightening – Thanks to Amy & Jessica in Braselton
- 9) Meeting with John Snow – JC Economic Development – Discussed how to work closer together
- 10) Group of the Council & Mayor had multiple meetings with the New Italian Restaurant Owner and their team
- 11) Group of the Staff, Council & Mayor meeting with the developer of the new – Garden Project at Larry's
- 12) Working with a group of Citizens to build a presentation and document for the City to show future Developers
- 13) Multiple meeting with current small business owners throughout the City

Dave Brown- status update on Planning 5 & 10 year

We are currently gathering expenditure data to allow us to create a tool that predicts yearly cost and project cost at 5-year and 10-year intervals. After the expenditure data is collected, we will shift to revenue data.

Create a Sample Base to Determine existing baseline valuation of property tax digest.

Establish the existing baseline with the 2023 or 2024 property tax digest total will provide the us a tax digest dollars figure from the county. We are sorting parcels by land use classification code to gather the data for future considerations and formulations. An ideal sample set statistically would be a set of 30 valuations for Hoschton. We have eleven (11) land use zones or categories. We have pulled 250 properties in all categories, like apartments, townhouses, commercial residential, SFD and open space. We have created a formula that calculates the AVERAGE COST PER ACRE BY CATEGORY. This will provide the city with a tool to forecast costs per acre per category, thus providing future costs and budgeting.

Phase Two we gather the city's total linear square footage of all cities owned/maintained streets. Once we gather the total linear footage, we will create a formula that provides us with the cost per linear foot. We then will take each linear foot and lay out a time maintenance plan. At that point we will have a road maintenance cost per linear foot per year. This allows us to budget road maintenance and control cost.

Phase 3 will be next step of gathering expenditure data

CITY MANAGER REPORT

FEBURARY 2024

- ❖ Met with Kroger concerning the ROW at the intersection of Peachtree Road and Highway 53 (For Street Light)
- ❖ Team Meeting to review Panther Court Project
- ❖ Mayor' s Monthly Luncheon. Town of Braselton hosted for all Mayors, City Managers and City Clerks. Hoschton will host the monthly meeting on March 4th.
- ❖ The City Manager and Assistant City Clerk attended the conference for continuous education.
- ❖ Met with Historic Preservation Committee to discuss The Darby House Project. The Darby House sits on the same property as the Train Depot.
- ❖ The Mayor and City Manager met with DCA (Department Community Affairs) by zoom to inquire about any new grant opportunities.
- ❖ Our Water Department Audit. This audit is conducted every year. This is our second year with this audit and is based on a population of 3300 or more. This Audit is specifically for Customer Metering Inaccuracies, Systematic Data Handling Errors, and Unauthorized Consumption.
- ❖ Met with Mayor Martin and Councilmember Dave Brown to discuss future parking deck.
- ❖ City Manager and Councilmember Courter met with Town of Braselton' s DDA Staff for future ideas.
- ❖ Jackson County hosted its yearly round table for all the municipalities. Gave great insight for future growth.
- ❖ Mayor Martin, Council and Staff attended the monthly Q&A hosting GDOT.
- ❖ Mayor Martin & City Manager closed on the 17+ Property at 140 Mulberry Street. This property is adjacent to the property the city already owns and will also be used for public park use.
- ❖ The City Manager met with Gainesville-Hall Metropolitan Planning Organization along with City of Gainesville, Town of Braselton, Oakwood, Hall & Jackson County to discuss future life paths.
- ❖ The City Manager is working on quotes to present to M&C for the March Agenda for the Hoschton Coffee Shop front and back door, along with an awning over the front door and a ramp for the front door for better accessibility for wheelchairs.
- ❖ The City Manager is working on a plan, per Mayor Debbie Martin, for clearer audio for the public meetings and live streaming.
- ❖ The Public Works Team will start working on fresh paint for the gazebo, Train Depot Patio and fixing the rotten wood around the windows at the Police Department.
- ❖ The Historic Preservation Committee has worked in the community room and has created a collage wall with the Hoschton Heritage Pictures. This project will be completed Monday morning, and it will look great!

Respectfully submitted,

Jennifer Harrison

City Manager

2024 Budget Projects

City Project	Est. Cost	Grant	Est. Completion	Project Fund
Mulberry Park (153 Mulberry)	\$1.5 Mil	\$500,00 LWCF	Winter 2026	General
WWTP Phase 2 .5 to .95 MGD	\$13.8 Mil	\$2.2 Million SLFRF Grant	Fall 2025	Sewer
Water Booster Pump	\$720,000	\$440,000 SLFRF Grant	Spring 2025	Water
WWTP Phase 3 .95 to 2.0 MDG	\$15 Mil	No	Winter 2028	Sewer
Main Water Line Upgrade Phase 1B	\$948,431.00 (Under Budget)	No	Spring 2025	Water
South Water Tank	3,015,906.00 (Under Budget)	\$1 Million ARC	Winter 2025	Water
Broad Street Paving	\$314,845.00	\$45,312.19 LMIG	Summer 2024	General
Public Works Building	\$812,784.50	No	Winter 2024	General
Panther Court	\$1.2 Mil	\$600,000 CDBG	Winter 2024	Sewer
Parking Deck	TBD	TBD	TBD	General

CITY OF HOSCHTON, GA
CONSULTING CITY PLANNER'S REPORT
ACTIVE, ONGOING AND FUTURE TASKS
March 4, 2024

Category	Description of Task	Status	Notes
Development Permit App.	West Jefferson Tract Land Development (Revision #1 to approved)	2/15/24 Pending	
Development Permit App.	Cresswind Lower Lake Dam Restoration	Soil erosion only review pending	12-11-24
Development Permit App.	Henry Street tract (24 fee simple townhouses)	1 st Review Complete (revision pending)	
Development Permit App.	Kroger development plans	Received 2/27/24	Distribute
Rezoning	Z-24-01 PUD Rezoning (292 apartments) (was Z-23-13, withdrawn)	Staff report, 3/14/23 public hearing	Revised prior report
Variance	V-24-01 (building setback Towne Center Parkway) (staff report and resolution)	Complete; 3/14/23 public hearing	City initiated
Preliminary Plat	Tribute (Rocklyn Homes PUD) (1,051 units)	1 st review and recommendations complete 2/20/24	Distributed memo to Council; Meeting held w/ applicant 2/27/24
Preliminary Plat	Providence Group (334 units)	1 st review complete – application incomplete	Meeting held 2/28/24
Preliminary Plat	Traffic impact study for Providence Group	Memo and stud sent to council	City Council action needed
Final Plat	Cresswind Phase 5	1 st review complete – revisions requested	Revisions underway
Final Plat (Revision)	Cambridge at Towne Center Unit 2 (Adjust access easement)	Signed and released for re-recording 2/27/24	Complete
Ordinances	City Code Amendment – Planning & Zoning Commission	Drafted, 3/14/23 Council public hearing	
Ordinances	O-2024-02 Subdivision and land development ordinance amendment (planning commission)	Drafted, 3/14/23 Council public hearing	
Ordinances	TA 2024-01 Zoning ordinance amendment (planning commission)	Drafted, 3/14/23 Council public hearing	
Ordinances	Revision of land use regulations (community work program item)	Periodic as needed or as identified	
Administration	Appointment of Planning Commission	March City Council following ordinance adoption	April 2024
Administration	Rezoning, Variance, Conditional use Schedule of Submission Dates incorporating planning commission	Revise May for May deadline (May 2024)	Establish meeting date
Administration	City Council Retreat (March 26-28)	Planning block of time is Wed. 3/27/24	Content TBD
Administration	Monitoring of Georgia General Assembly legislation regarding planning/zoning	Memo to city manager 02/26/24	
Administration	Intergovernmental agreement with Jackson County for collection of county development impact fees (Z-23-03)	City manager initiated contact w/ county manager	

Consulting City Planner’s Report, 3/04/24

Special Projects	10-year Study (Budget Projection based on Development Buildout)	Underway: Target June 2024 completion	
Category	Description of Task	Status	Notes
Special Projects	Planning Commission Training	TBD	Begin June 2024
Special Projects	Annual update of Capital Improvements Element and Community Work Program of Comprehensive Plan; include update of February 2021 future land use plan	Public hearing(s) in June or July for adoption by Oct. 2024	June or July Planning Commission
Special Projects	5-Year update of comprehensive plan (requires steering committee)	Begin Nov. or Dec. 2024	October 2025 deadline

Building Department Activity Report-February 2024

A. Building department activity

a. Permits Issued

- i. January - 76 Res. Building / 3 Miscellaneous
- ii. February - 60 Res. Building / 6 Miscellaneous
- iii. 2024 YTD – 136 Res. Building / 9 Misc.

b. Inspection Activity

- i. January Total Inspections
 - 1. Building Inspections – 425
 - 2. Water Meter Inspections – 23-pass, 7-fail

c. Commercial Permit Issued - YTD Permits - 1

- 1. Publix active construction
- 2. Publix rental units (8 unit) Active
- 3. Hoschton Storage



February 2024 Monthly Report

Water

- Daily water route check of connections, water tank and random sample sites
- Daily checks and operations of both city wells
- Daily water sampling
- Weekly well cleanings
- Monthly Meter high usage and non-read meter reading
- Pulled monthly Reporting EPD Samples
- Pulled monthly Bacteriological samples throughout water system.
- Replenished Chemicals at both Wells
- Daily utility locates, 365 water/sewer locates for the month of February.
- Recorded all daily, weekly, and monthly Data.
- Completed and Submitted Monthly Water Reports to EPD
- Installed 32 New Water Meters
- Repaired 7 Water Service leaks.
- Installed 4 new Water Taps for new houses on Bell Ave.
- Worked with Dirt works to Complete several final Water Main Tie-ins for new 12-inch water Main transmission line.
- Dirt Work has officially completed Phase 1 Water main Installation.
- Drained water from North Tank and replaced a valve at the bottom of the tank.
- Had Missions Communications Control Circuit board replaced on in town Water Tank
- Assisted EMI with preparing and completing the water Systems Annual Water Audit
- Water Audit Submitted to the state.
- Award bid for Phase 1B Water Main Install to Griffin Bros. LLC out of Maysville, GA
- Implemented a flushing program for all our water sampling stations.
- Demoed two Hydro-Vac Trucks the city plans to purchase in 2024.
- Ordered two new Portable PH Meters for our Daily Water Sampling.

Wastewater

- Daily Plant check of equipment and processes
- Daily sampling and testing of plant Effluent
- Daily Instrument calibrations
- Daily lab equipment temperature checks
- Weekly process control lab work
- Weekly Automatic samplers turned on and checked
- Pulled Weekly permit samples
- Performed weekly permit Lab testing
- Recorded all daily, weekly, and monthly Data
- Performed Maintenance on Dewatering Belt Press
- Performed Weekly and monthly Maintenance on Clarifiers
- Performed Weekly Sewer pump station and generator check
- Ran Belt Press weekly to remove excess solids in Plant
- Weekly Washdown and cleaning of tanks, troughs, and filter
- Daily utility locates, 365 water/sewer locates for the month of February.
- Completed and Submitted Monthly Wastewater Report (DMR) to EPD
- Demoed two Hydro-Vac Trucks the city plans to purchase in 2024.
- Continued Locating buried and/or missing sewer manholes throughout the Sewer system.
- Raised 6 Sewer Manholes in the system.
- Repaired water line and replaced Hose spigot at the Effluent Cascades at Sewer Plant
- Repaired Water Line and replaced Hose spigot at the Headworks at Sewer Plant
- Had United Safety Associates come out and Calibrate two Gas Detectors
- Installed City Signage at the New Sewer Lift Station in Twin Lakes
- Installed 1 of 4 Sewer Taps for the new houses on Bell Ave.
- Cleared and Cut 3 Sewer Line right-of-ways
- Repaired two Lift Station Driveways
- Jacob with EPS repaired the generator at Brighton Park Lift Station
- Jacob with EPS repaired the generator at Brook Glen Lift Station
- Traced down some Inflow & Infiltration on a sewer Line and found a bad spot in the sewer line near Hoschton Hardware. Will Make plans for a repair.
- Working with our Chemical supplier to change the type of Polymer we use for our Belt press to make a cost savings.

Police Department Report 03/05/2024

1. **Reports and Citations**- The Police Department generated right at 450 incident numbers since Jan. 1 and wrote 33 citations in the month of February.
2. **Court**- We will have court again on April 18th at City Hall.
3. **Equipment**- We have added a new truck to the fleet! I will be driving a new black Ram 1500 and my black Durango has been passed off to Officer Kesler. This will allow us to have one of the white sedans as a spare vehicle.

NEW BUSINESS

ITEM #1

Street light on SR 332 at Towne Center Pkwy

MEMORANDUM OF AGREEMENT

FOR
ROADWAY LIGHTING ON STATE ROUTE 332/PENDERGRASS ROAD at TOWNE
CENTER PARKWAY, CITY OF HOSCHTON, JACKSON CO.

CONSISTING OF

One (1) New 81W LED Luminary on one (1) new wood pole for Roadway Lighting by Permit No. 1304387 along State Route 332/Pendergrass Road, City of Hoschton, Georgia, Jackson County.

BETWEEN

The City of Hoschton, acting by and through its City Council, hereinafter called the **CITY**, and the Department of Transportation, an agency of the State of Georgia, hereinafter called the **DEPARTMENT**.

RELATIVE TO

The **CITY** is requesting to install 1 (one) new roadway lighting structure by Permit No. 1304387 along State Route 332/Pendergrass Road and Towne Center Parkway, City of Hoschton, Georgia, Jackson County.

I. IT IS THE INTENTION OF THE PARTIES:

A. That the **CITY**, only to the extent that it may be bound by contracts that may hereafter be entered into, shall be responsible for the following:

1. The **CITY** shall Install, Locate, Provide the Energy, Operate, Maintain and Design additional roadway lighting in accordance with the Georgia Department of Transportation's Design Policy Manual, by Permit No. 1304387 along State Route 332/Pendergrass Road, City of Hoschton, Georgia, Jackson County.

2. The **CITY**, in its operation and maintenance of the lighting systems, shall not in any way alter the type or location of any of the various components that make up the entire lighting system without prior written approval from the **DEPARTMENT**.

3. The **CITY** shall at all times indemnify and save harmless the **DEPARTMENT** and the State of Georgia, to the extent allowed by law, from any and all responsibility for damages or liability, or both, which may result from the installation, construction, reconstruction, operation, maintenance or repair, or any combination of any of the foregoing.

4. The **CITY** assumes full responsibility for the requirements of the Georgia Utility Facility Protection Act.

II. IT IS FURTHER AGREED, that the **DEPARTMENT**, only to the extent that it may be bound by contracts which may hereafter be entered into, shall reserve the right to remove the aforementioned lighting upgrades in the event that the **CITY** elects to de-energize or fails to properly maintain any individual component within the systems or the complete system(s) including poles, mast arms, luminaires, foundations and associated wiring. In addition the **DEPARTMENT** reserves the right, at its sole discretion, to remove or replace any lighting upgrades where the public safety is at any time compromised by the actions or inactions of the **CITY**.

III. IT IS FURTHER AGREED, that this Agreement shall remain in effect for a period of fifty (50) years.

IV. IT IS FURTHER AGREED, the covenants herein contained shall, except as otherwise provided accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

This document is a **Memorandum of Agreement** expressing the present intentions of the parties. Nothing contained herein shall require the undertaking of any act, project, study, analysis, or any other activity by any party until a contract for such activity is executed. Nor shall this document require the expenditure of any funds by any party until a contract authorizing such expenditure is executed.

However, nothing contained herein shall be construed to prohibit any party's undertaking any act, project, study, analysis, or any other activity, which the party is required by law to contract to undertake as part of any other program, which fulfills some function shown herein as intended to be performed by the party undertaking such act, project, study, analysis, or any other activity.

IN WITNESS WHEREOF, the parties hereto have executed this **Memorandum of Agreement** to be executed by their duly authorized officials, and their respective seals attached hereto.

Signed and delivered
this _____ day of _____,
202_, in the presence of:

GEORGIA DEPARTMENT OF TRANSPORTATION

STATE UTILITIES ENGINEER

WITNESS

REQUESTED BY: CITY OF HOSCHTON, GEORGIA

BY: _____
TITLE: _____

BY: _____
WITNESS

BY: _____
NOTARY PUBLIC
My Commission Expires: _____

(OFFICIAL SEAL-CITY OF HOSCHTON, GA.)

SWORN TO AND SUBSCRIBED BEFORE
ME ON THIS _____ DAY OF _____,
2024

This Agreement approved by the
City Council at a meeting held
at _____ on
the ___ day of _____, 2024

Attest:

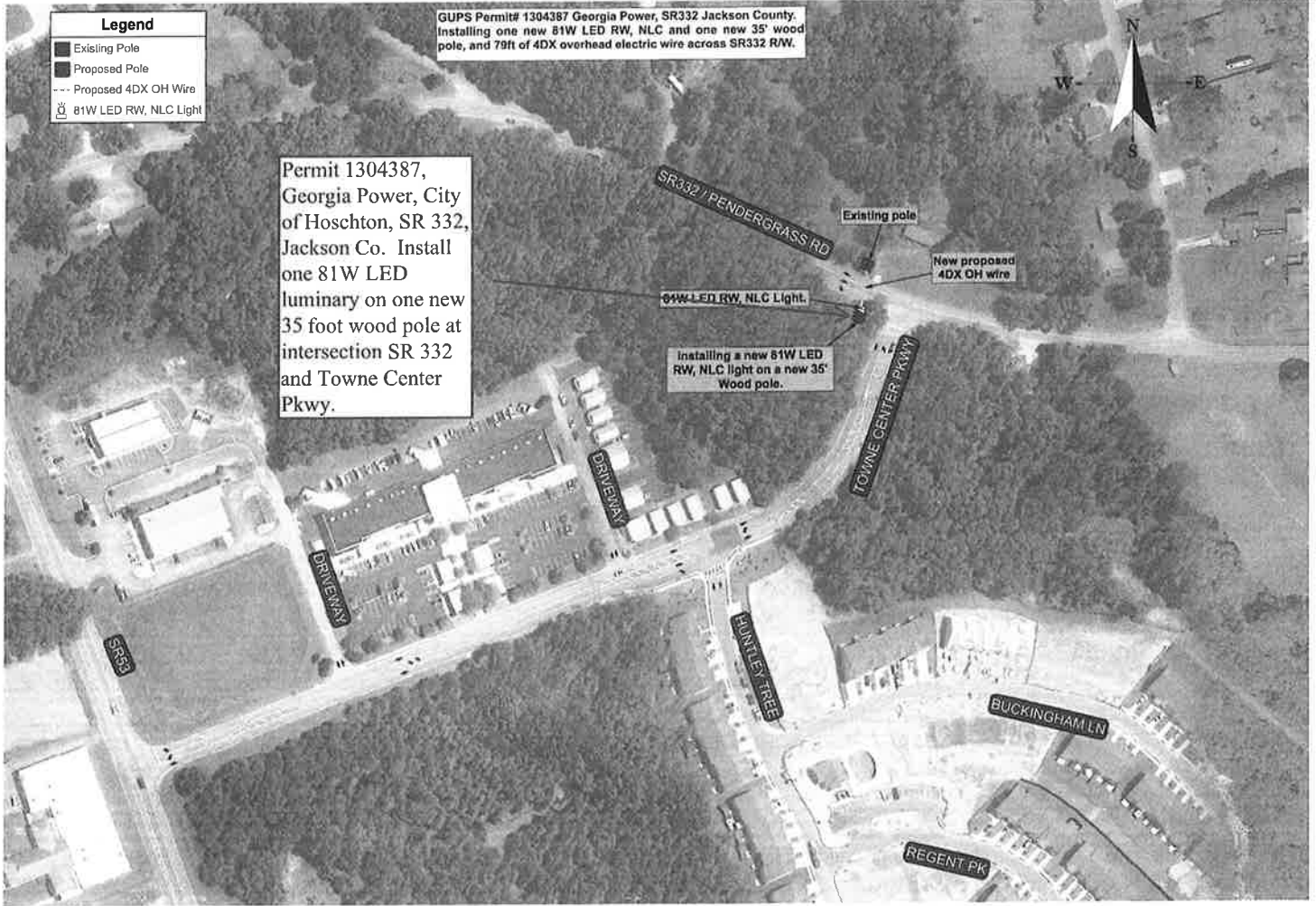
BY: _____
City Clerk

2/27/2024-cnw

Legend	
■	Existing Pole
■	Proposed Pole
---	Proposed 4DX OH Wire
⦿	81W LED RW, NLC Light

GUPS Permit# 1304387 Georgia Power, SR332 Jackson County. Installing one new 81W LED RW, NLC and one new 35' wood pole, and 79ft of 4DX overhead electric wire across SR332 R/W.

Permit 1304387, Georgia Power, City of Hoschton, SR 332, Jackson Co. Install one 81W LED luminary on one new 35 foot wood pole at intersection SR 332 and Towne Center Pkwy.



Existing pole

New proposed 4DX OH wire

81W LED RW, NLC Light

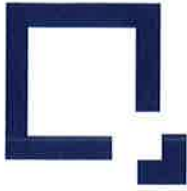
Installing a new 81W LED RW, NLC light on a new 35' Wood pole.

NEW BUSINESS

ITEM #2

Review of Traffic Study & Consideration of
Roundabout at intersection of East Jefferson St.,
West Jackson Rd., and Maddox Rd.

(Z-23-02 PUD-The Providence Group)



Jerry Weitz & Associates, Inc.
Planning & Development Consultants

1225 Rucker Road, Alpharetta, Georgia 30004
Phone: (404) 502-7228 E-Mail: jweitz@bellsouth.net

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MEMORANDUM

TO: Honorable Mayor and City Council, City of Hoschton

From: Jerry Weitz, Consulting Planner, City of Hoschton

Date: March 6, 2024

Subject: Hoschton City Council March 14, 2024, Work Session Agenda Item: Review of Traffic Study (1st draft) and consideration of approval of a roundabout at the intersection of East Jefferson Street, West Jackson Road, and Maddox Road (Z-23-02 PUD, The Providence Group)

When City Council approved Ordinance Z-23-02 rezoning the Providence Group / Shannon Sell property to PUD, there were conditions imposed that related to road improvements. One of those conditions spelled out a series of right of way dedications and road improvements and contribution of \$100,000 toward a traffic signal at said intersection. The final set of conditions provided that a signal and certain road improvements would not be required if a traffic impact study (funded by the applicant but managed by the city) compared a signalized intersection with the proposed roundabout and determined that a roundabout would work as good as or better than a signalized intersection. The roundabout would be constructed by the developer, The Providence Group, without participation by the city in the construction cost.

Pursuant to those conditions of zoning approval, the city hired W&A Engineering (Brent Cook, PE) to conduct a traffic study. The intended work scope was unfortunately not fully communicated to the engineer and so the study did not include all of the analysis the city wanted. As a result, we have asked the engineer to revise the study (see memo from me attached). There were a number of comments made by me on the study, and I discussed them by phone with Mr. Cook yesterday. We expect a revision to the traffic impact study either Friday this week or sometime next week, before the work session meeting. We will forward the revised study as soon as it is available. The city manager also asked that the engineer appear at your work session on March 14 to answer questions about the study, but he was not available to attend.

Some of the information requested by me from the engineer is not available because there are not any traffic counts at the intersection of SR 332 and New Street, plus it was not within the work scope of the engineer to conduct operational analyses of intersections. As council members may know, I have maintained significant concern all along about the impact of new development, including the Providence Group's 334-unit PUD, on area roads including New Street, as well as the proposal by the Providence Group to gate the roads in the development instead of providing a through-street as initially recommended by planning staff. The traffic study did not assign any traffic to New Street, and the traffic study does not yield any significant insights about how existing conditions, future traffic, or PUD project impacts New Street.

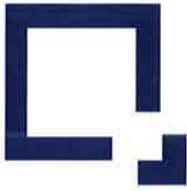
As you may also know, the "corridor map" proposals (on recent agendas) were my partial response to concerns about improving the road network in anticipation of and in response to (concurrent with) development. Council declined to approve some of those proposed road network additions in the area in the comprehensive plan. I point this out because it interrelates to the issue of the traffic study and road network adequacy including New Street.

The Providence Group's PUD (referred to as the "East Jefferson Tract") is not on the agenda during the work session on March 14. However, it is anticipated to be on your April agenda.

In addition to having some discussion about traffic analyses, we believe the council should resolve the issue about a signalized intersection versus a roundabout, and to resolve it in favor of authorizing the roundabout.

Attachments

Traffic study (text portion only)
Weitz memo to W&A Engineering



Jerry Weitz & Associates, Inc.
Planning & Development Consultants

1225 Rucker Road, Alpharetta, Georgia 30004
Phone: (404) 502-7228 E-Mail: jweitz@bellsouth.net

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MEMORANDUM

TO: Jennifer Harrison, Hoschton City Manager

From: Jerry Weitz, Consulting Planner, City of Hoschton

Date: February 28, 2024

Subject: Review of Traffic Impact Study for Providence Group East Jefferson Tract
Planned Unit Development (February 1, 2024)

The primary purpose of the traffic impact study report is to evaluate the performance of a roundabout at the intersection of East Jefferson Street and West Jackson Road in comparison with a four-way intersection layout for the Providence Group annexation and zoning (Z-23-02). The applicant, The Providence Group, was required by condition of zoning approval #8(c) to fund a third-party traffic study focused on this issue. The evaluation was required to take into account traffic patterns while public schools were in session. Conditions of zoning approval as refer to the traffic engineer recommending improvements as it relates to pavement width, curb, gutter, and sidewalk for the intersection (Condition of zoning approval #8(d)).

East Jefferson Street is required to be improved to a pavement width of 36 feet from back of curb to back of curb or an alternative pavement width specified by the third-party traffic engineer as may be approved by the public works director and zoning administrator.

The city approved W & A Engineering to complete the work, and a draft traffic impact study was submitted to the city on February 1, 2024. The study was subsequently distributed to The Providence Group.

A roundabout must be approved by the city (this condition of zoning approval is interpreted to require approval by the City Council).

Specific comments:

1. P. 1, Sec. 1, "introduction," change acreage of development from approximately 134 to 109.72. Make same correction p. 7.
2. Jefferson Street is found to be classified as a "minor collector road" (p. 3). There is no comparison of adequacy of this street with the city's requirements for a minor collector road (subdivision and land development regulations). The study should evaluate the existing conditions with the city's requirements for said minor collector.
3. New Street is mentioned in the report (p. 3) but there is no evaluation of its adequacy in terms of meeting city standards. This should be added.

Review of Traffic Impact Study for the Providence Group

4. Towne Center Parkway is shown as a “private road” (p. 3). It is a public road, and since it connects a minor arterial and major collector, it should be shown as a major collector street unless the traffic engineer sees reason to classify it otherwise.
5. Figure 3 excludes the intersection of Old Pendergrass Road (SR 332) and New Street. That intersection should be added to the figure. That intersection should be analyzed to the extent that the study doesn’t address it in terms of traffic impacts. It is substandard in terms of its alignment with the state route. It also has a deficient right of way width and probably a deficient pavement width. Same comment with other figures regarding the need to include the intersection of Old Pendergrass Road and New Street.
6. Reference should be given (p. 5) to the source of the traffic counts provided (these were done by another party). Information presented in the summary about the traffic counts should be moved up to here and expanded.
7. Figure 6 in the study is a site plan for the project. It is referred to as a construction site plan. It does not provide any specifications for the roundabout which is an important component that needs to be added. Preferably a standard detail as to what was evaluated.
8. Table 1 (p. 8), the growth rate of Jackson County from 2010 to 2025 was 25% but is shown as 2.3%. The annual average growth rate would be 2.5%, not the 2.3% shown. Corrections should be made. But it is not clear how a countywide growth rate would be used for Hoschton, which is currently in 2024 growing at an unprecedented rate or much faster than the countywide growth rate would suggest.
9. Section 6.3, growth rate, this should refer to annual growth rate. The growth rate chosen is considered to be too low and should be revised. A change of the growth rate utilized would of course change the analyses.
10. Figure 9, Trip Distribution, can a paragraph be added to justify the decisions for trip distribution. As is, they are unsubstantiated. Also, this figure does not include New Street at its intersection with SR 332 (Pendergrass Road).
11. Table 6, p. 15, the abbreviations utilized in the table are not self-explanatory and need to have a legend for the abbreviations utilized.
12. In the conclusion, the study indicates that a roundabout would work better than “other treatments such as an all-way stop or two-way stop.” The conditions of zoning approval contemplate a traffic signal, but that is not evaluated. Because the principal purpose of the study was to compare a roundabout with a signalized intersection, the study does not deliver in terms of the principal purpose as suggested in conditions of zoning approval. The recommendation is therefore not sufficiently defended.
13. In the conclusion, the last bullet in the first set of comments is incomplete.

Based on this review, It appears necessary to request revisions to the study before sending this on for the consideration of the Hoschton City Council.

TRAFFIC IMPACT STUDY
CITY OF HOSCHTON
JACKSON COUNTY, GEORGIA



Prepared By:



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Appendix

Turning Movement Count Data
Bidirectional Traffic Count Data
GDOT Count Station Data
Trip Generation Data
Capacity Analysis Reports, Existing Condition
Capacity Analysis Reports, No-Build Condition
Capacity Analysis Reports, Build Condition

1 Introduction

The purpose of this study is to conduct a Traffic Impact Study (TIS) for a development of 334 residential units on approximately 143 acres fronting on Pendergrass Rd and E Jefferson St/Maddox Rd, east of Downtown Hoschton, Jackson County, Georgia. Also, to analyze and assess the impact of the development on the transportation infrastructure and identify the mitigation measures, if any, to support the proposed development.

2 Project Location

The proposed development is located to east of Downtown Hoschton, Jackson County, Georgia. The project location is shown in **Figure 1** and study intersections are shown in **Figure 2**.

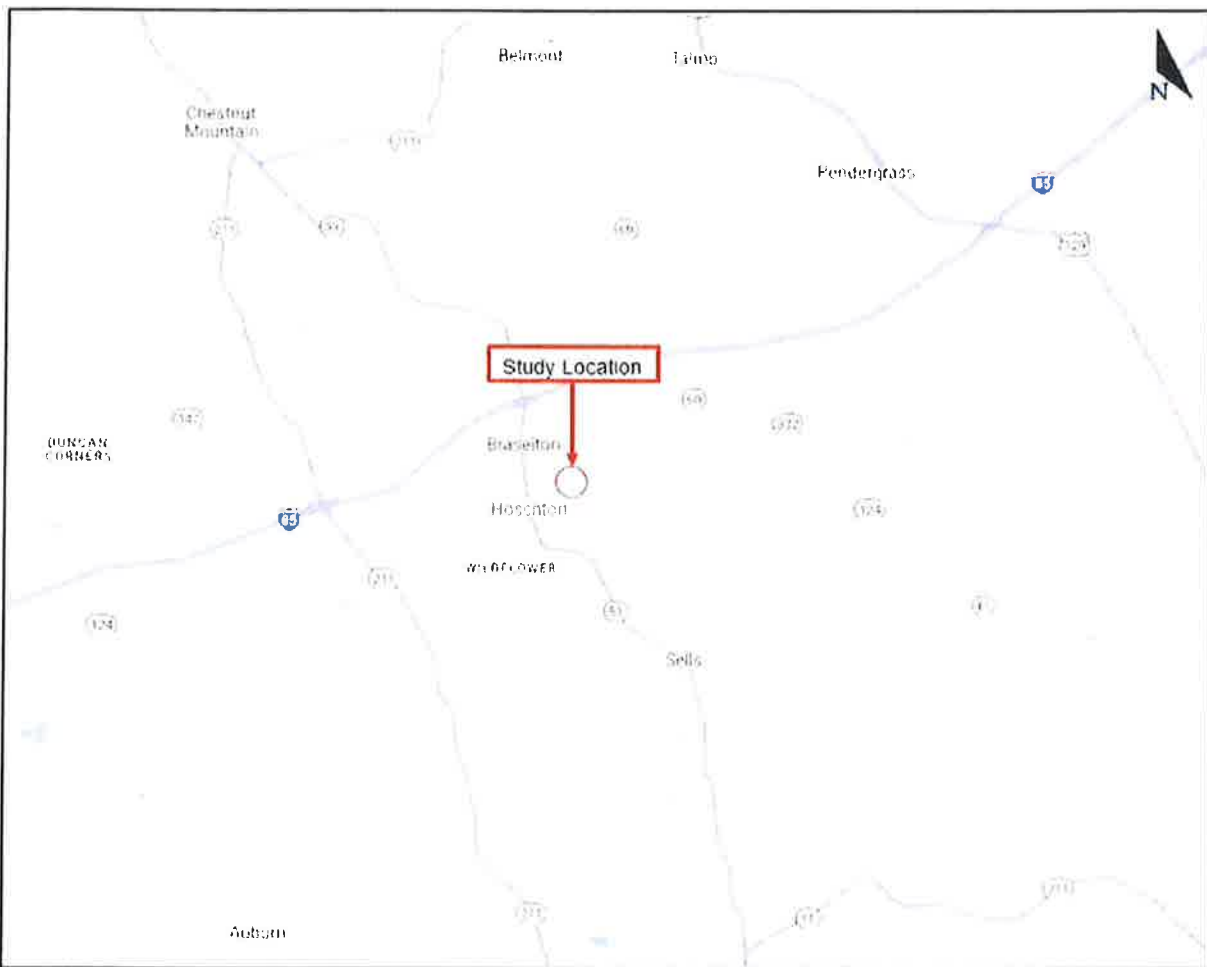


Figure 1: Project Location Map



Figure 2: Study Intersection Map

3 Existing Conditions

An assessment was performed at the project location and its vicinity to determine the existing geometric, roadway and traffic conditions. The assessment included existing lane configurations, traffic control, signs, posted speed limits, pavement marking, site development, and other geometric features. A condition diagram was developed to graphically illustrate the existing conditions at the study intersection as shown in Figure 3.

The existing conditions at the intersections shown in Figure 3 are summarized below:

- SR 53 is a two-lane roadway with one lane provided in each direction classified as a Minor Arterial. The posted speed limit is 35 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-foot paved shoulder.
- W. Jackson Road is two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-foot paved

shoulder near the intersection with GA 53. At the eastern end of Jackson Rd, the pavement width narrows to a 20-foot-wide paved section.

- Jefferson Street is a two-lane undivided roadway classified as a Minor Collector Road having channelized right turn near the intersection with GA 53. The posted speed limit is 25 miles per hour (mph) in both directions.
- Pendergrass Road (SR-332) is a two-lane undivided roadway classified as a Major Collector Road. The posted speed limit is 35 miles per hour (mph) in both directions. The lane widths are 12-feet with a 2-foot paved shoulder.
- New Street is a two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph) in both directions.
- Towne Center Parkway is a two-lane undivided roadway classified as a Private Road. The posted speed limit is 25 miles per hour (mph) in both directions.
- Stanford Way is a two-lane undivided roadway classified as a Local Road. The posted speed limit is 25 miles per hour (mph).
- Maddox Road is a two-lane undivided roadway classified as a Minor Collector Road. The posted speed limit is 35 miles per hour (mph). The lane widths are 12-feet with a 2-foot paved shoulder.
- SR 53 at W. Jackson Road forms a Four-legged intersection and is currently operating as a two way stop-controlled intersection.
- SR 53 at Jefferson Street forms a Four-legged intersection and is currently operating as a two way stop-controlled intersection.
- SR 53 at Pendergrass Road (SR-332) forms a Three-legged intersection and is currently operating as a minor street stop-controlled intersection.
- E Jefferson Street and New Street forms a Three-legged intersection and are currently operating as an All Way stop-controlled intersection.
- SR 332/Pendergrass Road at Towne Center Parkway forms a Three-legged intersection and is currently operating as a minor street stop-controlled intersection.
- E. Jefferson/Maddox Road at W. Jackson Road forms a Three-legged intersection and is currently operating as a minor street stop on W. Jackson Road.
- Maddox Road and Stanford Way form a Three-legged intersection and are currently operating as a minor street stop-controlled intersection.

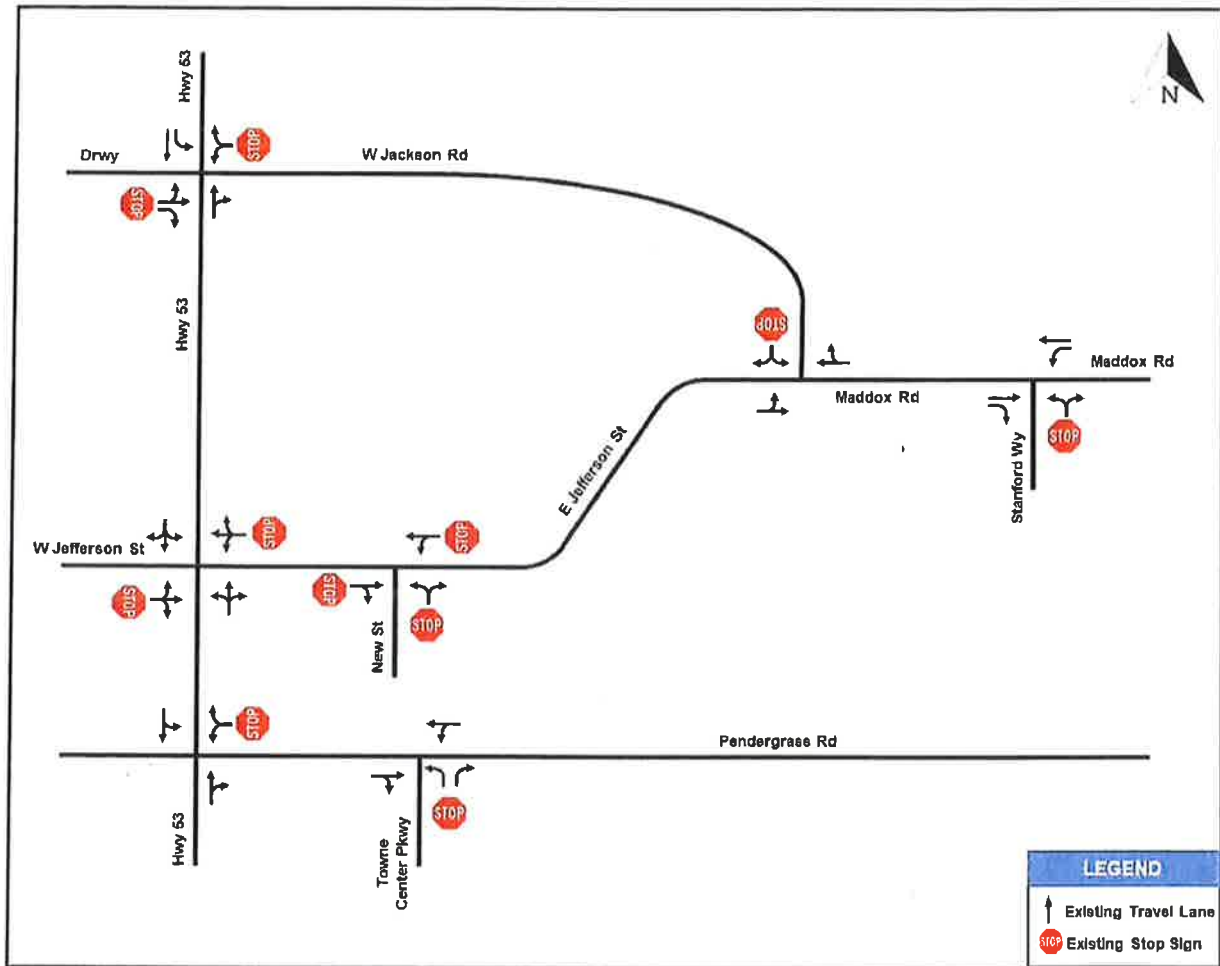


Figure 3: Existing Condition

4 Data Collection and Analysis

4.1 Turning Movement Counts

Turning Movement Counts (TMC's) were conducted at the study intersections on Tuesday, December 05, 2023, from 6:30 AM to 8:30 AM and from 2:00 PM to 6:00 PM. Turning movement count data is provided in **Appendix A**.

The AM Peak Hour was found to be 7:00 AM to 8:00 AM, and the PM Peak Hour was found to be 4:30 PM to 5:30 PM. Existing Peak Hour turning movement volumes are shown in **Figure 4**.

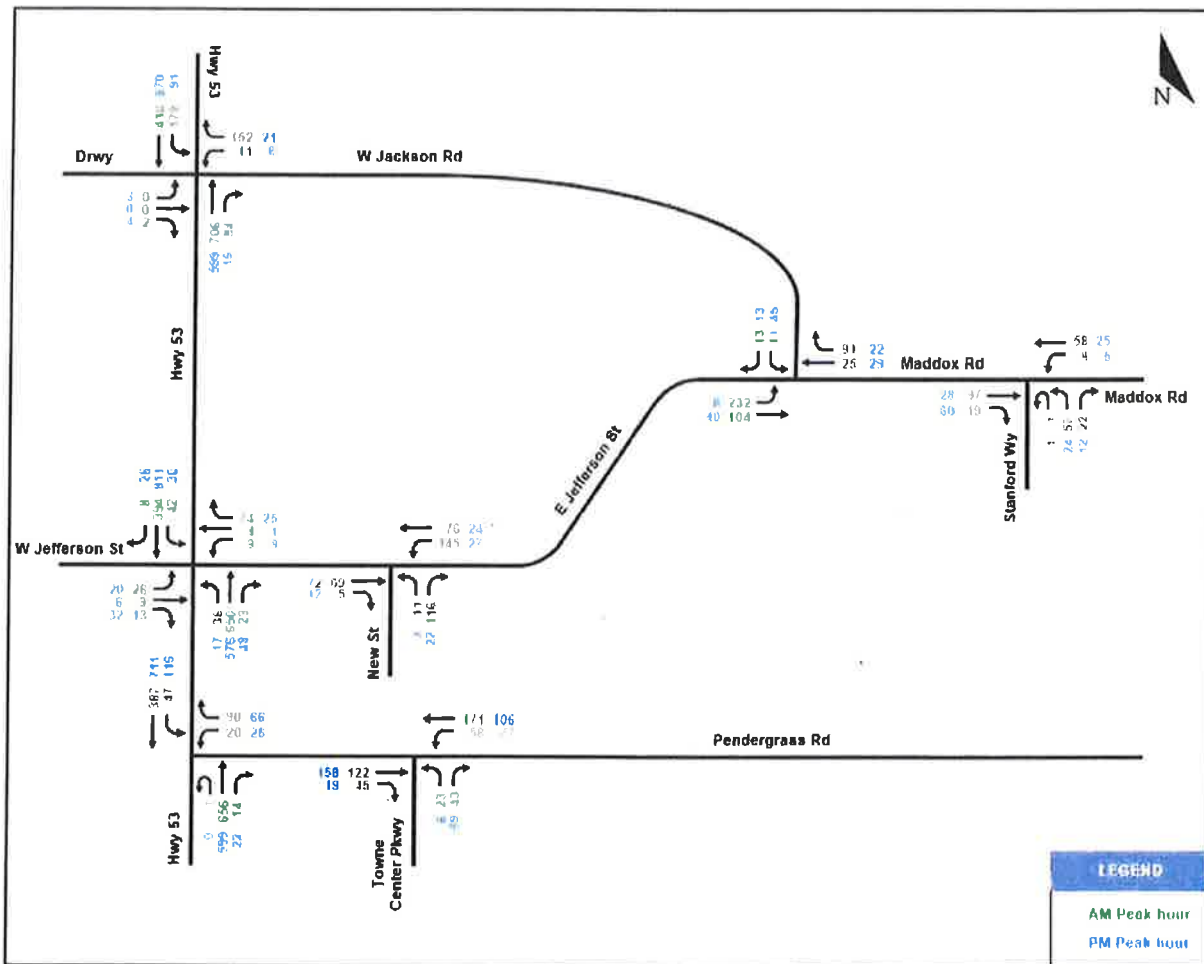


Figure 4: Existing 2023 Traffic Volumes

4.2 Bidirectional Traffic Counts

Twenty-Four hours Bidirectional traffic counts were conducted at SR 53, north of SR 53 at Jefferson St on Wednesday, July 19, 2023, and at Highway 332 (Pendergrass Rd), east of SR 53 on Tuesday, August 16, 2022.

Total bi-directional volumes on SR 53 is 18,138 ADT, approximately 413 feet North of SR 53 at Jefferson St intersection and volumes on Highway 332 is 3,920 ADT, approximately 1.97 miles East of SR 53 and is shown in **Figure 5**. The detailed 24-hour counts are provided in **Appendix B**.

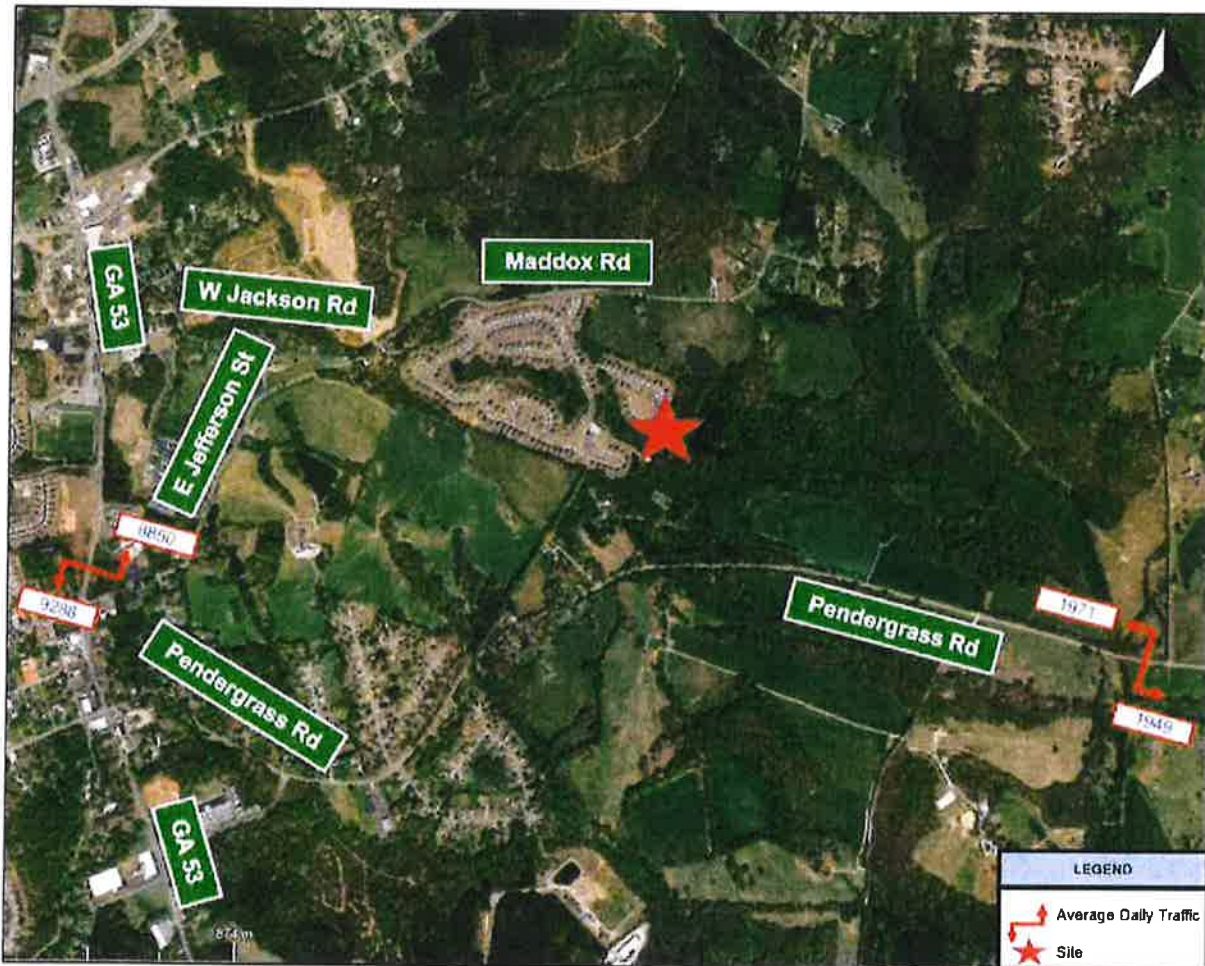


Figure 5: Bidirectional Traffic Volumes

5 Planned Developments

The proposed development is a residential development having 334 residential units on approximately 143-ac located at east of Downtown Hoschton, Georgia. Construction site plan is shown in **Figure 6**.



Figure 6: Site Plan

6 Traffic Projection

The methodology used to estimate future traffic growth included the examination of Jackson County, GA., census data and historic trends from the nearby GDOT count stations. GDOT count stations data is provided in **Appendix C**.

6.1 Census Data

The census data for Jackson County, GA. is shown in **Table 1**. A growth rate of 2.30% is observed between year 2010 and 2020.

Table 1: Census Data - Jackson County, GA.

County	2010	2020	Growth Rate
Jackson County, GA.	60,485	75,907	2.30%

Source: Jackson County census.gov

6.2 Historic Traffic Data

The GDOT maintains multiple annual traffic count stations in the vicinity of the study area. This data was used to establish historic growth rates in the area. **Figure 7** shows the count stations in the vicinity of study area.

Table 2: Historic Traffic Data

Year	GDOT Count Station	
	157-0259	157-0272
2013	10370	2290
2014	10400	2270
2015	11600	2360
2016	12000	2380
2017	12300	2430
2018	12300	2650
2019	13300	2710
2020	12300	2930
2021	16000	3120
2022	16400	3530

Source: GDOT Traffic Data

Table 2 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2013 through 2022.



Figure 7: Nearby GDOT Count Stations

6.3 Growth Rate

Jackson County, GA. has an annual population growth rate of 2.30%. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 6.84% for the past five years. Based on these rates and the surrounding area, the background traffic growth rate was established and considered to be **1.5%** from the Existing year (2023) to the Build year (2027).

6.4 Growth Factor

A growth factor was arrived by applying the growth rate to the below equation and shown in **Table 3**.

$$\text{Growth Factor} = (1 + r)^n$$

Where:

r = growth rate

n = number of years

Table 3: Growth Factor

Build Year (2027)
1.06

Figure 8 shows the estimated background growth traffic volumes at the study intersections for the Build Year 2027.

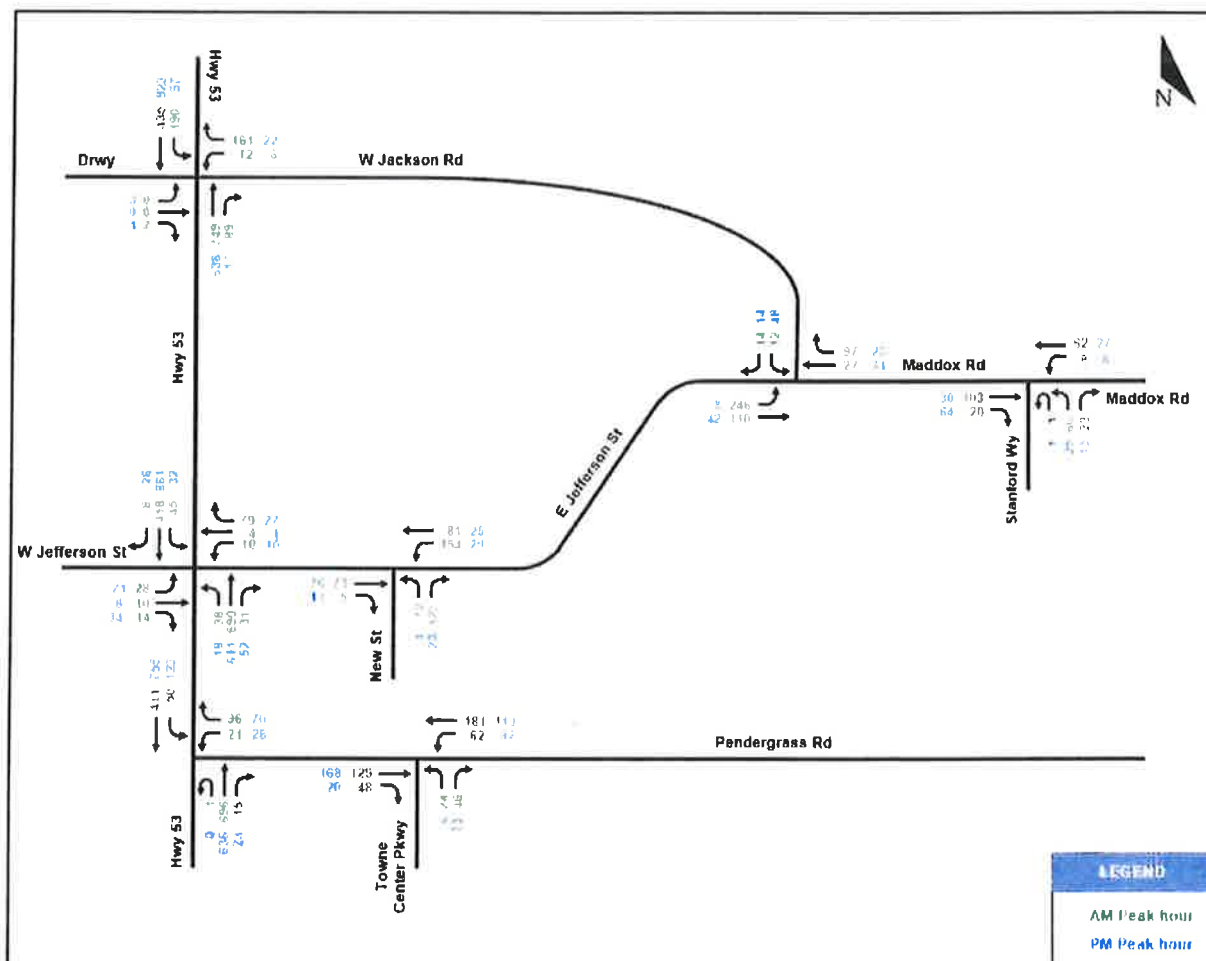


Figure 8: Background Growth Volumes (2027)

6.5 Trip Generation

To account the traffic generated by the new development, the Institute of Transportation Engineers provides a TripGen Web-Based App which breaks down calculated trips by development type. Trip generation for the proposed development was calculated based upon 210: Single detached family housing. **Table 4** summarizes the net trip generation for the proposed development upon build-out of year 2027.

The site is expected to generate a net daily of 3,150 trips with 251 occurring during AM Peak hour (65 entering and 186 exiting), 331 occurring during PM Peak hour (212 entering and 119 exiting) and is shown in **Table 4** and detail analysis is presented in **Appendix D**.

Table 4: Trip Generation

ITE Code	Land use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Entry	Exit	Total	Entry	Exit	Total
210	Single detached family housing	334 Units	3150	65	186	251	212	119	331

6.6 Trip Distribution

In order to assign new trips to the roadway network, it is necessary to determine how the trips should be distributed to and from the site. To determine the estimated number of trips into and out of the proposed development, the Institute of Transportation Engineers Trip Generation Manual, 11th Edition was used. A distribution pattern was developed to define the origin and destination of the new trips and shown in **Figure 9**.

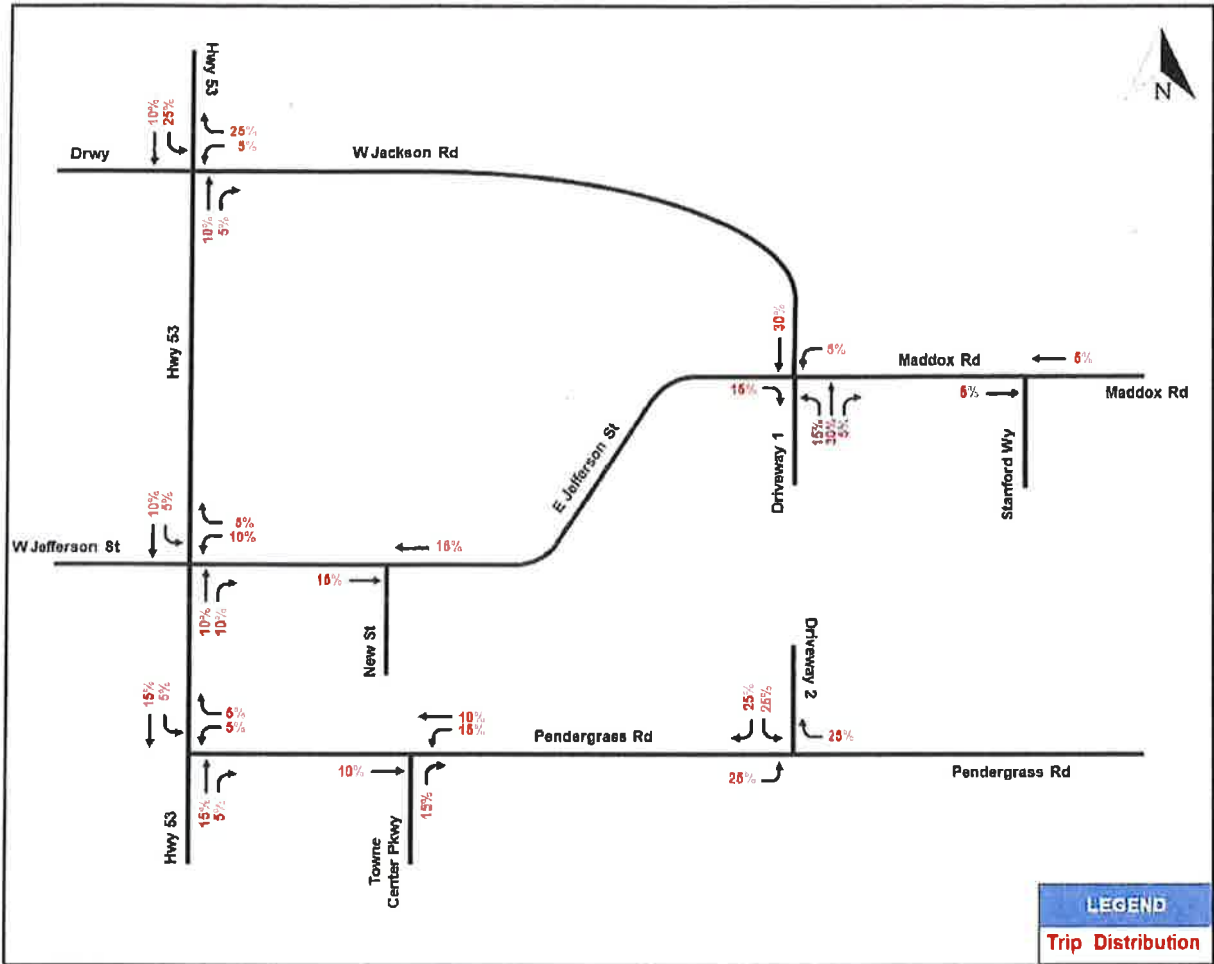


Figure 9: Trip Distribution

6.7 Traffic Assignment

The new trips generated by the site for each peak hour are shown in **Figure 10**.

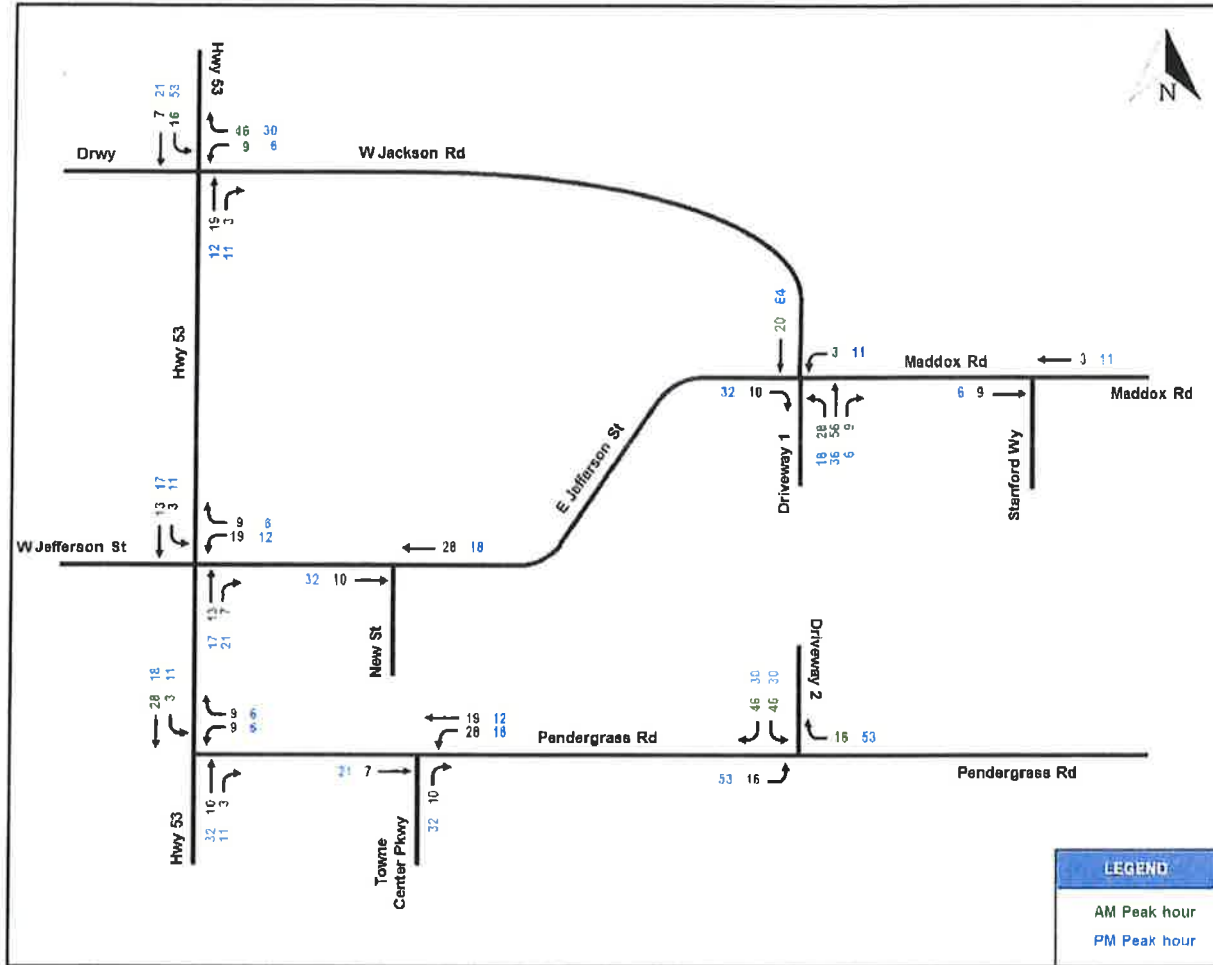


Figure 10: New Trips Generated

6.7.1 Total Peak Hour Volumes

The total generated trips for the Build Year 2027 were derived by adding the background growth volumes (Figure 8) and new trips generated (Figure 10) and is shown in Figure 11.

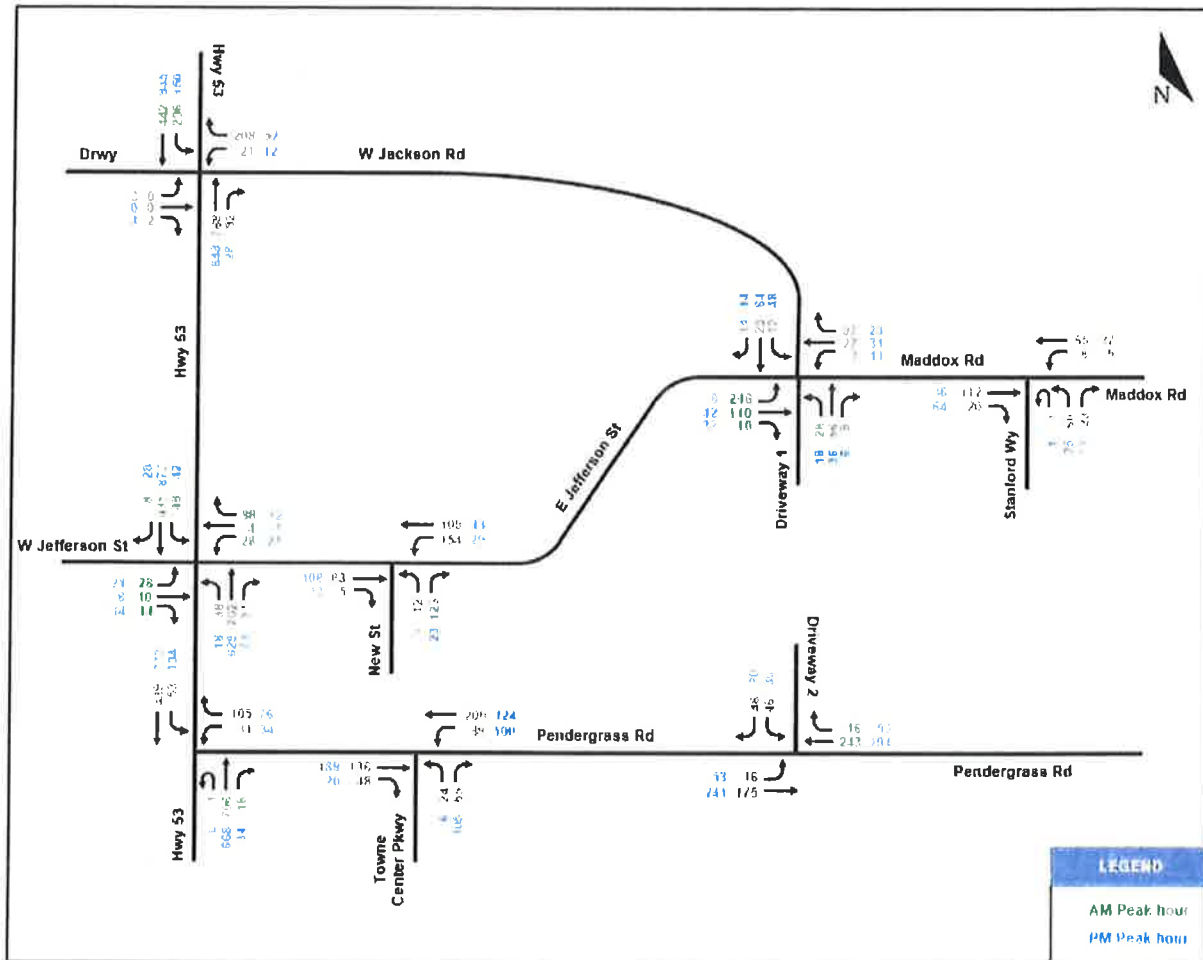


Figure 11: Total Peak Hour Volumes (2027)

7 Capacity Analysis

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2016. *Synchro 11* from Trafficware was used to facilitate the analysis. HCM level-of-service (LOS) definitions are shown in **Table 5**. The target LOS at the study intersection is 'D' or better.

Table 5: Level of Service Criteria

Level of Service	Delay Per Vehicle (Seconds)	
	Signalized Intersections	Unsignalized Intersections
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: *Highway Capacity Manual, Special Report 209, Transportation Research Board, 2016*

7.1 Existing Condition

The intersections included in the study were first evaluated using the existing geometry and volumes. The results of the capacity analysis for the intersections are summarized in **Table 6**. For each condition, the level of service is shown, followed parenthetically by the average control delay per vehicle, in seconds. The capacity analysis reports for the intersections under Existing Condition are provided in **Appendix E**.

Table 6: Capacity Analysis Results - Existing Condition

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	Unsignalized	A (5.3)	A (1.2)
	NBT/R	A (0.0)	A (0.0)
	EBL/T	A (0.0)	F (71.9)
	EBR	B (10.9)	C (16.1)
	WBL/R	E (37.9)	D (27.7)
	SBL	B (11.2)	A (9.3)
	SBT	A (0.0)	A (0.0)
SR 53 and Jefferson St	Unsignalized	A (2.0)	A (2.4)
	NBL	A (8.3)	A (9.9)
	NBT	A (0.0)	A (0.0)
	NBR	A (0.0)	A (0.0)
	EBL/T/R	E (37.4)	F (57.0)
	WBL/T/R	A (0.0)	A (0.0)
	SBL	A (9.4)	A (9.0)

Intersection	Movement	AM Peak	PM Peak
SR 53 and Pendergrass Rd	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
	Unsignalized	A (2.2)	A (3.1)
	NBT/R	A (0.0)	A (0.0)
	WBL/R	C (20.9)	E (40.7)
E Jefferson St and New St	SBL	A (9.3)	A (9.5)
	SBT	A (0.0)	A (0.0)
	Unsignalized	A (9.7)	A (7.4)
	NBL/R	A (8.6)	A (6.9)
Pendergrass Rd and Towne Center Pkwy	EBT/R	A (8.7)	A (7.5)
	WBL/T	B (10.6)	A (7.5)
	Unsignalized	A (2.5)	A (3.1)
	NBL	B (13.2)	B (12.3)
	NBR	A (9.4)	A (9.6)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.9)	A (7.8)
E Jefferson St/Maddox Rd and W Jackson Rd	WBT	A (0.0)	A (0.0)
	Unsignalized	A (4.9)	A (3.8)
	EBL	A (8.4)	A (7.3)
	EBT	A (0.0)	A (0.0)
	WBT/R	A (0.0)	A (0.0)
Maddox Rd and Stanford Wy	SBL/R	C (16.1)	A (9.2)
	Unsignalized	A (3.3)	A (2.4)
	NBL/R	B (10.0)	A (8.9)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.6)	A (7.4)
	WBT	A (0.0)	A (0.0)

Existing peak hour capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**
 - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
 - The westbound approach is projected to operate at LOS 'E' during the AM peak hour.
- **SR 53 and Jefferson St**
 - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hour respectively.
- **SR 53 and Pendergrass Rd**
 - The westbound approach is projected to operate at LOS 'E' during the PM peak hour.

7.2 Projected No-Build Condition

The projected No-Build Condition includes the existing geometry and the background growth volumes without the new trips generated from the development.

The capacity analysis results for each of the study intersections under projected No-Build Condition 2027 are provided in **Table 7**. The capacity analysis reports for the intersections under projected No-Build Condition can be found in **Appendix F**.

Table 7: Capacity Analysis Results – No-Build Condition (2027)

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	Unsignalized	A (7.0)	A (1.2)
	NBT/R	A (0.0)	A (0.0)
	EBL/T	A (0.0)	F (87.1)
	EBR	B (11.1)	C (17.0)
	WBL/R	F (53.5)	D (31.4)
	SBL	B (11.8)	A (9.5)
	SBT	A (0.0)	A (0.0)
SR 53 and Jefferson St	Unsignalized	A (2.4)	A (3.1)
	NBL	A (8.3)	B (10.1)
	NBT	A (0.0)	A (0.0)
	NBR	A (0.0)	A (0.0)
	EBL/T/R	E (45.7)	F (78.2)
	WBL/T/R	A (0.0)	A (0.0)
	SBL	A (9.6)	A (9.2)
	SBT	A (0.0)	A (0.0)
	SBR	A (0.0)	A (0.0)
SR 53 and Pendergrass Rd	Unsignalized	A (2.5)	A (4.2)
	NBT/R	A (0.0)	A (0.0)
	WBL/R	C (23.4)	F (56.9)
	SBL	A (9.5)	A (9.7)
	SBT	A (0.0)	A (0.0)
E Jefferson St and New St	Unsignalized	A (10.0)	A (7.4)
	NBL/R	A (8.8)	A (6.9)
	EBT/R	A (8.8)	A (7.5)
	WBL/T	B (11.1)	A (7.6)
Pendergrass Rd and Towne Center Pkwy	Unsignalized	A (2.5)	A (3.1)
	NBL	B (13.7)	B (12.6)
	NBR	A (9.5)	A (9.7)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.9)	A (7.9)
	WBT	A (0.0)	A (0.0)
E Jefferson St/Maddox Rd and W Jackson Rd	Unsignalized	A (5.1)	A (3.8)
	EBL	A (8.6)	A (7.3)
	EBT	A (0.0)	A (0.0)
	WBT/R	A (0.0)	A (0.0)
	SBL/R	C (17.5)	A (9.3)

Intersection	Movement	AM Peak	PM Peak
Maddox Rd and Stanford Wy	Unsignalized	A (3.3)	A (2.3)
	NBL/R	B (10.2)	A (8.9)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.6)	A (7.4)
	WBT	A (0.0)	A (0.0)

No build condition (2027) peak hour capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**
 - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
 - The westbound approach is projected to operate at LOS 'F' during the AM peak hour.
- **SR 53 and Jefferson St**
 - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hour respectively.
- **SR 53 and Pendergrass Rd**
 - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.

7.3 Projected Build Condition

The projected Build Condition includes the existing geometry and the Total Peak Hour Traffic Volumes, which includes the background growth and new trips generated by the development. Site 5 (E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1) is evaluated as roundabout for the Build Year 2027. The capacity analysis results for each of the study intersections under projected Build Condition, is provided in Table 8. The detailed capacity analysis reports can be found in Appendix G.

Table 8: Capacity Analysis Results – Build Condition (2027)

Intersection	Movement	AM Peak	PM Peak
SR 53 and W Jackson Rd/Driveway	Unsignalized	C (23.3)	A (2.9)
	NBT/R	A (0.0)	A (0.0)
	EBL/T	A (0.0)	F (134.0)
	EBR	B (11.1)	C (17.3)
	WBL/R	F (165.9)	F (51.8)
	SBL	B (12.2)	A (10.0)
	SBT	A (0.0)	A (0.0)
SR 53 and Jefferson St	Unsignalized	A (2.5)	A (3.7)
	NBL	A (8.4)	B (10.2)
	NBT	A (0.0)	A (0.0)
	NBR	A (0.0)	A (0.0)
	EBL/T/R	F (50.7)	F (95.4)
	WBL/T/R	A (0.0)	A (0.0)
	SBL	A (9.7)	A (9.4)
	SBT	A (0.0)	A (0.0)

Intersection	Movement	AM Peak	PM Peak
SR 53 and Pendergrass Rd	SBR	A (0.0)	A (0.0)
	Unsignalized	A (3.3)	A (7.6)
	NBT/R	A (0.0)	A (0.0)
	WBL/R	D (29.5)	F (106.1)
	SBL	A (9.6)	A (10.0)
	SBT	A (0.0)	A (0.0)
E Jefferson St and New St	Unsignalized	B (10.6)	A (7.7)
	NBL/R	A (9.0)	A (7.1)
	EBT/R	A (9.1)	A (7.9)
	WBL/T	B (11.9)	A (7.7)
Pendergrass Rd and Towne Center Pkwy	Unsignalized	A (2.9)	A (3.6)
	NBL	C (15.6)	B (13.7)
	NBR	A (9.6)	B (10.2)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (8.0)	A (8.0)
	WBT	A (0.0)	A (0.0)
E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1	Roundabout	A (6.6)	A (3.6)
	EB	A (7.0)	A (3.7)
	WB	A (6.7)	A (3.3)
	NB	A (6.1)	A (3.4)
	SB	A (3.4)	A (3.7)
Maddox Rd and Stanford Wy	Unsignalized	A (3.2)	A (2.1)
	NBL/R	B (10.3)	A (9.0)
	EBT	A (0.0)	A (0.0)
	EBR	A (0.0)	A (0.0)
	WBL	A (7.7)	A (7.4)
	WBT	A (0.0)	A (0.0)
Pendergrass Rd and Driveway 2	Unsignalized	A (2.3)	A (1.9)
	EBL	A (7.8)	A (7.9)
	EBT	A (0.0)	A (0.0)
	WBT/R	A (0.0)	A (0.0)
	SBL/R	B (11.9)	B (12.3)

Build Condition (2027) capacity analysis indicates:

- **SR 53 and W Jackson Rd/Driveway**
 - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
 - The westbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
- **SR 53 and Jefferson St**
 - The eastbound approach is projected to operate at LOS 'F' during both the peak hours.
- **SR 53 and Pendergrass Rd**
 - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.

8 Summary of Findings

- The purpose of this study is to conduct a Traffic Impact Study (TIS) for a development of 334 residential units on approximately 143 acres fronting on Pendergrass Rd and E Jefferson St/Maddox Rd, east of Downtown Hoschton, Jackson County, Georgia. Also, to analyze and assess the impact of the development on the transportation infrastructure and identify the mitigation measures, if any, to support the proposed development.
- Turning Movement Counts (TMC's) were conducted at the study intersections on Tuesday, December 05, 2023, from 6:30 AM to 8:30 AM and from 2:00 PM to 6:00 PM.
- The AM Peak Hour was found to be 7:00 AM to 8:00 AM, and the PM Peak Hour was found to be 4:30 PM to 5:30 PM.
- Twenty-Four hours Bidirectional traffic counts were conducted at SR 53, north of SR 53 at Jefferson St intersection on Wednesday, July 19, 2023, and at SR 332 (Pendergrass Rd), east of SR 53 on Tuesday, August 16, 2022.
- Total bi-directional volume on SR 53 is 18,138 ADT and volume on SR 332 (Pendergrass Rd), east of SR 53 is 3,920 ADT.
- Based on the census data from Jackson County, GA. and the trend analysis for nearby GDOT Count Stations, an annual growth rate of 1.5% was established between 2023 and 2027.
- The proposed development is a residential development. Total trips generated are 3,150 trips with 251 occurring during AM Peak hour (65 entering and 186 exiting), 331 occurring during PM Peak hour (212 entering and 119 exiting).
- City staff relayed concerns with the potential impacts of school traffic queueing at dismissal time into the proposed roundabout at the W Jefferson St/Maddox Rd at W Jackson/Driveway 1 intersection. It is noted that roundabout will operate at LOS A in the Build Condition, and it is reasonable to expect the roundabout will operate at an acceptable LOS for many years. School dismissal queueing will impact the operations of the intersection regardless of the operational treatment. The roundabout offers better long-term operational characteristics than other treatments such as all-way stop or a two-way stop.
- Existing condition peak hour capacity analysis indicates:
 - **SR 53 and W Jackson Rd/Driveway**
 - The intersection operates at an overall acceptable LOS.
 - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
 - The westbound approach is projected to operate at LOS 'E' during the AM peak hour.
 - **SR 53 and Jefferson St**
 - The intersection operates at an overall acceptable LOS.
 - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hours respectively.

- **SR 53 and Pendergrass Rd**
 - The intersection operates at an overall acceptable LOS.
 - The westbound approach is projected to operate at LOS 'E' during the PM peak hour.
- **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1**
 - The intersection operates at an overall acceptable LOS.
- No build condition (2027) peak hour capacity analysis indicates:
 - **SR 53 and W Jackson Rd/Driveway**
 - The intersection operates at an overall acceptable LOS.
 - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
 - The westbound approach is projected to operate at LOS 'F' during the AM peak hour.
 - **SR 53 and Jefferson St**
 - The intersection operates at an overall acceptable LOS.
 - The eastbound approach is projected to operate at LOS 'E' and 'F' during the AM and PM peak hours respectively.
 - **SR 53 and Pendergrass Rd**
 - The intersection operates at an overall acceptable LOS.
 - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.
 - **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1**
 - The intersection operates at an overall acceptable LOS.
- Build Condition (2027) capacity analysis indicates:
 - **SR 53 and W Jackson Rd/Driveway**
 - The intersection operates at an overall acceptable LOS.
 - The eastbound left through lane is projected to operate at LOS 'F' during the PM peak hour.
 - The westbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
 - **SR 53 and Jefferson St**
 - The intersection operates at an overall acceptable LOS.
 - The eastbound approach is projected to operate at LOS 'F' during both AM and PM peak hours.
 - **SR 53 and Pendergrass Rd**
 - The intersection operates at an overall acceptable LOS.
 - The westbound approach is projected to operate at LOS 'F' during the PM peak hour.
 - **E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1 (Roundabout)**
 - The intersection operates at an overall acceptable LOS.

9 Recommendations

- 1) Construct a roundabout at the intersection of E Jefferson St/Maddox Rd and W Jackson Rd/Driveway 1.
- 2) Obtain a commercial driveway permit from GDOT District 1 Traffic Operations for the proposed driveway on SR 332.
- 3) Consider a corridor study for SR 53 between W Jackson Road and Towne Center Parkway to identify potential improvements to address the existing side street delays.

NEW BUSINESS

ITEM #3

73 City Square (Hoschton Coffee)
door replacement



P. O. Box 790
Hoschton, Ga. 30548

Proposal
March 5, 2024

CUSTOMER: City of Hoschton

Location: Hoschton Coffee Co. Building

Removed entry doors and installed new wood 3-0 x 6-8 door assembly and trim..

Install new 4x4 wood canopy similar in apperance to ones on city hall bldg.

Total \$6,500.00