

**DAWSON COUNTY BOARD OF COMMISSIONERS  
VOTING SESSION AGENDA - THURSDAY, JANUARY 18, 2018  
DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM  
6:00 PM**

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**A. ROLL CALL**

**B. INVOCATION**

**C. PLEDGE OF ALLEGIANCE**

**D. ANNOUNCEMENTS**

**E. APPROVAL OF MINUTES**

[Minutes](#) of the Voting Session held on December 21, 2017

**F. APPROVAL OF AGENDA**

**G. PUBLIC COMMENT**

**H. ZONINGS**

- [1.](#) [ZA 17-07](#)- Miles Hansford & Tallant, LLC has made a request to rezone 15.828 acres from RA (Residential Agriculture) to RMF (Residential Multi-Family) for a 95 unit townhome community. The property is located at TMP 114-019.
- [2.](#) [ZA 17-08](#)- Miles Hansford & Tallant, LLC, has a made a request to rezone 59.497 acres from RA (Residential Agriculture) to RMF (Residential Multi-Family) for a 177 home neighborhood. The properties are located on TMP L13-081 and a portion of TMP 114-033.

**I. PUBLIC HEARINGS**

- [1.](#) [Request to abandon the portion of Powell Rd. between Amicalola Church Rd. and Colly Lane](#) *(2nd of 2 hearings. 1st hearing was held on December 21, 2017)*
- [2.](#) [Revision of Animal Control Ordinance](#) *(1st of 1 hearing)*

**J. NEW BUSINESS**

- [1.](#) Consideration of Development Authority of Dawson County Budget Request
- [2.](#) Consideration of Georgia Trauma Commission Non-Competitive EMS Equipment Grant Application
- [3.](#) Consideration of IFB #304-17 Emergency Management Services Uniform Award Recommendation
- [4.](#) Consideration of Proposed Text Amendments to Dawson County Animal Control Ordinance
- [5.](#) Consideration of 2018 Qualifying Fees for Elected Officials

6. Consideration of Board Appointments:

a. **Dawson County Tree Preservation Committee**

- i. Carl Bailey- *appointment* (Term: January 2018 through December 2021)
- ii. Nell Watson- *appointment* (Term: January 2018 through December 2021)

7. Consideration of Impact Fee Methodology Report Final Draft

8. Appointment of County Clerk

9. Appointment of Board of Commissioners Vice-Chair

**K. PUBLIC COMMENT**

**L. ADJOURNMENT**

**Backup material for agenda item:**

Minutes of the Voting Session held on December 21, 2017

**DAWSON COUNTY BOARD OF COMMISSIONERS**  
**VOTING SESSION MINUTES – DECEMBER 21, 2017**  
**DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM**  
**25 JUSTICE WAY, DAWSONVILLE**  
**6:00PM**

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

**INVOCATION:** Chairman Thurmond

**PLEDGE OF ALLEGIANCE:** Chairman Thurmond

**ANNOUNCEMENTS:**

Chairman Thurmond announced that the Government Center would be closed Friday, December 22, 2017 and Monday, December 25, 2017 for the Christmas holidays.

Chairman Thurmond also announced that the next Board of Commissioners meeting would be a Work Session scheduled for January 11, 2018.

**APPROVAL OF MINUTES:**

Motion passed unanimously to approve the minutes of the Special Called Meeting held on December 6, 2017 as presented. Nix/Hamby

Motion passed 3-1 to approve the minutes of the Voting Session held on December 7, 2017 as presented. Nix/Fausett- Commissioner Gaines abstained.

**APPROVAL OF THE AGENDA:**

Motion passed unanimously to approve the agenda as presented. Gaines/Fausett

**PUBLIC COMMENT:**

None

**ZONING:**

*ZA 17-06-* Cates Family, LLLP has made a request to rezone 2.402 acres from C-OI (Commercial Office Institutional) to C-HB (Commercial Highway Business) for a proposed classic car sales and warehousing business. The property is located on TMP 113-044-006. *Application withdrawn by applicant.*

Motion passed unanimously to accept the withdrawal of application ZA 17-06. Hamby/Gaines

**PUBLIC HEARING:**

Request to abandon the portion of Powell Rd. between Amicalola Church Rd. and Colly Lane (*1<sup>st</sup> of 2 hearings. 2<sup>nd</sup> hearing will be held on January 18, 2018*)

County Attorney Frey opened the hearing by asking if there was anyone present who wished to speak either for or against the request to abandon the portion of Powell Road between Amicalola Church Road and Colly Lane.

The following spoke in favor of abandoning the road:

- Jeff Runner- *Swan Center Drive, Dawsonville*
- Carolyn Cantrell- *Cantrell Road, Dawsonville*

The following spoke against abandoning the road:

- Tom Powell- *Chickadee Road, Dawsonville*
- Dan Edwards- *Colly Lane, Dawsonville*
- Monica Powell- *Dawsonville*
- James Edwards- *Colly Lane, Dawsonville*
- Melba Edwards- *Colly Lane, Dawsonville*

County Attorney Frey asked if there was anyone else who wished to speak either for or against the request to abandon the portion of Powell Rd. between Amicalola Church Rd. and Colly Lane, and hearing none, closed the hearing.

**NEW BUSINESS:**

*Consideration of Big Canoe Water and Sewer Authority Enabling Legislation*

Motion passed unanimously to approve the Big Canoe Water and Sewer Authority Enabling Legislation. Fausett/Hamby

*Consideration of Impact Fee Methodology Report Final Draft*

Motion passed unanimously to table consideration of the Impact Fee Methodology Report Final Draft until the January 11, 2018 Work Session. Gaines/Hamby

*Consideration of Non-Profit Food Service Permits for Temporary Events*

Motion passed unanimously to approve the Non-Profit Food Service Permits for Temporary Events. Fausett/Nix

*Notice of Fire Engine Approved Funding and Request for Use of Another Vendor*

Presented at the December 14, 2017 Work Session for informational purposes only.

*Consideration of Firefighter Cancer and Disability Insurance Options*

Motion passed unanimously to approve ACCG as the provider for Firefighter Cancer and Disability Coverage effective January 1, 2018. Gaines/Fausett

*Consideration of #299-17 IFB- Construction Services for Veterans Memorial Park Pool House*

Motion passed unanimously to award #299-17 IFB- Construction Services for Veterans Memorial Park Pool House to Keystone Commercial, the lowest qualified, responsive and responsible bidder as submitted. Hamby/Fausett

Consideration of #305-17 IFB- Stand-by Road Striping Services

Motion passed unanimously to award #305-17 IFB- Stand-by Road Striping Services to Parker Traffic Markings for one (1) year and two (2) possible renewal option years. Nix/Gaines

Consideration of #296-17 RFP- Banking Services Award Recommendation

Motion passed unanimously to accept the proposal submitted and award a professional services contract for banking services to United Community Bank for one (1) year with four (4) possible renewal option years. Fausett/Hamby

Consideration of Board Appointment

Motion passed unanimously to approve the following board appointment:

**a. Dawson County Board of Assessors**

i. Sam Guthrie- *reappointment* (Term: January 2018 through December 2020)  
Gaines/Fausett

Presentation and Consideration of Violence Against Women Act (VAWA) Grant Application

Motion passed unanimously to approve the Violence Against Women Act (VAWA) Grant Application. Nix/Gaines

**PUBLIC COMMENT:**

None

**ADJOURNMENT:**

APPROVE:

ATTEST:

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

\_\_\_\_\_  
Danielle Yarbrough, County Clerk

**Backup material for agenda item:**

1. ZA 17-07- Miles Hansford & Tallant, LLC has made a request to rezone 15.828 acres from RA (Residential Agriculture) to RMF (Residential Multi-Family) for a 95 unit townhome community. The property is located at TMP 114-019.

REVISED

DAWSON COUNTY REZONING APPLICATION

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

ZA 17-07 Tax Map & Parcel # (TMP): 114-019  
Submittal Date: 11-9-17 Time: 11:30 am Received by: [initials] (staff initials)  
Fees Assessed: already paid \$350 Commission District: \_\_\_\_\_  
Planning Commission Meeting Date: 12-19-17  
Board of Commissioners Meeting Date: 1-18-18

**APPLICANT INFORMATION** (or Authorized Representative)

Printed Name: Miles Hansford & Tallant, LLC - Joshua A. Scoggins  
Address: 202 Tribble Gap Road, Ste 200, Cumming, GA 30040

Phone: ☒ Listed 770-781-4100 Email: ☒ Business jscoggins@mhtlegal.com  
☐ Unlisted \_\_\_\_\_ ☐ Personal \_\_\_\_\_  
Status: ☐ Owner ☒ Authorized Agent ☐ Lessee ☐ Option to purchase

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

I have \_\_\_\_\_ /have not ☒ participated in a Pre-application meeting with Planning Staff.  
If not, I agree ☒ /disagree \_\_\_\_\_ to schedule a meeting the week following the submittal deadline.  
Meeting Date: \_\_\_\_\_ Applicant Signature: [Signature]

**PROPERTY OWNER/PROPERTY INFORMATION**

Name: Dawson Forest Holdings, LLC  
Street Address of Property being rezoned: 20 Hughes Court, Dawsonville, GA 30534

Rezoning from: RA to: RMF Total acreage being rezoned: 15.828  
Directions to Property: Adjacent to Slack Auto Parts & Farmington Apartments

Subdivision Name (if applicable): N/A Lot(s) #: 95

Current Use of Property: Rental Trailer Park

Any prior rezoning requests for property? Yes if yes, please provide rezoning case #: ZA 16-06

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

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

If yes, what section? South

**SURROUNDING PROPERTY ZONING CLASSIFICATION:**

North CHB & RA South RA East CHB & RA West RMF & RA

Future Land Use Map Designation: Commercial Hwy Business & Campus-Style Business Park

Access to the development will be provided from:

Road Name: State Route 53 Type of Surface: Asphalt

**REQUESTED ACTION & DETAILS OF PROPOSED USE**

☒ Rezoning to: RMF ☐ Special Use Permit for: \_\_\_\_\_

Proposed Use: Residential Neighborhood aimed at 55+ Seniors

Existing Utilities: ☒ Water ☐ Sewer ☐ Gas ☐ Electric

Proposed Utilities: ☒ Water ☒ Sewer ☒ Gas ☒ Electric

**RESIDENTIAL**

No. of Lots: 95 Minimum Lot Size: 2,400 SF (acres) No. of Units: 95

Minimum Heated Floor Area: 1200 sq. ft. Density/Acre: 6/acre

Type: ☐ Apartments ☐ Condominiums ☒ Townhomes ☐ Single-family ☐ Other

Is an Amenity Area proposed: No; if yes, what? N/A

**COMMERCIAL & INDUSTRIAL**

Building area: N/A No. of Parking Spaces: N/A

## APPLICANT CERTIFICATION

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

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

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

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

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

Signature John L. Paggi

Date 10/13/2017

Witness Rebecca Flaming

Date 10/13/17

## WITHDRAWAL

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

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

### Withdrawal of Application:

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

ZA \_\_\_\_\_

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

### List of Adjacent Property Owners

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

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

	<u>Name</u>	<u>Address</u>
TMP 114 046 002	1. Farmington Creek, LP - 3825 Paces Walk, Suite 100, Atlanta, GA 30339	
TMP 114 043	2. William & Phillip Slack - P.O. Box 778, Gainesville, GA 30503	
TMP 114 020 006	3. Bear Praise Center Inc. - 293 Overlook Drive, Dawsonville, GA 30534	
TMP 114 020 002	4. MB REO GA LAND LLC - 515 S Flower Street, 44th Floor, Los Angeles, CA 90071	
TMP 114 020 001	5. 3Mind Dawson Forest LLC & SG Atlantic, LLC - 443 E. Colinas Blvd., Ste 300, Irving, TX 75039	
TMP _____	6. _____	
TMP _____	7. _____	
TMP _____	8. _____	
TMP _____	9. _____	
TMP _____	10. _____	
TMP _____	11. _____	
TMP _____	12. _____	
TMP _____	13. _____	
TMP _____	14. _____	
TMP _____	15. _____	

Use additional sheets if necessary.

<b>TMP</b>	<b>First</b>	<b>Last</b>	<b>Address</b>	<b>City/State/Zip</b>	<b>Case#</b>
114-013	Community & Southern Bank				
114-031	Dawson Forest Owner, LLC		P.O. Box G 5269 Buford Hwy.	Ellijay, GA 30540 Atlanta, GA 30340	VR 17-08 VR 17-08
114-019; 114-046; 113-081	Dawson Forest Holdings, LLC		4635 Harris Trail	Atlanta, GA 30327	ZA 17-08 & ZA 17-07
114-030	Rimrock Devin Dawsonville, LLC Hendon-BRE Dawson Marketplace, LLC		343 NW Cole Terrace	Lake City, FL 32055	VR 17-08
107-318	LLC		3445 Peachtree Road, Ste. 465 P.O. Box 6120	Atlanta, GA 30345 Indianapolis, IN 46206	VR 17-08 VR 17-08
114-004	Cheslea GCA Realty	CPG Partners LP	610 Herb River Drive	Savannah, GA 31406	VR 17-08
114-010	Charles	Sipple, III	1565 Hardin Ave.	College Park, GA 30337	VR 17-08
114-009-001	Griffen Holding, Inc.		13350 Riverwood Pkwy, Ste 450	Atlanta, GA 30339	VR 17-08
114-009	Dawsonville Promenade, LLC	c/o Riverwood Properties, I			
114-006	Wal-Mart Real Estate Business Trust	c/o RE Property Tax Dept.	P.O. Box 8050, MS 0555	Bentonville, AR 72712-8050	VR 17-08
106-075-001	Salia LLC		182 Cumberland Ave.	Asheville, NC 28801	VR 17-08
114-024-001	Development Authority of Dawson County		135 Prominence Drive, Ste. 170	Dawsonville, GA 30534	VR 17-08
114-020-002;					
114-020	MB REO GA Land, LLC	c/o Beartooth Village, LLC	5755 North Point Pkwy., Ste. 64	Alpharetta, GA 30022	ZA 17-08 & ZA 17-07
114-046-002	Farmington Creek LP		3825 Paces Walk, Suite 100	Atlanta, GA 30339	ZA 17-08 & ZA 17-07
114-020-001	3MInd Dawson Forest, LLC & SG				
113-081-001	Atlantic	c/o Alliance Tax Advisors	433 E. Las Colinas Blvd., Suite 300 P.O. Box 924	Irving, TX 75039 Gainesville, GA 30503	ZA 17-08 & ZA 17-07 ZA 17-08 & ZA 17-07
114-001	Bronscie Stephen	Bennett	203 Thompson Creek Park Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
114-022-004	Dawson County		25 Justice Way, Ste. 1222	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-088	Stanley	Denard	150 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-087; 113-079	Rhonda	Goodwin	268 Elliott Road 78 Dawson Village Way, N, Ste 140, PMS 195	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-084	Russell & Christine	Sutton	635 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-101	William	Pierce	661 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-085	Gerard	Kaizer	711 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-085-001	Michael	Miller	84 Strickland Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-085-002	Gregory & Jill	Brock	5 Salem Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-091	William & Gwen	Day	799 Elliott Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-078-002	Michael & Allison	Hoynes	825 Elliott Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-094	James Michael	Ingram	835 Elliott Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-078-001	Michael Andrew	Roberts	841 Elliott Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-078	Robin & Janet	Huckaby	6240 Countyland Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-077	Thomas Preston	Lee	8 Waterfront Square	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-076	Leslie & Samuel	Brown	293 Overlook Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
114-020-006	Bear Praise Center, Inc.		6793 Hwy. 53 East	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
114-048	TP4 Holdings, LLC	Lightning Lube	84 Couch Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
113-080	Tm	Byrd	P.O. Box 778	Gainesville, GA 30503	ZA 17-08 & ZA 17-07
114-043	William & Phillip	Slack			
114-033-002	Martin & Collette Foley Family, LLC	c/o PDS Tax Services	P.O. Box 13495	Arlington, TX 76094	ZA 17-08 & ZA 17-07
114-033-005;					
114-046-001	Georgia 400 Industrial Park, Inc.		6840 Bennett Road	Cumming, GA 30041	ZA 17-08 & ZA 17-07
113-084-001	Laura	Denard	335 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07

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

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

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

This notice and acknowledgement shall be public record.

Applicant Signature: 

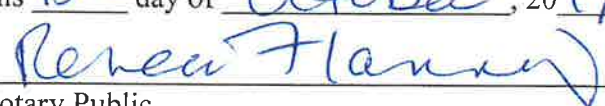
Applicant Printed Name: Miles Hansford & Tallant, LLC

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

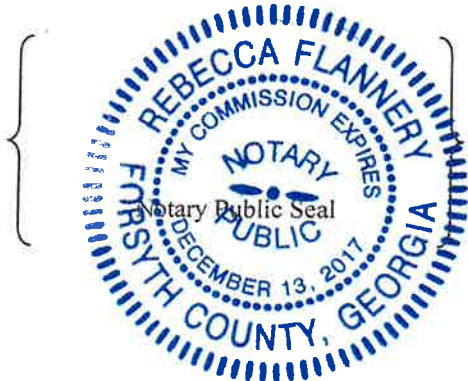
Date Signed: 10/13/2017

Sworn and subscribed before me

this 13<sup>th</sup> day of October, 2017.

  
Notary Public

My Commission Expires: 12/13/17



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

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

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

1. Name of local official to who 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 (2) years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

Amount \$<sup>0</sup>

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 two (2) years immediately preceding the filing of application for rezoning:

N/A

Signature of Applicant/Representative of Applicant:



Date: 10/13/2017

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

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

## PROPERTY OWNER AUTHORIZATION

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

20 Hughes Court, Dawsonville, GA 30534

PIN#: 114 019

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

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

Printed Name of applicant or agent: Miles Hansford & Tallant, LLC - Joshua A Scoggins

Signature of applicant or agent: [Signature] Date: 10/13/2017

\*\*\*\*\*

Printed Name of Owner(s): Dawson Forest Holdings, LLC

Signature of Owner(s): [Signature] Date: 7/12/16

Mailing address: 112 N. Main St

City, State, Zip: Cumming, GA 30040

Telephone Number: Listed 770-887-7761  
Unlisted

Sworn and subscribed before me

this 8 day of July, 2016

[Signature]  
Notary Public

My Commission Expires: 8/2019



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

Joshua A. Scoggins  
[jscoggins@mhtlegal.com](mailto:jscoggins@mhtlegal.com)

November 9, 2017

**LETTER OF INTENT REGARDING LAND USE APPLICATION**

**Re: Applicant: Dawson Forest Holdings, LLC**  
**Subject Property: 20 Hughes Court, otherwise known as 15.828 Acres**  
**Designated as Dawson County Tax Parcel: 114 019**  
**Current Zoning: RA**  
**Proposed Zoning: RMF**  
**Proposed Use: Residential Neighborhood aimed at 55+ Seniors**  
**ROW Access: State Route 53**

This statement is intended to comply with the application procedures established by the Land Use Resolution of Dawson County (the "Resolution"), Dawson County Application for Rezoning, Use Permit, & Concurrent Variances, and other Dawson County Ordinances and Standards. The Applicant incorporates all statements made in the Application for Rezoning, Use Permit, & Concurrent Variances by the Applicant (the "Application") as its letter of intent required by Dawson County.

**Proposed Use and Subdivision**

The applicant requests Rezoning of Parcel Number 114 019 from RA to RMF in order to build a 95-Unit Fee Simple Townhome Community on 15.828 acres. The property is located at 20 Hughes Court, Dawsonville, GA 30534. The property is immediately adjacent to the Farmington Apartments to the south and Slack Auto Parts to the north. It is bordered on the west by the Dawson Forest apartments. The current use of this property is a rental trailer park, which is very similar in use to RMF.

Sincerely,



Joshua A. Scoggins,  
Attorney for the Applicant

LEGAL DESCRIPTION

***Dawson Forest Holdings, LLC***

All that tract or parcel of land being located in Land Lot 341 in the South half of the 13th District, 1st Section, Dawson County, Georgia, being more particularly described as follows:

Commencing at the Southwest corner of Land Lot 342; thence, North 01 degrees 49 minutes 04 seconds East a distance of 391.27 feet to a point, said point being the True Point of Beginning; thence, North 01 degrees 49 11 minutes 04 seconds East a distance of 668.78 feet to a point; thence, North 53 degrees 00 minutes 28 seconds East a distance of 421.45 feet to a point; thence, South 88 degrees 51 minutes 27 seconds East a distance of 833.87 feet to a point on the western R/W of Dawsonville Highway, a.k.a. SR #53 (60' R/W); thence with a curve turning to the right with an arc length of 255.93 feet, with a radius of 1392.84 feet, with a chord bearing of South 21 degrees 13 minutes 20 seconds East, with a chord length of 255.57 feet; thence, departing said R/W, along the centerline of a ditch/creek for a distance of 1,712± feet, said creek having a tie line of South 62 degrees 32 minutes 40 seconds West a distance of 1447.02 feet to a point, said point being the True Point of Beginning.

Said tract contains 15.828± Acres, more or less.

Said property is more fully described according to the above-referenced plat, a copy of which is attached and incorporated herein by this reference.

**This legal description is prepared solely for the purpose of facilitating a zoning application and should not be relied upon for any other purpose.**

Printed: 10/12/2017 14:33:04  
 Register: 5 Clerk: ALH

**Official Tax Receipt**  
**Nicole Stewart**  
**DAWSON COUNTY Tax Commissioner**  
 25 Justice Way Suite 1222  
 Dawsonville, GA 30534

Phone: (706) 344-3520  
 Fax: (706) 531-2753

Trans No	Property ID/District Description	Original Due	Interest & Penalty	Prev Paid	Amount Due	Amount Paid	Balance
17619 Year-Bill No 2016 - 2416	114 019 / 001 LL 342 LD 13-S  FMV: \$1,483,800.00	14,194.62	2,998.38 Fees 63.00	0.00	17,256.00	17,256.00  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17620 Year-Bill No 2017 - 3593	114 019 / 001 LL 342 LD 13-S  FMV: \$701,441.00	6,710.27	0.00 Fees 0.00	0.00	6,710.27	6,710.27  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17621 Year-Bill No 2016 - 2418	114 046 / 001 LL 342 LD 13S  FMV: \$139,200.00	1,331.64	281.30 Fees 63.00	0.00	1,675.94	1,675.94  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17622 Year-Bill No 2017 - 3595	114 046 / 001 LL 342 LD 13S  FMV: \$65,804.00	629.51	0.00 Fees 0.00	0.00	629.51	629.51  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17623 Year-Bill No 2016 - 2420	L13 081 / 001 LL 317 339 340 341  FMV: \$608,479.00	5,820.96	1,229.61 Fees 63.00	0.00	7,113.57	7,113.57  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17624 Year-Bill No 2017 - 3596	L13 081 / 001 LL 317 339 340 341  FMV: \$287,648.00	2,751.78	0.00 Fees 0.00	0.00	2,751.78	2,751.78  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
Transactions:	17619 - 17624 Totals	31,438.78	4,698.29	0.00	36,137.07	36,137.07	0.00

DAWSON FOREST HOLDINGS LLC  
 4635 HARRIS TRAIL  
 ATLANTA, GA 30327

Paid By :  
 JOHN THOMAS PARTNERS LLC

Cash Amt: 0.00  
 Check Amt: 36,137.07  
 Charge Amt: 0.00  
 Change Amt: 0.00  
 Refund Amt: 0.00  
 Overpay Amt: 0.00

18

Check No  
 Charge Acct

4311

## v.2 DCAR GIS PORTAL



Scale 1: 4700

0 160 320 480 640 ft

The locations and sizes of utilities are shown for reference purposes only based upon existing information.



Parcel



Easements

Joshua A. Scoggins  
[jscoggins@mhtlegal.com](mailto:jscoggins@mhtlegal.com)

**RESERVATION OF CONSTITUTIONAL AND OTHER LEGAL RIGHTS**

**Re: Applicant:** Dawson Forest Holdings, LLC  
**Subject Property:** 20 Hughes CT, otherwise known as 15.828 Acres Designated as Dawson County Tax Parcel(s): 114 019  
**Current Zoning:** RA  
**Proposed Zoning:** RMF  
**Proposed Use:** Residential Neighborhood aimed at 55+ Seniors  
**ROW Access:** State Route 53

This Reservation of Constitutional and Other Legal Rights (“the Reservation”) is intended to supplement and form a part of the land use application (including any request for zoning, conditional use permit and variances) (collectively, the “Application”) of the Applicant and the Owner of the Subject Property and to put the Dawson County Board of Commissioners on notice of the Applicant’s assertion of its constitutional and legal rights.

Denial of the Application or approval of the Application in any form that is different than as requested by the Applicant will impose a disproportionate hardship on the Applicant and Owner of the Subject Property without benefiting any surrounding property owners. There is no reasonable use of the Subject Property other than as proposed by the Application and no resulting benefit to the public from denial or modification of the Application.

Any provisions in the Land Use Resolution of Dawson County, Georgia (“Resolution”) that classify, or may classify, the Subject Property into any of the non-requested zoning or use classifications, including the Proposed Zoning District at a density less than that requested by the Applicant, are unconstitutional in that they constitute a taking of the Applicant’s and Owner’s property rights without first paying fair, adequate, and just compensation for such rights in violation of Article I, Section III, Paragraph I of the Georgia Constitution of 1983, as amended and the Fifth and Fourteenth Amendments to the Constitution of the United States.

The Subject Property is presently suitable for development as proposed in the Application and it is not suitable for development under any other zoning classification, use, or at a density less than that requested by the Applicant. Failure to approve the Application as requested by the Applicant will constitute an arbitrary and capricious abuse of discretion in violation of Article I, Section I, Paragraph I of the Georgia Constitution of 1983, as amended and the Due Process Clause of the Fifth and Fourteenth Amendments to the Constitution of the United States.

A refusal by the Dawson County Board of Commissioners to approve the Application as requested by the Applicant will prohibit the only viable economic use of the Subject Property, will be unconstitutional and will discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Owner and the owners of similarly situated properties in violation of Article I, Section I, Paragraph II of the Georgia Constitution of 1983, as amended, and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States.

Furthermore, the Board of Commissioners cannot lawfully impose more restrictive standards on the Subject Property's development than are presently set forth in the Resolution. To do so not only will constitute a taking of the Subject Property as set forth above, but it will also amount to an unlawful delegation of the Board's authority in response to neighborhood opposition, in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution of 1983, as amended. Any zoning conditions or other restrictions imposed on the Subject Property without the consent of the Applicant and Owner that do not serve to reasonably ameliorate the negative impacts of the development are invalid and void. As such, the Applicant and Owner reserve the right to challenge any such zoning conditions.

Finally, the Applicant and Owner assert that the Resolution, Future Land Use Map, and Comprehensive Plan were not adopted in compliance with the laws or constitutions of the State of Georgia or of the United States, and a denial of the Applicant's request based upon provisions illegally adopted will deprive the Applicant and Owner of due process under the law.

By filing this Reservation, the Applicant and Owner reserve all rights and remedies available to them under the United States Constitution, the Georgia Constitution, all applicable federal, state, and local laws and ordinances, and in equity.

The Applicant and Owner respectfully request that the Application be approved as requested by the Applicant and in the manner shown on the Application, which is incorporated herein by reference. This Reservation forms an integral part of the Applicant's Application and we ask that the Dawson County Department of Planning and Community Development include this Reservation with the Applicant's other application materials for presentation to the Board of Commissioners. The Applicant and Owner reserve the right to amend and supplement this Reservation at any time.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua A. Scoggins".

Joshua A. Scoggins,  
Attorney for the Applicant

## GMRDC Development of Regional Impact REVIEW DATA

In addition to the rezoning application we will need the following for the DRI submittal:

1. At minimum we will need a traffic study/report showing the vehicle trips per day produced by the proposed development, the net impact on the surrounding roads, and the level of service rating for the road that the development will be accessed from.  
**Traffic Impact Study attached to Dawson Forest Holdings Rezoning Application for 7142 Hwy 53E , Dawsonville, GA 30534**
2. Developer contact information (address, telephone, email)  
**Dawson Forest Holdings, LLC  
5665 Atlanta Highway  
Suite 103-205  
Alpharetta, GA 30004**
3. Property Owner if different from Developer **Dawson Forest Holdings, LLC**
4. Is this project a phase or part of a larger overall project? If yes, what percent of the overall project does this project/phase represent? **NO**
5. What is your estimated project completion date? **Overall project? Fall 2019**
6. Estimated value at build-out? **Hughes Ct Townhomes = \$14,000,000. SF Neighborhood behind Tractor Supply = \$48,000,000 Commercial Parcel beside Tractor Supply = \$500,000**
7. What is the estimated water supply demand to be generated by the project, measured in millions of gallons per day (MGD)? **54,480 gpd = .054 MGD & for the 40,314 sq. ft. commercial (based on retail) will be 3,024 gpd = .003 MGD and for the 95 residential lots will be 21,565 gpd = .022 MGD for a total of 79,069 gpd = .079 MGD.**
8. Is sufficient water supply capacity available to serve the proposed project? If no, describe any plans to expand the existing water supply capacity. **Yes, there is currently sufficient water supply available to serve the project.**
9. Is a water line extension required to serve this project? If yes, how much additional line (in miles) will be required? **Yes, water line upgrades and extensions will be required to serve the projects. The existing water main is located across the street from TMP L13-081. An upgrade will be required for this line and an extension will be required within the project property to serve the lots proposed. Combined, the footage for the water line upgrade and extension will be approximately 6,000 ft = 1.14 miles. The water main is located on the same side of the street for TMP 114-019. The water main must be extended within the property to serve the development for approximately 1,500 ft = .28 miles. Total footage: 7,500 ft = 1.42 miles**
10. What is the estimated sewage flow to be generated by the project, measured in millions of gallons per day (MGD)? **Based on the information submitted, the estimated sewage flow for the 240 lots will be 54,480 gpd = .054 MGD & for the 40,314 sq. ft. commercial (based on retail) will be 3,024 gpd = .003 MGD and for the 95 residential lots will be 21,565 gpd = .022 MGD for a total of 79,069 gpd = .079 MGD.**
11. Is sufficient wastewater treatment capacity available to serve the proposed project? If no, describe any plans to expand existing wastewater treatment capacity. **Yes, there is currently sufficient wastewater treatment capacity to serve the project.**
12. Is a sewer line extension required to serve this project? If yes, how much additional line (in miles) will be required? **Yes, a sewer line extension and lift station will be required to serve the project on TMP L13-081. There is an existing gravity sanitary sewer line across the street from the project property. New gravity sanitary sewer line and force main must be installed within the project property to provide sanitary sewer service. The new gravity sanitary sewer**





*Traffic Impact Study*

# **3 SR 53 Tracts TIA (DRI #2616)**

Dawson County, Georgia

*Report Prepared:*

September 2016

*Prepared for:*

King Consulting & Development Advisers, LLC

*Prepared by:*

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
2 Sun Court, Suite 450  
Peachtree Corners, Georgia 30092  
Project #017462000

*Traffic Impact Study*

## 3 SR 53 Tracts TIA

Dawson County, Georgia

*Report Prepared:*

September 2016

*Prepared for:*

King Consulting & Development Advisers, LLC

*Prepared by:*

# Kimley»»Horn

Kimley-Horn and Associates, Inc.  
2 Sun Court, Suite 450  
Peachtree Corners, Georgia 30092  
Project #017462000



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## 1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the 3 proposed developments (DRI #2616), Hughes Court Tract, Lake Lanier Tract, and SR 53 Frontage Tract, which are all expected to be completed in 2020 (referred to herein as “build-out year”). This study evaluates the impact of constructing 95 dwelling units of residential condominium/townhouse, and 240 dwelling units of senior adult housing-detached, and 40,314 SF of retail space.

The 15.83-acre Hughes Court Tract site is located north of the intersection of SR 53 at Tractor Supply Co/Harvest Circle and is bordered by SR 53 to the east in Dawson County, Georgia. The proposed site is currently zoned as Residential/Agricultural (RA). The proposed rezoning is for Residential Multi-Family (RMF). The 57.16-acre Lake Lanier Tract site is located south of the intersection of SR 53 at Hughes Court/Couch Road and is bordered by SR 53 to the west. The proposed site is currently zoned as Residential/Agricultural (RA). The proposed rezoning is for Residential Multi-Family (RMF). The 3.63-acre SR 53 Frontage Tract site is located south of the intersection of SR 53 at Tractor Supply Co/Harvest Circle and is bordered by SR 53 to the west. The proposed site is currently zoned as Residential/Agricultural (RA). The proposed rezoning is for Highway Business Commercial (C-HB). **Figure 1** provides a location map of the sites and the four study intersections. **Figure 2** and **Figure 3** provide aeriels that capture the sites and the study roadway network. Additionally, photographs collected adjacent to the site driveways are provided in **Appendix A**.

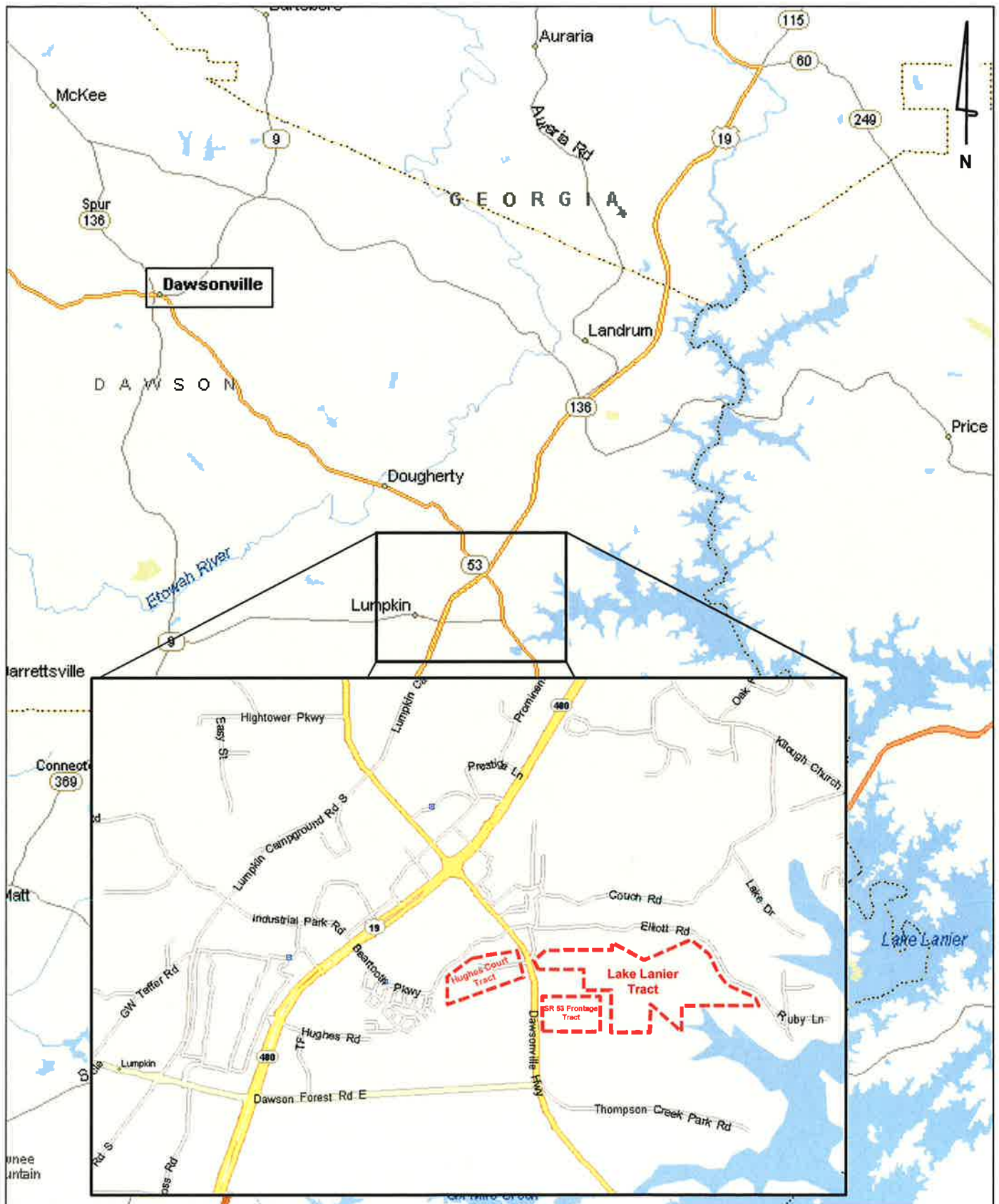
This study presents the analysis of the Existing 2016 traffic conditions, Projected 2018 No-Build conditions, and Projected 2018 Build conditions (includes the traffic associated with the 3 SR 53 Tracts developments).

## 2.0 STUDY AREA DETERMINATION

A study area was selected which includes the intersections that will be primarily impacted by the developments. The study area consists of the following four existing intersections two of which will provide access to the sites and one proposed site driveway along SR 53:

1. SR 53 at Beartooth Parkway/Elliott Road (Unsignalized)
2. SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) (Unsignalized)
3. SR 53 at Tractor Supply Co (Dwy #3)/Harvest Circle (Unsignalized)
4. SR 53 at Dawson Forest Road/Thompson Creek Park Road (Unsignalized)
5. SR 53 at Proposed Site Dwy #4 (Unsignalized)

All intersections are proposed to operate under side-street stop-control.



**Kimley»Horn**

**3 SR 53 Tracts  
Traffic Impact Study**

**Site  
Location**

**Figure  
1**

**Page 2**





	<p><b>3 SR 53 Tracts Traffic Impact Study</b></p>	<p><b>Site Aerial - 2</b></p>	<p><b>Figure 3</b></p> <p><b>Page 4</b></p>
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### 3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

SR 53 is a two-lane, undivided roadway with a posted speed limit of 35 MPH. GDOT counts taken just south of Dawson Forest Road/Thompson Creek Park Road indicated an AADT of 14,000 vehicles per day in 2015.

Dawson Forest Road/Thompson Creek Park Road is a two-lane, undivided roadway with a posted speed limit of 45 MPH. GDOT counts taken just east of SR 53 indicated an AADT of 4,110 vehicles per day in 2015.

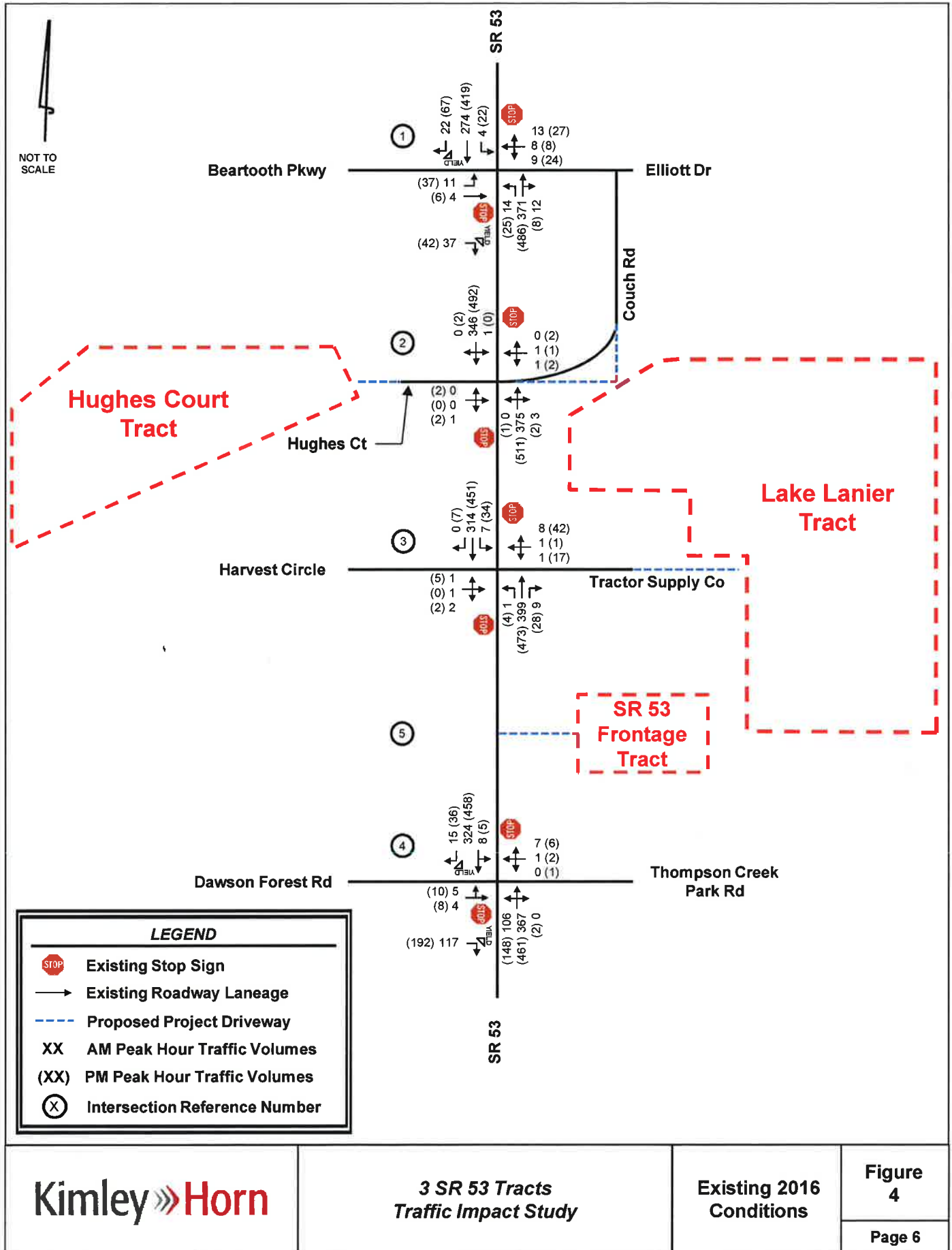
Beartooth Parkway/Elliott Drive is a two-lane, undivided roadway with no posted speed limit. GDOT counts are not available.

Vehicle peak hour turning movement counts were performed at the following four off-site study intersections:

1. SR 53 at Beartooth Parkway/Elliott Drive
2. SR 53 at Hughes Court/Couch Road
3. SR 53 at Tractor Supply Co/Harvest Circle
4. ST 53 at Dawson Forest Road/Thompson Creek Park Road

The turning movement counts were performed on Thursday, July 21th, 2016. The counts performed determined that the AM peak hour generally occurred from 7:15 AM to 8:15 AM and the PM peak hour generally occurred from 4:30 PM to 5:30 PM. The peak hour traffic counts were used to perform the analysis presented in this report. It should be noted that traffic during the summer months can occasionally be lower than during the fall and spring months. The historical ADT counted in November 2013 provided by GDOT in the vicinity of the project sites were projected three (3) years at a 2% growth rate and compared to the observed 2016 counts. This comparison showed that the GDOT projected AM peak hour volume was higher compared to the 2016 summer count; however, the PM peak hour volume remained relatively the same. Thus, a seasonal adjustment rate of 9% was applied to only the AM peak hour volumes collected. The peak hour traffic counts were used to perform the analysis presented in this report. The complete traffic count data is provided in **Appendix B**.

The study area was observed on July 27th, 2016. Site photos are provided in **Appendix A. Figure 4** illustrates the Existing 2016 peak hour traffic volumes at the study intersections and existing roadway geometry (intersection layout).



## 4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the 3 proposed SR 53 Tracts developments. The Existing 2016 peak hour traffic volumes were increased by 2% per year for four (4) years to account for the expected background growth in traffic through 2020. This accounts for the additional background growth in traffic expected to occur in the vicinity of the site. Additionally, the AM peak hour volumes were increased by 9% to account for the seasonal adjustment/summer time counts.

### 4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The Atlanta Regional Commission's Regional Transportation Improvement Plan Update, the Atlanta Region's Plan, and GDOT Statewide TIP (STIP) were researched for currently programmed transportation projects within the vicinity of the proposed development.

1. **132790:** Project is to provide operational improvements to the intersection of SR 400 at SR 53. It is proposed to reconfigure the intersection from a traditional type intersection to a Displaced Left Turn (DLT) Intersection also known as a Continuous Flow Intersection (CFI).
2. **0008378:** Milling and resurfacing along Dawson Forest Road

Fact sheets for the above mentioned projects are included in **Appendix C**.

## 5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed developments, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the trips created by the proposed Hughes Court Tract containing 95 dwelling units of townhouse, Lake Lanier Tract containing 240 dwelling units of Senior Adult Housing-Detached, and SR 53 Frontage Tract with 40,314 SF of retail space.

### 5.1 PROJECT SITE ACCESS

#### *Hughes Court Tract*

Access to the site will be provided at one site driveway which is shown on the proposed site plan in **Appendix D**. A brief description of the site driveways follows:

1. Proposed Site Driveway #1 (located along SR 53) – a full-movement driveway located approximately 650 feet south of Beartooth Pkwy/Elliott Dr. The intersection will operate under side-street stop-control (at study intersection #2).

#### *Lake Lanier Tract*

Access to the site will be provided at two site driveways which are shown on the proposed site plan in **Appendix D**. A brief description of the site driveways follows:

1. Proposed Site Driveway #2 (located along SR 53) – a full-movement driveway located approximately 650 feet south of Beartooth Pkwy/Elliott Dr. The intersection will operate under side-street stop-control (at study intersection #2).
2. Proposed Site Driveway #3 (located along Tractor Supply Co) – a full-movement driveway located approximately 700 feet east of the intersection of SR 53 at Tractor Supply Co/Harvest Circle (at study intersection #3).

#### *SR 53 Frontage Tract*

Access to the site will be provided at one site driveway which is shown on the proposed site plan in **Appendix D**. A brief description of the site driveways follows:

1. Proposed Site Driveway #4 (located along SR 53) – a full movement driveway located approximately 400 feet south of Tractor Supply Co/Harvest Circle (at study intersection #5).

The site driveways provide vehicular access to the entire development. Internal, private roadways throughout the site provides access to all buildings and parking facilities. See the referenced site plan in **Appendix D** for a visual representation of vehicular access and circulation throughout the proposed development.

## 5.2 TRIP GENERATION

Gross trips associated with the proposed developments were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for the proposed developments were calculated based upon the following land uses:

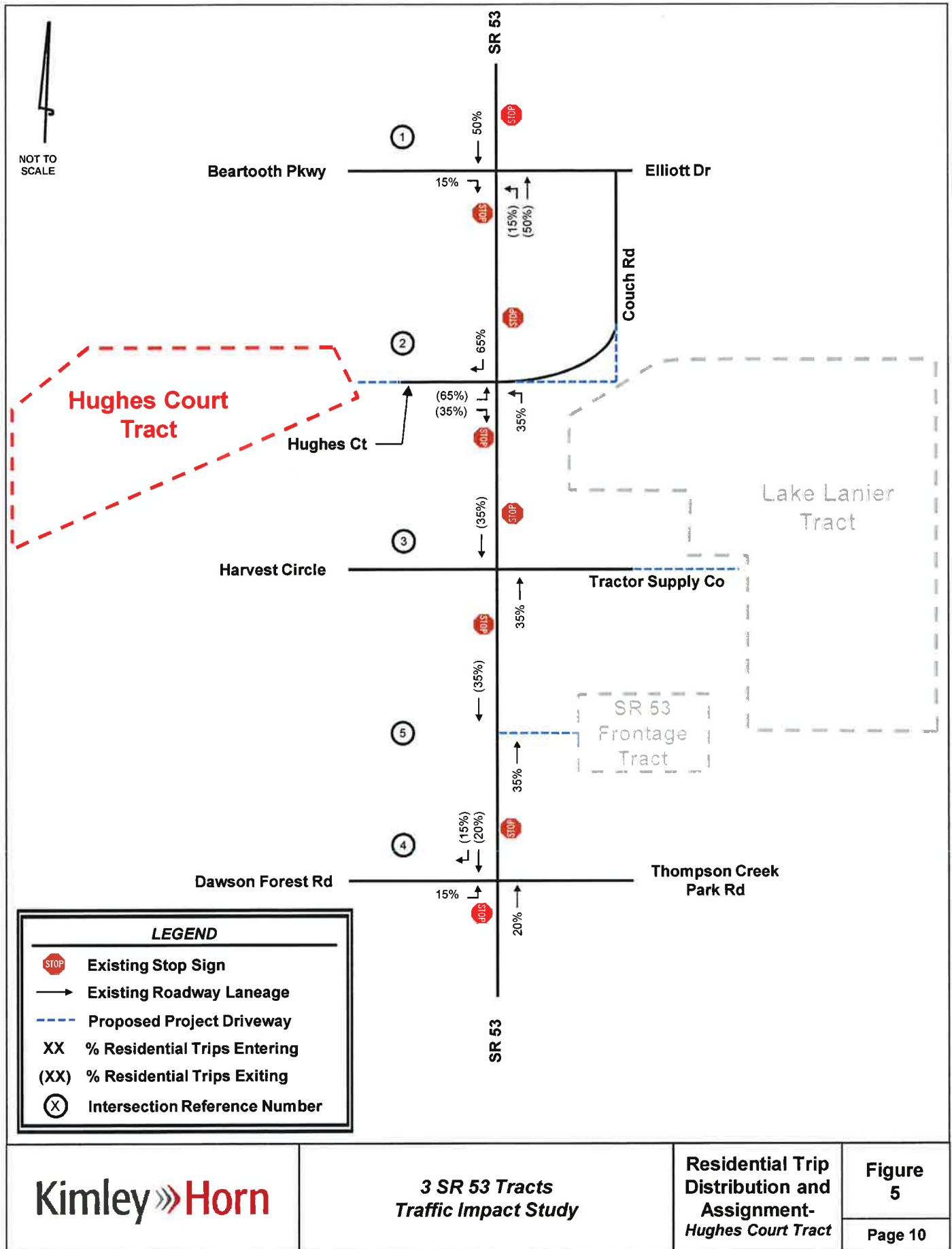
- Hughes Court Tract: Residential Condominium/Townhouse (ITE Code 230)
- Lake Lanier Tract: Senior Adult Housing-Detached (ITE Code 251)
- SR 53 Frontage Tract: Shopping Center (ITE Code 820)

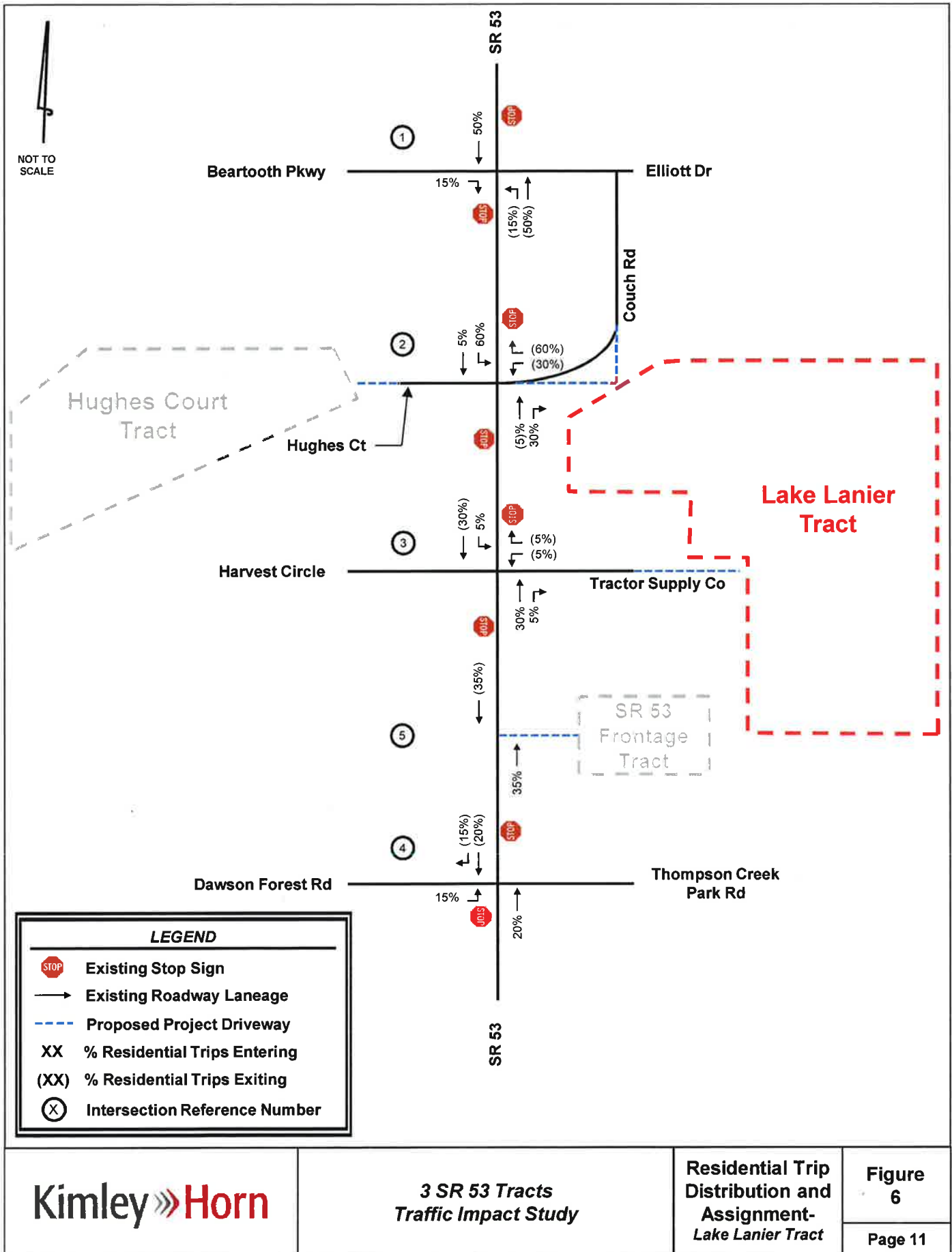
Table 1 summarizes the net trip generation for the proposed developments upon full build-out (2020).

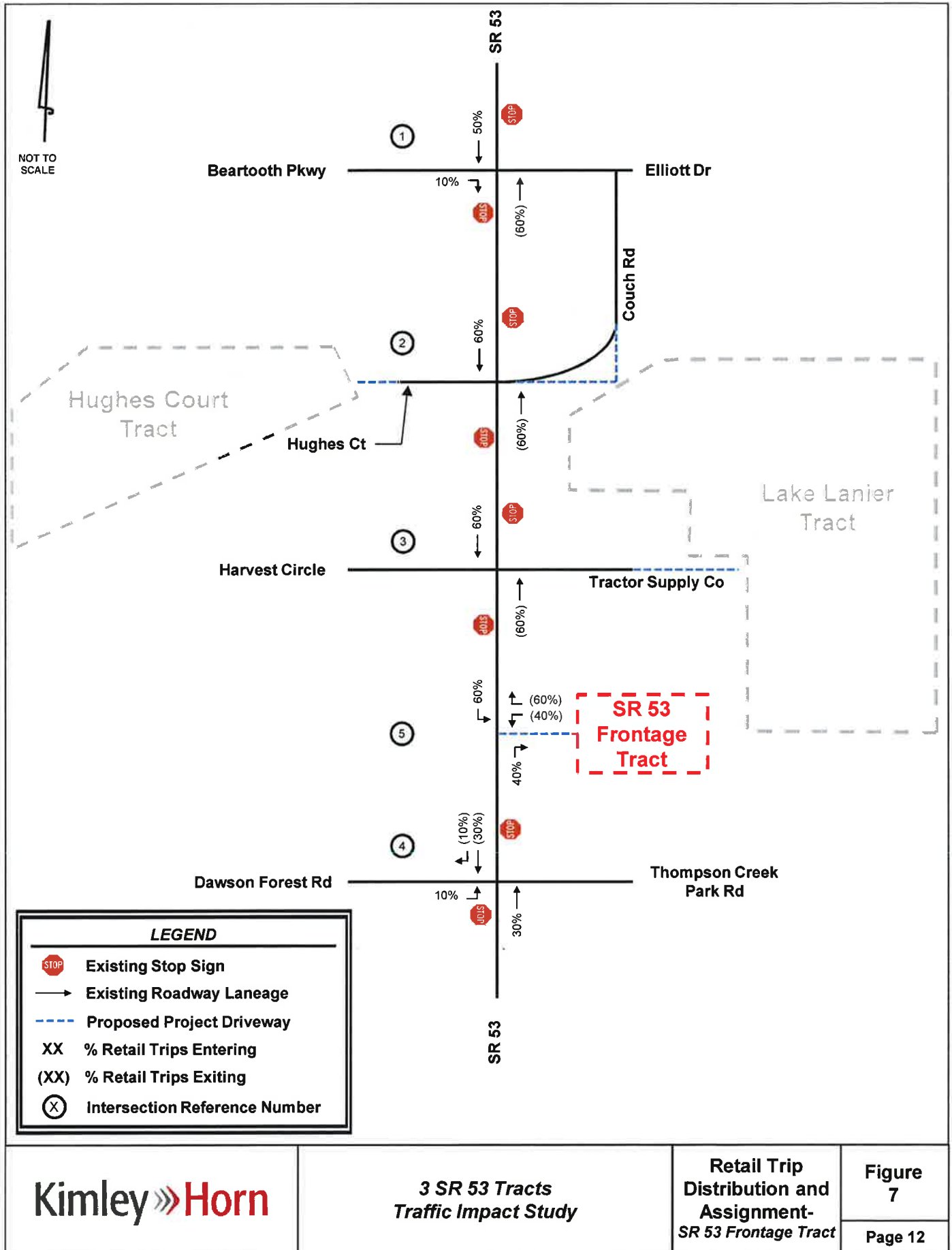
<b>Table 1</b> <b>3 SR 53 Tracts</b> <b>Project Trip Generation Summary</b>							
Land Use	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
95 units – Residential Condominium/Townhouse	230	308	308	9	41	39	19
240 units – Senior Adult Housing-Detached	251	515	515	25	46	53	34
40,314 SF – Shopping Center	820	861	861	24	15	72	78

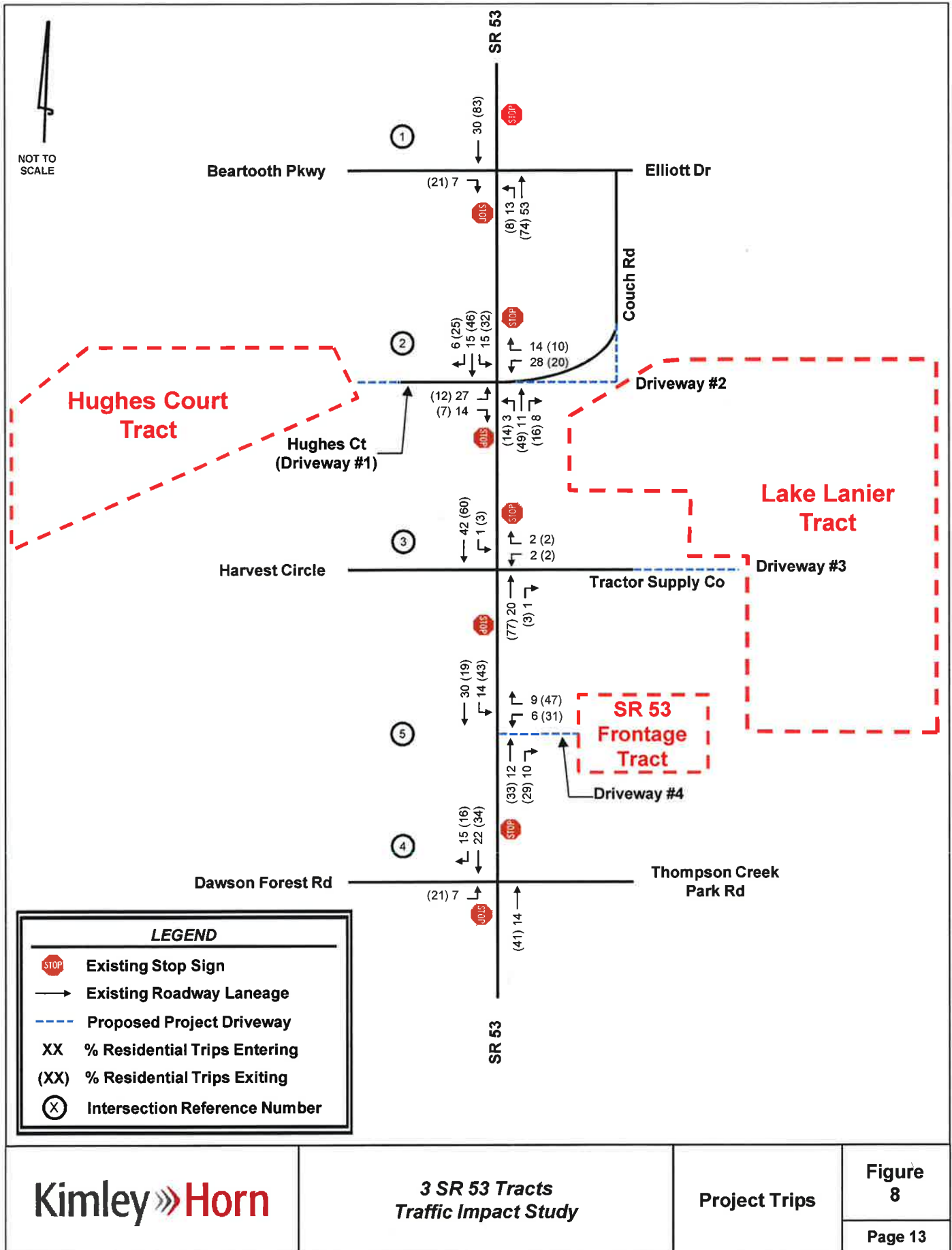
## 5.3 TRIP DISTRIBUTION AND ASSIGNMENT

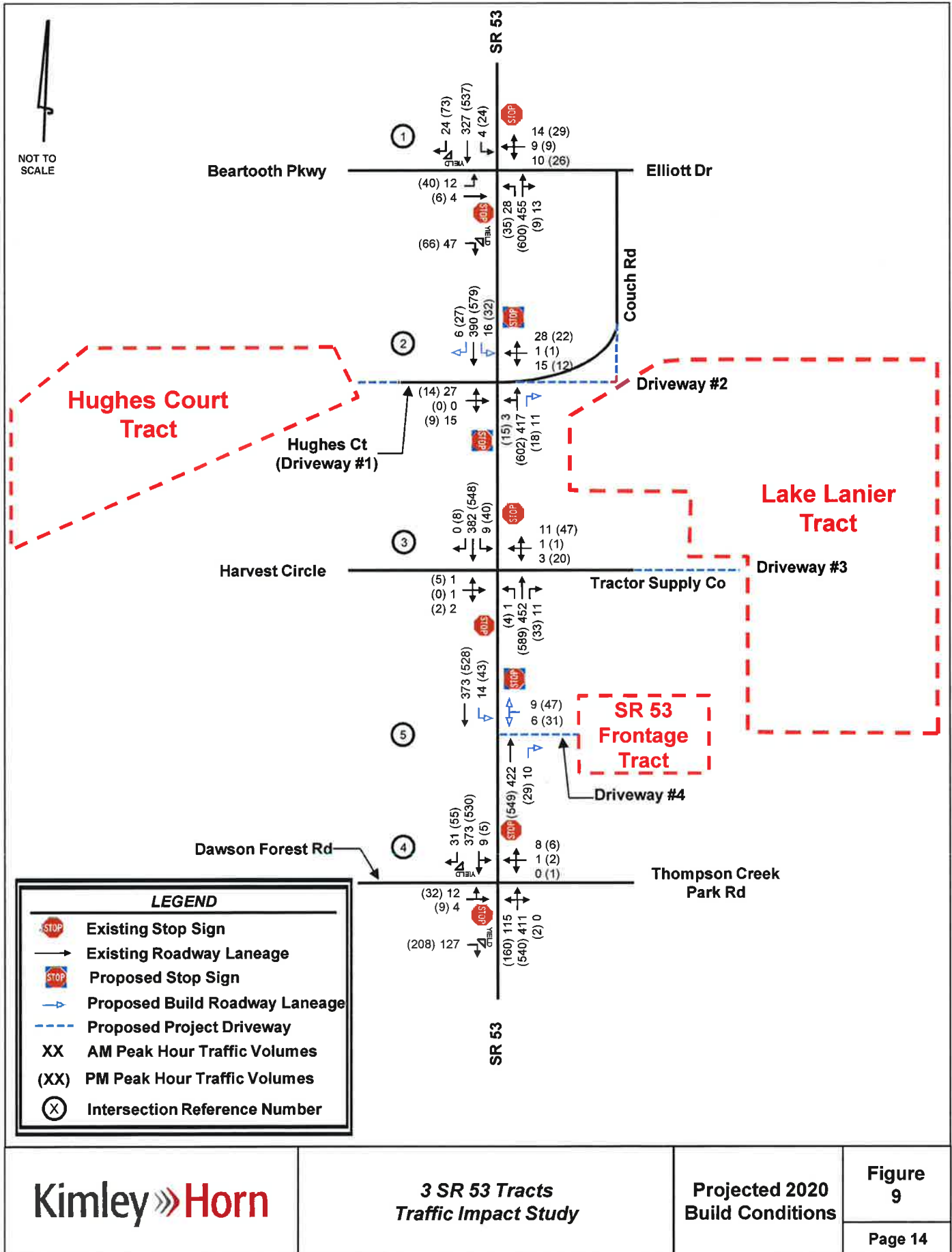
The directional distribution and assignment of adding new trips (project trips) related to the proposed developments was based on a review of land uses and population densities in the area, and a review of the existing travel patterns in the area. A detailed trip distribution is illustrated in **Figure 5**, **Figure 6**, and **Figure 7** for each development. **Figure 8** illustrates the net new project trips distributed throughout the study network for Projected 2020 Build conditions. Based on the trip generation from **Table 1** and the anticipated trip distribution, net new project trips were assigned to the study roadway network. **Figure 8** illustrates the Projected 2020 Build traffic volumes for the AM and PM peak hours. **Appendix E** provides intersection volume worksheets for all the study intersections.











## 6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 8*. The program uses methodologies contained in the *2000 Highway Capacity Manual* to determine the operating characteristics of an intersection. 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 motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

Levels-of-service for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side-street approaches and major street left-turns. Low and failing levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway. In addition to the Existing 2016 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2020 Build conditions.

All side-street approaches and major street left-turns at the unsignalized intersections within the study network currently operate at or above their acceptable level-of-service standard during the AM and PM peak hours for Existing 2016 conditions. There are no recommended improvements for the Existing 2016 conditions scenario.

All but two side-street approaches and all major street left-turns at the unsignalized intersections within the study network are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours for Projected 2020 Build conditions. The westbound approach of the intersection of SR 53 at Beartooth Parkway/Elliott Drive (Int #1) is projected to operate at LOS F (55.2) during the PM peak hour for the Projected 2020 Build conditions. The eastbound approach of the intersection of SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) is projected to operate at LOS F (60.4) during the PM peak hour for the Projected 2020 Build conditions. It should be noted that it is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.

## 7.0 CONCLUSION

This traffic study evaluated the traffic impacts of 3 proposed developments, Hughes Court Tract, Lake Lanier Tract, and SR 53 Frontage Tract located due north of the intersection of SR 53 at Dawson Forest Road/Thompson Creek Park Road in Dawson County, Georgia. The Hughes Court Tract development, which is approximately 15.83 acres, will include 95 dwelling units of residential condominium/townhouse. The Lake Lanier Tract development, which is approximately 57.16 acres, will include 240 dwelling units of senior adult housing-detached. The SR 53 Frontage Tract development, which is approximately 3.63 acres, will include 40,314 SF of retail space. The study network, which consisted of four off-site intersections plus three site driveways, was analyzed for the weekday AM and PM peak hours under Existing 2016 conditions and the Projected 2020 Build conditions (four years of background traffic growth plus traffic associated with the proposed developments).

All side-street approaches and major street left-turns at the unsignalized intersections within the study network currently operate at or above their acceptable level-of-service standard during the AM and PM peak hours. All side-street approaches and major street left-turns at the unsignalized intersections within the study network are expected to continue to operate at or above their acceptable level-of-service standard during the AM and PM peak hours, except the westbound approach of the intersection of SR 53 at Beartooth Parkway/Elliott Drive during the PM peak hour, and the eastbound approach of the intersection of SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) during the PM peak hour. These two (2) movements will experience some delay during the PM peak hour; however, this is not uncommon during the peak hours.

## 7.1 RECOMMENDATIONS

Based on the results of this traffic impact study, we offer the following recommendations based on the Projected 2020 Build conditions (with the proposed development traffic):

### SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) - Intersection 2:

- Construct a full movement driveway for ingress/egress from the proposed Hughes Court Tract site.
- Construct a full movement driveway from ingress/egress from the proposed Lake Lanier Tract site.
- Construct one southbound right-turn lane along SR 53 to serve vehicles entering the Hughes Court Tract site (100' storage, 50' taper).
- Construct one southbound left-turn lane along SR 53 to serve vehicles entering the Lake Lanier Tract site (160' storage, 50' taper).
- Construct one northbound right-turn lane along SR 53 to serve vehicles entering the Lake Lanier Tract site (100' storage, 50' taper).

### SR 53 at Proposed site driveway #4 - Intersection 5:

- Construct a full movement driveway for ingress/egress from the proposed SR 53 Frontage Tract site.
- Construct a northbound right-turn lane along SR 53 to serve vehicles entering the site (100' storage, 50' taper).
- Construct a southbound left-turn lane along SR 53 to serve vehicles entering the SR 53 Frontage Tract site (160' storage, 50' taper).

APPENDIX A

# Site Photographs

**Site Name:** Hughes Court Tract

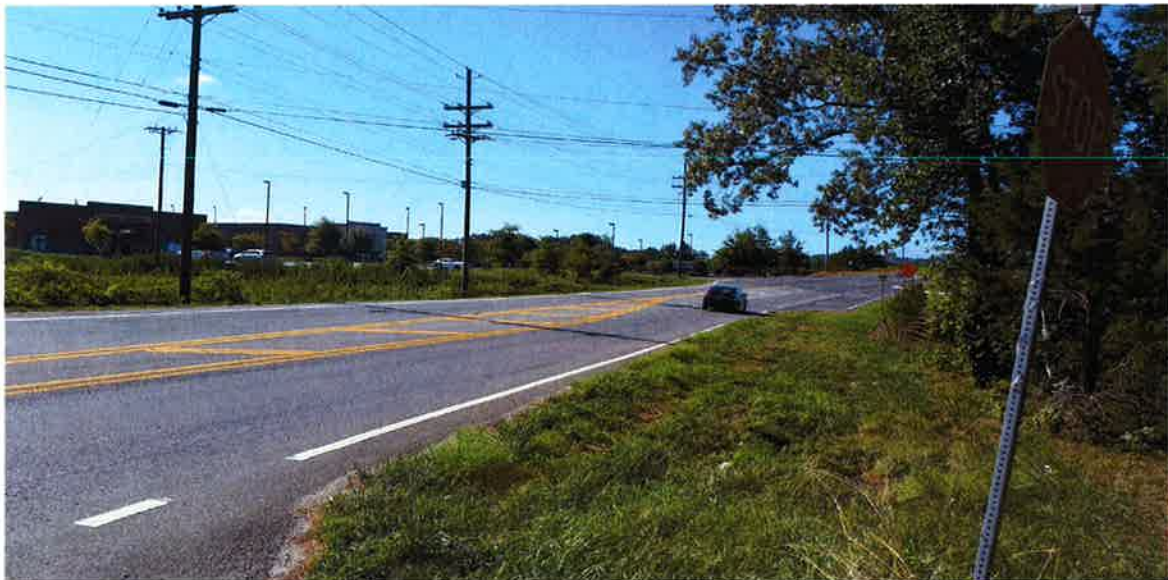
Photo No. 1



Comments:

Looking north from Hughes Court

Photo No. 2



Comments:

Looking south from Hughes Court

**Site Name:** Hughes Court Tract

Photo No. 3



Comments:

Looking north from proposed driveway #1

Photo No. 4



Comments:

Looking south from proposed driveway #1

**Site Name:** Hughes Court Tract

Photo No. 1



Comments:

Looking north from Couch Road

Photo No. 2



Comments:

Looking south from Couch Road

**Site Name:** Hughes Court Tract

Photo No. 3



**Comments:**

Looking north from proposed driveway #2

Photo No. 4



**Comments:**

Looking south from proposed driveway #2

**Site Name:** Hughes Court Tract

Photo No. 1



**Comments:**

Looking north from TSC

Photo No. 2



**Comments:**

Looking south from TSC

**Site Name:** Hughes Court Tract

Photo No. 3



**Comments:**

Looking west from proposed driveway #3 at end of TSC

**Site Name:** Hughes Court Tract

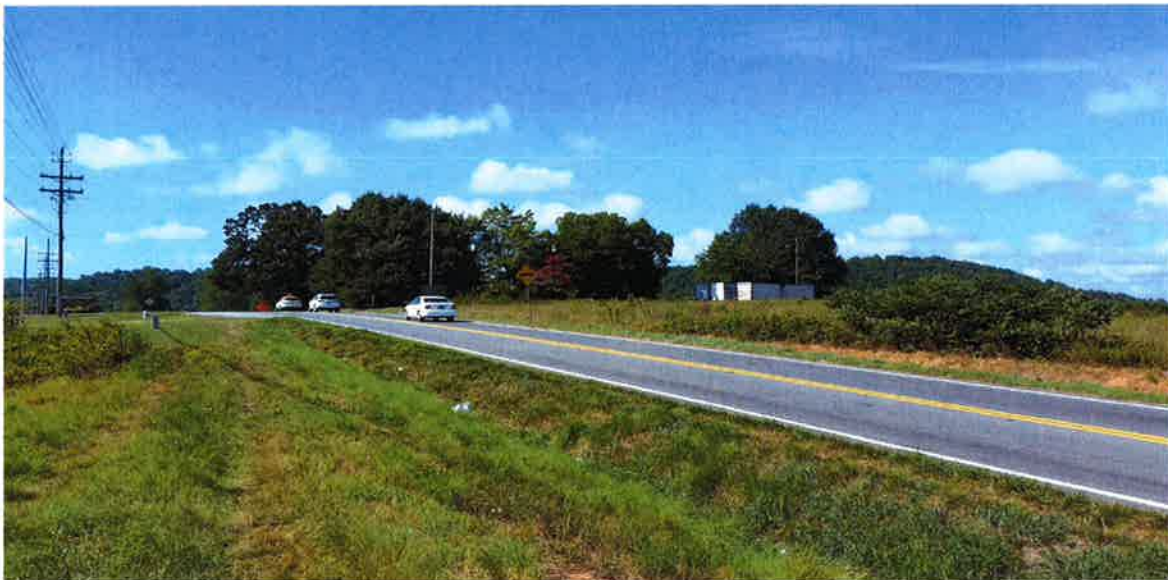
Photo No. 1



Comments:

Looking north from proposed driveway #4

Photo No. 2



Comments:

Looking south from proposed driveway #4

## Traffic Count Data

Project ID: 16-9303-001  
 Location: SR 53 & Beartooth Pkwy\_Elliott Dr  
 City: Dawsonville

Day: Thursday  
 Date: 7/21/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					Beartooth Pkwy_Elliott Dr Eastbound					Beartooth Pkwy_Elliott Dr Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	1	59	0	0	60	8	61	5	0	74	5	0	4	0	9	3	1	9	0	13	156
7:15 AM	0	60	0	0	60	1	85	2	0	88	1	0	3	0	4	1	1	5	0	7	159
7:30 AM	4	88	0	0	92	0	66	6	0	72	0	0	10	0	10	2	2	4	0	8	182
7:45 AM	1	96	3	0	100	1	66	5	0	72	3	1	11	0	15	3	1	4	0	8	195
Total	6	303	3	0	312	10	278	18	0	306	9	1	28	0	38	9	5	22	0	36	692
8:00 AM	5	76	0	0	81	0	67	4	0	71	3	1	5	0	9	3	2	2	0	7	168
8:15 AM	3	80	8	0	91	3	52	5	0	60	4	2	8	0	14	0	2	2	0	4	169
8:30 AM	2	82	4	0	88	2	60	11	0	73	3	2	6	0	11	3	1	3	0	7	179
8:45 AM	3	75	3	0	81	4	69	5	0	78	3	2	2	1	7	2	0	2	0	4	170
Total	13	313	15	0	341	9	248	25	0	282	13	7	21	1	41	8	5	9	0	22	686
***BREAK***																					
4:00 PM	6	106	1	0	113	4	108	16	0	128	10	3	4	0	17	4	3	4	0	11	269
4:15 PM	6	118	1	0	125	8	86	12	0	106	9	2	10	0	21	3	1	4	0	8	260
4:30 PM	7	115	5	0	127	6	123	11	0	140	6	0	17	0	23	3	3	10	0	16	306
4:45 PM	9	127	2	0	138	5	87	11	0	103	10	3	15	0	28	5	3	11	0	19	288
Total	28	466	9	0	503	23	404	50	0	477	35	8	46	0	89	15	10	29	0	54	1123
5:00 PM	7	125	2	0	134	6	104	21	0	131	8	0	7	0	15	7	2	8	0	17	297
5:15 PM	5	114	2	0	121	4	106	15	0	125	9	1	8	0	18	4	3	4	0	11	275
5:30 PM	4	120	2	0	126	7	122	20	0	149	10	2	12	0	24	8	0	4	0	12	311
5:45 PM	11	113	4	0	128	6	109	7	0	122	11	1	9	0	21	4	3	2	0	9	280
Total	27	472	10	0	509	23	441	63	0	527	38	4	36	0	78	23	8	18	0	49	1163
Grand Total	74	1554	37	0	1665	65	1371	156	0	1592	95	20	131	1	246	55	28	78	0	161	3664
Apprch %	4.4	93.3	2.2	0.0		4.1	86.1	9.8	0.0		38.6	8.1	53.3	0.4		34.2	17.4	48.4	0.0		
Total %	2.0	42.4	1.0	0.0	45.4	1.8	37.4	4.3	0.0	43.4	2.6	0.5	3.6	0.0	6.7	1.5	0.8	2.1	0.0	4.4	
Cars, PU, Vans	74	1499	37	0	1610	63	1323	155	0	1541	94	20	131	1	245	55	28	77	0	160	3556
% Cars, PU, Vans	100.0	96.5	100.0	0.0	96.7	96.9	96.5	99.4	0.0	96.8	98.9	100.0	100.0	100.0	99.6	100.0	100.0	98.7	0.0	99.4	97.1
Heavy Trucks	0	55	0	0	55	2	48	1	0	51	1	0	0	0	1	0	0	1	0	1	108
% Heavy Trucks	0.0	3.5	0.0	0.0	3.3	3.1	3.5	0.6	0.0	3.2	1.1	0.0	0.0	0.0	0.4	0.0	0.0	1.3	0.0	0.6	2.9

Project ID: 16-9303-001  
 Location: SR 53 & Beartooth Pkwy\_Ell  
 City: Dawsonville

## PEAK HOURS

Day: Thursday  
 Date: 7/21/2016

AM

	SR 53 Northbound				SR 53 Southbound				Beartooth Pkwy_Elliott Dr Eastbound				Beartooth Pkwy_Elliott Dr Westbound				
Start Time	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	4	88	0	92	0	66	6	72	0	0	10	10	2	2	4	8	182
7:45 AM	1	96	3	100	1	66	5	72	3	1	11	15	3	1	4	8	195
8:00 AM	5	76	0	81	0	67	4	71	3	1	5	9	3	2	2	7	168
8:15 AM	3	80	8	91	3	52	5	60	4	2	8	14	0	2	2	4	169
Total Volume	13	340	11	364	4	251	20	275	10	4	34	48	8	7	12	27	714
% App. Total	3.6	93.4	3.0	100	1.5	91.3	7.3	100	20.8	8.3	70.8	100	29.6	25.9	44.4	100	
PHF	0.910				0.955				0.800				0.844				
Cars, PU, Vans	13	325	11	349	4	237	20	261	10	4	34	48	8	7	12	27	685
% Cars, PU, Vans	100.0	95.6	100.0	95.9	100.0	94.4	100.0	94.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	95.9
Heavy Trucks	0	15	0	15	0	14	0	14	0	0	0	0	0	0	0	0	29
% Heavy Trucks	0.0	4.4	0.0	4.1	0.0	5.6	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1

PM

	SR 53 Northbound				SR 53 Southbound				Beartooth Pkwy_Elliott Dr Eastbound				Beartooth Pkwy_Elliott Dr Westbound				
Start Time	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	9	127	2	138	5	87	11	103	10	3	15	28	5	3	11	19	288
5:00 PM	7	125	2	134	6	104	21	131	8	0	7	15	7	2	8	17	297
5:15 PM	5	114	2	121	4	106	15	125	9	1	8	18	4	3	4	11	275
5:30 PM	4	120	2	126	7	122	20	149	10	2	12	24	8	0	4	12	311
Total Volume	25	486	8	519	22	419	67	508	37	6	42	85	24	8	27	59	1171
% App. Total	4.8	93.6	1.5	100	4.3	82.5	13.2	100	43.5	7.1	49.4	100	40.7	13.6	45.8	100	
PHF	0.940				0.852				0.759				0.776				
Cars, PU, Vans	25	475	8	508	22	405	66	493	36	6	42	84	24	8	27	59	1144
% Cars, PU, Vans	100.0	97.7	100.0	97.9	100.0	96.7	98.5	97.0	97.3	100.0	100.0	98.8	100.0	100.0	100.0	100.0	97.7
Heavy Trucks	0	11	0	11	0	14	1	15	1	0	0	1	0	0	0	0	27
% Heavy Trucks	0.0	2.3	0.0	2.1	0.0	3.3	1.5	3.0	2.7	0.0	0.0	1.2	0.0	0.0	0.0	0.0	2.3

Project ID: 16-9303-002  
 Location: SR 53 & Hughes Ct\_Couch Rd  
 City: Dawsonville

Day: Thursday  
 Date: 7/21/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					Hughes Ct_Couch Rd Eastbound					Hughes Ct_Couch Rd Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	0	56	0	0	56	0	69	1	0	70	0	1	0	0	1	0	0	1	0	1	128
7:15 AM	0	67	0	0	67	0	85	0	0	85	0	0	0	0	0	0	1	0	0	1	153
7:30 AM	0	89	2	0	91	1	82	0	0	83	0	0	1	0	1	0	0	0	0	0	175
7:45 AM	0	105	0	0	105	0	75	0	0	75	0	0	0	0	0	1	0	0	0	1	181
Total	0	317	2	0	319	1	311	1	0	313	0	1	1	0	2	1	1	1	0	3	637
8:00 AM	0	83	1	0	84	0	75	0	0	75	0	0	0	0	0	0	0	0	0	0	159
8:15 AM	0	91	1	0	92	0	58	0	0	58	0	0	1	0	1	0	0	0	0	0	151
8:30 AM	0	81	0	0	81	0	75	1	0	76	1	0	0	0	1	0	0	0	0	0	158
8:45 AM	0	81	0	0	81	0	62	1	0	63	0	0	0	1	0	0	0	0	0	0	144
Total	0	336	2	0	338	0	270	2	0	272	1	0	1	1	2	0	0	0	0	0	612
***BREAK***																					
4:00 PM	0	108	0	0	108	0	110	1	0	111	0	0	0	0	0	0	0	1	0	1	220
4:15 PM	1	122	2	0	125	0	109	0	0	109	2	0	0	0	2	0	0	0	0	0	236
4:30 PM	0	125	0	0	125	0	134	2	0	136	1	0	1	0	2	0	0	1	0	1	264
4:45 PM	1	139	1	0	141	0	114	0	0	114	0	0	0	0	0	0	0	0	0	0	255
Total	2	494	3	0	499	0	467	3	0	470	3	0	1	0	4	0	0	2	0	2	975
5:00 PM	0	122	0	0	122	0	115	0	0	115	0	0	1	0	1	1	1	0	0	2	240
5:15 PM	0	125	1	0	126	0	129	0	0	129	1	0	0	0	1	1	0	1	0	2	258
5:30 PM	1	120	1	0	122	0	137	0	0	137	0	0	0	0	0	2	0	0	0	2	281
5:45 PM	0	126	1	0	127	0	126	0	0	126	0	0	0	0	0	0	0	1	0	1	254
Total	1	493	3	0	497	0	507	0	0	507	1	0	1	0	2	4	1	2	0	7	1013
Grand Total	3	1640	10	0	1653	1	1555	6	0	1562	5	1	4	1	10	5	2	5	0	12	3237
Apprch %	0.2	99.2	0.6	0.0		0.1	99.6	0.4	0.0		50.0	10.0	40.0	10.0		41.7	16.7	41.7	0.0		
Total %	0.1	50.7	0.3	0.0	51.1	0.0	48.0	0.2	0.0	48.3	0.2	0.0	0.1	0.0	0.3	0.2	0.1	0.2	0.0	0.4	
Cars, PU, Vans	3	1585	10	0	1598	1	1507	6	0	1514	5	1	4	1	10	5	2	5	0	12	3134
% Cars, PU, Vans	100.0	96.6	100.0	0.0	96.7	100.0	96.9	100.0	0.0	96.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	96.8
Heavy Trucks	0	55	0	0	55	0	48	0	0	48	0	0	0	0	0	0	0	0	0	0	103
% Heavy Trucks	0.0	3.4	0.0	0.0	3.3	0.0	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2

Project ID: 16-9303-002  
Location: SR 53 & Hughes Ct\_Couch F  
City: Dawsonville

## PEAK HOURS

Day: Thursday  
Date: 7/21/2016

AM

	SR 53 Northbound				SR 53 Southbound				Hughes Ct_Couch Rd Eastbound				Hughes Ct_Couch Rd Westbound				
Start Time	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	67	0	67	0	85	0	85	0	0	0	0	0	1	0	1	153
7:30 AM	0	89	2	91	1	82	0	83	0	0	1	1	0	0	0	0	175
7:45 AM	0	105	0	105	0	75	0	75	0	0	0	0	1	0	0	1	181
8:00 AM	0	83	1	84	0	75	0	75	0	0	0	0	0	0	0	0	159
Total Volume	0	344	3	347	1	317	0	318	0	0	1	1	1	1	0	2	668
% App. Total	0.0	99.1	0.9	100	0.3	99.7	0.0	100	0.0	0.0	100.0	100	50.0	50.0	0.0	100	
PHF	0.826				0.935				0.250				0.500				
Cars, PU, Vans	0	329	3	332	1	305	0	306	0	0	1	1	1	1	0	2	641
% Cars, PU, Vans	0.0	95.6	100.0	95.7	100.0	96.2	0.0	96.2	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	96.0
Heavy Trucks	0	15	0	15	0	12	0	12	0	0	0	0	0	0	0	0	27
% Heavy Trucks	0.0	4.4	0.0	4.3	0.0	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0

PM

	SR 53 Northbound				SR 53 Southbound				Hughes Ct_Couch Rd Eastbound				Hughes Ct_Couch Rd Westbound				
Start Time	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	0	125	0	125	0	134	2	136	1	0	1	2	0	0	1	1	264
4:45 PM	1	139	1	141	0	114	0	114	0	0	0	0	0	0	0	0	255
5:00 PM	0	122	0	122	0	115	0	115	0	0	1	1	1	1	0	2	240
5:15 PM	0	125	1	126	0	129	0	129	1	0	0	1	1	0	1	2	258
Total Volume	1	511	2	514	0	492	2	494	2	0	2	4	2	1	2	5	1017
% App. Total	0.2	99.4	0.4	100	0.0	99.6	0.4	100	50.0	0.0	50.0	100	40.0	20.0	40.0	100	
PHF	0.911				0.908				0.500				0.625				
Cars, PU, Vans	1	498	2	501	0	476	2	478	2	0	2	4	2	1	2	5	988
% Cars, PU, Vans	100.0	97.5	100.0	97.5	0.0	96.7	100.0	96.8	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	97.1
Heavy Trucks	0	13	0	13	0	16	0	16	0	0	0	0	0	0	0	0	29
% Heavy Trucks	0.0	2.5	0.0	2.5	0.0	3.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9

Project ID: 16-9303-003  
 Location: SR 53 & Tractor Supply Dwy  
 City: Dawsonville

Day: Thursday  
 Date: 7/21/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					Tractor Supply Dwy Eastbound					Tractor Supply Dwy Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	0	57	0	0	57	1	69	1	0	71	1	0	0	0	1	0	0	1	0	1	130
7:15 AM	1	69	0	0	70	0	83	0	0	83	0	0	1	0	1	0	0	0	0	0	154
7:30 AM	1	89	0	0	90	1	83	0	0	84	0	0	1	0	1	0	0	0	0	0	175
7:45 AM	0	103	2	0	105	2	73	0	0	75	0	0	1	0	1	1	0	1	0	2	183
Total	2	318	2	0	322	4	308	1	0	313	1	0	3	0	4	1	0	2	0	3	642
8:00 AM	0	80	3	0	83	2	74	0	0	76	1	0	0	0	1	0	0	2	0	2	162
8:15 AM	0	94	3	0	97	1	58	0	0	59	0	1	0	0	1	0	1	4	0	5	162
8:30 AM	0	70	1	0	71	6	68	0	0	74	1	0	0	0	1	3	0	5	0	8	154
8:45 AM	3	79	3	0	85	4	59	0	0	63	2	0	1	0	3	1	0	2	0	3	154
Total	3	323	10	0	336	13	259	0	0	272	4	1	1	0	6	4	1	13	0	18	632
***BREAK***																					
4:00 PM	0	97	4	0	101	9	99	1	0	109	0	0	0	0	0	2	0	13	0	15	225
4:15 PM	0	114	4	0	118	5	101	1	0	107	0	0	2	0	2	5	0	7	0	12	239
4:30 PM	1	119	11	0	131	7	125	2	0	134	2	0	1	0	3	4	0	11	0	15	283
4:45 PM	3	123	7	0	133	7	104	2	0	113	0	0	0	0	0	2	0	15	0	17	263
Total	4	453	26	0	483	28	429	6	0	463	2	0	3	0	5	13	0	46	0	59	1010
5:00 PM	0	116	3	0	119	9	107	0	0	116	1	0	1	0	2	5	0	6	0	11	248
5:15 PM	0	115	7	0	122	11	115	3	0	129	2	0	0	0	2	6	1	10	0	17	270
5:30 PM	0	114	2	0	116	8	132	0	0	140	4	1	0	0	5	9	2	6	0	17	278
5:45 PM	0	116	9	0	125	6	118	1	0	125	0	0	0	0	0	2	0	9	0	11	251
Total	0	461	21	0	482	34	472	4	0	510	7	1	1	0	9	22	3	31	0	56	1057
Grand Total	9	1555	59	0	1623	79	1468	11	0	1558	14	2	8	0	24	40	4	92	0	136	3341
Approch %	0.6	95.8	3.6	0.0		5.1	94.2	0.7	0.0		58.3	8.3	33.3	0.0		29.4	2.9	67.6	0.0		
Total %	0.3	46.5	1.8	0.0	48.6	2.4	43.9	0.3	0.0	46.6	0.4	0.1	0.2	0.0	0.7	1.2	0.1	2.8	0.0	4.1	
Cars, PU, Vans	9	1500	59	0	1568	78	1421	11	0	1510	14	2	8	0	24	40	4	92	0	136	3238
% Cars, PU, Vans	100.0	96.5	100.0	0.0	96.6	98.7	96.8	100.0	0.0	96.9	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	96.9
Heavy Trucks	0	55	0	0	55	1	47	0	0	48	0	0	0	0	0	0	0	0	0	0	103
% Heavy Trucks	0.0	3.5	0.0	0.0	3.4	1.3	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1

Project ID: 16-9303-003  
Location: SR 53 & Tractor Supply Dwy  
City: Dawsonville

## PEAK HOURS

Day: Thursday  
Date: 7/21/2016

AM

	SR 53 Northbound				SR 53 Southbound				Tractor Supply Dwy Eastbound				Tractor Supply Dwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	1	89	0	90	1	83	0	84	0	0	1	1	0	0	0	0	175
7:45 AM	0	103	2	105	2	73	0	75	0	0	1	1	1	0	1	2	183
8:00 AM	0	80	3	83	2	74	0	76	1	0	0	1	0	0	2	2	162
8:15 AM	0	94	3	97	1	58	0	59	0	1	0	1	0	1	4	5	162
Total Volume	1	366	8	375	6	288	0	294	1	1	2	4	1	1	7	9	682
% App. Total	0.3	97.6	2.1	100	2.0	98.0	0.0	100	25.0	25.0	50.0	100	11.1	11.1	77.8	100	
PHF	0.893				0.875				1.000				0.450				
Cars, PU, Vans	1	351	8	360	5	275	0	280	1	1	2	4	1	1	7	9	653
% Cars, PU, Vans	100.0	95.9	100.0	96.0	83.3	95.5	0.0	95.2	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	95.7
Heavy Trucks	0	15	0	15	1	13	0	14	0	0	0	0	0	0	0	0	29
% Heavy Trucks	0.0	4.1	0.0	4.0	16.7	4.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3

PM

	SR 53 Northbound				SR 53 Southbound				Tractor Supply Dwy Eastbound				Tractor Supply Dwy Westbound				
Start Time	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	1	119	11	131	7	125	2	134	2	0	1	3	4	0	11	15	283
4:45 PM	3	123	7	133	7	104	2	113	0	0	0	0	2	0	15	17	263
5:00 PM	0	116	3	119	9	107	0	116	1	0	1	2	5	0	6	11	248
5:15 PM	0	115	7	122	11	115	3	129	2	0	0	2	6	1	10	17	270
Total Volume	4	473	28	505	34	451	7	492	5	0	2	7	17	1	42	60	1064
% App. Total	0.8	93.7	5.5	100	6.9	91.7	1.4	100	71.4	0.0	28.6	100	28.3	1.7	70.0	100	
PHF	0.949				0.918				0.583				0.882				
Cars, PU, Vans	4	460	28	492	34	435	7	476	5	0	2	7	17	1	42	60	1035
% Cars, PU, Vans	100.0	97.3	100.0	97.4	100.0	96.5	100.0	96.7	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	97.3
Heavy Trucks	0	13	0	13	0	16	0	16	0	0	0	0	0	0	0	0	29
% Heavy Trucks	0.0	2.7	0.0	2.6	0.0	3.5	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7

Project ID: 16-9303-004  
 Location: SR 53 & Dawson Forest Rd\_Thompson Creek Park Rd  
 City: Dawsonville

Day: Thursday  
 Date: 7/21/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					son Forest Rd_Thompson Creek Park Eastbound					son Forest Rd_Thompson Creek Park Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	24	54	0	0	78	0	57	4	0	61	1	0	22	0	23	0	1	0	0	1	163
7:15 AM	23	64	0	0	87	1	89	3	0	93	0	0	25	0	25	0	0	1	0	1	206
7:30 AM	25	87	0	0	112	4	67	2	0	73	3	2	24	0	29	0	0	1	0	1	215
7:45 AM	25	106	0	0	131	0	83	5	0	88	1	1	36	0	38	0	1	1	0	2	259
Total	97	311	0	0	408	5	296	14	0	315	5	3	107	0	115	0	2	3	0	5	843
8:00 AM	24	80	0	0	104	2	58	4	0	64	1	1	22	0	24	0	0	3	0	3	195
8:15 AM	23	90	0	0	113	0	64	1	0	65	0	1	15	0	16	0	0	1	0	1	195
8:30 AM	24	71	0	0	95	2	52	8	0	60	0	0	21	1	21	0	0	3	0	3	179
8:45 AM	31	79	0	0	110	0	68	4	0	72	4	1	16	0	21	0	0	1	0	1	204
Total	102	320	0	0	422	4	242	15	0	261	5	3	74	1	82	0	0	8	0	8	773
***BREAK***																					
4:00 PM	29	91	1	0	121	0	97	5	0	102	5	2	42	0	49	1	0	3	0	4	276
4:15 PM	25	116	1	0	142	1	96	8	0	105	5	1	41	0	47	0	0	5	0	5	299
4:30 PM	25	119	0	0	144	2	120	11	0	133	5	0	45	0	50	0	7	1	0	8	335
4:45 PM	52	129	1	0	182	1	93	7	0	101	6	0	33	0	39	0	0	3	0	3	325
Total	131	455	3	0	589	4	406	31	0	441	21	3	161	0	185	1	7	12	0	20	1235
5:00 PM	40	113	0	0	153	0	115	10	0	125	3	1	51	0	55	0	0	1	0	1	334
5:15 PM	36	116	1	0	153	1	102	5	0	108	2	4	57	0	63	1	0	2	0	3	327
5:30 PM	31	112	0	0	143	2	135	8	0	145	1	2	39	0	42	0	0	1	0	1	331
5:45 PM	41	120	1	0	162	2	106	13	0	121	4	1	45	0	50	0	2	2	0	4	337
Total	148	461	2	0	611	5	458	36	0	499	10	8	192	0	210	1	2	6	0	9	1329
Grand Total	478	1547	5	0	2030	18	1402	96	0	1516	41	17	534	1	592	2	11	29	0	42	4180
Apprch %	23.5	76.2	0.2	0.0		1.2	92.5	6.3	0.0		6.9	2.9	90.2	0.2		4.8	26.2	69.0	0.0		
Total %	11.4	37.0	0.1	0.0	48.6	0.4	33.5	2.3	0.0	36.3	1.0	0.4	12.8	0.0	14.2	0.0	0.3	0.7	0.0	1.0	
Cars, PU, Vans	472	1495	5	0	1972	18	1353	96	0	1467	40	17	524	1	581	2	11	29	0	42	4062
% Cars, PU, Vans	98.7	96.6	100.0	0.0	97.1	100.0	96.5	100.0	0.0	96.8	97.8	100.0	98.1	100.0	98.1	100.0	100.0	100.0	0.0	100.0	
Heavy Trucks	6	52	0	0	58	0	49	0	0	49	1	0	10	0	11	0	0	0	0	0	118
% Heavy Trucks	1.3	3.4	0.0	0.0	2.9	0.0	3.5	0.0	0.0	3.2	2.4	0.0	1.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.8

Project ID: 16-9303-004  
 Location: SR 53 & Dawson Forest Rd\_  
 City: Dawsonville

## PEAK HOURS

Day: Thursday  
 Date: 7/21/2016

AM

Time	SR 53 Northbound				SR 53 Southbound				Forest Rd. Thompson Creek Eastbound				Forest Rd. Thompson Creek Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	23	64	0	87	1	89	3	93	0	0	25	25	0	0	1	1	206
7:30 AM	25	87	0	112	4	67	2	73	3	2	24	29	0	0	1	1	215
7:45 AM	25	106	0	131	0	83	5	88	1	1	36	38	0	1	1	2	259
8:00 AM	24	80	0	104	2	58	4	64	1	1	22	24	0	0	3	3	195
Total Volume	97	337	0	434	7	297	14	318	5	4	107	116	0	1	6	7	875
% App. Total	22.4	77.6	0.0	100	2.2	93.4	4.4	100	4.3	3.4	92.2	100	0.0	14.3	85.7	100	
PHF	0.828				0.855				0.763				0.583				
Cars, PU, Vans	97	322	0	419	7	287	14	308	5	4	106	115	0	1	6	7	849
% Cars, PU, Vans	100.0	95.5	0.0	96.5	100.0	96.6	100.0	96.9	100.0	100.0	99.1	99.1	0.0	100.0	100.0	100.0	97.0
Heavy Trucks	0	15	0	15	0	10	0	10	0	0	1	1	0	0	0	0	26
% Heavy Trucks	0.0	4.5	0.0	3.5	0.0	3.4	0.0	3.1	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.0	3.0

PM

Start Time	SR 53 Northbound				SR 53 Southbound				Forest Rd_Thompson Creek Eastbound				Forest Rd_Thompson Creek Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	40	113	0	153	0	115	10	125	3	1	51	55	0	0	1	1	334
5:15 PM	36	116	1	153	1	102	5	108	2	4	57	63	1	0	2	3	327
5:30 PM	31	112	0	143	2	135	8	145	1	2	39	42	0	0	1	1	331
5:45 PM	41	120	1	162	2	106	13	121	4	1	45	50	0	2	2	4	337
Total Volume	148	461	2	611	5	458	36	499	10	8	192	210	1	2	6	9	1329
% App. Total	24.2	75.5	0.3	100	1.0	91.8	7.2	100	4.8	3.8	91.4	100	11.1	22.2	66.7	100	
PHF	0.943				0.860				0.833				0.563				
Cars, PU, Vans	147	451	2	600	5	448	36	489	10	8	189	207	1	2	6	9	1305
% Cars, PU, Vans	99.3	97.8	100.0	98.2	100.0	97.8	100.0	98.0	100.0	100.0	98.4	98.6	100.0	100.0	100.0	100.0	98.2
Heavy Trucks	1	10	0	11	0	10	0	10	0	0	3	3	0	0	0	0	24
% Heavy Trucks	0.7	2.2	0.0	1.8	0.0	2.2	0.0	2.0	0.0	0.0	1.6	1.4	0.0	0.0	0.0	0.0	1.8

## Future Roadway/Intersection Projects


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TravelSmart



## SR 400 @ SR 53/CORR A1

Project ID:	132790-	Notice to Proceed Date:	1/21/2015
Project Manager:	Davida White	Construction Percent Complete:	42.95%
Office:	Program Delivery	Current Completion Date:	5/10/2017
County:	Dawson	Work Completion Date:	
Congressional District:	009	Construction Contract Amount:	
State Senate District.:	051	Construction Contractor:	C. W. MATTHEWS CONTRACTING CO., INC.
State House District:	009		
Project Type:	Reconstruction/Rehabilitation		
Project Status:	Under Construction		
Right of Way Authorization:			

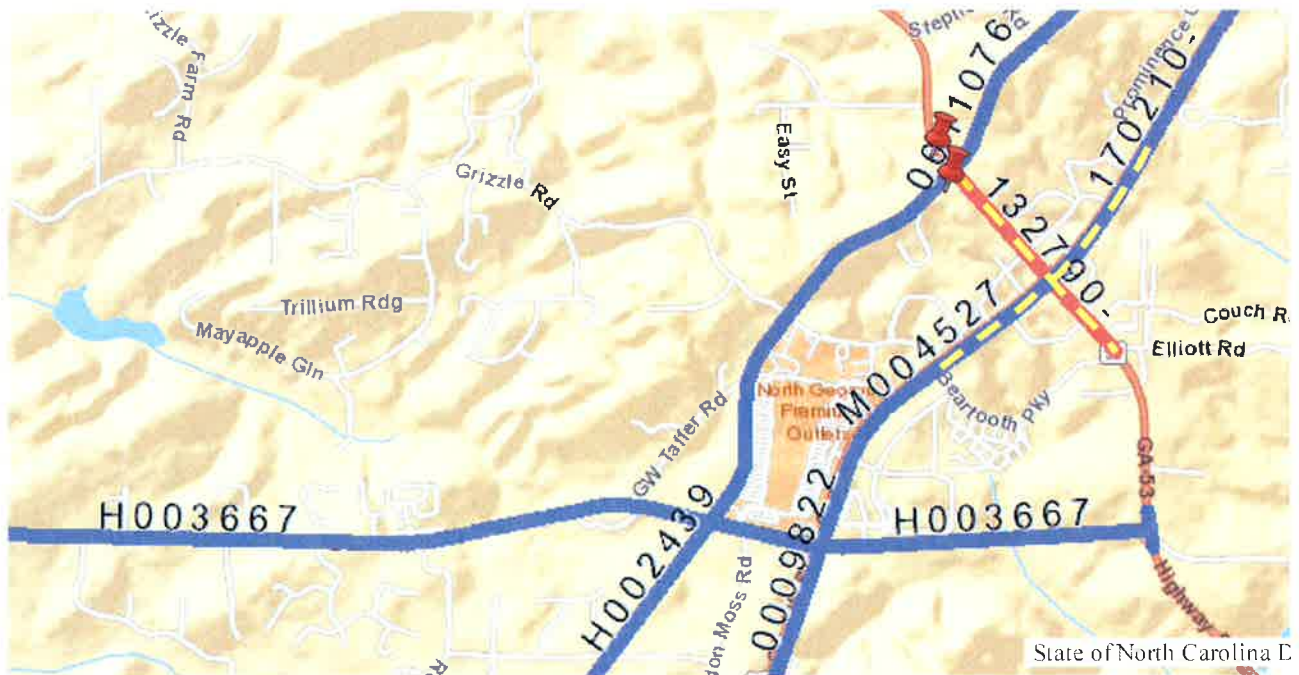
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[Construction Status Report](#)
[Submit feedback to project manager](#)

### Project Description:

Project is to provide operational improvements to the intersection fo SR 400 @ SR 53. It is proposed to reconfigure the intersection from a traditional type intersection to a Displaced Left Turn (DLT) Intersection also known as a Continuous Flow Intersection (CFI). The design proposes to implement a 2-leg DLT with the legs on the north and south approaches along SR 400. The approaches to the intersection along SR 53 will remain a traditional intersection approach. A raised median is proposed on SR 53 for the intersection. Five signals will be installed for the DLT. One signal at the main intersection of SR 400 @ SR 53, one signal at each of the two DLT crossover movements that occur prior to the main intersection, and one signal at each right turn movement from SR 53 to SR 400. The current full access median break on SR 400 north of the intersection 400 @ SR 53 will be converted to a left in only

Median break on SR 400 north of the intersection of SR 400 @ SR 53 will be converted to a left in only from SR 400 with right in/right out access from the side street and driveway.

Activity	Program Year	Cost Estimate
PE (Preliminary Engineering)	1999	\$3,025,420.69
ROW (Right of Way)	2013	\$9,540,000.00
UTL (Utilities)	2015	\$529,100.00
CST (Construction)	2015	\$11,995,419.54



Project Documents
Concept Report
132790-_CR_APR2001.pdf
132790-_L&D_Affidavit of Publication & ADS_SEPOCT2011.pdf
132790-_L&D_SEP2011.pdf
132790-_REVCJR_JUN2011.pdf
PoDI S&O Plan
132790- PoDI S&O Plan.pdf
Public Outreach
(CFI) left turn.pdf
3D Typical SR 400.pdf
3D Typical SR 53.pdf
Handouts.pdf
Project Display.pdf
SR 400 Display.pdf
SR 53 Display.pdf

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TravelSmart



## CR 252/DAWSON FOREST RD FM LUMPKIN CAMPGROUND RD TO SR 53

Project ID: **0008378**

Project Manager: Albert Shelby

Office: Program Delivery

County: Dawson

Congressional District: 009

State Senate District.: 051

State House District: 009

Project Type: Reconstruction/Rehabilitation

Project Status: Long Range Program

Right of Way

Authorization:

Notice to Proceed

Date:

Construction Percent Complete: %

Current Completion Date:

Work Completion Date:

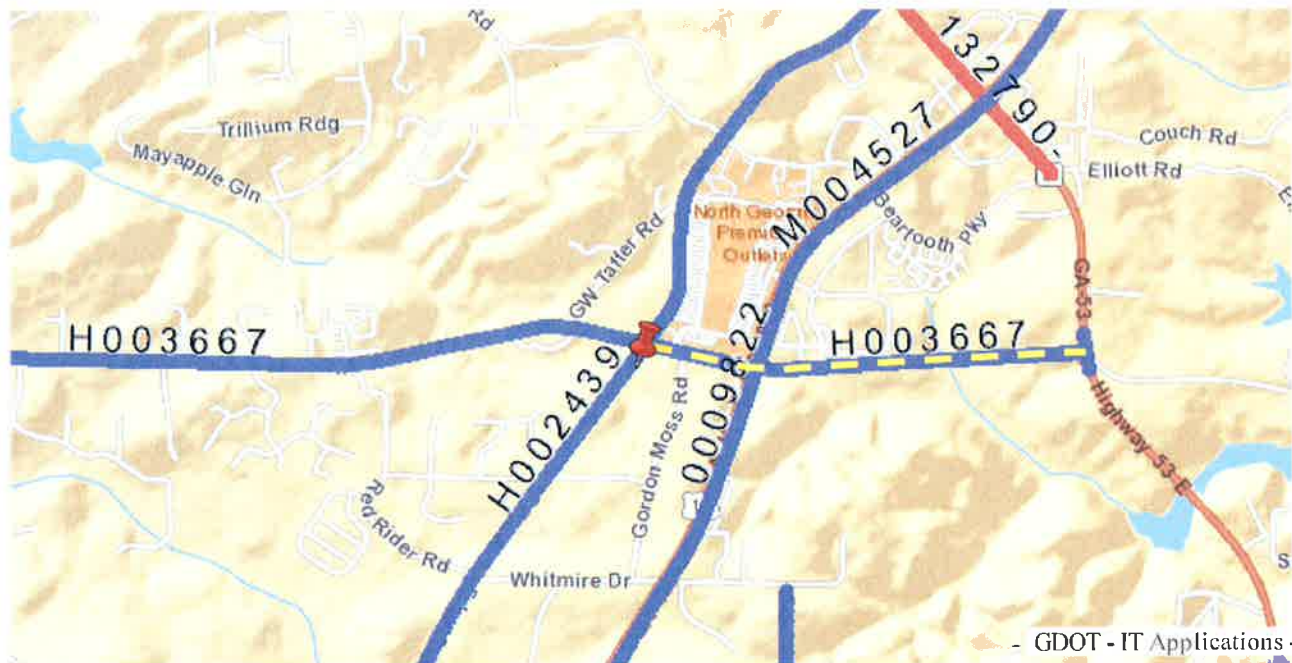
Construction Contract Amount:

Construction Contractor:

[Select Another Project](#)[Design Plan Documents](#)[Preconstruction Status Report](#)[Construction Status Report](#)[Submit feedback to project manager](#)

### Project Description:

Activity	Program Year	Cost Estimate
PE (Preliminary Engineering)	2051	\$820,677.37
CST (Construction)	2051	\$10,258,467.16
UTL (Utilities)	LOCL	\$1,849,845.00
ROW (Right of Way)	LOCL	\$10,218,615.00



Project Documents

There are no items to show in this view.

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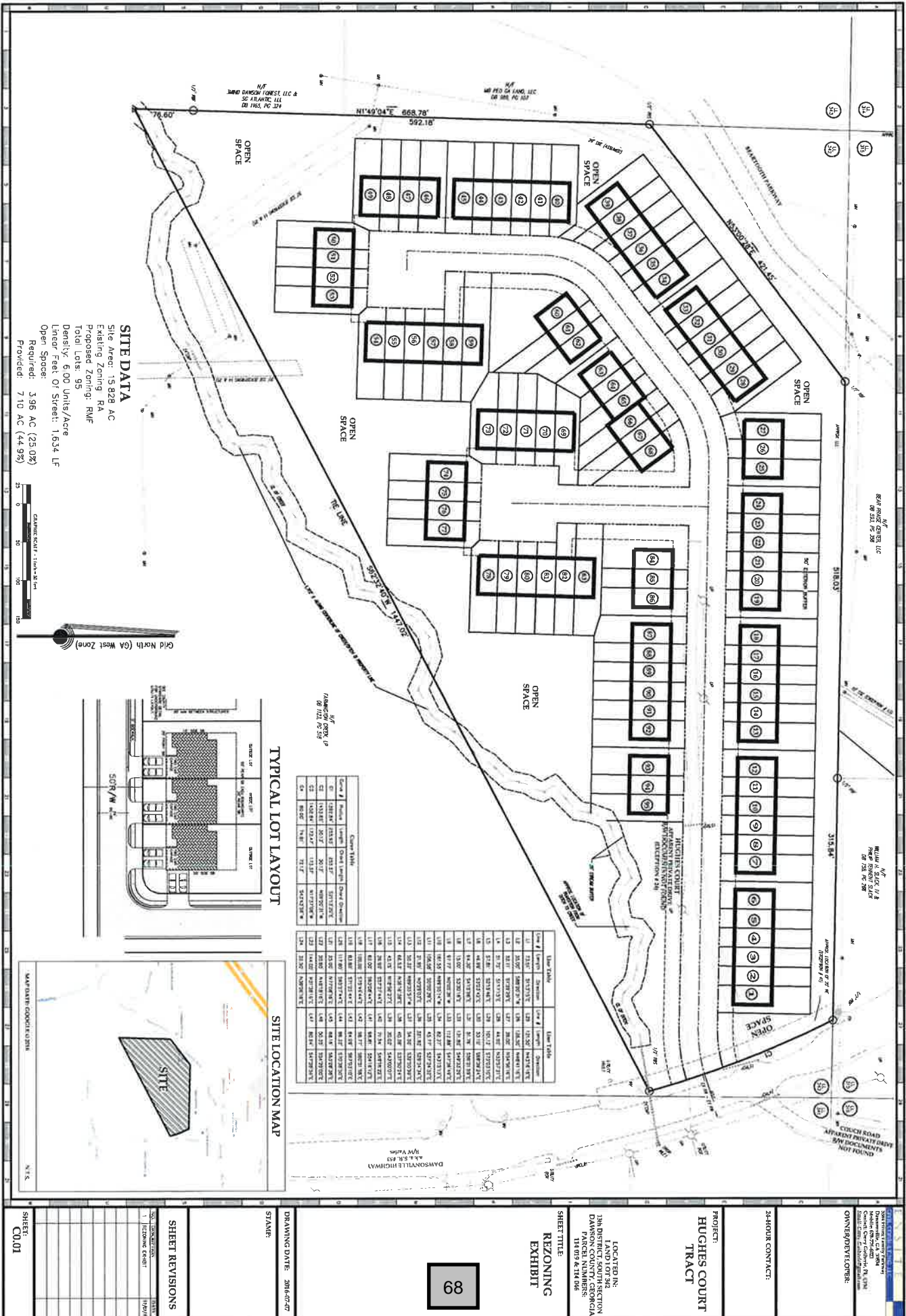
Georgia Department of Transportation

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 600 West Peachtree NW  
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 (404) 631-1990 Main Office

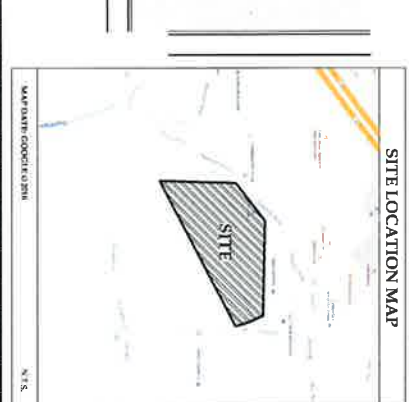
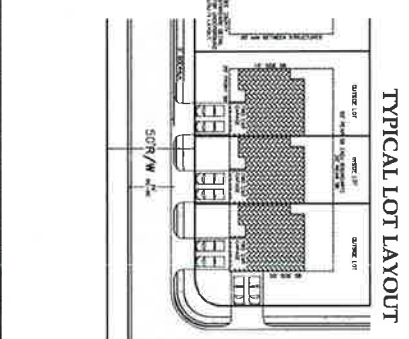
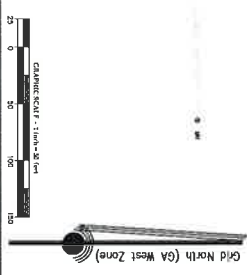
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APPENDIX D

# Proposed Site Plan



**SITE DATA**  
Site Area: 15.828 AC  
Existing Zoning: RA  
Proposed Zoning: RMF  
Total Lots: 95  
Density: 6.00 Units/Acre  
Linear Feet of Street: 1,634 LF  
Open Space: 3.96 AC (25.0%)  
Required: 7.10 AC (44.8%)  
Provided:



**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1-10	1,200,000	0.03
11-20	1,200,000	0.03
21-30	1,200,000	0.03
31-40	1,200,000	0.03
41-50	1,200,000	0.03
51-60	1,200,000	0.03
61-70	1,200,000	0.03
71-80	1,200,000	0.03
81-90	1,200,000	0.03
91-100	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
101-110	1,200,000	0.03
111-120	1,200,000	0.03
121-130	1,200,000	0.03
131-140	1,200,000	0.03
141-150	1,200,000	0.03
151-160	1,200,000	0.03
161-170	1,200,000	0.03
171-180	1,200,000	0.03
181-190	1,200,000	0.03
191-200	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
201-210	1,200,000	0.03
211-220	1,200,000	0.03
221-230	1,200,000	0.03
231-240	1,200,000	0.03
241-250	1,200,000	0.03
251-260	1,200,000	0.03
261-270	1,200,000	0.03
271-280	1,200,000	0.03
281-290	1,200,000	0.03
291-300	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
301-310	1,200,000	0.03
311-320	1,200,000	0.03
321-330	1,200,000	0.03
331-340	1,200,000	0.03
341-350	1,200,000	0.03
351-360	1,200,000	0.03
361-370	1,200,000	0.03
371-380	1,200,000	0.03
381-390	1,200,000	0.03
391-400	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
401-410	1,200,000	0.03
411-420	1,200,000	0.03
421-430	1,200,000	0.03
431-440	1,200,000	0.03
441-450	1,200,000	0.03
451-460	1,200,000	0.03
461-470	1,200,000	0.03
471-480	1,200,000	0.03
481-490	1,200,000	0.03
491-500	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
501-510	1,200,000	0.03
511-520	1,200,000	0.03
521-530	1,200,000	0.03
531-540	1,200,000	0.03
541-550	1,200,000	0.03
551-560	1,200,000	0.03
561-570	1,200,000	0.03
571-580	1,200,000	0.03
581-590	1,200,000	0.03
591-600	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
601-610	1,200,000	0.03
611-620	1,200,000	0.03
621-630	1,200,000	0.03
631-640	1,200,000	0.03
641-650	1,200,000	0.03
651-660	1,200,000	0.03
661-670	1,200,000	0.03
671-680	1,200,000	0.03
681-690	1,200,000	0.03
691-700	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
701-710	1,200,000	0.03
711-720	1,200,000	0.03
721-730	1,200,000	0.03
731-740	1,200,000	0.03
741-750	1,200,000	0.03
751-760	1,200,000	0.03
761-770	1,200,000	0.03
771-780	1,200,000	0.03
781-790	1,200,000	0.03
791-800	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
801-810	1,200,000	0.03
811-820	1,200,000	0.03
821-830	1,200,000	0.03
831-840	1,200,000	0.03
841-850	1,200,000	0.03
851-860	1,200,000	0.03
861-870	1,200,000	0.03
871-880	1,200,000	0.03
881-890	1,200,000	0.03
891-900	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
901-910	1,200,000	0.03
911-920	1,200,000	0.03
921-930	1,200,000	0.03
931-940	1,200,000	0.03
941-950	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
951-960	1,200,000	0.03
961-970	1,200,000	0.03
971-980	1,200,000	0.03
981-990	1,200,000	0.03
991-1000	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1001-1010	1,200,000	0.03
1011-1020	1,200,000	0.03
1021-1030	1,200,000	0.03
1031-1040	1,200,000	0.03
1041-1050	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1051-1060	1,200,000	0.03
1061-1070	1,200,000	0.03
1071-1080	1,200,000	0.03
1081-1090	1,200,000	0.03
1091-1100	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1101-1110	1,200,000	0.03
1111-1120	1,200,000	0.03
1121-1130	1,200,000	0.03
1131-1140	1,200,000	0.03
1141-1150	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1151-1160	1,200,000	0.03
1161-1170	1,200,000	0.03
1171-1180	1,200,000	0.03
1181-1190	1,200,000	0.03
1191-1200	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1201-1210	1,200,000	0.03
1211-1220	1,200,000	0.03
1221-1230	1,200,000	0.03
1231-1240	1,200,000	0.03
1241-1250	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1251-1260	1,200,000	0.03
1261-1270	1,200,000	0.03
1271-1280	1,200,000	0.03
1281-1290	1,200,000	0.03
1291-1300	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1301-1310	1,200,000	0.03
1311-1320	1,200,000	0.03
1321-1330	1,200,000	0.03
1331-1340	1,200,000	0.03
1341-1350	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1351-1360	1,200,000	0.03
1361-1370	1,200,000	0.03
1371-1380	1,200,000	0.03
1381-1390	1,200,000	0.03
1391-1400	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1401-1410	1,200,000	0.03
1411-1420	1,200,000	0.03
1421-1430	1,200,000	0.03
1431-1440	1,200,000	0.03
1441-1450	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1451-1460	1,200,000	0.03
1461-1470	1,200,000	0.03
1471-1480	1,200,000	0.03
1481-1490	1,200,000	0.03
1491-1500	1,200,000	0.03

**Lot Area Summary**

Lot #	Area (sq ft)	Area (ac)
1501-1510	1,200,000	0.03
1511-1520	1,200,000	0.03
1521-1530	1,200,000	0.03
1531-1540	1,200,000	0.03
1541-1550	1,200,000	0.03

**PROJECT:** HUGHES COURT TRACT

**LOCATED IN:** 13th DISTRICT, SOUTH SECTION DAMSONVILLE, GEORGIA 30034

**OWNER/DEVELOPER:** HUGHES COURT TRACT, LLC

**ARCHITECT:** HUGHES COURT TRACT, LLC

**ENGINEER:** HUGHES COURT TRACT, LLC

**DATE:** 2016-07-27

**SHEET:** 68

**REVISIONS:**

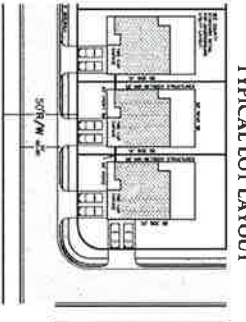
NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/2/16

**SCALE:** 1" = 40'

# SITE LOCATION MAP



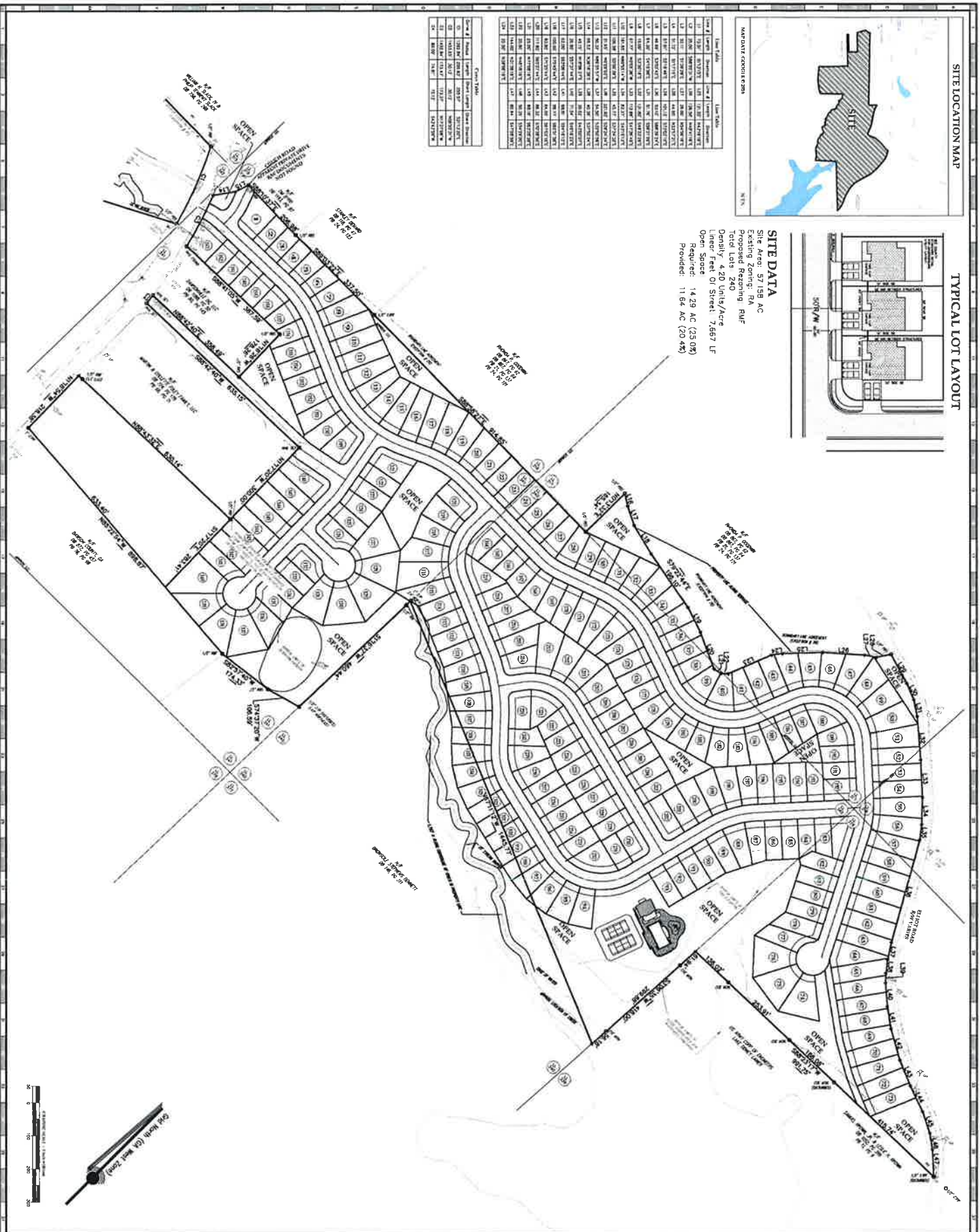
# TYPICAL LOT LAYOUT



# SITE DATA

Site Area: 57.158 AC  
 Existing Zoning: RA  
 Proposed Zoning: RNF  
 Total Lot: 240  
 Density: 4.20 Units/Acre  
 Linear Feet Of Street: 7,667 LF  
 Open Space  
 Required: 14.29 AC (25.0%)  
 Provided: 11.64 AC (20.4%)

Lot #	Area (sq. ft.)	Area (ac.)	Area (sq. ft.)	Area (ac.)
1	1,200	0.027	1,200	0.027
2	1,200	0.027	1,200	0.027
3	1,200	0.027	1,200	0.027
4	1,200	0.027	1,200	0.027
5	1,200	0.027	1,200	0.027
6	1,200	0.027	1,200	0.027
7	1,200	0.027	1,200	0.027
8	1,200	0.027	1,200	0.027
9	1,200	0.027	1,200	0.027
10	1,200	0.027	1,200	0.027
11	1,200	0.027	1,200	0.027
12	1,200	0.027	1,200	0.027
13	1,200	0.027	1,200	0.027
14	1,200	0.027	1,200	0.027
15	1,200	0.027	1,200	0.027
16	1,200	0.027	1,200	0.027
17	1,200	0.027	1,200	0.027
18	1,200	0.027	1,200	0.027
19	1,200	0.027	1,200	0.027
20	1,200	0.027	1,200	0.027
21	1,200	0.027	1,200	0.027
22	1,200	0.027	1,200	0.027
23	1,200	0.027	1,200	0.027
24	1,200	0.027	1,200	0.027
25	1,200	0.027	1,200	0.027
26	1,200	0.027	1,200	0.027
27	1,200	0.027	1,200	0.027
28	1,200	0.027	1,200	0.027
29	1,200	0.027	1,200	0.027
30	1,200	0.027	1,200	0.027
31	1,200	0.027	1,200	0.027
32	1,200	0.027	1,200	0.027
33	1,200	0.027	1,200	0.027
34	1,200	0.027	1,200	0.027
35	1,200	0.027	1,200	0.027
36	1,200	0.027	1,200	0.027
37	1,200	0.027	1,200	0.027
38	1,200	0.027	1,200	0.027
39	1,200	0.027	1,200	0.027
40	1,200	0.027	1,200	0.027
41	1,200	0.027	1,200	0.027
42	1,200	0.027	1,200	0.027
43	1,200	0.027	1,200	0.027
44	1,200	0.027	1,200	0.027
45	1,200	0.027	1,200	0.027
46	1,200	0.027	1,200	0.027
47	1,200	0.027	1,200	0.027
48	1,200	0.027	1,200	0.027
49	1,200	0.027	1,200	0.027
50	1,200	0.027	1,200	0.027
51	1,200	0.027	1,200	0.027
52	1,200	0.027	1,200	0.027
53	1,200	0.027	1,200	0.027
54	1,200	0.027	1,200	0.027
55	1,200	0.027	1,200	0.027
56	1,200	0.027	1,200	0.027
57	1,200	0.027	1,200	0.027
58	1,200	0.027	1,200	0.027
59	1,200	0.027	1,200	0.027
60	1,200	0.027	1,200	0.027
61	1,200	0.027	1,200	0.027
62	1,200	0.027	1,200	0.027
63	1,200	0.027	1,200	0.027
64	1,200	0.027	1,200	0.027
65	1,200	0.027	1,200	0.027
66	1,200	0.027	1,200	0.027
67	1,200	0.027	1,200	0.027
68	1,200	0.027	1,200	0.027
69	1,200	0.027	1,200	0.027
70	1,200	0.027	1,200	0.027
71	1,200	0.027	1,200	0.027
72	1,200	0.027	1,200	0.027
73	1,200	0.027	1,200	0.027
74	1,200	0.027	1,200	0.027
75	1,200	0.027	1,200	0.027
76	1,200	0.027	1,200	0.027
77	1,200	0.027	1,200	0.027
78	1,200	0.027	1,200	0.027
79	1,200	0.027	1,200	0.027
80	1,200	0.027	1,200	0.027
81	1,200	0.027	1,200	0.027
82	1,200	0.027	1,200	0.027
83	1,200	0.027	1,200	0.027
84	1,200	0.027	1,200	0.027
85	1,200	0.027	1,200	0.027
86	1,200	0.027	1,200	0.027
87	1,200	0.027	1,200	0.027
88	1,200	0.027	1,200	0.027
89	1,200	0.027	1,200	0.027
90	1,200	0.027	1,200	0.027
91	1,200	0.027	1,200	0.027
92	1,200	0.027	1,200	0.027
93	1,200	0.027	1,200	0.027
94	1,200	0.027	1,200	0.027
95	1,200	0.027	1,200	0.027
96	1,200	0.027	1,200	0.027
97	1,200	0.027	1,200	0.027
98	1,200	0.027	1,200	0.027
99	1,200	0.027	1,200	0.027
100	1,200	0.027	1,200	0.027



# REZONING EXHIBIT

LOCATION: LAND BETWEEN RD 100 AND RD 101, SOUTH SECTION 10, TOWNSHIP 10N, RANGE 10E, COUNTY OF HENRI, MISSOURI. PART OF THE 100 & 101 TRACT.

PROJECT: SR 53/ELLIOT RD/LAKE LANIER TRACT

PREPARED BY: [Name]

DATE: [Date]

SHEET: [Number]

OF: [Total Sheets]

# SHEET REVISIONS

NO. DESCRIPTION DATE

1. [Revision Description] [Date]

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APPENDIX E

# Intersection Volume Worksheets

Trip Generation Analysis (9th Ed.) 3 SR 53 Tracts TIA Dawson County, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
230 Residential Condominium/Townhouse	95 d.u.	616	50	9	41	58	39	19
251 Senior Adult Housing-Detached	240 d.u.	1,030	71	25	46	87	53	34
820 Shopping Center	40,314 s.f. gross leasable area	1,722	39	24	15	150	72	78
<b>Gross Trips</b>		<b>3,368</b>	<b>160</b>	<b>58</b>	<b>102</b>	<b>295</b>	<b>164</b>	<b>131</b>
Residential Trips 251		1,030	71	25	46	87	53	34
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips 251		1,030	71	25	46	87	53	34
Residential Trips 230		616	50	9	41	58	39	19
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips 230		616	50	9	41	58	39	19
Retail Trips 820		1,722	39	24	15	150	72	78
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Retail Trips 820		1,722	39	24	15	150	72	78
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
<b>New Trips</b>		<b>3,368</b>	<b>160</b>	<b>58</b>	<b>102</b>	<b>295</b>	<b>164</b>	<b>131</b>
<b>Driveway Volumes</b>		<b>3,368</b>	<b>160</b>	<b>58</b>	<b>102</b>	<b>295</b>	<b>164</b>	<b>131</b>

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Beartooth Parkway/Elliott Drive AM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Beartooth Pkwy/Elliott Dr <u>Eastbound</u>			Beartooth Pkwy/Elliott Dr <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	14	371	12	4	274	22	11	4	37	9	8	13
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	15	0	0	14	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.96			0.80			0.84	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	15	402	13	4	297	24	12	4	40	10	9	14
<b>Project Trips</b>												
Trip Distribution IN					50%				15%			
Trip Distribution OUT	15%	50%										
Residential Trips 251	7	23	0	0	13	0	0	0	4	0	0	0
Trip Distribution IN					50%				15%			
Trip Distribution OUT	15%	50%										
Residential Trips 230	6	21	0	0	5	0	0	0	1	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT		60%										
Retail Trips 820	0	9	0	0	12	0	0	0	2	0	0	0
Total Project Trips	13	53	0	0	30	0	0	0	7	0	0	0
<b>2020 Buildout Total</b>	28	455	13	4	327	24	12	4	47	10	9	14

### PM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Beartooth Pkwy/Elliott Dr <u>Eastbound</u>			Beartooth Pkwy/Elliott Dr <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	25	486	8	22	419	67	37	6	42	24	8	27
Pedestrians											1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	11	0	0	14	1	1	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	3%	1%	3%	0%	0%	0%	0%	0%
Peak Hour Factor		0.94			0.85			0.76			0.78	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	27	526	9	24	454	73	40	6	45	26	9	29
<b>Project Trips</b>												
Trip Distribution IN					50%				15%			
Trip Distribution OUT	15%	50%										
Residential Trips 251	5	17	0	0	27	0	0	0	8	0	0	0
Trip Distribution IN					50%				15%			
Trip Distribution OUT	15%	50%										
Residential Trips 230	3	10	0	0	20	0	0	0	6	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT		60%										
Retail Trips 820	0	47	0	0	36	0	0	0	7	0	0	0
Total Project Trips	8	74	0	0	83	0	0	0	21	0	0	0
<b>2020 Buildout Total</b>	35	600	9	24	537	73	40	6	66	26	9	29

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) AM PEAK HOUR

Description	SR 53 Northbound			SR 53 Southbound			Hughes Ct/Couch Rd Eastbound			Hughes Ct/Couch Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	0	375	3	1	346	0	0	0	1	1	0	
Pedestrians		0			0			0		1		
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	15	0	0	12	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.83			0.94			0.25			0.50	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	0	406	3	1	375	0	0	0	1	1	0	
<b>Project Trips</b>												
Trip Distribution IN			30%	60%	5%							
Trip Distribution OUT		5%								30%		60%
Residential Trips 251	0	2	8	15	1	0	0	0	0	14	0	28
Trip Distribution IN	35%					65%						
Trip Distribution OUT							65%		35%			
Residential Trips 230	3	0	0	0	0	6	27	0	14	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Retail Trips 820	0	9	0	0	14	0	0	0	0	0	0	0
Total Project Trips	3	11	8	15	15	6	27	0	14	14	0	28
<b>2020 Buildout Total</b>	<b>3</b>	<b>417</b>	<b>11</b>	<b>16</b>	<b>390</b>	<b>6</b>	<b>27</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>1</b>	<b>28</b>

### PM PEAK HOUR

Description	SR 53 Northbound			SR 53 Southbound			Hughes Ct/Couch Rd Eastbound			Hughes Ct/Couch Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	1	511	2	0	492	2	2	0	2	2	1	2
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	13	0	0	16	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.50			0.63	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	1	553	2	0	533	2	2	0	2	2	1	2
<b>Project Trips</b>												
Trip Distribution IN			30%	60%	5%							
Trip Distribution OUT		5%								30%		60%
Residential Trips 251	0	2	16	32	3	0	0	0	0	10	0	20
Trip Distribution IN	35%					65%						
Trip Distribution OUT							65%		35%			
Residential Trips 230	14	0	0	0	0	25	12	0	7	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Retail Trips 820	0	47	0	0	43	0	0	0	0	0	0	0
Total Project Trips	14	49	16	32	46	25	12	0	7	10	0	20
<b>2020 Buildout Total</b>	<b>15</b>	<b>602</b>	<b>18</b>	<b>32</b>	<b>579</b>	<b>27</b>	<b>14</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>22</b>

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Tractor Supply (Dwy #3) AM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Harvest Circle <u>Eastbound</u>			TSC (Dwy #3) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	1	399	9	7	314	0	1	1	2	1	1	8
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	15	0	1	13	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	14%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.89			0.88			1.00			0.45	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	1	432	10	8	340	0	1	1	2	1	1	9
<b>Project Trips</b>												
Trip Distribution IN		30%	5%	5%								
Trip Distribution OUT					30%					5%		5%
Residential Trips 251	0	8	1	1	14	0	0	0	0	2	0	2
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 230	0	3	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Retail Trips 820	0	9	0	0	14	0	0	0	0	0	0	0
Total Project Trips	0	20	1	1	42	0	0	0	0	2	0	2
<b>2020 Buildout Total</b>	1	452	11	9	382	0	1	1	2	3	1	11

### PM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Harvest Circle <u>Eastbound</u>			TSC (Dwy #3) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	4	473	28	34	451	7	5	0	2	17	1	42
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	13	0	0	16	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.92			0.58			0.88	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	4	512	30	37	488	8	5	0	2	18	1	45
<b>Project Trips</b>												
Trip Distribution IN		30%	5%	5%								
Trip Distribution OUT					30%					5%		5%
Residential Trips 251	0	16	3	3	10	0	0	0	0	2	0	2
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 230	0	14	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Retail Trips 820	0	47	0	0	43	0	0	0	0	0	0	0
Total Project Trips	0	77	3	3	60	0	0	0	0	2	0	2
<b>2020 Buildout Total</b>	4	589	33	40	548	8	5	0	2	20	1	47

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Dawson Forest Road/Thompson Creek Park Rd AM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Dawson Forest Road <u>Eastbound</u>			Thompson Creek Park Rd <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	106	367	0	8	324	15	5	4	117	0	1	7
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	15	0	0	10	0	0	0	1	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	3%	0%	0%	0%	1%	0%	0%	0%
Peak Hour Factor		0.83			0.86			0.76			0.58	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	115	397	0	9	351	16	5	4	127	0	1	8
<b>Project Trips</b>												
Trip Distribution IN		20%					15%					
Trip Distribution OUT					20%	15%						
Residential Trips 251	0	5	0	0	9	7	4	0	0	0	0	0
Trip Distribution IN		20%					15%					
Trip Distribution OUT					20%	15%						
Residential Trips 230	0	2	0	0	8	6	1	0	0	0	0	0
Trip Distribution IN		30%					10%					
Trip Distribution OUT					30%	10%						
Retail Trips 820	0	7	0	0	5	2	2	0	0	0	0	0
Total Project Trips	0	14	0	0	22	15	7	0	0	0	0	0
<b>2020 Buildout Total</b>	115	411	0	9	373	31	12	4	127	0	1	8

### PM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Dawson Forest Road <u>Eastbound</u>			Thompson Creek Park Rd <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	148	461	2	5	458	36	10	8	192	1	2	6
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	10	0	0	10	0	0	0	3	0	0	0
Heavy Vehicle %	1%	2%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.86			0.83			0.56	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	160	499	2	5	496	39	11	9	208	1	2	6
<b>Project Trips</b>												
Trip Distribution IN		20%					15%					
Trip Distribution OUT					20%	15%						
Residential Trips 251	0	11	0	0	7	5	8	0	0	0	0	0
Trip Distribution IN		20%					15%					
Trip Distribution OUT					20%	15%						
Residential Trips 230	0	8	0	0	4	3	6	0	0	0	0	0
Trip Distribution IN		30%					10%					
Trip Distribution OUT					30%	10%						
Retail Trips 820	0	22	0	0	23	8	7	0	0	0	0	0
Total Project Trips	0	41	0	0	34	16	21	0	0	0	0	0
<b>2020 Buildout Total</b>	160	540	2	5	530	55	32	9	208	1	2	6

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Proposed Dwy#4 AM PEAK HOUR

Description	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	0	379	0	0	317	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	15	0	0	13	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	0	410	0	0	343	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 251	0	9	0	0	16	0	0	0	0	0	0	0
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 230	0	3	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN			40%	60%								
Trip Distribution OUT										40%		60%
Retail Trips 820	0	0	10	14	0	0	0	0	0	6	0	9
Total Project Trips	0	12	10	14	30	0	0	0	0	6	0	9
<b>2020 Buildout Total</b>	0	422	10	14	373	0	0	0	0	6	0	9

### PM PEAK HOUR

Description	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	477	0	0	470	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	10	0	0	16	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	0	516	0	0	509	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 251	0	19	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 230	0	14	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN			40%	60%								
Trip Distribution OUT										40%		60%
Retail Trips 820	0	0	29	43	0	0	0	0	0	31	0	47
Total Project Trips	0	33	29	43	19	0	0	0	0	31	0	47
<b>2020 Buildout Total</b>	0	549	29	43	528	0	0	0	0	31	0	47






















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## *Synchro Analysis Reports*

















# HCM Unsignalized Intersection Capacity Analysis 1: SR 53 & Beartooth Pkwy/Elliott Dr

3 SR 53 Tracts TIA  
Existing AM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	4	37	9	8	13	14	371	12	4	274	22
Future Volume (Veh/h)	11	4	37	9	8	13	14	371	12	4	274	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91	0.96	0.96	0.96
Hourly flow rate (vph)	14	5	46	11	10	15	15	408	13	4	285	23
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)			4									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	751	745	285	741	738	416	285			422		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	751	745	285	741	738	416	285			422		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	99	94	96	97	98	99			100		
cM capacity (veh/h)	311	339	759	307	342	641	1289			1147		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	14	51	36	15	421	4	285	23				
Volume Left	14	0	11	15	0	4	0	0				
Volume Right	0	46	15	0	13	0	0	23				
cSH	311	841	407	1289	1700	1147	1700	1700				
Volume to Capacity	0.05	0.06	0.09	0.01	0.25	0.00	0.17	0.01				
Queue Length 95th (ft)	4	5	7	1	0	0	0	0				
Control Delay (s)	17.1	10.6	14.7	7.8	0.0	8.1	0.0	0.0				
Lane LOS	C	B	B	A		A						
Approach Delay (s)	12.0		14.7	0.3		0.1						
Approach LOS	B		B									
Intersection Summary												
Average Delay	1.7											
Intersection Capacity Utilization	35.3%			ICU Level of Service					A			
Analysis Period (min)	15											





















# HCM Unsignalized Intersection Capacity Analysis 2: SR 53 & Hughes Ct/Couch Rd

3 SR 53 Tracts TIA  
Existing AM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	1	1	0	0	375	3	1	346	0
Future Volume (Veh/h)	0	0	1	1	1	0	0	375	3	1	346	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	4	2	2	0	0	452	4	1	368	0
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	825	827	368	829	825	455	368			457		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	825	827	368	829	825	455	368			457		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	99	100	100			100		
cM capacity (veh/h)	292	309	682	290	309	609	1202			1113		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	4	456	369								
Volume Left	0	2	0	1								
Volume Right	4	0	4	0								
cSH	682	299	1202	1113								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	10.3	17.2	0.0	0.0								
Lane LOS	B	C		A								
Approach Delay (s)	10.3	17.2	0.0	0.0								
Approach LOS	B	C										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			29.9%			ICU Level of Service				A		
Analysis Period (min)			15									



















# HCM Unsignalized Intersection Capacity Analysis 3: SR 53 & Harvest Circle/TSC

3 SR 53 Tracts TIA  
Existing AM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	2	1	1	8	1	399	9	7	314	0
Future Volume (Veh/h)	1	1	2	1	1	8	1	399	9	7	314	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	0.45	0.45	0.45	0.89	0.89	0.89	0.88	0.88	0.88
Hourly flow rate (vph)	1	1	2	2	2	18	1	448	10	8	357	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	842	833	357	826	823	448	357			458		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	842	833	357	826	823	448	357			458		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.4		
p0 queue free %	100	100	100	99	99	97	100			99		
cM capacity (veh/h)	275	304	692	290	308	615	1213			1028		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	4	22	1	448	10	8	357	0				
Volume Left	1	2	1	0	0	8	0	0				
Volume Right	2	18	0	0	10	0	0	0				
cSH	407	516	1213	1700	1700	1028	1700	1700				
Volume to Capacity	0.01	0.04	0.00	0.26	0.01	0.01	0.21	0.00				
Queue Length 95th (ft)	1	3	0	0	0	1	0	0				
Control Delay (s)	13.9	12.3	8.0	0.0	0.0	8.5	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	13.9	12.3	0.0			0.2						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			31.0%			ICU Level of Service				A		
Analysis Period (min)			15									






















# HCM Unsignalized Intersection Capacity Analysis 4: SR 53 & Dawson Forest Road/Thompson Creek Park Road

3 SR 53 Tracts TIA  
Existing AM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	117	0	1	7	106	367	0	8	324	15
Future Volume (Veh/h)	5	4	117	0	1	7	106	367	0	8	324	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.58	0.58	0.58	0.83	0.83	0.83	0.86	0.86	0.86
Hourly flow rate (vph)	7	5	154	0	2	12	128	442	0	9	377	17
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)			8									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1106	1094	377	1096	1094	443	377			443		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1106	1094	377	1096	1094	443	377			443		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	97	77	100	99	98	89			99		
cM capacity (veh/h)	168	191	672	132	191	618	1193			1127		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	166	14	570	386	17							
Volume Left	7	0	128	9	0							
Volume Right	154	12	0	0	17							
cSH	724	468	1193	1127	1700							
Volume to Capacity	0.23	0.03	0.11	0.01	0.01							
Queue Length 95th (ft)	22	2	9	1	0							
Control Delay (s)	13.0	12.9	2.8	0.3	0.0							
Lane LOS	B	B	A	A								
Approach Delay (s)	13.0	12.9	2.8	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			57.3%	ICU Level of Service		B						
Analysis Period (min)			15									

















# HCM Unsignalized Intersection Capacity Analysis 1: SR 53 & Beartooth Pkwy/Elliott Dr

3 SR 53 Tracts TIA  
Existing PM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	6	42	24	8	27	25	486	8	22	419	67
Future Volume (Veh/h)	37	6	42	24	8	27	25	486	8	22	419	67
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.76	0.76	0.76	0.78	0.78	0.78	0.94	0.94	0.94	0.85	0.85	0.85
Hourly flow rate (vph)	49	8	55	31	10	35	27	517	9	26	493	79
Pedestrians	1											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	3.5											
Percent Blockage	0											
Right turn flare (veh)	4											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1156	1126	493	1126	1122	522	493				527	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1156	1126	493	1126	1122	522	493				527	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	67	96	91	80	95	94	98				98	
cM capacity (veh/h)	150	196	580	155	197	558	1081				1049	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	49	63	76	27	526	26	493	79				
Volume Left	49	0	31	27	0	26	0	0				
Volume Right	0	55	35	0	9	0	0	79				
cSH	150	664	242	1081	1700	1049	1700	1700				
Volume to Capacity	0.33	0.09	0.31	0.02	0.31	0.02	0.29	0.05				
Queue Length 95th (ft)	33	8	32	2	0	2	0	0				
Control Delay (s)	40.3	13.4	26.5	8.4	0.0	8.5	0.0	0.0				
Lane LOS	E	B	D	A		A						
Approach Delay (s)	25.2		26.5	0.4		0.4						
Approach LOS	D		D									
Intersection Summary												
Average Delay				3.9								
Intersection Capacity Utilization				42.8%	ICU Level of Service			A				
Analysis Period (min)				15								





















# HCM Unsignalized Intersection Capacity Analysis 2: SR 53 & Hughes Ct/Couch Rd

3 SR 53 Tracts TIA  
Existing PM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	2	1	2	1	511	2	0	492	2
Future Volume (Veh/h)	2	0	2	2	1	2	1	511	2	0	492	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.63	0.63	0.63	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	0	4	3	2	3	1	562	2	0	541	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1111	1108	542	1111	1108	563	543			564		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1111	1108	542	1111	1108	563	543			564		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	98	99	99	100			100		
cM capacity (veh/h)	185	211	544	187	211	530	1036			1018		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	8	565	543								
Volume Left	4	3	1	0								
Volume Right	4	3	2	2								
cSH	277	256	1036	1018								
Volume to Capacity	0.03	0.03	0.00	0.00								
Queue Length 95th (ft)	2	2	0	0								
Control Delay (s)	18.4	19.5	0.0	0.0								
Lane LOS	C	C	A									
Approach Delay (s)	18.4	19.5	0.0	0.0								
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			37.8%			ICU Level of Service				A		
Analysis Period (min)			15									



















# HCM Unsignalized Intersection Capacity Analysis 3: SR 53 & Harvest Circle/TSC

3 SR 53 Tracts TIA  
Existing PM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	17	1	42	4	473	28	34	451	7
Future Volume (Veh/h)	5	0	2	17	1	42	4	473	28	34	451	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	3	19	1	48	4	498	29	37	490	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1118	1099	490	1073	1078	498	498			527		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1118	1099	490	1073	1078	498	498			527		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	99	90	100	92	100			96		
cM capacity (veh/h)	165	206	582	193	212	576	1076			1050		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	12	68	4	498	29	37	490	8				
Volume Left	9	19	4	0	0	37	0	0				
Volume Right	3	48	0	0	29	0	0	8				
cSH	201	364	1076	1700	1700	1050	1700	1700				
Volume to Capacity	0.06	0.19	0.00	0.29	0.02	0.04	0.29	0.00				
Queue Length 95th (ft)	5	17	0	0	0	3	0	0				
Control Delay (s)	24.1	17.1	8.4	0.0	0.0	8.6	0.0	0.0				
Lane LOS	C	C	A			A						
Approach Delay (s)	24.1	17.1	0.1			0.6						
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			38.4%		ICU Level of Service				A			
Analysis Period (min)			15									
























HCM Unsignalized Intersection Capacity Analysis  
4: SR 53 & Dawson Forest Road/Thompson Creek Park Road

3 SR 53 Tracts TIA  
Existing PM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	8	192	1	2	6	148	461	2	5	458	36
Future Volume (Veh/h)	10	8	192	1	2	6	148	461	2	5	458	36
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.56	0.56	0.56	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	12	10	231	2	4	11	157	490	2	6	533	42
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			8									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1363	1351	533	1355	1350	491	533			492		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1363	1351	533	1355	1350	491	533			492		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	92	58	97	97	98	85			99		
cM capacity (veh/h)	107	128	547	61	128	582	1040			1082		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	253	17	649	539	42							
Volume Left	12	2	157	6	0							
Volume Right	231	11	2	0	42							
cSH	599	205	1040	1082	1700							
Volume to Capacity	0.42	0.08	0.15	0.01	0.02							
Queue Length 95th (ft)	52	7	13	0	0							
Control Delay (s)	18.6	24.1	3.7	0.2	0.0							
Lane LOS	C	C	A	A								
Approach Delay (s)	18.6	24.1	3.7	0.1								
Approach LOS	C	C										
Intersection Summary												
Average Delay			5.1									
Intersection Capacity Utilization			70.3%			ICU Level of Service				C		
Analysis Period (min)			15									




















# HCM Unsignalized Intersection Capacity Analysis 1: SR 53 & Beartooth Pkwy/Elliott Dr

3 SR 53 Tracts TIA  
Build AM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	4	47	10	9	14	28	455	13	4	327	24
Future Volume (Veh/h)	12	4	47	10	9	14	28	455	13	4	327	24
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91	0.96	0.96	0.96
Hourly flow rate (vph)	15	5	59	12	11	17	31	500	14	4	341	25
Pedestrians	1											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	3.5											
Percent Blockage	0											
Right turn flare (veh)	4											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	934	926	341	922	919	508	341				515	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	934	926	341	922	919	508	341				515	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	93	98	92	95	96	97	97				100	
cM capacity (veh/h)	228	263	706	223	265	568	1229				1060	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	15	64	40	31	514	4	341	25				
Volume Left	15	0	12	31	0	4	0	0				
Volume Right	0	59	17	0	14	0	0	25				
cSH	228	766	320	1229	1700	1060	1700	1700				
Volume to Capacity	0.07	0.08	0.13	0.03	0.30	0.00	0.20	0.01				
Queue Length 95th (ft)	5	7	11	2	0	0	0	0				
Control Delay (s)	21.9	11.2	17.9	8.0	0.0	8.4	0.0	0.0				
Lane LOS	C	B	C	A		A						
Approach Delay (s)	13.2		17.9	0.5		0.1						
Approach LOS	B		C									
Intersection Summary												
Average Delay	2.0											
Intersection Capacity Utilization	40.0%			ICU Level of Service					A			
Analysis Period (min)	15											





















# HCM Unsignalized Intersection Capacity Analysis 2: SR 53 & Hughes Ct/Dwy#1/Dwy #2

3 SR 53 Tracts TIA  
Build AM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	15	15	1	28	3	417	11	16	390	6
Future Volume (Veh/h)	27	0	15	15	1	28	3	417	11	16	390	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.94	0.94	0.94
Hourly flow rate (vph)	108	0	60	30	2	56	4	502	13	17	415	6
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								721				
pX, platoon unblocked	0.82	0.82		0.82	0.82	0.82				0.82		
vC, conflicting volume	1016	973	415	1020	966	503	421			516		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	908	855	415	912	846	280	421			295		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	43	100	91	84	99	91	100			98		
cM capacity (veh/h)	188	238	642	187	241	624	1149			1043		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	168	88	506	13	17	415	6					
Volume Left	108	30	4	0	17	0	0					
Volume Right	60	56	0	13	0	0	6					
cSH	252	340	1149	1700	1043	1700	1700					
Volume to Capacity	0.67	0.26	0.00	0.01	0.02	0.24	0.00					
Queue Length 95th (ft)	107	25	0	0	1	0	0					
Control Delay (s)	44.0	19.2	0.1	0.0	8.5	0.0	0.0					
Lane LOS	E	C	A		A							
Approach Delay (s)	44.0	19.2	0.1		0.3							
Approach LOS	E	C										
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilization			38.8%	ICU Level of Service						A		
Analysis Period (min)			15									



















# HCM Unsignalized Intersection Capacity Analysis 3: SR 53 & Harvest Circle/TSC/Dwy #3

3 SR 53 Tracts TIA  
Build AM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	2	3	1	11	1	452	11	9	382	0
Future Volume (Veh/h)	1	1	2	3	1	11	1	452	11	9	382	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	1.00	1.00	1.00	0.45	0.45	0.45	0.89	0.89	0.89	0.88	0.88	0.88
Hourly flow rate (vph)	1	1	2	7	2	24	1	508	12	10	434	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)	394											
pX, platoon unblocked	0.78	0.78		0.78	0.78	0.78				0.78		
vC, conflicting volume	989	976	434	966	964	508	434			520		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	848	831	434	819	816	234	434			250		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.4		
p0 queue free %	100	100	100	97	99	96	100			99		
cM capacity (veh/h)	211	238	626	229	243	635	1136			967		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	4	33	1	508	12	10	434	0				
Volume Left	1	7	1	0	0	10	0	0				
Volume Right	2	24	0	0	12	0	0	0				
cSH	330	431	1136	1700	1700	967	1700	1700				
Volume to Capacity	0.01	0.08	0.00	0.30	0.01	0.01	0.26	0.00				
Queue Length 95th (ft)	1	6	0	0	0	1	0	0				
Control Delay (s)	16.1	14.1	8.2	0.0	0.0	8.8	0.0	0.0				
Lane LOS	C	B	A			A						
Approach Delay (s)	16.1	14.1	0.0			0.2						
Approach LOS	C	B										
Intersection Summary												
Average Delay	0.6											
Intersection Capacity Utilization	33.8%			ICU Level of Service					A			
Analysis Period (min)	15											

# HCM Unsignalized Intersection Capacity Analysis 4: SR 53 & Dawson Forest Road/Thompson Creek Park Road

3 SR 53 Tracts TIA  
Build AM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	4	127	0	1	8	115	411	0	9	373	31
Future Volume (Veh/h)	12	4	127	0	1	8	115	411	0	9	373	31
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.58	0.58	0.58	0.83	0.83	0.83	0.86	0.86	0.86
Hourly flow rate (vph)	16	5	167	0	2	14	139	495	0	10	434	36
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)			8									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1197	
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93					
vC, conflicting volume	1242	1228	434	1230	1228	496	434			496		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1221	1206	349	1209	1206	496	349			496		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	97	74	100	99	98	88			99		
cM capacity (veh/h)	127	149	645	97	149	577	1131			1077		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	188	16	634	444	36							
Volume Left	16	0	139	10	0							
Volume Right	167	14	0	0	36							
cSH	726	424	1131	1077	1700							
Volume to Capacity	0.26	0.04	0.12	0.01	0.02							
Queue Length 95th (ft)	26	3	10	1	0							
Control Delay (s)	15.3	13.8	3.1	0.3	0.0							
Lane LOS	C	B	A	A								
Approach Delay (s)	15.3	13.8	3.1	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			65.7%		ICU Level of Service				C			
Analysis Period (min)			15									

# HCM Signalized Intersection Capacity Analysis 5: SR 53 & Dwy #4






















3 SR 53 Tracts TIA  
Build AM 2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Volume (vph)	6	9	422	10	14	373
Future Volume (vph)	6	9	422	10	14	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	4.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.92		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1714		1827	1615	1805	1827
Flt Permitted	0.98		1.00	1.00	0.34	1.00
Satd. Flow (perm)	1714		1827	1615	655	1827
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	7	10	480	11	16	424
RTOR Reduction (vph)	6	0	0	7	0	0
Lane Group Flow (vph)	11	0	480	4	16	424
Heavy Vehicles (%)	0%	0%	4%	0%	0%	4%
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Actuated Green, G (s)	18.0		18.0	18.0	18.0	18.0
Effective Green, g (s)	18.0		18.0	18.0	18.0	18.0
Actuated g/C Ratio	0.40		0.40	0.40	0.40	0.40
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Lane Grp Cap (vph)	685		730	646	262	730
v/s Ratio Prot	c0.01		c0.26			0.23
v/s Ratio Perm				0.00	0.02	
v/c Ratio	0.02		0.66	0.01	0.06	0.58
Uniform Delay, d1	8.2		11.0	8.1	8.3	10.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0		4.6	0.0	0.4	3.4
Delay (s)	8.2		15.6	8.1	8.7	13.9
Level of Service	A		B	A	A	B
Approach Delay (s)	8.2		15.4			13.7
Approach LOS	A		B			B
<b>Intersection Summary</b>						
HCM 2000 Control Delay			14.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.34			
Actuated Cycle Length (s)			45.0		Sum of lost time (s)	9.0
Intersection Capacity Utilization			33.9%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group




















# HCM Unsignalized Intersection Capacity Analysis 1: SR 53 & Beartooth Pkwy/Elliott Dr

3 SR 53 Tracts TIA  
Build PM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	6	66	26	9	29	35	600	9	24	537	73
Future Volume (Veh/h)	40	6	66	26	9	29	35	600	9	24	537	73
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.76	0.76	0.76	0.78	0.78	0.78	0.94	0.94	0.94	0.85	0.85	0.85
Hourly flow rate (vph)	53	8	87	33	12	37	37	638	10	28	632	86
Pedestrians	1											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	3.5											
Percent Blockage	0											
Right turn flare (veh)	4											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1443	1411	632	1410	1406	644	632	649				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1443	1411	632	1410	1406	644	632	649				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	40	94	82	62	91	92	96	97				
cM capacity (veh/h)	89	130	484	87	131	476	960	946				
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	53	95	82	37	648	28	632	86				
Volume Left	53	0	33	37	0	28	0	0				
Volume Right	0	87	37	0	10	0	0	86				
cSH	89	528	149	960	1700	946	1700	1700				
Volume to Capacity	0.60	0.18	0.55	0.04	0.38	0.03	0.37	0.05				
Queue Length 95th (ft)	69	16	69	3	0	2	0	0				
Control Delay (s)	92.6	15.8	55.2	8.9	0.0	8.9	0.0	0.0				
Lane LOS	F	C	F	A		A						
Approach Delay (s)	43.3		55.2	0.5		0.3						
Approach LOS	E		F									
Intersection Summary												
Average Delay	6.9											
Intersection Capacity Utilization	49.1%			ICU Level of Service					A			
Analysis Period (min)	15											

# HCM Unsignalized Intersection Capacity Analysis 2: SR 53 & Hughes Ct/Dwy #1/Dwy #2





















3 SR 53 Tracts TIA  
Build PM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	9	12	1	22	15	602	18	32	579	27
Future Volume (Veh/h)	14	0	9	12	1	22	15	602	18	32	579	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.63	0.63	0.63	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	28	0	18	19	2	35	16	662	20	35	636	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								700				
pX, platoon unblocked	0.71	0.71		0.71	0.71	0.71				0.71		
vC, conflicting volume	1436	1420	636	1418	1430	662	666			682		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1409	1387	636	1384	1401	314	666			342		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	61	100	96	76	98	93	98			96		
cM capacity (veh/h)	73	96	481	79	94	517	933			868		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	46	56	678	20	35	636	30					
Volume Left	28	19	16	0	35	0	0					
Volume Right	18	35	0	20	0	0	30					
cSH	109	171	933	1700	868	1700	1700					
Volume to Capacity	0.42	0.33	0.02	0.01	0.04	0.37	0.02					
Queue Length 95th (ft)	45	34	1	0	3	0	0					
Control Delay (s)	60.4	36.1	0.5	0.0	9.3	0.0	0.0					
Lane LOS	F	E	A		A							
Approach Delay (s)	60.4	36.1	0.4		0.5							
Approach LOS	F	E										
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			53.7%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis 3: SR 53 & Harvest Circle/TSC/Dwy #3



















3 SR 53 Tracts TIA

Build PM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	20	1	47	4	589	33	40	548	8
Future Volume (Veh/h)	5	0	2	20	1	47	4	589	33	40	548	8
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	3	23	1	53	4	620	35	43	596	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)	394											
pX, platoon unblocked	0.69	0.69		0.69	0.69	0.69				0.69		
vC, conflicting volume	1364	1345	596	1313	1319	620	605			655		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1303	1276	596	1230	1239	230	605			281		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	100	99	78	99	91	100			95		
cM capacity (veh/h)	83	110	507	103	116	564	983			896		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	12	77	4	620	35	43	596	9				
Volume Left	9	23	4	0	0	43	0	0				
Volume Right	3	53	0	0	35	0	0	9				
cSH	105	236	983	1700	1700	896	1700	1700				
Volume to Capacity	0.11	0.33	0.00	0.36	0.02	0.05	0.35	0.01				
Queue Length 95th (ft)	9	34	0	0	0	4	0	0				
Control Delay (s)	43.6	27.4	8.7	0.0	0.0	9.2	0.0	0.0				
Lane LOS	E	D	A			A						
Approach Delay (s)	43.6	27.4	0.1			0.6						
Approach LOS	E	D										
Intersection Summary												
Average Delay	2.2											
Intersection Capacity Utilization	43.9%			ICU Level of Service					A			
Analysis Period (min)	15											












# HCM Unsignalized Intersection Capacity Analysis 4: SR 53 & Dawson Forest Road/Thompson Creek Park Road

3 SR 53 Tracts TIA  
Build PM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	9	208	1	2	6	160	540	2	5	530	55
Future Volume (Veh/h)	32	9	208	1	2	6	160	540	2	5	530	55
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.56	0.56	0.56	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	39	11	251	2	4	11	170	574	2	6	616	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	8											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												1196
pX, platoon unblocked	0.76	0.76	0.76	0.76	0.76		0.76					
vC, conflicting volume	1556	1544	616	1548	1543	575	616	576				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1574	1558	332	1564	1557	575	332	576				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	29	84	53	93	94	98	82	99				
cM capacity (veh/h)	55	70	537	28	70	521	933	1007				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	301	17	746	622	64							
Volume Left	39	2	170	6	0							
Volume Right	251	11	2	0	64							
cSH	350	113	933	1007	1700							
Volume to Capacity	0.86	0.15	0.18	0.01	0.04							
Queue Length 95th (ft)	200	13	17	0	0							
Control Delay (s)	46.7	42.2	4.3	0.2	0.0							
Lane LOS	E	E	A	A								
Approach Delay (s)	46.7	42.2	4.3	0.1								
Approach LOS	E	E										
Intersection Summary												
Average Delay	10.3											
Intersection Capacity Utilization	84.5%			ICU Level of Service					E			
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis  
15: SR 53 & Dwy #4

3 SR 53 Tracts TIA  
Build PM 2020

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	47	549	29	43	528
Future Volume (vph)	31	47	549	29	43	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	4.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.92		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1711		1863	1615	1752	1900
Flt Permitted	0.98		1.00	1.00	0.22	1.00
Satd. Flow (perm)	1711		1863	1615	410	1900
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	35	53	624	33	49	600
RTOR Reduction (vph)	32	0	0	20	0	0
Lane Group Flow (vph)	56	0	624	13	49	600
Heavy Vehicles (%)	0%	0%	2%	0%	3%	0%
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Actuated Green, G (s)	18.0		18.0	18.0	18.0	18.0
Effective Green, g (s)	18.0		18.0	18.0	18.0	18.0
Actuated g/C Ratio	0.40		0.40	0.40	0.40	0.40
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Lane Grp Cap (vph)	684		745	646	164	760
v/s Ratio Prot	c0.03		c0.33			0.32
v/s Ratio Perm				0.01	0.12	
v/c Ratio	0.08		0.84	0.02	0.30	0.79
Uniform Delay, d1	8.4		12.2	8.2	9.2	11.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		10.8	0.1	4.6	8.2
Delay (s)	8.6		23.0	8.2	13.8	20.0
Level of Service	A		C	A	B	C
Approach Delay (s)	8.6		22.3			19.5
Approach LOS	A		C			B
<b>Intersection Summary</b>						
HCM 2000 Control Delay			20.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			45.0		Sum of lost time (s)	9.0
Intersection Capacity Utilization			47.8%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

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

**Applicant**.....Miles Hansford & Tallant, LLC- Joshua A.  
Scoggins for Dawson Forest Holdings, LLC

**Amendment #** .....ZA-17-07

**Request**.....Rezone from RA to RMF

**Proposed Use** .....95 unit townhome community

**Current Zoning** .....RA

**Size**.....15.828± acres

**Location** .....West side of SR53, 440± feet South of its  
intersection with Beartooth Parkway

**Tax Parcel** .....114-019

**Planning Commission Date** .....December 19, 2017

**Staff Recommendation** .....DENIAL

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**Applicant Proposal**

The applicant is seeking to rezone 15.828± acres from RA (Residential Agriculture) to RMF (Residential Multi-Family) to develop a 95 unit townhome community- 6 units/acre requested.

**History and Existing Land Uses**

The subject property is now a nonconforming mobile home park. Approximately one (1) year ago, the tract was considered for rezoning to RMF and denied by the Board of Commissioners.

Adjacent properties to the North are zoned C-HB (Highway Business Commercial), to the South RMF, to the East- C-HB & RA and to the West are RA and RMF.

<b>Adjacent Land Uses</b>	<b>Existing zoning</b>	<b>Existing Use</b>
North	C-HB	Retail Sales
South	RMF	Multi-Family Residential
East	C-HB & RA	Retail Sales & Vacant
West	RA & RMF	Vacant & Multi-Family

## **Development Support and Constraints**

As currently zoned, the applicant is limited to RA uses which allow for higher agricultural uses and residential development on larger lots. Per the applicants provided site plan, they are showing a development consisting of 95 attached townhomes.

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

According to the 2013-2033 comprehensive plan and accompanying FLUP (Future Land Use Plan), the subject property is identified with two (2) designations to include: Campus-Style Business Park on the West and South portions of the property and Commercial-Highway on the East and North portions of the tract. See map on next page.

The RMF zoning district as requested is not anticipated for this area of the Future Land Use Map with the nearest Multi-Family Residential designation being directly across SR53 and located on a smaller portion of a 59.497± acre tract being considered for rezoning in a separate application.

The Campus-Style Business Park designation anticipates a combination of commercial and light industrial applications and is intended for campus style light manufacturing and research and development types uses.

The Commercial-Highway designation is dedicated to non-industrial business uses to include retail sales, services, and entertainment facilities.

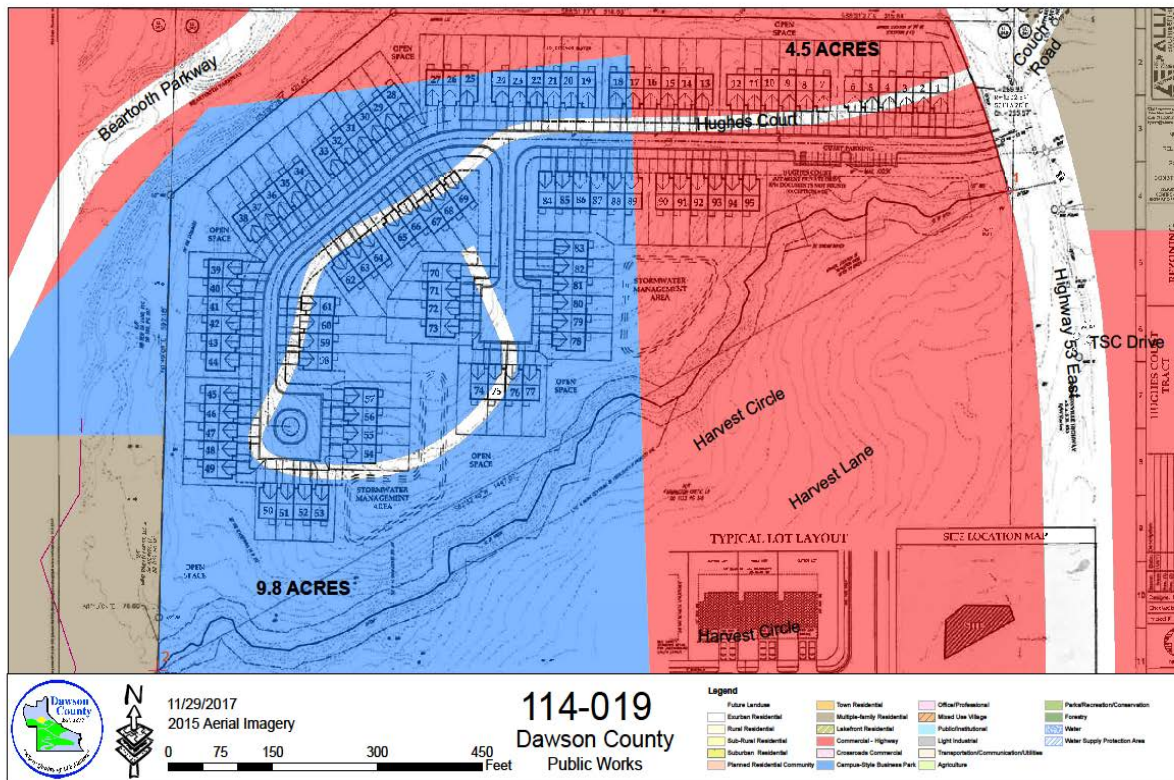
Residential development is not intended within these campus-style/commercial designations.

Staff would like to note that the subject property is adjacent and South of the Farmington Development, a multi-family project. Farmington was rezoned from RA to RMF back in early 2013. This rezoning was approved prior to the last 2013 Dawson County Comprehensive Plan Update.

During the Farmington rezoning request, it was mentioned in that planning staff report that the tract was located within the Campus-Style/Commercial future land use designation and if the rezoning was to be approved, a change in designation to the future land use map should be updated at the next 2013 (most current) Comprehensive Plan update.

Fast forward to now and with that 2013 update, there was no change to the future land use designation and it is still anticipated to be Campus-Style and Commercial-Highway.

In closing of this analysis, since the future land use plan forecasts non-residential uses then- as it does now; the project as proposed is misaligned with the policies and intent of the Comprehensive plan.



Pertinent County Departments have provided the following comments regarding the proposed development:

- a) **Engineering Department** – Developer shall signalize the Hughes Court/Couch Road intersection and driveway if warranted and permitted by the Georgia Department of Transportation. Developer shall gain approval from GDOT on all driveway access points and shall take the findings of the Traffic Study into consideration during the design process.
- b) **Environmental Health Department** – No comments received.
- c) **Emergency Services** – The responding fire station will be fire station #2. The fire rating for the area is 3. The dead-end fire apparatus is not to exceed 150’.
- d) **Etowah Water & Sewer Authority** – Water line upgrades and extensions will be required to serve the developments. Sewer line upgrades and extensions will be required to serve the developments.
- e) **Dawson County Sheriff’s Office** – Additional personnel have been budgeted for.
- f) **Board of Education** – No impact on the school system if this were to be a 55+ development.

- g) **Georgia Department of Transportation** – Per GDOT, consideration should be given to connect Hughes Court with Beartooth Parkway or require access via Beartooth Parkway to limit the need to enter SR53.

### **Analysis**

- The subject property is currently a nonconforming “grand-fathered” mobile home park.
- The request for RMF zoning does not align with the Future Land Use Map of the Dawson County Comprehensive Plan.
- Although there are adjacent RMF zoned properties, those parcels were rezoned prior to the latest (2013) update of the Comprehensive Plan which anticipates campus style and commercial type developments for the area in question.
- There are existing commercial uses within the immediate vicinity of the request and it is anticipated that this parcel would be developed for campus style and/or commercial uses in the future.

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

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

Adjacent properties to the North and East are a mix of commercial and residential zoned properties with residential zoned properties to the West and South.

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

A rezoning to RMF as proposed could diminish property values as the subject property is anticipated to be developed for campus style and commercial uses.

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

As currently zoned (RA), and proposed (RMF), the subject property is under-utilized as per the policies and intent of the Comprehensive Plan that anticipates campus style/commercial development.

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

The degree and residential density of development as proposed is inconsistent with the anticipated light industrial-research and development/commercial uses as anticipated per the Future Land Use Map of the Comprehensive Plan.

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

The suitability of development as a whole is supported with the availability of public

water and sanitary sewer to serve the site.

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

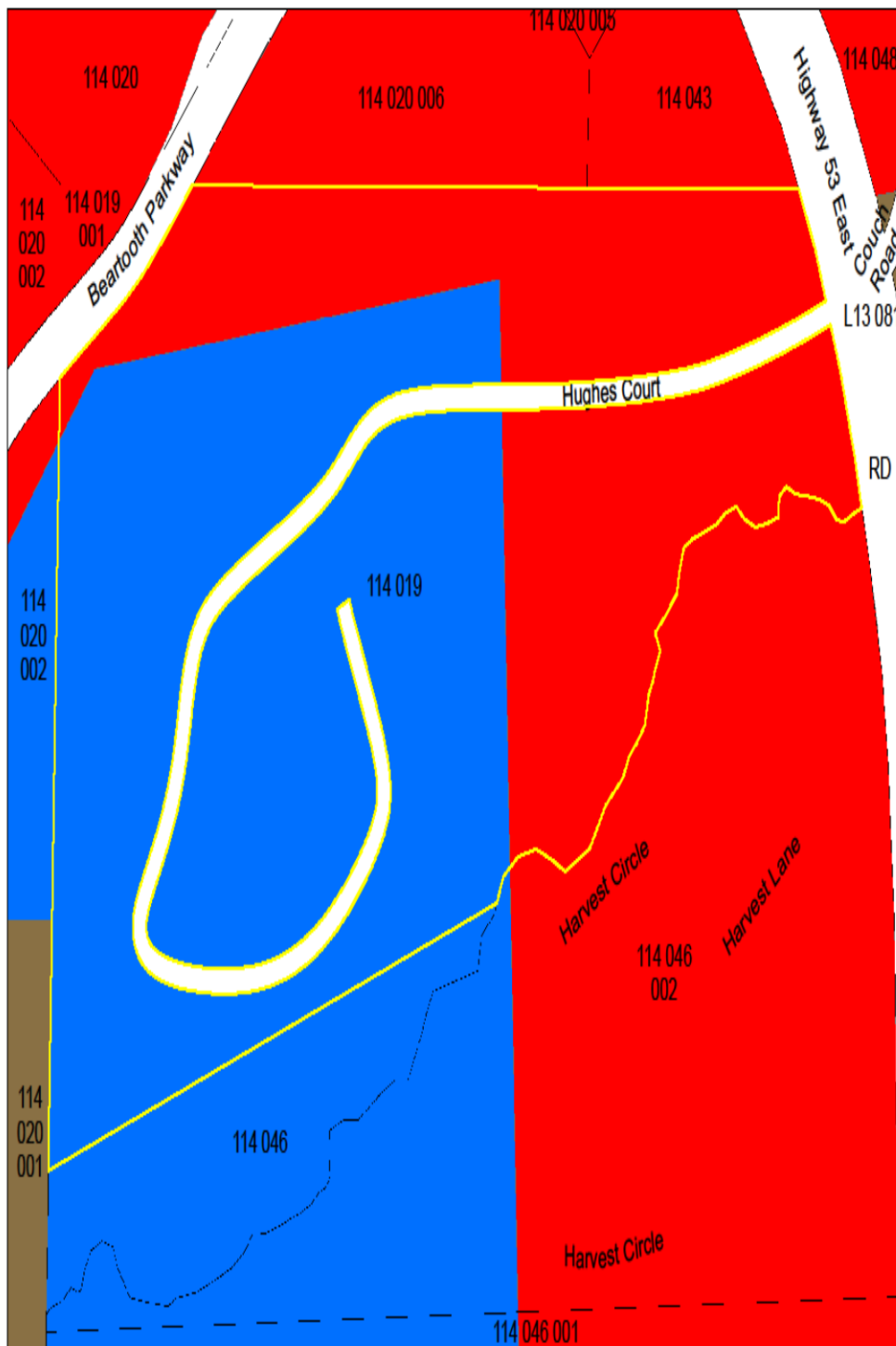
The subject property is currently zoned RA, a default zoning that is expected for this parcel as well as other parcels that have not gone through a zoning change.

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

It is staffs opinion that the residential density as proposed would misalign with the commercial development both existing and anticipated and could negatively impact the natural pattern of commercial development that has transpired over time and within the vicinity of this request.

**Staff Recommendation**

Based on the above analysis and information provided, the planning department recommends **DENIAL** of the rezoning request.



114-019

Future Land Use

Dawson County

Public Works

12/7/2017

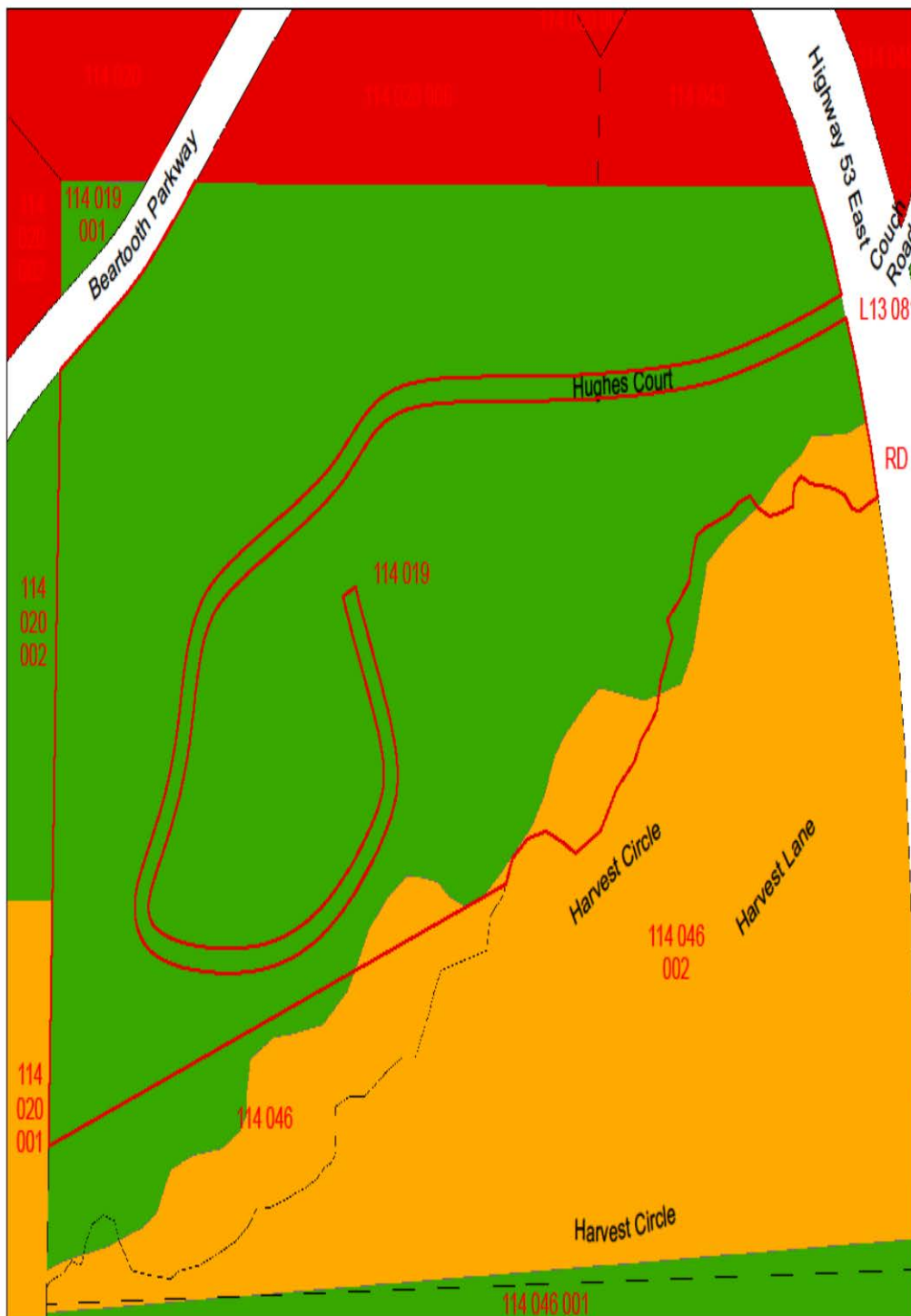


Legend

- Parcels
- Future Landuse
- Exurban Residential
- Rural Residential
- Sub-Rural Residential
- Suburban Residential
- Planned Residential Community
- Town Residential
- Multiple-family Residential
- Lakefront Residential
- Commercial - Highway
- Crossroads Commercial
- Campus-Style Business Park
- Office/Professional
- Mixed Use Village
- Public/Institutional
- Light Industrial
- Transportation/Communication/Utilities
- Agriculture
- Parks/Recreation/Conservation
- Forestry
- Water
- Water Supply Protection Area
- City Limits
- County Line



0 37.5 75 150 225 300 Feet



114-019

Current Zoning  
Dawson County  
Public Works

12/7/2017

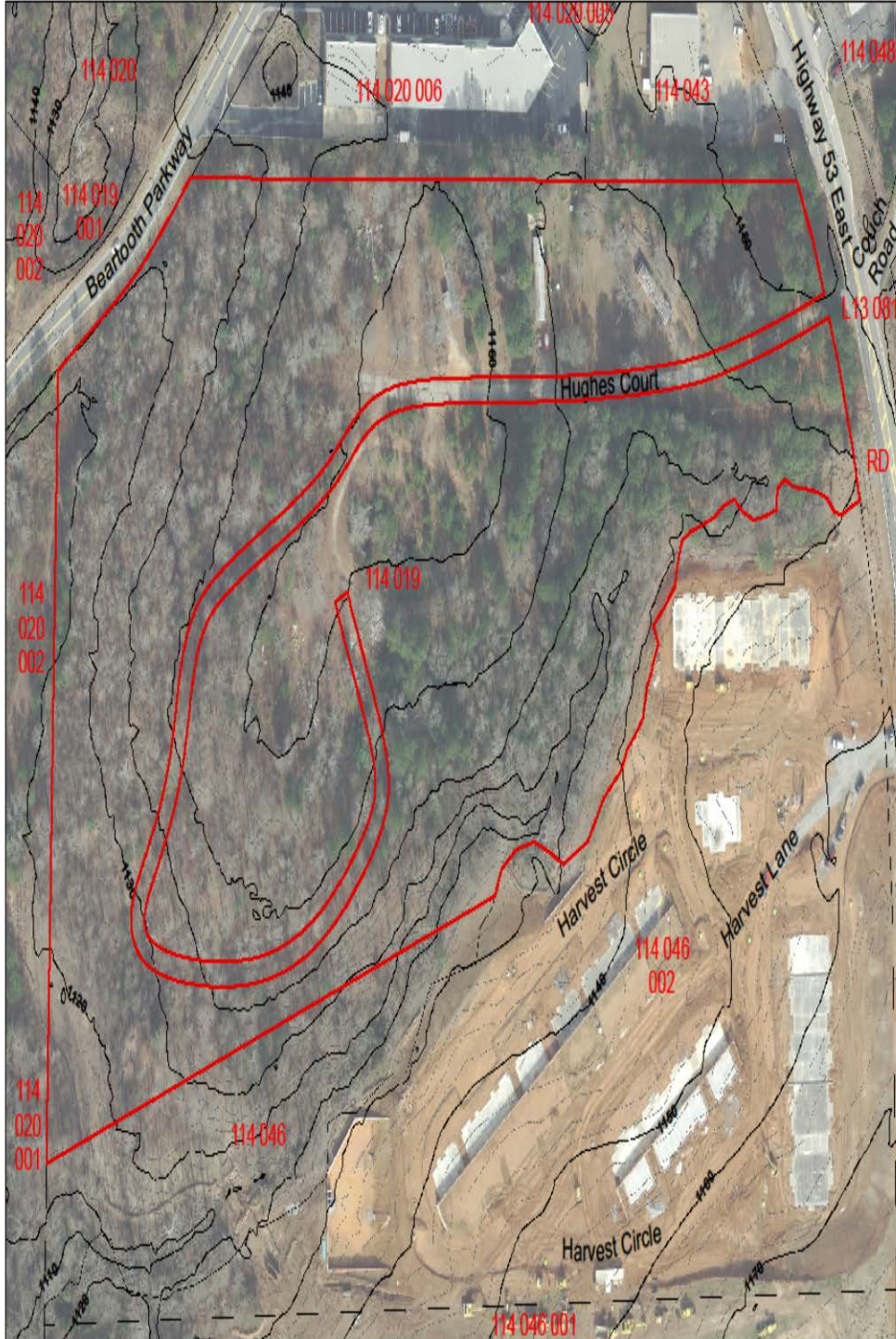


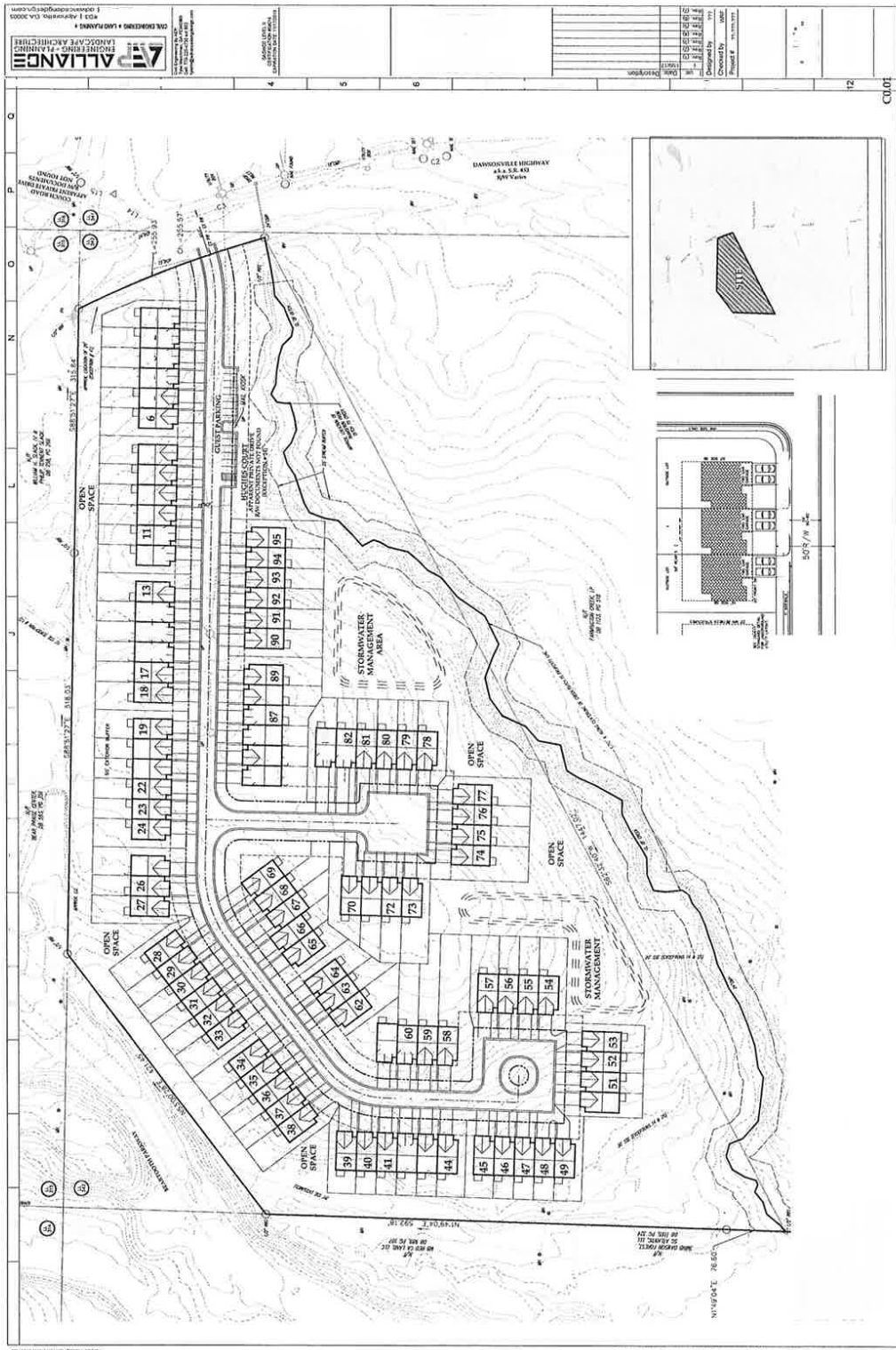
Legend

Parcels	RRE
Zoning	RSRMM
ZONING_CLASS	VC
Historic District	VCR
MIXED USE VILLAGE	C-OI
RA	C-CB
RPC	C-HB
RSR	C-IR
RL	C-PCD
RMF	C-RB
RMHP	C-TB
RT	CT
RS	City Limits
	County Line

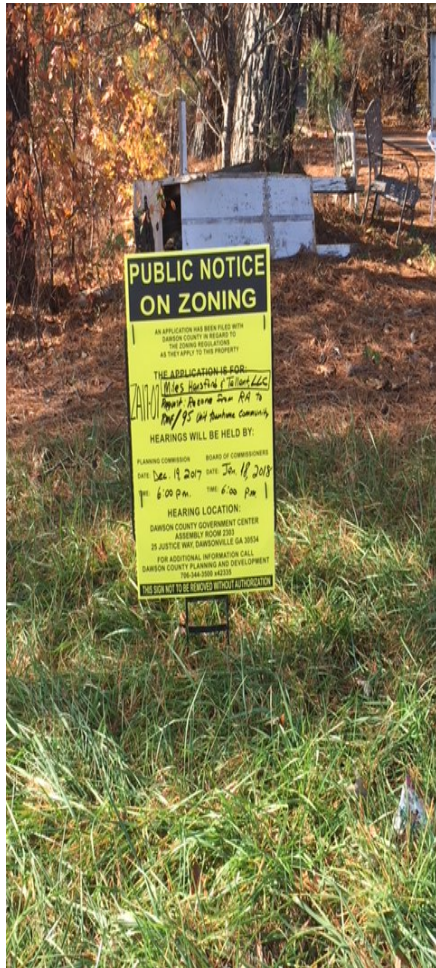


0 37.5 75 150 225 300 Feet





Beartooth Parkway access



**Backup material for agenda item:**

2. ZA 17-08- Miles Hansford & Tallant, LLC, has a made a request to rezone 59.497 acres from RA (Residential Agriculture) to RMF (Residential Multi-Family) for a 177 home neighborhood. The properties are located on TMP L13-081 and a portion of TMP 114-033.

**REVISED**  
**DAWSON COUNTY REZONING APPLICATION**

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

ZA 17-08 Tax Map & Parcel # (TMP) 13-081 & 14-033 portion of  
Submittal Date: 11-9-17 Time: 11:30 am/pm Received by: [Signature] (staff initials)  
Fees Assessed: ahead party \$350 Commission District: \_\_\_\_\_  
Planning Commission Meeting Date: 12-19-17  
Board of Commissioners Meeting Date: 1-18-18

**APPLICANT INFORMATION** (or Authorized Representative)

Printed Name: Miles Hansford & Tallant, LLC - Joshua A. Scoggins

Address: 202 Tribble Gap Road, Ste 200, Cumming, GA 30040

Phone: ☒ Listed 770-781-4100 Email: ☒ Business jscoggins@mhtlegal.com  
☐ Unlisted ☐ Personal

Status: ☐ Owner ☒ Authorized Agent ☐ Lessee ☐ Option to purchase

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

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

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

Meeting Date: \_\_\_\_\_ Applicant Signature: [Signature]

**PROPERTY OWNER/PROPERTY INFORMATION**

Name: Dawson Forest Holdings, LLC

Street Address of Property being rezoned: 7142 Hwy 53 E, Dawsonville, GA 30534

Rezoning from: RA to: RMF Total acreage being rezoned: 59.497

Directions to Property: Adjacent to Tractor Supply & Dawson County Government South Annex

Subdivision Name (if applicable): N/A Lot(s) #: 177

Current Use of Property: Agricultural

Any prior rezoning requests for property? Yes if yes, please provide rezoning case #: ZA 16-05

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

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

If yes, what section? South

**SURROUNDING PROPERTY ZONING CLASSIFICATION:**

North CHB & RA South CHB, RA & CIR East RA, COE & R/W West RMF & RA

Future Land Use Map Designation: Commercial Hwy Business & Planned Residential Community

Access to the development will be provided from:

Road Name: State Route 53 Type of Surface: Asphalt

**REQUESTED ACTION & DETAILS OF PROPOSED USE**

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

Proposed Use: Residential Neighborhood aimed at 55+ Seniors

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

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

**RESIDENTIAL**

No. of Lots: 177 Minimum Lot Size: 5,500 SF (acres) No. of Units: 177

Minimum Heated Floor Area: 1200 sq. ft. Density/Acre: 2.97/acre

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

Is an Amenity Area proposed: Yes; if yes, what? Pool, Tennis, Small Clubhouse

**COMMERCIAL & INDUSTRIAL**

Building area: N/A No. of Parking Spaces: N/A

## **APPLICANT CERTIFICATION**

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

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

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

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

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

Signature



Date

10/13/2017

Witness



Date

10/13/17

## **WITHDRAWAL**

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

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

### **Withdrawal of Application:**

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

ZA \_\_\_\_\_

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

### List of Adjacent Property Owners

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

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

	<u>Name</u>	<u>Address</u>
TMP L13 080	1. Tim Byrd - 5402 Highway 53E,	Dawsonville, GA 30534
TMP L13 088	2. Stanley Denard - 150 Elliott Road,	Dawsonville, GA 30534
TMP L13 087	3. Rhonda Goodwin - 268 Elliott Road,	Dawsonville, GA 30534
TMP L13 079	4. Rhonda Goodwin	
TMP L13 076	5. Samual & Linda Brown - 8 Waterfront Square,	Dawsonville, GA 30534
TMP L14 001	6. Stephen Bennett - 203 Thompson Creek Rd,	Dawsonville, GA 30534
TMP 114 022 004	7. Dawson County - 25 Justice Way,	Dawsonville, GA 30534
TMP 114 033 002	8. Martin & Collete Foley Family Family, LLC - P.O. Box 13495,	Arlington, TX 76094
TMP L13 081 001	9. Dawsonville DG, LLC - P.O. Box 924,	Gainesville, GA 30534
TMP _____	10. _____	_____
TMP _____	11. _____	_____
TMP _____	12. _____	_____
TMP _____	13. _____	_____
TMP _____	14. _____	_____
TMP _____	15. _____	_____

Use additional sheets if necessary.

TMP	First	Last	Address	City/State/Zip	Case#
114-013	Community & Southern Bank		P.O. Box G	Elizajay, GA 30540	VR 17-08
114-031	Dawson Forest Owner, LLC		5269 Buford Hwy.	Atlanta, GA 30340	VR 17-08
114-019; 114-046; L13-081	Dawson Forest Holdings, LLC		4635 Harris Trail	Atlanta, GA 30327	ZA 17-08 & ZA 17-07
114-030	Rimrock Devlin Dawsonville, LLC		343 NW Cole Terrace	Lake City, FL 32055	VR 17-08
107-318	Hendon-BRE Dawson Marketplace, LLC		3445 Peachtree Road, Ste. 465	Atlanta, GA 30345	VR 17-08
114-004	Chelsea GCA Realty	CPG Partners LP	P.O. Box 6120	Indianapolis, IN 46206	VR 17-08
114-010	Charles	Sipple, III	610 Herb River Drive	Savannah, GA 31406	VR 17-08
114-009-001	Griffen Holding, Inc.		1565 Hardin Ave.	College Park, GA 30337	VR 17-08
114-009	Dawsonville Promenade, LLC	c/o Riverwood Properties, L	3350 Riverwood Pkwy, Ste 450	Atlanta, GA 30339	VR 17-08
114-006	Wal-Mart Real Estate Business Trust	c/o RE Property Tax Dept.	P.O. Box 8050; MS 0555	Bentonville, AR 72712-8050	VR 17-08
106-075-001	Salia LLC		182 Cumberland Ave.	Asheville, NC 28801	VR 17-08
114-024-001	Development Authority of Dawson County		135 Prominence Drive, Ste. 170	Dawsonville, GA 30534	VR 17-08
114-020-002;					
114-020	MB REO GA Land, LLC	c/o Beartooth Village, LLC	5755 North Point Pkwy., Ste. 64	Alpharetta, GA 30022	ZA 17-08 & ZA 17-07
114-046-002	Farmington Creek LP		3825 Paces Walk, Suite 100	Atlanta, GA 30339	ZA 17-08 & ZA 17-07
114-020-001	3Mind Dawson Forest, LLC & SG				
L13-081-001	Atlantic	c/o Alliance Tax Advisors	433 E. Las Colinas Blvd., Suite 300	Irving, TX 75039	ZA 17-08 & ZA 17-07
4-001	Dawsonville DG LLC		P.O. Box 924	Gainesville, GA 30503	ZA 17-08 & ZA 17-07
4-022-004	Bronscie Stephen	Bennett	203 Thompson Creek Park Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
3-088	Dawson County		25 Justice Way, Ste. 1222	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-087; L13-079	Stanley	Denard	150 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
	Rhonda	Goodwin	268 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-084	Russell & Christine	Sutton	78 Dawson Village Way, N., Ste 140, PMS 195	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-101	William	Pierce	635 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-085	Gerard	Kaizer	661 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-085-001	Michael	Miller	711 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-085-002	Gregory & Jill	Brock	84 Strickland Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-091	William & Gwen	Day	5 Salem Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-078-002	Michael & Allison	Hoynes	799 Elliott Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-094	James Michael	Ingram	825 Elliott Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-078-001	Michael Andrew	Roberts	835 Elliott Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-078	Robin & Janet	Huckaby	841 Elliott Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-077	Thomas Preston	Lee	6240 Countryland Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-076	Leslie & Samuel	Brown	8 Waterfront Square	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
114-020-006	Bear Praise Center, Inc.		293 Overlook Drive	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
114-048	TP4 Holdings, LLC	Lightning Lube	6793 Hwy. 53 East	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
L13-080	Tim	Byrd	84 Couch Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07
114-043	William & Phillip	Slack	P.O. Box 778	Gainesville, GA 30503	ZA 17-08 & ZA 17-07
114-033-002	Martin & Collette Foley Family, LLC	c/o PDS Tax Services	P.O. Box 13495	Arlington, TX 76094	ZA 17-08 & ZA 17-07
114-033-005;					
114-046-001	Georgia 400 Industrial Park, Inc.		6840 Bennett Road	Cumming, GA 30041	ZA 17-08 & ZA 17-07
L13-084-001	Laura	Denard	335 Elliott Road	Dawsonville, GA 30534	ZA 17-08 & ZA 17-07

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

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

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

This notice and acknowledgement shall be public record.

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

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

Miles Hansford & Tallant, LLC

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

Date Signed: 10/13/2017

Sworn and subscribed before me

this 13<sup>th</sup> day of October, 2017.

Notary Public

My Commission Expires: 12/13/17



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

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

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

1. Name of local official to who 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 (2) years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

Amount \$ - 0 -

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 two (2) years immediately preceding the filing of application for rezoning:

N/A

Signature of Applicant/Representative of Applicant:



Date: 10/13/2017

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

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

## PROPERTY OWNER AUTHORIZATION

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

7142 Hwy 53E, Dawsonville, GA 30534 PIN #'s L13 081 & 114 033

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

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

Printed Name of applicant or agent: Miles Hansford & Tallant, LLC - Joshua A. Scoggins

Signature of applicant or agent: John A. Scoggins Date: 10/13/2017

\*\*\*\*\*

Printed Name of Owner(s): Dawson Forest Holdings, LLC

Signature of Owner(s): [Signature] Date: 7/1/17

Mailing address: 112 North Main St

City, State, Zip: Cumming, GA 30040

Telephone Number: Listed  
Unlisted

Sworn and subscribed before me  
this 18 day of July, 2016.

Christine K. Bussell  
Notary Public

My Commission Expires: 8/2019



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

Joshua A. Scoggins  
[jscoggins@mhtlegal.com](mailto:jscoggins@mhtlegal.com)

November 9, 2017

**LETTER OF INTENT REGARDING LAND USE APPLICATION**

**Re: Applicant: Dawson Forest Holdings, LLC**  
**Subject Property: 7142 Hwy 53E, otherwise known as 59.497 Acres Designated as Dawson County Tax Parcel(s): L13 081**  
**Current Zoning: RA**  
**Proposed Zoning: RMF**  
**Proposed Use: Residential Neighborhood aimed at 55+ Seniors**  
**ROW Access: State Route 53**

This statement is intended to comply with the application procedures established by the Dawson County Land Use Resolution (the "Resolution"), Dawson County Application for Rezoning, Use Permit, & Concurrent Variances, and other Dawson County Ordinances and Standards. The Applicant incorporates all statements made in the Application for Rezoning, Use Permit, & Concurrent Variances by the Applicant (the "Application") as its letter of intent required by Dawson County.

**Proposed Use and Subdivision**

The applicant requests Rezoning of Parcel Numbers L13 081 from RA to RMF in order to build a 177-home Senior LifeStyle Neighborhood on 59.497 acres. The property is located at 7142 Highway 53E, Dawsonville, GA 30534. The property is immediately adjacent to the Dawson County South Government Complex, Tractor Supply and Dollar General. It is bordered on the north by various Residential Agricultural properties and Commercial Highway Business properties including a Commercial Boat Storage Facility. It is bordered on the east and south by Lake Lanier and Agricultural property that is designated on the Future Land Use Plan as Commercial and Lakefront Residential. This property is designated as Residential Multi Family and Planned Residential Community which is precisely what we are proposing.

The neighborhood will provide a much needed solution for Dawson Seniors desiring a much simpler lifestyle that is designed specifically with age 55+ Seniors in mind. Landscaping and outdoor spaces will be maintained by a common landscape maintenance association giving owners the choice of a maintenance-free lifestyle. Homes will be designed to appeal to seniors with discriminating taste and style.

Sincerely,



Joshua A. Scoggins,  
Attorney for the Applicant

LEGAL DESCRIPTION

***Dawson Forest Holdings, LLC***

All that tract or parcel of land being located in Land Lots 317, 318, 339, 340 & 341 in the South half of the 13th District, 1st Section, Dawson County, Georgia, as shown on plat of survey prepared for Dawson Forest Holdings, LLC by Alliance Engineering & Planning, being more particularly described as follows:

To find the True Point of Beginning, commence at a point located at the common intersection of the Easterly Right-of-Way of Couch Road (R/W varies) and Easterly Right-of-Way of Dawsonville Highway a/k/a State Route 53 (R/W varies), which is the True Point of Beginning; run

THENCE, from the True Point of Beginning leaving the Easterly Right-of-Way of Dawsonville Highway a/k/a State Route 53 South along the Easterly Right-of-Way of Couch Road North 36 degrees 16 minutes 38.06 seconds East a distance of 66.535 feet to a point; run

THENCE, along the Easterly Right-of-Way of Couch Road North 18 degrees 56 minutes 27.06 seconds East a distance of 45.15 feet to a point; run

THENCE, leaving the Easterly Right-of-Way of Couch Road South 88 degrees 10 minutes 37 seconds East a distance of 206.98 feet to an iron pin set (1/2" rebar); run

THENCE, South 89 degrees 03 minutes 22 seconds East for a distance of 337.50 feet to an iron pin found (1/2" open top pin); run

THENCE, South 088 degrees 58 minutes 27 seconds East for a distance of 914.85 feet to an iron pin set (1/2" rebar); run

THENCE, North 00 degrees 13 minutes 32 seconds East for a distance of 165.34 feet to an iron pin set (1/2" rebar); run

THENCE, South 57 degrees 37 minutes 43.94 seconds East a distance of 39.90 feet to a point; run

THENCE, South 63 degrees 08 minutes 43.94 seconds East a distance of 62.00 feet to a point; run

THENCE, South 75 degrees 49 minutes 43.94 seconds East a distance of 100.00 feet to a point; run

THENCE, South 79 degrees 22 minutes 43.94 seconds East for a distance of 196.10 feet to a point; run

THENCE, South 71 degrees 25 minutes 43.94 seconds East a distance of 83.80 feet to a point; run

THENCE, South 65 degrees 27 minutes 43.94 seconds East a distance of 117.80 feet to a point; run

THENCE, North 77 degrees 08 minutes 16.06 seconds East a distance of 25.00 feet to a point; run

THENCE, North 48 degrees 18 minutes 16.06 seconds East a distance of 20.80 feet to a point; run

THENCE, North 21 degrees 38 minutes 16.06 seconds East a distance of 144.00 feet to a point; run

THENCE, North 38 degrees 06 minutes 16.06 seconds East a distance of 32.50 feet to a point; run

THENCE, North 43 degrees 16 minutes 16.06 seconds East a distance of 121.50 feet to a point; run

THENCE, North 48 degrees 41 minutes 16.06 seconds East a distance of 126.50 feet to a point; run

THENCE, North 54 degrees 56 minutes 16.06 seconds East a distance of 38.00 feet to a point; run

THENCE, North 33 degrees 57 minutes 21.06 seconds East a distance of 44.90 feet to a point to a point on the Southerly Right-of-Way of Elliott Road (R/W Varies); run

THENCE, along said Right-of-Way, South 73 degrees 03 minutes 9.94 seconds East a distance of 101.12 feet to a point; run

THENCE, South 68 degrees 39 minutes 23.94 seconds East a distance of 53.10 feet to a point; run

THENCE, South 56 degrees 21 minutes 58.94 seconds East a distance of 51.76 feet to a point; run

THENCE, South 49 degrees 33 minutes 28.94 seconds East a distance of 131.80 feet to a point; run

THENCE, South 47 degrees 36 minutes 48.94 seconds East a distance of 112.88 feet to a point; run

THENCE, South 43 degrees 15 minutes 12.94 seconds East a distance of 82.37 feet to a point; run

THENCE, South 37 degrees 34 minutes 31.94 seconds East a distance of 45.77 feet to a point; run

THENCE, South 29 degrees 34 minutes 34 seconds East a distance of 321.92 feet to a point; run

THENCE, South 32 degrees 50 minutes 58.94 seconds East a distance of 54.50 feet to a point; run

THENCE, South 37 degrees 50 minutes 23.94 seconds East a distance of 40.39 feet to a point; run

THENCE, South 43 degrees 00 minutes 06.94 seconds East a distance of 30.02 feet to a point; run

THENCE, South 49 degrees 16 minutes 21.94 seconds East a distance of 71.54 feet to a point; run

THENCE, South 54 degrees 16 minutes 11.94 seconds East a distance of 68.81 feet to a point; run

THENCE, South 60 degrees 51 minutes 57.94 seconds East a distance of 98.77 feet to a point; run

THENCE, South 67 degrees 03 minutes 09.94 seconds East a distance of 84.09 feet to a point; run

THENCE, South 70 degrees 38 minutes 49.94 seconds East a distance of 86.32 feet to a point; run

THENCE, South 63 degrees 28 minutes 37.94 seconds East a distance of 68.16 feet to a point; run

THENCE, South 54 degrees 28 minutes 59.94 seconds East a distance of 50.35 feet to a point; run

THENCE, South 47 degrees 28 minutes 58.70 seconds East a distance of 80.935 feet to a point; run

THENCE, departing said R/W, South 88 degrees 23 minutes 17 seconds West a distance of 991.75 feet to a point; run

THENCE, South 03 degrees 06 minutes 35 seconds West a distance of 418.00 feet to a point; run

THENCE, along the centerline of a creek for a distance of 1,723± feet, said creek having a tie line of North 67 degrees 11 minutes 12 seconds West a distance of 1445.77 feet to an iron pin found (1/2" rebar); run

THENCE, South 01 degrees 16 minutes 37 seconds West a distance of 460.44 feet to a point; run

THENCE, South 74 degrees 37 minutes 20 seconds West a distance of 106.59 feet to a point; run

THENCE, South 82 degrees 57 minutes 40 seconds West a distance of 174.33 feet to an iron pin found (1/2" rebar); run

THENCE, North 85 degrees 22 minutes 44 seconds East a distance of 265.47 feet to a point; run

THENCE, North 11 degrees 17 minutes 20 seconds West a distance of 283.41 feet to an iron pin found (1/2" rebar); run

THENCE, North 01 degrees 17 minutes 20 seconds West a distance of 300.00 feet to a point; run

THENCE, North 88 degrees 42 minutes 40 seconds West a distance of 635.15 feet to a point along the Easterly Right-of-Way of Dawsonville Highway a/k/a State Route 53; run

THENCE, along said Right-of-Way, with a curve turning to the left with an arc length of 30.12 feet, with a radius of 1453.65 feet, with a chord bearing of North 06 degrees 20 minutes 31 seconds West, with a chord length of 30.12 feet; run

THENCE, leaving said Right-of-Way, North 88 degrees 42 minutes 40 seconds East a distance of 358.49 feet to a point; run

THENCE, North 01 degrees 18 minutes 26 seconds West a distance of 178.26 feet to a point; run

THENCE, South 88 degrees 41 minutes 05 seconds West a distance of 387.59 feet to a point on the Easterly Right-of-Way of Dawsonville Highway a/k/a State Route 53; run

THENCE, along said Right-of-Way, with a curve turning to the left with an arc length of 173.474 feet, with a radius of 1452.84 feet, with a chord bearing of North 17 degrees 37 minutes 08 seconds West, with a chord length of 173.37 feet to a point, which is the True Point of Beginning.

Said property is more fully described according to the above-referenced plat, a copy of which is attached and incorporated herein by this reference.

**This legal description is prepared solely for the purpose of facilitating a zoning application and should not be relied upon for any other purpose.**

Printed: 10/12/2017 14:33:04  
 Register: 5 Clerk: ALH

**Official Tax Receipt**  
**Nicole Stewart**  
**DAWSON COUNTY Tax Commissioner**  
 25 Justice Way Suite 1222  
 Dawsonville, GA 30534

Phone: (706) 344-3520  
 Fax: (706) 531-2753

Trans No	Property ID/District Description	Original Due	Interest & Penalty	Prev Paid	Amount Due	Amount Paid	Balance
17619 Year-Bill No 2016 - 2416	114 019 / 001 LL 342 LD 13-S  FMV: \$1,483,800.00	14,194.62	2,998.38 Fees 63.00	0.00	17,256.00	17,256.00  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17620 Year-Bill No 2017 - 3593	114 019 / 001 LL 342 LD 13-S  FMV: \$701,441.00	6,710.27	0.00 Fees 0.00	0.00	6,710.27	6,710.27  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17621 Year-Bill No 2016 - 2418	114 046 / 001 LL 342 LD 13S  FMV: \$139,200.00	1,331.64	281.30 Fees 63.00	0.00	1,675.94	1,675.94  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17622 Year-Bill No 2017 - 3595	114 046 / 001 LL 342 LD 13S  FMV: \$65,804.00	629.51	0.00 Fees 0.00	0.00	629.51	629.51  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17623 Year-Bill No 2016 - 2420	L13 081 / 001 LL 317 339 340 341  FMV: \$608,479.00	5,820.96	1,229.61 Fees 63.00	0.00	7,113.57	7,113.57  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
17624 Year-Bill No 2017 - 3596	L13 081 / 001 LL 317 339 340 341  FMV: \$287,648.00	2,751.78	0.00 Fees 0.00	0.00	2,751.78	2,751.78  Paid Date 10/12/2017 14:32:42	0.00  Current Due 0.00
Transactions:	17619 - 17624 Totals	31,438.78	4,698.29	0.00	36,137.07	36,137.07	0.00

DAWSON FOREST HOLDINGS LLC  
 4635 HARRIS TRAIL  
 ATLANTA, GA 30327

Paid By :  
 JOHN THOMAS PARTNERS LLC

Cash Amt: 0.00  
 Check Amt: 36,137.07  
 Charge Amt: 0.00  
 Change Amt: 0.00  
 Refund Amt: 0.00  
 Overpay Amt: 0.00

122

Check No 4311  
 Charge Acct

## Easements

Joshua A. Scoggins  
[jscoggins@mhtlegal.com](mailto:jscoggins@mhtlegal.com)

**RESERVATION OF CONSTITUTIONAL AND OTHER LEGAL RIGHTS**

**Re: Applicant: Dawson Forest Holdings, LLC**  
**Subject Property: 7142 Hwy 53E, otherwise known as 59.497 Acres Designated as Dawson County Tax Parcel(s): L13 081**  
**Current Zoning: RA**  
**Proposed Zoning: RMF**  
**Proposed Use: Residential Neighborhood aimed at 55+ Seniors**  
**ROW Access: State Route 53**

This Reservation of Constitutional and Other Legal Rights (“the Reservation”) is intended to supplement and form a part of the land use application (including any request for zoning, conditional use permit and variances) (collectively, the “Application”) of the Applicant and the Owner of the Subject Property and to put the Dawson County Board of Commissioners on notice of the Applicant’s assertion of its constitutional and legal rights.

Denial of the Application or approval of the Application in any form that is different than as requested by the Applicant will impose a disproportionate hardship on the Applicant and Owner of the Subject Property without benefiting any surrounding property owners. There is no reasonable use of the Subject Property other than as proposed by the Application and no resulting benefit to the public from denial or modification of the Application.

Any provisions in the Land Use Resolution of Dawson County, Georgia (“Resolution”) that classify, or may classify, the Subject Property into any of the non-requested zoning or use classifications, including the Proposed Zoning District at a density less than that requested by the Applicant, are unconstitutional in that they constitute a taking of the Applicant’s and Owner’s property rights without first paying fair, adequate, and just compensation for such rights in violation of Article I, Section III, Paragraph I of the Georgia Constitution of 1983, as amended and the Fifth and Fourteenth Amendments to the Constitution of the United States.

The Subject Property is presently suitable for development as proposed in the Application and it is not suitable for development under any other zoning classification, use, or at a density less than that requested by the Applicant. Failure to approve the Application as requested by the Applicant will constitute an arbitrary and capricious abuse of discretion in violation of Article I, Section I, Paragraph I of the Georgia Constitution of 1983, as amended and the Due Process Clause of the Fifth and Fourteenth Amendments to the Constitution of the United States.

A refusal by the Dawson County Board of Commissioners to approve the Application as requested by the Applicant will prohibit the only viable economic use of the Subject Property, will be unconstitutional and will discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Owner and the owners of similarly situated properties in violation of Article I, Section I, Paragraph II of the Georgia Constitution of 1983, as amended, and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States.

**RESERVATION OF CONSTITUTIONAL AND OTHER LEGAL RIGHTS**

**Dawson Forest Holdings, LLC**

**November 9, 2017**

**Page 2 of 2**

---

Furthermore, the Board of Commissioners cannot lawfully impose more restrictive standards on the Subject Property's development than are presently set forth in the Resolution. To do so not only will constitute a taking of the Subject Property as set forth above, but it will also amount to an unlawful delegation of the Board's authority in response to neighborhood opposition, in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution of 1983, as amended. Any zoning conditions or other restrictions imposed on the Subject Property without the consent of the Applicant and Owner that do not serve to reasonably ameliorate the negative impacts of the development are invalid and void. As such, the Applicant and Owner reserve the right to challenge any such zoning conditions.

Finally, the Applicant and Owner assert that the Resolution, Future Land Use Map, and Comprehensive Plan were not adopted in compliance with the laws or constitutions of the State of Georgia or of the United States, and a denial of the Applicant's request based upon provisions illegally adopted will deprive the Applicant and Owner of due process under the law.

By filing this Reservation, the Applicant and Owner reserve all rights and remedies available to them under the United States Constitution, the Georgia Constitution, all applicable federal, state, and local laws and ordinances, and in equity.

The Applicant and Owner respectfully request that the Application be approved as requested by the Applicant and in the manner shown on the Application, which is incorporated herein by reference. This Reservation forms an integral part of the Applicant's Application and we ask that the Dawson County Department of Planning include this Reservation with the Applicant's other application materials for presentation to the Board of Commissioners. The Applicant and Owner reserve the right to amend and supplement this Reservation at any time.

Sincerely,



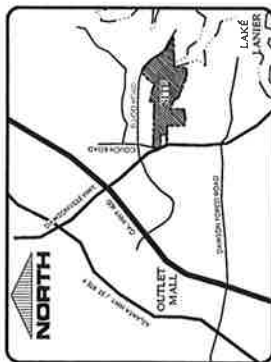
Joshua A. Scoggins,  
Attorney for the Applicant

## GMRDC Development of Regional Impact REVIEW DATA

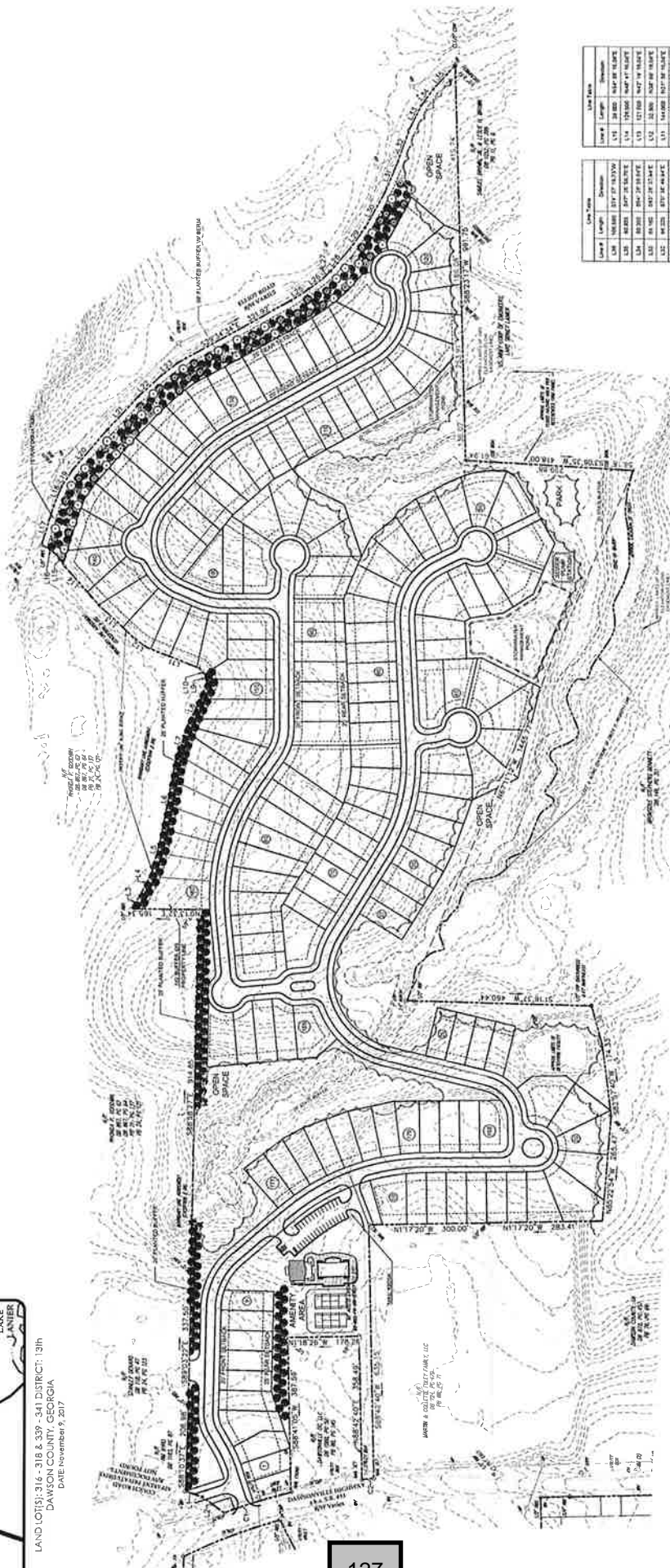
In addition to the rezoning application we will need the following for the DRI submittal:

1. At minimum we will need a traffic study/report showing the vehicle trips per day produced by the proposed development, the net impact on the surrounding roads, and the level of service rating for the road that the development will be accessed from.  
**See attached Traffic Impact Study**
2. Developer contact information (address, telephone, email)  
**Dawson Forest Holdings, LLC  
5665 Atlanta Highway  
Suite 103-205  
Alpharetta, GA 30004**
3. Property Owner if different from Developer **Dawson Forest Holdings, LLC**
4. Is this project a phase or part of a larger overall project? If yes, what percent of the overall project does this project/phase represent? **NO**
5. What is your estimated project completion date? Overall project? **Fall 2019**
6. Estimated value at build-out? **Hughes Ct Townhomes = \$14,000,000. SF Neighborhood behind Tractor Supply = \$48,000,000 Commercial Parcel beside Tractor Supply = \$500,000**
7. What is the estimated water supply demand to be generated by the project, measured in millions of gallons per day (MGD)? **54,480 gpd = .054 MGD & for the 40,314 sq. ft. commercial (based on retail) will be 3,024 gpd = .003 MGD and for the 95 residential lots will be 21,565 gpd = .022 MGD for a total of 79,069 gpd = .079 MGD.**
8. Is sufficient water supply capacity available to serve the proposed project? If no, describe any plans to expand the existing water supply capacity. **Yes, there is currently sufficient water supply available to serve the project.**
9. Is a water line extension required to serve this project? If yes, how much additional line (in miles) will be required? **Yes, water line upgrades and extensions will be required to serve the projects. The existing water main is located across the street from TMP L13-081. An upgrade will be required for this line and an extension will be required within the project property to serve the lots proposed. Combined, the footage for the water line upgrade and extension will be approximately 6,000 ft = 1.14 miles. The water main is located on the same side of the street for TMP 114-019. The water main must be extended within the property to serve the development for approximately 1,500 ft = .28 miles. Total footage: 7,500 ft = 1.42 miles**
10. What is the estimated sewage flow to be generated by the project, measured in millions of gallons per day (MGD)? **Based on the information submitted, the estimated sewage flow for the 240 lots will be 54,480 gpd = .054 MGD & for the 40,314 sq. ft. commercial (based on retail) will be 3,024 gpd = .003 MGD and for the 95 residential lots will be 21,565 gpd = .022 MGD for a total of 79,069 gpd = .079 MGD.**
11. Is sufficient wastewater treatment capacity available to serve the proposed project? If no, describe any plans to expand existing wastewater treatment capacity. **Yes, there is currently sufficient wastewater treatment capacity to serve the project.**
12. Is a sewer line extension required to serve this project? If yes, how much additional line (in miles) will be required? **Yes, a sewer line extension and lift station will be required to serve the project on TMP L13-081. There is an existing gravity sanitary sewer line across the street from the project property. New gravity sanitary sewer line and force main must be installed within the project property to provide sanitary sewer service. The new gravity sanitary sewer**

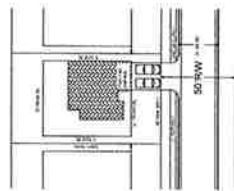
# GrandView at Lanier



LAND LOTS: 314, 318 & 339, 341 DISTRICT: 13th  
DAWSON COUNTY, GEORGIA  
DATE: November 8, 2017



TYPICAL LOT LAYOUT



## SITE DATA

SITE AREA: 59.497 AC  
EXISTING ZONING: RA  
PROPOSED REZONING: RMF  
TOTAL LOTS: 177  
DENSITY: 2.97 UNITS/ACRE  
OPEN SPACE:  
REQUIRED: 14.29 AC (25.0%)  
PROVIDED: 14.30 AC (25.0%)

Lot #	Length	Width	Area
177	100.00	100.00	10,000.00
178	100.00	100.00	10,000.00
179	100.00	100.00	10,000.00
180	100.00	100.00	10,000.00
181	100.00	100.00	10,000.00
182	100.00	100.00	10,000.00
183	100.00	100.00	10,000.00
184	100.00	100.00	10,000.00
185	100.00	100.00	10,000.00
186	100.00	100.00	10,000.00
187	100.00	100.00	10,000.00
188	100.00	100.00	10,000.00
189	100.00	100.00	10,000.00
190	100.00	100.00	10,000.00
191	100.00	100.00	10,000.00
192	100.00	100.00	10,000.00
193	100.00	100.00	10,000.00
194	100.00	100.00	10,000.00
195	100.00	100.00	10,000.00
196	100.00	100.00	10,000.00
197	100.00	100.00	10,000.00
198	100.00	100.00	10,000.00
199	100.00	100.00	10,000.00
200	100.00	100.00	10,000.00

Lot #	Length	Width	Area
177	100.00	100.00	10,000.00
178	100.00	100.00	10,000.00
179	100.00	100.00	10,000.00
180	100.00	100.00	10,000.00
181	100.00	100.00	10,000.00
182	100.00	100.00	10,000.00
183	100.00	100.00	10,000.00
184	100.00	100.00	10,000.00
185	100.00	100.00	10,000.00
186	100.00	100.00	10,000.00
187	100.00	100.00	10,000.00
188	100.00	100.00	10,000.00
189	100.00	100.00	10,000.00
190	100.00	100.00	10,000.00
191	100.00	100.00	10,000.00
192	100.00	100.00	10,000.00
193	100.00	100.00	10,000.00
194	100.00	100.00	10,000.00
195	100.00	100.00	10,000.00
196	100.00	100.00	10,000.00
197	100.00	100.00	10,000.00
198	100.00	100.00	10,000.00
199	100.00	100.00	10,000.00
200	100.00	100.00	10,000.00

**ALLIANCE**  
ENGINEERING + PLANNING  
LANDSCAPE ARCHITECTURE  
8545 Shiloh Road East Suite D3 Alpharetta, GA 30020  
Phone: 770.225.4720; www.allianceengineering.com



*Traffic Impact Study*

# **3 SR 53 Tracts TIA (DRI #2616)**

Dawson County, Georgia

*Report Prepared:*

September 2016

*Prepared for:*

King Consulting & Development Advisers, LLC

*Prepared by:*

**Kimley»Horn**

Kimley-Horn and Associates, Inc.  
2 Sun Court, Suite 450  
Peachtree Corners, Georgia 30092  
Project #017462000

*Traffic Impact Study*

## 3 SR 53 Tracts TIA

Dawson County, Georgia

*Report Prepared:*

September 2016

*Prepared for:*

King Consulting & Development Advisers, LLC

*Prepared by:*

# Kimley»»Horn

Kimley-Horn and Associates, Inc.  
2 Sun Court, Suite 450  
Peachtree Corners, Georgia 30092  
Project #017462000



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## 1.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the 3 proposed developments (DRI #2616), Hughes Court Tract, Lake Lanier Tract, and SR 53 Frontage Tract, which are all expected to be completed in 2020 (referred to herein as “build-out year”). This study evaluates the impact of constructing 95 dwelling units of residential condominium/townhouse, and 240 dwelling units of senior adult housing-detached, and 40,314 SF of retail space.

The 15.83-acre Hughes Court Tract site is located north of the intersection of SR 53 at Tractor Supply Co/Harvest Circle and is bordered by SR 53 to the east in Dawson County, Georgia. The proposed site is currently zoned as Residential/Agricultural (RA). The proposed rezoning is for Residential Multi-Family (RMF). The 57.16-acre Lake Lanier Tract site is located south of the intersection of SR 53 at Hughes Court/Couch Road and is bordered by SR 53 to the west. The proposed site is currently zoned as Residential/Agricultural (RA). The proposed rezoning is for Residential Multi-Family (RMF). The 3.63-acre SR 53 Frontage Tract site is located south of the intersection of SR 53 at Tractor Supply Co/Harvest Circle and is bordered by SR 53 to the west. The proposed site is currently zoned as Residential/Agricultural (RA). The proposed rezoning is for Highway Business Commercial (C-HB). **Figure 1** provides a location map of the sites and the four study intersections. **Figure 2** and **Figure 3** provide aeriels that capture the sites and the study roadway network. Additionally, photographs collected adjacent to the site driveways are provided in **Appendix A**.

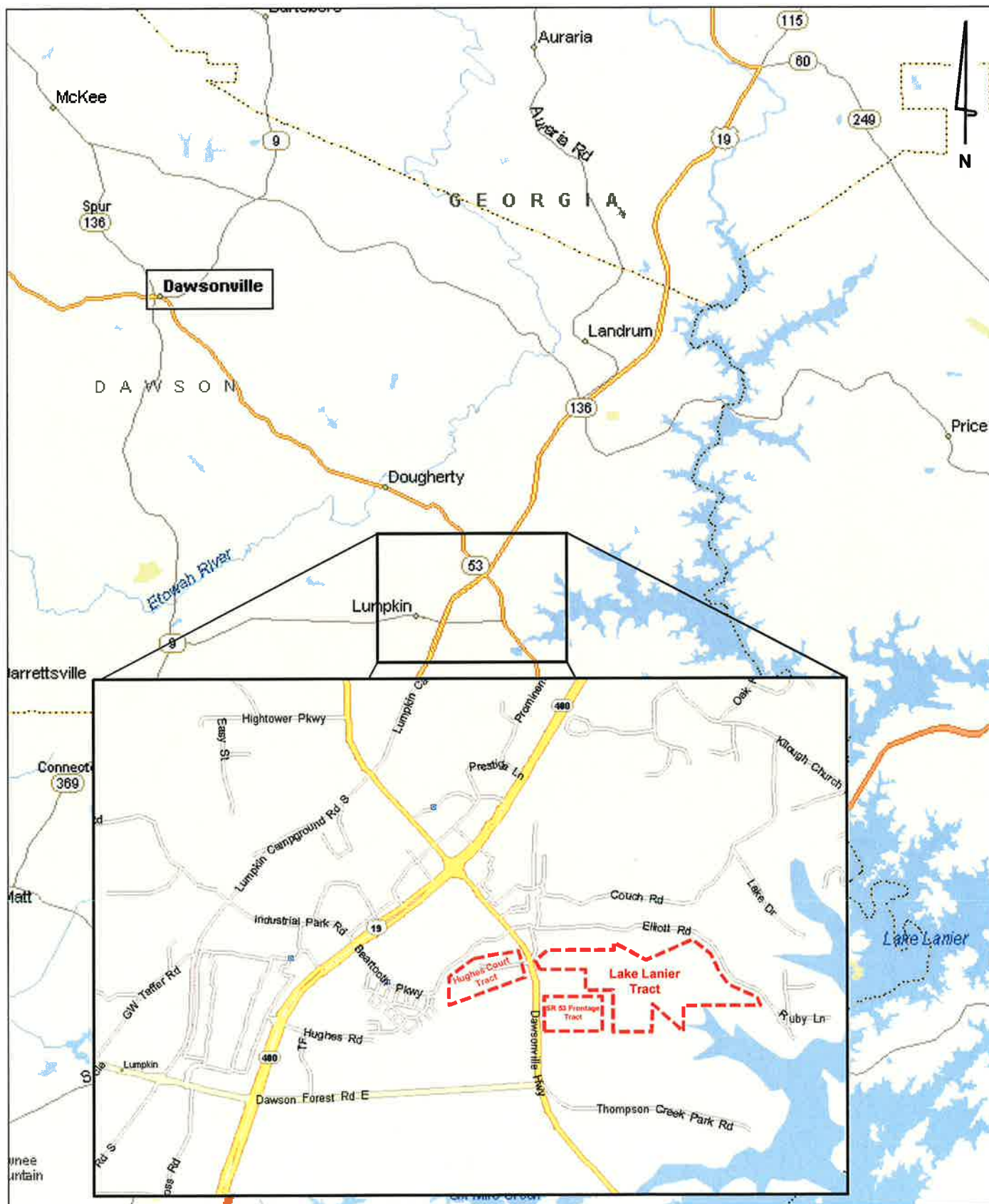
This study presents the analysis of the Existing 2016 traffic conditions, Projected 2018 No-Build conditions, and Projected 2018 Build conditions (includes the traffic associated with the 3 SR 53 Tracts developments).

## 2.0 STUDY AREA DETERMINATION

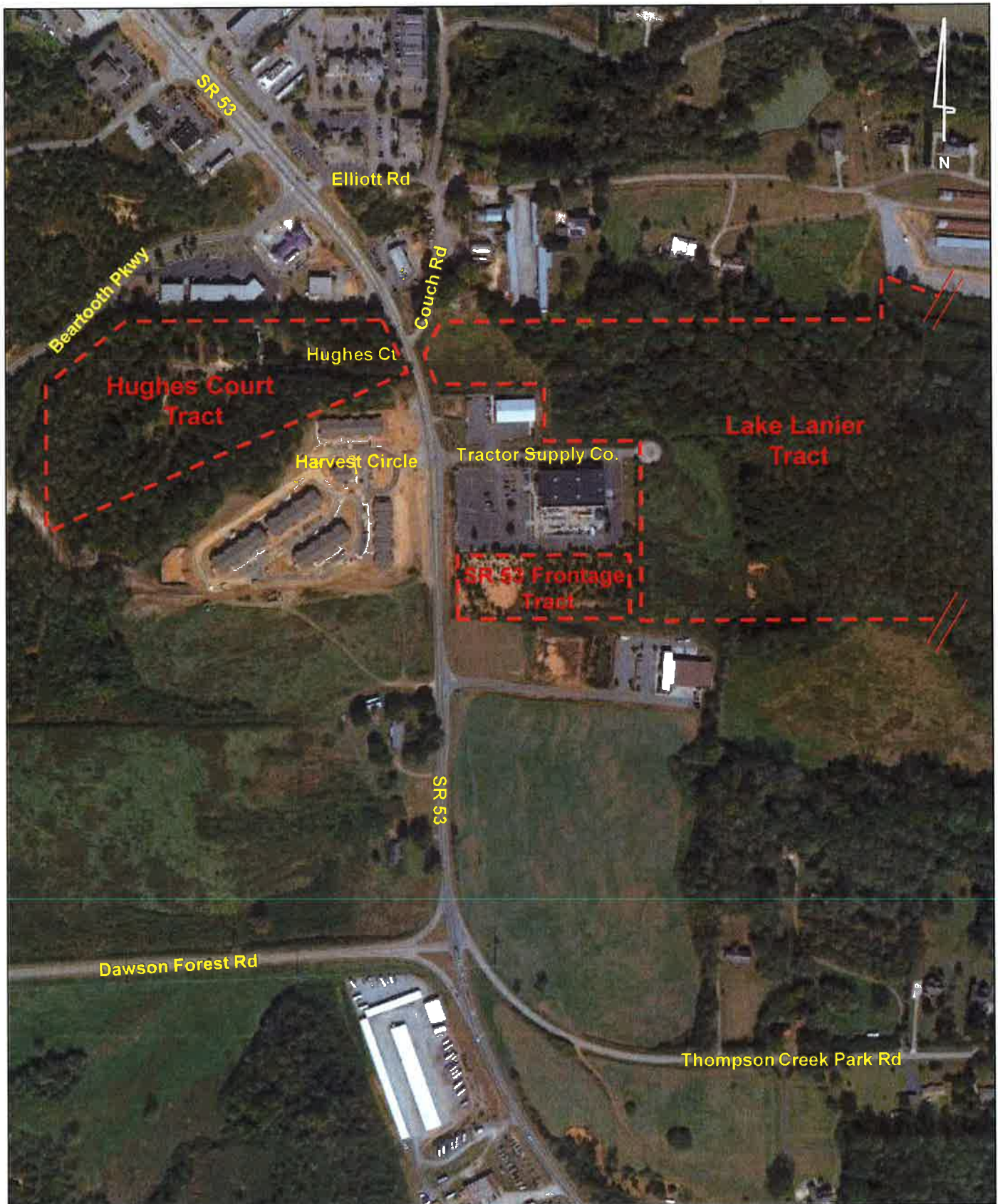
A study area was selected which includes the intersections that will be primarily impacted by the developments. The study area consists of the following four existing intersections two of which will provide access to the sites and one proposed site driveway along SR 53:

1. SR 53 at Beartooth Parkway/Elliott Road (Unsignalized)
2. SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) (Unsignalized)
3. SR 53 at Tractor Supply Co (Dwy #3)/Harvest Circle (Unsignalized)
4. SR 53 at Dawson Forest Road/Thompson Creek Park Road (Unsignalized)
5. SR 53 at Proposed Site Dwy #4 (Unsignalized)

All intersections are proposed to operate under side-street stop-control.







### 3.0 EXISTING TRAFFIC CONDITIONS

The roadways within the study network have the following characteristics:

SR 53 is a two-lane, undivided roadway with a posted speed limit of 35 MPH. GDOT counts taken just south of Dawson Forest Road/Thompson Creek Park Road indicated an AADT of 14,000 vehicles per day in 2015.

Dawson Forest Road/Thompson Creek Park Road is a two-lane, undivided roadway with a posted speed limit of 45 MPH. GDOT counts taken just east of SR 53 indicated an AADT of 4,110 vehicles per day in 2015.

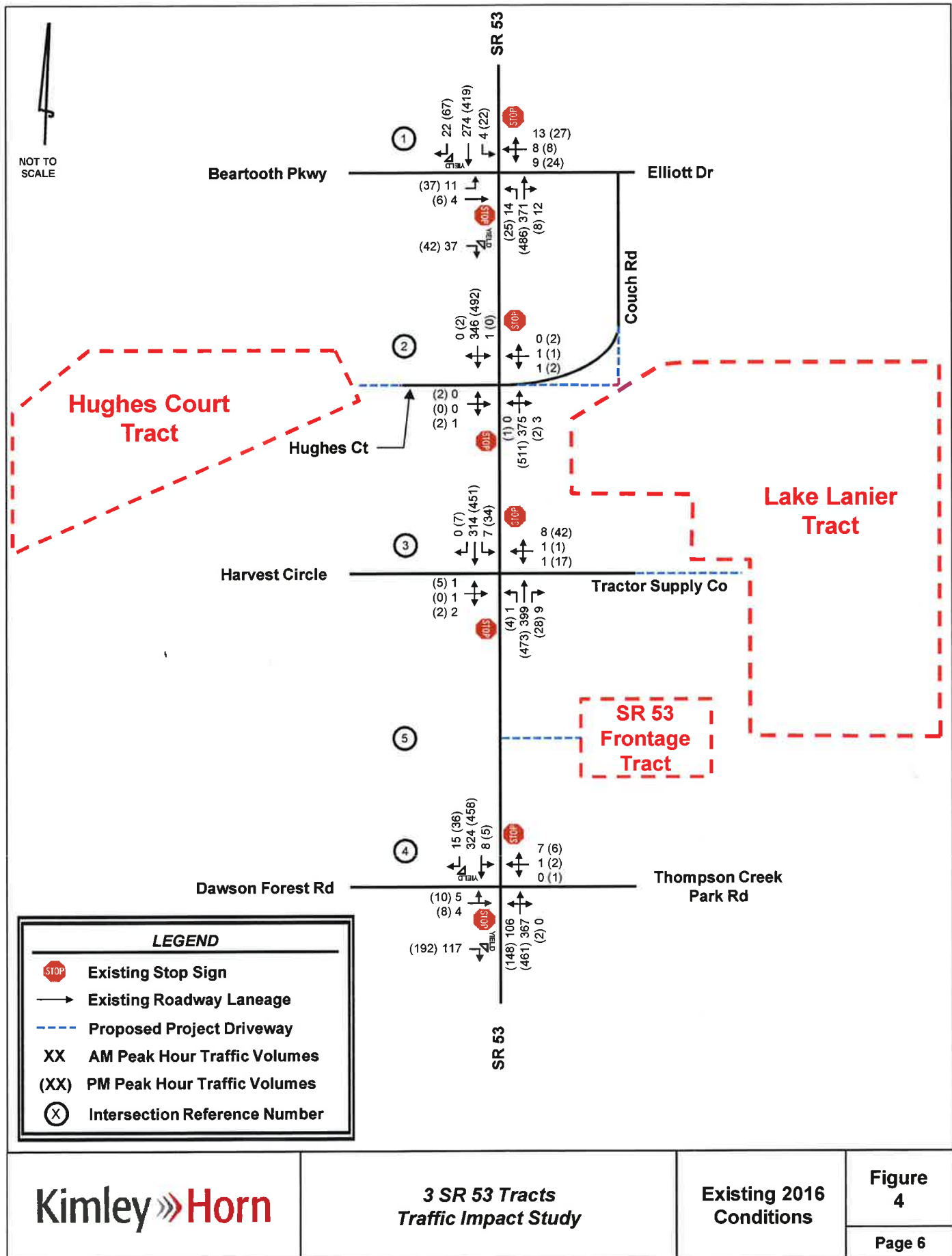
Beartooth Parkway/Elliott Drive is a two-lane, undivided roadway with no posted speed limit. GDOT counts are not available.

Vehicle peak hour turning movement counts were performed at the following four off-site study intersections:

1. SR 53 at Beartooth Parkway/Elliott Drive
2. SR 53 at Hughes Court/Couch Road
3. SR 53 at Tractor Supply Co/Harvest Circle
4. ST 53 at Dawson Forest Road/Thompson Creek Park Road

The turning movement counts were performed on Thursday, July 21th, 2016. The counts performed determined that the AM peak hour generally occurred from 7:15 AM to 8:15 AM and the PM peak hour generally occurred from 4:30 PM to 5:30 PM. The peak hour traffic counts were used to perform the analysis presented in this report. It should be noted that traffic during the summer months can occasionally be lower than during the fall and spring months. The historical ADT counted in November 2013 provided by GDOT in the vicinity of the project sites were projected three (3) years at a 2% growth rate and compared to the observed 2016 counts. This comparison showed that the GDOT projected AM peak hour volume was higher compared to the 2016 summer count; however, the PM peak hour volume remained relatively the same. Thus, a seasonal adjustment rate of 9% was applied to only the AM peak hour volumes collected. The peak hour traffic counts were used to perform the analysis presented in this report. The complete traffic count data is provided in **Appendix B**.

The study area was observed on July 27th, 2016. Site photos are provided in **Appendix A. Figure 4** illustrates the Existing 2016 peak hour traffic volumes at the study intersections and existing roadway geometry (intersection layout).



## 4.0 PROJECTED BACKGROUND (NON-PROJECT) TRAFFIC

Projected background (non-project) traffic is defined as the expected traffic on the roadway network in the future year(s) absent the 3 proposed SR 53 Tracts developments. The Existing 2016 peak hour traffic volumes were increased by 2% per year for four (4) years to account for the expected background growth in traffic through 2020. This accounts for the additional background growth in traffic expected to occur in the vicinity of the site. Additionally, the AM peak hour volumes were increased by 9% to account for the seasonal adjustment/summer time counts.

### 4.1 FUTURE ROADWAY/INTERSECTION PROJECTS

The Atlanta Regional Commission's Regional Transportation Improvement Plan Update, the Atlanta Region's Plan, and GDOT Statewide TIP (STIP) were researched for currently programmed transportation projects within the vicinity of the proposed development.

1. **132790:** Project is to provide operational improvements to the intersection of SR 400 at SR 53. It is proposed to reconfigure the intersection from a traditional type intersection to a Displaced Left Turn (DLT) Intersection also known as a Continuous Flow Intersection (CFI).
2. **0008378:** Milling and resurfacing along Dawson Forest Road

Fact sheets for the above mentioned projects are included in **Appendix C**.

## 5.0 PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the proposed developments, and the distribution and assignment of that traffic through the study roadway network. This traffic impact study evaluated the impacts of adding the trips created by the proposed Hughes Court Tract containing 95 dwelling units of townhouse, Lake Lanier Tract containing 240 dwelling units of Senior Adult Housing-Detached, and SR 53 Frontage Tract with 40,314 SF of retail space.

### 5.1 PROJECT SITE ACCESS

#### *Hughes Court Tract*

Access to the site will be provided at one site driveway which is shown on the proposed site plan in **Appendix D**. A brief description of the site driveways follows:

1. Proposed Site Driveway #1 (located along SR 53) – a full-movement driveway located approximately 650 feet south of Beartooth Pkwy/Elliott Dr. The intersection will operate under side-street stop-control (at study intersection #2).

#### *Lake Lanier Tract*

Access to the site will be provided at two site driveways which are shown on the proposed site plan in **Appendix D**. A brief description of the site driveways follows:

1. Proposed Site Driveway #2 (located along SR 53) – a full-movement driveway located approximately 650 feet south of Beartooth Pkwy/Elliott Dr. The intersection will operate under side-street stop-control (at study intersection #2).
2. Proposed Site Driveway #3 (located along Tractor Supply Co) – a full-movement driveway located approximately 700 feet east of the intersection of SR 53 at Tractor Supply Co/Harvest Circle (at study intersection #3).

#### *SR 53 Frontage Tract*

Access to the site will be provided at one site driveway which is shown on the proposed site plan in **Appendix D**. A brief description of the site driveways follows:

1. Proposed Site Driveway #4 (located along SR 53) – a full movement driveway located approximately 400 feet south of Tractor Supply Co/Harvest Circle (at study intersection #5).

The site driveways provide vehicular access to the entire development. Internal, private roadways throughout the site provides access to all buildings and parking facilities. See the referenced site plan in **Appendix D** for a visual representation of vehicular access and circulation throughout the proposed development.

## 5.2 TRIP GENERATION

Gross trips associated with the proposed developments were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for the proposed developments were calculated based upon the following land uses:

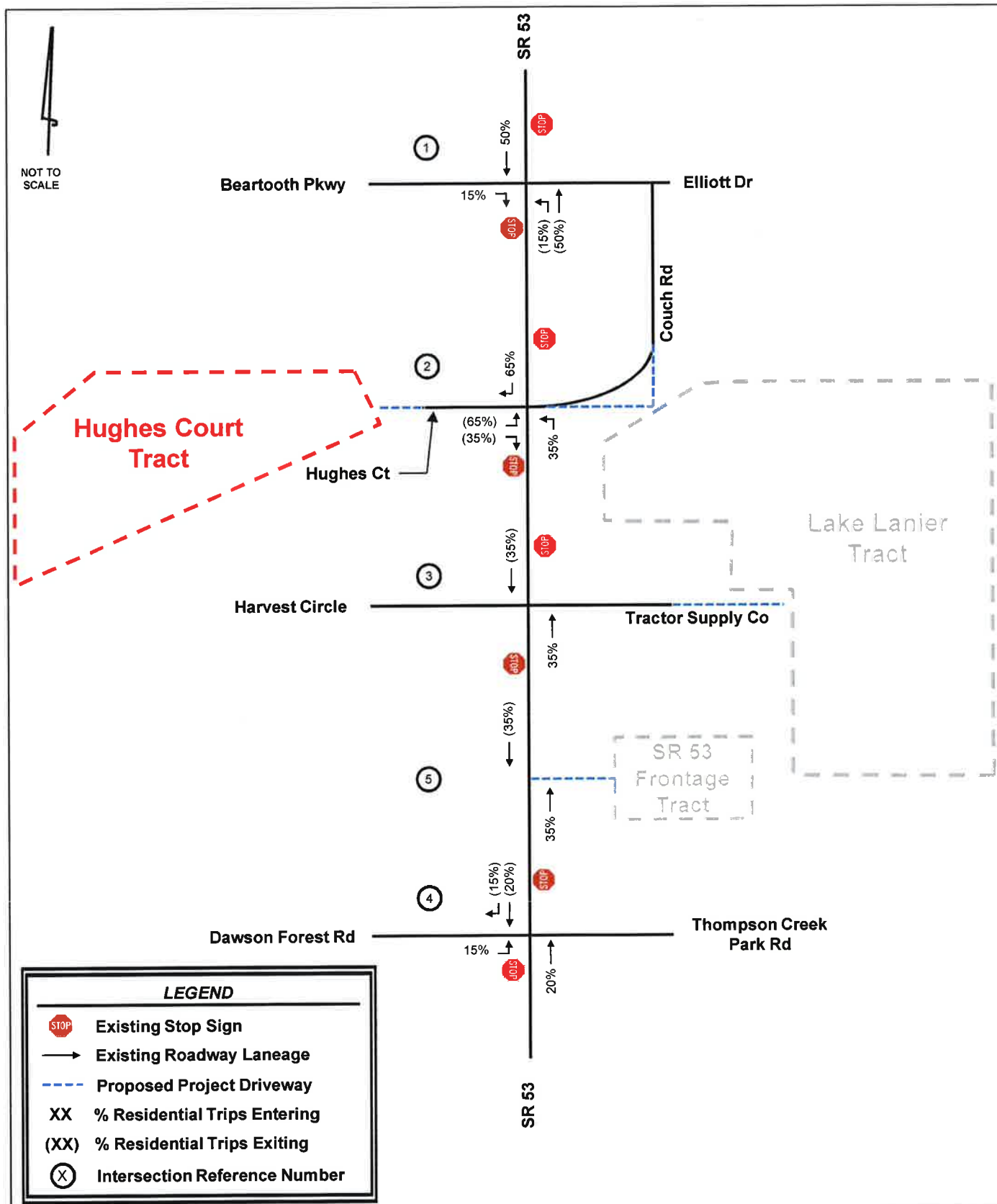
- Hughes Court Tract: Residential Condominium/Townhouse (ITE Code 230)
- Lake Lanier Tract: Senior Adult Housing-Detached (ITE Code 251)
- SR 53 Frontage Tract: Shopping Center (ITE Code 820)

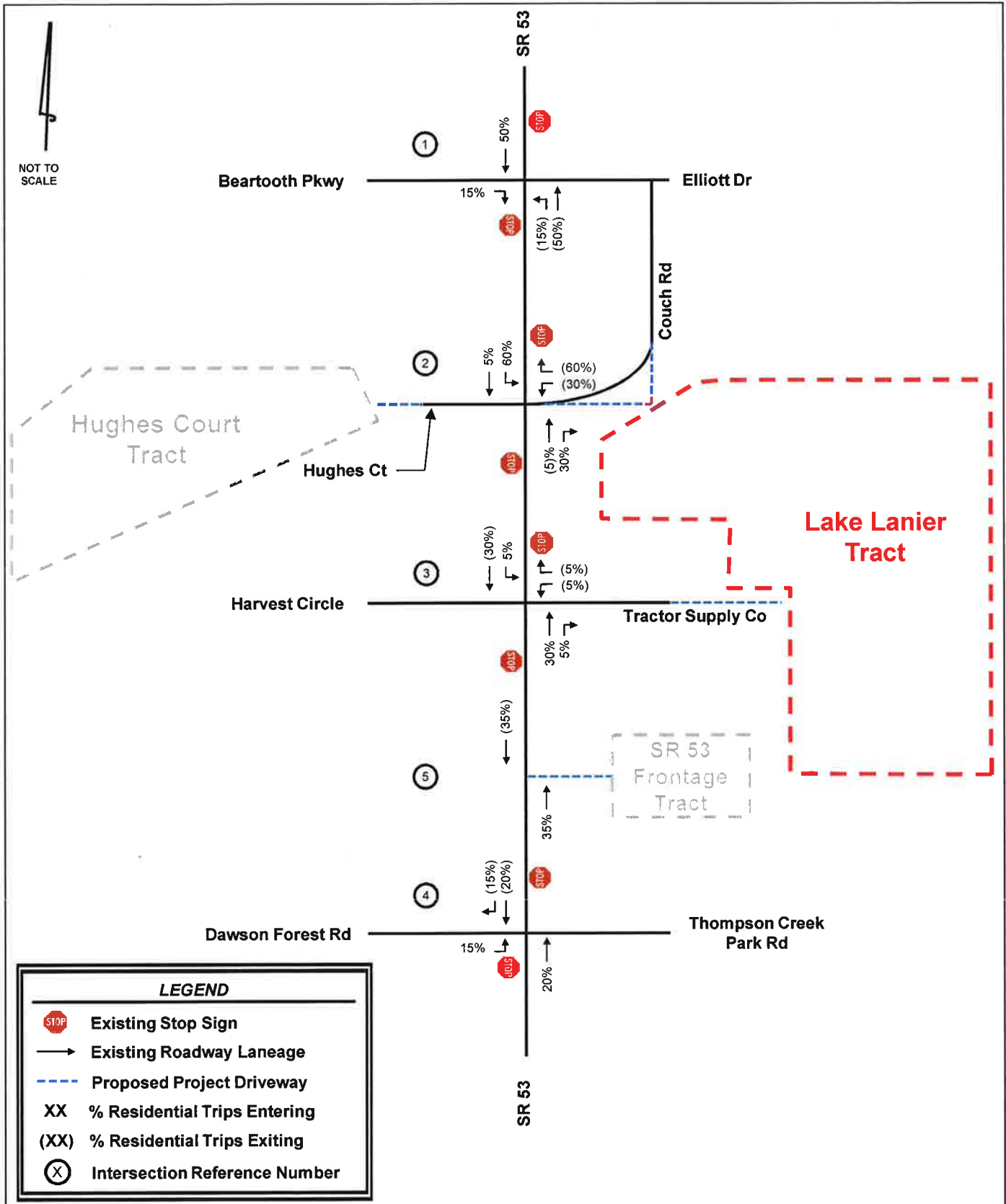
Table 1 summarizes the net trip generation for the proposed developments upon full build-out (2020).

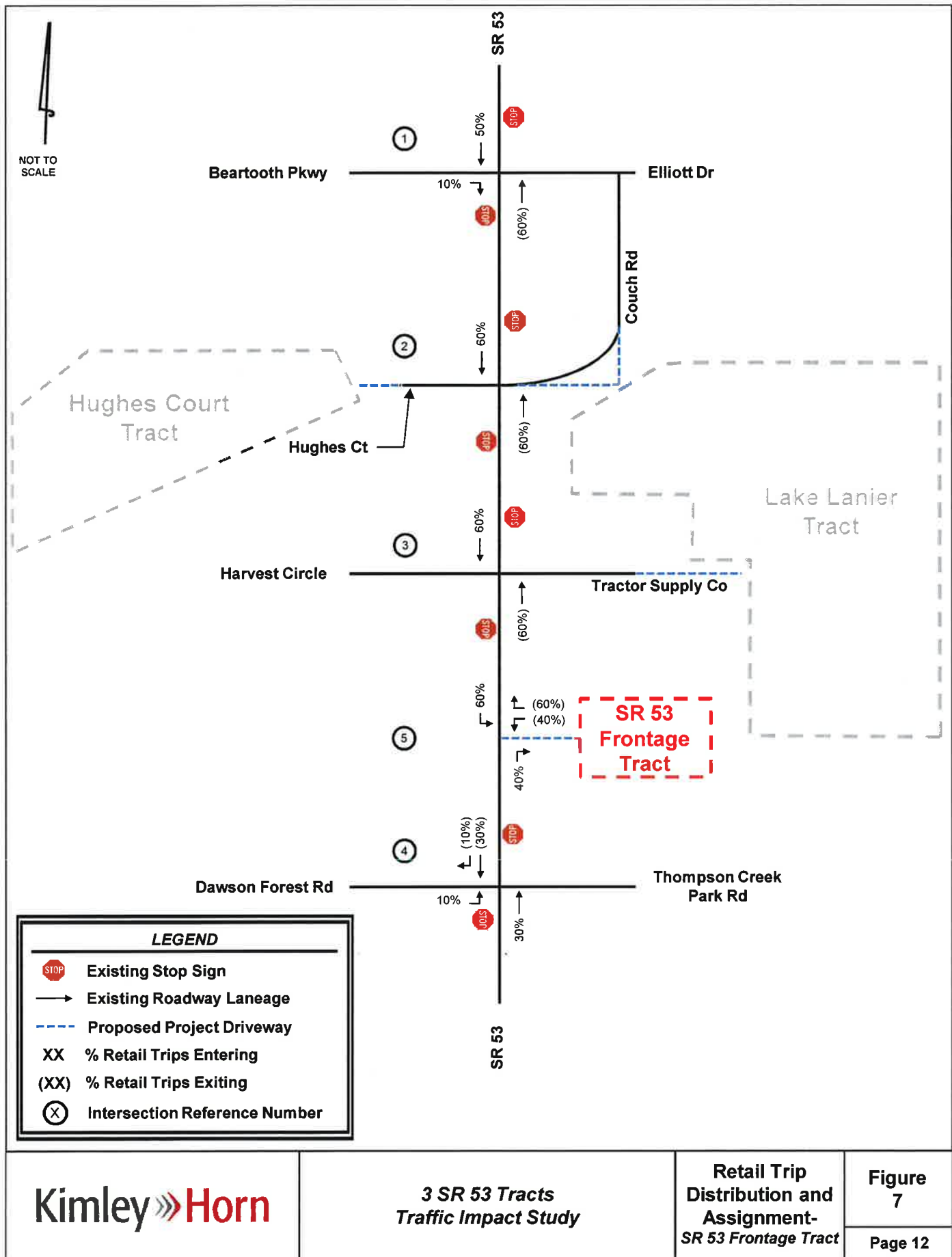
<b>Table 1</b> <b>3 SR 53 Tracts</b> <b>Project Trip Generation Summary</b>							
Land Use	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
95 units – Residential Condominium/Townhouse	230	308	308	9	41	39	19
240 units – Senior Adult Housing-Detached	251	515	515	25	46	53	34
40,314 SF – Shopping Center	820	861	861	24	15	72	78

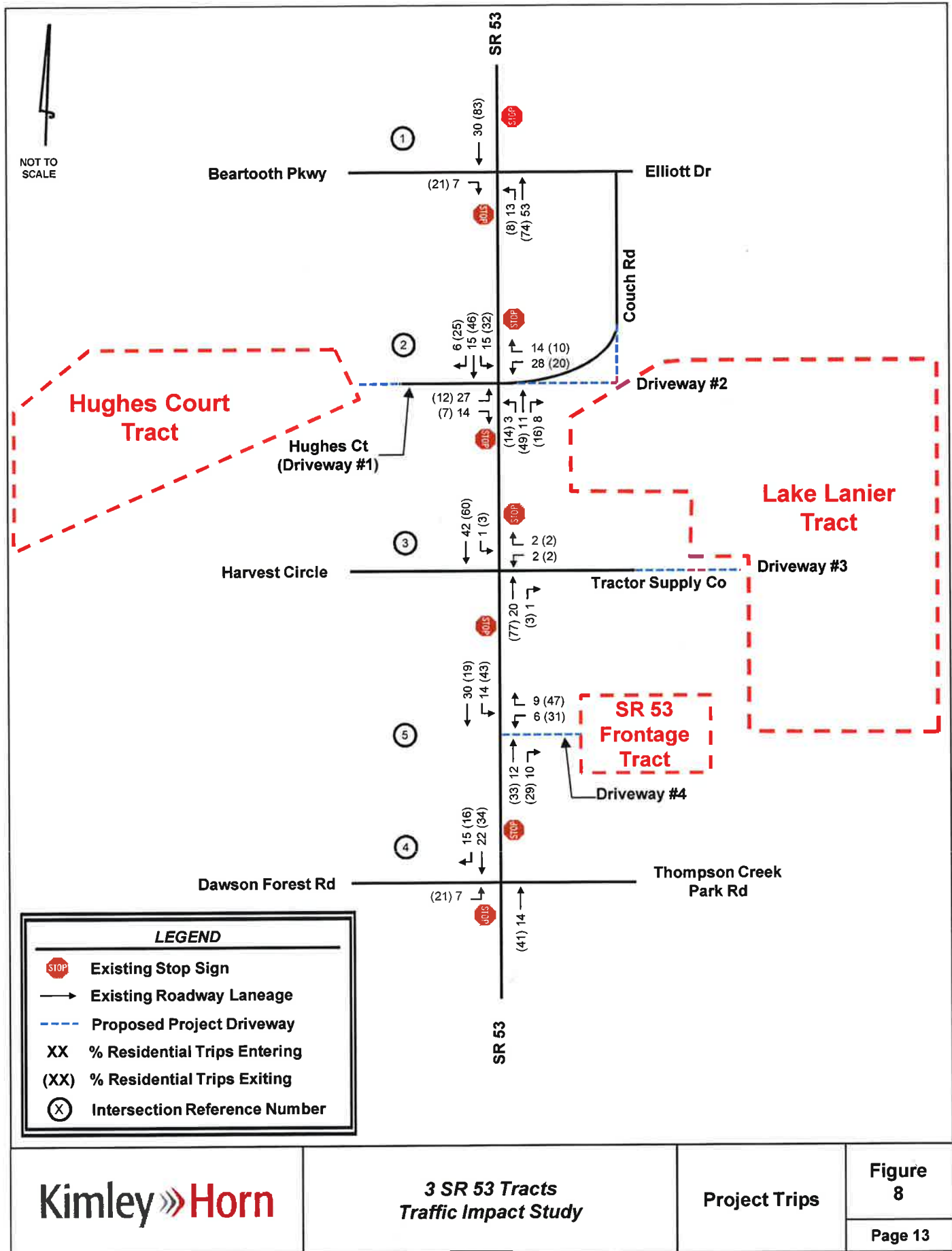
## 5.3 TRIP DISTRIBUTION AND ASSIGNMENT

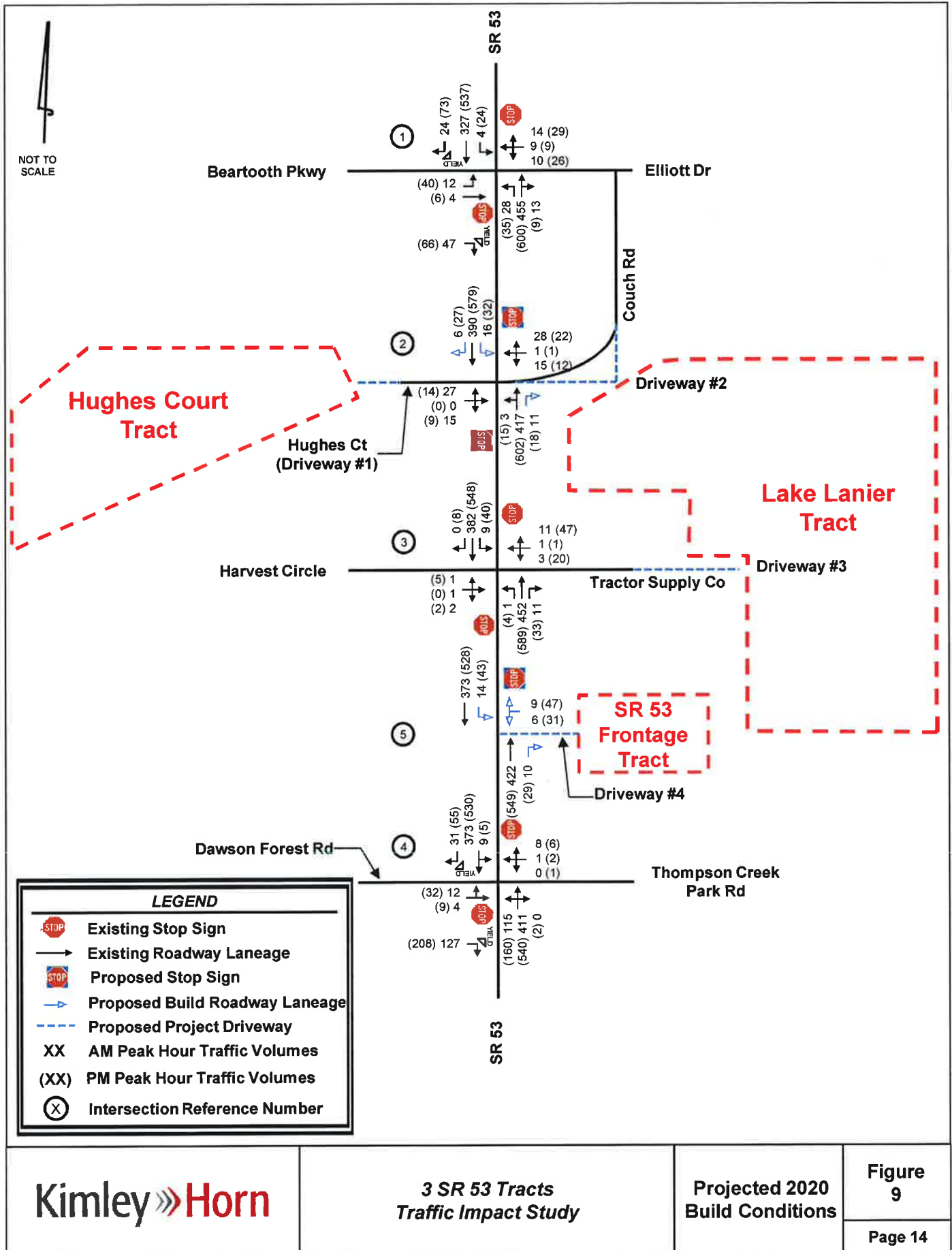
The directional distribution and assignment of adding new trips (project trips) related to the proposed developments was based on a review of land uses and population densities in the area, and a review of the existing travel patterns in the area. A detailed trip distribution is illustrated in **Figure 5**, **Figure 6**, and **Figure 7** for each development. **Figure 8** illustrates the net new project trips distributed throughout the study network for Projected 2020 Build conditions. Based on the trip generation from **Table 1** and the anticipated trip distribution, net new project trips were assigned to the study roadway network. **Figure 8** illustrates the Projected 2020 Build traffic volumes for the AM and PM peak hours. **Appendix E** provides intersection volume worksheets for all the study intersections.











## 6.0 LEVEL-OF-SERVICE ANALYSIS

Level-of-service determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 8*. The program uses methodologies contained in the *2000 Highway Capacity Manual* to determine the operating characteristics of an intersection. 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 motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

Levels-of-service for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side-street approaches and major street left-turns. Low and failing levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway. In addition to the Existing 2016 traffic conditions, an analysis was performed for the AM and PM peak hours for the Projected 2020 Build conditions.

All side-street approaches and major street left-turns at the unsignalized intersections within the study network currently operate at or above their acceptable level-of-service standard during the AM and PM peak hours for Existing 2016 conditions. There are no recommended improvements for the Existing 2016 conditions scenario.

All but two side-street approaches and all major street left-turns at the unsignalized intersections within the study network are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours for Projected 2020 Build conditions. The westbound approach of the intersection of SR 53 at Beartooth Parkway/Elliott Drive (Int #1) is projected to operate at LOS F (55.2) during the PM peak hour for the Projected 2020 Build conditions. The eastbound approach of the intersection of SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) is projected to operate at LOS F (60.4) during the PM peak hour for the Projected 2020 Build conditions. It should be noted that it is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.

## 7.0 CONCLUSION

This traffic study evaluated the traffic impacts of 3 proposed developments, Hughes Court Tract, Lake Lanier Tract, and SR 53 Frontage Tract located due north of the intersection of SR 53 at Dawson Forest Road/Thompson Creek Park Road in Dawson County, Georgia. The Hughes Court Tract development, which is approximately 15.83 acres, will include 95 dwelling units of residential condominium/townhouse. The Lake Lanier Tract development, which is approximately 57.16 acres, will include 240 dwelling units of senior adult housing-detached. The SR 53 Frontage Tract development, which is approximately 3.63 acres, will include 40,314 SF of retail space. The study network, which consisted of four off-site intersections plus three site driveways, was analyzed for the weekday AM and PM peak hours under Existing 2016 conditions and the Projected 2020 Build conditions (four years of background traffic growth plus traffic associated with the proposed developments).

All side-street approaches and major street left-turns at the unsignalized intersections within the study network currently operate at or above their acceptable level-of-service standard during the AM and PM peak hours. All side-street approaches and major street left-turns at the unsignalized intersections within the study network are expected to continue to operate at or above their acceptable level-of-service standard during the AM and PM peak hours, except the westbound approach of the intersection of SR 53 at Beartooth Parkway/Elliott Drive during the PM peak hour, and the eastbound approach of the intersection of SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) during the PM peak hour. These two (2) movements will experience some delay during the PM peak hour; however, this is not uncommon during the peak hours.

## 7.1 RECOMMENDATIONS

Based on the results of this traffic impact study, we offer the following recommendations based on the Projected 2020 Build conditions (with the proposed development traffic):

### SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) - Intersection 2:

- Construct a full movement driveway for ingress/egress from the proposed Hughes Court Tract site.
- Construct a full movement driveway from ingress/egress from the proposed Lake Lanier Tract site.
- Construct one southbound right-turn lane along SR 53 to serve vehicles entering the Hughes Court Tract site (100' storage, 50' taper).
- Construct one southbound left-turn lane along SR 53 to serve vehicles entering the Lake Lanier Tract site (160' storage, 50' taper).
- Construct one northbound right-turn lane along SR 53 to serve vehicles entering the Lake Lanier Tract site (100' storage, 50' taper).

### SR 53 at Proposed site driveway #4 - Intersection 5:

- Construct a full movement driveway for ingress/egress from the proposed SR 53 Frontage Tract site.
- Construct a northbound right-turn lane along SR 53 to serve vehicles entering the site (100' storage, 50' taper).
- Construct a southbound left-turn lane along SR 53 to serve vehicles entering the SR 53 Frontage Tract site (160' storage, 50' taper).

## Site Photographs

**Site Name:** Hughes Court Tract

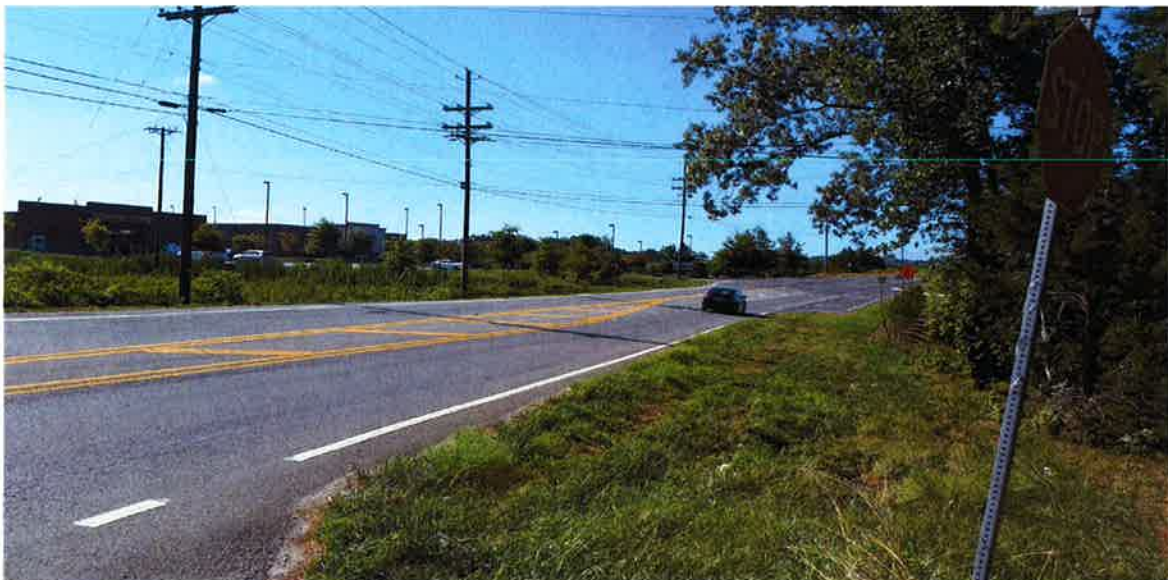
Photo No. 1



Comments:

Looking north from Hughes Court

Photo No. 2



Comments:

Looking south from Hughes Court

**Site Name:** Hughes Court Tract

Photo No. 3



Comments:

Looking north from proposed driveway #1

Photo No. 4



Comments:

Looking south from proposed driveway #1

**Site Name:** Hughes Court Tract

Photo No. 1



Comments:

Looking north from Couch Road

Photo No. 2



Comments:

Looking south from Couch Road

**Site Name:** Hughes Court Tract

Photo No. 3



**Comments:**

Looking north from proposed driveway #2

Photo No. 4



**Comments:**

Looking south from proposed driveway #2

**Site Name:** Hughes Court Tract

Photo No. 1



Comments:

Looking north from TSC

Photo No. 2



Comments:

Looking south from TSC

**Site Name:** Hughes Court Tract

Photo No. 3



**Comments:**

Looking west from proposed driveway #3 at end of TSC

**Site Name:** Hughes Court Tract

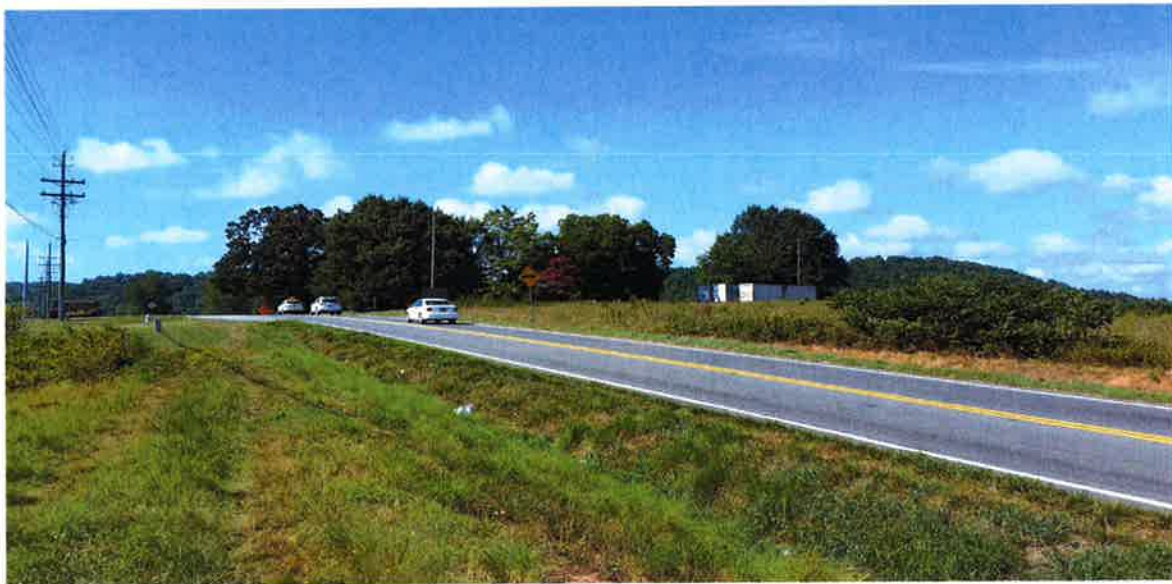
Photo No. 1



Comments:

Looking north from proposed driveway #4

Photo No. 2



Comments:

Looking south from proposed driveway #4

## Traffic Count Data

Project ID: 16-9303-001  
 Location: SR 53 & Beartooth Pkwy\_Elliott Dr  
 City: Dawsonville

Day: Thursday  
 Date: 7/21/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks																								
Start Time	SR 53 Northbound					SR 53 Southbound					Beartooth Pkwy, Elliott Dr Eastbound					Beartooth Pkwy, Elliott Dr Westbound					Int. Total			
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total				
7:00 AM	1	59	0	0	60	8	81	5	0	74	5	0	4	0	9	3	1	9	0	13	156			
7:15 AM	0	60	0	0	60	1	85	2	0	88	1	0	3	0	4	1	1	5	0	7	159			
7:30 AM	4	88	0	0	92	0	66	6	0	72	0	0	10	0	10	2	2	4	0	8	182			
7:45 AM	1	96	3	0	100	1	66	5	0	72	3	1	11	0	15	3	1	4	0	8	195			
Total	6	303	3	0	312	10	278	18	0	306	9	1	28	0	38	9	5	22	0	36	692			
8:00 AM	5	76	0	0	81	0	67	4	0	71	3	1	5	0	9	3	2	2	0	7	168			
8:15 AM	3	80	8	0	91	3	52	5	0	60	4	2	8	0	14	0	2	2	0	4	169			
8:30 AM	2	82	4	0	88	2	60	11	0	73	3	2	6	0	11	3	1	3	0	7	179			
8:45 AM	3	75	3	0	81	4	69	5	0	78	3	2	2	1	7	2	0	2	0	4	170			
Total	13	313	15	0	341	9	248	25	0	282	13	7	21	1	41	8	5	9	0	22	686			
***BREAK***																								
4:00 PM	6	106	1	0	113	4	108	16	0	128	10	3	4	0	17	4	3	4	0	11	269			
4:15 PM	6	118	1	0	125	8	86	12	0	106	9	2	10	0	21	3	1	4	0	8	260			
4:30 PM	7	115	5	0	127	6	123	11	0	140	6	0	17	0	23	3	3	10	0	16	306			
4:45 PM	9	127	2	0	138	5	87	11	0	103	10	3	15	0	28	5	3	11	0	19	288			
Total	28	466	9	0	503	23	404	50	0	477	35	8	46	0	89	15	10	29	0	54	1123			
5:00 PM	7	125	2	0	134	6	104	21	0	131	8	0	7	0	15	7	2	8	0	17	297			
5:15 PM	5	114	2	0	121	4	106	15	0	125	9	1	8	0	18	4	3	4	0	11	275			
5:30 PM	4	120	2	0	126	7	122	20	0	149	10	2	12	0	24	8	0	4	0	12	311			
5:45 PM	11	113	4	0	128	6	109	7	0	122	11	1	9	0	21	4	3	2	0	9	280			
Total	27	472	10	0	509	23	441	63	0	527	38	4	36	0	78	23	8	18	0	49	1163			
Grand Total	74	1554	37	0	1665	65	1371	156	0	1592	95	20	131	1	246	55	28	78	0	161	3664			
Apprch %	4.4	93.3	2.2	0.0		4.1	86.1	9.8	0.0		38.6	8.1	53.3	0.4		34.2	17.4	48.4	0.0					
Total %	2.0	42.4	1.0	0.0	45.4	1.8	37.4	4.3	0.0	43.4	2.6	0.5	3.6	0.0	6.7	1.5	0.8	2.1	0.0	4.4				
Cars, PU, Vans	74	1499	37	0	1610	63	1323	155	0	1541	94	20	131	1	245	55	28	77	0	160	3556			
% Cars, PU, Vans	100.0	96.5	100.0	0.0	96.7	96.9	96.5	99.4	0.0	96.8	98.9	100.0	100.0	100.0	99.6	100.0	100.0	98.7	0.0	99.4	97.1			
Heavy Trucks	0	55	0		55	2	48	1		51	1	0	0		1	0	0	1		1	108			
% Heavy Trucks	0.0	3.5	0.0	0.0	3.3	3.1	3.5	0.6	0.0	3.2	1.1	0.0	0.0	0.0	0.4	0.0	0.0	1.3	0.0	0.6	2.9			

Project ID: 16-9303-001  
 Location: SR 53 & Beartooth Pkwy\_Elli  
 City: Dawsonville

## PEAK HOURS

Day: Thursday  
 Date: 7/21/2016

AM

Time	SR 53 Northbound				SR 53 Southbound				Beartooth Pkwy_Elliott Dr Eastbound				Beartooth Pkwy_Elliott Dr Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	4	88	0	92	0	86	6	72	0	0	10	10	2	2	4	8	182
7:45 AM	1	96	3	100	1	86	5	72	3	1	11	15	3	1	4	8	195
8:00 AM	5	76	0	81	0	87	4	71	3	1	5	9	3	2	2	7	168
8:15 AM	3	80	8	91	3	52	5	60	4	2	8	14	0	2	2	4	169
Total Volume	13	340	11	364	4	251	20	275	10	4	34	48	8	7	12	27	714
% App. Total	3.6	93.4	3.0	100	1.5	91.3	7.3	100	20.8	8.3	70.8	100	29.6	25.9	44.4	100	
PHF	0.910				0.955				0.800				0.844				
Cars, PU, Vans	13	325	11	349	4	237	20	261	10	4	34	48	8	7	12	27	685
% Cars, PU, Vans	100.0	95.6	100.0	95.9	100.0	94.4	100.0	94.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	95.9
Heavy Trucks	0	15	0	15	0	14	0	14	0	0	0	0	0	0	0	0	29
% Heavy Trucks	0.0	4.4	0.0	4.1	0.0	5.6	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1

PM

PM	SR 53				SR 53				Beartooth Pkwy_Elliott Dr				Beartooth Pkwy_Elliott Dr				Int. Total
	Northbound				Southbound				Eastbound				Westbound				
Start Time	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	Left	Thru	Rgt	App Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	9	127	2	138	5	87	11	103	10	3	15	28	5	3	11	19	288
5:00 PM	7	125	2	134	6	104	21	131	8	0	7	15	7	2	8	17	297
5:15 PM	5	114	2	121	4	106	15	125	9	1	8	18	4	3	4	11	275
5:30 PM	4	120	2	128	7	122	20	149	10	2	12	24	8	0	4	12	311
Total Volume	25	486	8	519	22	419	67	508	37	6	42	85	24	8	27	59	1171
% App. Total	4.8	93.6	1.5	100	4.3	82.5	13.2	100	43.5	7.1	49.4	100	40.7	13.6	45.8	100	
PHF	0.940				0.852				0.759				0.776				
Cars, PU, Vans	25	475	8	508	22	405	66	493	36	6	42	84	24	8	27	59	1144
% Cars, PU, Vans	100.0	97.7	100.0	97.9	100.0	96.7	98.5	97.0	97.3	100.0	100.0	98.8	100.0	100.0	100.0	100.0	97.7
Heavy Trucks	0	11	0	11	0	14	1	15	1	0	0	1	0	0	0	0	27
% Heavy Trucks	0.0	2.3	0.0	2.1	0.0	3.3	1.5	3.0	2.7	0.0	0.0	1.2	0.0	0.0	0.0	0.0	2.3

Project ID: 16-9303-002  
 Location: SR 53 & Hughes Ct\_Couch Rd  
 City: Dawsonville

Day: Thursday  
 Date: 7/21/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					Hughes Ct_Couch Rd Eastbound					Hughes Ct_Couch Rd Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	0	56	0	0	56	0	69	1	0	70	0	1	0	0	1	0	0	1	0	1	128
7:15 AM	0	67	0	0	67	0	85	0	0	85	0	0	0	0	0	0	1	0	0	1	153
7:30 AM	0	89	2	0	91	1	82	0	0	83	0	0	1	0	1	0	0	0	0	0	175
7:45 AM	0	105	0	0	105	0	75	0	0	75	0	0	0	0	0	1	0	0	0	1	181
Total	0	317	2	0	319	1	311	1	0	313	0	1	1	0	2	1	1	1	0	3	637
8:00 AM	0	83	1	0	84	0	75	0	0	75	0	0	0	0	0	0	0	0	0	0	159
8:15 AM	0	91	1	0	92	0	58	0	0	58	0	0	1	0	1	0	0	0	0	0	151
8:30 AM	0	81	0	0	81	0	75	1	0	76	1	0	0	0	1	0	0	0	0	0	158
8:45 AM	0	81	0	0	81	0	62	1	0	63	0	0	0	1	0	0	0	0	0	0	144
Total	0	336	2	0	338	0	270	2	0	272	1	0	1	1	2	0	0	0	0	0	612
***BREAK***																					
4:00 PM	0	108	0	0	108	0	110	1	0	111	0	0	0	0	0	0	0	1	0	1	220
4:15 PM	1	122	2	0	125	0	109	0	0	109	2	0	0	0	2	0	0	0	0	0	236
4:30 PM	0	125	0	0	125	0	134	2	0	136	1	0	1	0	2	0	0	1	0	1	264
4:45 PM	1	139	1	0	141	0	114	0	0	114	0	0	0	0	0	0	0	0	0	0	255
Total	2	494	3	0	499	0	467	3	0	470	3	0	1	0	4	0	0	2	0	2	976
5:00 PM	0	122	0	0	122	0	115	0	0	115	0	0	1	0	1	1	1	0	0	2	240
5:15 PM	0	125	1	0	126	0	129	0	0	129	1	0	0	0	1	1	0	1	0	2	258
5:30 PM	1	120	1	0	122	0	137	0	0	137	0	0	0	0	0	2	0	0	0	2	261
5:45 PM	0	126	1	0	127	0	126	0	0	126	0	0	0	0	0	0	0	1	0	1	254
Total	1	493	3	0	497	0	507	0	0	507	1	0	1	0	2	4	1	2	0	7	1013
Grand Total	3	1640	10	0	1653	1	1555	6	0	1562	5	1	4	1	10	5	2	5	0	12	3237
Approch %	0.2	99.2	0.6	0.0		0.1	99.6	0.4	0.0		50.0	10.0	40.0	10.0		41.7	16.7	41.7	0.0		
Total %	0.1	50.7	0.3	0.0	51.1	0.0	48.0	0.2	0.0	48.3	0.2	0.0	0.1	0.0	0.3	0.2	0.1	0.2	0.0	0.4	
Cars, PU, Vans	3	1585	10	0	1598	1	1507	6	0	1514	5	1	4	1	10	5	2	5	0	12	3134
% Cars, PU, Vans	100.0	96.6	100.0	0.0	96.7	100.0	96.9	100.0	0.0	96.9	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	96.8
Heavy Trucks	0	55	0	0	55	0	48	0	0	48	0	0	0	0	0	0	0	0	0	0	103
% Heavy Trucks	0.0	3.4	0.0	0.0	3.3	0.0	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2

Project ID: 16-9303-002  
 Location: SR 53 & Hughes Ct\_Couch F  
 City: Dawsonville

## PEAK HOURS

Day: Thursday  
 Date: 7/21/2016

AM

Start Time	SR 53 Northbound				SR 53 Southbound				Hughes Ct_Couch Rd Eastbound				Hughes Ct_Couch Rd Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	87	0	87	0	85	0	85	0	0	0	0	0	1	0	1	153
7:30 AM	0	89	2	91	1	82	0	83	0	0	1	1	0	0	0	0	175
7:45 AM	0	105	0	105	0	75	0	75	0	0	0	0	1	0	0	1	181
8:00 AM	0	83	1	84	0	75	0	75	0	0	0	0	0	0	0	0	159
Total Volume	0	344	3	347	1	317	0	318	0	0	1	1	1	1	0	2	668
% App. Total	0.0	99.1	0.9	100	0.3	99.7	0.0	100	0.0	0.0	100.0	100	50.0	50.0	0.0	100	
PHF	0.826				0.935				0.250				0.500				
Cars, PU, Vans	0	329	3	332	1	305	0	306	0	0	1	1	1	1	0	2	641
% Cars, PU, Vans	0.0	95.6	100.0	95.7	100.0	96.2	0.0	96.2	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	96.0
Heavy Trucks	0	15	0	15	0	12	0	12	0	0	0	0	0	0	0	0	27
% Heavy Trucks	0.0	4.4	0.0	4.3	0.0	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0

PM

Time	SR 53 Northbound				SR 53 Southbound				Hughes Ct_Couch Rd Eastbound				Hughes Ct_Couch Rd Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	0	125	0	125	0	134	2	136	1	0	1	2	0	0	1	1	264
4:45 PM	1	139	1	141	0	114	0	114	0	0	0	0	0	0	0	0	255
5:00 PM	0	122	0	122	0	115	0	115	0	0	1	1	1	1	0	2	240
5:15 PM	0	125	1	126	0	129	0	129	1	0	0	1	1	0	1	2	258
Total Volume	1	511	2	514	0	492	2	494	2	0	2	4	2	1	2	5	1017
% App. Total	0.2	99.4	0.4	100	0.0	99.6	0.4	100	50.0	0.0	50.0	100	40.0	20.0	40.0	100	
PHF	0.911				0.908				0.500				0.625				
Cars, PU, Vans	1	498	2	501	0	476	2	478	2	0	2	4	2	1	2	5	988
% Cars, PU, Vans	100.0	97.5	100.0	97.5	0.0	96.7	100.0	96.8	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	97.1
Heavy Trucks	0	13	0	13	0	16	0	16	0	0	0	0	0	0	0	0	29
%Heavy Trucks	0.0	2.5	0.0	2.5	0.0	3.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9

Project ID: 16-9303-003  
 Location: SR 53 & Tractor Supply Dwy  
 City: Dawsonville

Day: Thursday  
 Date: 7/21/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					Tractor Supply Dwy Eastbound					Tractor Supply Dwy Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	0	57	0	0	57	1	69	1	0	71	1	0	0	0	1	0	0	1	0	1	130
7:15 AM	1	69	0	0	70	0	83	0	0	83	0	0	1	0	1	0	0	0	0	0	154
7:30 AM	1	89	0	0	90	1	83	0	0	84	0	0	1	0	1	0	0	0	0	0	175
7:45 AM	0	103	2	0	105	2	73	0	0	75	0	0	1	0	1	1	0	1	0	2	183
Total	2	318	2	0	322	4	308	1	0	313	1	0	3	0	4	1	0	2	0	3	642
8:00 AM	0	80	3	0	83	2	74	0	0	76	1	0	0	0	1	0	0	2	0	2	162
8:15 AM	0	94	3	0	97	1	58	0	0	59	0	1	0	0	1	0	1	4	0	5	162
8:30 AM	0	70	1	0	71	6	68	0	0	74	1	0	0	0	1	3	0	5	0	8	154
8:45 AM	3	79	3	0	85	4	59	0	0	63	2	0	1	0	3	1	0	2	0	3	154
Total	3	323	10	0	336	13	259	0	0	272	4	1	1	0	6	4	1	13	0	18	632
***BREAK***																					
4:00 PM	0	97	4	0	101	9	99	1	0	109	0	0	0	0	0	2	0	13	0	15	225
4:15 PM	0	114	4	0	118	5	101	1	0	107	0	0	2	0	2	5	0	7	0	12	239
4:30 PM	1	119	11	0	131	7	125	2	0	134	2	0	1	0	3	4	0	11	0	15	263
4:45 PM	3	123	7	0	133	7	104	2	0	113	0	0	0	0	0	2	0	15	0	17	263
Total	4	453	26	0	483	28	429	6	0	463	2	0	3	0	5	13	0	46	0	59	1010
5:00 PM	0	116	3	0	119	9	107	0	0	116	1	0	1	0	2	5	0	6	0	11	248
5:15 PM	0	115	7	0	122	11	115	3	0	129	2	0	0	0	2	6	1	10	0	17	270
5:30 PM	0	114	2	0	116	8	132	0	0	140	4	1	0	0	5	9	2	6	0	17	278
5:45 PM	0	116	9	0	125	6	118	1	0	125	0	0	0	0	0	2	0	9	0	11	261
Total	0	461	21	0	482	34	472	4	0	510	7	1	1	0	9	22	3	31	0	56	1057
Grand Total	9	1555	59	0	1623	79	1468	11	0	1558	14	2	8	0	24	40	4	92	0	136	3341
Approch %	0.6	95.8	3.6	0.0		5.1	94.2	0.7	0.0		58.3	8.3	33.3	0.0		29.4	2.9	67.6	0.0		
Total %	0.3	46.5	1.8	0.0	48.6	2.4	43.9	0.3	0.0	48.6	0.4	0.1	0.2	0.0	0.7	1.2	0.1	2.8	0.0	4.1	
Cars, PU, Vans	9	1500	59	0	1568	78	1421	11	0	1510	14	2	8	0	24	40	4	92	0	136	3238
% Cars, PU, Vans	100.0	96.5	100.0	0.0	96.6	98.7	96.8	100.0	0.0	96.9	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	96.9
Heavy Trucks	0	55	0	0	55	1	47	0	0	48	0	0	0	0	0	0	0	0	0	0	103
% Heavy Trucks	0.0	3.5	0.0	0.0	3.4	1.3	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1

Project ID: 16-9303-003  
Location: SR 53 & Tractor Supply Dwy  
City: Dawsonville

## PEAK HOURS

Day: Thursday  
Date: 7/21/2016

AM

Start Time	SR 53 Northbound				SR 53 Southbound				Tractor Supply Dwy Eastbound				Tractor Supply Dwy Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	1	89	0	90	1	83	0	84	0	0	1	1	0	0	0	0	175
7:45 AM	0	103	2	105	2	73	0	75	0	0	1	1	1	0	1	2	183
8:00 AM	0	80	3	83	2	74	0	76	1	0	0	1	0	0	2	2	162
8:15 AM	0	94	3	97	1	58	0	59	0	1	0	1	0	1	4	5	162
Total Volume	1	366	8	375	6	288	0	294	1	1	2	4	1	1	7	9	682
% App. Total	0.3	97.6	2.1	100	2.0	98.0	0.0	100	25.0	25.0	50.0	100	11.1	11.1	77.8	100	
PHF	0.893				0.875				1.000				0.450				
Cars, PU, Vans	1	351	8	360	5	275	0	280	1	1	2	4	1	1	7	9	653
% Cars, PU, Vans	100.0	95.9	100.0	96.0	83.3	95.5	0.0	95.2	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	95.7
Heavy Trucks	0	15	0	15	1	13	0	14	0	0	0	0	0	0	0	0	29
% Heavy Trucks	0.0	4.1	0.0	4.0	16.7	4.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3

PM

PM	SR 53 Northbound				SR 53 Southbound				Tractor Supply Dwy Eastbound				Tractor Supply Dwy Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	1	119	11	131	7	125	2	134	2	0	1	3	4	0	11	15	283
4:45 PM	3	123	7	133	7	104	2	113	0	0	0	0	2	0	15	17	263
5:00 PM	0	116	3	119	9	107	0	116	1	0	1	2	5	0	6	11	248
5:15 PM	0	115	7	122	11	115	3	129	2	0	0	2	6	1	10	17	270
Total Volume	4	473	28	505	34	451	7	492	5	0	2	7	17	1	42	60	1064
% App. Total	0.8	93.7	5.5	100	6.9	91.7	1.4	100	71.4	0.0	28.6	100	28.3	1.7	70.0	100	
PHF	0.949				0.918				0.583				0.882				
Cars, PU, Vans	4	460	28	492	34	435	7	476	5	0	2	7	17	1	42	60	1035
% Cars, PU, Vans	100.0	97.3	100.0	97.4	100.0	96.5	100.0	96.7	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	97.3
Heavy Trucks	0	13	0	13	0	16	0	16	0	0	0	0	0	0	0	0	29
% Heavy Trucks	0.0	2.7	0.0	2.6	0.0	3.5	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7

Project ID: 16-9303-004  
 Location: SR 53 & Dawson Forest Rd\_Thompson Creek Park Rd  
 City: Dawsonville

Day: Thursday  
 Date: 7/21/2016

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					son Forest Rd_Thompson Creek Park Eastbound					son Forest Rd_Thompson Creek Park Westbound					Int. Total
	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	Left	Thru	Rgt	Peds	App. Total	
7:00 AM	24	54	0	0	78	0	57	4	0	61	1	0	22	0	23	0	1	0	0	1	163
7:15 AM	23	64	0	0	87	1	89	3	0	93	0	0	25	0	25	0	0	1	0	1	206
7:30 AM	25	87	0	0	112	4	67	2	0	73	3	2	24	0	29	0	0	1	0	1	215
7:45 AM	25	106	0	0	131	0	83	5	0	88	1	1	36	0	38	0	1	1	0	2	259
Total	97	311	0	0	408	5	296	14	0	315	5	3	107	0	115	0	2	3	0	5	843
8:00 AM	24	80	0	0	104	2	58	4	0	64	1	1	22	0	24	0	0	3	0	3	195
8:15 AM	23	90	0	0	113	0	64	1	0	65	0	1	15	0	16	0	0	1	0	1	195
8:30 AM	24	71	0	0	95	2	52	6	0	60	0	0	21	1	21	0	0	3	0	3	179
8:45 AM	31	79	0	0	110	0	68	4	0	72	4	1	16	0	21	0	0	1	0	1	204
Total	102	320	0	0	422	4	242	15	0	261	5	3	74	1	82	0	0	8	0	8	773
***BREAK***																					
4:00 PM	29	91	1	0	121	0	97	5	0	102	5	2	42	0	49	1	0	3	0	4	276
4:15 PM	25	116	1	0	142	1	96	8	0	105	5	1	41	0	47	0	0	5	0	5	299
4:30 PM	25	119	0	0	144	2	120	11	0	133	5	0	45	0	50	0	7	1	0	8	335
4:45 PM	52	129	1	0	182	1	93	7	0	101	6	0	33	0	39	0	0	3	0	3	325
Total	131	455	3	0	589	4	406	31	0	441	21	3	161	0	185	1	7	12	0	20	1235
5:00 PM	40	113	0	0	153	0	115	10	0	125	3	1	51	0	55	0	0	1	0	1	334
5:15 PM	36	116	1	0	153	1	102	5	0	108	2	4	57	0	63	1	0	2	0	3	327
5:30 PM	31	112	0	0	143	2	135	8	0	145	1	2	39	0	42	0	0	1	0	1	331
5:45 PM	41	120	1	0	162	2	106	13	0	121	4	1	45	0	50	0	2	2	0	4	337
Total	148	461	2	0	611	5	458	36	0	499	10	8	192	0	210	1	2	6	0	9	1329
Grand Total	478	1547	5	0	2030	18	1402	96	0	1516	41	17	534	1	592	2	11	29	0	42	4180
Approch %	23.5	76.2	0.2	0.0		1.2	92.5	6.3	0.0		6.9	2.9	90.2	0.2		4.8	26.2	69.0	0.0		
Total %	11.4	37.0	0.1	0.0	48.6	0.4	33.5	2.3	0.0	36.3	1.0	0.4	12.8	0.0	14.2	0.0	0.3	0.7	0.0	1.0	
Cars, PU, Vans	472	1495	5	0	1972	18	1353	96	0	1467	40	17	524	1	581	2	11	29	0	42	4062
% Cars, PU, Vans	98.7	96.6	100.0	0.0	97.1	100.0	96.5	100.0	0.0	96.8	97.6	100.0	98.1	100.0	98.1	100.0	100.0	100.0	0.0	100.0	97.2
Heavy Trucks	6	52	0	0	58	0	49	0	0	49	1	0	10	0	11	0	0	0	0	0	118
% Heavy Trucks	1.3	3.4	0.0	0.0	2.9	0.0	3.5	0.0	0.0	3.2	2.4	0.0	1.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.8

Project ID: 16-9303-004  
 Location: SR 53 & Dawson Forest Rd\_  
 City: Dawsonville

## PEAK HOURS

Day: Thursday  
 Date: 7/21/2016

AM

Start Time	SR 53 Northbound				SR 53 Southbound				Forest Rd. Thompson Creek Eastbound				Forest Rd. Thompson Creek Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	23	64	0	87	1	89	3	93	0	0	25	25	0	0	1	1	206
7:30 AM	25	87	0	112	4	67	2	73	3	2	24	29	0	0	1	1	215
7:45 AM	25	106	0	131	0	83	5	88	1	1	36	38	0	1	1	2	259
8:00 AM	24	80	0	104	2	58	4	64	1	1	22	24	0	0	3	3	195
Total Volume	97	337	0	434	7	297	14	318	5	4	107	116	0	1	6	7	875
% App. Total	22.4	77.6	0.0	100	2.2	93.4	4.4	100	4.3	3.4	92.2	100	0.0	14.3	85.7	100	
PHF	0.828				0.855				0.763				0.583				
Cars, PU, Vans	97	322	0	419	7	287	14	308	5	4	106	115	0	1	6	7	849
% Cars, PU, Vans	100.0	95.5	0.0	96.5	100.0	96.6	100.0	96.9	100.0	100.0	99.1	99.1	0.0	100.0	100.0	100.0	97.0
Heavy Trucks	0	15	0	15	0	10	0	10	0	0	1	1	0	0	0	0	26
% Heavy Trucks	0.0	4.5	0.0	3.5	0.0	3.4	0.0	3.1	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.0	3.0

PM

PM	SR 53 Northbound				SR 53 Southbound				Forest Rd. Thompson Creek Eastbound				Forest Rd. Thompson Creek Westbound				Int. Total
	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	Left	Thru	Rgt	App. Total	
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	40	113	0	153	0	115	10	125	3	1	51	55	0	0	1	1	334
5:15 PM	36	116	1	153	1	102	5	108	2	4	57	63	1	0	2	3	327
5:30 PM	31	112	0	143	2	135	8	145	1	2	39	42	0	0	1	1	331
5:45 PM	41	120	1	162	2	106	13	121	4	1	45	50	0	2	2	4	337
Total Volume	148	461	2	611	5	458	36	499	10	8	192	210	1	2	6	9	1329
% App. Total	24.2	75.5	0.3	100	1.0	91.8	7.2	100	4.8	3.8	91.4	100	11.1	22.2	66.7	100	
PHF	0.943				0.860				0.833				0.563				
Cars, PU, Vans	147	451	2	600	5	448	36	489	10	8	189	207	1	2	6	9	1305
% Cars, PU, Vans	99.3	97.8	100.0	98.2	100.0	97.8	100.0	98.0	100.0	100.0	98.4	98.6	100.0	100.0	100.0	100.0	98.2
Heavy Trucks	1	10	0	11	0	10	0	10	0	0	3	3	0	0	0	0	24
% Heavy Trucks	0.7	2.2	0.0	1.8	0.0	2.2	0.0	2.0	0.0	0.0	1.6	1.4	0.0	0.0	0.0	0.0	1.8

## Future Roadway/Intersection Projects


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TravelSmart



## SR 400 @ SR 53/CORR A1

Project ID:	132790-	Notice to Proceed Date:	1/21/2015
Project Manager:	Davida White	Construction Percent Complete:	42.95%
Office:	Program Delivery	Current Completion Date:	5/10/2017
County:	Dawson	Work Completion Date:	
Congressional District:	009	Construction Contract Amount:	
State Senate District.:	051	Construction Contractor:	C. W. MATTHEWS CONTRACTING CO., INC.
State House District:	009		
Project Type:	Reconstruction/Rehabilitation		
Project Status:	Under Construction		
Right of Way Authorization:			

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[Preconstruction Status Report](#)
[Construction Status Report](#)
[Submit feedback to project manager](#)

### Project Description:

Project is to provide operational improvements to the intersection of SR 400 @ SR 53. It is proposed to reconfigure the intersection from a traditional type intersection to a Displaced Left Turn (DLT) Intersection also known as a Continuous Flow Intersection (CFI). The design proposes to implement a 2-leg DLT with the legs on the north and south approaches along SR 400. The approaches to the intersection along SR 53 will remain a traditional intersection approach. A raised median is proposed on SR 53 for the intersection. Five signals will be installed for the DLT. One signal at the main intersection of SR 400 @ SR 53, one signal at each of the two DLT crossover movements that occur prior to the main intersection, and one signal at each right turn movement from SR 53 to SR 400. The current full access median break on SR 400 north of the intersection of SR 400 @ SR 53 will be converted to a left in only

Median break on SR 400 north of the intersection of SR 400 @ SR 53 will be converted to a left turn only from SR 400 with right in/right out access from the side street and driveway.

Activity	Program Year	Cost Estimate
PE (Preliminary Engineering)	1999	\$3,025,420.69
ROW (Right of Way)	2013	\$9,540,000.00
UTL (Utilities)	2015	\$529,100.00
CST (Construction)	2015	\$11,995,419.54



Project Documents
Concept Report
132790-_CR_APR2001.pdf
132790-_L&D_Affidavit of Publication & ADS_SEPOCT2011.pdf
132790-_L&D_SEP2011.pdf
132790-_REVCR_JUN2011.pdf
PoDI S&O Plan
132790- PoDI S&O Plan.pdf
Public Outreach
(CFI) left turn.pdf
3D Typical SR 400.pdf
3D Typical SR 53.pdf
Handouts.pdf
Project Display.pdf
SR 400 Display.pdf
SR 53 Display.pdf

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**TravelSmart**

## CR 252/DAWSON FOREST RD FM LUMPKIN CAMPGROUND RD TO SR 53

Project ID:	0008378	Notice to Proceed Date:
Project Manager:	Albert Shelby	Construction Percent % Complete:
Office:	Program Delivery	Current Completion Date:
County:	Dawson	Work Completion Date:
Congressional District:	009	Construction Contract Amount:
State Senate District.:	051	Construction Contractor:
State House District:	009	<a href="#">Select Another Project</a>
Project Type:	Reconstruction/Rehabilitation	<a href="#">Design Plan Documents</a>
Project Status:	Long Range Program	<a href="#">Preconstruction Status Report</a>
Right of Way Authorization:		<a href="#">Construction Status Report</a>

[Submit feedback to project manager](#)

### Project Description:

Activity	Program Year	Cost Estimate
PE (Preliminary Engineering)	2051	\$820,677.37
CST (Construction)	2051	\$10,258,467.16
UTL (Utilities)	LOCL	\$1,849,845.00
ROW (Right of Way)	LOCL	\$10,218,615.00



Project Documents

There are no items to show in this view.

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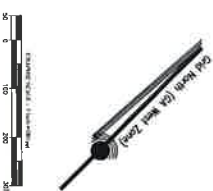
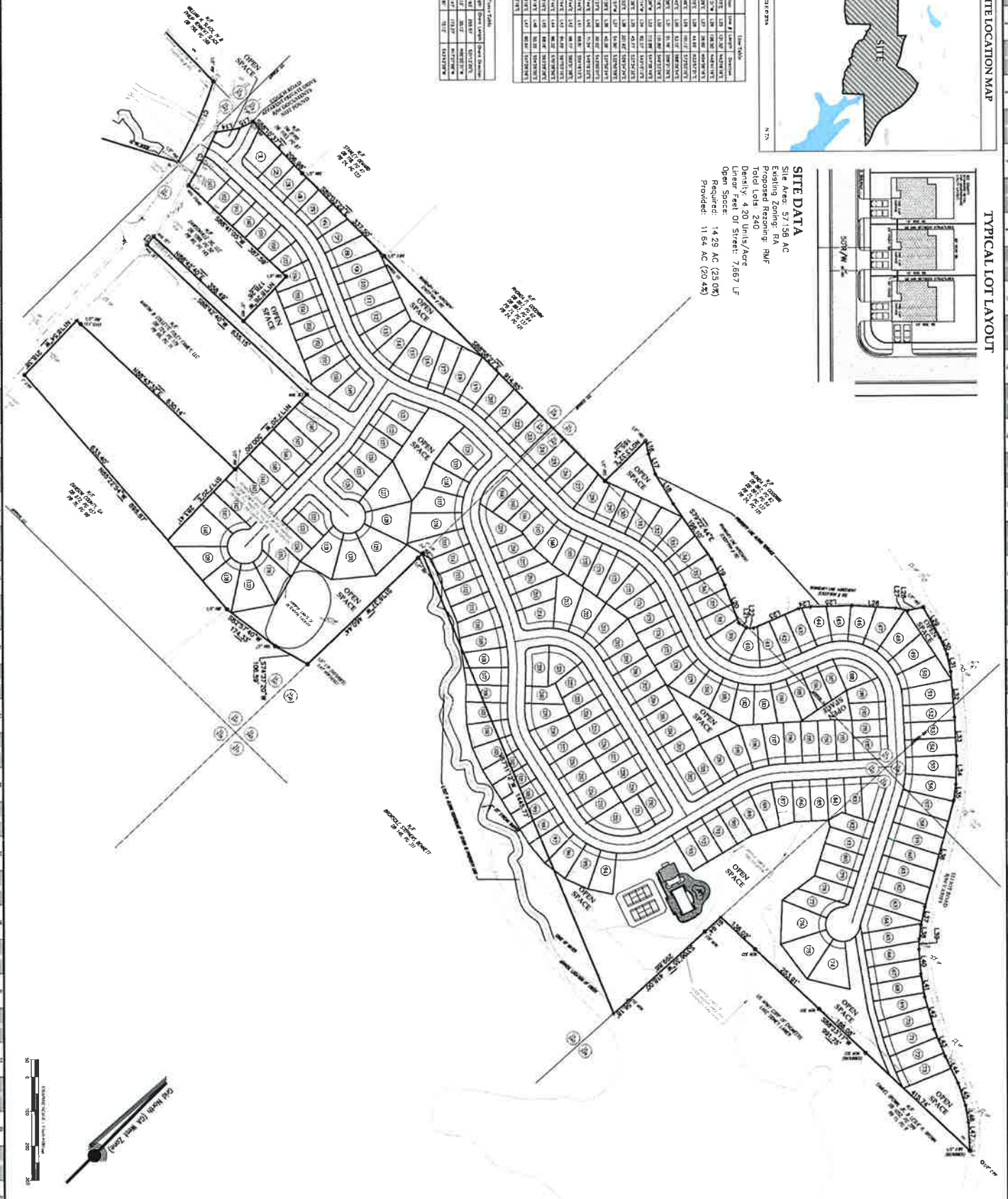
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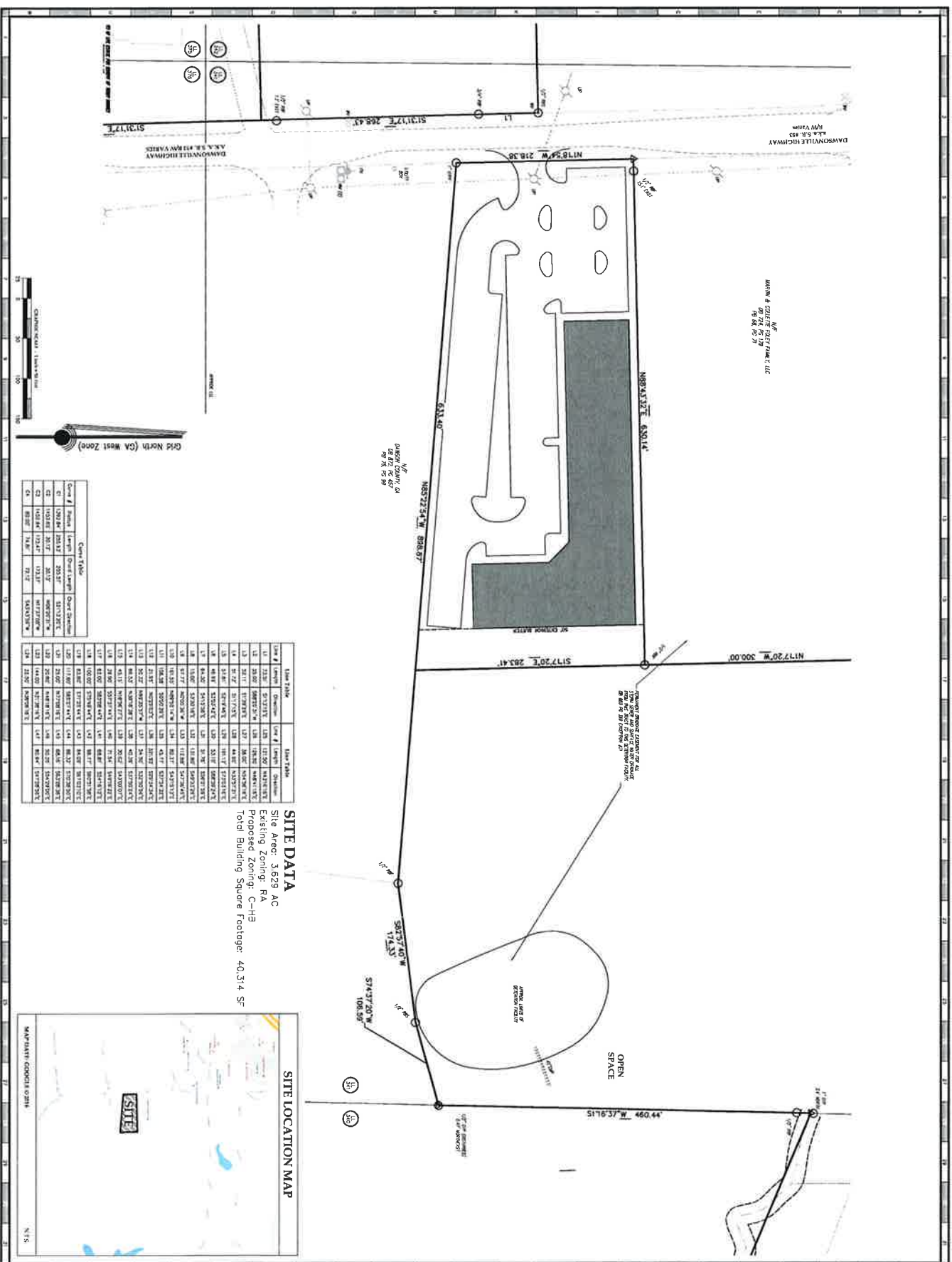
## Proposed Site Plan



Site Area: 57,158 AC  
Existing Zoning: RA  
Proposed Rezoning: RMF  
Total Lots: 240  
Density: 4.20 Units/Acre  
Linear Feet Of Street: 7,667 LF  
Open Space:  
Required: 14.29 AC (25.0%)  
Provided: 11.64 AC (20.4%)

Case #		Patient		Family		Lineage	
		Name	Sex	Name	Sex	Name	Sex
1	1001	John	M	John	M	John	M
2	1002	John	M	John	M	John	M
3	1003	John	M	John	M	John	M
4	1004	John	M	John	M	John	M
5	1005	John	M	John	M	John	M
6	1006	John	M	John	M	John	M
7	1007	John	M	John	M	John	M
8	1008	John	M	John	M	John	M
9	1009	John	M	John	M	John	M
10	1010	John	M	John	M	John	M
11	1011	John	M	John	M	John	M
12	1012	John	M	John	M	John	M
13	1013	John	M	John	M	John	M
14	1014	John	M	John	M	John	M
15	1015	John	M	John	M	John	M
16	1016	John	M	John	M	John	M
17	1017	John	M	John	M	John	M
18	1018	John	M	John	M	John	M
19	1019	John	M	John	M	John	M
20	1020	John	M	John	M	John	M
21	1021	John	M	John	M	John	M
22	1022	John	M	John	M	John	M
23	1023	John	M	John	M	John	M
24	1024	John	M	John	M	John	M
25	1025	John	M	John	M	John	M
26	1026	John	M	John	M	John	M
27	1027	John	M	John	M	John	M
28	1028	John	M	John	M	John	M
29	1029	John	M	John	M	John	M
30	1030	John	M	John	M	John	M
31	1031	John	M	John	M	John	M
32	1032	John	M	John	M	John	M
33	1033	John	M	John	M	John	M
34	1034	John	M	John	M	John	M
35	1035	John	M	John	M	John	M
36	1036	John	M	John	M	John	M
37	1037	John	M	John	M	John	M
38	1038	John	M	John	M	John	M
39	1039	John	M	John	M	John	M
40	1040	John	M	John	M	John	M
41	1041	John	M	John	M	John	M
42	1042	John	M	John	M	John	M
43	1043	John	M	John	M	John	M
44	1044	John	M	John	M	John	M
45	1045	John	M	John	M	John	M
46	1046	John	M	John	M	John	M
47	1047	John	M	John	M	John	M
48	1048	John	M	John	M	John	M
49	1049	John	M	John	M	John	M
50	1050	John	M	John	M	John	M
51	1051	John	M	John	M	John	M
52	1052	John	M	John	M	John	M
53	1053	John	M	John	M	John	M
54	1054	John	M	John	M	John	M
55	1055	John	M	John	M	John	M
56	1056	John	M	John	M	John	M
57	1057	John	M	John	M	John	M
58	1058	John	M	John	M	John	M
59	1059	John	M	John	M	John	M
60	1060	John	M	John	M	John	M
61	1061	John	M	John	M	John	M
62	1062	John	M	John	M	John	M
63	1063	John	M	John	M	John	M
64	1064	John	M	John	M	John	M
65	1065	John	M	John	M	John	M
66	1066	John	M	John	M	John	M
67	1067	John	M	John	M	John	M
68	1068	John	M	John	M	John	M
69	1069	John	M	John	M	John	M
70	1070	John	M	John	M	John	M
71	1071	John	M	John	M	John	M
72	1072	John	M	John	M	John	M
73	1073	John	M	John	M	John	M
74	1074	John	M	John	M	John	M
75	1075	John	M	John	M	John	M
76	1076	John	M	John	M	John	M
77	1077	John	M	John	M	John	M
78	1078	John	M	John	M	John	M
79	1079	John	M	John	M	John	M
80	1080	John	M	John	M	John	M
81	1081	John	M	John	M	John	M
82	1082	John	M	John	M	John	M
83	1083	John	M	John	M	John	M
84	1084	John	M	John	M	John	M
85	1085	John	M	John	M	John	M
86	1086	John	M	John	M	John	M
87	1087	John	M	John	M	John	M
88	1088	John	M	John	M	John	M
89	1089	John	M	John	M	John	M
90	1090	John	M	John	M	John	M
91	1091	John	M	John	M	John	M
92	1092	John	M	John	M	John	M
93	1093	John	M	John	M	John	M
94	1094	John	M	John	M	John	M
95	1095	John	M	John	M	John	M
96	1096	John	M	John	M	John	M
97	1097	John	M	John	M	John	M
98	1098	John	M	John	M	John	M
99	1099	John	M	John	M	John	M
100	1100	John	M	John	M	John	M





W/ & COLLECT FOR PLANT, LLC  
 10000 N. 10000 E. 10000 S. 10000 W.  
 10000 N. 10000 E. 10000 S. 10000 W.

W/ & COLLECT FOR PLANT, LLC  
 10000 N. 10000 E. 10000 S. 10000 W.  
 10000 N. 10000 E. 10000 S. 10000 W.

Corner Table

Corner #	Station	Length	Bearing	Station
1	10000.00	10000.00	S 00° 00' 00" E	10000.00
2	10000.00	10000.00	S 00° 00' 00" E	10000.00
3	10000.00	10000.00	S 00° 00' 00" E	10000.00
4	10000.00	10000.00	S 00° 00' 00" E	10000.00

Line #	Length	Bearing	Station	Line #	Length	Bearing	Station
1	10000.00	S 00° 00' 00" E	10000.00	1	10000.00	S 00° 00' 00" E	10000.00
2	10000.00	S 00° 00' 00" E	10000.00	2	10000.00	S 00° 00' 00" E	10000.00
3	10000.00	S 00° 00' 00" E	10000.00	3	10000.00	S 00° 00' 00" E	10000.00
4	10000.00	S 00° 00' 00" E	10000.00	4	10000.00	S 00° 00' 00" E	10000.00

**SITE DATA**  
 Site Area: 3.629 AC  
 Existing Zoning: RA  
 Proposed Zoning: C-H3  
 Total Building Square Footage: 40,314 SF



**PROJECT:** SR 53 FRONTAGE TRACT

**OWNER/DEVELOPER:** W/ & COLLECT FOR PLANT, LLC

**24 HOUR CONTACT:**

**SHEET TITLE:** REZONING EXHIBIT

**DRAWING DATE:** 2016-07-10

**STAMP:**

**SHEET REVISIONS:**

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2016-07-10

**SHEET:** C0101

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APPENDIX E

# Intersection Volume Worksheets

Trip Generation Analysis (9th Ed.) 3 SR 53 Tracts TIA Dawson County, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Site Traffic</b>								
230 Residential Condominium/Townhouse	95 d.u.	616	50	9	41	58	39	19
251 Senior Adult Housing-Detached	240 d.u.	1,030	71	25	46	87	53	34
820 Shopping Center	40,314 s.f. gross leasable area	1,722	39	24	15	150	72	78
<b>Gross Trips</b>		<b>3,368</b>	<b>160</b>	<b>58</b>	<b>102</b>	<b>295</b>	<b>164</b>	<b>131</b>
Residential Trips 251		1,030	71	25	46	87	53	34
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips 251		1,030	71	25	46	87	53	34
Residential Trips 230		616	50	9	41	58	39	19
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips 230		616	50	9	41	58	39	19
Retail Trips 820		1,722	39	24	15	150	72	78
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Retail Trips 820		1,722	39	24	15	150	72	78
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0
<b>New Trips</b>		<b>3,368</b>	<b>160</b>	<b>58</b>	<b>102</b>	<b>295</b>	<b>164</b>	<b>131</b>
<b>Driveway Volumes</b>		<b>3,368</b>	<b>160</b>	<b>58</b>	<b>102</b>	<b>295</b>	<b>164</b>	<b>131</b>

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Beartooth Parkway/Elliott Drive AM PEAK HOUR

Description	SR 53 Northbound			SR 53 Southbound			Beartooth Pkwy/Elliott Dr Eastbound			Beartooth Pkwy/Elliott Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	14	371	12	4	274	22	11	4	37	9	8	13
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	15	0	0	14	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.96			0.80			0.84	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	15	402	13	4	297	24	12	4	40	10	9	14
<b>Project Trips</b>												
Trip Distribution IN					50%				15%			
Trip Distribution OUT	15%	50%										
Residential Trips 251	7	23	0	0	13	0	0	0	4	0	0	0
Trip Distribution IN					50%				15%			
Trip Distribution OUT	15%	50%										
Residential Trips 230	6	21	0	0	5	0	0	0	1	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT		60%										
Retail Trips 820	0	9	0	0	12	0	0	0	2	0	0	0
Total Project Trips	13	53	0	0	30	0	0	0	7	0	0	0
<b>2020 Buildout Total</b>	<b>28</b>	<b>455</b>	<b>13</b>	<b>4</b>	<b>327</b>	<b>24</b>	<b>12</b>	<b>4</b>	<b>47</b>	<b>10</b>	<b>9</b>	<b>14</b>

### PM PEAK HOUR

Description	SR 53 Northbound			SR 53 Southbound			Beartooth Pkwy/Elliott Dr Eastbound			Beartooth Pkwy/Elliott Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	25	486	8	22	419	67	37	6	42	24	8	27
Pedestrians											1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	11	0	0	14	1	1	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	3%	1%	3%	0%	0%	0%	0%	0%
Peak Hour Factor		0.94			0.85			0.76			0.78	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	27	526	9	24	454	73	40	6	45	26	9	29
<b>Project Trips</b>												
Trip Distribution IN					50%				15%			
Trip Distribution OUT	15%	50%										
Residential Trips 251	5	17	0	0	27	0	0	0	8	0	0	0
Trip Distribution IN					50%				15%			
Trip Distribution OUT	15%	50%										
Residential Trips 230	3	10	0	0	20	0	0	0	6	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT		60%										
Retail Trips 820	0	47	0	0	36	0	0	0	7	0	0	0
Total Project Trips	8	74	0	0	83	0	0	0	21	0	0	0
<b>2020 Buildout Total</b>	<b>35</b>	<b>600</b>	<b>9</b>	<b>24</b>	<b>537</b>	<b>73</b>	<b>40</b>	<b>6</b>	<b>66</b>	<b>26</b>	<b>9</b>	<b>29</b>

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Hughes Court (Dwy #1)/Couch Road (Dwy #2) AM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Hughes Ct/Couch Rd <u>Eastbound</u>			Hughes Ct/Couch Rd <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	0	375	3	1	346	0	0	0	1	1	1	0
Pedestrians	0			0			0			1		
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	15	0	0	12	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.83			0.94			0.25			0.50		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	0	406	3	1	375	0	0	0	1	1	1	0
<b>Project Trips</b>												
Trip Distribution IN			30%	60%	5%							
Trip Distribution OUT		5%								30%		60%
Residential Trips 251	0	2	8	15	1	0	0	0	0	14	0	28
Trip Distribution IN	35%					65%						
Trip Distribution OUT							65%		35%			
Residential Trips 230	3	0	0	0	0	6	27	0	14	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Retail Trips 820	0	9	0	0	14	0	0	0	0	0	0	0
Total Project Trips	3	11	8	15	15	6	27	0	14	14	0	28
<b>2020 Buildout Total</b>	3	417	11	16	390	6	27	0	15	15	1	28

### PM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Hughes Ct/Couch Rd <u>Eastbound</u>			Hughes Ct/Couch Rd <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	1	511	2	0	492	2	2	0	2	2	1	2
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	13	0	0	16	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.91			0.91			0.50			0.63		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	1	553	2	0	533	2	2	0	2	2	1	2
<b>Project Trips</b>												
Trip Distribution IN			30%	60%	5%							
Trip Distribution OUT		5%								30%		60%
Residential Trips 251	0	2	16	32	3	0	0	0	0	10	0	20
Trip Distribution IN	35%					65%						
Trip Distribution OUT							65%		35%			
Residential Trips 230	14	0	0	0	0	25	12	0	7	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Retail Trips 820	0	47	0	0	43	0	0	0	0	0	0	0
Total Project Trips	14	49	16	32	46	25	12	0	7	10	0	20
<b>2020 Buildout Total</b>	15	602	18	32	579	27	14	0	9	12	1	22

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Tractor Supply (Dwy #3) AM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Harvest Circle <u>Eastbound</u>			TSC (Dwy #3) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	1	399	9	7	314	0	1	1	2	1	1	8
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	15	0	1	13	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	14%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.89			0.88			1.00			0.45	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	1	432	10	8	340	0	1	1	2	1	1	9
<b>Project Trips</b>												
Trip Distribution IN		30%	5%	5%								
Trip Distribution OUT					30%					5%		5%
Residential Trips 251	0	8	1	1	14	0	0	0	0	2	0	2
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 230	0	3	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Retail Trips 820	0	9	0	0	14	0	0	0	0	0	0	0
Total Project Trips	0	20	1	1	42	0	0	0	0	2	0	2
<b>2020 Buildout Total</b>	1	452	11	9	382	0	1	1	2	3	1	11

### PM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Harvest Circle <u>Eastbound</u>			TSC (Dwy #3) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	4	473	28	34	451	7	5	0	2	17	1	42
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	13	0	0	16	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.92			0.58			0.88	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	4	512	30	37	488	8	5	0	2	18	1	45
<b>Project Trips</b>												
Trip Distribution IN		30%	5%	5%								
Trip Distribution OUT					30%					5%		5%
Residential Trips 251	0	16	3	3	10	0	0	0	0	2	0	2
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 230	0	14	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Retail Trips 820	0	47	0	0	43	0	0	0	0	0	0	0
Total Project Trips	0	77	3	3	60	0	0	0	0	2	0	2
<b>2020 Buildout Total</b>	4	589	33	40	548	8	5	0	2	20	1	47

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Dawson Forest Road/Thompson Creek Park Rd AM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Dawson Forest Road <u>Eastbound</u>			Thompson Creek Park Rd <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	106	367	0	8	324	15	5	4	117	0	1	7
Pedestrians	0			0			0			1		
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	15	0	0	10	0	0	0	1	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	3%	0%	0%	0%	1%	0%	0%	0%
Peak Hour Factor	0.83			0.86			0.76			0.58		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	115	397	0	9	351	16	5	4	127	0	1	8
<b>Project Trips</b>												
Trip Distribution IN		20%					15%					
Trip Distribution OUT					20%	15%						
Residential Trips 251	0	5	0	0	9	7	4	0	0	0	0	0
Trip Distribution IN		20%					15%					
Trip Distribution OUT					20%	15%						
Residential Trips 230	0	2	0	0	8	6	1	0	0	0	0	0
Trip Distribution IN		30%					10%					
Trip Distribution OUT					30%	10%						
Retail Trips 820	0	7	0	0	5	2	2	0	0	0	0	0
Total Project Trips	0	14	0	0	22	15	7	0	0	0	0	0
<b>2020 Buildout Total</b>	<b>115</b>	<b>411</b>	<b>0</b>	<b>9</b>	<b>373</b>	<b>31</b>	<b>12</b>	<b>4</b>	<b>127</b>	<b>0</b>	<b>1</b>	<b>8</b>

### PM PEAK HOUR

Description	SR 53 <u>Northbound</u>			SR 53 <u>Southbound</u>			Dawson Forest Road <u>Eastbound</u>			Thompson Creek Park Rd <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	148	461	2	5	458	36	10	8	192	1	2	6
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	10	0	0	10	0	0	0	3	0	0	0
Heavy Vehicle %	1%	2%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%
Peak Hour Factor	0.94			0.86			0.83			0.56		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	160	499	2	5	496	39	11	9	208	1	2	6
<b>Project Trips</b>												
Trip Distribution IN		20%					15%					
Trip Distribution OUT					20%	15%						
Residential Trips 251	0	11	0	0	7	5	8	0	0	0	0	0
Trip Distribution IN		20%					15%					
Trip Distribution OUT					20%	15%						
Residential Trips 230	0	8	0	0	4	3	6	0	0	0	0	0
Trip Distribution IN		30%					10%					
Trip Distribution OUT					30%	10%						
Retail Trips 820	0	22	0	0	23	8	7	0	0	0	0	0
Total Project Trips	0	41	0	0	34	16	21	0	0	0	0	0
<b>2020 Buildout Total</b>	<b>160</b>	<b>540</b>	<b>2</b>	<b>5</b>	<b>530</b>	<b>55</b>	<b>32</b>	<b>9</b>	<b>208</b>	<b>1</b>	<b>2</b>	<b>6</b>

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## INTERSECTION VOLUME DEVELOPMENT

### SR 53 at Proposed Dwy#4 AM PEAK HOUR

Description	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Seasonally Adjusted 2016 Traffic Volumes	0	379	0	0	317	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	15	0	0	13	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	0	410	0	0	343	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 251	0	9	0	0	16	0	0	0	0	0	0	0
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 230	0	3	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN			40%	60%								
Trip Distribution OUT										40%		60%
Retail Trips 820	0	0	10	14	0	0	0	0	0	6	0	9
Total Project Trips	0	12	10	14	30	0	0	0	0	6	0	9
<b>2020 Buildout Total</b>	0	422	10	14	373	0	0	0	0	6	0	9

### PM PEAK HOUR

Description	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	477	0	0	470	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	10	0	0	16	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082
2020 Background Traffic	0	516	0	0	509	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 251	0	19	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN		35%										
Trip Distribution OUT					35%							
Residential Trips 230	0	14	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN			40%	60%								
Trip Distribution OUT										40%		60%
Retail Trips 820	0	0	29	43	0	0	0	0	0	31	0	47
Total Project Trips	0	33	29	43	19	0	0	0	0	31	0	47
<b>2020 Buildout Total</b>	0	549	29	43	528	0	0	0	0	31	0	47

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



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## *Synchro Analysis Reports*

# HCM Unsignalized Intersection Capacity Analysis

















## 1: SR 53 & Beartooth Pkwy/Elliott Dr

3 SR 53 Tracts TIA  
Existing AM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	4	37	9	8	13	14	371	12	4	274	22
Future Volume (Veh/h)	11	4	37	9	8	13	14	371	12	4	274	22
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91	0.96	0.96	0.96
Hourly flow rate (vph)	14	5	46	11	10	15	15	408	13	4	285	23
Pedestrians	1											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	3.5											
Percent Blockage	0											
Right turn flare (veh)	4											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	751	745	285	741	738	416	285				422	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	751	745	285	741	738	416	285				422	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	95	99	94	96	97	98	99				100	
cM capacity (veh/h)	311	339	759	307	342	641	1289				1147	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	14	51	36	15	421	4	285	23				
Volume Left	14	0	11	15	0	4	0	0				
Volume Right	0	46	15	0	13	0	0	23				
cSH	311	841	407	1289	1700	1147	1700	1700				
Volume to Capacity	0.05	0.06	0.09	0.01	0.25	0.00	0.17	0.01				
Queue Length 95th (ft)	4	5	7	1	0	0	0	0				
Control Delay (s)	17.1	10.6	14.7	7.8	0.0	8.1	0.0	0.0				
Lane LOS	C	B	B	A		A						
Approach Delay (s)	12.0		14.7	0.3		0.1						
Approach LOS	B		B									
Intersection Summary												
Average Delay	1.7											
Intersection Capacity Utilization	35.3%			ICU Level of Service					A			
Analysis Period (min)	15											


# HCM Unsignalized Intersection Capacity Analysis 2: SR 53 & Hughes Ct/Couch Rd

3 SR 53 Tracts TIA  
Existing AM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	1	1	0	0	375	3	1	346	0
Future Volume (Veh/h)	0	0	1	1	1	0	0	375	3	1	346	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	4	2	2	0	0	452	4	1	368	0
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	825	827	368	829	825	455	368			457		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	825	827	368	829	825	455	368			457		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	99	100	100			100		
cM capacity (veh/h)	292	309	682	290	309	609	1202			1113		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	4	456	369								
Volume Left	0	2	0	1								
Volume Right	4	0	4	0								
cSH	682	299	1202	1113								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	10.3	17.2	0.0	0.0								
Lane LOS	B	C		A								
Approach Delay (s)	10.3	17.2	0.0	0.0								
Approach LOS	B	C										
<b>Intersection Summary</b>												
Average Delay			0.1									
Intersection Capacity Utilization			29.9%			ICU Level of Service				A		
Analysis Period (min)			15									



















# HCM Unsignalized Intersection Capacity Analysis 3: SR 53 & Harvest Circle/TSC

3 SR 53 Tracts TIA  
Existing AM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	1	1	2	1	1	8	1	399	9	7	314	0
Future Volume (Veh/h)	1	1	2	1	1	8	1	399	9	7	314	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	0.45	0.45	0.45	0.89	0.89	0.89	0.88	0.88	0.88
Hourly flow rate (vph)	1	1	2	2	2	18	1	448	10	8	357	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	842	833	357	826	823	448	357			458		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	842	833	357	826	823	448	357			458		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.4		
p0 queue free %	100	100	100	99	99	97	100			99		
cM capacity (veh/h)	275	304	692	290	308	615	1213			1028		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	4	22	1	448	10	8	357	0				
Volume Left	1	2	1	0	0	8	0	0				
Volume Right	2	18	0	0	10	0	0	0				
cSH	407	516	1213	1700	1700	1028	1700	1700				
Volume to Capacity	0.01	0.04	0.00	0.26	0.01	0.01	0.21	0.00				
Queue Length 95th (ft)	1	3	0	0	0	1	0	0				
Control Delay (s)	13.9	12.3	8.0	0.0	0.0	8.5	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	13.9	12.3	0.0			0.2						
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			0.5									
Intersection Capacity Utilization			31.0%			ICU Level of Service				A		
Analysis Period (min)			15									






















HCM Unsignalized Intersection Capacity Analysis  
4: SR 53 & Dawson Forest Road/Thompson Creek Park Road

3 SR 53 Tracts TIA  
Existing AM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	117	0	1	7	106	367	0	8	324	15
Future Volume (Veh/h)	5	4	117	0	1	7	106	367	0	8	324	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.58	0.58	0.58	0.83	0.83	0.83	0.86	0.86	0.86
Hourly flow rate (vph)	7	5	154	0	2	12	128	442	0	9	377	17
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)			8									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1106	1094	377	1096	1094	443	377			443		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1106	1094	377	1096	1094	443	377			443		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	97	77	100	99	98	89			99		
cM capacity (veh/h)	168	191	672	132	191	618	1193			1127		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	166	14	570	386	17							
Volume Left	7	0	128	9	0							
Volume Right	154	12	0	0	17							
cSH	724	468	1193	1127	1700							
Volume to Capacity	0.23	0.03	0.11	0.01	0.01							
Queue Length 95th (ft)	22	2	9	1	0							
Control Delay (s)	13.0	12.9	2.8	0.3	0.0							
Lane LOS	B	B	A	A								
Approach Delay (s)	13.0	12.9	2.8	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			57.3%			ICU Level of Service				B		
Analysis Period (min)			15									


HCM Unsignalized Intersection Capacity Analysis  
1: SR 53 & Beartooth Pkwy/Elliott Dr

3 SR 53 Tracts TIA  
Existing PM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	6	42	24	8	27	25	486	8	22	419	67
Future Volume (Veh/h)	37	6	42	24	8	27	25	486	8	22	419	67
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.76	0.76	0.76	0.78	0.78	0.78	0.94	0.94	0.94	0.85	0.85	0.85
Hourly flow rate (vph)	49	8	55	31	10	35	27	517	9	26	493	79
Pedestrians	1											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	3.5											
Percent Blockage	0											
Right turn flare (veh)	4											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1156	1126	493	1126	1122	522	493	527				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1156	1126	493	1126	1122	522	493	527				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	67	96	91	80	95	94	98	98				
cM capacity (veh/h)	150	196	580	155	197	558	1081	1049				
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	49	63	76	27	526	26	493	79				
Volume Left	49	0	31	27	0	26	0	0				
Volume Right	0	55	35	0	9	0	0	79				
cSH	150	664	242	1081	1700	1049	1700	1700				
Volume to Capacity	0.33	0.09	0.31	0.02	0.31	0.02	0.29	0.05				
Queue Length 95th (ft)	33	8	32	2	0	2	0	0				
Control Delay (s)	40.3	13.4	26.5	8.4	0.0	8.5	0.0	0.0				
Lane LOS	E	B	D	A		A						
Approach Delay (s)	25.2		26.5	0.4		0.4						
Approach LOS	D		D									
Intersection Summary												
Average Delay	3.9											
Intersection Capacity Utilization	42.8%			ICU Level of Service				A				
Analysis Period (min)	15											





















# HCM Unsignalized Intersection Capacity Analysis 2: SR 53 & Hughes Ct/Couch Rd

3 SR 53 Tracts TIA  
Existing PM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	2	0	2	2	1	2	1	511	2	0	492	2
Future Volume (Veh/h)	2	0	2	2	1	2	1	511	2	0	492	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.63	0.63	0.63	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	0	4	3	2	3	1	562	2	0	541	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1111	1108	542	1111	1108	563	543			564		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1111	1108	542	1111	1108	563	543			564		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	98	99	99	100			100		
cM capacity (veh/h)	185	211	544	187	211	530	1036			1018		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	8	565	543								
Volume Left	4	3	1	0								
Volume Right	4	3	2	2								
cSH	277	256	1036	1018								
Volume to Capacity	0.03	0.03	0.00	0.00								
Queue Length 95th (ft)	2	2	0	0								
Control Delay (s)	18.4	19.5	0.0	0.0								
Lane LOS	C	C	A									
Approach Delay (s)	18.4	19.5	0.0	0.0								
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			37.8%			ICU Level of Service				A		
Analysis Period (min)			15									


# HCM Unsignalized Intersection Capacity Analysis 3: SR 53 & Harvest Circle/TSC

3 SR 53 Tracts TIA  
Existing PM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	17	1	42	4	473	28	34	451	7
Future Volume (Veh/h)	5	0	2	17	1	42	4	473	28	34	451	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	3	19	1	48	4	498	29	37	490	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1118	1099	490	1073	1078	498	498			527		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1118	1099	490	1073	1078	498	498			527		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	99	90	100	92	100			96		
cM capacity (veh/h)	165	206	582	193	212	576	1076			1050		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	12	68	4	498	29	37	490	8				
Volume Left	9	19	4	0	0	37	0	0				
Volume Right	3	48	0	0	29	0	0	8				
cSH	201	364	1076	1700	1700	1050	1700	1700				
Volume to Capacity	0.06	0.19	0.00	0.29	0.02	0.04	0.29	0.00				
Queue Length 95th (ft)	5	17	0	0	0	3	0	0				
Control Delay (s)	24.1	17.1	8.4	0.0	0.0	8.6	0.0	0.0				
Lane LOS	C	C	A			A						
Approach Delay (s)	24.1	17.1	0.1			0.6						
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			38.4%		ICU Level of Service				A			
Analysis Period (min)			15									






















# HCM Unsignalized Intersection Capacity Analysis 4: SR 53 & Dawson Forest Road/Thompson Creek Park Road

3 SR 53 Tracts TIA  
Existing PM 2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	↗
Traffic Volume (veh/h)	10	8	192	1	2	6	148	461	2	5	458	36
Future Volume (Veh/h)	10	8	192	1	2	6	148	461	2	5	458	36
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.56	0.56	0.56	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	12	10	231	2	4	11	157	490	2	6	533	42
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			8									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1363	1351	533	1355	1350	491	533			492		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1363	1351	533	1355	1350	491	533			492		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	92	58	97	97	98	85			99		
cM capacity (veh/h)	107	128	547	61	128	582	1040			1082		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	253	17	649	539	42							
Volume Left	12	2	157	6	0							
Volume Right	231	11	2	0	42							
cSH	599	205	1040	1082	1700							
Volume to Capacity	0.42	0.08	0.15	0.01	0.02							
Queue Length 95th (ft)	52	7	13	0	0							
Control Delay (s)	18.6	24.1	3.7	0.2	0.0							
Lane LOS	C	C	A	A								
Approach Delay (s)	18.6	24.1	3.7	0.1								
Approach LOS	C	C										
<b>Intersection Summary</b>												
Average Delay			5.1									
Intersection Capacity Utilization			70.3%			ICU Level of Service				C		
Analysis Period (min)			15									




















# HCM Unsignalized Intersection Capacity Analysis 1: SR 53 & Beartooth Pkwy/Elliott Dr

3 SR 53 Tracts TIA  
Build AM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	4	47	10	9	14	28	455	13	4	327	24
Future Volume (Veh/h)	12	4	47	10	9	14	28	455	13	4	327	24
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.91	0.91	0.91	0.96	0.96	0.96
Hourly flow rate (vph)	15	5	59	12	11	17	31	500	14	4	341	25
Pedestrians	1											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	3.5											
Percent Blockage	0											
Right turn flare (veh)	4											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	934	926	341	922	919	508	341	515				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	934	926	341	922	919	508	341	515				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	93	98	92	95	96	97	97	100				
cM capacity (veh/h)	228	263	706	223	265	568	1229	1060				
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	15	64	40	31	514	4	341	25				
Volume Left	15	0	12	31	0	4	0	0				
Volume Right	0	59	17	0	14	0	0	25				
cSH	228	766	320	1229	1700	1060	1700	1700				
Volume to Capacity	0.07	0.08	0.13	0.03	0.30	0.00	0.20	0.01				
Queue Length 95th (ft)	5	7	11	2	0	0	0	0				
Control Delay (s)	21.9	11.2	17.9	8.0	0.0	8.4	0.0	0.0				
Lane LOS	C	B	C	A		A						
Approach Delay (s)	13.2		17.9	0.5		0.1						
Approach LOS	B		C									
Intersection Summary												
Average Delay	2.0											
Intersection Capacity Utilization	40.0%			ICU Level of Service					A			
Analysis Period (min)	15											





















# HCM Unsignalized Intersection Capacity Analysis 2: SR 53 & Hughes Ct/Dwy#1/Dwy #2

3 SR 53 Tracts TIA  
Build AM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	15	15	1	28	3	417	11	16	390	6
Future Volume (Veh/h)	27	0	15	15	1	28	3	417	11	16	390	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.50	0.50	0.50	0.83	0.83	0.83	0.94	0.94	0.94
Hourly flow rate (vph)	108	0	60	30	2	56	4	502	13	17	415	6
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								721				
pX, platoon unblocked	0.82	0.82		0.82	0.82	0.82				0.82		
vC, conflicting volume	1016	973	415	1020	966	503	421			516		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	908	855	415	912	846	280	421			295		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	43	100	91	84	99	91	100			98		
cM capacity (veh/h)	188	238	642	187	241	624	1149			1043		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	168	88	506	13	17	415	6					
Volume Left	108	30	4	0	17	0	0					
Volume Right	60	56	0	13	0	0	6					
cSH	252	340	1149	1700	1043	1700	1700					
Volume to Capacity	0.67	0.26	0.00	0.01	0.02	0.24	0.00					
Queue Length 95th (ft)	107	25	0	0	1	0	0					
Control Delay (s)	44.0	19.2	0.1	0.0	8.5	0.0	0.0					
Lane LOS	E	C	A		A							
Approach Delay (s)	44.0	19.2	0.1		0.3							
Approach LOS	E	C										
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilization			38.8%	ICU Level of Service						A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis 3: SR 53 & Harvest Circle/TSC/Dwy #3



















3 SR 53 Tracts TIA  
Build AM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	2	3	1	11	1	452	11	9	382	0
Future Volume (Veh/h)	1	1	2	3	1	11	1	452	11	9	382	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	0.45	0.45	0.45	0.89	0.89	0.89	0.88	0.88	0.88
Hourly flow rate (vph)	1	1	2	7	2	24	1	508	12	10	434	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								394				
pX, platoon unblocked	0.78	0.78		0.78	0.78	0.78				0.78		
vC, conflicting volume	989	976	434	966	964	508	434			520		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	848	831	434	819	816	234	434			250		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.4		
p0 queue free %	100	100	100	97	99	96	100			99		
cM capacity (veh/h)	211	238	626	229	243	635	1136			967		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	4	33	1	508	12	10	434	0				
Volume Left	1	7	1	0	0	10	0	0				
Volume Right	2	24	0	0	12	0	0	0				
cSH	330	431	1136	1700	1700	967	1700	1700				
Volume to Capacity	0.01	0.08	0.00	0.30	0.01	0.01	0.26	0.00				
Queue Length 95th (ft)	1	6	0	0	0	1	0	0				
Control Delay (s)	16.1	14.1	8.2	0.0	0.0	8.8	0.0	0.0				
Lane LOS	C	B	A			A						
Approach Delay (s)	16.1	14.1	0.0			0.2						
Approach LOS	C	B										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			33.8%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis 4: SR 53 & Dawson Forest Road/Thompson Creek Park Road

3 SR 53 Tracts TIA

Build AM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	4	127	0	1	8	115	411	0	9	373	31
Future Volume (Veh/h)	12	4	127	0	1	8	115	411	0	9	373	31
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.76	0.76	0.76	0.58	0.58	0.58	0.83	0.83	0.83	0.86	0.86	0.86
Hourly flow rate (vph)	16	5	167	0	2	14	139	495	0	10	434	36
Pedestrians	1											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	3.5											
Percent Blockage	0											
Right turn flare (veh)	8											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)	1197											
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93					
vC, conflicting volume	1242	1228	434	1230	1228	496	434			496		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1221	1206	349	1209	1206	496	349			496		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	97	74	100	99	98	88			99		
cM capacity (veh/h)	127	149	645	97	149	577	1131			1077		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	188	16	634	444	36							
Volume Left	16	0	139	10	0							
Volume Right	167	14	0	0	36							
cSH	726	424	1131	1077	1700							
Volume to Capacity	0.26	0.04	0.12	0.01	0.02							
Queue Length 95th (ft)	26	3	10	1	0							
Control Delay (s)	15.3	13.8	3.1	0.3	0.0							
Lane LOS	C	B	A	A								
Approach Delay (s)	15.3	13.8	3.1	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay	3.9											
Intersection Capacity Utilization	65.7%				ICU Level of Service				C			
Analysis Period (min)	15											






















# HCM Signalized Intersection Capacity Analysis 5: SR 53 & Dwy #4

3 SR 53 Tracts TIA  
Build AM 2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	9	422	10	14	373
Future Volume (vph)	6	9	422	10	14	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	4.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.92		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1714		1827	1615	1805	1827
Flt Permitted	0.98		1.00	1.00	0.34	1.00
Satd. Flow (perm)	1714		1827	1615	655	1827
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	7	10	480	11	16	424
RTOR Reduction (vph)	6	0	0	7	0	0
Lane Group Flow (vph)	11	0	480	4	16	424
Heavy Vehicles (%)	0%	0%	4%	0%	0%	4%
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Actuated Green, G (s)	18.0		18.0	18.0	18.0	18.0
Effective Green, g (s)	18.0		18.0	18.0	18.0	18.0
Actuated g/C Ratio	0.40		0.40	0.40	0.40	0.40
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Lane Grp Cap (vph)	685		730	646	262	730
v/s Ratio Prot	c0.01		c0.26			0.23
v/s Ratio Perm				0.00	0.02	
v/c Ratio	0.02		0.66	0.01	0.06	0.58
Uniform Delay, d1	8.2		11.0	8.1	8.3	10.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0		4.6	0.0	0.4	3.4
Delay (s)	8.2		15.6	8.1	8.7	13.9
Level of Service	A		B	A	A	B
Approach Delay (s)	8.2		15.4			13.7
Approach LOS	A		B			B
<b>Intersection Summary</b>						
HCM 2000 Control Delay			14.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.34			
Actuated Cycle Length (s)			45.0		Sum of lost time (s)	9.0
Intersection Capacity Utilization			33.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						




















# HCM Unsignalized Intersection Capacity Analysis 1: SR 53 & Beartooth Pkwy/Elliott Dr

3 SR 53 Tracts TIA  
Build PM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	6	66	26	9	29	35	600	9	24	537	73
Future Volume (Veh/h)	40	6	66	26	9	29	35	600	9	24	537	73
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.76	0.76	0.76	0.78	0.78	0.78	0.94	0.94	0.94	0.85	0.85	0.85
Hourly flow rate (vph)	53	8	87	33	12	37	37	638	10	28	632	86
Pedestrians	1											
Lane Width (ft)	12.0											
Walking Speed (ft/s)	3.5											
Percent Blockage	0											
Right turn flare (veh)	4											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1443	1411	632	1410	1406	644	632	649				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1443	1411	632	1410	1406	644	632	649				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	40	94	82	62	91	92	96	97				
cM capacity (veh/h)	89	130	484	87	131	476	960	946				
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	53	95	82	37	648	28	632	86				
Volume Left	53	0	33	37	0	28	0	0				
Volume Right	0	87	37	0	10	0	0	86				
cSH	89	528	149	960	1700	946	1700	1700				
Volume to Capacity	0.60	0.18	0.55	0.04	0.38	0.03	0.37	0.05				
Queue Length 95th (ft)	69	16	69	3	0	2	0	0				
Control Delay (s)	92.6	15.8	55.2	8.9	0.0	8.9	0.0	0.0				
Lane LOS	F	C	F	A		A						
Approach Delay (s)	43.3		55.2	0.5		0.3						
Approach LOS	E		F									
Intersection Summary												
Average Delay	6.9											
Intersection Capacity Utilization	49.1%			ICU Level of Service					A			
Analysis Period (min)	15											

# HCM Unsignalized Intersection Capacity Analysis 2: SR 53 & Hughes Ct/Dwy #1/Dwy #2





















3 SR 53 Tracts TIA  
Build PM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	9	12	1	22	15	602	18	32	579	27
Future Volume (Veh/h)	14	0	9	12	1	22	15	602	18	32	579	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.63	0.63	0.63	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	28	0	18	19	2	35	16	662	20	35	636	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							700					
pX, platoon unblocked	0.71	0.71		0.71	0.71	0.71				0.71		
vC, conflicting volume	1436	1420	636	1418	1430	662	666			682		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1409	1387	636	1384	1401	314	666			342		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	61	100	96	76	98	93	98			96		
cM capacity (veh/h)	73	96	481	79	94	517	933			868		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	46	56	678	20	35	636	30					
Volume Left	28	19	16	0	35	0	0					
Volume Right	18	35	0	20	0	0	30					
cSH	109	171	933	1700	868	1700	1700					
Volume to Capacity	0.42	0.33	0.02	0.01	0.04	0.37	0.02					
Queue Length 95th (ft)	45	34	1	0	3	0	0					
Control Delay (s)	60.4	36.1	0.5	0.0	9.3	0.0	0.0					
Lane LOS	F	E	A		A							
Approach Delay (s)	60.4	36.1	0.4		0.5							
Approach LOS	F	E										
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			53.7%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis 3: SR 53 & Harvest Circle/TSC/Dwy #3



















3 SR 53 Tracts TIA

Build PM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	20	1	47	4	589	33	40	548	8
Future Volume (Veh/h)	5	0	2	20	1	47	4	589	33	40	548	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	3	23	1	53	4	620	35	43	596	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								394				
pX, platoon unblocked	0.69	0.69		0.69	0.69	0.69				0.69		
vC, conflicting volume	1364	1345	596	1313	1319	620	605			655		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1303	1276	596	1230	1239	230	605			281		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	100	99	78	99	91	100			95		
cM capacity (veh/h)	83	110	507	103	116	564	983			896		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	12	77	4	620	35	43	596	9				
Volume Left	9	23	4	0	0	43	0	0				
Volume Right	3	53	0	0	35	0	0	9				
cSH	105	236	983	1700	1700	896	1700	1700				
Volume to Capacity	0.11	0.33	0.00	0.36	0.02	0.05	0.35	0.01				
Queue Length 95th (ft)	9	34	0	0	0	4	0	0				
Control Delay (s)	43.6	27.4	8.7	0.0	0.0	9.2	0.0	0.0				
Lane LOS	E	D	A			A						
Approach Delay (s)	43.6	27.4	0.1			0.6						
Approach LOS	E	D										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			43.9%		ICU Level of Service				A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis 4: SR 53 & Dawson Forest Road/Thompson Creek Park Road

3 SR 53 Tracts TIA  
Build PM 2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	9	208	1	2	6	160	540	2	5	530	55
Future Volume (Veh/h)	32	9	208	1	2	6	160	540	2	5	530	55
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.56	0.56	0.56	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	39	11	251	2	4	11	170	574	2	6	616	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	8											
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)												1196
pX, platoon unblocked	0.76	0.76	0.76	0.76	0.76		0.76					
vC, conflicting volume	1556	1544	616	1548	1543	575	616	576				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1574	1558	332	1564	1557	575	332	576				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	29	84	53	93	94	98	82	99				
cM capacity (veh/h)	55	70	537	28	70	521	933	1007				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	301	17	746	622	64							
Volume Left	39	2	170	6	0							
Volume Right	251	11	2	0	64							
cSH	350	113	933	1007	1700							
Volume to Capacity	0.86	0.15	0.18	0.01	0.04							
Queue Length 95th (ft)	200	13	17	0	0							
Control Delay (s)	46.7	42.2	4.3	0.2	0.0							
Lane LOS	E	E	A	A								
Approach Delay (s)	46.7	42.2	4.3	0.1								
Approach LOS	E	E										
Intersection Summary												
Average Delay			10.3									
Intersection Capacity Utilization			84.5%	ICU Level of Service					E			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis  
15: SR 53 & Dwy #4

3 SR 53 Tracts TIA  
Build PM 2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WT		NT	NT	NT	NT
Traffic Volume (vph)	31	47	549	29	43	528
Future Volume (vph)	31	47	549	29	43	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	4.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.92		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1711		1863	1615	1752	1900
Flt Permitted	0.98		1.00	1.00	0.22	1.00
Satd. Flow (perm)	1711		1863	1615	410	1900
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	35	53	624	33	49	600
RTOR Reduction (vph)	32	0	0	20	0	0
Lane Group Flow (vph)	56	0	624	13	49	600
Heavy Vehicles (%)	0%	0%	2%	0%	3%	0%
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Actuated Green, G (s)	18.0		18.0	18.0	18.0	18.0
Effective Green, g (s)	18.0		18.0	18.0	18.0	18.0
Actuated g/C Ratio	0.40		0.40	0.40	0.40	0.40
Clearance Time (s)	4.5		4.5	4.5	4.5	4.5
Lane Grp Cap (vph)	684		745	646	164	760
v/s Ratio Prot	c0.03		c0.33			0.32
v/s Ratio Perm				0.01	0.12	
v/c Ratio	0.08		0.84	0.02	0.30	0.79
Uniform Delay, d1	8.4		12.2	8.2	9.2	11.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		10.8	0.1	4.6	8.2
Delay (s)	8.6		23.0	8.2	13.8	20.0
Level of Service	A		C	A	B	C
Approach Delay (s)	8.6		22.3			19.5
Approach LOS	A		C			B
<b>Intersection Summary</b>						
HCM 2000 Control Delay			20.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			45.0		Sum of lost time (s)	9.0
Intersection Capacity Utilization			47.8%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

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

**Applicant**.....Miles Hansford & Tallant, LLC- Joshua A.  
Scoggins for Dawson Forest Holdings, LLC

**Amendment #** .....ZA-17-08

**Request**.....Rezone from RA to RMF

**Proposed Use** .....177 lot single family residential subdivision

**Current Zoning** .....RA

**Size**.....59.497± acres

**Location** .....East side of SR53 at its intersection with  
Couch Road

**Tax Parcel** .....L13-081 & 114-033 pt.

**Planning Commission Date** .....December 19, 2017

**Staff Recommendation** .....DENIAL

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**Applicant Proposal**

The applicant is seeking to rezone 59.497± acres from RA (Residential Agriculture) to RMF (Residential Multi-Family) to develop a 177 lot single family residential subdivision.

**History and Existing Land Uses**

The subject property is currently vacant and fairly wooded. Approximately one (1) year ago, the property was considered for rezoning to RMF and was denied by the Board of Commissioners.

Adjacent properties to the North are zoned RA and C-HB (Highway Business Commercial), to the South-RA, VCR (Vacation Cottage Restricted) and C-HB, to the East- VCR, and West are RA, and RMF.

Adjacent Land Uses	Existing zoning	Existing Use
North	RA & C-HB	Residential & Commercial
South	RA, VCR & C-HB	Residential & Commercial
East	VCR	Single Family Residential
West	RA & RMF	Mobile Homes/Multi-Family

## **Development Support and Constraints**

As currently zoned, the applicant is limited to RA uses which allow for higher agricultural uses and residential development on larger lots. Per the applicants provided site plan, they are proposing a development consisting of 177 single family residential detached dwelling units; detached dwellings are *not* allowed within the RMF zoning.

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

According to the 2013-2033 comprehensive plan and accompanying FLUP (Future Land Use Plan), the subject property is identified with several designation to include:

► **Multi-Family Residential** -8± acres of the 59.497 acre tract or 13.4% of the property. This portion of the parcel fronts on SR53 and Couch Road.

The Multi-Family Residential designation is anticipated within the Georgia 400 Corridor. For properties located within the Multi-Family Residential future land use map designation, the appropriate zoning district would be RMF which allows for a maximum of 6 dwelling units per acre.

With approximately 8± acres of the 59.497 acres total being identified as for RMF, to develop the property as anticipated by the comprehensive plan; the maximum density would be 48 residential dwelling units.

► **Commercial-Highway**- 6± acres of the 59.497 acre tract or 10.1% of the property. This portion of the parcel fronts on SR53 and TSG Drive.

The Commercial-Highway designation is dedicated to non-industrial business uses to include retail sales, services and entertainment facilities. For properties located within the Commercial-Highway future land use map designation, the appropriate zoning district would be C-HB (Highway Business Commercial).

With approximately 6± acres of the 59.497 acres total being identified as for C-HB, the anticipated number of dwelling units would equate to zero (0) as residential development is not intended within this commercial designation.

► **Planned Residential Community**- 45.5± acres of the 59.5 acre tract or 76.5% of the property. This portion of the parcel is the largest and fronts on Elliott Road.

The Planned Residential Community designation is intended for master planned residential developments which should predominantly be residential subdivisions. For this designation, net densities within the 400 Corridor should not exceed 4 units per acre, with lesser densities more appropriate where topographical limitations exist in or near the GA 400 Corridor.

The portion of the property designated per the future land use map as Planned Residential Community is not within the GA 400 Corridor. For properties located within the Planned

Residential Community future land use map designation, the appropriate zoning district would be RPC (Residential Planned Community). The RPC zoning district allows for a maximum density of one (1) unit per acre

With approximately 45.5± acres of the 59.497 acres total being identified as for RPC, to develop the property as anticipated by the comprehensive plan, the maximum density would be 45 residential dwelling units.

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With the applicant's request, they are seeking to apply or credit the whole tract as high density multi-family residential development even though only a small portion of the parcel is anticipated to be potentially zoned as per the future land use map of the comprehensive plan.

By requesting the total parcel to be rezoned to RMF, the application is misaligned with the future land use map- that anticipates the vast majority of the property to be developed as lower density planned residential. The applicant's request for 177 dwelling units on 59.497± acres equates to 2.97 dwellings per acre and exceeds what is anticipated for the area.

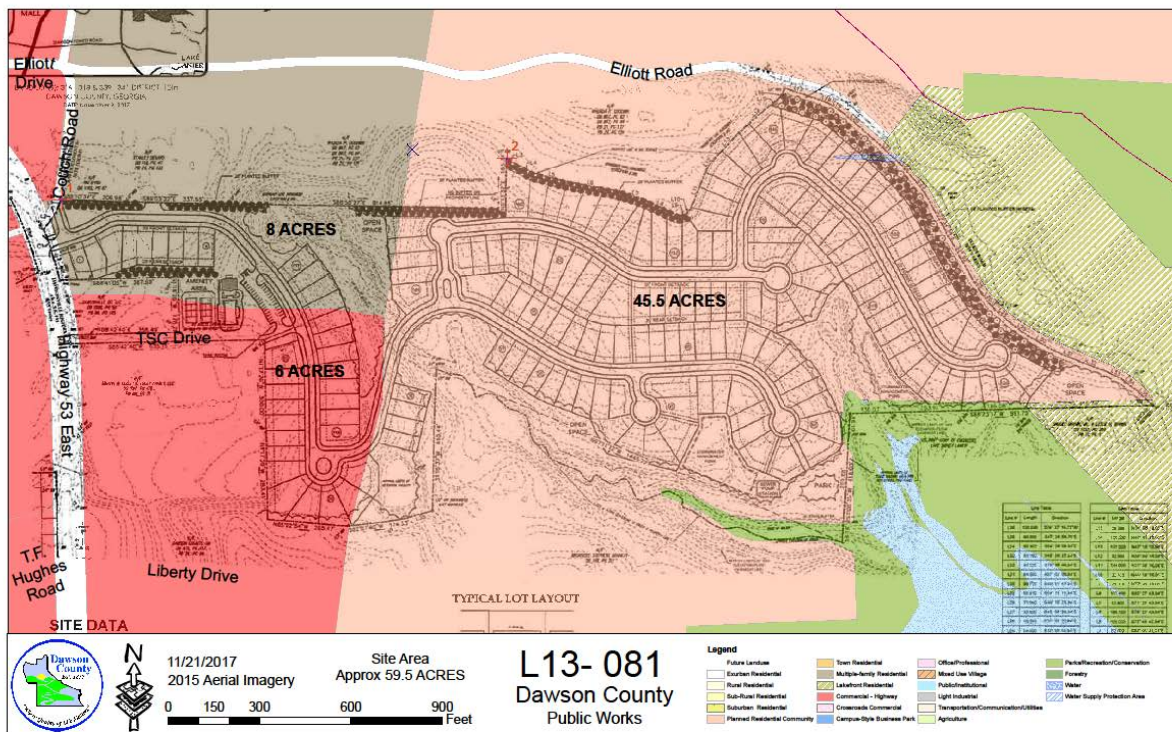
Staff would like to note that although the applicant is seeking RMF zoning for the total of the property, the more appropriate rezoning classification for the whole tract would be RPC since an overwhelming amount (76.5%) of the subject property is located within the planned residential community future land use designation.

With this reasoning, 59.497± acres of property zoned RPC would yield a potential- maximum density of 59 dwelling units as RPC allows for one (1) dwelling unit per acre and considerably lower than what the applicant is seeking.

In closing of this analysis, if the 59.497± acre tract were to be developed as anticipated by the future land use map of the Comprehensive plan, it would yield the following:

The front 8± acres- anticipated as Multi-Family Residential (6 units/acre) would yield 48 dwelling units, the 6± acres anticipated as Commercial-Highway would yield zero (0) dwelling units and the back 45.5± acres, anticipated as Planned Residential Community (1 unit/acre) would yield 45 dwelling units. By adding up the 45 and 48, it would equate to 93 total dwelling units.

Please see map below detailing the breakdown of acreage for each future land use designation.



## Public Facilities/Impacts

- a) **Engineering Department** – Developer shall gain approval from GDOT on all driveway access points and shall take the findings of the Traffic Study into consideration during the design process.
- b) **Environmental Health Department** – No comments received.
- c) **Emergency Services** – The responding fire station will be fire station #2. The fire rating for the area is 3. The dead-end fire apparatus is not to exceed 150’.
- d) **Etowah Water & Sewer Authority** – Water line upgrades and extensions will be required to serve the developments. Sewer line upgrades and extensions will be required to serve the developments.
- e) **Dawson County Sheriff’s Office** – Additional personnel have been budgeted for.
- f) **Board of Education** – No impact to County Schools if this were to be an age 55+ development.
- g) **Georgia Department of Transportation** – The SR 53 Frontage tract needs to retain its existing access to the roadway between Tractor Supply and Dollar General/ TSC

Drive. The applicants will need to coordinate with the Georgia Department of Transportation to see what or if any improvements are needed.

**Analysis/Factors to consider:**

- The request for single family detached housing is not an allowed use within the RMF zoning district being sought by the applicant.
- Only a small portion of the subject property is anticipated to be multi-family residential as per the future land use map, however, the applicant seeks to expand the multi-family residential designation to the total of the property.
- The vast majority of the parcel is identified within the planned residential community future land use designation; a more logical request to apply for the development as a whole.
- Of the approximate 14 residentially zoned parcels that share a common boundary line with the subject property, the average lot size is 3.14± acres per dwelling unit; much greater than the average lot size of 5,500 sq. ft. per dwelling unit as proposed by the applicant.
- A clear development pattern of larger-acreage residential tracts has been established on adjacent parcels.
- Residential development is anticipated for the subject property but at lower densities than the applicant is proposing.

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

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

Adjacent properties to the North, South, and West are a mix of residential and commercial zoned properties with residential zoned properties to the East and toward Lake Lanier. Most, if not all existing residential uses nearby are on one (1) acre plus lots.

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

A rezoning to RMF as proposed to the total tract and density sought by the applicant could diminish property values as lower density residential development is the prevailing development pattern within the immediate vicinity of this request.

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

The density as proposed is both higher and inconsistent with the lower residential density with neighboring parcels.

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

The degree and density of development as proposed is inconsistent with the natural lower

density development pattern that has been established over time within the vicinity of the request. The applicant could develop the property as currently zoned (RA) for residential purposes as RA requires a minimum of 1.5± acres per dwelling unit.

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

The suitability of development as a whole is supported with the availability of public water and sanitary sewer to serve the site.

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

The subject property is currently zoned RA, a default zoning that is expected for this parcel as well as other parcels that have not gone through a zoning change.

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

It is staffs opinion that the density as proposed could negatively impact the lower density pattern as naturally developed within the vicinity of this request.

**Staff Recommendation**

Based on the above analysis and information provided, the planning department recommends **DENIAL** of the rezoning request.

However, if the Board of Commissioners were to consider an alternative option, the Planning Department makes the following recommendations.

Rezone the subject property from RA to RPC with the following accommodations.

1. The requirement for 100 contiguous acres in RPC zoning shall be waived.
2. The requirement of overall net density in RPC zoning of no more than one (1) unit per acre shall be waived. (See recommended stipulation below).
3. The minimum lot size and property line set backs can be established by the applicant/owner unless restricted by topography, buffers, and/or applicable codes for structure separation to include but not limited to building and fire codes.

Additionally, the Planning Department recommends the following stipulations.

1. Development shall be limited to a maximum of 93 lots consisting of single family site built detached residential dwellings units based on the above analysis and in relation

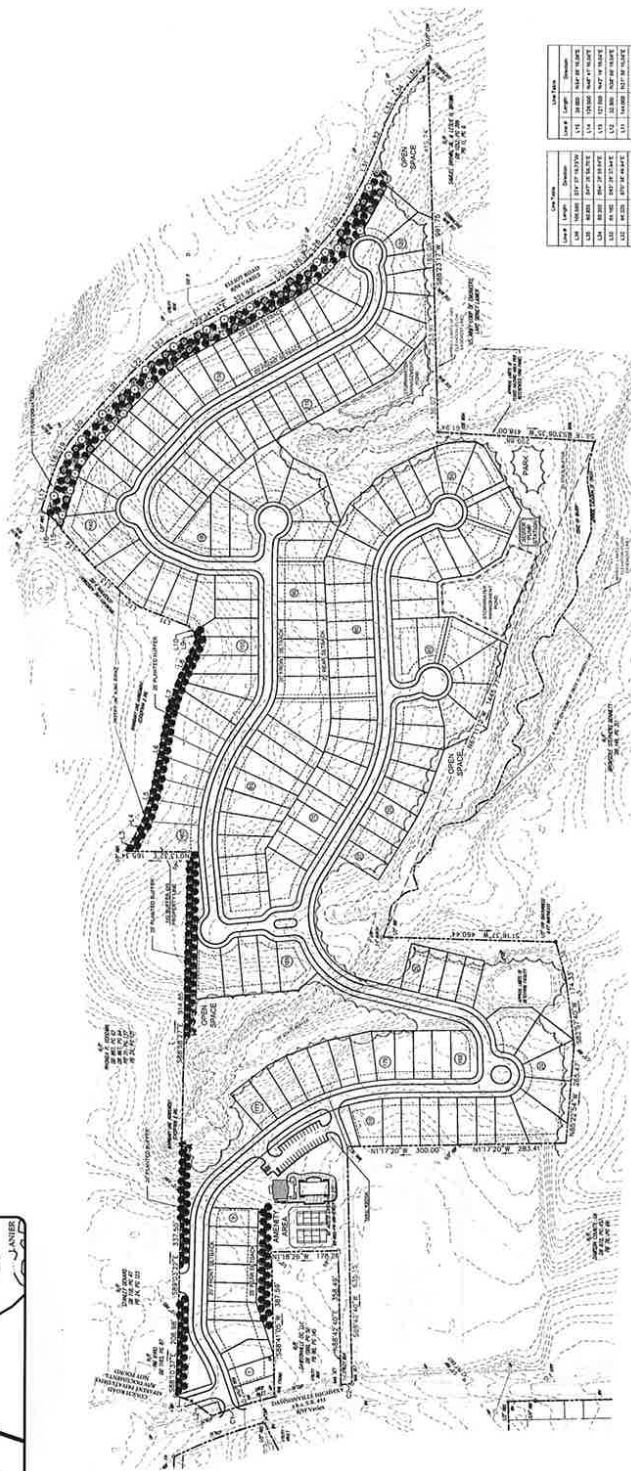
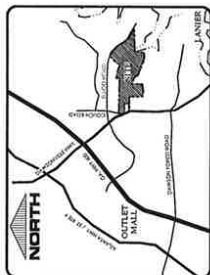
to the comprehensive plan.

2. Developer shall perform a traffic engineering report approved by both the Georgia Department of Transportation and Dawson County Public Works for all means of ingress and egress.
3. Unless an alternate means of access is required by GDOT and/or Dawson County Public Works; access for this development shall be off of TSC Drive.
4. Developer shall donate an additional 15' right-of-way along Elliott Road.
5. Developer shall provide a secondary/emergency only access to the subject property from Elliott Road, however there shall be no vehicular access to the subject property from Elliott Road.
6. All stipulations of zoning shall be made a part of any and all preliminary and final plats associated with this development.









Area	Length	Width	Area
1.1	1.10	1.10	1.21
1.2	1.20	1.20	1.44
1.3	1.30	1.30	1.69
1.4	1.40	1.40	1.96
1.5	1.50	1.50	2.25
1.6	1.60	1.60	2.56
1.7	1.70	1.70	2.89
1.8	1.80	1.80	3.24
1.9	1.90	1.90	3.61
2.0	2.00	2.00	4.00
2.1	2.10	2.10	4.41
2.2	2.20	2.20	4.84
2.3	2.30	2.30	5.29
2.4	2.40	2.40	5.76
2.5	2.50	2.50	6.25
2.6	2.60	2.60	6.76
2.7	2.70	2.70	7.29
2.8	2.80	2.80	7.84
2.9	2.90	2.90	8.41
3.0	3.00	3.00	9.00
3.1	3.10	3.10	9.61
3.2	3.20	3.20	10.24
3.3	3.30	3.30	10.89
3.4	3.40	3.40	11.56
3.5	3.50	3.50	12.25
3.6	3.60	3.60	12.96
3.7	3.70	3.70	13.69
3.8	3.80	3.80	14.44
3.9	3.90	3.90	15.21
4.0	4.00	4.00	16.00
4.1	4.10	4.10	16.81
4.2	4.20	4.20	17.64
4.3	4.30	4.30	18.49
4.4	4.40	4.40	19.36
4.5	4.50	4.50	20.25
4.6	4.60	4.60	21.16
4.7	4.70	4.70	22.09
4.8	4.80	4.80	23.04
4.9	4.90	4.90	24.01
5.0	5.00	5.00	25.00
5.1	5.10	5.10	26.01
5.2	5.20	5.20	27.04
5.3	5.30	5.30	28.09
5.4	5.40	5.40	29.16
5.5	5.50	5.50	30.25
5.6	5.60	5.60	31.36
5.7	5.70	5.70	32.49
5.8	5.80	5.80	33.64
5.9	5.90	5.90	34.81
6.0	6.00	6.00	36.00
6.1	6.10	6.10	37.21
6.2	6.20	6.20	38.44
6.3	6.30	6.30	39.69
6.4	6.40	6.40	40.96
6.5	6.50	6.50	42.25
6.6	6.60	6.60	43.56
6.7	6.70	6.70	44.89
6.8	6.80	6.80	46.24
6.9	6.90	6.90	47.61
7.0	7.00	7.00	49.00
7.1	7.10	7.10	50.41
7.2	7.20	7.20	51.84
7.3	7.30	7.30	53.29
7.4	7.40	7.40	54.76
7.5	7.50	7.50	56.25
7.6	7.60	7.60	57.76
7.7	7.70	7.70	59.29
7.8	7.80	7.80	60.84
7.9	7.90	7.90	62.41
8.0	8.00	8.00	64.00
8.1	8.10	8.10	65.61
8.2	8.20	8.20	67.24
8.3	8.30	8.30	68.89
8.4	8.40	8.40	70.56
8.5	8.50	8.50	72.25
8.6	8.60	8.60	73.96
8.7	8.70	8.70	75.69
8.8	8.80	8.80	77.44
8.9	8.90	8.90	79.21
9.0	9.00	9.00	81.00
9.1	9.10	9.10	82.81
9.2	9.20	9.20	84.64
9.3	9.30	9.30	86.49
9.4	9.40	9.40	88.36
9.5	9.50	9.50	90.25
9.6	9.60	9.60	92.16
9.7	9.70	9.70	94.09
9.8	9.80	9.80	96.04
9.9	9.90	9.90	98.01
10.0	10.00	10.00	100.00

Area	Length	Width	Area
1.1	1.10	1.10	1.21
1.2	1.20	1.20	1.44
1.3	1.30	1.30	1.69
1.4	1.40	1.40	1.96
1.5	1.50	1.50	2.25
1.6	1.60	1.60	2.56
1.7	1.70	1.70	2.89
1.8	1.80	1.80	3.24
1.9	1.90	1.90	3.61
2.0	2.00	2.00	4.00
2.1	2.10	2.10	4.41
2.2	2.20	2.20	4.84
2.3	2.30	2.30	5.29
2.4	2.40	2.40	5.76
2.5	2.50	2.50	6.25
2.6	2.60	2.60	6.76
2.7	2.70	2.70	7.29
2.8	2.80	2.80	7.84
2.9	2.90	2.90	8.41
3.0	3.00	3.00	9.00
3.1	3.10	3.10	9.61
3.2	3.20	3.20	10.24
3.3	3.30	3.30	10.89
3.4	3.40	3.40	11.56
3.5	3.50	3.50	12.25
3.6	3.60	3.60	12.96
3.7	3.70	3.70	13.69
3.8	3.80	3.80	14.44
3.9	3.90	3.90	15.21
4.0	4.00	4.00	16.00
4.1	4.10	4.10	16.81
4.2	4.20	4.20	17.64
4.3	4.30	4.30	18.49
4.4	4.40	4.40	19.36
4.5	4.50	4.50	20.25
4.6	4.60	4.60	21.16
4.7	4.70	4.70	22.09
4.8	4.80	4.80	23.04
4.9	4.90	4.90	24.01
5.0	5.00	5.00	25.00
5.1	5.10	5.10	26.01
5.2	5.20	5.20	27.04
5.3	5.30	5.30	28.09
5.4	5.40	5.40	29.16
5.5	5.50	5.50	30.25
5.6	5.60	5.60	31.36
5.7	5.70	5.70	32.49
5.8	5.80	5.80	33.64
5.9	5.90	5.90	34.81
6.0	6.00	6.00	36.00
6.1	6.10	6.10	37.21
6.2	6.20	6.20	38.44
6.3	6.30	6.30	39.69
6.4	6.40	6.40	40.96
6.5	6.50	6.50	42.25
6.6	6.60	6.60	43.56
6.7	6.70	6.70	44.89
6.8	6.80	6.80	46.24
6.9	6.90	6.90	47.61
7.0	7.00	7.00	49.00
7.1	7.10	7.10	50.41
7.2	7.20	7.20	51.84
7.3	7.30	7.30	53.29
7.4	7.40	7.40	54.76
7.5	7.50	7.50	56.25
7.6	7.60	7.60	57.76
7.7	7.70	7.70	59.29
7.8	7.80	7.80	60.84
7.9	7.90	7.90	62.41
8.0	8.00	8.00	64.00
8.1	8.10	8.10	65.61
8.2	8.20	8.20	67.24
8.3	8.30	8.30	68.89
8.4	8.40	8.40	70.56
8.5	8.50	8.50	72.25
8.6	8.60	8.60	73.96
8.7	8.70	8.70	75.69
8.8	8.80	8.80	77.44
8.9	8.90	8.90	79.21
9.0	9.00	9.00	81.00
9.1	9.10	9.10	82.81
9.2	9.20	9.20	84.64
9.3	9.30	9.30	86.49
9.4	9.40	9.40	88.36
9.5	9.50	9.50	90.25
9.6	9.60	9.60	92.16
9.7	9.70	9.70	94.09
9.8	9.80	9.80	96.04
9.9	9.90	9.90	98.01
10.0	10.00	10.00	100.00



8843 Shale Road East Silver D3 Alpharetta, GA 30602

Pictures of zoning signs placed on SR 53/Couch & Elliott Road.



**Backup material for agenda item:**

1. Request to abandon the portion of Powell Rd. between Amicalola Church Rd. and Colly Lane (*2nd of 2 hearings. 1st hearing was held on December 21, 2017*)



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Public Works

Work Session: 11-21-17

Prepared By: David McKee

Voting Session: 12-7-17

Presenter: David McKee

Public Hearing: Yes ☒ No ☐

Agenda Item Title: Powell Road

Background Information:

Public Works was approached by a property owner in the area of Amicalola Church Rd and Powell Rd requesting information on the process for abandonment of a section of a county road. County Code requires notification and a single public hearing on abandonment of a county road. If abandoned the property would revert back to the property owners.

Current Information:

November 13, 2017 public works was presented with a petition from Mr. Jeffery Runner requesting that Powell Rd be abandoned from Colly Lane North to the intersection of Amicalola Church Road. Powell road is a loop road in that there is access from both ends of the road and the abandonment would not interrupt access to existing property owners. Powell Rd. requested section has two property owners (State of Ga, and Chris Cowart)

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

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining

Recommendation/Motion: Motion to hold Public Hearing on the abandonment of Powell Road from Colley Ln North to Amicalola Church Road

Department Head Authorization: David McKee

Date: 11-13-17

Finance Dept. Authorization: Vickie Neikirk

Date: 11/14/2017

County Manager Authorization: DH

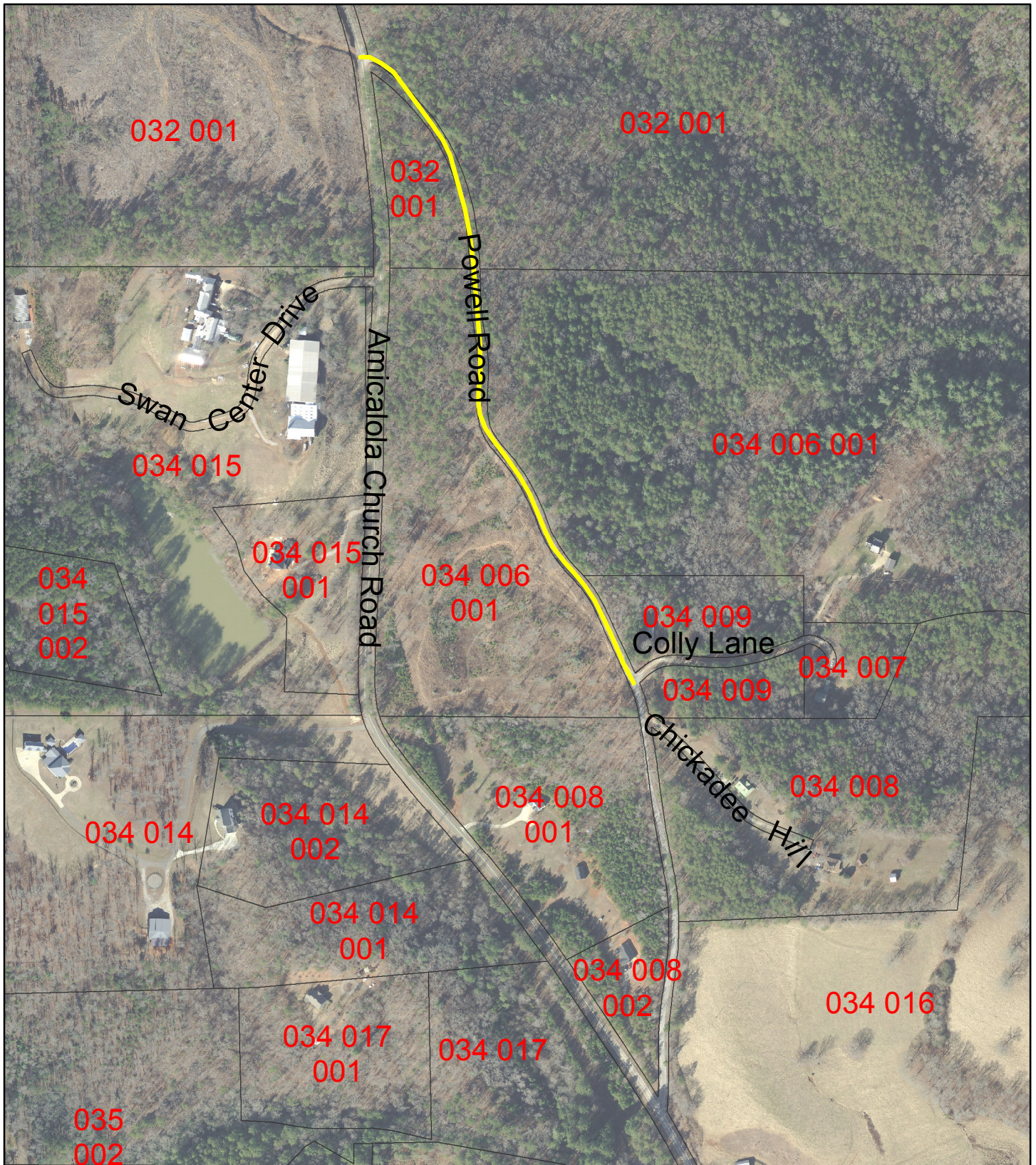
Date: 11/16/17

County Attorney Authorization: ☐

Date: ☐

Comments/Attachments:

Map of Powell Road and section requesting to be abandoned.



0 250 500 1,000 Feet

# POWELL ROAD




Dawson County  
Public Works  
11/13/2017

Distance between Colly Lane and Amicalola Church Road  
2,136 feet

215



## Legend

-  Parcels
-  City Limits
-  County Line

November 10, 2017

David McKee

Director Public Works

Dawson County, Georgia




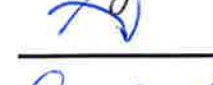





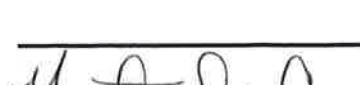
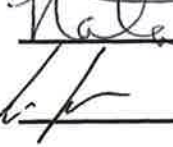
Mr. McKee

We the undersigned are requesting that Powell Road in Dawson County Georgia be closed and abandoned from the intersection with Colly Lane north to the intersection with Amicalola Church Road. This section of the road does not provide access to any residences. has virtually no legitimate traffic and is an unnecessary burden on tax payers to maintain. It is a place for people to dump trash, "drag race" and for people to park and congregate for what ever nefarious activity they can come up with.

SIGNATURE

NAME

ADDRESS

	Jeffery A. Runner	75 Swan Center Dr
	Amy Browning	3071 Amicalola Church Rd
	SALLY RUNNER	75 SWAN CENTER DRIVE
	ANNA RUNNER	2957 AMICALOLA CHURCH RD
	CAROLYN CANTRELL	146 Cantrell Rd Marble Hill, GA
	Jimmy Cantrell	146 Cantrell Rd Marble Hill, GA
	Allen A. Daniel	2947 Amicalola Ch Rd Dawsonville, Ga
	MATTHEW DANIEL	2943 AMICALOLA CH RD Dawsonville, GA
	Chris Cowart	8965 Bridgeview Cir. Gainesville, Ga 30506
	Natalie Cowart	8965 Bridgeview Cir. Gainesville, GA
	Adam Runner	1488 Husband Rd 30506

Audrey Runner Audrey Runner 75 Swan Center Drive

**Backup material for agenda item:**

2. Revision of Animal Control Ordinance (*1st of 1 hearing*)



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Planning

Work Session: 1-11-18

Prepared By: Streetman

Voting Session: 1-18-18

Presenter: Streetman

Public Hearing: Yes ☒ No ☐

Agenda Item Title: Text Amendments to Dawson County Animal Control Ordinance

Background Information:

In an effort to improve animal control services and better provide for animals within Dawson County, we are asking you to consider and approve the following text amendments to the Dawson County Animal Control Ordinance. Specific changes include adding definitions to adequately care for animals and stating that tethering cannot be used as a primary means of animal confinement.

Current Information:

Please see separate documents.

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

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining

Recommendation/Motion: Approve

Department Head Authorization: JStreetman

Date: 1.4.18

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

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

County Manager Authorization: DH

Date: 1/05/18

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

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

Comments/Attachments:



Dawson County Planning & Development Department  
Office of Planning & Zoning

25 Justice Way, Suite 2322, Dawsonville, GA 30534 (706) 344-3500 x.42335

Jason Streetman, AICP  
Planning Director

MEMORANDUM:

TO: DAWSON COUNTY BOARD OF COMMISSIONERS  
FROM: JASON STREETMAN  
RE: AMENDMENTS TO ANIMAL CONTROL ORDINANCE  
DATE: JANUARY 4, 2018

Dear BOC members:

In an effort to improve animal control services and better provide for animals within Dawson County, we are asking you to consider and approve the following text amendments to the Dawson County Animal Control Ordinance.

As you review the requested text changes in a separate document, any proposed additions will be in **red bold text**. Any proposed deletions will have a **~~bold strikethrough~~**. Unaffected text shall remain unchanged.

The following changes are proposed:

Sec. 14.1 Definitions-

Sec. 14.4- Duty to keep animal under restraint- While on property

Sec. 14.5-Duty to keep animal under restraint- While off property

Dawson County Animal Control ordinance- Proposed Text Amendments

Sec. 14-1.- Definitions

***Adequate food* means a sufficient quantity of non-contaminated and nutritionally healthy sustenance that is appropriate to the species, breed, size, age and health of the animal, or at the direction of a licensed veterinarian, which is sufficient to prevent starvation, malnutrition, or risk to the animal's health. Garbage, spoiled, rancid or contaminated food is not adequate food.**

***Adequate shelter* means a protective covering for a dog that is of adequate size and provides adequate protection to maintain the dog in a state of good health, and that prevents pain, suffering, or significant risk to the animal's health. It should also be clean, dry, and compatible with current weather conditions, in addition to the breed of the dog. The structure should be of sufficient size to allow the dog to stand, turn around, lie down, and go in and out of the structure comfortably.**

***Adequate space* means sufficient space for adequate exercise suitable to the age, size, species and breed of animals.**

***Adequate water* means clear, drinkable water with adequate supply. Examples of inadequate water include, but are not limited to, snow, ice, and rancid/contaminated water.**

***Animal under restraint* means any animal secured by a leash or lead **held by a competent person, temporally tethered not as a primary form of restraint**, or enclosed by way of fence or other enclosure **including an activated invisible fence**, or under the control of a responsible and competent person and obedient to that person's commands, and the person being present with the animal; or an animal confined within a vehicle, parked, in motion, or in a crate or cage or otherwise secured in a pickup.**

Sec. 14-4. - Duty to keep animal under restraint—While on property. **No tethering of dogs as primary means of restraint.**

- (a) It shall be the duty of every owner of any animal to ensure that it is confined **with a primary means of restraint** by way of a fence or other enclosure **including an activated invisible fence** or ~~is restrained by chain or leash or~~, in some other physical manner, under the control of a competent person so that it cannot wander off the real property limits of the owner, it being the intent of this article that all animals be prevented from leaving, while unattended, the real property limits of their owners.
- (b) **The above requirement notwithstanding, it shall be unlawful for the owner of any dog to utilize a tether, chain, cable, rope, or cord as the primary method of restraining a dog, it being the intent of this section that tethering a dog shall be used only as a temporary restraint mechanism. The prohibition in this subparagraph shall have no**

**application if the dog is in a park or recreational area where the rules of said park or recreational area require the tethering or physical restraint of dogs.**

- (c) In addition, all male and female dogs and cats that have not been spayed or neutered must be securely confined in such a way **as in conformance with these regulations** that they not only cannot get out to run loose, but also cannot be reached by other dogs or cats.

Sec. 14-5. - Duty to keep animal under restraint—While off property.

- (a) It shall be the duty of the owner of any animal or anyone having an animal in his possession to keep the animal under control at all times while the animal is off the real property limits of the owner, possessor or custodian. For the purposes of this section, an animal is deemed under control when it is confined within a vehicle, whether parked or in motion; is secured by a leash or other device held by a competent person; or is properly confined within an enclosure with permission of the owner of the property where the enclosure is located. An animal may be under voice control only if the owner is present and if the animal is responsive to the owner.
- (b) No person shall tie, stake or fasten any animal within any **right-of-way**, street, alley, sidewalk or other public place or in such manner that the animal has access to any portion of any **right-of-way**, street, alley, sidewalk or other public place.
- (c) Every female dog in heat shall be confined in a building or other enclosure in such manner that such female dog cannot come into contact with another animal except for planned breeding.
- (d) Every animal shall be restrained and controlled so as to prevent it from harassing passersby, chasing vehicles, or attacking persons or other animals.

**Backup material for agenda item:**

1. Consideration of Development Authority of Dawson County Budget Request



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Development Authority of Dawson County

Work Session: 01/11/18

Prepared By: Danielle Yarbrough

Voting Session: 01/18/18

Presenter: Dr. Sherry Weeks

Public Hearing: Yes ☒ No ☐

Agenda Item Title: Presentation of Development Authority of Dawson County Budget Request

Background Information:

The Development Authority annual budget of \$150,000 was eliminated for 2017 and 2018.

Current Information:

A revised 2018 budget requesting \$175,000 was presented to the BOC by the Chair of the DADC, Dr. Sherry Weeks, at the Special Called Meeting in December 2017. An increase of \$25,000 was requested due to expected expenses of moving the current office from 135 Prominence Court to the Chamber of Commerce, which will have to be built-out. This request is for operating expenses of \$150,000, \$25,000 for this move/build-out, and to answer any questions the BOC may have.

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

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining

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

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

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

Finance Dept. Authorization: Vickie Neikirk

Date: 1/5/18

County Manager Authorization: DH

Date: 1/5/18

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

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

Comments/Attachments:

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# Budget Request from

## Development Authority of Dawson County

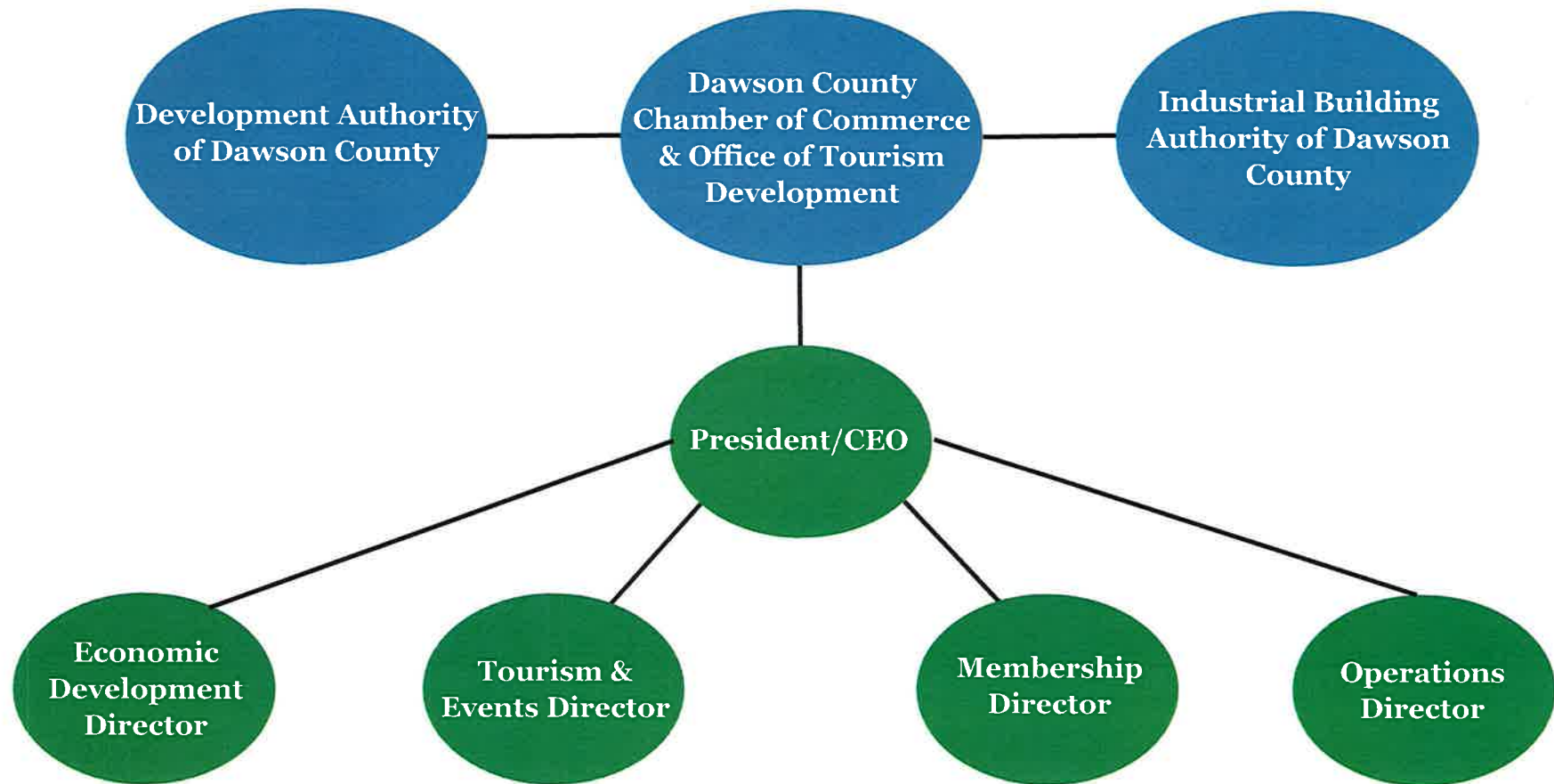


Dr. Sherry Weeks, Chair

January 11, 2018

Dawson County Board of Commissioners- Work Session

# Proposed Working Relationship For 2018



## Development Authority of Dawson County

### Budget for Proposed Development Authority - Chamber Partnership

#### Income

County Funding	\$150,000
Bond Fees and Project Support	\$4,500
Chamber Rent Income	\$31,920
<b>Total Income</b>	<b>\$186,420</b>

#### Expenses

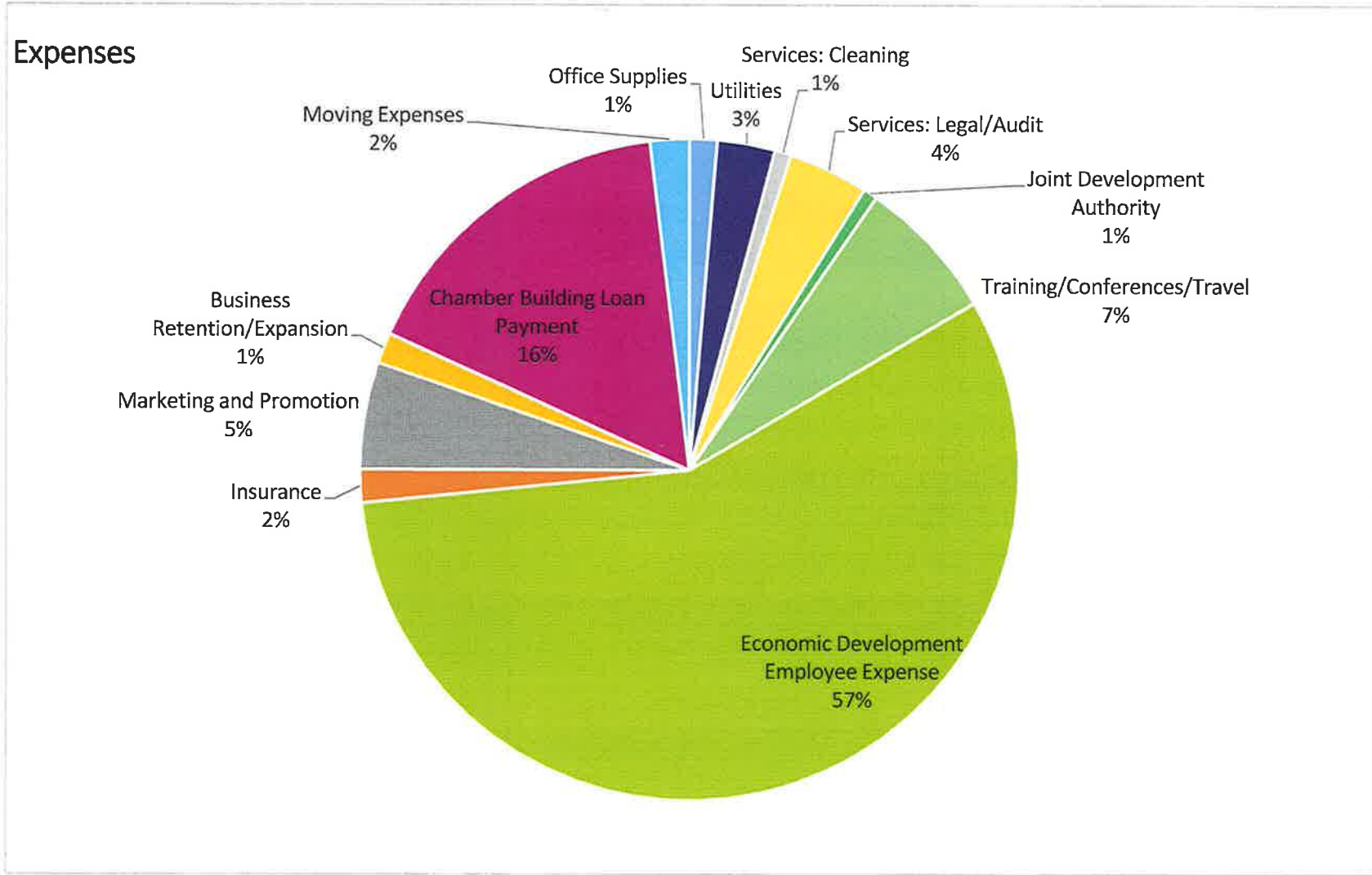
Refer to		% of Budget
100 Office Supplies	\$2,500	1
200 Utilities	\$5,480	3
400 Services: Cleaning	\$1,500	1
500 Services: Legal/Audit	\$7,300	4
517 Joint Development Authority	\$1,300	1
600/700&970 Training/Conferences/Travel	\$12,000	7
800 Economic Development Employee Expense	\$106,000	57
900 Insurance	\$4,000	2
910, 920, 930 Marketing and Promotion	\$9,740	5
940, 960 Business Retention/Expansion	\$2,600	1
945 Chamber Building Loan Payment	\$30,400	16
980 Moving Expenses	\$3,600	2
		100
<b>Total Expenses:</b>	<b>\$186,420</b>	

#### Profit:

\$0

Income	\$186,420
Expenses	\$186,420
Profit	\$0

Summary of Expenses



# Development Authority and Chamber Partnership

## Proposed Operating Budget-January 2018

Income	LI	Description	DADC/Chamber Proposed 2018 Budget
	355	County Funding	\$ 150,000
	305.1	Chamber Rent Income	\$ 31,920
		Other Programs, Bonds Fees, Etc.	\$ 4,500

		<b>Total Income</b>	<b>\$ 186,420</b>
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### Expenses

100	Office Supplies		
	101	Office Supplies	\$ 845
	102	Software Systems Suport	\$ 875
	104	Printing	\$ 440
	105	Postage	\$ 340
		<b>Total Office Supplies</b>	<b>\$ 2,500</b>

200	Utilities		
	201	Telephone	\$ 1,440
	203	Other Communications Services - NGN	\$ 840
	204	Electricity	\$ 1,500
	205	Water	\$ 600
	206	Cell Phones	\$ 1,100
		<b>Total Utilities</b>	<b>\$ 5,480</b>

300	Office Equipment		
	301	Furniture & Fixtures	
	302	Computers	
	303	Peripherals	
	304	Other Office Capex	
		<b>Total Office Equipment</b>	<b>\$ -</b>

400	Office Facility		
	401	Rent	
	403	Repairs/Improvements	\$ -
	404	Maintenance/Cleaning	\$ 1,500
	406	Condo Assoc. Dues	\$ -
		<b>Total Office Facility</b>	<b>\$ 1,500</b>

500	Services		
	501	Legal - Retainer	
	502	Legal - Contract	
		Legal Fees	\$ 2,000
	503	Contract Studies	
	501	Contract -GIS	
	505	Contract Services	
	506	Accounting	

	506.1	Payroll Services	
	507	Annual Audit Services	\$ 5,300
		<b>Total Services</b>	<b>\$ 7,300</b>

517	Joint Development Authority		
	517-1	Dahlonge Plateau	\$ 1,000
	517-2	Board Insurance	\$ 300
		<b>Total JDA</b>	<b>\$ 1,300</b>

600/700	Training/Conferences/Seminars		
		Training/Conferences/Seminars	
	601	Economic Development Director	\$ 500
	602	Assistant Director	
	603	Board DADC	\$ 750
	604	Board IBADC	\$ 500
	701	GMRC Project Mgr Day	
	799	Other Meetings GEDA-ADAG	\$ 2,250
		<b>Total Conferences/Seminars</b>	<b>\$ 4,000</b>

<b>800</b>	<b>Salaries &amp; Payroll Taxes</b>		
		Economic Director (includes benefits)	\$ 70,000
		Administrative & Management Assistance	\$ 29,520
		Payroll Taxes	\$ 6,480
		<b>Total Salaries</b>	<b>\$ 106,000</b>

900	Insurance		
	901	Directors & Officer's	\$ 1,250
	902	Property	\$ 500
	903	Vehicle (personal vehicle use)	
	904	General Liability	\$ 2,250
	905	Other Insurance	
		<b>Total Insurance</b>	<b>\$ 4,000</b>

910	Dues and Publications		
	1001	GEDA/TAG	\$ 640
	1009	DC Chamber	\$ -
		<b>Total Dues and Publications</b>	<b>\$ 640</b>

920	Marketing/Promotion		
		Marketing/Promotion	\$ 6,100
		<b>Total Advertising</b>	<b>\$ 6,100</b>

930	Website		
	1210	DADC Website	\$ 2,500
	1202	External data BofC/CofC/GaPwr	
	1203	Web Support/Loopnet	\$ 500
		<b>Total Website</b>	<b>\$ 3,000</b>

940	Projects		
	1401	Support General	\$ 1,400
		<b>Total Projects</b>	<b>\$ 1,400</b>

945	Projects - Intergovernmental		
	1451	Chamber Building Loan	\$ 30,400
		<b>Total Projects - Intergovernmental</b>	<b>\$ 30,400</b>

960	Business Retention		
	1601	Support General	\$ 1,200
		<b>Total Business Retention</b>	<b>\$ 1,200</b>

970	Travel/Vehicle Expense		
	1701	Mileage	\$ 3,500
		Travel	\$ 3,750
		Meals	\$ 750
		<b>Total Travel/Vehicle Expenses</b>	<b>\$ 8,000</b>

980	Moving & Renovations		
	981	Moving	\$ 3,600
	982	Renovations	
		<b>Total Moving/Renovation Expenses</b>	<b>\$ 3,600</b>

<b>Total Expenses</b>	<b>\$ 186,420</b>
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Total Income	\$ 186,420
Less Expenses	\$ 186,420
<b>Year-end Profit/Loss</b>	<b>\$ -</b>

Good Afternoon!

I have 3 items I would like to present to you today.

1. Moving the Development Authority of Dawson County forward
2. Moving expenses
3. Being self-sufficient

The DADC meets bi-monthly. In September when the Development Authority board met, we discussed our options. We were all committed to this county and were determined to continue to work with the Board of Commissioners, the citizens, the Dawson County Chamber and developers.

We faced 3 options:

1. Asking our directors to take turns in “manning” the phones, meeting with the various developers, attending BOC and other committee meetings while continuing our other Development activities, and asking our Treasurer, Mike Ball, to handle bills, invoices, accounting procedures, and work with our CPA.
2. Staying in our present location on Prominence Court and having the Chamber, on a minimum or maximum basis, assist us on tasks such as fielding our daily calls and meeting with developers;
3. Partnering with the Chamber, moving into their building and working closely with Christie Haynes and her staff.

Point 1: In September the DADC board worked as in Option 1; However, with board members working full-time jobs, we realized it was not sustainable.

Point 2. So in November when the Development Authority board met, we voted for option 2 as a temporary solution, since we did not have funding. The Directors have worked very hard and earnestly to continue “business as usual”. As a permanent solution, once we voted for option 3 above (pending funding), since we believe this is best for Dawson County. Mike Ball is continuing to do the day to day financials, and our Directors are meeting with Christie and potential developers.

However, recently I was approached with a fourth proposal – that of moving into the County Courthouse and working from that location. Since the county office proposal was not presented to us until January, it was not considered in the November DADC board vote. After considering the proposal, we believe that moving into the Chamber building on a full-time basis is our best viable option for the Development Authority. We are not a governmental agency and our by-laws do not allow us to work within government agencies.

Another consideration is that developers feel more comfortable when beginning meetings are held in an office outside the confines of the county government building, particularly when they

are not quite ready to meet with planning and zoning. They tend to prefer anonymity in the beginning of their planning process when confidentiality is extremely important. Due to open records laws, government employees cannot guarantee confidentiality. We have a location on the bottom floor of the Chamber building where we can build out a space for the Development Authority with a bathroom. I am aware that we may need to comply with ADA and the fire code and will look at the rules and regulations of installing a handicap accessible bathroom.

Point 3: At this time the Development Authority cannot be financially self-sufficient on this but, we do want the Commission to know we are continuing to seek ways for the Development Authority to be self-sufficient. We will look closely at the budget again once we have an Economic Development Director. We realize it will take time to find this person with advertising, interviewing and finalizing candidates for the position. We hope to have a Director by the end of March this year.

We have presented a budget to you today; however, this letter is to ask for your help with monetary expenses for moving our operations to the Chamber building, which may come out of a different fund than the operating fund. The expenses we expect to incur will be approximately \$25,000 and adding a bathroom addition that is ADA compliant for \$7,500. We are requesting your help in this matter for a total of \$32,500 in moving expenses. We will secure bids and will agree to the lowest, quality bid we receive.

So today, I am asking for you to approve our Operating Budget and give consideration for the funding we are requesting to move into the Chamber building.

Sincerely,

Dr. Sherry Weeks

Chair

Development Authority of Dawson County

January 11, 2018

**Backup material for agenda item:**

2. Consideration of Georgia Trauma Commission Non-Competitive EMS Equipment Grant Application



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Emergency Services

Work Session: 11 January 2018

Prepared By: Lanier Swafford

Voting Session: 18 January 2018

Presenter: Lanier Swafford

Public Hearing: Yes \_\_\_\_\_ No X

Agenda Item Title: Consideration of the 2018 Georgia Trauma Commission Non-Competitive EMS Equipment Grant

### Background Information:

The GTCNC has re-authorized the Non-Competitive EMS Trauma Related Equipment Reimbursement Grant for FY 2018. These funds will be used to reimburse 911 zoned agencies for the purchase of trauma-related equipment to equip ambulances. The total amount available statewide is \$1,376,283. The estimated amount to be awarded for each ambulance is \$1,074.38.

### Current Information:

Dawson County has applied for and received this grant since the program's inception. Dawson County's estimated total will be \$5371.91 as the attached spreadsheet shows. This is a 0 matching or 100% funded grant.

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

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining
General	EMS-3630	531600	2500	2500	5371.91	-2871.91

Recommendation/Motion: Motion to approve for Dawson County Emergency Services to complete and submit the 2018 Georgia Trauma Commission Non-Competitive EMS Equipment Grant.

Department Head Authorization: Lanier Swafford

Date: 12/27/17

Finance Dept. Authorization: Vickie Neikirk \_\_\_\_\_

Date: 1/02/18

County Manager Authorization: DH

Date: 1/05/18

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

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

### Comments/Attachments:

The grant requires the county to purchase the approved items and submit for reimbursement. Being as only \$2,500 dollars was approved in the EMS Small Equipment Budget, we will work with finance to move money to that account to cover until reimbursement is received as we have had to do at times in the past.



## GEORGIA TRAUMA COMMISSION

21 December 2017

### Notice of Grant Opportunity for EMS Trauma Related Equipment

The Georgia Trauma Care Network Commission ("GTCNC") would like to say **THANK YOU** for an extremely successful FY 2017 Non-Competitive EMS Trauma Related Equipment Reimbursement Grant. A total of \$1,008,549 in grant funds were distributed to 157 of Georgia's 159 counties.

The GTCNC has re-authorized the Non-Competitive EMS Trauma Related Equipment Reimbursement Grant ("Equipment Grant") for FY 2018. These funds will be used to reimburse Zoned 911 EMS agencies for the purchase of Trauma Related Equipment used to equip 911 ambulances. The total amount of funds available to be awarded statewide for FY 2018 is \$1,376,283. The actual reimbursement will be based the total number of 911 ambulances per agency. It is anticipated that there will be 1,281 eligible ambulances or reimbursement up to \$1,074.38 per ambulance.

Attached please find the following documents:

- Attachment A - Grant Application
- Attachment B - Instructions for the required notarized affidavit.
- Attachment C - Approved equipment lists.
- Attachment D - Estimated awards by Region/Service.

The deadline to submit completed applications for reimbursement is on or before **March 9, 2018**. Applications received after this date will be returned to the sender. Completed applications **must** be mailed or delivered to:

FY 2018 EMS Equipment Grant  
Georgia Trauma Commission  
410 Chickamauga Ave, Suite 332  
Rossville, Georgia 30741

The purpose of the FY 2018 EMS Equipment Grant is to reimburse EMS Agencies for equipment purchased from the approved equipment lists found in Attachment C. In the event that an EMS Agency would like to use grant funds for the reimbursement of equipment not found in Attachment C, the agency must obtain **Prior Approval** from the GTCNC before submitting its application. To request prior approval, please email your request on agency letterhead to [gtcbusinessops@gtcnc.org](mailto:gtcbusinessops@gtcnc.org), providing answers to the following:

1. Provide a list/description of the equipment desired for approval.
2. Provide an estimated cost.
3. Explain why the desired equipment will improve the overall care of trauma patients in your community.

All requests for off-list prior approvals will be forwarded to the GTCNC's EMS Subcommittee for approval. These requests may take longer to process than purchasing items from the already approved list.

Attachment D provided gives a list of EMS agencies and anticipated award amounts by Region. This list has been reviewed and confirmed by the Georgia Office of EMS and Trauma. If you see a discrepancy in the amount of 911 ambulances for your agency, please let us know.

In an effort to be more efficient and make timely for reimbursements payments to our Grantees, the GTCNC strongly encourages the use of ACH. Our policy mirrors the State Accounting Office policy regarding ACH payments. Please contact us if there are any questions about ACH payments.

We look forward to serving the EMS community with this grant opportunity. If you have any questions, please feel free to contact the GTCNC office at 706-841-2800.

Sincerely,



Dena Abston  
Executive Director  
Georgia Trauma Care Network Commission  
410 Chickamauga Avenue, Suite 332  
Rossville, Georgia 30741  
Phone: 706-841-2800  
Cell: 706-996-6082  
[dena@gtcnc.org](mailto:dena@gtcnc.org)

**ATTACHMENT D**

**FY 2018 GTCNC EMS Trauma Related Equipment**

Total Amount to Grant	\$	1,376,283.00
Total Amount of Ambulances		1,281
Amount per Ambulance	\$	1,074.38

Agency Name	Region	County	Total Ambulance(s) Per 911 Agency	FY 2018 Equipment Grant Total
Ambucare, INC	1	Haralson	5	\$5,371.91
Angel EMS, Inc.	1	Catoosa	14	\$15,041.34
Bartow County EMS	1	Bartow	12	\$12,892.58
Chattooga-Redmond Regional EMS	1	Chattooga	4	\$4,297.53
Cherokee County Emergency Services	1	Cherokee	22	\$23,636.40
Dade County EMS	1	Dade	2	\$2,148.76
Dade-Puckett EMS	1	Dade	5	\$5,371.91
Fannin County Fire and EMS	1	Fannin	7	\$7,520.67
Floyd Emergency Medical Services	1	Floyd	18	\$19,338.87
Floyd-Redmond Regional EMS	1	Floyd	5	\$5,371.91
Gilmer County Fire and EMS	1	Gilmer	8	\$8,595.05
Gordon County Ambulance	1	Gordon	8	\$8,595.05
Murray EMS	1	Murray	7	\$7,520.67
Paulding-Metro Atlanta	1	Paulding	10	\$10,743.82
Pickens County EMS	1	Pickens	8	\$8,595.05
Polk-Redmond Regional EMS	1	Polk	5	\$5,371.91
Walker-Puckett EMS	1	Walker	18	\$19,338.87
Whitfield EMS	1	Whitfield	11	\$11,818.20
Banks County Fire and EMS	2	Banks	5	\$5,371.91
Dawson County Emergency Services	2	Dawson	5	\$5,371.91
Forsyth County EMS	2	Forsyth	8	\$8,595.05
Franklin County EMS	2	Franklin	7	\$7,520.67
Habersham County EMS	2	Habersham	8	\$8,595.05
Hall County Fire Services	2	Hall	24	\$25,785.16
Hart County EMS	2	Hart	8	\$8,595.05
Lumpkin County Emergency Services	2	Lumpkin	5	\$5,371.91
Rabun County EMS	2	Rabun	7	\$7,520.67
Stephens County Emergency Medical Services	2	Stephens	6	\$6,446.29
Towns County EMS	2	Towns	5	\$5,371.91
Union County EMS	2	Union	7	\$7,520.67

**Backup material for agenda item:**

3. Consideration of IFB #304-17 Emergency Management Services Uniform Award Recommendation



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Finance

Work Session: 01/11/2018

Prepared By: Melissa Hawk

Voting Session: 01/18/2018

Presenter: Lanier Swafford/Melissa Hawk

Public Hearing: Yes ☒ No ☐

Agenda Item Title: #304-17 Emergency Management Services Uniforms IFB Award Recommendation

Background Information:

The Dawson County Emergency Management Services' average annual uniform procurement total is \$52,274.92 (Fire - \$25,707.26 and EMS - \$26,567.66). Per the Purchasing Policy Ordinance, this commodity must be released as a sealed IFB.

Current Information:

An Invitation for Bids was released on October 30, 2017. Five (5) responses were received on November 28, 2017. All responses were evaluated by EMS staff.

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

Fire

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining
100	3500	531700	\$27,500.00	\$27,500.00		

EMS

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining
100	3630	542200	\$30,000.00	\$30,000.00		

Recommendation/Motion: To accept the bid submitted and award a standard goods/materials contract for uniforms to NAFECO for one (1) year with two (2) possible renewal option years.

Department Head Authorization: Lanier Swafford

Date: 12/19/2017

Finance Dept. Authorization: Vickie Neikirk

Date: 1/02/2018

County Manager Authorization: DH

Date: 1/05/2018

County Attorney Authorization:       

Date:       

Comments/Attachments:

Presentation

# Emergency Management Services Uniforms Bid #304-17

WORK SESSION JANUARY 11, 2018



# Background

- ▶ Standard contract for services
  - ▶ Current contract expired December 31, 2017
    - ▶ Extension until February 28, 2018 to allow for thorough evaluation of responses
  - ▶ Exhausted all renewals
  - ▶ Items are purchased on an as-needed basis
  - ▶ No maximum or minimum dollar amount guarantee

# Sample of Items Bid

- ▶ Class A Uniform
- ▶ Dress Uniform
- ▶ Raincoat
- ▶ Polo
- ▶ Tactical pant
- ▶ Work out gear
- ▶ Gloves
- ▶ Boots

Note: Turnout gear was not included

# Acquisition Strategy & Methodology

- ▶ Advertised in Legal Organ
- ▶ Posted on County Website
- ▶ Posted on GLGA Marketplace
- ▶ Posted on Georgia Procurement Registry
- ▶ Emailed notification through vendor registry
- ▶ Notification through County's Facebook and Twitter accounts
- ▶ Notification through Chamber of Commerce
- ▶ Notified previous bidders
- ▶ 5 bids received

# Evaluation Committee

- ▶ Deputy Chief of Administrative Services, Ricky Rexroat
- ▶ Quartermaster Bill Tanner
  
- ▶ Director Lanier Swafford made final decision

# Number of Low Bid Items Per Response

COMPANY NAME	NUMBER OF LOW BID MALE ITEMS	NUMBER OF LOW BID MALE OVERSIZED ITEMS	NUMBER OF LOW BID FEMALE ITEMS	NUMBER OF LOW BID FEMALE OVERSIZED ITEMS
GALLS	7	5	7	5
NAFECO	17	18	17	18
T & T UNIFORMS - SOUTH	6	6	5	5
T & T UNIFORMS - SMYRNA	5	3	6	4
UNIFORMS OF AMERICA	5	4	5	4

NOTE: FIVE ITEMS RECEIVED SAME PRICING WITHIN THE RESPONSES.

EXAMPLE: \$96.00 WAS SUBMITTED BY THREE BIDDERS FOR THE WORKRIGHT UN

246

PANTS.

# Pricing Comparison

COMPANY NAME	AVERAGE COST OF OUTFITTING PERSONNEL	
	Male	Female
UNIFORM SALES OF AMERICA, INC	\$ 339.84	\$ 339.84
T & T UNIFORMS, INC.	\$ 326.00	\$ 326.00
<b>NAFECO</b>	<b>\$ 324.00</b>	<b>\$ 324.00</b>
T & T UNIFORMS SOUTH, INC.	\$ 347.00	\$ 347.00
GALLS, INC.	\$ 374.00	\$ 374.00

COMPANY NAME	AVERAGE COST PER ITEM	
	Male	Female
UNIFORM SALES OF AMERICA, INC**	\$ 68.18	\$ 68.18
T & T UNIFORMS, INC**	\$ 68.46	\$ 68.46
<b>NAFECO</b>	<b>\$ 66.84</b>	<b>\$ 66.84</b>
T & T UNIFORMS SOUTH, INC**	\$ 67.46	\$ 20.28
GALLS, INC**	\$ 65.88	\$ 65.88

\*\*Bidder submitted response with item (s) without cost or stated no bid

## Recommendation

Staff respectfully requests the Board to award #304-17 IFB Emergency Management Services Uniforms to the most responsive, responsible bidder, NAFECO and approve the contract as submitted for one (1) year term with two (2) renewal options.

**Backup material for agenda item:**

4. Consideration of Proposed Text Amendments to Dawson County Animal Control Ordinance



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Planning

Work Session: 1-11-18

Prepared By: Streetman

Voting Session: 1-18-18

Presenter: Streetman

Public Hearing: Yes ☒ No ☐

Agenda Item Title: Text Amendments to Dawson County Animal Control Ordinance

Background Information:

In an effort to improve animal control services and better provide for animals within Dawson County, we are asking you to consider and approve the following text amendments to the Dawson County Animal Control Ordinance. Specific changes include adding definitions to adequately care for animals and stating that tethering cannot be used as a primary means of animal confinement.

Current Information:

Please see separate documents.

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

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining

Recommendation/Motion: Approve

Department Head Authorization: JStreetman

Date: 1.4.18

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

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

County Manager Authorization: DH

Date: 1/05/18

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

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

Comments/Attachments:



Dawson County Planning & Development Department  
Office of Planning & Zoning

25 Justice Way, Suite 2322, Dawsonville, GA 30534 (706) 344-3500 x.42335

Jason Streetman, AICP  
Planning Director

MEMORANDUM:

TO: DAWSON COUNTY BOARD OF COMMISSIONERS  
FROM: JASON STREETMAN  
RE: AMENDMENTS TO ANIMAL CONTROL ORDINANCE  
DATE: JANUARY 4, 2018

Dear BOC members:

In an effort to improve animal control services and better provide for animals within Dawson County, we are asking you to consider and approve the following text amendments to the Dawson County Animal Control Ordinance.

As you review the requested text changes in a separate document, any proposed additions will be in **red bold text**. Any proposed deletions will have a **~~bold strikethrough~~**. Unaffected text shall remain unchanged.

The following changes are proposed:

Sec. 14.1 Definitions-

Sec. 14.4- Duty to keep animal under restraint- While on property

Sec. 14.5-Duty to keep animal under restraint- While off property

## Dawson County Animal Control ordinance- Proposed Text Amendments

### Sec. 14-1.- Definitions

***Adequate food* means a sufficient quantity of non-contaminated and nutritionally healthy sustenance that is appropriate to the species, breed, size, age and health of the animal, or at the direction of a licensed veterinarian, which is sufficient to prevent starvation, malnutrition, or risk to the animal's health. Garbage, spoiled, rancid or contaminated food is not adequate food.**

***Adequate shelter* means a protective covering for a dog that is of adequate size and provides adequate protection to maintain the dog in a state of good health, and that prevents pain, suffering, or significant risk to the animal's health. It should also be clean, dry, and compatible with current weather conditions, in addition to the breed of the dog. The structure should be of sufficient size to allow the dog to stand, turn around, lie down, and go in and out of the structure comfortably.**

***Adequate space* means sufficient space for adequate exercise suitable to the age, size, species and breed of animals.**

***Adequate water* means clear, drinkable water with adequate supply. Examples of inadequate water include, but are not limited to, snow, ice, and rancid/contaminated water.**

***Animal under restraint* means any animal secured by a leash or lead **held by a competent person, temporally tethered not as a primary form of restraint**, or enclosed by way of fence or other enclosure **including an activated invisible fence**, or under the control of a responsible and competent person and obedient to that person's commands, and the person being present with the animal; or an animal confined within a vehicle, parked, in motion, or in a crate or cage or otherwise secured in a pickup.**

Sec. 14-4. - Duty to keep animal under restraint—While on property. **No tethering of dogs as primary means of restraint.**

- (a) It shall be the duty of every owner of any animal to ensure that it is confined **with a primary means of restraint** by way of a fence or other enclosure **including an activated invisible fence** or ~~is restrained by chain or leash or~~, in some other physical manner, under the control of a competent person so that it cannot wander off the real property limits of the owner, it being the intent of this article that all animals be prevented from leaving, while unattended, the real property limits of their owners.
- (b) **The above requirement notwithstanding, it shall be unlawful for the owner of any dog to utilize a tether, chain, cable, rope, or cord as the primary method of restraining a dog, it being the intent of this section that tethering a dog shall be used only as a temporary restraint mechanism. The prohibition in this subparagraph shall have no**

**application if the dog is in a park or recreational area where the rules of said park or recreational area require the tethering or physical restraint of dogs.**

- (c) In addition, all male and female dogs and cats that have not been spayed or neutered must be securely confined in such a way **as in conformance with these regulations** that they not only cannot get out to run loose, but also cannot be reached by other dogs or cats.

Sec. 14-5. - Duty to keep animal under restraint—While off property.

- (a) It shall be the duty of the owner of any animal or anyone having an animal in his possession to keep the animal under control at all times while the animal is off the real property limits of the owner, possessor or custodian. For the purposes of this section, an animal is deemed under control when it is confined within a vehicle, whether parked or in motion; is secured by a leash or other device held by a competent person; or is properly confined within an enclosure with permission of the owner of the property where the enclosure is located. An animal may be under voice control only if the owner is present and if the animal is responsive to the owner.
- (b) No person shall tie, stake or fasten any animal within any **right-of-way**, street, alley, sidewalk or other public place or in such manner that the animal has access to any portion of any **right-of-way**, street, alley, sidewalk or other public place.
- (c) Every female dog in heat shall be confined in a building or other enclosure in such manner that such female dog cannot come into contact with another animal except for planned breeding.
- (d) Every animal shall be restrained and controlled so as to prevent it from harassing passersby, chasing vehicles, or attacking persons or other animals.

**Backup material for agenda item:**

5. Consideration of 2018 Qualifying Fees for Elected Officials



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Elections

Work Session: 1/11/18

Prepared By: Vickie Neikirk

Voting Session: 1/18/18

Presenter: Vickie Neikirk

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

Agenda Item Title: 2018 Qualifying Fees

Background Information:

The county governing authority is required to set and publish the qualifying fees for elected county offices. Those Dawson County offices are Commissioners, Sheriff, Tax Commissioner, Superior Court Clerks, Magistrates, Probate Judges, Coroners, county school board members and surveyors. These fees have to be adopted and published prior to Feb. 1, 2018.

Current Information:

4 offices will be voted on in 2018. They are County Commissioner, District 1; County Commissioner District 3; Board of Education, At Large; and Board of Education, District 3.

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

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining

Recommendation/Motion: Commission approves the qualifying fees for 2018 as presented

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

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

Finance Dept. Authorization: Vickie Neikirk

Date: 1/5/18

County Manager Authorization: DH

Date: 1/5/18

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

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

Comments/Attachments:

Fees for offices to be elected in 2018: County Commissioner \$288.00

Board of Education \$105.60

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF DAWSON COUNTY  
FIXING THE QUALIFYING FEES FOR COUNTY OFFICES FOR 2018 ELECTIONS**

**WHEREAS**, O.C.G.A. § 21-2-131 requires the county governing authority to fix and publish the qualifying fee for each county office to be filled in an upcoming election; and

**WHEREAS**, the qualifying fee shall be three percent (3%) of the minimum salary of the county governing authority offices exclusive of supplements, cost of living increases and longevity increases; and

**WHEREAS**, the qualifying fee shall be three percent (3%) of the total gross salary of the office paid in the preceding calendar year including all supplements authorized by law if the office is a salaried office for other county offices.

**NOW, THEREFORE**, the Board of Commissioners of Dawson County hereby fixes the qualifying fees for the year 2018 elections as follows:

<u>Office</u>	<u>Qualifying Fees</u>
Board of Commissioners – District 1	\$ 288.00
Board of Commissioners – District 3	\$ 288.00
Board of Education – At large	\$ 106.00
Board of Education – District 3	\$ 106.00

This \_\_\_\_\_ day of \_\_\_\_\_, 2018.

**DAWSON COUNTY BOARD  
OF COMMISSIONERS**

**ATTEST:**

By: \_\_\_\_\_  
**Billy Thurmond, Chairman**

By: \_\_\_\_\_  
**Danielle Yarbrough, County Clerk**

VOTE: Yes \_\_\_\_\_  
No \_\_\_\_\_

**Backup material for agenda item:**

6. 1. Consideration of Board Appointments:
  - a. Dawson County Tree Preservation Committee
    - i. Carl Bailey- appointment (Term: January 2018 through December 2021)
    - ii. Nell Watson- appointment (Term: January 2018 through December 2021)

DAWSON COUNTY BOARD OF COMMISSIONERS  
APPLICATION FOR APPOINTMENT TO COUNTY  
BOARDS AND AUTHORITIES



The Dawson County Board of Commissioners accepts applications for appointments. Interested parties should submit this form and supporting documentation to the County Clerk.

**Board or Authority Applied for Tree Preservation Committee**

**Name** Carl Bailey

**Home Address** 1612 Highway 9 N

**City, State, Zip** Dawsonville, GA 30534

**Mailing Address (if different)** \_\_\_\_\_

**City, State, Zip** \_\_\_\_\_

**Telephone Number** \_\_\_\_\_ **Alternate Number** \_\_\_\_\_

**Fax Telephone Number** \_\_\_\_\_

**E-Mail Address** \_\_\_\_\_

**Additional information you would like to provide:**

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

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

**Please note: Submission of this application does not guarantee an appointment.**

**Return to:**            **Dawson County Board of Commissioners**  
                         **Attn: County Clerk**  
                         **25 Justice Way, Suite 2313**  
                         **Dawsonville, GA 30533**  
                         **(706) 344-3501 FAX: (706) 344-3889**

DAWSON COUNTY BOARD OF COMMISSIONERS  
APPLICATION FOR APPOINTMENT TO COUNTY  
BOARDS AND AUTHORITIES



The Dawson County Board of Commissioners accepts applications for appointments. Interested parties should submit this form and supporting documentation to the County Clerk.

**Board or Authority Applied for Tree Preservation Committee**

**Name** Nell Watson

**Home Address** 6628 Elliott Family Parkway

**City, State, Zip** Dawsonville, GA 30534

**Mailing Address (if different)** \_\_\_\_\_

**City, State, Zip** \_\_\_\_\_

**Telephone Number** \_\_\_\_\_ **Alternate Number** \_\_\_\_\_

**Fax Telephone Number** \_\_\_\_\_

**E-Mail Address** \_\_\_\_\_

**Additional information you would like to provide:**

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

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

**Please note: Submission of this application does not guarantee an appointment.**

**Return to:** Dawson County Board of Commissioners  
Attn: County Clerk  
25 Justice Way, Suite 2313  
Dawsonville, GA 30533  
(706) 344-3501 FAX: (706) 344-3889

**Backup material for agenda item:**

7. Consideration of Impact Fee Methodology Report Final Draft



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Planning

Work Session: 12.14.17

Prepared By: Streetman

Voting Session: TBD?

Presenter: B. Ross

Public Hearing: Yes ☒ No ☐

Agenda Item Title: Final Draft of Impact Fee Methodology Report

Background Information:

Bill Ross with Ross & Associates would like to come before the BOC and present/discuss his final draft of his Impact Fee Methodology Report.

Current Information:

Final report draft

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

Fund	Dept.	Acct No.	Budget	Balance	Requested	Remaining

Recommendation/Motion: Approve

Department Head Authorization: JStreetman

Date: 12.5.17

Finance Dept. Authorization: Vickie Neikirk

Date: 12.7.17

County Manager Authorization: DH

Date: 12/07/17

County Attorney Authorization:       

Date:       

Comments/Attachments:

# Memorandum

**TO:** David Headley, County Manager

**cc:** Danielle Yarbrough, County Clerk  
Leslie Clark, Library  
Lisa Henson, Parks & Recreation  
David McKee, Public Works  
Vickie Neikirk, Chief Financial Officer  
Dawn Pruett, Senior Services  
Greg Rowan, Sheriff's Office  
Jason Streetman, Planning & Development  
Lanier Swafford, Emergency Services

**FROM:** Bill Ross

**DATE:** January 16, 2018

**RE:** Impact Fees

## Fee Comparison to Others

A question came up during the Work Session as to impact fees being charged by other jurisdictions. I have prepared the table on the next page showing a comparison of impact fees currently being charged in jurisdictions north of Atlanta and near Dawson County. I have included single-family homes and typical development projects for an apartment complex, a supermarket and a general office building.

Some jurisdictions set out their administrative fees, others include it as part of the facility categories themselves. As a general rule, they all charge 3% of each fee.

I could not include a hotel example because some do not list it as a specific land use, others charge by the room and still others by the floor area.

## Amended Fee Schedule

Behind the comparison table, you will find the full impact fee schedule for Dawson County, revised in accordance with the discussion at the Work Session regarding deleting or unfunding certain projects (as proposed by the Chairman). Due to the more rigorous calculations contained in the Methodology Report spreadsheets, the final fee for a single-family home is \$3,580.34, instead of the estimated \$3,559.84 presented at the Work Session. The difference is primarily due to Net Present Value calculations related to the future land acquisitions for the three deferred fire stations.

As we indicated, only the changes to be made to the projects as presented at the Work Session need to be adopted, not the whole Methodology Report itself.

## Comparison to Other Adopted Impact Fees

	Parks & Recreation	Library	Public Safety*	Roads	Administration	Total
<b>Single-Family House</b>						
Roswell	\$ 713.00	\$ -	\$ 1,169.00	\$ 2,159.00	\$ 94.00	\$ 4,135.00
Sandy Springs	\$ 4,543.67	\$ -	\$ 444.80	\$ 1,666.69	\$ 199.65	\$ 6,854.82
Alpharetta	\$ 4,962.92	\$ -	\$ 129.13	\$ 1,402.64	\$ 194.84	\$ 6,689.53
Milton	\$ 6,215.10	\$ -	\$ 638.43	\$ 678.36	\$ 225.96	\$ 7,757.85
Cherokee County	\$ 283.74	\$ 281.06	\$ 799.21	\$ 58.97	\$ 42.69	\$ 1,465.67
Forsyth County	\$ 1,178.00	\$ 148.00	\$ 510.00	\$ 1,968.00	included	\$ 3,804.00
Hall County	\$ 815.47	\$ 261.27	\$ 127.98	\$ -	\$ 37.21	\$ 1,241.93
<b>Dawson County</b>	<b>\$ 1,745.97</b>	<b>\$ 343.95</b>	<b>\$ 1,062.17</b>	<b>\$ 428.25</b>	<b>included</b>	<b>\$ 3,580.34</b>
<b>200-Unit Apartment</b>						
Roswell	\$ 100,200.00	\$ -	\$ 164,200.00	\$ 302,800.00	\$ 13,200.00	\$ 580,400.00
Sandy Springs	\$ 908,734.35	\$ -	\$ 88,960.00	\$ 270,207.17	\$ 38,037.05	\$ 1,305,938.56
Alpharetta	\$ 992,584.44	\$ -	\$ 25,826.00	\$ 280,528.00	\$ 38,968.15	\$ 1,337,906.60
Milton	\$ 1,243,020.32	\$ -	\$ 127,686.00	\$ 135,672.00	\$ 45,191.35	\$ 1,551,569.67
Cherokee County	\$ 56,748.20	\$ -	\$ 159,842.40	\$ 8,257.00	\$ 8,431.80	\$ 233,279.40
Forsyth County	\$ 149,600.00	\$ 18,800.00	\$ 64,800.00	\$ 249,400.00	included	\$ 482,600.00
Hall County	\$ 163,094.00	\$ 52,254.00	\$ 25,596.00	\$ -	\$ 7,442.00	\$ 248,386.00
<b>Dawson County</b>	<b>\$ 349,194.00</b>	<b>\$ 68,790.00</b>	<b>\$ 212,434.00</b>	<b>\$ 85,650.90</b>	<b>included</b>	<b>\$ 716,068.90</b>
<b>60,000 sf Supermarket</b>						
Roswell	\$ -	\$ -	\$ 15,600.00	\$ 163,080.00	\$ 3,300.00	\$ 181,980.00
Sandy Springs	\$ 19,500.00	\$ -	\$ 16,524.00	\$ 584,622.00	\$ 18,619.38	\$ 639,265.38
Alpharetta	\$ 5,448.00	\$ -	\$ 4,032.00	\$ 110,478.00	\$ 3,598.74	\$ 123,556.74
Milton	\$ -	\$ -	\$ 16,830.00	\$ 163,374.00	\$ 5,406.12	\$ 185,610.12
Cherokee County	\$ -	\$ -	\$ 22,500.00	\$ 26,220.00	\$ 1,440.00	\$ 50,160.00
Forsyth County	\$ -	\$ -	\$ 31,920.00	\$ -	included	\$ 31,920.00
Hall County	\$ -	\$ -	\$ 3,822.00	\$ -	\$ 118.20	\$ 3,940.20
<b>Dawson County</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31,824.00</b>	<b>\$ 118,428.00</b>	<b>included</b>	<b>\$ 150,252.00</b>
<b>40,000 sf Office Building</b>						
Roswell	\$ -	\$ -	\$ 12,800.00	\$ 47,040.00	\$ 1,200.00	\$ 61,040.00
Sandy Springs	\$ 37,104.00	\$ -	\$ 31,440.00	\$ 89,964.00	\$ 4,755.24	\$ 163,263.24
Alpharetta	\$ 10,372.00	\$ -	\$ 7,664.00	\$ 17,000.00	\$ 1,051.08	\$ 36,087.08
Milton	\$ -	\$ -	\$ 32,020.00	\$ 25,140.00	\$ 1,714.80	\$ 58,874.80
Cherokee County	\$ -	\$ -	\$ 39,600.00	\$ 2,520.00	\$ 1,240.00	\$ 43,360.00
Forsyth County	\$ -	\$ -	\$ 9,080.00	\$ -	included	\$ 9,080.00
Hall County	\$ -	\$ -	\$ 6,654.80	\$ -	\$ 205.60	\$ 6,860.40
<b>Dawson County</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 60,552.00</b>	<b>\$ 18,224.00</b>	<b>included</b>	<b>\$ 78,776.00</b>

\* Fire protection, emergency services/E911 and law enforcement.

Note: Cherokee County and Hall County have not updated their fees since the mid-2000s.

## Summary Maximum Impact Fee Schedule (as revised per Work Session)

Land Use	Library Services	Parks & Recreation	Fire Protection	Emergency/ 911	Law Enforcement	Road Projects	Total Maximum Fee	Unit of Measure
<b>Residential (200-299)</b>								
Single-Family Detached Housing	\$ 343.95	\$ 1,745.97	\$ 677.68	\$ 22.79	\$ 361.70	\$ 428.25	\$ 3,580.34	per dwelling
Apartment	\$ 343.95	\$ 1,745.97	\$ 677.68	\$ 22.79	\$ 361.70	\$ 299.14	\$ 3,451.23	per dwelling
Residential Condominium/Townhouse	\$ 343.95	\$ 1,745.97	\$ 677.68	\$ 22.79	\$ 361.70	\$ 261.36	\$ 3,413.45	per dwelling
<b>Port and Terminal (000-099)</b>								
Intermodal Truck Terminal	\$ -	\$ -	\$ 0.41	\$ 0.01	\$ 0.22	\$ 0.41	\$ 1.05	per square foot
<b>Industrial/Agricultural (100-199)</b>								
General Light Industrial	\$ -	\$ -	\$ 0.67	\$ 0.02	\$ 0.36	\$ 0.29	\$ 1.34	per square foot
General Heavy Industrial	\$ -	\$ -	\$ 0.53	\$ 0.02	\$ 0.28	\$ 0.06	\$ 0.90	per square foot
Manufacturing	\$ -	\$ -	\$ 0.52	\$ 0.02	\$ 0.28	\$ 0.16	\$ 0.97	per square foot
Warehousing	\$ -	\$ -	\$ 0.27	\$ 0.01	\$ 0.14	\$ 0.15	\$ 0.56	per square foot
Mini-Warehouse	\$ -	\$ -	\$ 0.02	\$ 0.00	\$ 0.01	\$ 0.10	\$ 0.14	per square foot
High-Cube Warehouse	\$ -	\$ -	\$ 0.02	\$ 0.00	\$ 0.01	\$ 0.07	\$ 0.10	per square foot
<b>Lodging (300-399)</b>								
Hotel or Conference Motel	\$ -	\$ -	\$ 165.62	\$ 5.57	\$ 88.39	\$ 367.53	\$ 627.11	per room
All Suites Hotel	\$ -	\$ -	\$ 145.35	\$ 4.89	\$ 77.58	\$ 220.43	\$ 448.24	per room
Motel	\$ -	\$ -	\$ 127.76	\$ 4.30	\$ 68.19	\$ 253.26	\$ 453.51	per room
<b>Recreational (400-499)</b>								
Golf Course	\$ -	\$ -	\$ 71.40	\$ 2.40	\$ 38.11	\$ 192.71	\$ 304.62	per acre
Bowling Alley	\$ -	\$ -	\$ 0.29	\$ 0.01	\$ 0.16	\$ 1.27	\$ 1.73	per square foot
Movie Theater	\$ -	\$ -	\$ 0.43	\$ 0.01	\$ 0.23	\$ 2.99	\$ 3.66	per square foot
Arena	\$ -	\$ -	\$ 968.87	\$ 32.58	\$ 517.12	\$ 1,274.43	\$ 2,793.01	per acre
Amusement Park	\$ -	\$ -	\$ 2,643.79	\$ 88.91	\$ 1,411.07	\$ 2,896.82	\$ 7,040.59	per acre
Tennis Courts	\$ -	\$ -	\$ 70.90	\$ 2.38	\$ 37.84	\$ 621.73	\$ 732.85	per acre
Racquet/Tennis Club	\$ -	\$ -	\$ 0.09	\$ 0.00	\$ 0.05	\$ 0.54	\$ 0.68	per square foot
Health/Fitness Center	\$ -	\$ -	\$ 0.21	\$ 0.01	\$ 0.11	\$ 1.26	\$ 1.58	per square foot
Recreational Community Center	\$ -	\$ -	\$ 0.36	\$ 0.01	\$ 0.19	\$ 1.29	\$ 1.86	per square foot

Summary Maximum Impact Fee Schedule continued

Land Use	Library Services	Parks & Recreation	Fire Protection	Emergency/ 911	Law Enforcement	Road Projects	Total Maximum Fee	Unit of Measure
<b>Institutional (500-599)</b>								
Private Elementary School	\$ -	\$ -	\$ 0.29	\$ 0.01	\$ 0.15	\$ 0.55	\$ 1.00	per square foot
Private High School	\$ -	\$ -	\$ 0.19	\$ 0.01	\$ 0.10	\$ 0.49	\$ 0.79	per square foot
Church/Place of Worship	\$ -	\$ -	\$ 0.10	\$ 0.00	\$ 0.05	\$ 0.37	\$ 0.53	per square foot
Day Care Center	\$ -	\$ -	\$ 0.82	\$ 0.03	\$ 0.44	\$ 0.36	\$ 1.64	per square foot
Cemetery	\$ -	\$ -	\$ 23.67	\$ 0.80	\$ 12.63	\$ 191.50	\$ 228.60	per acre
<b>Medical (600-699)</b>								
Hospital	\$ -	\$ -	\$ 0.85	\$ 0.03	\$ 0.46	\$ 0.46	\$ 1.80	per square foot
Nursing Home	\$ -	\$ -	\$ 0.68	\$ 0.02	\$ 0.36	\$ 0.26	\$ 1.32	per square foot
Clinic	\$ -	\$ -	\$ 1.14	\$ 0.04	\$ 0.61	\$ 1.09	\$ 2.88	per square foot
<b>Office (700-799)</b>								
General Office Building	\$ -	\$ -	\$ 0.97	\$ 0.03	\$ 0.52	\$ 0.46	\$ 1.97	per square foot
Corporate Headquarters Building	\$ -	\$ -	\$ 1.00	\$ 0.03	\$ 0.53	\$ 0.33	\$ 1.89	per square foot
Single-Tenant Office Building	\$ -	\$ -	\$ 0.92	\$ 0.03	\$ 0.49	\$ 0.48	\$ 1.92	per square foot
Medical-Dental Office Building	\$ -	\$ -	\$ 1.18	\$ 0.04	\$ 0.63	\$ 1.49	\$ 3.34	per square foot
Research and Development Center	\$ -	\$ -	\$ 0.85	\$ 0.03	\$ 0.45	\$ 0.34	\$ 1.67	per square foot
Business Park	\$ -	\$ -	\$ 0.90	\$ 0.03	\$ 0.48	\$ 0.51	\$ 1.92	per square foot
<b>Retail (800-899)</b>								
Building Materials and Lumber Store	\$ -	\$ -	\$ 0.41	\$ 0.01	\$ 0.22	\$ 1.64	\$ 2.28	per square foot
Free-Standing Discount Superstore	\$ -	\$ -	\$ 0.28	\$ 0.01	\$ 0.15	\$ 1.71	\$ 2.15	per square foot
Variety Store	\$ -	\$ -	\$ 0.28	\$ 0.01	\$ 0.15	\$ 1.41	\$ 1.85	per square foot
Free-Standing Discount Store	\$ -	\$ -	\$ 0.58	\$ 0.02	\$ 0.31	\$ 1.57	\$ 2.47	per square foot
Hardware/Paint Store	\$ -	\$ -	\$ 0.28	\$ 0.01	\$ 0.15	\$ 0.92	\$ 1.36	per square foot
Nursery (Garden Center)	\$ -	\$ -	\$ 0.91	\$ 0.03	\$ 0.48	\$ 2.48	\$ 3.90	per square foot
Nursery (Wholesale)	\$ -	\$ -	\$ 0.48	\$ 0.02	\$ 0.26	\$ 1.42	\$ 2.18	per square foot
Shopping Center	\$ -	\$ -	\$ 0.49	\$ 0.02	\$ 0.26	\$ 1.45	\$ 2.21	per square foot
Factory Outlet Center	\$ -	\$ -	\$ 0.49	\$ 0.02	\$ 0.26	\$ 0.97	\$ 1.73	per square foot
Specialty Retail Center	\$ -	\$ -	\$ 0.58	\$ 0.02	\$ 0.31	\$ 1.61	\$ 2.51	per square foot
Automobile Sales	\$ -	\$ -	\$ 0.44	\$ 0.01	\$ 0.24	\$ 1.15	\$ 1.84	per square foot

Summary Maximum Impact Fee Schedule continued

Land Use	Library Services	Parks & Recreation	Fire Protection	Emergency/ 911	Law Enforcement	Road Projects	Total Maximum Fee	Unit of Measure
<b>Retail Continued</b>								
Auto Parts Store	\$ -	\$ -	\$ 0.28	\$ 0.01	\$ 0.15	\$ 1.22	\$ 1.66	per square foot
Tire Store	\$ -	\$ -	\$ 0.37	\$ 0.01	\$ 0.20	\$ 0.75	\$ 1.33	per square foot
Tire Superstore	\$ -	\$ -	\$ 0.37	\$ 0.01	\$ 0.20	\$ 0.76	\$ 1.34	per square foot
Supermarket	\$ -	\$ -	\$ 0.34	\$ 0.01	\$ 0.18	\$ 1.97	\$ 2.50	per square foot
Convenience Market (Open 24 Hrs)	\$ -	\$ -	\$ 0.52	\$ 0.02	\$ 0.28	\$ 6.64	\$ 7.46	per square foot
Convenience Market w/Gas Pumps	\$ -	\$ -	\$ 0.52	\$ 0.02	\$ 0.28	\$ 6.08	\$ 6.90	per square foot
Discount Supermarket	\$ -	\$ -	\$ 0.65	\$ 0.02	\$ 0.35	\$ 2.12	\$ 3.15	per square foot
Wholesale Market	\$ -	\$ -	\$ 0.24	\$ 0.01	\$ 0.13	\$ 0.18	\$ 0.56	per square foot
Discount Club	\$ -	\$ -	\$ 0.38	\$ 0.01	\$ 0.20	\$ 1.14	\$ 1.74	per square foot
Home Improvement Superstore	\$ -	\$ -	\$ 0.28	\$ 0.01	\$ 0.15	\$ 0.43	\$ 0.87	per square foot
Electronics Superstore	\$ -	\$ -	\$ 0.28	\$ 0.01	\$ 0.15	\$ 0.55	\$ 0.98	per square foot
Apparel Store	\$ -	\$ -	\$ 0.49	\$ 0.02	\$ 0.26	\$ 1.46	\$ 2.22	per square foot
Department Store	\$ -	\$ -	\$ 0.58	\$ 0.02	\$ 0.31	\$ 0.50	\$ 1.41	per square foot
Pharmacy/Drugstore	\$ -	\$ -	\$ 0.49	\$ 0.02	\$ 0.26	\$ 1.62	\$ 2.38	per square foot
Furniture Store	\$ -	\$ -	\$ 0.12	\$ 0.00	\$ 0.06	\$ 0.05	\$ 0.23	per square foot
<b>Services (900-999)</b>								
Drive-in Bank	\$ -	\$ -	\$ 1.39	\$ 0.05	\$ 0.74	\$ 1.46	\$ 3.65	per square foot
Quality Restaurant	\$ -	\$ -	\$ 2.17	\$ 0.07	\$ 1.16	\$ 1.53	\$ 4.93	per square foot
High-Turnover (Sit-Down) Restaurant	\$ -	\$ -	\$ 2.17	\$ 0.07	\$ 1.16	\$ 2.17	\$ 5.57	per square foot
Fast-Food Restaurant	\$ -	\$ -	\$ 3.17	\$ 0.11	\$ 1.69	\$ 6.02	\$ 10.99	per square foot
Quick Lubrication Vehicle Shop	\$ -	\$ -	\$ 610.45	\$ 20.53	\$ 325.82	\$ 1,493.48	\$ 2,450.28	per service bay
Gasoline/Service Station	\$ -	\$ -	\$ 46.51	\$ 1.56	\$ 24.82	\$ 1,516.51	\$ 1,589.41	per pump
Gasoline Station w/Convenience Mkt	\$ -	\$ -	\$ 0.06	\$ 0.00	\$ 0.03	\$ 1,025.16	\$ 1,025.26	per pump
Self-Service Car Wash	\$ -	\$ -	\$ 58.14	\$ 1.96	\$ 31.03	\$ 1,943.32	\$ 2,034.45	per stall

"Square foot" means square foot of gross building floor area.

All figures shown rounded to whole cents for readability; actual fees generally run to multiple decimal places.

## ***Memorandum***

**TO:** David Headley, County Manager

**cc:** Danielle Yarbrough, County Clerk  
Leslie Clark, Library  
Lisa Henson, Parks & Recreation  
David McKee, Public Works  
Vickie Neikirk, Chief Financial Officer  
Dawn Pruett, Senior Services  
Greg Rowan, Sheriff's Office  
Jason Streetman, Planning & Development  
Lanier Swafford, Emergency Services

**FROM:** Bill Ross

**DATE:** January 2, 2018

**RE:** Impact Fee Work Session

This memo is to provide some background information for the January 11 Work Session, where we will be discussing appropriate levels for impact fees to be charged under the updated Impact Fee Program.

There are basically three ways to reduce the fees from the "maximum allowed" fees calculated in the Methodology Report: 1) eliminated specific projects entirely from the list of future improvements; 2) keep the projects, but reduce each public facility category on a percentage basis; and 3) keep the projects, but shift the funding for particular projects from impact fees to alternate sources of revenue (e.g., SPLOST).

First, some issues to be addressed to comply with State requirements:

**Level of Service Standards** – Future projects are to be identified to meet LOS standards adopted by the County. By and large, the LOS standards in the Methodology Report are based on the current level of service enjoyed by current residents and businesses, and are extended to future residents and businesses such that future growth and development will not degrade the services available to current residents and businesses.

**Fair share** – Impact fees must reflect the "fair, proportionate share" of the cost of the facilities needed to serve each particular land use. Where different demands on public infrastructure exist between different uses, the fees must be different on a proportional basis and those proportions must be maintained – a fee reduction for one land use must apply also to all of the other uses in that same public facility category.

**Funding sources** – The Capital Improvements Element that is sent to the Region and the State for review must include a Community Work Program (CWP) for the coming five years that identifies the total cost of each impact fee eligible project, the percent of the cost that

is anticipated to be covered by impact fees, and the sources of any other revenue that will cover any shortfall.

One additional issue: **Inflation**

Inflation has taken its toll on project costs and the value of money over the past many years.

The table on the right shows the effect of increases in the Consumer Price Index since the previous impact fees were adopted in 2006.

Previously, the County's impact fee program had two service areas – the area "inside" the GA 400 corridor area, and all lands "outside" the GA 400 Corridor. Impact fees for road improvements were only collected "inside" the corridor, and were thus higher. Because fees for road improvements are included countywide in the updated Impact Fee Program, the new "maximum" fees are more appropriately compared to the previous "inside" fees.

For simplicity, the table compares only the fees charged for a single-family house in 2006. Over the years, inflation has driven this "inside" fee of \$3,087 to a value at the beginning of 2018 of \$3,756. The net result is that a dollar in 2006 is worth only eighty-two cents today.

If it would be desired to charge the "same" fee today as was charged in 2006, that fee would have to be \$3,756 just to stay "even".

Keeping these issues in mind, here are the three alternate approaches to fee-setting.

**1. Delete projects**

This approach is straight-forward – take out projects that are not viewed as needed, thus reducing the amount of impact fee funding required of future growth and development.

Reducing projects from the lists in the Methodology Report, however, will often require reductions in the LOS standards since the remaining projects needed to serve future growth will provide a lower LOS than currently exists.

The net result would be that current residents and businesses would not be served at current levels, and would therefore see a reduction in services due to new growth. Because of this, this approach is not recommended.

**2. Reduce percentage of fees to be collected**

The total impact fees can be reduced by a set percentage. This percentage could be set across the board for all public facility categories (e.g., library Services, Parks & Recreation, Fire Protection, etc.) or different percentages could be applied on a public facility category by category basis. For instance, one percentage could be applied to the Fire Protection fees for all land uses under that category, while a different percentage could be charged to all land uses under a different public facility category. Importantly, all land uses in a particular

**Effect of Inflation on Fees**

	Consumer Price Index	Previous SFD Fee Outside**	Previous SFD Fee Inside**
2006	201.60	\$ 2,051	\$ 3,087
2007	207.34	\$ 2,109	\$ 3,175
2008	215.30	\$ 2,190	\$ 3,297
2009	214.54	\$ 2,183	\$ 3,285
2010	218.06	\$ 2,218	\$ 3,339
2011	224.94	\$ 2,288	\$ 3,444
2012	229.59	\$ 2,336	\$ 3,516
2013	232.96	\$ 2,370	\$ 3,567
2014	236.74	\$ 2,408	\$ 3,625
2015	237.02	\$ 2,411	\$ 3,629
2016	240.01	\$ 2,442	\$ 3,675
2017*	245.29	\$ 2,495	\$ 3,756
\$1 in 2006 = 82 cents in 2017			

\* Estimate, based on 2.2% 12-month increase year-over-year in Nov. 2017 (per US Bureau of Labor

\*\* Outside the Road Service Area and Inside the Road Service Area.

public facility category must be reduced by the same percentage – individual land uses cannot be called out for a different percentage than all others in the same public facility category.

The good: Under this approach, the County's Level of Service standards are preserved and the "fair share" doctrine is upheld. It is the approach used by most cities and counties in setting their fee schedules at less-than-maximum levels.

The bad: The problem with this approach is that it provides no clear guidance to project-by-project funding as impact fees are collected and projects come up for implementation. Project funding remains at the "maximum allowed" but collections will not reach those levels. Alternate funding to make up the differences may not be recognized as credits applied to new growth and development, running the risk of inadvertently charging fees that cumulatively exceed the "fair share" total amount.

### **3. Reduce impact fee funding for particular projects**

Under this approach, specific projects would be identified to receive less funding from impact fees than the maximum funding level would provide.

This approach simultaneously identifies the level of "alternate" funding that would be required to fully fund the project.

The good: Under this approach, the County's Level of Service standards are preserved, the "fair share" doctrine is upheld, and alternate funding source levels are identified for each project. Coordination with future SPLOST programs, bond issues or other interim financing vehicles are more easily identified.

The bad: Credits for funding received from new growth and development will increase due to their payment of the alternate funding taxes, further reducing the "maximum" impact fees that can be collected.

Resources at meeting:

I will have spreadsheets on my computer so that the Commission can use a trial-and-error approach to seeing the effects of changes they may wish to consider. The spreadsheets are interactive and will reflect the new resulting fees set by the Commission as changes are made or tested.

For Alternate Approach 2, the tables are set up to explore the effects of applying percentage reductions under whatever scenarios the Commission will wish to explore. The Summary Table shown on the next page will update the example fees as the percentage reductions are applied.

For Alternate 3, Project-by-Project reductions will be handled on a different spreadsheet – the project tables for each public facility category are shown on several pages below. Reductions in the impact fee column labeled "Revised New Growth Cost" will revise the "Alternate Funding" column automatically, and will be reflected in changes to the Summary Table (similar to the table used for Approach 2).

For Alternate Approach 1, a different table used for Alternate Approach 3 will be used, in which both the "Revised New Growth Cost" and the "Alternate Funding" columns will be zeroed out to reflect each deleted project.

Spreadsheet table of example land uses for Alternate Approach 2 (percentage reductions):

	New Impact Fees (2018)							Previous Fees	
Land Use	Library Services	Parks & Recreation	Fire Protection	Emergency Management	E-911	Law Enforcement	Total New Impact Fee	Adopted Fee (2006)	Current Value (2018)
Single-Family Detached Housing	\$ 558.84	\$ 2,781.96	\$ 1,038.01	\$ 22.79	\$ 361.70	\$ 518.61	\$ 5,281.91	\$ 3,086.78	\$ 3,755.69
Apartment	\$ 558.84	\$ 2,781.96	\$ 1,038.01	\$ 22.79	\$ 361.70	\$ 362.26	\$ 5,125.56	\$ 2,776.30	\$ 3,377.93
Convenience Market w/gas pumps	\$ -	\$ -	\$ 0.80	\$ 0.02	\$ 0.28	\$ 7.37	\$ 8.46	\$ 37.77	\$ 45.95
Day Care Center	\$ -	\$ -	\$ 1.25	\$ 0.03	\$ 0.44	\$ 0.43	\$ 2.15	\$ 7.53	\$ 9.16
General Light Industrial	\$ -	\$ -	\$ 1.03	\$ 0.02	\$ 0.36	\$ 0.35	\$ 1.76	\$ 1.71	\$ 2.08
Hotel or Conference Motel	\$ -	\$ -	\$ 253.68	\$ 5.57	\$ 88.39	\$ 445.06	\$ 792.70	\$ 848.06	\$ 1,031.84
Medical-Dental Office Building	\$ -	\$ -	\$ 1.81	\$ 0.04	\$ 0.63	\$ 1.81	\$ 4.28	\$ 4.82	\$ 5.86
Office Building - General	\$ -	\$ -	\$ 1.48	\$ 0.03	\$ 0.52	\$ 0.55	\$ 2.58	\$ 2.56	\$ 3.12
Office Building - Single Tenant	\$ -	\$ -	\$ 1.40	\$ 0.03	\$ 0.49	\$ 0.58	\$ 2.50	\$ 2.56	\$ 3.12
Pharmacy/Drugstore	\$ -	\$ -	\$ 0.74	\$ 0.02	\$ 0.26	\$ 1.96	\$ 2.98	\$ 5.45	\$ 6.64
Restaurant - Fast-Food	\$ -	\$ -	\$ 4.85	\$ 0.11	\$ 1.69	\$ 7.29	\$ 13.94	\$ 34.07	\$ 41.45
Restaurant - Table Service	\$ -	\$ -	\$ 3.32	\$ 0.07	\$ 1.16	\$ 2.64	\$ 7.19	\$ 14.53	\$ 17.68
Shopping Center	\$ -	\$ -	\$ 0.74	\$ 0.02	\$ 0.26	\$ 1.75	\$ 2.77	\$ 2.22	\$ 2.70
Specialty Retail Center	\$ -	\$ -	\$ 0.88	\$ 0.02	\$ 0.31	\$ 1.95	\$ 3.16	\$ 2.98	\$ 3.62
Supermarket	\$ -	\$ -	\$ 0.52	\$ 0.01	\$ 0.18	\$ 2.39	\$ 3.10	\$ 8.24	\$ 10.02
Warehousing	\$ -	\$ -	\$ 0.41	\$ 0.01	\$ 0.14	\$ 0.18	\$ 0.74	\$ 1.06	\$ 1.29

**Percent of Maximum**

<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>
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Land Use	Library Services	Parks & Recreation	Fire Protection	Emergency Management	E-911	Law Enforcement	Total Impact Fee	Unit of Measure
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The percentages that are entered under each public facility category will automatically revise the fees on the full impact fee table (which extends on below the headings shown at the bottom of the above illustration) and the fees on the Summary Table (shown) will be revised accordingly.

I have taken the liberty of preparing 3 test cases ahead of time – across-the board reductions to equal the previous single-family fee and to equal the 2018 inflated previous fee amount, and a third test case to reduce only the residential-only categories (Libraries and Parks & Recreation) to the total 2018 inflated previous fee amount.

Spreadsheet tables for Alternate Approach 3 (shifts in project funding). Changes by the Commission will be tested in the "Revised New Growth Cost" column.

## Library System

Year	Project	% for New Growth	Total New Growth Cost	Revised New Growth Cost	Alternate Funding
2026	New Branch Library	100%	\$ 4,719,155	\$ 4,719,155	\$ -
2034	New Branch Library	100%	\$ 4,096,654	\$ 4,096,654	\$ -
<b>Total</b>		<b>100%</b>	<b>\$ 8,815,809</b>	<b>\$ 8,815,809</b>	<b>\$ -</b>

Year	Total Materials Needed (annual)	% for New Growth	Total New Growth Cost	Revised New Growth Cost	Alternate Funding
2018	2,373	99.49%	\$ 52,233.93	\$ 52,233.93	\$ 263
2019	2,438	99.47%	\$ 54,172.99	\$ 54,172.99	\$ 285
2020	2,510	99.48%	\$ 56,325.35	\$ 56,325.35	\$ 285
2021	2,581	99.50%	\$ 58,491.77	\$ 58,491.77	\$ 285
2022	2,635	99.47%	\$ 60,281.09	\$ 60,281.09	\$ 307
2023	2,680	99.48%	\$ 61,913.95	\$ 61,913.95	\$ 307
2024	2,751	99.49%	\$ 64,182.63	\$ 64,182.63	\$ 307
2025	2,831	99.47%	\$ 66,679.09	\$ 66,679.09	\$ 329
2026	2,914	99.49%	\$ 69,313.78	\$ 69,313.78	\$ 329
2027	2,998	99.47%	\$ 71,993.51	\$ 71,993.51	\$ 351
2028	3,092	99.48%	\$ 74,987.07	\$ 74,987.07	\$ 351
2029	3,164	99.46%	\$ 77,466.00	\$ 77,466.00	\$ 372
2030	3,240	99.48%	\$ 80,110.42	\$ 80,110.42	\$ 372
2031	3,326	99.49%	\$ 83,050.03	\$ 83,050.03	\$ 372
2032	3,410	99.47%	\$ 85,963.33	\$ 85,963.33	\$ 394
2033	3,492	99.48%	\$ 88,899.95	\$ 88,899.95	\$ 394
2034	3,599	99.47%	\$ 92,505.82	\$ 92,505.82	\$ 416
2035	3,678	99.48%	\$ 95,469.09	\$ 95,469.09	\$ 416
2036	3,810	99.48%	\$ 99,851.34	\$ 99,851.34	\$ 438
2037	3,969	99.47%	\$ 105,028.26	\$ 105,028.26	\$ 460
2038	4,132	99.47%	\$ 110,404.10	\$ 110,404.10	\$ 482
2039	4,290	99.49%	\$ 115,766.29	\$ 115,766.29	\$ 482
2040	4,456	99.48%	\$ 121,414.28	\$ 121,414.28	\$ 504
<b>Total</b>	<b>74,369</b>		<b>\$ 1,846,504.04</b>	<b>\$1,846,504.04</b>	<b>\$ 8,501</b>

## Parks and Recreation

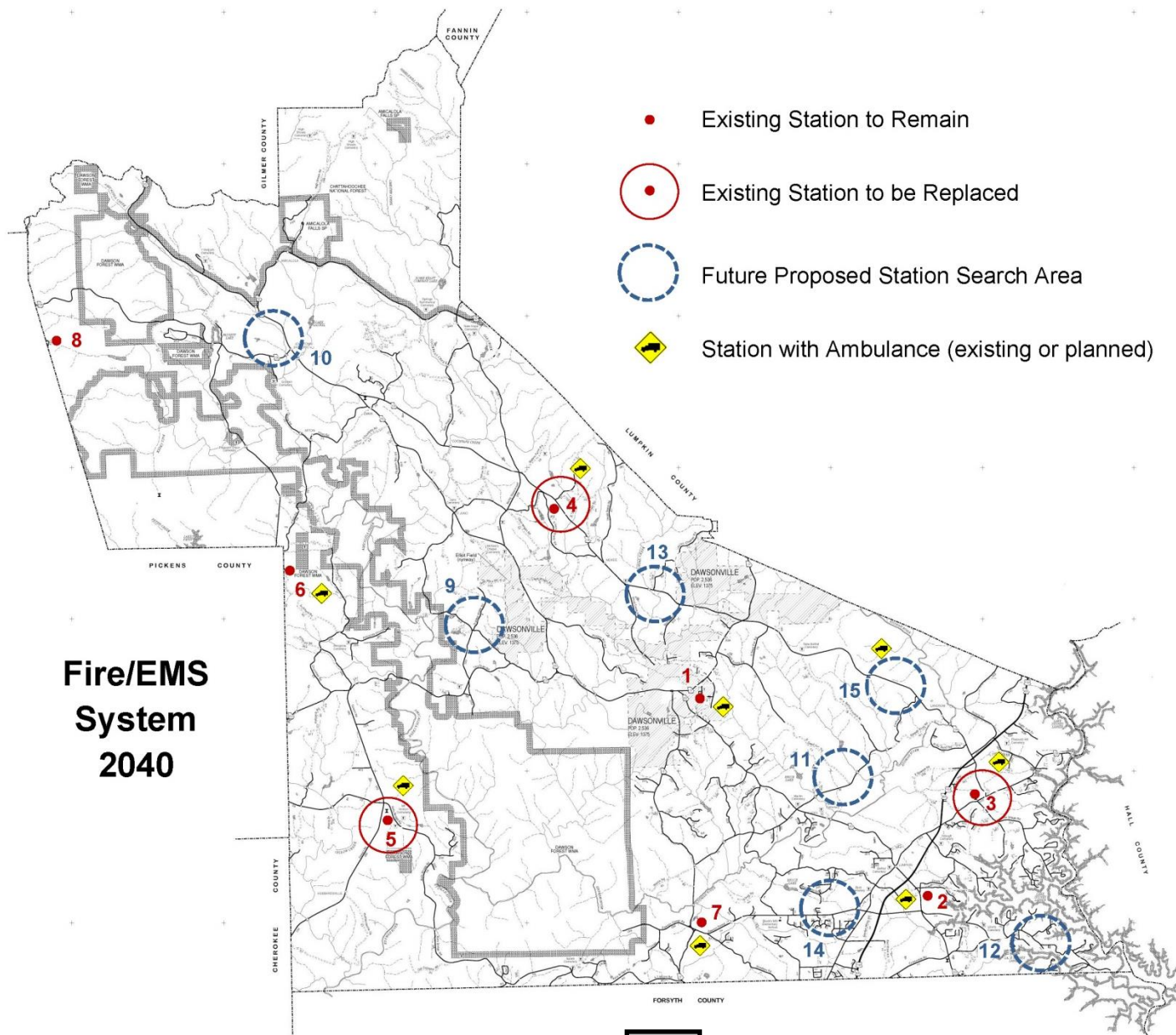
Component Type	% for New Growth	Total New Growth Cost	Revised New Growth Cost	Alternate Funding
Park Acres	90.46%	\$ 10,997,627	\$ 10,997,627	\$ 1,160,276
Baseball/Softball Fields		\$ -	\$ -	\$ -
Basketball Courts (outdoor)	92.27%	\$ 641,865	\$ 641,865	\$ 53,786
Multi-Purpose Fields	98.52%	\$ 2,056,012	\$ 2,056,012	\$ 30,932
Picnic Pavilions	85.66%	\$ 851,231	\$ 851,231	\$ 142,557
Playgrounds	77.87%	\$ 1,276,840	\$ 1,276,840	\$ 362,902
Aquatic Center (each)	71.39%	\$ 10,994,914	\$ 10,994,914	\$ 4,406,907
Tennis Courts	87.40%	\$ 1,823,943	\$ 1,823,943	\$ 263,000
Buildings:				
Gymnasium (sf)	100.00%	\$ 4,621,376	\$ 4,621,376	\$ -
Maintenance Sheds (sf)	100.00%	\$ 753,092	\$ 753,092	\$ -
Office/Concession (sf)	100.00%	\$ 886,957	\$ 886,957	\$ -
Recreation Center (sf)	100.00%	\$ 9,786,370	\$ 9,786,370	\$ -
Restroom/Concession (#)	86.20%	\$ 1,448,381	\$ 1,448,381	\$ 231,815
Senior Rec Center	100.00%	\$ 1,407,429	\$ 1,407,429	\$ -
Maintenance Yard (acres)	100.00%	\$ 11,084	\$ 11,084	\$ -
Walking Trails (miles)	100.00%	\$ 1,031,352	\$ 1,031,352	\$ -
Parking (spaces)	100.00%	\$ 6,880,882	\$ 6,880,882	\$ -
		<b>\$ 55,469,356</b>	<b>\$ 55,469,356</b>	<b>\$ 6,652,174</b>

## Fire Protection

Year	Facility	Percent Eligible	Eligible Cost	Revised New Growth Cost	Alternate Funding	Year	Number of Hydrants	Percent Eligible	Eligible Cost	Revised New Growth Cost	Alternate Funding
2019	Station 9	100%	\$ 1,403,918	\$ 1,403,918		2017	3	100%	\$ 11,895	\$ 11,895	\$ -
2020	New Station 5	25%	\$ 472,011	\$ 472,011	\$ 1,416,031	2018	14	100%	\$ 57,089	\$ 57,089	\$ -
2021	Station 10	100%	\$ 952,167	\$ 952,167		2019	11	100%	\$ 46,132	\$ 46,132	\$ -
2022	New Station 4	25%	\$ 480,191	\$ 480,191	\$ 1,440,574	2020	12	100%	\$ 51,758	\$ 51,758	\$ -
2023	New Station 3	25%	\$ 484,335	\$ 484,335	\$ 1,453,004	2021	11	100%	\$ 48,794	\$ 48,794	\$ -
2025	Station 11	100%	\$ 1,478,187	\$ 1,478,187		2022	12	100%	\$ 54,745	\$ 54,745	\$ -
2028	Station 12	100%	\$ 505,594	\$ 505,594		2023	18	100%	\$ 84,454	\$ 84,454	\$ -
2031	Station 13	100%	\$ 1,556,385	\$ 1,556,385		2024	37	100%	\$ 178,538	\$ 178,538	\$ -
2034	Station 14	100%	\$ 1,597,022	\$ 1,597,022		2025	22	100%	\$ 109,178	\$ 109,178	\$ -
2037	Station 15	100%	\$ 2,184,961	\$ 2,184,961		2026	8	100%	\$ 40,831	\$ 40,831	\$ -
2024	Training Center	100%	\$ 220,807	\$ 220,807		2027	10	100%	\$ 52,490	\$ 52,490	\$ -
			<b>\$ 11,335,578</b>	<b>\$ 11,335,578</b>	<b>\$ 4,309,609</b>	2028			\$ -	\$ -	\$ -
						2029	18	100%	\$ 99,936	\$ 99,936	\$ -
						2030			\$ -	\$ -	\$ -
						2031	12	100%	\$ 70,469	\$ 70,469	\$ -
						2032	21	100%	\$ 126,829	\$ 126,829	\$ -
						<b>Total</b>	<b>209</b>		<b>\$ 1,033,137</b>	<b>\$ 1,033,137</b>	<b>\$ -</b>

Year	Engines for ...	Percent Eligible	Eligible Cost	Revised New Growth Cost	Alternate Funding
2019	Station 9	100%	\$ 1,121,557	\$ 1,121,557	\$ -
2020	New Station 5	100%	\$ 257,385	\$ 257,385	\$ -
2020	Station 1	100%	\$ 1,132,493	\$ 1,132,493	\$ -
2021	Station 10	100%	\$ 727,705	\$ 727,705	\$ -
2022	New Station 4	100%	\$ 682,315	\$ 682,315	\$ -
2023	New Station 3	100%	\$ 423,981	\$ 423,981	\$ -
2023	Station 2	100%	\$ 1,165,947	\$ 1,165,947	\$ -
2025	Station 11	100%	\$ 1,188,796	\$ 1,188,796	\$ -
2028	Station 12	100%	\$ 445,059	\$ 445,059	\$ -
2031	Station 13	100%	\$ 1,260,066	\$ 1,260,066	\$ -
2034	Station 14	100%	\$ 1,297,288	\$ 1,297,288	\$ -
2037	Station 15	100%	\$ 1,639,157	\$ 1,639,157	\$ -
			<b>\$ 11,341,748</b>	<b>\$ 11,341,748</b>	<b>\$ -</b>



## Emergency/911

Year	Capital Improvement	Percent Eligible	Eligible Cost	Revised New Growth Cost	Alternate Funding
2021	New EOC/911 Center	60.20%	\$ 562,425.62	\$ 562,425.62	\$ 371,836.21

## Law Enforcement

Year	Capital Improvement	Percent Eligible	Eligible Cost	Revised New Growth Cost	Alternate Funding
2030	Expansion of HQ and Jail	100%	\$ 8,034,163	\$ 8,034,163	\$ -

## Road Improvements

Year	Project Description	Percent Eligible	Eligible Cost	Revised New Growth	Alternate Funding
2016	Dawson Forest Road	53.03%	\$ 1,134,467.98	\$ 1,134,467.98	\$ 502,335.51
2017	Tanner Road	53.03%	\$ 424,270.88	\$ 424,270.88	\$ 187,864.56
2017	Kelly Bridge Road	53.03%	\$ 1,166,744.91	\$ 1,166,744.91	\$ 516,627.55
2017	Steve Tate Highway	53.03%	\$ 673,530.02	\$ 673,530.02	\$ 298,234.99
2018	Public Works Fleet Building (New)	53.03%	\$ 1,363,568.37	\$ 1,363,568.37	\$ 603,779.77
2019	Lumpkin Campground Road	53.03%	\$ 2,243,781.58	\$ 2,243,781.58	\$ 1,987,065.63
2019	Red Rider Road	53.03%	\$ 673,134.47	\$ 673,134.47	\$ 596,119.69
2019	Sweetwater Juno Road	53.03%	\$ 729,229.01	\$ 729,229.01	\$ 645,796.33
2020	Couch Road	53.03%	\$ 2,019,167.31	\$ 2,019,167.31	\$ 1,788,149.97
2020	Grant Road East	53.03%	\$ 461,523.96	\$ 461,523.96	\$ 408,719.99
2020	Shoal Creek/Shoal Creek Rd Bridge	53.03%	\$ 1,442,262.36	\$ 1,442,262.36	\$ 1,277,249.99
2021	Amicalola River/Goshen Church Bridge	53.03%	\$ 889,977.85	\$ 889,977.85	\$ 788,153.54
2021	Whitmire Drive West	53.03%	\$ 474,654.85	\$ 474,654.85	\$ 420,348.56
	<b>Total</b>		<b>\$ 13,696,313.55</b>	<b>\$ 13,696,313.55</b>	<b>\$ 10,020,446.09</b>

The results to the changes to the "Revised New Growth Cost" columns on the above project tables will be simultaneously reflected in the following Summary Table:

### Example Impact Fees -- Revised

Land Use	Library Services	Parks & Recreation	Fire Protection	Emergency/ 911	Law Enforcement	Road Projects	Total Fee	Unit of Measure
Single-Family Detached Housing	\$ 558.84	\$ 2,781.96	\$ 1,038.01	\$ 22.79	\$ 361.70	\$ 518.61	\$5,281.91	per dwelling
Apartment	\$ 558.84	\$ 2,781.96	\$ 1,038.01	\$ 22.79	\$ 361.70	\$ 362.26	\$5,125.56	per dwelling
Convenience Market w/gas pumps	\$ -	\$ -	\$ 0.80	\$ 0.02	\$ 0.28	\$ 7.37	\$ 8.46	per square foot
Day Care Center	\$ -	\$ -	\$ 1.25	\$ 0.03	\$ 0.44	\$ 0.43	\$ 2.15	per square foot
General Light Industrial	\$ -	\$ -	\$ 1.03	\$ 0.02	\$ 0.36	\$ 0.35	\$ 1.76	per square foot
Hardware/Paint Store	\$ -	\$ -	\$ 253.68	\$ 5.57	\$ 88.39	\$ 445.06	\$ 792.70	per room
Medical-Dental Office Building	\$ -	\$ -	\$ 1.81	\$ 0.04	\$ 0.63	\$ 1.81	\$ 4.28	per square foot
Office Building - General	\$ -	\$ -	\$ 1.48	\$ 0.03	\$ 0.52	\$ 0.55	\$ 2.58	per square foot
Office Building - Single Tenant	\$ -	\$ -	\$ 1.40	\$ 0.03	\$ 0.49	\$ 0.58	\$ 2.50	per square foot
Pharmacy/Drugstore	\$ -	\$ -	\$ 0.74	\$ 0.02	\$ 0.26	\$ 1.96	\$ 2.98	per square foot
Restaurant - Fast-Food	\$ -	\$ -	\$ 4.85	\$ 0.11	\$ 1.69	\$ 7.29	\$ 13.94	per square foot
Restaurant - Table Service	\$ -	\$ -	\$ 3.32	\$ 0.07	\$ 1.16	\$ 2.64	\$ 7.19	per square foot
Shopping Center	\$ -	\$ -	\$ 0.74	\$ 0.02	\$ 0.26	\$ 1.75	\$ 2.77	per square foot
Specialty Retail Center	\$ -	\$ -	\$ 0.88	\$ 0.02	\$ 0.31	\$ 1.95	\$ 3.16	per square foot
Supermarket	\$ -	\$ -	\$ 0.52	\$ 0.01	\$ 0.18	\$ 2.39	\$ 3.10	per square foot
Warehousing	\$ -	\$ -	\$ 0.41	\$ 0.01	\$ 0.14	\$ 0.18	\$ 0.74	per square foot

Original Single-Family Fee (2006) \$3,086.78

Inflated Single-Family Fee (2018) \$3,755.96

2018 Maximum Single-Family Fee \$5,281.91

## Exemptions

We discussed briefly at the last meeting that the way to reduce impact fees for specific land uses would be through the application of an “exemption” allowed under the State law.

The following statement on Exemptions is included in the County’s Impact Fee Ordinance:

Dawson County recognizes that certain office retail trade and industrial development projects provide extraordinary benefit in support of the economic advancement of the county s citizens over and above the access to jobs, goods and services that such uses offer in general. To encourage such development projects the board of commissioners may consider granting a reduction in the impact fee for such a development project upon the determination and relative to the extent that the business or project represents **extraordinary economic development and employment growth** of public benefit to Dawson County **in accordance with adopted exemption criteria**. It is also recognized that the cost of system improvements otherwise foregone through exemption of any impact fee must be funded through revenue sources other than impact fees. [Emphasis added]

To enable an exemption for any particular land use, exemption criteria would need to be adopted by the Commission, and would apply equally to all such similar uses. The criteria, however, can be very specific about the type or characteristics of the land uses that qualify for the exemption. For “hotels”, for instance, the exemption could be very specific about the facilities to be provided (business center, breakfast area, meeting rooms, indoor room access, etc.)

There are many dimensions to exemptions that can be considered:

- They can be automatically applied by staff when the criteria are met.
- They can vary or only be applied in specific geographical areas.
- They can apply to both new development and expansion of an existing business
- They can be varied in the percentage of the exemption allowed by the Board of Commissioners, depending on the amount of public benefit to be achieved. Such criteria might include:
  - The percentage of management positions to be created;
  - The average wage compared to the County or State average;
  - The investment to be made in the project;
  - Other County assistance with infrastructure improvements;
  - Etc.
- The policy can be expanded to apply to IRS-recognized non-profit institutions.

There are many different examples of how exemptions have been applied by other jurisdictions.

Given the complexity of and alternatives for establishing the criteria, it is suggested that the establishment of the criteria be deferred to a future meeting when we discuss appropriate amendments to the Impact Fee Ordinance.