



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

Agenda

Thursday, June 02, 2022 ♦ 6:30 PM

Putnam County Administration Building – Room 203

The Putnam County Planning & Zoning Commission will conduct a public hearing meeting on June 02, 2022 at 6:30 p.m. in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA. The following agenda will be considered:

Opening

1. Call to Order
2. Attendance
3. Rules of Procedures

Minutes

4. Approval of Minutes- May 5, 2022

Requests

5. Request by **Roger Reaves** to rezone 13.51 acres on Edward Reaves Road from AG to R-1. [**Map 061, Part of Parcel 023, District 2**]. *
6. Request by **Jeremy Crosby, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [**Map 096B, Part of Parcel 063, District 1**]. * **Applicant is requesting to withdraw without prejudice.**
7. Request by **Brandon Burgess, agent for Molfin Investments, LLC** for conditional use at 170 Scott Road. [**Map 102, Parcel 001002, District 3**]. *

New Business

Adjournment

The Planning & Zoning Commission meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

Notice: All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure of campaign contributions with the Planning & Development Department within five calendar days prior to public hearings if you have contributed \$250.00 or more to an elected official in Putnam County within the last five years.

*The Putnam County Board of Commissioners will hear these agenda items on June 21, 2022 at 6:30 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

The full meeting package can be reviewed in the Planning & Development office upon request.

The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits.

The Board of Commissioners' hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-152 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.

File Attachments for Item:

4. Approval of Minutes- May 5, 2022



PUTNAM COUNTY PLANNING & DEVELOPMENT

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Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

Minutes

Thursday, May 05, 2022, ♦ 6:30 pm

Opening

1. Call to Order
Chairman Alan Foster called the meeting to order at 6:30 pm.
2. Attendance
Present: Chairman Alan Foster, Vice Chairman Maurice Hill, Member Martha Farley, Member Harold Jones, Member John Mitchell, Courtney Andrews, Angela Waldroup, Attorney Adam Nelson
Ms. Courtney Andrews called the Attendance.
3. Rules of Procedures
Ms. Courtney Andrews read the Rules of Procedures.

Minutes

4. Approval of Minutes- February 03, 2022 & April 07, 2022

Motion: **Vice Chairman Hill** made the motion to approve the February 03, 2022 & April 07, 2022 minutes

Second: **Member Mitchell**.

Voting Yea: **Vice Chairman Hill, Member Farley, Member Jones, Member Mitchell, Chairman Foster**

Requests

5. Request by **Rick McAllister, agent for Jacqueline Trinkle** to rezone 19.45 acres at 842 Harmony Road from AG to C-2. **[Map 097, Part of Parcel 060, District 1]. *Mr. Brittain Hunt** represented this request.

Mr. Hunt stated that the development would be primarily used for mini warehouses, outdoor parking, and potential commercial retail space. The traffic study suggested a deceleration lane and left turn lane at all entrances. The development is compatible with existing and future uses for surrounding developments on Harmony Road. There were a number of staff recommendations that were conducive to their client.

Chairman Foster stated that on the left-hand side of Harmony Road, there had been a precedence set on the ten properties leading to the subject property. It was intended to restrict how deep commercial properties were allowed to go back off the road. He referenced the map, stating that there were 10 properties limited to the 400-foot depth. They were all required to have a vegetated barrier behind them in order to protect the agricultural and residential properties behind them. While there are C-1 and C-2 on that side of Harmony Road, most of the C-2 with depth are on the right side of the road. Farriers Lane leads to multiple residential properties. He further stated that personally, he would not like to set the precedence off Harmony Road leading to the lakefront homes. If they were to set the precedence, it would allow commercial property all along the road. The initial agreement was made to limit the road frontage. People were insured that they would not have incremental encroachment by commercial properties. He added that he did not have questions, but he had an issue with the size of the property being requested to become C-2.

Member Mitchell stated that he thought it was important to hear from other people who may have had an issue with the request. When the request came before the board initially, residents had concerns about the lighting. He wanted to give them the opportunity to speak.

Chairman Foster stated that he probably overstepped by making his comment right away, but he was pretty emotional about the subject and wanted to get his feelings about it, up front.

Erin Olson spoke in opposition to the request

Staff recommendation was for approval to rezone 19.45 acres at 842 Harmony Road from AG to C-2 [Map 097, Part of Parcel 060, District 1] with the following conditions:

- 1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.**
- 2. A 50-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 061.**
- 3. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033.**
- 4. A 50-foot undisturbed vegetated buffer along the property lines that abut the proposed 20.80-acre RM-3 parcel.**
- 5. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.**

Member Mitchell asked if there were any other speakers on the request.

There was no one else signed in to speak on this request.

In response to the opposition and concerns, **Mr. Hunt** stated that the vegetated barrier would be put in place, and they would comply to respect the surrounding properties.

Motion: **Vice Chairman Hill** made the motion to approve the request by Rick McAllister, agent for Jacqueline Trinkle to rezone 19.45 acres at 842 Harmony Road from AG to C-2. **[Map 097, Part of Parcel 060, District 1] with the following conditions:**

- 1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.**

2. **A 50-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 061.**
3. **A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033.**
4. **A 50-foot undisturbed vegetated buffer along the property lines that abut the proposed 20.80-acre RM-3 parcel.**
5. **This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.**

Second: **Member Farley**

Chairman Foster opened the floor for discussion from the board.

Vice Chairman Hill stated that growth and safety of the community is important. As a board they should not vote based on preferences but based on the ordinances and recommendations.

Member Jones stated that he was concerned about the other C-2 property owners that were restricted to the 400-foot depth. How could they have an answer for them if nothing has been changed but allow an increase of 1000 feet.

Chairman Foster stated that he agreed with Member Jones and believes that precedence is an important part of approving or denying rezoning request, to protect the aesthetics and value of properties. The staff recommendations mentioned buffers and traffic but had no discussion about it being a new type of commercial development encroaching on the lake area and entry roads into the residential lake areas. He did not think this was acceptable. Looking at the map it showed 10 lots of 13 business that were restricted to the 400-foot depths. Then all of a sudden, they would allow a property several times that depth. He was at a loss as to why staff would make a recommendation to approve the request.

Voting Yea: **Vice Chairman Hill, Member Farley**

Voting Nay: **Member Jones, Member Mitchell, Chairman Foster**

The request was denied by a vote of 3 to 2.

6. Request by **Rick McAllister, agent for Jacqueline Trinkle** to rezone 20.80 acres at 842 Harmony Road from AG to RM-3. **[Map 097, Part of Parcel 060, District 1]. * Mr. Brittain Hunt** represented this request.

Mr. Hunt stated that the parcel was intended to be subdivided into lots of .16 acres to .22 acres. There are currently townhomes adjacent to the property, close to the water. At the suggestion of staff, they attended on complying with the deceleration lanes, left-hand turn lane, buffers, resurveying, and recordation.

No one spoke in opposition

Staff recommendation was for approval to rezone 20.80 acres at 842 Harmony Road from AG to RM-3 [Map 097, Part of Parcel 060, District 1] with the following conditions:

1. **The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.**
2. **A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033 and Map 097, Parcel 033001.**
3. **A 50-foot undisturbed vegetated buffer along the property lines that abut the R-1R Single Family lots identified as Map 097 Parcels 056006, 056007, 056008, and 056009.**
4. **This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.**

Member Mitchell stated that he was puzzled by the comment regarding encroachment control, as it relates to the entrance on Harmony Road. He asked if the property bordered Harmony Road. He stated that the plat provided did not have direct to Harmony Road.

Ms. Andrews displayed the concept plan and confirmed that there would only be access on Harmony Road.

Chairman Foster stated that he has no reason to object residential property, but he had concerns of the allowances in the RM-3 zoning district. It is the least restricted of the residential zoning. He thought that there had been some questions of discontinuing the zoning. He asked Mr. Hunt to explain the choice of RM-3.

Mr. Hunt stated that Mr. McAllister applied for the request and would be happy to provide that information.

Chairman Foster asked if there were any other questions or observations from the commission.

Member Mitchell stated that he had serious reservations about approving the RM-3 rezoning request because it allows commercial development.

Attorney Nelson clarified the allowed commercial use in the RM-3 zoning as written in Section 66-96(b) of the Putnam County Code of Ordinances.

Vice Chairman Hill stated that he was making a recommendation for approval based on the current regulations. If the community sees the need for some restructuring, maybe that is

something they can talk about. He made his recommendation based on the current rules and structures of today.

Motion: **Vice Chairman Hill** made a motion to approve the request by **Rick McAllister, agent for Jacqueline Trinkle** to rezone 20.80 acres at 842 Harmony Road from AG to RM-3. **[Map 097, Part of Parcel 060, District 1] with the following conditions:**

- 1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.**
- 2. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033 and Map 097, Parcel 033001.**
- 3. A 50-foot undisturbed vegetated buffer along the property lines that abut the R-1R Single Family lots identified as Map 097 Parcels 056006, 056007, 056008, and 056009.**
- 4. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.**

Second: **Member Farley**

No further discussion

Voting Yea: **Vice Chairman Hill, Member Farley, Chairman Foster**

Voting Nay: **Member Jones, Member Mitchell**

The request was approved by a vote of 3 to 2.

Items 7- 9 were heard as one.

7. Request by **Adam Schulze** to rezone 11.604 acres on Emory Drive SE from R-1 to AG. **[Map 111, Parcel 001045 001, District 3]. * Attorney Matt Roessing** represented this request.

Attorney Roessing stated that he had issues with the staff recommendations, and he submitted a letter in response to his concerns. The issue began with a pond. Mr. Schulze built the pond on 3 acres that he owned. He did research and determined that if it was an agricultural pond, it was regulated federal law and US Army Corps of Engineers. Therefore, he did not have to get a permit or permission from the county, and he built the pond. He wanted to use the pond to irrigate an existing hay field. He has horses and wants to add goats and chickens to establish a family farm. The neighbors reported this to Director Jackson. She asked what was going on and Mr. Schulze explained the situation to her. She ordered him to stop all work so that they could look into the manner. He called the US Army Corp of Engineers, Georgia Environmental Protection Division, and included Ms. Jackson. After

several conversations, they told Ms. Jackson that Mr. Schulze was allowed to build an agricultural pond and it was acceptable without permitting from the county if it was an agricultural pond. At the time, both Mr. Schulze and Ms. Jackson believed the land was agricultural and found out later that it was not. He added that the property looked agricultural and was formerly zoned agricultural. Being residential, it needed to be rezoned so that Mr. Schulze could use the land how he would like and keep the pond. The pond has been there for several months without causing problems to the anyone. The county inspected the pond and the dam and stated that it is stable and clean. Mr. Schulze had been dealing with this issue for about seven months. The citations were dismissed, and the solution was to request a rezoning. The US Army Corps of Engineers has stated that if the land is zoned agricultural, it is allowed. The board would decide whether it would be appropriate for the property to be agriculturally zoned. He added that it should be rezoned agricultural because it was previously zoned agricultural. The current use and future land use is agricultural use. He was not sure of what the solution would be. If they had to fill or drain the pond, it would be catastrophic plants and animals that live in it. The pond covers 3 parcels. There are some residential properties to the north of the properties and agricultural properties to the south on Scuffleboro Road. Neighbors wrote letters in support of the request, and they were not included in the report. The staff recommendations stated that people complained but there were no written complaints. He stated that those who would speak in opposition, would say that the agricultural use would affect their property. It could not be true because at the time the parcels were subdivided, they were all agricultural. Many of them moved there, knowing they lived next to an agricultural use. It has since changed, and they would like to change it back. Attorney Roessing made several references to his slide included in the packet. In the comprehensive plan, there are many residential uses that abut agricultural uses. The 2017 comprehensive plan decided that the subject parcels were appropriate for agricultural and forestry use.

Vice Chairman Hill asked when did the property get rezoned to residential.

Attorney Roessing responded 2006.

Vice Chairman Hill asked what the reason was for changing it from agriculture to residential.

Attorney Roessing speculated that he believed the intent was to turn it into residential and subdivide it to create a residential gated community that was never developed. Mr. Schulze and his family purchased multiple lots in the area. They did not want a residential subdivision. They would love this to be a small family farm.

Member Mitchell asked was the request made to the Army Corps of Engineers, prior to the development.

Attorney Roessing stated that permission was not needed as long as you meet the requirements. If they were to find out that it did not qualify later, you would be in trouble. You do not have to have prior approval from them. Mr. Schulze started to build the pond to their regulations but did not reach out to them initially. Once Director Jackson raised the issue, he brought the experts out. The Army Corps of Engineers stated in writing that it was approved. The Army Corps of Engineers and Georgia EPD will consistently monitor the

pond. If it is found that there is a problem with the pond, soil sediment coming out of the pond, or it injures surrounding landowners, Mr. Schulze would have to pay for it.

Member Mitchell stated that he received the Attorney's letter and read that the protocol calls for notification to The Army Corps of Engineers prior to any development. As a result, he feels inadequate in trying to decide without further time to learn more about the current procedures.

Attorney Nelson stated that it is important to focus the boards questions to what is before them today. In the fall of 2021, the county received notice that there was a pond being built on the three parcels. Without knowing the nature of the pond, staff issued a stop work order as protocol. It was determined that it was an agricultural pond on October 25, 2021, by The Army Corps of Engineers. He suggested that there were different jurisdictions involved. He did not believe the entities were required to take the findings of one another with respect to zoning. Both The Army Corps of Engineers and EPD were satisfied with the pond. A lot of the issues by Attorney Roessing were due to enforcement actions of the county when they were not aware the pond was AG. The case went to state court and was outside of staff and the board's control. It was eventually dismissed. Local governments, under Georgia law, are limited to their ability to regulate farm ponds. Just as a recreational pond is built, the standards used to regulate it are inapplicable to farm ponds. It was after the owner established that the pond was agricultural, that the new zoning enforcement mechanism began. The use of the property is in violation of the zoning ordinances. The applicant responded by requesting to rezone the property to a zoning designation that would allow the use and remove the problem. The question before this body is whether or not the rezoning application should be followed. There is no requirement in the ordinance that a property be in compliance at the time an application is received. It is important to know that this is not the first time the county has received comments from the public about this property. For 4 or 5 months, landowners adjacent to the area have addressed their issues with the development at public hearings. He advised the board to evaluate the rezoning factors that are in the code regarding whether or not this property should be zoned residential or agricultural.

The following people spoke in favor of the request and were given 3 minutes each:

**William Atkinson
Adam Schulze
Johnny Pressley
Connie Barnes
George Barnes**

The following people spoke in opposition of the request and were given 3 minutes each:

**Marianne Bruhn Popik
Sue Gentes
Duane Gentes
Pam Tibbits**

Attorney Roessing used the remainder of his time

He stated that the board should decide if the land was appropriate to be rezoned to AG and did the request meet the rezoning criteria. The pond had been approved by the Army Corps of Engineers and Georgia EPD and they will monitor and regulate it. Mr. Schulze wants to be a good neighbor and work out any issues.

Vice Chairman Hill stated that the pond was created while the property was zoned R-1, and it was clear when the property was changed for AG to R-1.

Attorney Roessing stated that he did not think it was clear because Mr. Schulze was not aware. It was changed in 2006, before Mr. Schulze purchased the property. It appeared to be agricultural because it had trees and no houses. He assumed it was AG.

Staff recommendation was for denial to rezone 11.604 acres from R-1 to AG on Emory Drive [Map 111, Parcel 001045 001, District 3]. *

Chairman Foster asked if there were any other questions from the commission.

Member Jones stated that if the pond was built in R-1 status, it was illegal from the beginning. What would be the remediation? Would they have to fill in the pond? He asked the county attorney for clarification on how they are to respond.

Attorney Nelson clarified that the code does not require a property to be in conformity with the zoning at the time the rezoning application is filed. If the board of commissioners were to grant the rezoning, the pond would be in compliance with the zoning designation. If it was not, it would be no different than someone starting a restaurant at their home. They would be referred to state court where code violations are handled. However, this case is different. He was not sure of what the remediation would be. It would be handled through the landowner and judicial system. Though there are issues with the current use of the property, it should not serve as a deterrent alone. If the board of commissioners do not approve the rezoning, it would be out of the P&Z boards hands. It would move to a code enforcement issue.

Chairman Foster stated that it seemed to be a group of unfortunate circumstances that happened initially in regard to the pond. If in fact the pond has been brought into compliance, then the issue for the neighbors would be to try to get the issues they have mitigated. It appeared that Mr. Schulze has managed the pond. If the county, Army Corps of Engineers, and Georgia EPD have signed off on it then it is not an issue of the board. It is unfortunate and he feels for the neighbors, but he had not heard how the rezoning could have an adverse effect. The recommendations indicated that there could be but, he did not see anything that would indicate to him that there would have an adverse effect. He feels that if someone wants to do something with their property, it should be their prerogative as long as it could be shown that it would not have a negative effect on the neighbors or public safety.

Chairman Foster asked for a motion for items 7,8, and 9.

Motion: **Member Jones** made a motion to approve the request by **Adam Schulze** to rezone 11.604 acres on Emory Drive SE from R-1 to AG. **[Map 111, Parcel 001045 001, District 4]**.

Second: **Member Mitchell**

Voting Yea: **Member Farley, Member Jones, Member Mitchell, Chairman Foster**

Abstain: **Vice Chairman Hill**

The request was approved by a vote of 4 and 1 Abstain.

8. Request by **Adam Schulze** to rezone 11.030 acres on Emory Drive SE from R-1 to AG. [**Map 111, Parcel 001045 002, District 4**]. * **Attorney Matt Roessing** represented this request.

Staff recommendation was for denial to rezone 11.030 acres from R-1 to AG on Emory Drive [Map 111, Parcel 001045 002, District 4]. *

Motion: **Member Jones** made a motion to approve the request by **Adam Schulze** to rezone 11.030 acres on Emory Drive SE from R-1 to AG. [**Map 111, Parcel 001045 002, District 4**].

Second: **Member Mitchell**

Voting Yea: **Member Farley, Member Jones, Member Mitchell, Chairman Foster**

Abstain: **Vice Chairman Hill**

The request was approved by a vote of 4 and 1 Abstain.

9. Request by **Adam Schulze** to rezone 15.696 acres on Emory Drive SE from R-1 to AG. [**Map 111, Parcel 001045 003, District 4**]. * **Attorney Matt Roessing** represented this request.

Staff recommendation was for denial to rezone 15.696 acres from R-1 to AG on Emory Drive [Map 111, Parcel 001045 003, District 4]. *

Motion: **Member Jones** made a motion to approve the request by **Adam Schulze** to rezone 15.696 acres on Emory Drive SE from R-1 to AG. [**Map 111, Parcel 001045 003, District 4**].

Second: **Member Mitchell**

Voting Yea: **Member Farley, Member Jones, Member Mitchell, Chairman Foster**

Abstain: **Vice Chairman Hill**

The request was approved by a vote of 4 and 1 Abstain.

New Business

None

Adjournment

Motion: **Member Mitchell** made a motion to adjourn the meeting.

Second: **Member Farley**

Voting Yea: **Vice Chairman Hill, Member Farley, Member Jones, Member Mitchell, Chairman Foster**

Meeting adjourned at approximately 8:13 pm

Attest:

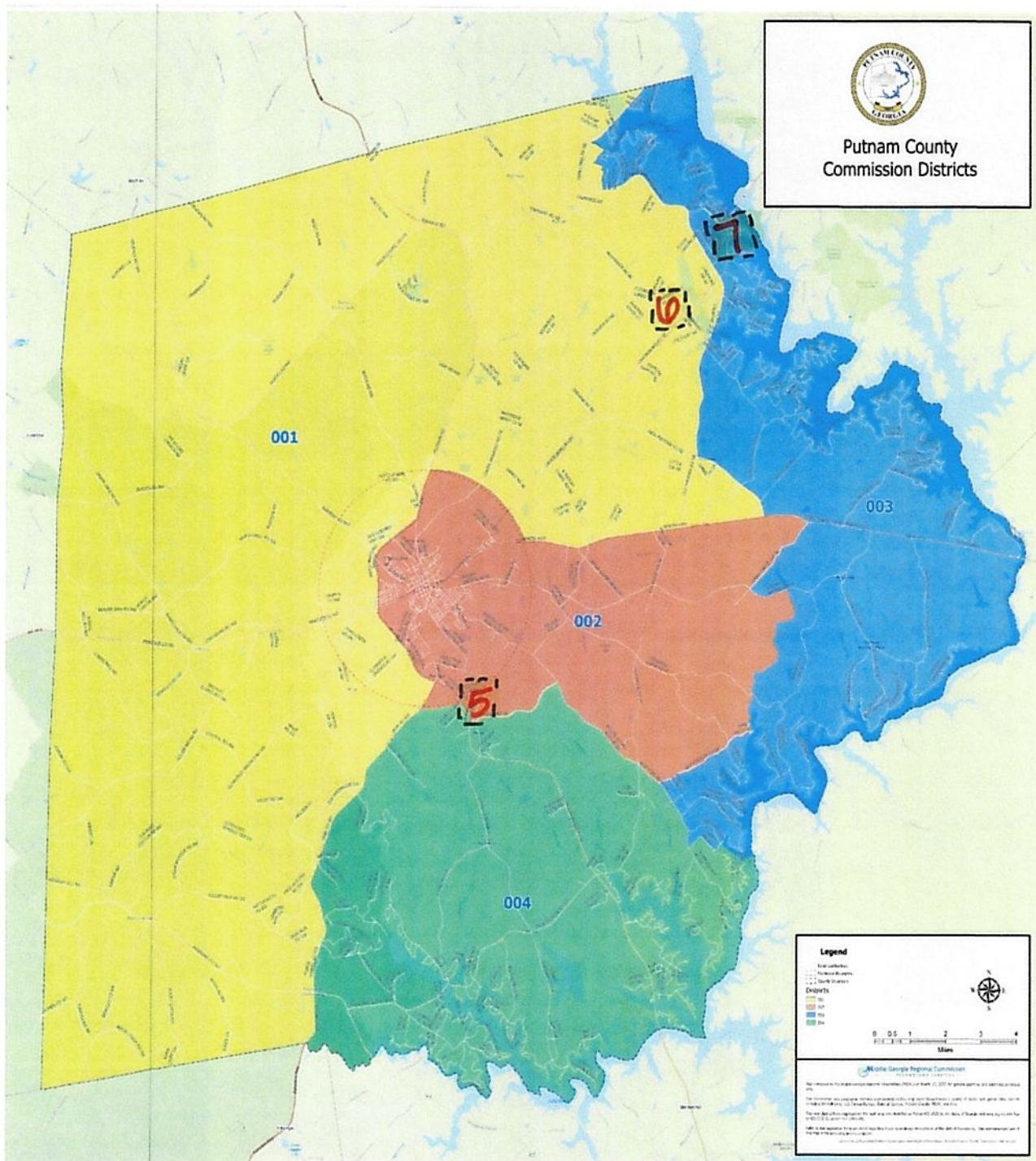
Courtney Andrews
Assistant Director

Alan Foster
Chairman

DRAFT

File Attachments for Item:

5. Request by **Roger Reaves** to rezone 13.51 acres on Edward Reaves Road from AG to R-1. **[Map 061, Part of Parcel 023, District 2].***



5. Request by **Roger Reaves** to rezone 13.51 acres on Edward Reaves Road from AG to R-1. [Map 061, Part of Parcel 023, District 2].*
6. Request by **Jeremy Crosby, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Part of Parcel 063, District 1].*
7. Request by **Brandon Burgess, agent for Molfin Investments, LLC** for conditional use at 170 Scott Road. [Map 102, Parcel 001002, District 3].*



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APPLICATION FOR REZONING

REZONING

PERMIT# PLAN2022-00769

APPLICATION NO. _____ DATE: _____

MAP 061 PARCEL 061023 ZONING DISTRICT _____

1. Owner Name: Roger Reeves
2. Applicant Name (If different from above): _____
3. Mailing Address: 110 Cherokee PR Eatonton Ga. 31024
4. Email Address: @doftacar441@gmail.com
5. Phone: (home) _____ (office) _____ (cell) 7064730302
6. The location of the subject property, including street number, if any: Reave Edward Rd Eatonton Ga. 31024
7. The area of land proposed to be rezoned (stated in square feet if less than one acre):
13.51 acres
8. The proposed zoning district desired: R1
9. The purpose of this rezoning is (Attach Letter of Intent)
Family ~~division~~ division divide
10. Present use of property: ag Desired use of property: R1
11. Existing zoning district classification of the property and adjacent properties:
Existing: A9
North: _____ South: East: _____ West: _____
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.
13. Legal description and recorded plat of the property to be rezoned.
14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.): _____
15. A detailed description of existing land uses: ag
16. Source of domestic water supply: well , community water , or private provider _____.
If source is not an existing system, please provide a letter from provider.

scat



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- 17. Provision for sanitary sewage disposal: septic system ____, or sewer ____. If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.
- 18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).
- 19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)
- 20. Proof that property taxes for the parcel(s) in question have been paid.
- 21. Concept plan.
 - If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
 - A concept plan may be required for commercial development at director's discretion
- 22. Impact analysis.
 - If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
 - An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

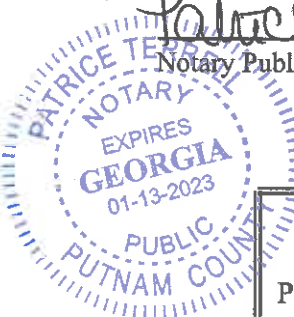
THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

X Eldred R. Bailey 4-22-22
Signature (Property Owner) (Date)

X Eldred R. Bailey 4-22-22
Signature (Applicant) (Date)

Patrice Terrell 4-22-2022
Notary Public

Patrice Terrell 4-22-2022
Notary Public



Office Use	
Paid: \$ _____ (cash) _____ (check) _____ (credit card) _____	
Receipt No. _____	Date Paid: _____
Date Application Received: _____	
Reviewed for completeness by: _____	
Date of BOC hearing: _____	Date submitted to newspaper: _____
Date sign posted on property: _____	Picture attached: yes _____ no _____

RCVD 2022 APR 29



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

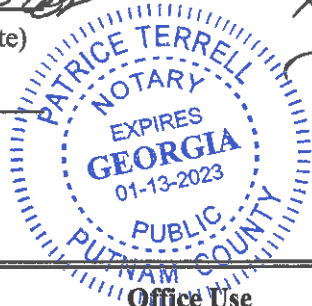
- 17. Provision for sanitary sewage disposal: septic system ____, or sewer ____. If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.
- 18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).
- 19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)
- 20. Proof that property taxes for the parcel(s) in question have been paid.
- 21. Concept plan.
 - If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
 - A concept plan may be required for commercial development at director's discretion
- 22. Impact analysis.
 - If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
 - An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

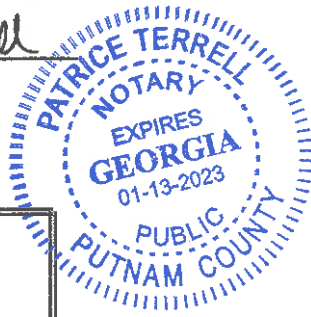
Alvin Edwards 4-22-2022
Signature (Property Owner) (Date)

Alvin Edwards 4-29-2022
Signature (Applicant) (Date)

Patrice Terrell
Notary Public



Patrice Terrell
Notary Public



Office Use			
Paid: \$ _____	(cash)	(check)	(credit card)
Receipt No. _____	Date Paid: _____		
Date Application Received: _____			
Reviewed for completeness by: _____			
Date of BOC hearing: _____		Date submitted to newspaper: _____	
Date sign posted on property: _____		Picture attached: yes _____ no _____	

RCVD 2022 APR 29



PUTNAM COUNTY PLANNING & DEVELOPMENT

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Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

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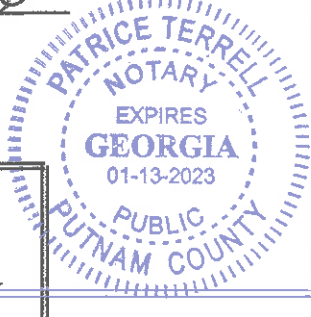
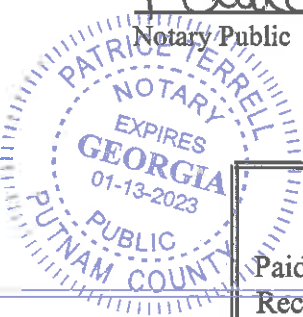
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x Debra Deane 4-29-2022
Signature (Property Owner) (Date)

x Debra Deane 4-29-2022
Signature (Applicant) (Date)

Patrice Terrell 4-29-22
Notary Public

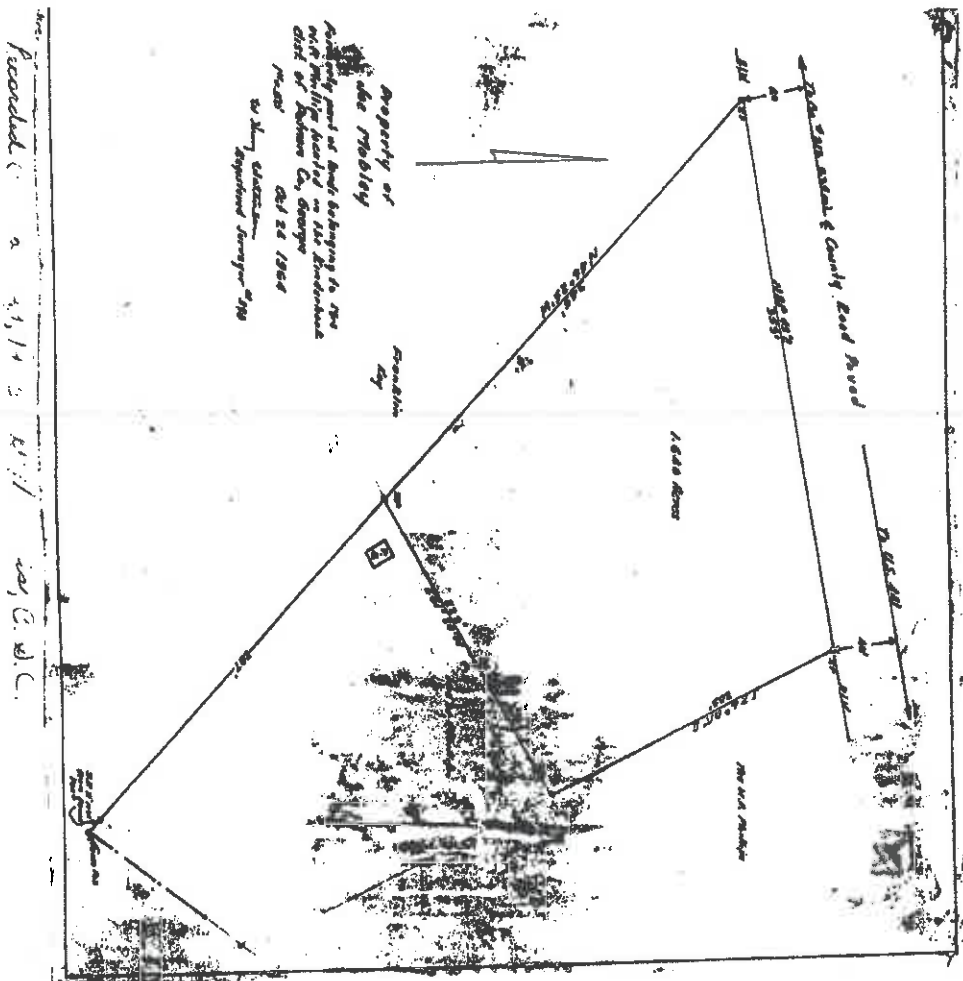
Patrice Terrell
Notary Public



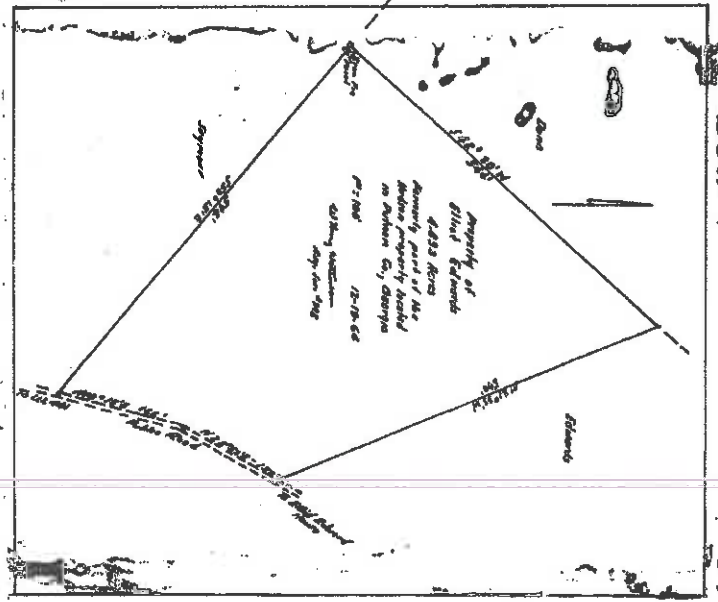
Office Use	
Paid: \$ _____ (cash) _____ (check) _____ (credit card) _____	
Receipt No. _____	Date Paid: _____
Date Application Received: _____	
Reviewed for completeness by: _____	
Date of BOC hearing: _____	Date submitted to newspaper: _____
Date sign posted on property: _____	Picture attached: yes _____ no _____

RCUD 2022 APR 29 *PT*

We are interested in rezoning 13.51 acres of our AG lot on Edward Reaves Road from AG to R-1. There are multiple owners of the lot that would each like to subdivide residential lots out for family use. Please see our attached preliminary plat explaining how we would like to divide the parcels. Thank you for your consideration.



Recorded in 23, 1965 by G.C.C.



Recorded January 29, 1965 by G.C.C.

CLYBURN & SONS, INC.
Plat Book 3 Putnam Co.

57

Cross Ref:
CANC 141/262

017978

Putnam County, Georgia

Real Estate Transfer Tax

Filed 2-22-94

2-22-94

053

Franklin B. Cardwell, Clerk

Putnam County Superior Court

Filed 2-22-94

Time 11:00

Recorded 2-22-94

Page 124 Page 53-54

Franklin B. Cardwell

Clerk

WARRANTY DEED

STATE OF GEORGIA

COUNTY OF PUTNAM

THIS INDENTURE, made this 31st day of January, 1994, between S. Wyman Boozer and Phillip A. Brown, Inc., herein called the "Grantor", and Ted Yarbrough, Roger Reaves, Alvin Edward and Eldred Bailey, herein called the "Grantee";

WITNESSETH that, in consideration of Thirty-Eight Thousand Dollars (\$38,000.00) in hand paid and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor does hereby transfer and convey unto Grantee all Grantor's right, title and interest in and to the following described property, to wit:

All that certain tract or parcel of land lying and being in the 311th District, G.M.D., in Putnam County, Georgia, containing 52 acres, more or less, known as the Dunn Tract of E. Buford Seymour lands, bounded as follows:

On the North by property of Mary Helen Dunn, on the East by property of Roger Reaves, Elliott Edwards and Patricia P. Turner; on the south by Parks Road and property conveyed by E. B. Seymour as shown by plat recorded in Plat Book 18, Page 33, and on the west by Railroad and U. S. Highway 441.

Prior Deed reference: Described land is that land described in a deed from Ted Dunn to E. B. Seymour, dated April 3, 1946, recorded in Deed Book 2-S, Page 220, records of Putnam County, Georgia. Less and Except the 5.013 acres described in deed from Estate of E. B. Seymour to Marie A. Seymour, dated April 2, 1992, recorded in Deed Book 53 at page 3.

LESS AND EXCEPT: That certain 15 acres of land described and designated as Parcel "A" plat for Don F. Turner, prepared by Sherald G. Sharp, RLS #2044, dated November 11, 1993, recorded in Plat Book 20, Page 254, Putnam County deed records.

This land is sold by the tract and not by the acre.

Prior Deed Reference: Described land is a portion of the property described in deed from George D. Lawrence, Sr. and Tom Thompson, Jr. to S. Wyman Boozer and Phillip A. Brown, Inc., dated July 15, 1993, recorded in Book 99 at pages 85 and 86, records of Putnam County, Georgia.

ALSO conveyed is a permanent non-exclusive prescriptive easement for ingress and egress to said property on, along and across the existing railroad crossing leading from U. S. Highway 441 across the Central of Georgia Railroad to said Parcel B. The centerline of said railroad crossing is shown on said plat as a dotted line from U. S. Highway 441 to the boundary between Parcels A and B shown on said plat.

FURTHER this conveyance is made subject to a permanent, non-exclusive and contingent easement for ingress, egress and utility lines from Edwards Road shown on said plat to

054

Parcel A on, along, and across a strip of land twenty feet wide and 769.78 feet long running along the southwest boundary of Parcel B shown on the aforesaid plat and running within said Parcel B. Said Easement was granted to Don F. Turner by Deed dated December 21, 1993 and recorded in Book 118 at page 252 records of Putnam County, Georgia.

TOGETHER with all buildings and other improvements located thereon, and together with all rights, members and appurtenances in any manner appertaining or belonging to said property;

TO HAVE AND TO HOLD said property unto Grantee in fee simple absolute forever. Grantor shall warrant and forever defend the right, title and interest to said property unto Grantee against the claims of all persons claiming by, through or under Grantor. Where the context requires or permits, "Grantor" and "Grantee" shall include their respective heirs, successors and assigns.

IN WITNESS WHEREOF, Grantor has executed this deed under seal on the date above written.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

[Signature]
Unofficial Witness

[Signature] (SEAL)
S. WYMAN BOOZER

Notary Public for South Carolina
My Commission Expires: 3/31/96

(Seal Affixed)

[Signature]
Unofficial Witness

PHILLIP A. BROWN, INC (SEAL)
BY: [Signature]
Phillip A. Brown
Its President

Notary Public for South Carolina
My Commission Expires: 3/31/96

ATTEST: [Signature]
Secretary

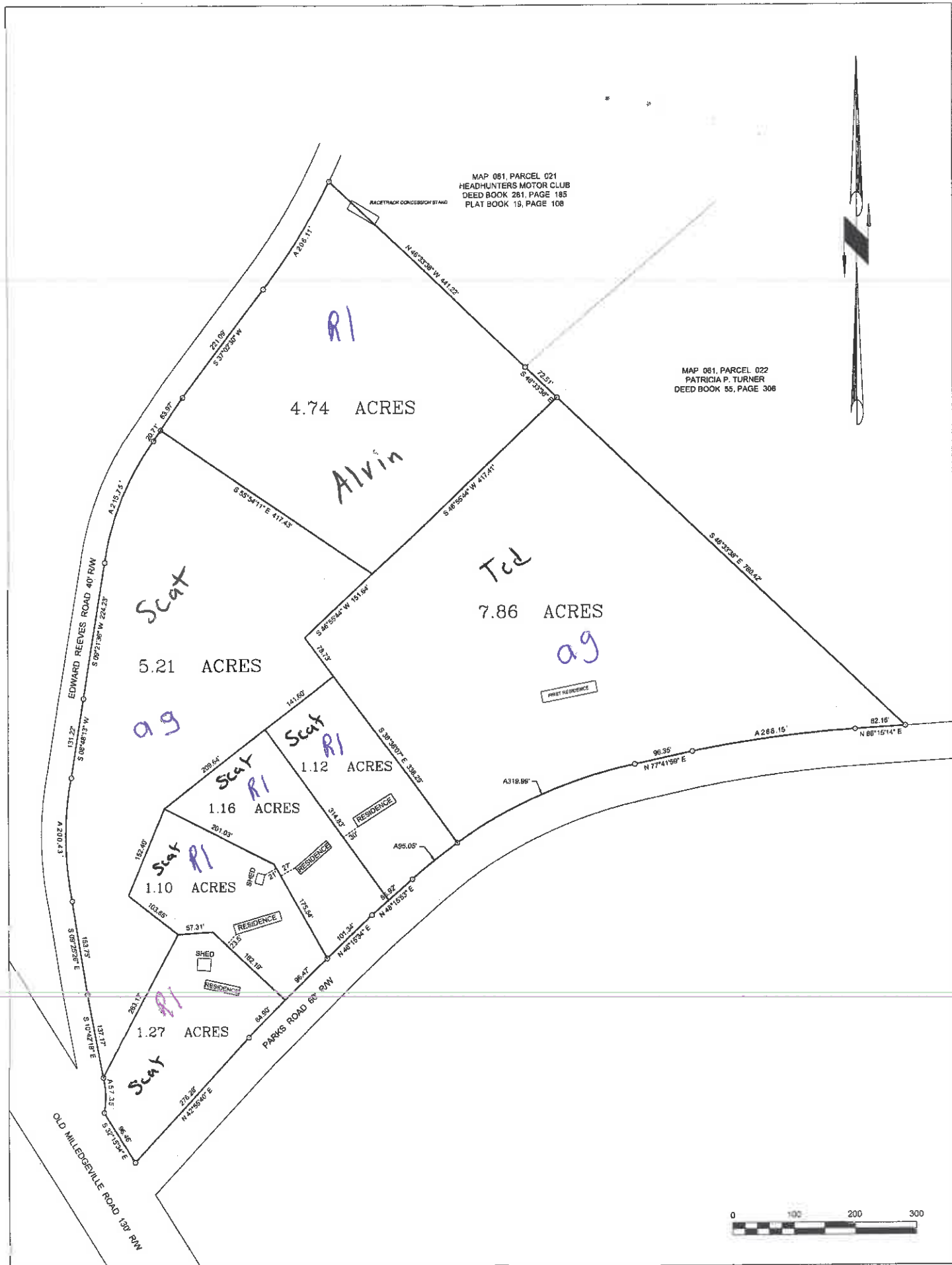
(Seal Affixed)

~~SECRET~~
COPT
34.45 acres



MAP 061, PARCEL 021
HEADHUNTERS MOTOR CLUB
DEED BOOK 281, PAGE 185
PLAT BOOK 19, PAGE 108

MAP 061, PARCEL 022
PATRICIA P. TURNER
DEED BOOK 55, PAGE 306



2021 026108 ACCT # 4328R DUNN PLACE 441 S
 YARBROUGH TED & 061 023

DESCRIPTION	AMOUNT	DESCRIPTION	AMOUNT	TOTAL TAX DUE
FAIR MARKET VALUE	102,361	GROSS ASSESSMENT	40,944	932.92
COUNTY EXEMPTION		NET COUNTY ASSESSMENT	40,944	INTEREST
SCHOOL EXEMPTION		NET SCHOOL ASSESSMENT	40,944	24.29
COUNTY	316.09			COLLECTION COST
SCHOOL	610.07			69.00
SPEC SERV	6.76			FIFA CHARGE
DUE 12/01/21	932.92	PAID IN FULL	04/14/2022	PENALTY
				46.64
				TOTAL
				1,072.85

00000 01 T YARBROUGH TED &
 O ROGER REAVES ET AL
 807 B MORNINGSIDE CIR
 EATONTON GA 31024

FROM PAMELA K. LANCASTER
 PUTNAM COUNTY TAX COMM
 100 S JEFFERSON ST # 207
 EATONTON GA 31024

DUE IN FULL BY 12/01/2021

2021 026108 ACCT # 4328R DUNN PLACE 441 S
 YARBROUGH TED & 061 023

DESCRIPTION	AMOUNT	DESCRIPTION	AMOUNT	TOTAL TAX DUE
FAIR MARKET VALUE	102,361	GROSS ASSESSMENT	40,944	932.92
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COUNTY EXEMPTION		NET COUNTY ASSESSMENT	40,944	INTEREST
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 EATONTON GA 31024

FROM PAMELA K. LANCASTER
 PUTNAM COUNTY TAX COMM
 100 S JEFFERSON ST # 207
 EATONTON GA 31024

DUE IN FULL BY 12/01/2021



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DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

The *Putnam County Code of Ordinances*, Section 66-167(c) states as follows:

“When any applicant or his attorney for a rezoning action has made, within two years immediately preceding the filing of that applicant’s application for the rezoning action, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

a. The name and official position of the local government official to whom the campaign contribution was made; and

b. The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution. The disclosures required by this section shall be filed within ten days after an application for the rezoning action is first filed.”

1. Name: _____

2. Address: _____

3. Have you given contributions that aggregated \$250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____ Yes No If yes, who did you make the contributions to? : _____

Signature of Applicant: X Eldred R. Bailey
Date: 4 / 22 / 22

RCVD 2022 APR 29



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1. Name: _____

2. Address: _____

3. Have you given contributions that aggregated \$250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____ Yes No If yes, who did you make the contributions to? : _____

Signature of Applicant: Alvin Edwards

Date: 4 / 29 / 2022

RCVD 2022 APR 29



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1. Name: _____

2. Address: _____

3. Have you given contributions that aggregated \$250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____ Yes No _____ If yes, who did you make the contributions to? : _____

Signature of Applicant: X [Signature]

Date: 4 / 29 / 2022

NCU# 2022 APR 29 [Signature]



Overview



Legend

- City Limit
- Parcels
- Parcel Numbers
- Zoning
 - A-1 CITY
 - A-1 and AG-1
 - AG
 - AG-1
 - AG-2
 - C-1
 - C-1 CITY
 - C-2
 - C-2 CITY
 - C-2 PUD
 - C-PUD
 - I-1 CITY
 - I-2 CITY
 - I-M
 - MHP
 - PUBLIC
 - PUBLIC CITY
 - R-1 CITY
 - R-2 CITY
 - R-3 CITY
 - R-4 CITY
 - R-1
 - R-1R
 - R-2
 - R-PUD
 - RM-1
 - RM-2
 - RM-3
 - VILLAGE
- Roads

RECEIVED MAR 08 2022

Parcel ID 061016
 Real Key / Acct 13913
 Class Code Commercial
 Taxing District PUTNAM

Owner REAVES JOHNNIE ANN & DYRRAL WAYNE
 JOHNNIE ANN REAVES LIFE ESTATE
 284 MLK DR

Last 2 Sales			
Date	Price	Reason	Qual
7/6/2011	\$35000	FM	Q
4/26/2011	0	GF	U

Acres 15

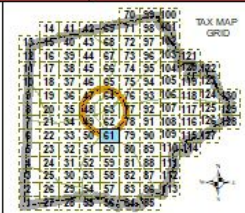
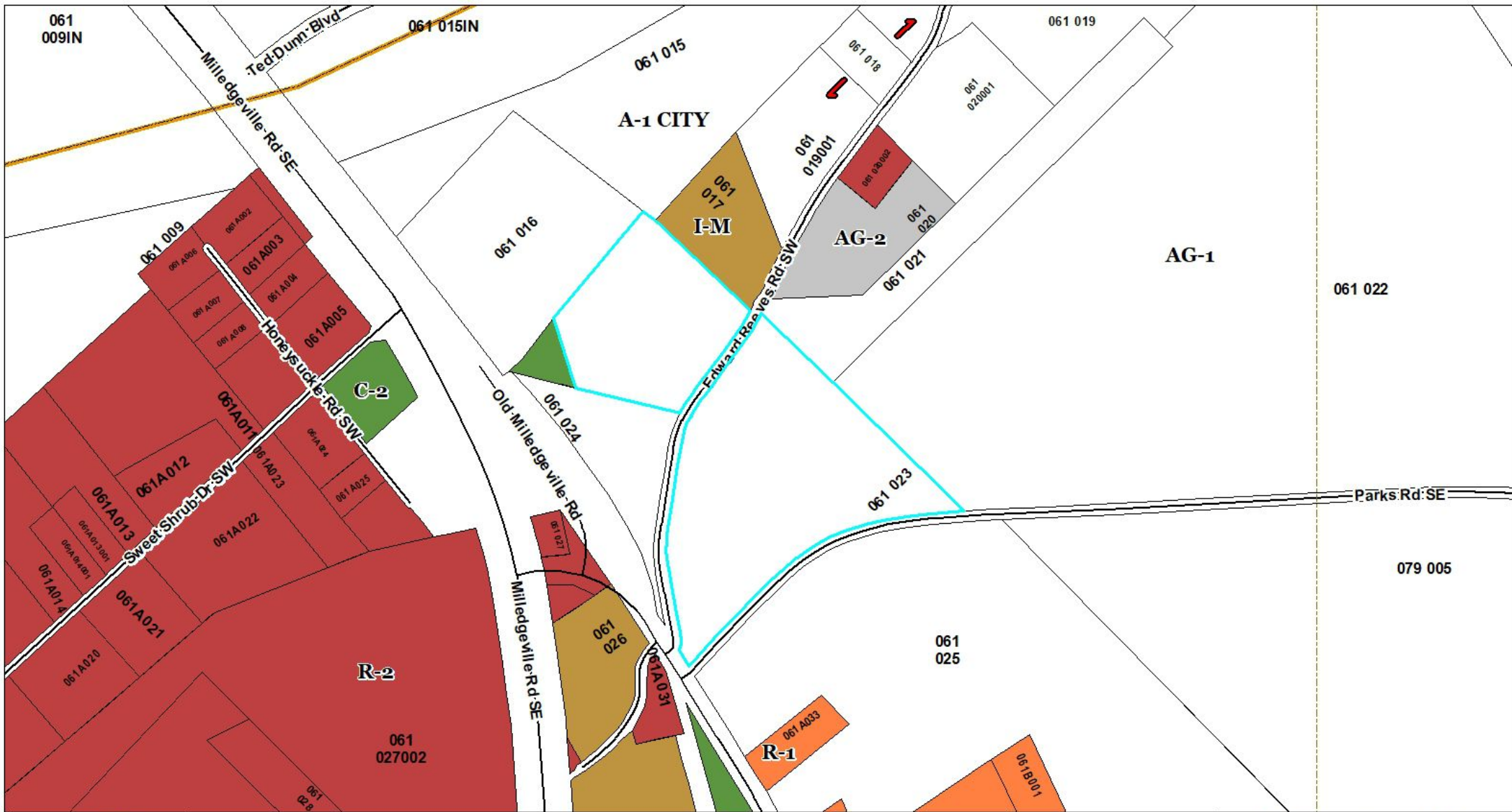
Physical Address EATONTON, GA 31024
Land Value 213 MILLEDGEVILLE RD
Improvement Value \$58500
Accessory Value \$19607
Current Value \$78107

(Note: Not to be used on legal documents)

Date created: 3/8/2022

Last Data Uploaded: 3/8/2022 7:26:50 AM

Developed by  Schneider
GEO SPATIAL



GEOGRAPHIC FEATURE LEGEND

Eatonton Limits	Overlay District	AG-2	C-2 CITY	IND-2 CITY	R-1 CITY	RM-2
County Boundary	No Code	C-1	I-M	MHP	R-2 CITY	R-1R
Roads	AG-1	C-1 CITY	IND-1 CITY	PUBLIC	R-3 CITY	R-2
Parcels	AG-1 CITY	C-2	IND-2	PUBLIC CITY	R-4 CITY	VILLAGE
Parcel Hooks					RM-1	

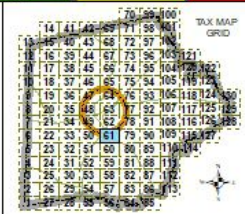
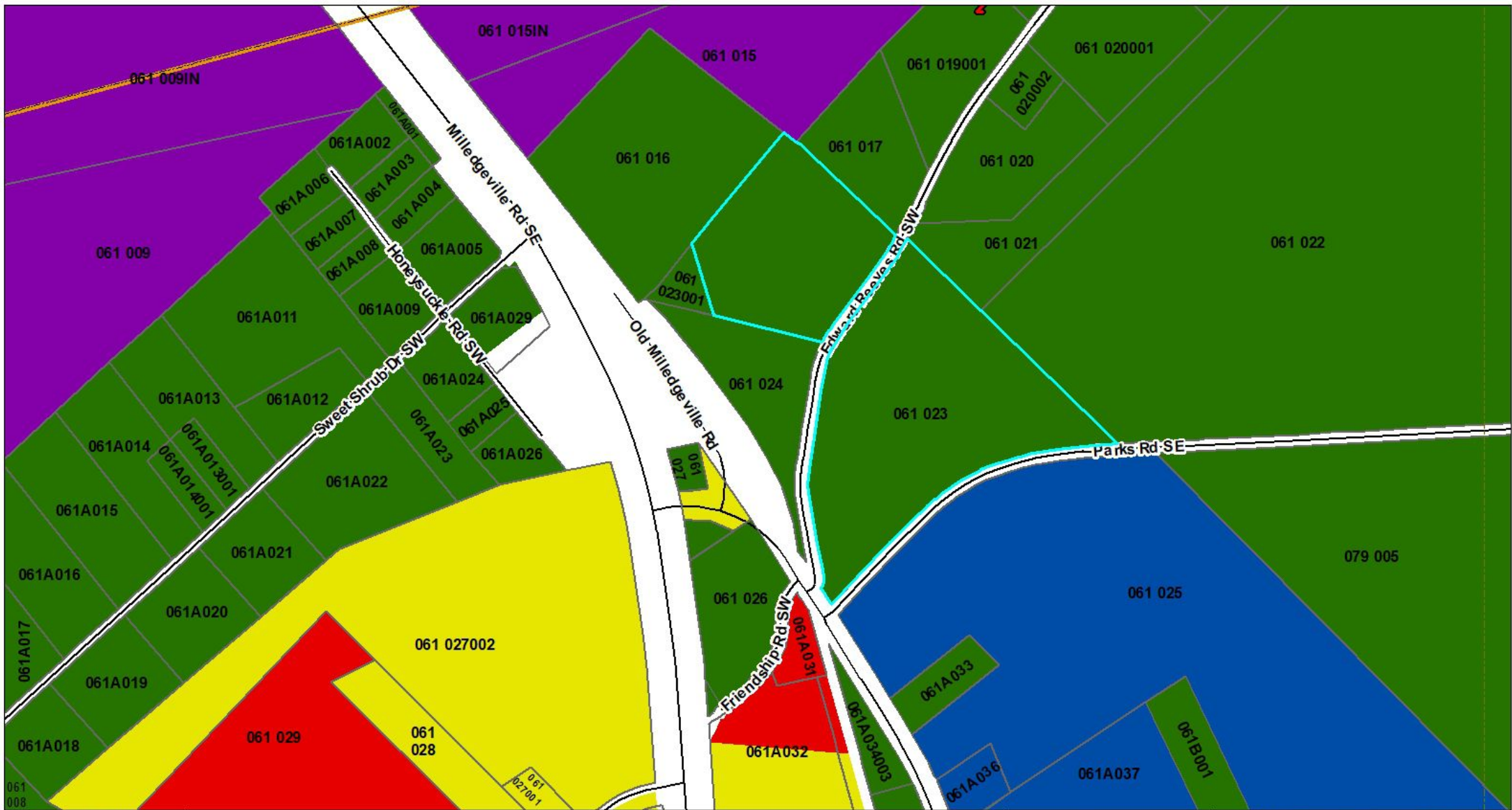
MGRC
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
ZONING MAPS

MAP 061

31

MAP SCALE: 1" = 416.67' SCALE RATIO: 1:5,000 DATE: MAY 2022



GEOGRAPHIC FEATURE LEGEND			
Eatonton Limits	Agriculture/Forestry	Mixed Use	Residential
County Boundary	Commercial	Park/Recreation/Conservation	Transportation/Communication/Utilities
Roads	Industrial	Public/Institutional	Undeveloped/Vacant
Parcels			
Parcel_Hooks			

MGR
 Middle Georgia Regional Commission
 175 Emery Hwy
 Suite C
 Macon, Georgia 31217
 (478) 751-6160
 Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
 FUTURE LAND USE MAPS

MAP 061

MAP SCALE: 1" = 400' SCALE RATIO: 1:4,800 DATE: MAY 2022



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

Staff Recommendations

Thursday, June 02, 2022, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

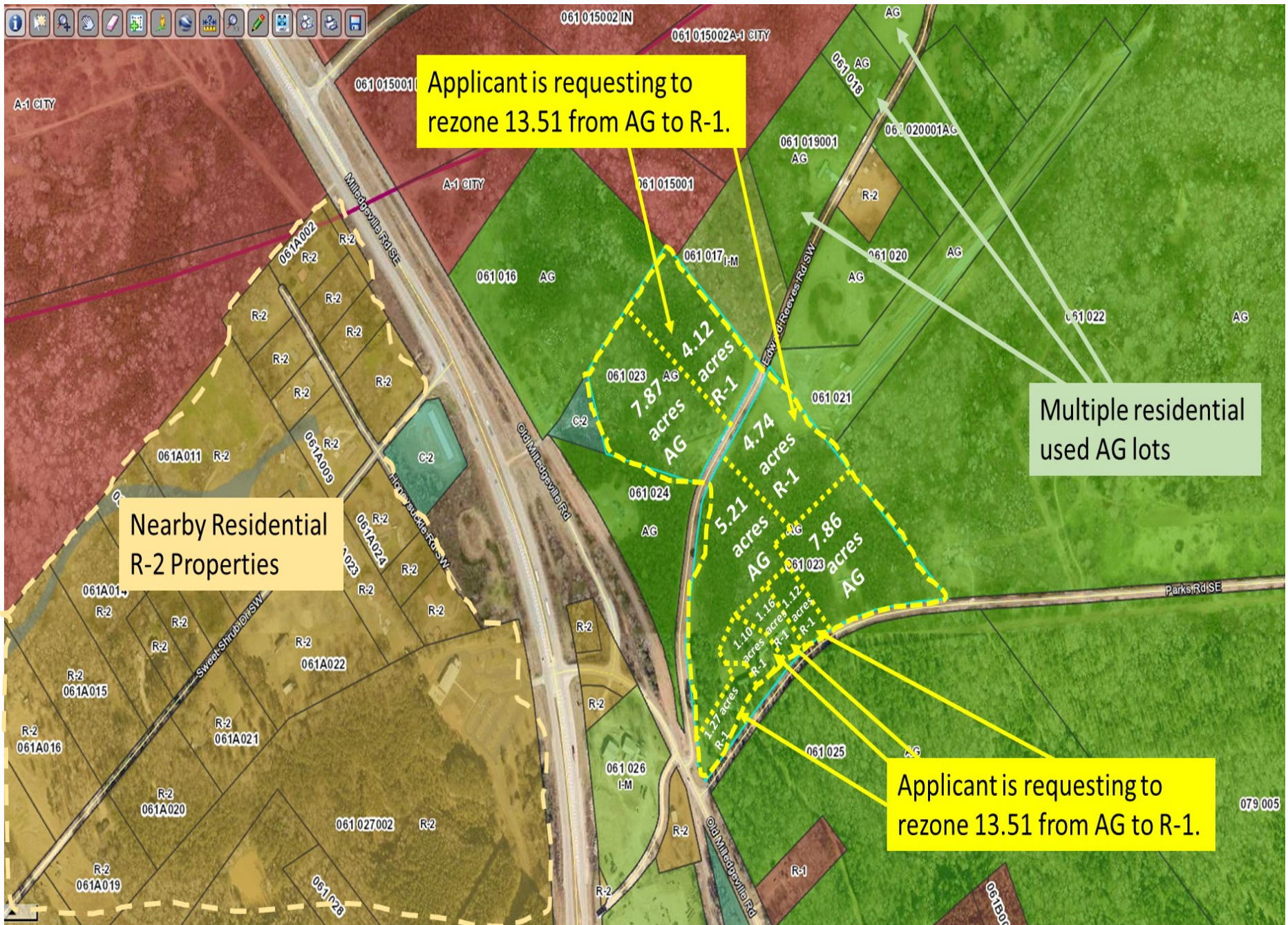
FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 6/2/2022

Requests

5. Request by **Roger Reaves to rezone 13.51 acres on Edward Reaves Road from AG to R-1. [Map 061, Part of Parcel 023, District 2].**

* The parent parcel is currently owned by Roger Reaves, Alvin Edwards, Eldred Bailey, and Ted Yarbrough, and they are seeking to subdivide the property amongst the four entities. Two owners would like to rezone their portion of land to R-1 for residential use, and the other will remain in agriculture. If approved, one of the property owners would have 4.65 acres and single ownership of the four existing manufactured homes. He would then establish four residential single-family parcels consisting of one plus acre each. If approved, one of the property owners would gain single ownership of 8.86 acres and will establish two residential single-family parcels. The remaining 20.98 acres will stay zoned AG and subdivided into a 7.86-acre, 5.21-acre, and 7.87-acre AG tract. The Future Land Use Concept Plan shows this property as agriculture/forestry, which allows for residential use as stated in [Sec. 66-72. - Uses allowed](#) of the AG zoning district. However, the minimum 5-acre lot size requirement in agriculture prohibits the applicant's desired lot sizes. Furthermore, there are multiple R-2 residential lots nearby with similar uses. The proposed use is consistent with the allowed uses, as listed in section [Sec. 66-81. - Uses allowed](#) of the R-1 zoning district. Therefore, this rezoning will not adversely impact the use of public facilities or services, nor will it adversely affect the existing use value or useability of adjacent or nearby properties.



Staff recommendation is for approval to rezone 13.51 acres on Edwards Reaves Road from AG to R-1 [Map 061, Part of Parcel 023, District 2].

New Business
Adjournment

The Planning & Zoning Commission meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

Notice: All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure of campaign contributions with the Planning & Development Department within five calendar days prior to public hearings if you have contributed \$250.00 or more to an elected official in Putnam County within the last five years.

*The Putnam County Board of Commissioners will hear these agenda items on June 21, 2022, at 6:30 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

The full meeting package can be reviewed in the Planning & Development office upon request.

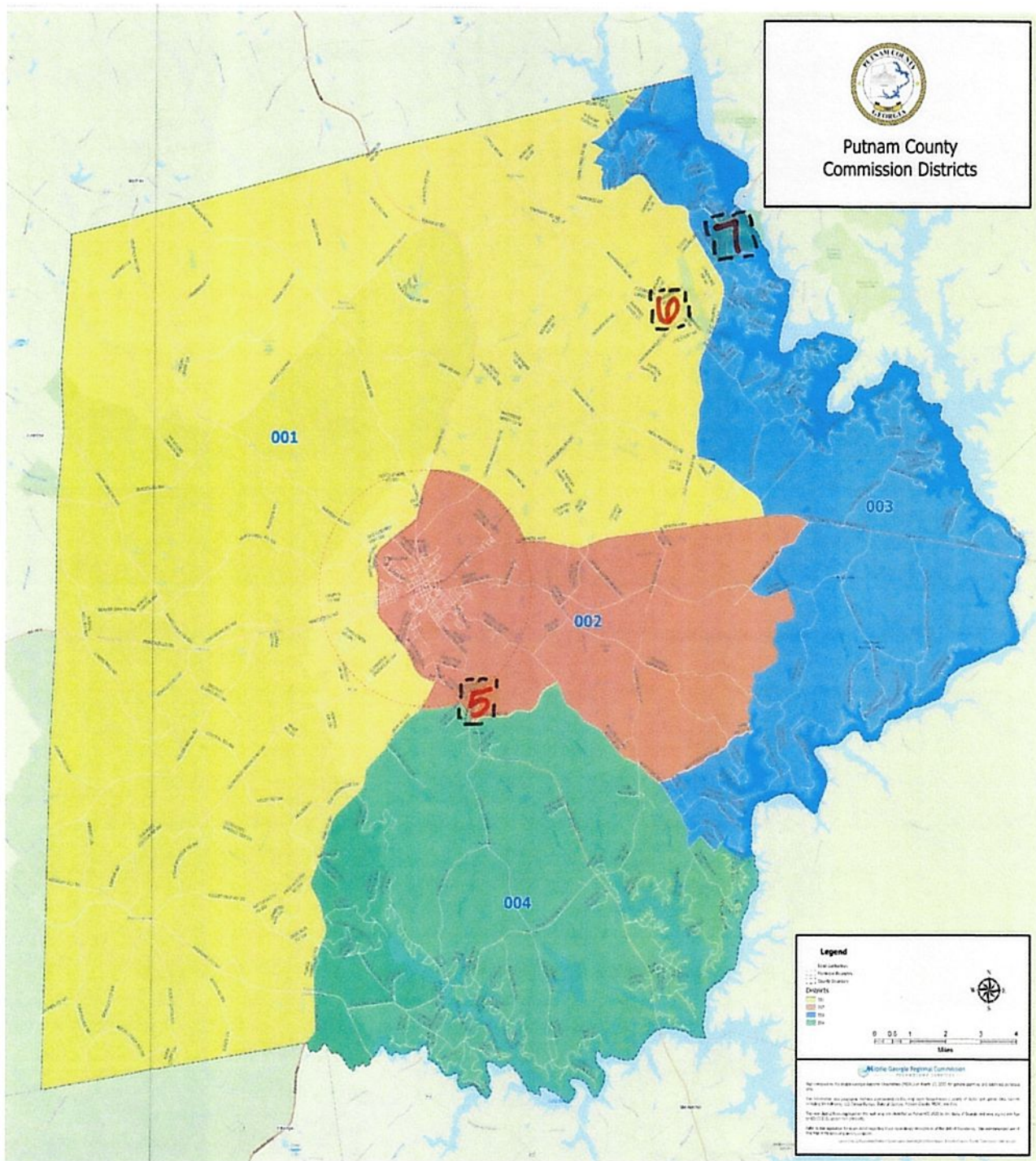
The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits.

The Board of Commissioners' hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-152 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.

File Attachments for Item:

6. Request by **Jeremy Crosby, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. **[Map 096B, Part of Parcel 063, District 1].***



5. Request by by **Roger Reaves** to rezone 13.51 acres on Edward Reaves Road from AG to R-1. [Map 061, Part of Parcel 023, District 2].*
6. Request by **Jeremy Crosby, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Part of Parcel 063, District 1].*
7. Request by **Brandon Burgess, agent for Molfin Investments, LLC** for conditional use at 170 Scott Road. [Map 102, Parcel 001002, District 3]. *



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Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

APPLICATION FOR REZONING

REZONING

APPLICATION NO. 2022-00400

DATE: 2-22-22

MAP 096B PARCEL 063 ZONING DISTRICT R-2

1. Owner Name: William B. Jones
2. Applicant Name (If different from above): JPC Design and Const. LLC, Jeremy Crosby
3. Mailing Address: P.O. Box 710, Jackson GA 30233
4. Email Address: jcrosby@jonespetroleum.com
5. Phone: (home) _____ (office) 770-775-2386 (cell) 770-560-3527
6. The location of the subject property, including street number, if any: #114 Briarpatch Rd.
7. The area of land proposed to be rezoned (stated in square feet if less than one acre): 0.94 AC
8. The proposed zoning district desired: C-1
9. The purpose of this rezoning is (Attach Letter of Intent) New Boat Storage Building
10. Present use of property: residential Desired use of property: Commercial
11. Existing zoning district classification of the property and adjacent properties:
Existing: residential C-1
North: residential South: Commercial East: Lake West: residential
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.
13. Legal description and recorded plat of the property to be rezoned.
14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.): _____
15. A detailed description of existing land uses: Existing land use is residential with a single family home on the property.
16. Source of domestic water supply: well _____, community water _____, or private provider .
If source is not an existing system, please provide a letter from provider.

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PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

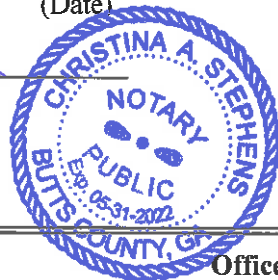
- 17. Provision for sanitary sewage disposal: septic system _____, or sewer . If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.
- 18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).
- 19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)
- 20. Proof that property taxes for the parcel(s) in question have been paid.
- 21. Concept plan.
 - If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
 - A concept plan may be required for commercial development at director's discretion
- 22. Impact analysis.
 - If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
 - An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

William 2/17/22
Signature (Property Owner) (Date)

[Signature] 2-17-22
Signature (Applicant) (Date)

[Signature]
Notary Public



[Signature]
Notary Public



Office Use	
Paid: \$ <u>275.00</u> (cash) _____ (check) <u>10314</u> (credit card) _____	
Receipt No. _____	Date Paid: <u>2/24/22</u>
Date Application Received: <u>2/24/22</u>	
Reviewed for completeness by: <u>Kate Williamson</u>	
Date of BOC hearing: _____	Date submitted to newspaper: _____
Date sign posted on property: _____	Picture attached: yes _____ no _____

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JPC Design and Construction, LLC

264 Alabama Boulevard

P.O. 710

Jackson, Georgia 30233

2/22/22

Ms. Lisa Jackson, Director

Putnam County Planning and Development

117 Putnam Drive, Suite B

Eatonton, Georgia 31024

RE: Letter of Intent for Rezoning, William B. Jones 0.94 acres at 114 Briarpatch Road, Putnam County, Georgia. Tax Parcel number: 096B 063.

Ms. Jackson

Please accept this Letter of Intent on behalf of Mr. William B. Jones and JPC Design and Construction, LLC. We are requesting rezoning on 0.94 acres zoned R-2 located at 114 Briarpatch Road. The properties current use is single family residential. Adjacent zoning to the property are C-1 to the south (existing Fish Tale Marina), and R-2 to the north and west. Lake Oconee is to the east.

We are asking for 0.94 acres to be zoned C-1 similar to the existing property to the south in order for a third boat storage facility to be constructed.

The third boat storage facility will be built in identical fashion to the second facility. The building will be approximately 14,500 sq. ft. total. Interior parking and access in and out of the facility will be from the existing Fish Tale Marina. There will be no additional driveways onto Briarpatch Road.

There will be a 50' buffer to the north where property is zoned R-2, as well as a setback from Lake Oconee of 109+ feet to the water.

We have included a concept plan in the rezoning package that shows these items.

The proposed use is compatible with the stated purpose of the zoning district requested, and is suitable in view of the zoning and development of adjacent and nearby properties.

The proposed use should not affect the existing use, value or usability of adjacent or nearby property. The use is consistent with the comprehensive plan and could be used as currently zoned but can also be used as expansion for the boat storage facility, as it is right next door.

The use will not be burdensome to public facilities as there will be no water or sewer use in the proposed building, only storage. Streets will not be impacted due to the fact that interior access will be used from the existing Fish Tale Marina. Police and Fire protection should remain the same for the entire property.

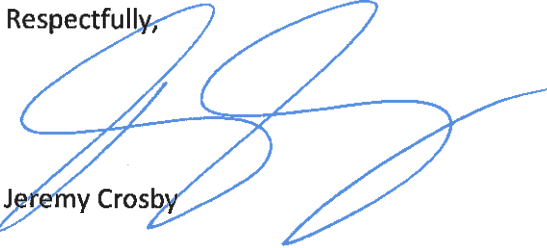
Finally, proposed use should not affect the Comprehensive Plan, surrounding zoning or properties, and should reflect a balance between the promotion of the public health, safety, and reasonable private use of the subject property.

A traffic impact analysis is not needed in this request, as we are a boat storage facility using existing driveways and there is no new access onto the public street.

All environmental surrounding areas will be protected as well. Topography of the site drains to the lake, and appropriate development measures will be taken to control erosion on site.

We thank you for your consideration in this matter.

Respectfully,



Jeremy Crosby

JPC Design and Construction, LLC

Jones Petroleum, Inc.

DOC# 004063
FILED IN OFFICE
10/18/2012 09:22 AM
BK: 763 PG: 529-530
SHEILA H. PERRY
CLERK OF COURT
PUTNAM COUNTY *SKM*

Sheila H. Perry

REAL ESTATE TRANSFER T
AX
PAID: \$255.00

PT61-117-2012-001462

SWWW FILE NO. 712012.0182
POLICY TYPE: Owner's

Return to: Smith, Welch, Webb & White, LLC
117 Brookwood Avenue
Jackson, Georgia 30233
(770)775-3188

WARRANTY DEED

STATE OF GEORGIA, *Butts* COUNTY.

IN CONSIDERATION OF THE SUM OF ONE DOLLAR AND OTHER
CONSIDERATIONS----- to us' paid, we, JIM L. WARREN AND LINDA WARREN, of the
County of Putnam, do hereby sell and convey unto WILLIAM B. JONES, of the County of
Butts, his heirs and assigns, a tract or parcel of land, which is described as follows:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN THE 389TH DISTRICT,
G.M., PUTNAM COUNTY, GEORGIA, CONTAINING .94 ACRE, MORE OR LESS,
DESIGNATED AS LOT 22 OF TAR-BABY ESTATES SUBDIVISION, AS SHOWN ON THAT
CERTAIN PLAT OF SURVEY PREPARED BY ALLAN C. BRITTAIN, R.L.S., DATED APRIL
10, 1979, RECORDED IN PLAT BOOK 9, PAGE 154, IN THE OFFICE OF THE CLERK OF
SUPERIOR COURT, PUTNAM COUNTY, GEORGIA, WHICH SAID PLAT IS
INCORPORATED HEREIN BY REFERENCE. SAID PROPERTY IS BOUNDED AS
FOLLOWS: NORTH BY LOT 23 OF SAID SUBDIVISION; EAST BY LAKE OCONEE; SOUTH
BY LOT 21 OF SAID SUBDIVISION; AND WEST BY BRIAN PATCH ROAD.

RECEIVED FEB 24 2022 *SKW*

THE ABOVE DESCRIBED PROPERTY IS CONVEYED SUBJECT TO ALL EASEMENTS AND RESTRICTIVE COVENANTS OF RECORD, IF ANY.

TO HAVE AND TO HOLD said land and appurtenances unto said **WILLIAM B. JONES**, his heirs, executors, administrators, and assigns, in fee simple.

We warrant the title to said land against the lawful claims of all persons.

In Witness Whereof, we have hereunto set our hand and affixed our seal this the 6th day of April, 2012.

Jim L. Warren (SEAL)
JIM L. WARREN

Linda Warren (SEAL)
LINDA WARREN

Signed, sealed and delivered
in the presence of:

Shelia Millwood
unofficial witness

Amy S Holder (SEAL)
Notary Public
My Commission expires:
12-14-12



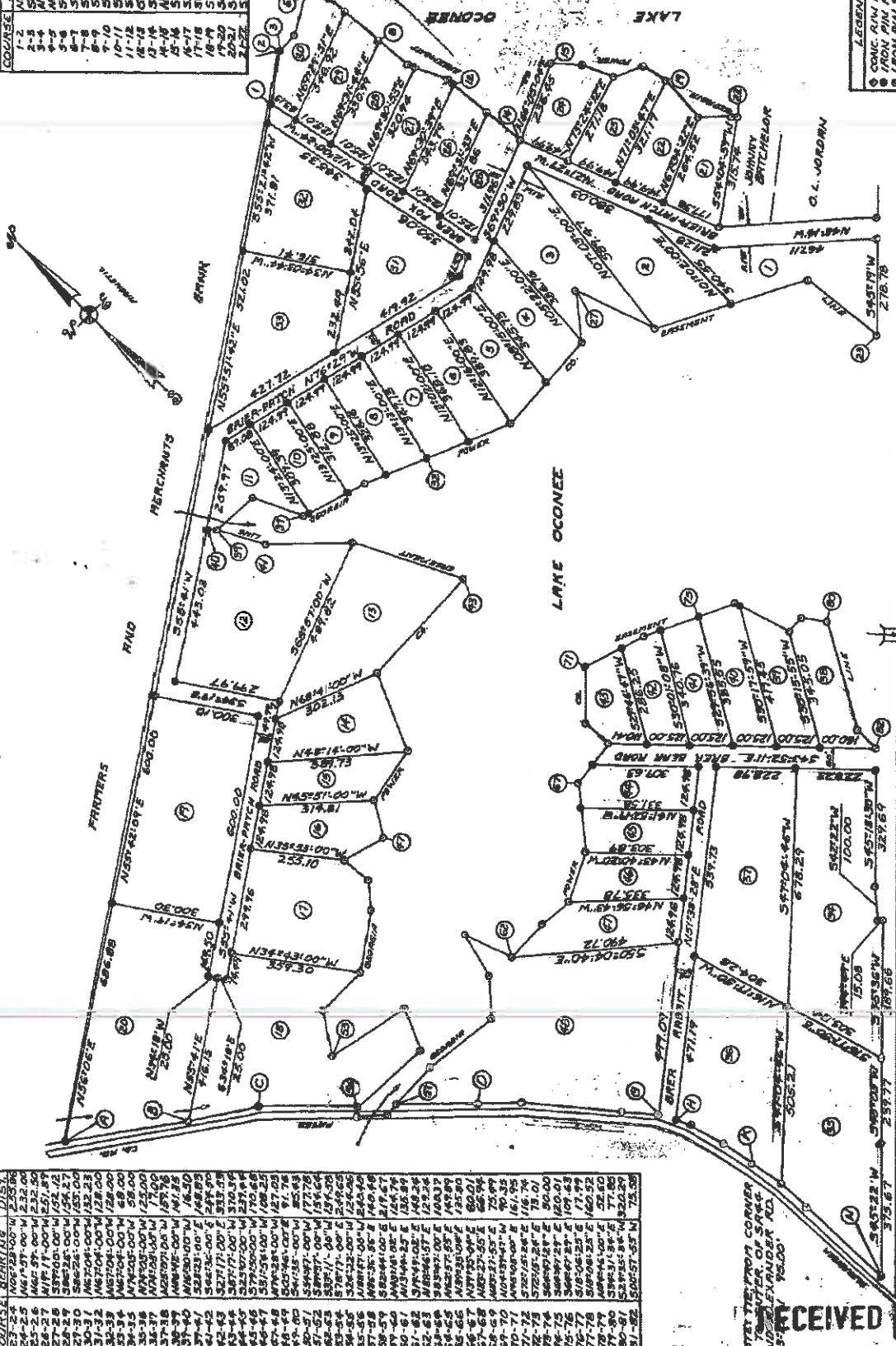
RECEIVED FEB 24 2022 *kw*

COURSE	BEARING	DIST.
1-2	N 89° 53' 00" W	10.78
2-3	N 89° 53' 00" W	10.78
3-4	N 89° 53' 00" W	10.78
4-5	N 89° 53' 00" W	10.78
5-6	N 89° 53' 00" W	10.78
6-7	N 89° 53' 00" W	10.78
7-8	N 89° 53' 00" W	10.78
8-9	N 89° 53' 00" W	10.78
9-10	N 89° 53' 00" W	10.78
10-11	N 89° 53' 00" W	10.78
11-12	N 89° 53' 00" W	10.78
12-13	N 89° 53' 00" W	10.78
13-14	N 89° 53' 00" W	10.78
14-15	N 89° 53' 00" W	10.78
15-16	N 89° 53' 00" W	10.78
16-17	N 89° 53' 00" W	10.78
17-18	N 89° 53' 00" W	10.78
18-19	N 89° 53' 00" W	10.78
19-20	N 89° 53' 00" W	10.78
20-21	N 89° 53' 00" W	10.78
21-22	N 89° 53' 00" W	10.78
22-23	N 89° 53' 00" W	10.78
23-24	N 89° 53' 00" W	10.78

COURSE	BEARING	DIST.
1-2	N 89° 53' 00" W	10.78
2-3	N 89° 53' 00" W	10.78
3-4	N 89° 53' 00" W	10.78
4-5	N 89° 53' 00" W	10.78
5-6	N 89° 53' 00" W	10.78
6-7	N 89° 53' 00" W	10.78
7-8	N 89° 53' 00" W	10.78
8-9	N 89° 53' 00" W	10.78
9-10	N 89° 53' 00" W	10.78
10-11	N 89° 53' 00" W	10.78
11-12	N 89° 53' 00" W	10.78
12-13	N 89° 53' 00" W	10.78
13-14	N 89° 53' 00" W	10.78
14-15	N 89° 53' 00" W	10.78
15-16	N 89° 53' 00" W	10.78
16-17	N 89° 53' 00" W	10.78
17-18	N 89° 53' 00" W	10.78
18-19	N 89° 53' 00" W	10.78
19-20	N 89° 53' 00" W	10.78
20-21	N 89° 53' 00" W	10.78
21-22	N 89° 53' 00" W	10.78
22-23	N 89° 53' 00" W	10.78
23-24	N 89° 53' 00" W	10.78

LEGEND
 ○ CONE PIN MARKER
 ● IRON PIN FOUND
 ⊙ IRON PIN SET

PLAT OF
 TARBABY ESTATES
 LOCATED IN
 PUTNAM COUNTY
 3RD DISTRICT
 IN
 GEORGIA
 LAND DISTRICT
 389
 SCALE 1"=200'
 DATE 4-10-18



TO ERTONTON 5444 TO GREENSBORO



Alma C. Benton

COURSE	BEARING	DIST.
A-B	S 54° 28' 00" W	351.86
B-C	S 57° 21' 00" W	174.81
C-D	S 44° 04' 00" W	280.23
D-E	S 44° 22' 00" W	216.04
E-F	S 37° 32' 15" W	120.24
F-G	S 38° 11' 30" E	111.94
G-H	S 32° 14' 30" E	44.77
H-I	S 77° 06' 30" E	105.74
I-J	S 20° 28' 30" E	101.53
J-K	S 20° 28' 30" E	101.53
K-L	S 20° 28' 30" E	101.53
L-M	S 20° 28' 30" E	101.53
M-N	S 20° 28' 30" E	101.53

COURSE	BEARING	DIST.
23-24	N 89° 53' 00" W	255.86
24-25	N 89° 53' 00" W	255.86
25-26	N 89° 53' 00" W	255.86
26-27	N 89° 53' 00" W	255.86
27-28	N 89° 53' 00" W	255.86
28-29	N 89° 53' 00" W	255.86
29-30	N 89° 53' 00" W	255.86
30-31	N 89° 53' 00" W	255.86
31-32	N 89° 53' 00" W	255.86
32-33	N 89° 53' 00" W	255.86
33-34	N 89° 53' 00" W	255.86
34-35	N 89° 53' 00" W	255.86
35-36	N 89° 53' 00" W	255.86
36-37	N 89° 53' 00" W	255.86
37-38	N 89° 53' 00" W	255.86
38-39	N 89° 53' 00" W	255.86
39-40	N 89° 53' 00" W	255.86
40-41	N 89° 53' 00" W	255.86
41-42	N 89° 53' 00" W	255.86
42-43	N 89° 53' 00" W	255.86
43-44	N 89° 53' 00" W	255.86
44-45	N 89° 53' 00" W	255.86
45-46	N 89° 53' 00" W	255.86
46-47	N 89° 53' 00" W	255.86
47-48	N 89° 53' 00" W	255.86
48-49	N 89° 53' 00" W	255.86
49-50	N 89° 53' 00" W	255.86
50-51	N 89° 53' 00" W	255.86
51-52	N 89° 53' 00" W	255.86
52-53	N 89° 53' 00" W	255.86
53-54	N 89° 53' 00" W	255.86
54-55	N 89° 53' 00" W	255.86
55-56	N 89° 53' 00" W	255.86
56-57	N 89° 53' 00" W	255.86
57-58	N 89° 53' 00" W	255.86
58-59	N 89° 53' 00" W	255.86
59-60	N 89° 53' 00" W	255.86
60-61	N 89° 53' 00" W	255.86
61-62	N 89° 53' 00" W	255.86
62-63	N 89° 53' 00" W	255.86
63-64	N 89° 53' 00" W	255.86
64-65	N 89° 53' 00" W	255.86
65-66	N 89° 53' 00" W	255.86
66-67	N 89° 53' 00" W	255.86
67-68	N 89° 53' 00" W	255.86
68-69	N 89° 53' 00" W	255.86
69-70	N 89° 53' 00" W	255.86
70-71	N 89° 53' 00" W	255.86
71-72	N 89° 53' 00" W	255.86
72-73	N 89° 53' 00" W	255.86
73-74	N 89° 53' 00" W	255.86
74-75	N 89° 53' 00" W	255.86
75-76	N 89° 53' 00" W	255.86
76-77	N 89° 53' 00" W	255.86
77-78	N 89° 53' 00" W	255.86
78-79	N 89° 53' 00" W	255.86
79-80	N 89° 53' 00" W	255.86
80-81	N 89° 53' 00" W	255.86
81-82	N 89° 53' 00" W	255.86

RECEIVED FEB 24 2022



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

The *Putnam County Code of Ordinances*, Section 66-167(c) states as follows:

“When any applicant or his attorney for a rezoning action has made, within two years immediately preceding the filing of that applicant’s application for the rezoning action, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

a. The name and official position of the local government official to whom the campaign contribution was made; and

b. The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution. The disclosures required by this section shall be filed within ten days after an application for the rezoning action is first filed.”

1. Name: _____


2. Address: _____

N/A

3. Have you given contributions that aggregated \$250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____ Yes No _____ If yes, who did you make the contributions to? : _____

Signature of Applicant: _____

Date: ____/____/____

 2-17-22

RECEIVED FEB 24 2022

DESCRIPTION	TAX AMOUNT	EXEMPTION	MILLAGE
FAIR MARKET VALUE	\$312,887		
COUNTY	\$966.20	\$0.00	7.72
SCHOOL	\$1,864.81	\$0.00	14.9
SPEC SERV	\$20.65	\$0.00	0.165

ORIGINAL TAX DUE
\$2,851.66
INTEREST
COLLECTION COST
FIFA CHARGE
PENALTY
TOTAL PAID
\$2,851.66
TOTAL DUE
\$0.00

TO JONES WILLIAM B
P O BOX 933
JACKSON, GA 30233

FROM Putnam County Tax Commissioner
100 South Jefferson Ave Suite 207
Eatonton, GA 31024-1061
(706) 485-5441



Date Paid: 12/2/2021



Scan this code
with your mobile
phone to view this
bill

INTERNET TAX RECEIPT

RECEIVED FEB 24 2022 *KW*

JPC Design and Construction, LLC

264 Alabama Boulevard

P.O. 710

Jackson, Georgia 30233

3/8/22

Ms. Lisa Jackson, Director

Putnam County Planning and Development

117 Putnam Drive, Suite B

Eatonton, Georgia 31024

RE: Impact Analysis for Rezoning, William B. Jones 0.94 acres at 114 Briarpatch Road, Putnam County, Georgia. Tax Parcel number: 096B 063.

Ms. Jackson

Please accept this letter as an Impact Analysis on behalf of Mr. William B. Jones and JPC Design and Construction, LLC. We are requesting rezoning on 0.94 acres zoned R-2 located at 114 Briarpatch Road. The properties current use is single family residential. Adjacent zoning to the property are C-1 to the south (existing Fish Tale Marina), and R-2 to the north and west. Lake Oconee is to the east.

We are asking for 0.94 acres to be zoned C-1 similar to the existing property to the south in order for a third boat storage facility to be constructed.

Interior parking and access in and out of the facility will be from the existing Fish Tale Marina and Marathon Convenience Store. There will be no additional driveways onto Briarpatch Road.

A traffic impact analysis is not needed in this request, as we are a boat storage facility using existing driveways and there is no new access onto the public street. Also, the use will not be burdensome to other County facilities, as it will only store boats.

We thank you for your consideration in this matter.

Respectfully,



Jeremy Crosby, JPC Design and Construction, LLC

**TRAFFIC IMPACT STUDY
FOR
FISH TALE MARINA BOAT STORAGE BUILDING 3
ON SR 44 (GREENSBORO ROAD),
PUTNAM COUNTY, GEORGIA**



Prepared for:

*JPC Design and Construction LLC
PO Box 710
Jackson, GA 30233*

Prepared By:



A&R Engineering Inc.

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

April 26, 2022
A & R Project # 22-061

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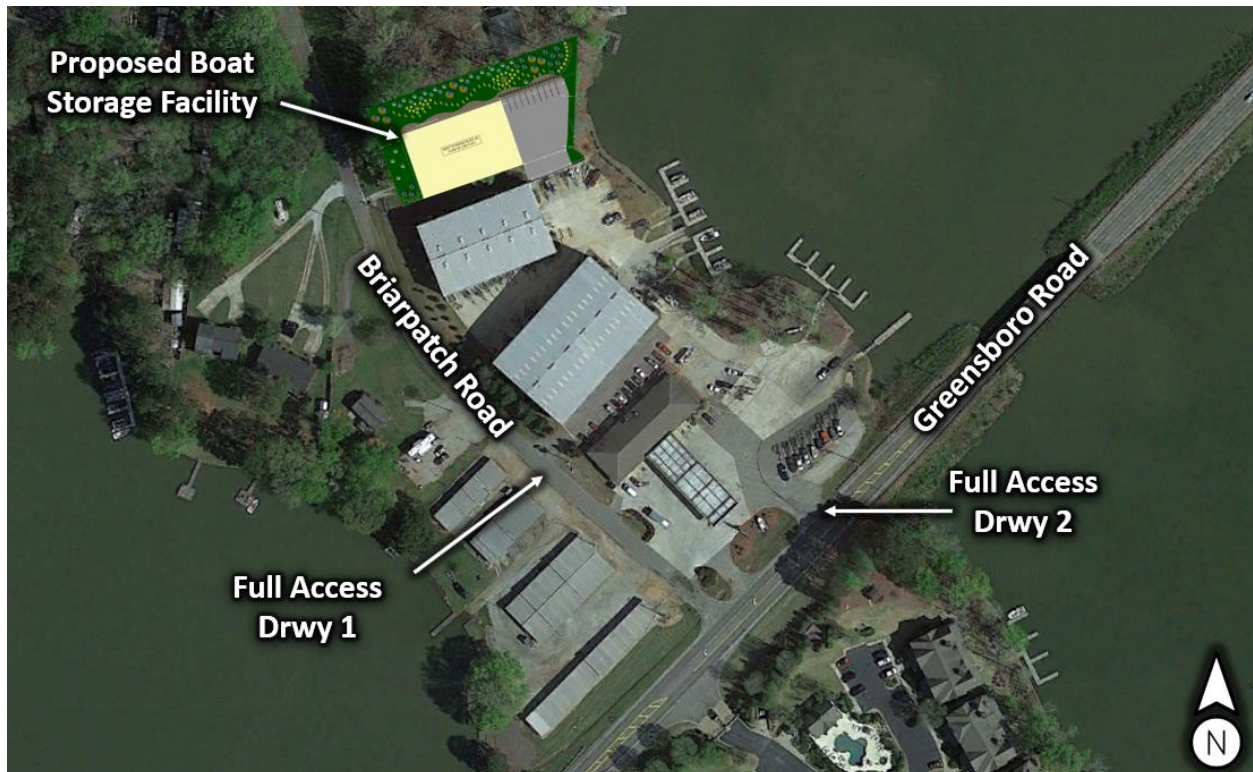
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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed boat storage facility located to the north of the intersection of SR 44 (Greensboro Road) at Briarpatch Road in Putnam County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The existing development consists of 34,212 square feet of boat storage facility and the proposed development will consist of 14,550 square feet of boat storage facility.



The development will access existing roadway at the following locations:

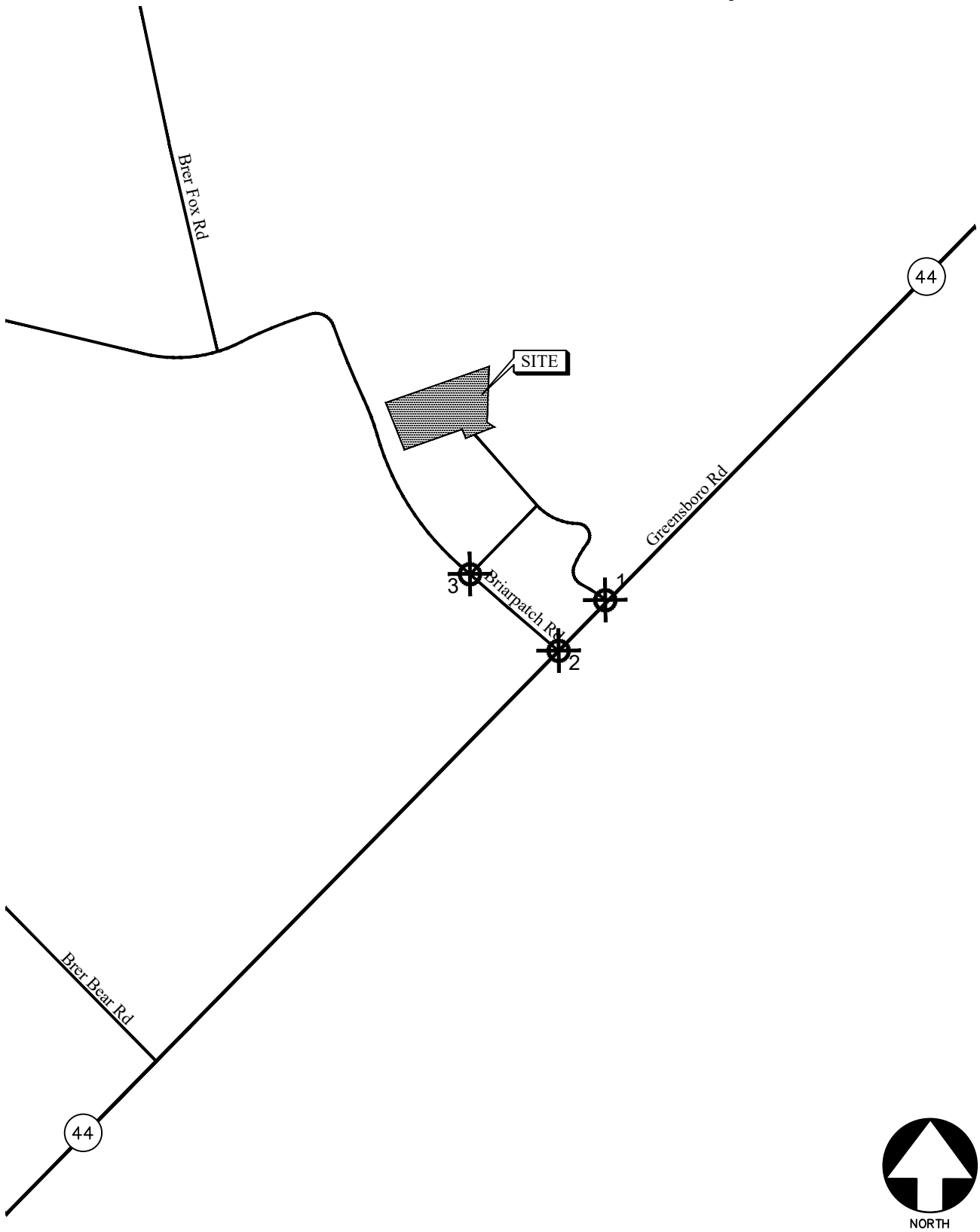
- Site Driveway 1 (Storage Driveway): Full-access driveway on Briarpatch Road
- Site Driveway 2 (Northern Driveway): Full-access driveway on SR 44 (Greensboro Road)

The AM and PM peak hours have been analyzed in this study. This study includes the evaluation of traffic operations at the intersections of:

- Briarpatch Road at existing Site Driveway 1 (Storage Driveway)
- SR 44 (Greensboro Road) at existing Site Driveway 2 (Northern Driveway)
- SR 44 (Greensboro Road) at Briarpatch Road

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

⊕ Study Intersection



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

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

2.1.1 SR 44 (Greensboro Road)

SR 44 (Greensboro Road) is a north-south, two-lane undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID's 237-0145 and 237-0143, between Harmony Road and SR 16) indicate that the daily traffic volume on SR 44 (Greensboro Road) in 2019 was 5,910 vehicles per day, northeast of Loch Way and 5,940 vehicles per day, southwest of North Wesley Chapel Road. GDOT classifies SR 44 (Greensboro Road) as a Rural Minor Arterial roadway.

2.1.2 Briarpatch Road

Briarpatch Road is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

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

3.1 Unsignalized Intersections

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

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

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

TABLE 1 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c ≥ 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

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

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

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue

move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio is used to characterize LOS for a lane group. A volume-to-capacity ratio of 1.0 or more for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

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

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c ≥ 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

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

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

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

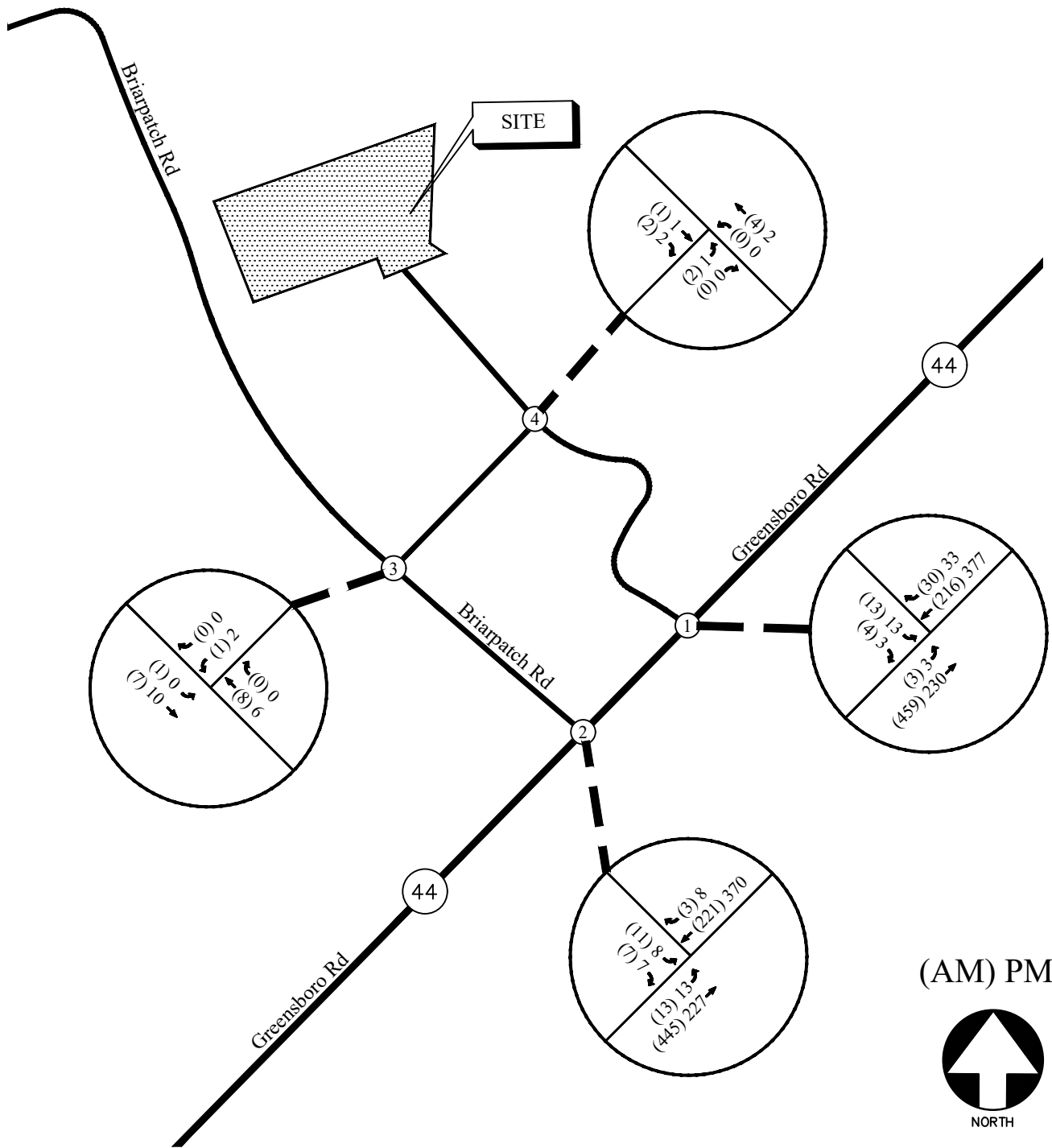
4.0 EXISTING 2022 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

- Briarpatch Road at existing Site Driveway 1 (Storage Driveway)
- SR 44 (Greensboro Road) at existing Site Driveway 2 (Northern Driveway)
- SR 44 (Greensboro Road) at Briarpatch Road

Turning movement counts were collected on Tuesday, March 29, 2022. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2.



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.



4.2 Existing Traffic Operations

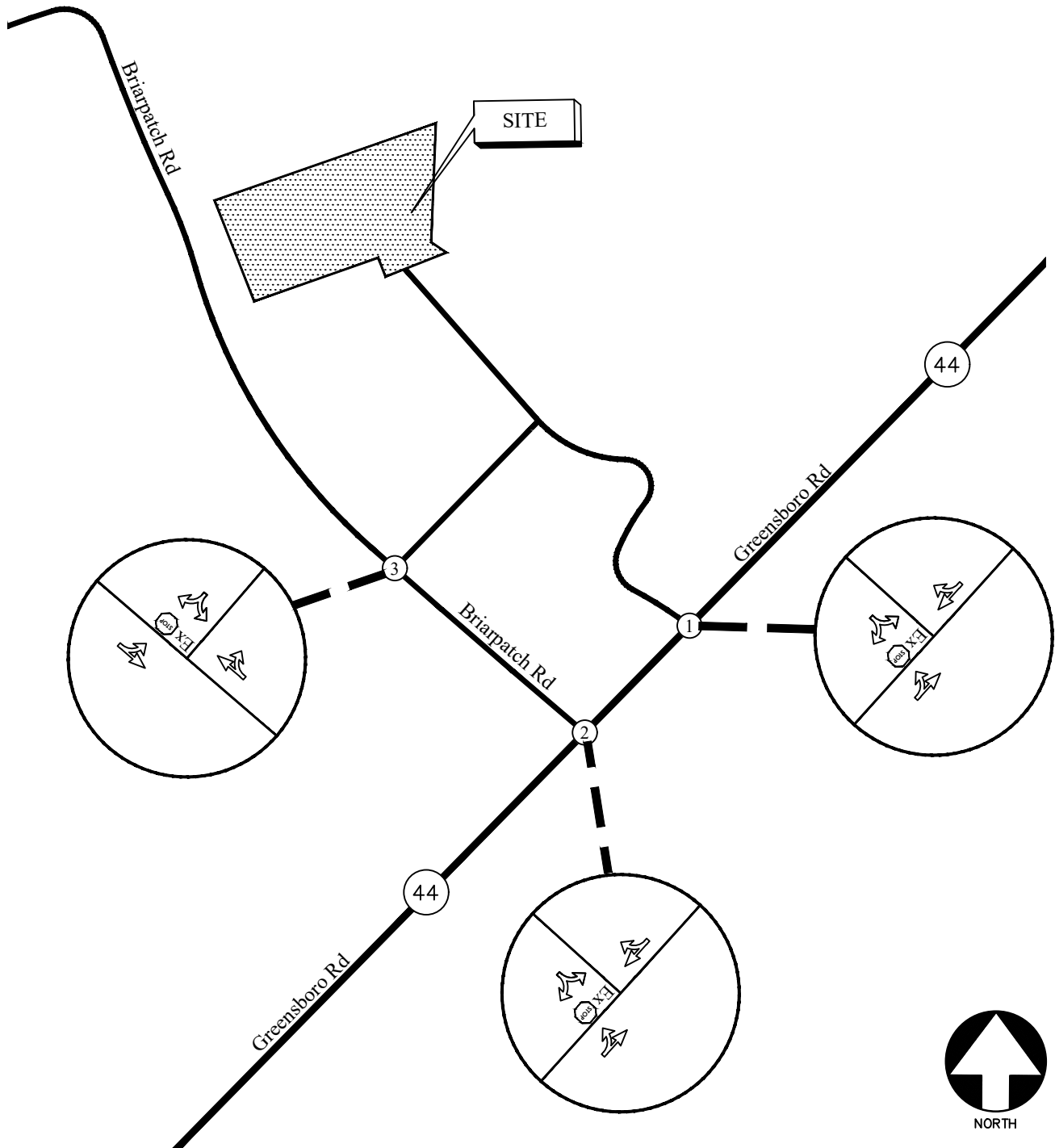
Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>SR 44 (Greensboro Rd) @ Site Driveway 2 (Northern Driveway)</u>	Stop Controlled on Eastbound Approach	B (14.4)	B (13.6)
	-Eastbound Approach -Northbound Left		A (7.8)	A (8.3)
2	<u>SR 44 (Greensboro Rd) @ Briarpatch Rd</u>	Stop Controlled on Eastbound Approach	B (13.2)	B (12.6)
	-Eastbound Approach -Northbound Left		A (7.8)	A (8.2)
3	<u>Briarpatch Rd @ Site Driveway 1 (Storage Driveway)</u>	Stop Controlled on Southbound Approach	A (7.2)	A (0.0)
	-Eastbound Left -Southbound Approach		A (8.6)	A (8.6)

The results of existing traffic operations analysis indicate that all the unsignalized intersections are operating at level-of-service “B” or better in both the AM and PM peak hours.

LEGEND

- Ex  Existing Signed Approach
-  Existing Lane Geometry



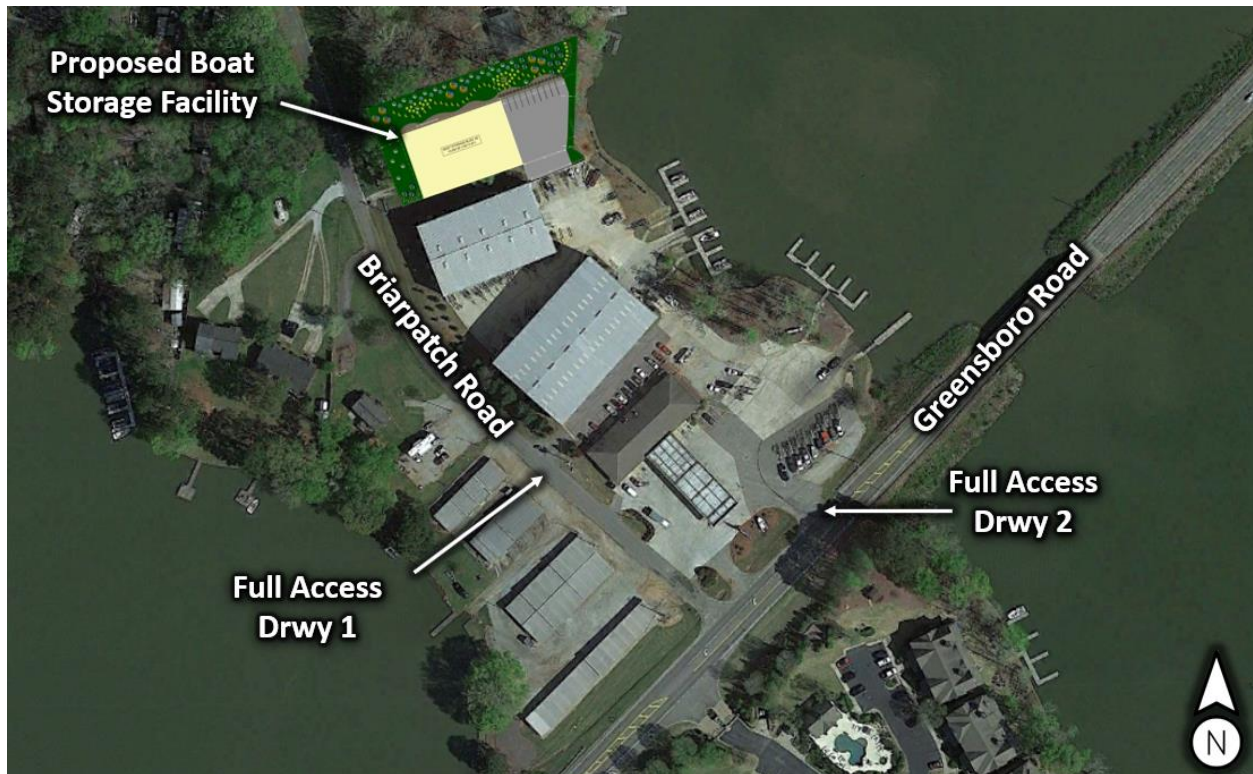
EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

5.0 PROPOSED DEVELOPMENT

The existing development consists of 34,212 square feet of boat storage facility and the proposed development will consist of 14,550 square feet of boat storage facility.



The development will access existing roadway at the following locations:

- Site Driveway 1 (Storage Driveway): Full-access driveway on Briarpatch Road
- Site Driveway 2 (Northern Driveway): Full-access driveway on SR 44 (Greensboro Road)

A site plan is shown in Figure 4.



JPC DESIGN AND CONSTRUCTION, LLC
 FOR
 PUTNAM COUNTY, GA
 114 BRIARPATCH RD., EATONTON, GA 31024
 FISH TALE MARINA BOAT STORAGE BLDG. #3

ROWLAND
ENGINEERING
 www.rowland-engineering.com
 318 Corporate Pkwy, Ste. 301
 Marietta, GA 30120
 (478) 621-5000 office
 steven@rowland-engineering.com

PROJECT NO. 2150

00-23-2022
 CONCEPTUAL
 SITE PLAN

1 OF 1



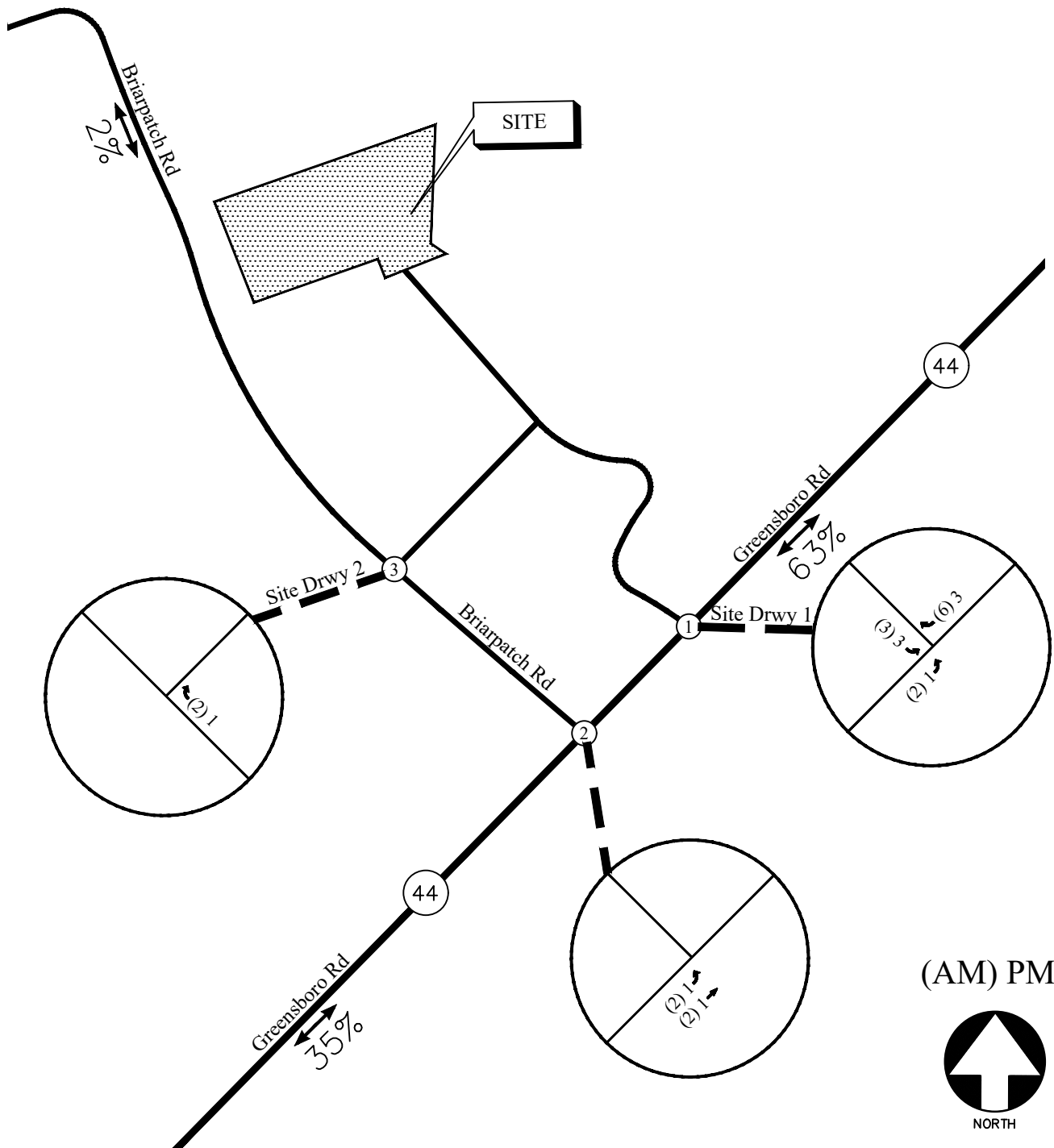
5.1 Trip Generation

Trip generation estimates for the project were based on ratio of the existing facility square footage to the new facilities to account for the additional storage. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION							
Land Use	Size	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Existing Facility	34,212 sf	6	3	9	3	3	6
New Facility	14,550 sf	3	1	4	1	1	2
Total Facility	48,762 sf	9	4	13	4	4	8

5.2 Trip Distribution

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



TRIP DISTRIBUTION AND SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5
A&R Engineering Inc.

6.0 FUTURE 2024 TRAFFIC ANALYSIS

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

6.1 Future “No-Build” Conditions

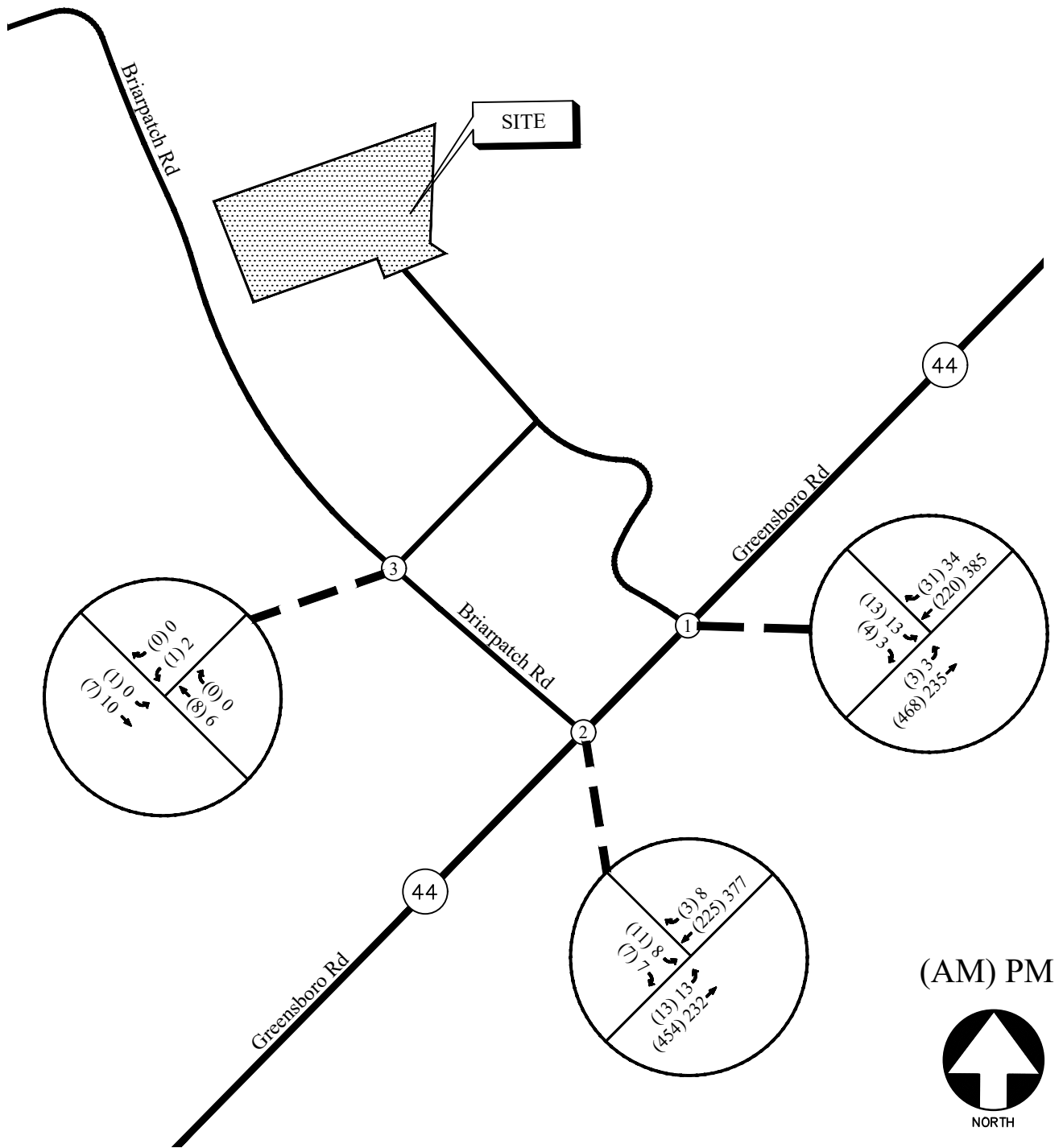
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing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

6.1.1 Annual Traffic Growth

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

6.2 Future “Build” Conditions

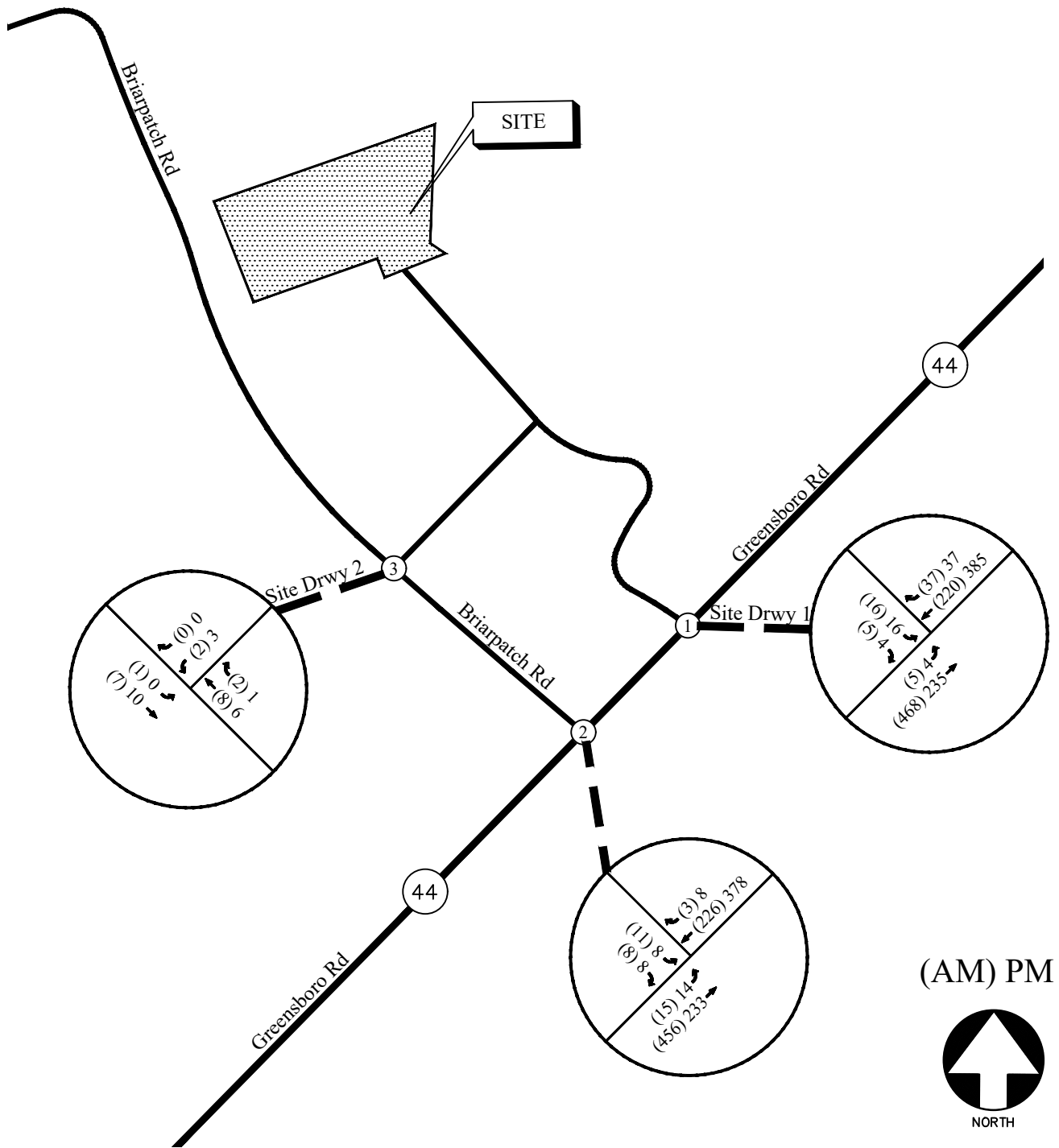
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic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



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.

6.3 Future Traffic Operations

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

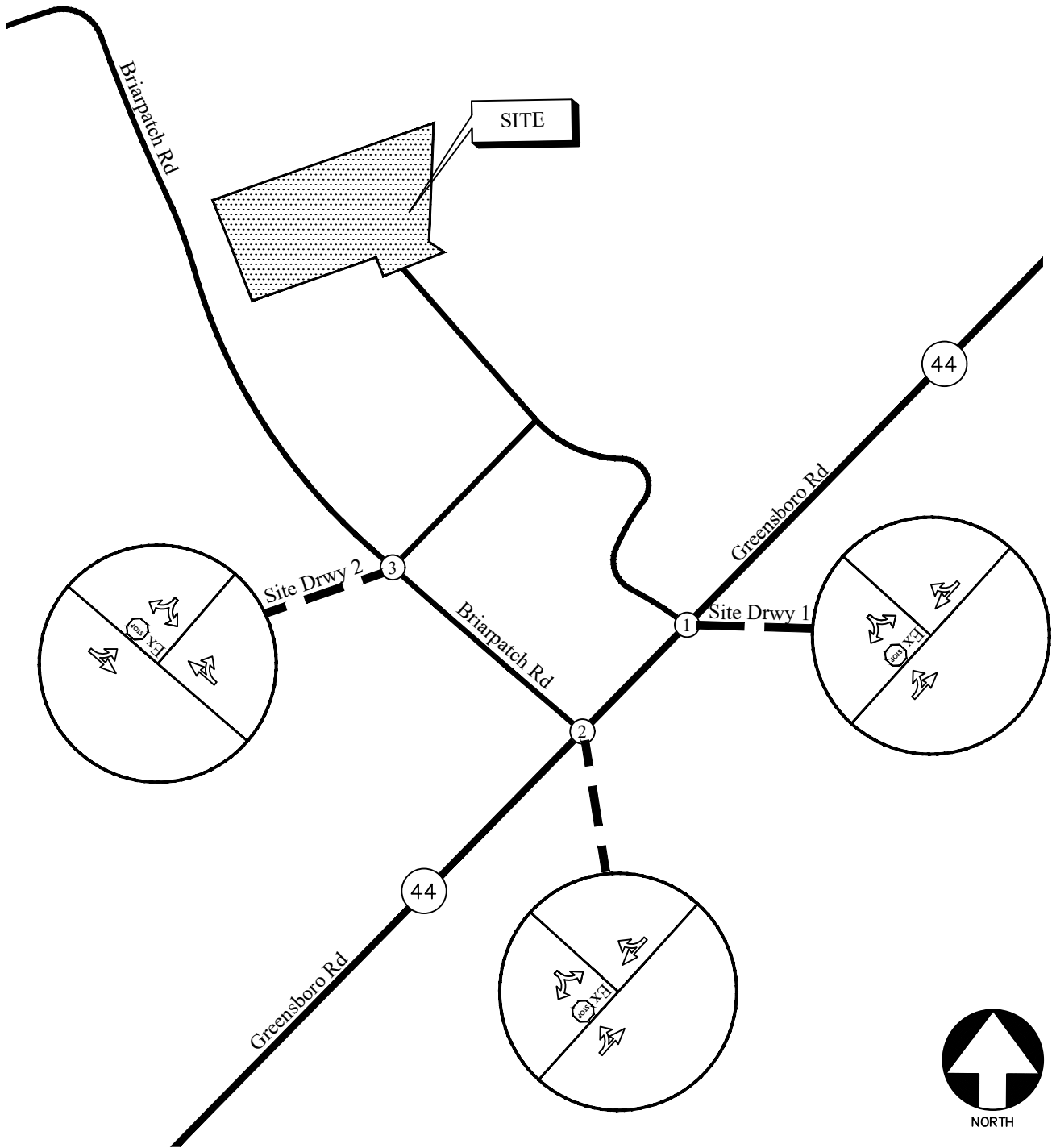
TABLE 7 – FUTURE INTERSECTION OPERATIONS					
Intersection		Future Condition: LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>SR 44 (Greensboro Rd) @ Site Driveway 2 (Northern Driveway)</u>				
	-Eastbound Approach -Northbound Left	B (14.6) A (7.8)	B (13.8) A (8.3)	B (14.9) A (7.9)	B (13.9) A (8.3)
2	<u>SR 44 (Greensboro Rd) @ Briarpatch Road</u>				
	-Eastbound Approach -Northbound Left	B (13.3) A (7.8)	B (12.7) A (8.2)	B (13.2) A (7.8)	B (12.7) A (8.2)
3	<u>Briarpatch Rd @ Site Driveway 1 (Storage Driveway)</u>				
	-Eastbound Left -Southbound Approach	A (7.2) A (8.6)	A (0.0) A (8.6)	A (7.2) A (8.6)	A (0.0) A (8.7)

* Delay exceeds 300 seconds

After addition of site generated volumes to the “No-Build” condition, the “Build” condition traffic operations analysis indicates that all the unsignalized study intersections will operate at level of service “B” or better in both the AM and PM peak hours.

LEGEND

- Ex  Existing Signed Approach
-  Proposed Signed Approach
-  Existing Lane Geometry
-  Proposed Lane Geometry



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 8

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the boat storage facility located in the northwest of the intersection of SR 44 (Greensboro Road) at Briarpatch Road in Putnam County, Georgia. The existing development consists of 34,212 square feet of boat storage facility and the proposed development will consist of 14,550 square feet of boat storage facility development.

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

- Briarpatch Road at existing Site Driveway 1 (Storage Driveway)
- SR 44 (Greensboro Road) at existing Site Driveway 2 (Northern Driveway)
- SR 44 (Greensboro Road) at Briarpatch Road

The analysis included the evaluation of future traffic operations for “No-Build” and “Build” conditions, the differences between “No-Build” and “Build” accounts for increase in traffic due to the proposed development. The results of future traffic operations analysis indicate that all the study intersections will operate at level of service “B” or better in both the AM and PM peak hours. Based on the analysis, the proposed development will have minimal impact on traffic operations in the study network.

7.1 Recommendation for Site Access Configuration

The following improvements are recommended at the proposed site driveway intersections.

- Site Driveway 1 (Storage Driveway): Existing full access driveway on Briarpatch Road
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach with Briarpatch Road remaining free flow.
 - Confirm adequate sight distance per AASHTO standards

Appendix

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

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

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

TMC DATA
Briarpatch Rd @ Storage Drwy
7-9 am | 4-6 pm

File Name : 20220139
Site Code : 20220139
Start Date : 3/29/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	Northbound				Storage Drwy Southbound				Briarpatch Rd Eastbound				Briarpatch Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
*** BREAK ***																	
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
Total	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
08:30 AM	0	0	0	0	1	0	0	1	0	3	0	3	0	2	0	2	6
08:45 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	2	1	3	5
Total	0	0	0	0	2	0	0	2	1	6	0	7	0	7	1	8	17
*** BREAK ***																	
04:00 PM	0	0	0	0	1	0	0	1	0	4	0	4	0	1	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	2	0	0	2	0	10	0	10	0	6	0	6	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	2	0	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
Total	0	0	0	0	0	0	1	1	0	6	0	6	0	5	1	6	13
Grand Total	0	0	0	0	4	0	1	5	1	27	0	28	0	23	2	25	58
Apprch %	0	0	0	0	80	0	20	8.6	3.6	96.4	0	48.3	0	92	8	43.1	
Total %	0	0	0	0	6.9	0	1.7	8.6	1.7	46.6	0	48.3	0	39.7	3.4	43.1	

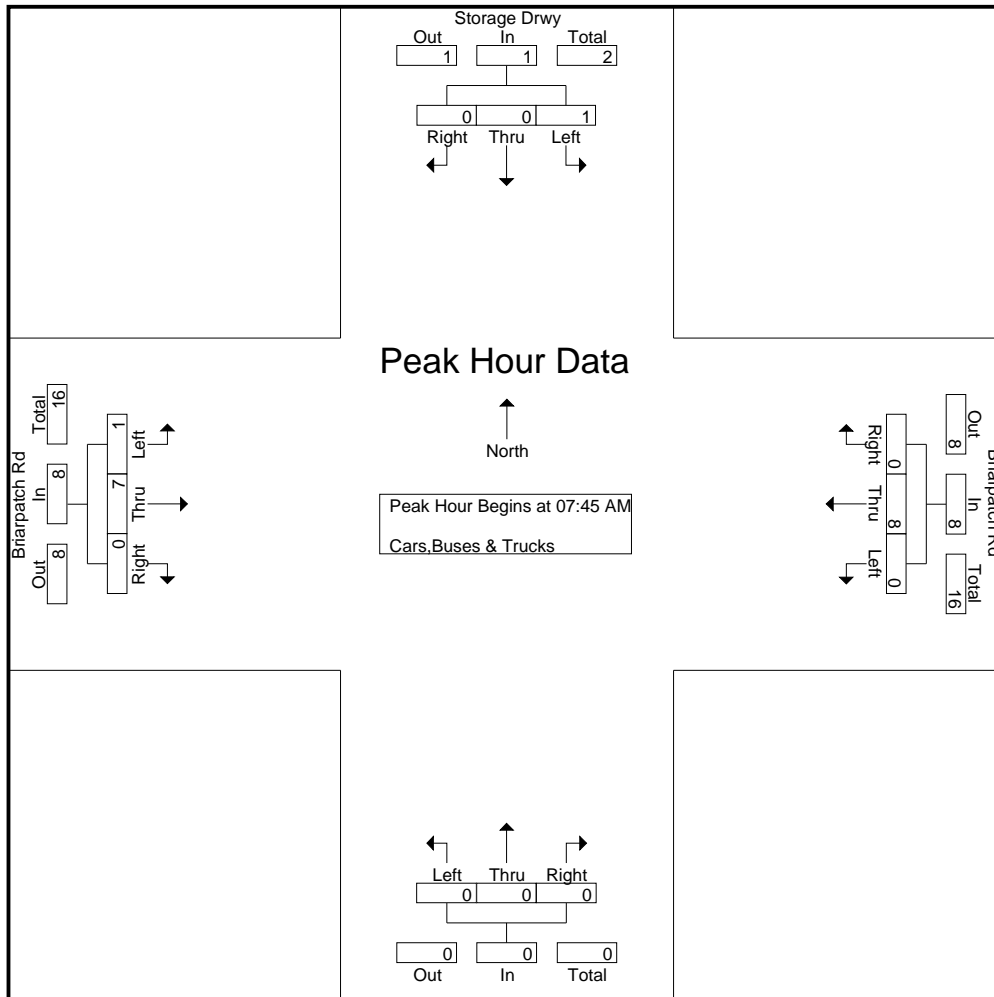
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TMC DATA
Briarpatch Rd @ Storage Drwy
7-9 am | 4-6 pm

File Name : 20220139
Site Code : 20220139
Start Date : 3/29/2022
Page No : 2

Start Time	Northbound				Storage Drwy Southbound				Briarpatch Rd Eastbound				Briarpatch Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
08:30 AM	0	0	0	0	1	0	0	1	0	3	0	3	0	2	0	2	6
Total Volume	0	0	0	0	1	0	0	1	1	7	0	8	0	8	0	8	17
% App. Total	0	0	0	0	100	0	0	100	12.5	87.5	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.583	.000	.667	.000	.667	.000	.667	.708



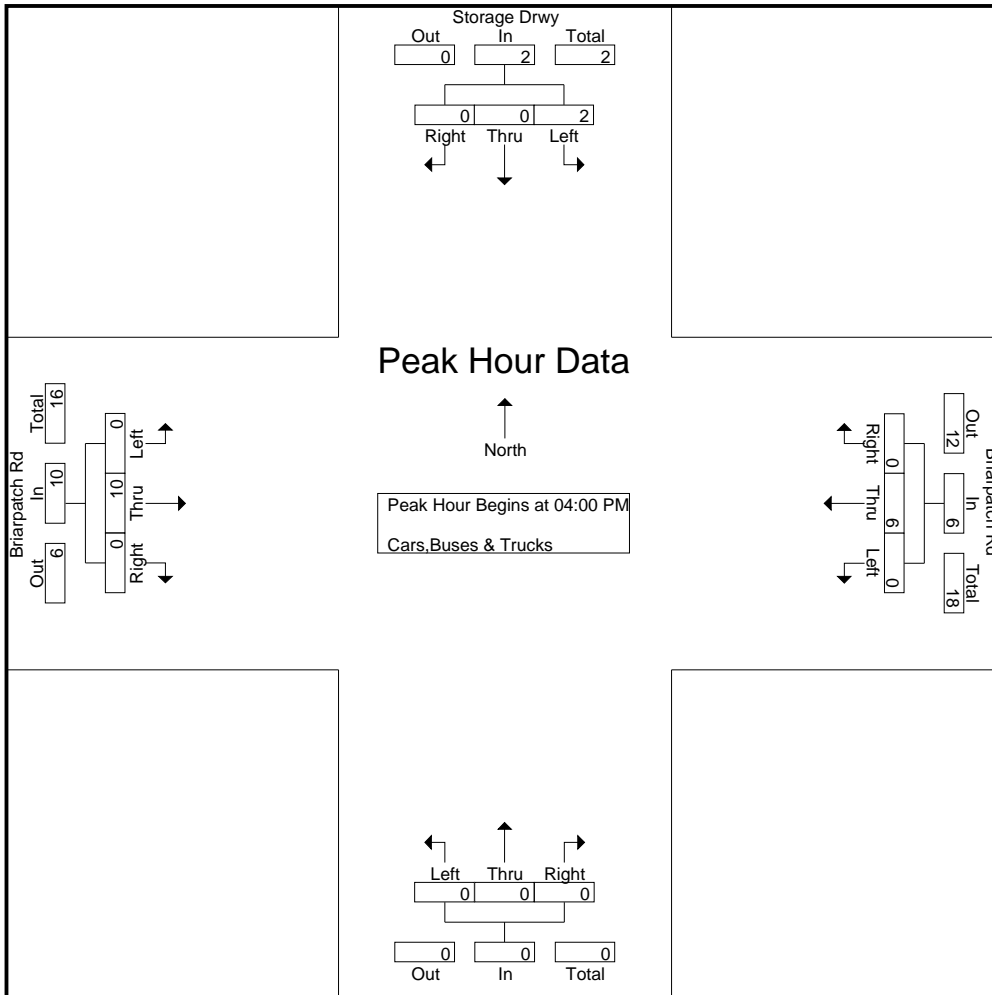
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Briarpatch Rd @ Storage Drwy
7-9 am | 4-6 pm

File Name : 20220139
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Start Date : 3/29/2022
Page No : 3

Start Time	Northbound				Storage Drwy Southbound				Briarpatch Rd Eastbound				Briarpatch Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	1	0	0	1	0	4	0	4	0	1	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	2	0	0	2	0	10	0	10	0	6	0	6	18
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.625	.000	.625	.000	.500	.000	.500	.643



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TMC DATA
SR 44 (Greensboro Rd) @ Briarpatch Rd
7-9 am | 4-6 pm

File Name : 20220140
Site Code : 20220140
Start Date : 3/29/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

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07:15 AM	2	68	0	70	0	77	0	77	2	0	3	5	0	0	0	0	152
07:30 AM	2	101	0	103	0	78	1	79	2	0	3	5	0	0	0	0	187
07:45 AM	6	123	0	129	0	32	1	33	3	0	1	4	0	0	0	0	166
Total	15	349	0	364	0	233	3	236	9	0	10	19	0	0	0	0	619
08:00 AM	3	153	0	156	0	34	1	35	4	0	0	4	0	0	0	0	195
08:15 AM	1	77	0	78	0	39	2	41	2	0	3	5	0	0	0	0	124
08:30 AM	3	84	0	87	0	43	1	44	4	0	0	4	0	0	0	0	135
08:45 AM	2	70	0	72	0	48	3	51	2	0	1	3	0	0	0	0	126
Total	9	384	0	393	0	164	7	171	12	0	4	16	0	0	0	0	580
*** BREAK ***																	
04:00 PM	2	58	0	60	0	76	1	77	2	0	2	4	0	0	0	0	141
04:15 PM	3	52	0	55	0	84	3	87	2	0	2	4	0	0	0	0	146
04:30 PM	2	54	0	56	0	86	1	87	1	0	1	2	0	0	0	0	145
04:45 PM	1	57	0	58	0	74	2	76	3	0	2	5	0	0	0	0	139
Total	8	221	0	229	0	320	7	327	8	0	7	15	0	0	0	0	571
05:00 PM	3	54	0	57	0	109	3	112	2	0	3	5	0	0	0	0	174
05:15 PM	5	61	0	66	0	103	2	105	1	0	1	2	0	0	0	0	173
05:30 PM	4	55	0	59	0	84	1	85	2	0	1	3	0	0	0	0	147
05:45 PM	3	54	0	57	0	71	2	73	2	0	2	4	0	0	0	0	134
Total	15	224	0	239	0	367	8	375	7	0	7	14	0	0	0	0	628
Grand Total	47	1178	0	1225	0	1084	25	1109	36	0	28	64	0	0	0	0	2398
Apprch %	3.8	96.2	0		0	97.7	2.3		56.2	0	43.8		0	0	0		
Total %	2	49.1	0	51.1	0	45.2	1	46.2	1.5	0	1.2	2.7	0	0	0	0	

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TMC DATA

SR 44 (Greensboro Rd) @ Briarpatch Rd
7-9 am | 4-6 pm

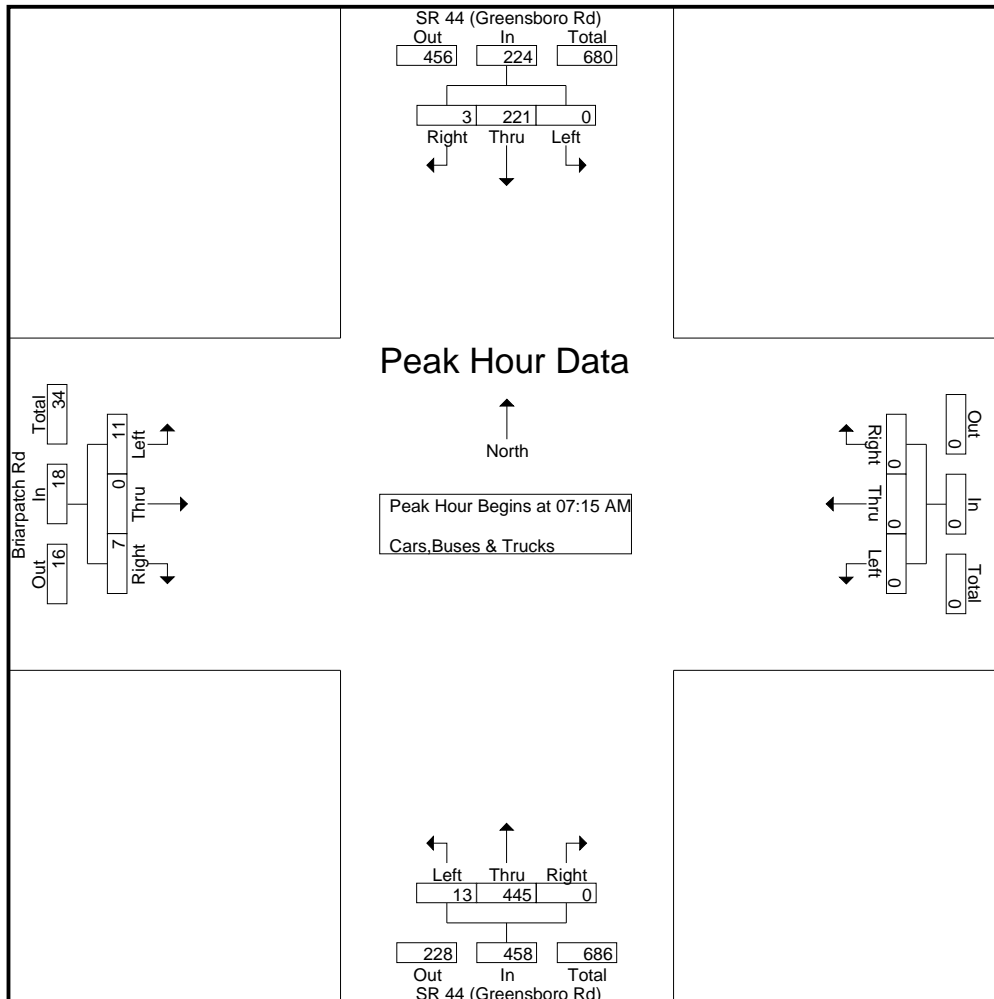
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Site Code : 20220140

Start Date : 3/29/2022

Page No : 2

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Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	68	0	70	0	77	0	77	2	0	3	5	0	0	0	0	152
07:30 AM	2	101	0	103	0	78	1	79	2	0	3	5	0	0	0	0	187
07:45 AM	6	123	0	129	0	32	1	33	3	0	1	4	0	0	0	0	166
08:00 AM	3	153	0	156	0	34	1	35	4	0	0	4	0	0	0	0	195
Total Volume	13	445	0	458	0	221	3	224	11	0	7	18	0	0	0	0	700
% App. Total	2.8	97.2	0		0	98.7	1.3		61.1	0	38.9		0	0	0		
PHF	.542	.727	.000	.734	.000	.708	.750	.709	.688	.000	.583	.900	.000	.000	.000	.000	.897



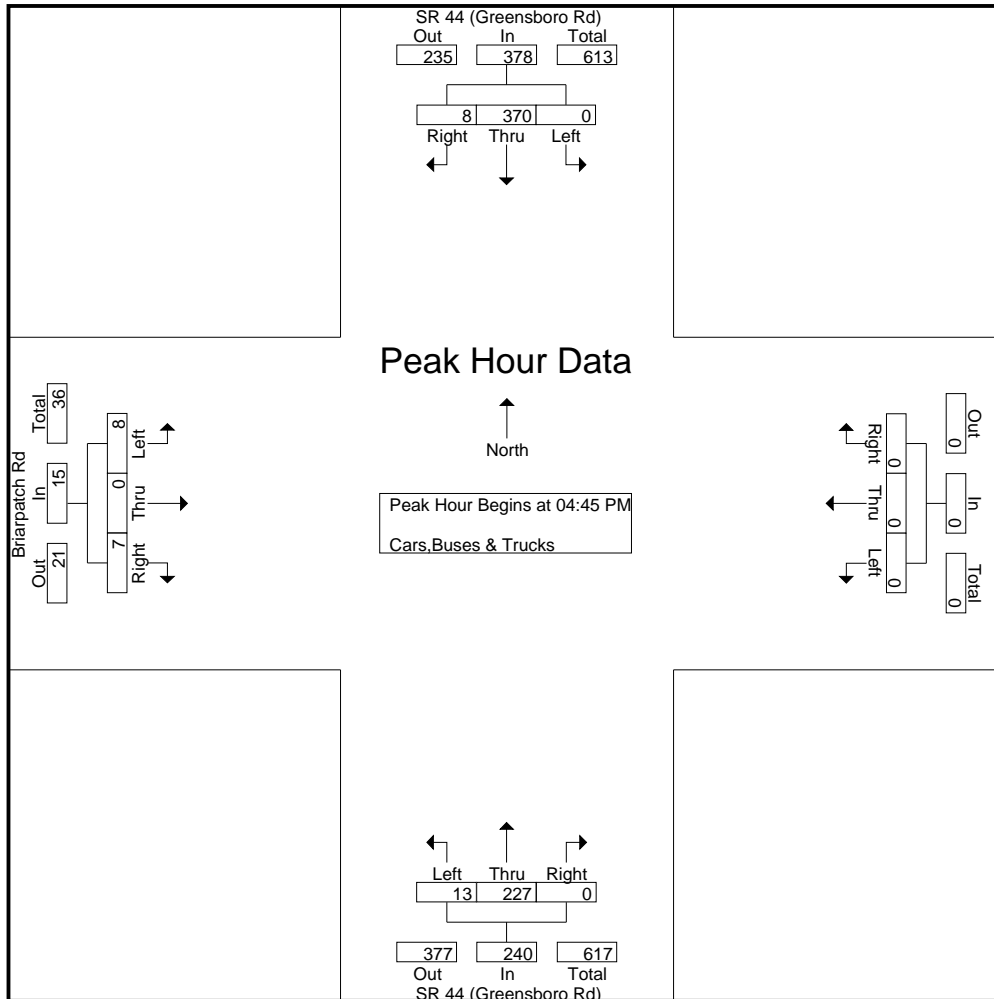
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File Name : 20220140
Site Code : 20220140
Start Date : 3/29/2022
Page No : 3

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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	57	0	58	0	74	2	76	3	0	2	5	0	0	0	0	139
05:00 PM	3	54	0	57	0	109	3	112	2	0	3	5	0	0	0	0	174
05:15 PM	5	61	0	66	0	103	2	105	1	0	1	2	0	0	0	0	173
05:30 PM	4	55	0	59	0	84	1	85	2	0	1	3	0	0	0	0	147
Total Volume	13	227	0	240	0	370	8	378	8	0	7	15	0	0	0	0	633
% App. Total	5.4	94.6	0		0	97.9	2.1		53.3	0	46.7		0	0	0		
PHF	.650	.930	.000	.909	.000	.849	.667	.844	.667	.000	.583	.750	.000	.000	.000	.000	.909



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Marietta, GA 30067

TMC DATA
SR 44 Greensboro Rd @ Northern Drwy
7-9 am | 4-6 pm

File Name : 20220143
Site Code : 20220143
Start Date : 3/29/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	SR 44 Greensboro Rd Northbound				SR 44 Greensboro Rd Southbound				Northern Drwy Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	61	0	63	0	44	8	52	2	0	0	2	0	0	0	0	117
07:15 AM	0	64	0	64	0	66	7	73	1	0	2	3	0	0	0	0	140
07:30 AM	0	102	0	102	0	81	10	91	3	0	0	3	0	0	0	0	196
07:45 AM	1	128	0	129	0	34	8	42	6	0	1	7	0	0	0	0	178
Total	3	355	0	358	0	225	33	258	12	0	3	15	0	0	0	0	631
08:00 AM	2	165	0	167	0	35	5	40	3	0	1	4	0	0	0	0	211
08:15 AM	5	78	0	83	0	39	2	41	6	0	0	6	0	0	0	0	130
08:30 AM	0	89	0	89	0	49	2	51	3	0	0	3	0	0	0	0	143
08:45 AM	0	71	0	71	0	50	4	54	1	0	1	2	0	0	0	0	127
Total	7	403	0	410	0	173	13	186	13	0	2	15	0	0	0	0	611
*** BREAK ***																	
04:00 PM	0	60	0	60	0	77	11	88	2	0	0	2	0	0	0	0	150
04:15 PM	1	53	0	54	0	86	10	96	2	0	1	3	0	0	0	0	153
04:30 PM	1	54	0	55	0	87	9	96	5	0	0	5	0	0	0	0	156
04:45 PM	1	59	0	60	0	75	6	81	3	0	1	4	0	0	0	0	145
Total	3	226	0	229	0	325	36	361	12	0	2	14	0	0	0	0	604
05:00 PM	1	55	0	56	0	111	9	120	4	0	1	5	0	0	0	0	181
05:15 PM	0	62	0	62	0	104	9	113	1	0	1	2	0	0	0	0	177
05:30 PM	0	57	0	57	0	82	4	86	1	0	3	4	0	0	0	0	147
05:45 PM	0	56	0	56	0	71	5	76	2	0	2	4	0	0	0	0	136
Total	1	230	0	231	0	368	27	395	8	0	7	15	0	0	0	0	641
Grand Total	14	1214	0	1228	0	1091	109	1200	45	0	14	59	0	0	0	0	2487
Apprch %	1.1	98.9	0		0	90.9	9.1		76.3	0	23.7		0	0	0		
Total %	0.6	48.8	0	49.4	0	43.9	4.4	48.3	1.8	0	0.6	2.4	0	0	0	0	

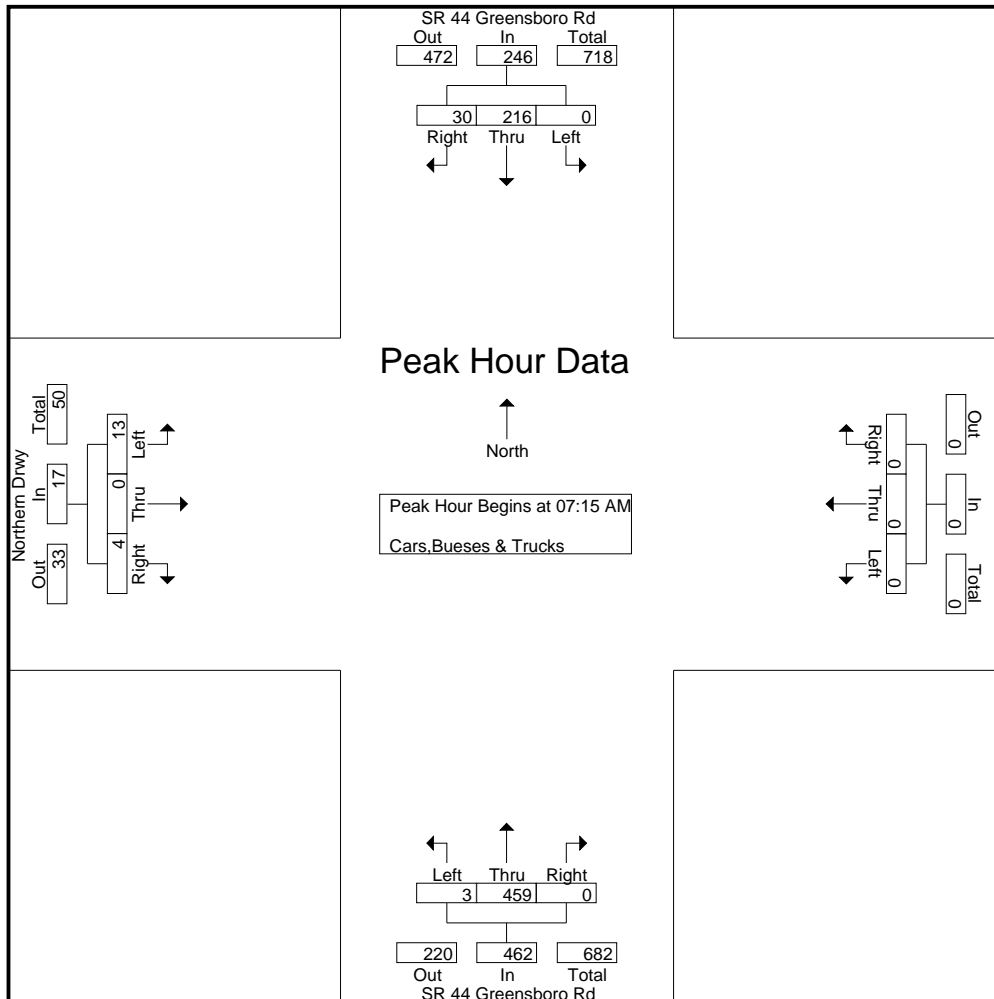
A & R Engineering, Inc.

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

TMC DATA
SR 44 Greensboro Rd @ Northern Drwy
7-9 am | 4-6 pm

File Name : 20220143
Site Code : 20220143
Start Date : 3/29/2022
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Start Time	SR 44 Greensboro Rd Northbound				SR 44 Greensboro Rd Southbound				Northern Drwy Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	64	0	64	0	66	7	73	1	0	2	3	0	0	0	0	140
07:30 AM	0	102	0	102	0	81	10	91	3	0	0	3	0	0	0	0	196
07:45 AM	1	128	0	129	0	34	8	42	6	0	1	7	0	0	0	0	178
08:00 AM	2	165	0	167	0	35	5	40	3	0	1	4	0	0	0	0	211
Total Volume	3	459	0	462	0	216	30	246	13	0	4	17	0	0	0	0	725
% App. Total	0.6	99.4	0		0	87.8	12.2		76.5	0	23.5		0	0	0		
PHF	.375	.695	.000	.692	.000	.667	.750	.676	.542	.000	.500	.607	.000	.000	.000	.000	.859



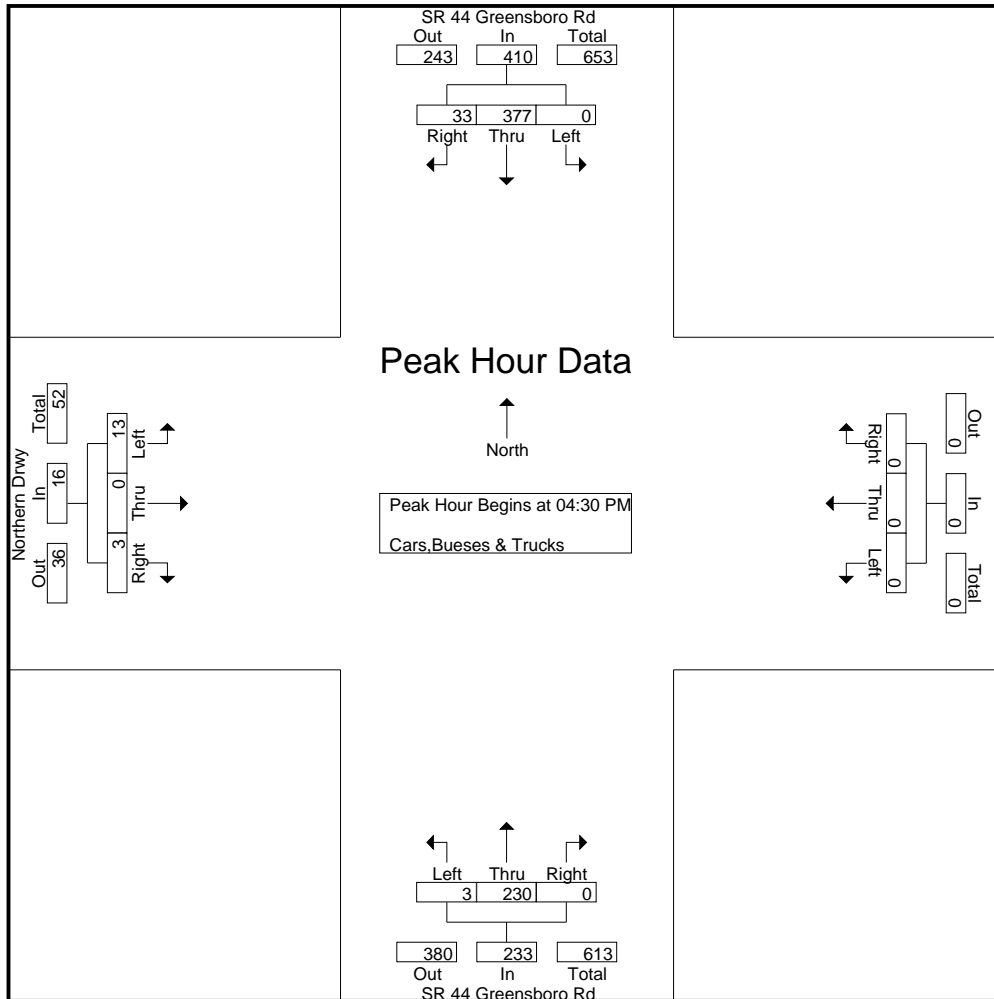
A & R Engineering, Inc.

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

TMC DATA
SR 44 Greensboro Rd @ Northern Drwy
7-9 am | 4-6 pm

File Name : 20220143
Site Code : 20220143
Start Date : 3/29/2022
Page No : 3

Start Time	SR 44 Greensboro Rd Northbound				SR 44 Greensboro Rd Southbound				Northern Drwy Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	54	0	55	0	87	9	96	5	0	0	5	0	0	0	0	156
04:45 PM	1	59	0	60	0	75	6	81	3	0	1	4	0	0	0	0	145
05:00 PM	1	55	0	56	0	111	9	120	4	0	1	5	0	0	0	0	181
05:15 PM	0	62	0	62	0	104	9	113	1	0	1	2	0	0	0	0	177
Total Volume	3	230	0	233	0	377	33	410	13	0	3	16	0	0	0	0	659
% App. Total	1.3	98.7	0		0	92	8		81.2	0	18.8		0	0	0		
PHF	.750	.927	.000	.940	.000	.849	.917	.854	.650	.000	.750	.800	.000	.000	.000	.000	.910



LINEAR REGRESSION OF DAILY TRAFFIC

EXISTING INTERSECTION ANALYSIS

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	4	3	459	216	30
Future Vol, veh/h	13	4	3	459	216	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	5	3	534	251	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	809	269	286	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	350	770	1276	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	349	770	1276	-	-	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1276	-	401	-	-
HCM Lane V/C Ratio	0.003	-	0.049	-	-
HCM Control Delay (s)	7.8	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	11	7	13	445	221	3
Future Vol, veh/h	11	7	13	445	221	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	8	14	494	246	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	770	248	249	0	0
Stage 1	248	-	-	-	-
Stage 2	522	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	369	791	1317	-	-
Stage 1	793	-	-	-	-
Stage 2	595	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	363	791	1317	-	-
Mov Cap-2 Maneuver	363	-	-	-	-
Stage 1	781	-	-	-	-
Stage 2	595	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1317	-	460	-	-
HCM Lane V/C Ratio	0.011	-	0.043	-	-
HCM Control Delay (s)	7.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	7	8	0	1	0
Future Vol, veh/h	1	7	8	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	11	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	23 11
Stage 1	-	-	-	-	11 -
Stage 2	-	-	-	-	12 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1608	-	-	-	993 1070
Stage 1	-	-	-	-	1012 -
Stage 2	-	-	-	-	1011 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	992 1070
Mov Cap-2 Maneuver	-	-	-	-	992 -
Stage 1	-	-	-	-	1011 -
Stage 2	-	-	-	-	1011 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	992
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	4	2	0
Future Vol, veh/h	1	2	0	4	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	0	4	2	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	3	0	6
Stage 1	-	-	-	-	2
Stage 2	-	-	-	-	4
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1619	-	1015
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1019
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1015
Mov Cap-2 Maneuver	-	-	-	-	1015
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1019

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1015	-	-	1619	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	13	3	3	230	377	33
Future Vol, veh/h	13	3	3	230	377	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	3	253	414	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	691	432	450	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	410	624	1110	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	409	624	1110	-	-	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1110	-	437	-	-
HCM Lane V/C Ratio	0.003	-	0.04	-	-
HCM Control Delay (s)	8.3	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	8	7	13	227	370	8
Future Vol, veh/h	8	7	13	227	370	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	8	14	249	407	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	689	412	416	0	-	0
Stage 1	412	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	412	640	1143	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	406	640	1143	-	-	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1143	-	490	-	-
HCM Lane V/C Ratio	0.012	-	0.034	-	-
HCM Control Delay (s)	8.2	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	10	6	0	2	0
Future Vol, veh/h	0	10	6	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	9	0	3	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	9	0	-	0	25	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1611	-	-	-	991	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1611	-	-	-	991	1073
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1007	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1611	-	-	-	991	
HCM Lane V/C Ratio	-	-	-	-	0.003	
HCM Control Delay (s)	0	-	-	-	8.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	1	2	0	2	1	0
Future Vol, veh/h	1	2	0	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	0	2	1	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	3	0	4
Stage 1	-	-	-	-	2
Stage 2	-	-	-	-	2
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1619	-	1018
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1021
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1018
Mov Cap-2 Maneuver	-	-	-	-	1018
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1021

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1018	-	-	1619	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS**

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			L		T
Traffic Vol, veh/h	13	4	3	468	220	31
Future Vol, veh/h	13	4	3	468	220	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	5	3	544	256	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	824	274	292	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	343	765	1270	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	342	765	1270	-	-	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1270	-	393	-	-
HCM Lane V/C Ratio	0.003	-	0.05	-	-
HCM Control Delay (s)	7.8	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	11	7	13	454	225	3
Future Vol, veh/h	11	7	13	454	225	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	8	14	504	250	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	784	252	253	0	-	0
Stage 1	252	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	362	787	1312	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	787	1312	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1312	-	453	-	-
HCM Lane V/C Ratio	0.011	-	0.044	-	-
HCM Control Delay (s)	7.8	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	7	8	0	1	0
Future Vol, veh/h	1	7	8	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	11	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	23
Stage 1	-	-	-	-	11
Stage 2	-	-	-	-	12
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1608	-	-	-	993
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1011
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	992
Mov Cap-2 Maneuver	-	-	-	-	992
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	1011

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	992
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	4	2	0
Future Vol, veh/h	1	2	0	4	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	0	4	2	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	3	0	6
Stage 1	-	-	-	-	2
Stage 2	-	-	-	-	4
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1619	-	1015
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1019
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1015
Mov Cap-2 Maneuver	-	-	-	-	1015
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1019

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1015	-	-	1619	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	13	3	3	235	385	34
Future Vol, veh/h	13	3	3	235	385	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	3	258	423	37

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	706	442	460	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	402	615	1101	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	401	615	1101	-	-	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1101	-	429	-	-
HCM Lane V/C Ratio	0.003	-	0.041	-	-
HCM Control Delay (s)	8.3	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	7	13	232	377	8
Future Vol, veh/h	8	7	13	232	377	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	8	14	255	414	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	702	419	423	0	-	0
Stage 1	419	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	404	634	1136	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	398	634	1136	-	-	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	765	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1136	-	482	-	-
HCM Lane V/C Ratio	0.013	-	0.034	-	-
HCM Control Delay (s)	8.2	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	10	6	0	2	0
Future Vol, veh/h	0	10	6	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	9	0	3	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	9	0	-	0	25	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1611	-	-	-	991	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1611	-	-	-	991	1073
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1007	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	8.6			
HCM LOS						A
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1611	-	-	-	991	
HCM Lane V/C Ratio	-	-	-	-	0.003	
HCM Control Delay (s)	0	-	-	-	8.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	2	1	0
Future Vol, veh/h	1	2	0	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	0	2	1	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	3	0	4
Stage 1	-	-	-	-	2
Stage 2	-	-	-	-	2
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1619	-	1018
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1021
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1018
Mov Cap-2 Maneuver	-	-	-	-	1018
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1021

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1018	-	-	1619	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

FUTURE “BUILD” INTERSECTION ANALYSIS

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	5	5	468	220	37
Future Vol, veh/h	16	5	5	468	220	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	6	6	544	256	43

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	834	278	299	0	0
Stage 1	278	-	-	-	-
Stage 2	556	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	338	761	1262	-	-
Stage 1	769	-	-	-	-
Stage 2	574	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	336	761	1262	-	-
Mov Cap-2 Maneuver	336	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	574	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	388	-	-
HCM Lane V/C Ratio	0.005	-	0.063	-	-
HCM Control Delay (s)	7.9	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	11	8	15	456	226	3
Future Vol, veh/h	11	8	15	456	226	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	9	17	507	251	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	794	253	254	0	0
Stage 1	253	-	-	-	-
Stage 2	541	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	357	786	1311	-	-
Stage 1	789	-	-	-	-
Stage 2	583	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	351	786	1311	-	-
Mov Cap-2 Maneuver	351	-	-	-	-
Stage 1	775	-	-	-	-
Stage 2	583	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1311	-	458	-	-
HCM Lane V/C Ratio	0.013	-	0.046	-	-
HCM Control Delay (s)	7.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	7	8	2	2	0
Future Vol, veh/h	1	7	8	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	11	3	3	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	14	0	-	0	25 13
Stage 1	-	-	-	-	13 -
Stage 2	-	-	-	-	12 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1604	-	-	-	991 1067
Stage 1	-	-	-	-	1010 -
Stage 2	-	-	-	-	1011 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1604	-	-	-	990 1067
Mov Cap-2 Maneuver	-	-	-	-	990 -
Stage 1	-	-	-	-	1009 -
Stage 2	-	-	-	-	1011 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	990
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	3	0	11	4	0
Future Vol, veh/h	4	3	0	11	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	0	12	4	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	7	0	18
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	12
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1614	-	1000
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1011
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1614	-	1000
Mov Cap-2 Maneuver	-	-	-	-	1000
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1011

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1000	-	-	1614	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	16	4	4	235	385	37
Future Vol, veh/h	16	4	4	235	385	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	4	4	258	423	41

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	710	444	464	0	0
Stage 1	444	-	-	-	-
Stage 2	266	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	400	614	1097	-	-
Stage 1	646	-	-	-	-
Stage 2	779	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	398	614	1097	-	-
Mov Cap-2 Maneuver	398	-	-	-	-
Stage 1	643	-	-	-	-
Stage 2	779	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1097	-	428	-	-
HCM Lane V/C Ratio	0.004	-	0.051	-	-
HCM Control Delay (s)	8.3	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	8	8	14	233	378	8
Future Vol, veh/h	8	8	14	233	378	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	9	15	256	415	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	706	420	424	0	0
Stage 1	420	-	-	-	-
Stage 2	286	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	402	633	1135	-	-
Stage 1	663	-	-	-	-
Stage 2	763	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	396	633	1135	-	-
Mov Cap-2 Maneuver	396	-	-	-	-
Stage 1	653	-	-	-	-
Stage 2	763	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1135	-	487	-	-
HCM Lane V/C Ratio	0.014	-	0.036	-	-
HCM Control Delay (s)	8.2	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	10	6	1	3	0
Future Vol, veh/h	0	10	6	1	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	9	2	5	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	26
Stage 1	-	-	-	-	10
Stage 2	-	-	-	-	16
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1608	-	-	-	989
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	1007
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	989
Mov Cap-2 Maneuver	-	-	-	-	989
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	1007

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	989
HCM Lane V/C Ratio	-	-	-	-	0.005
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	3	0	5	2	0
Future Vol, veh/h	4	3	0	5	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	0	5	2	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	7	0	11
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	5
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1614	-	1009
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1018
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1614	-	1009
Mov Cap-2 Maneuver	-	-	-	-	1009
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1018

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1009	-	-	1614	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

TRAFFIC VOLUME WORKSHEETS

22-061-Fish Tale Marina Boat Storage Building 3-TIS
Traffic Volumes

A&R Engineering
 April 2022

1.SR 44 @ Site Drwy 1

A.M. Peak Hour

Condition	SR 44 (Greensboro Road)				SR 44 (Greensboro Road)				Site Driveway 1 (Existing Northern Driveway)				-			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	3	459	0	462	0	216	30	246	13	0	4	17	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	3	468	0	471	0	220	31	251	13	0	4	17	0	0	0	0
Total New Trips:	2	0	0	2	0	0	6	6	3	0	1	4	0	0	0	0
Future 2024 Traffic Volumes:	5	468	0	473	0	220	37	257	16	0	5	21	0	0	0	0

P.M. Peak Hour

Condition	SR 44 (Greensboro Road)				SR 44 (Greensboro Road)				Site Driveway 1 (Existing Northern Driveway)				-			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	3	230	0	233	0	377	33	410	13	0	3	16	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	3	235	0	238	0	385	34	419	13	0	3	16	0	0	0	0
Total New Trips:	1	0	0	1	0	0	3	3	3	0	1	4	0	0	0	0
Future 2024 Traffic Volumes:	4	235	0	239	0	385	37	422	16	0	4	20	0	0	0	0

22-061-Fish Tale Marina Boat Storage Building 3-TIS
Traffic Volumes

A&R Engineering
 April 2022

2. SR 44 @ Briarpatch Rd

A.M. Peak Hour

Condition	SR 44 (Greensboro Road) Northbound				SR 44 (Greensboro Road) Southbound				Briarpatch Road Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	13	445	0	458	0	221	3	224	11	0	7	18	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	13	454	0	467	0	225	3	228	11	0	7	18	0	0	0	0
Total New Trips:	2	2	0	4	0	1	0	1	0	0	1	1	0	0	0	0
Future 2024 Traffic Volumes:	15	456	0	471	0	226	3	229	11	0	8	19	0	0	0	0

P.M. Peak Hour

Condition	SR 44 (Greensboro Road) Northbound				SR 44 (Greensboro Road) Southbound				Briarpatch Road Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	13	227	0	240	0	370	8	378	8	0	7	15	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	13	232	0	245	0	377	8	385	8	0	7	15	0	0	0	0
Total New Trips:	1	1	0	2	0	1	0	1	0	0	1	1	0	0	0	0
Future 2024 Traffic Volumes:	14	233	0	247	0	378	8	386	8	0	8	16	0	0	0	0

22-061-Fish Tale Marina Boat Storage Building 3-TIS
Traffic Volumes

A&R Engineering
April 2022

3. Briarpatch Rd @ Site Drwy 2

A.M. Peak Hour

Condition	-				Site Driveway 2 (Existing Storage Driveway)				Briarpatch Road				Briarpatch Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	1	0	0	1	1	7	0	8	0	8	0	8
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	1	0	0	1	1	7	0	8	0	8	0	8
Total New Trips:	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Future 2024 Traffic Volumes:	0	0	0	0	2	0	0	2	1	7	0	8	0	8	2	10

P.M. Peak Hour

Condition	-				Site Driveway 2 (Existing Storage Driveway)				Briarpatch Road				Briarpatch Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	2	0	0	2	0	10	0	10	0	6	0	6
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	2	0	0	2	0	10	0	10	0	6	0	6
Total New Trips:	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Future 2024 Traffic Volumes:	0	0	0	0	3	0	0	3	0	10	0	10	0	6	1	7

22-061-Fish Tale Marina Boat Storage Building 3-TIS
Traffic Volumes

A&R Engineering
April 2022

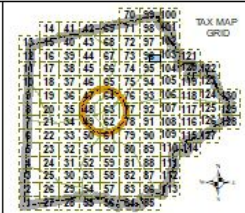
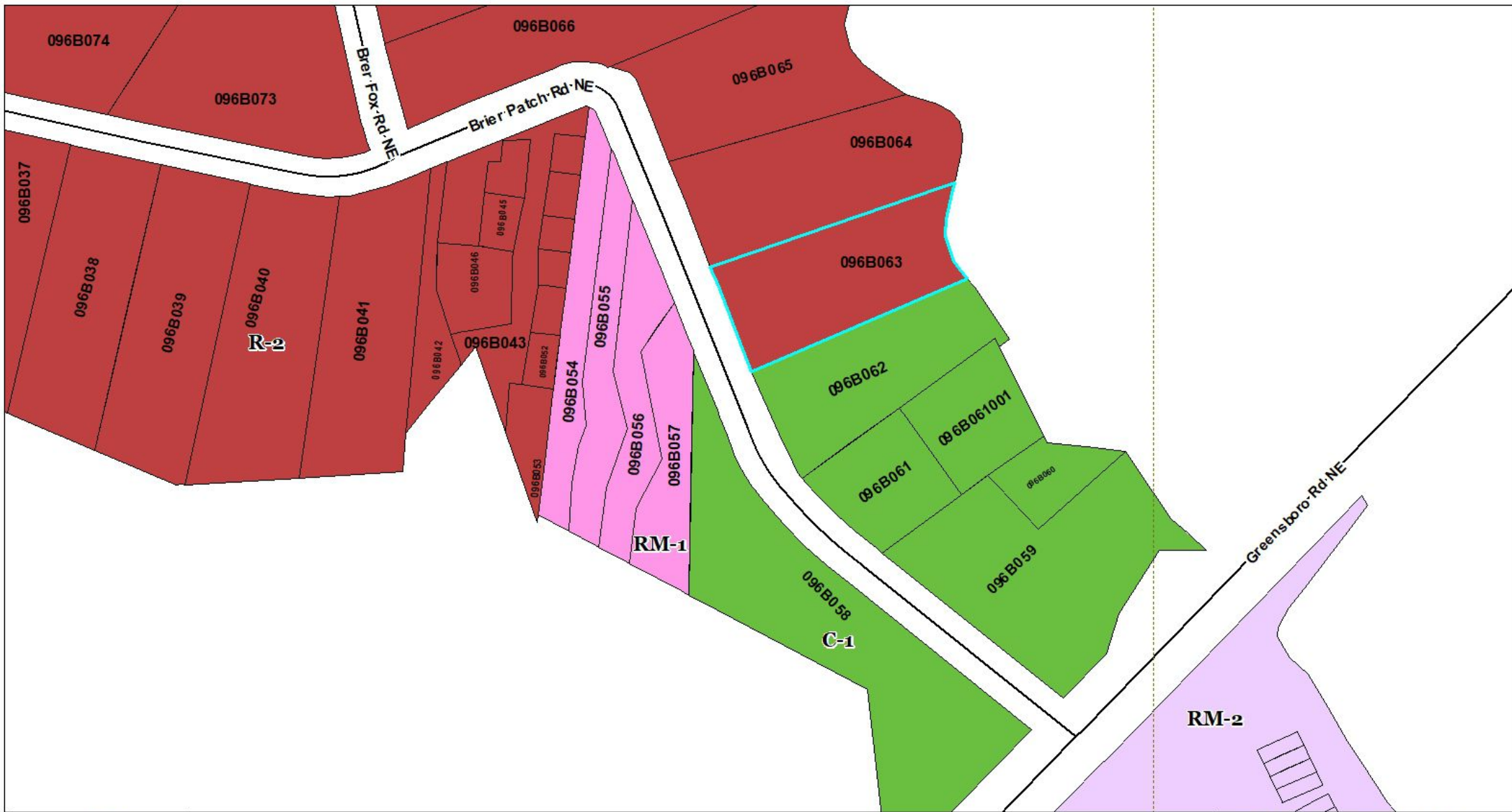
4. InterParcel Access

A.M. Peak Hour

Condition	Site Driveway 2				-				SR 44 (Greensboro Rd) @ Northern Drwy to Gas Station Eastbound				SR 44 (Greensboro Rd) @ Northern Drwy to Gas Station Westbound			
	Northbound				Southbound											
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	2	0	0	2	0	0	0	0	0	1	2	3	0	4	0	4
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	2	0	0	2	0	0	0	0	0	1	2	3	0	4	0	4
Total New Trips:	2	0	0	2	0	0	0	0	0	3	1	4	0	7	0	7
Future 2024 Traffic Volumes:	4	0	0	4	0	0	0	0	0	4	3	7	0	11	0	11

P.M. Peak Hour

Condition	Site Driveway 2				-				SR 44 (Greensboro Rd) @ Northern Drwy to Gas Station Eastbound				SR 44 (Greensboro Rd) @ Northern Drwy to Gas Station Westbound			
	Northbound				Southbound											
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	1	0	0	1	0	0	0	0	0	1	2	3	0	2	0	2
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	1	0	0	1	0	0	0	0	0	1	2	3	0	2	0	2
Total New Trips:	1	0	0	1	0	0	0	0	0	3	1	4	0	3	0	3
Future 2024 Traffic Volumes:	2	0	0	2	0	0	0	0	0	4	3	7	0	5	0	5



- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel Hooks

GEOGRAPHIC FEATURE LEGEND

Overlay District	AG-2	C-2 CITY	IND-2 CITY	R - 1 CITY	RM-2
No Code	C-1	I-M	MHP	R - 2 CITY	R-1R
AG-1	C-1 CITY	IND-1 CITY	PUBLIC	R - 3 CITY	R-2
AG-1 CITY	C-2	IND-2	PUBLIC CITY	R - 4 CITY	RM-1
					VILLAGE

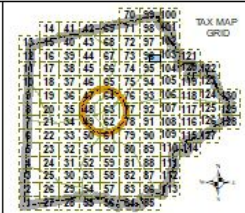
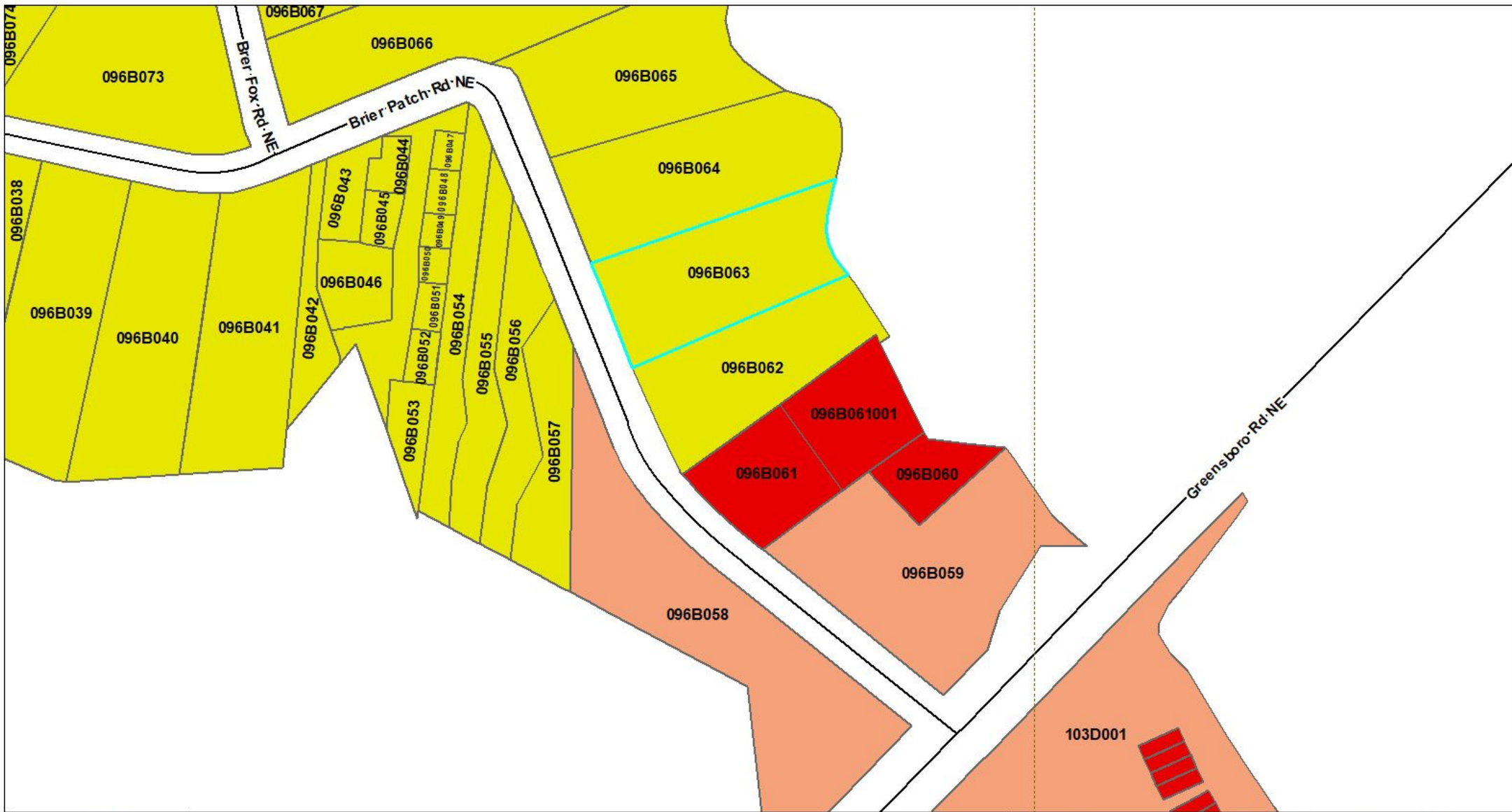
MGRC
Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
Web:
www.middlegeorgia.org

**PUTNAM COUNTY, GEORGIA
ZONING MAPS**

MAP 096B

116

MAP SCALE: 1" = 125' SCALE RATIO: 1:1,500 DATE: MAY 2022



GEOGRAPHIC FEATURE LEGEND			
Eatonton Limits	Agriculture/Forestry	Mixed Use	Residential
County Boundary	Commercial	Park/Recreation/Conservation	Transportation/Communication/Utilities
Roads	Industrial	Public/Institutional	Undeveloped/Vacant
Parcels			
Parcel_Hooks			

MGR
 Middle Georgia Regional Commission
 175 Emery Hwy
 Suite C
 Macon, Georgia 31217
 (478) 751-6160
 Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
 FUTURE LAND USE MAPS

MAP 096B

117

MAP SCALE: 1" = 125' SCALE RATIO: 1:1,500 DATE: MAY 2022



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

Staff Recommendations

Thursday, June 02, 2022, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 6/2/2022

Requests

6. Request by **Jeremy Crosby, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Part of Parcel 063, District 1]. * **Applicant is requesting to withdraw without prejudice.**



Staff recommendation is for approval to withdraw without prejudice at 114 Briarpatch Road [Map 096B, 063, District 3].

New Business
Adjournment

The Planning & Zoning Commission meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

Notice: All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure of campaign contributions with the Planning & Development Department within five calendar days prior to public hearings if you have contributed \$250.00 or more to an elected official in Putnam County within the last five years.

*The Putnam County Board of Commissioners will hear these agenda items on June 21, 2022, at 6:30 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

The full meeting package can be reviewed in the Planning & Development office upon request.

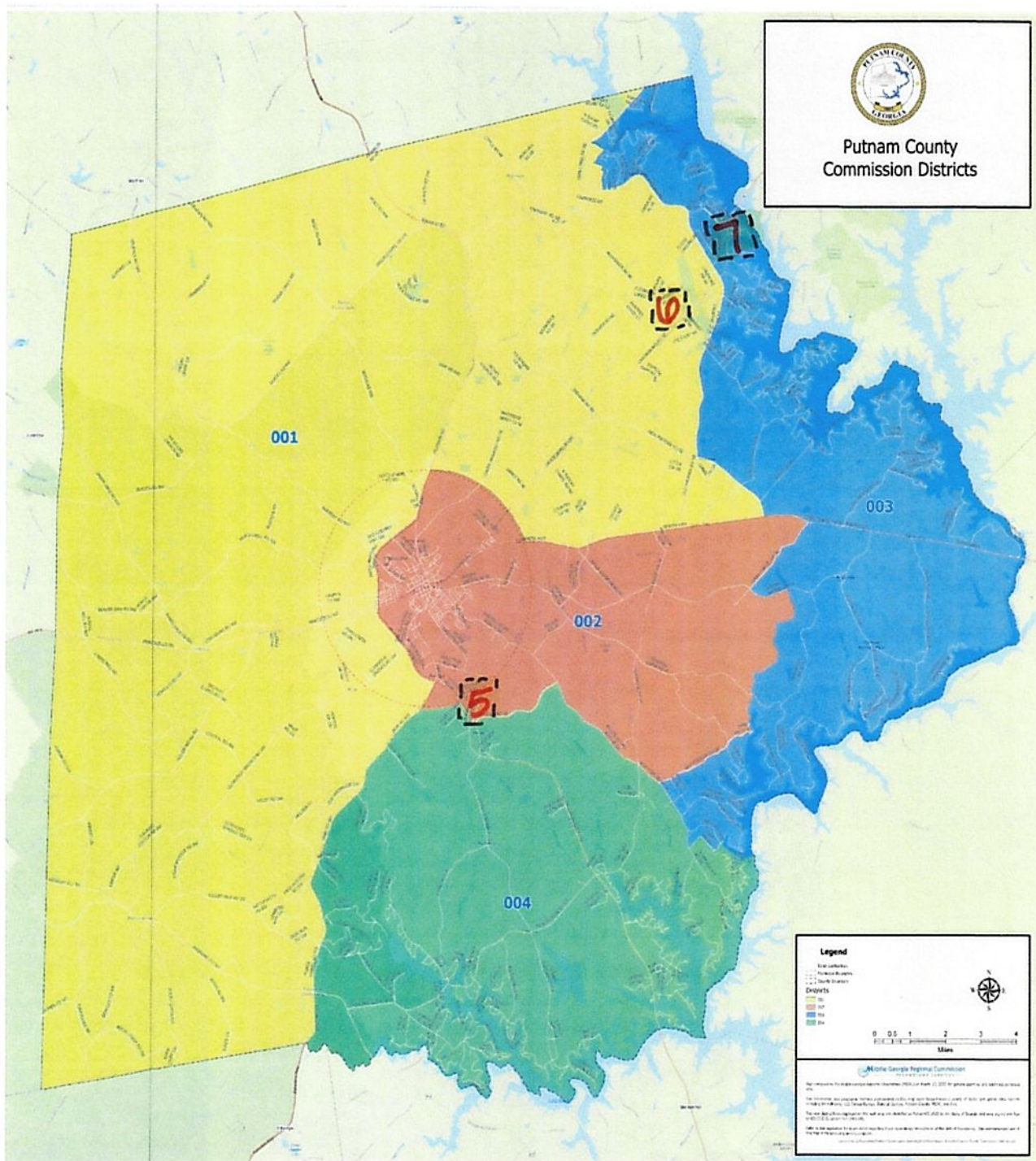
The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits.

The Board of Commissioners' hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-152 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.

File Attachments for Item:

7. Request by **Brandon Burgess, agent for Molfin Investments, LLC** for conditional use at 170 Scott Road. **[Map 102, Parcel 001002, District 3]. ***



5. Request by by **Roger Reaves** to rezone 13.51 acres on Edward Reaves Road from AG to R-1. [Map 061, Part of Parcel 023, District 2].*
6. Request by **Jeremy Crosby, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Part of Parcel 063, District 1].*
7. Request by **Brandon Burgess, agent for Molfin Investments, LLC** for conditional use at 170 Scott Road. [Map 102, Parcel 001002, District 3].*



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

APPLICATION CONDITIONAL USE

PLAN 2022-00899

Application Information

(same as owner Yes B No)

Name: Molfin Investments, LLC

Address: 6350 Lake Oconee Pkwy Ste 110
PMB 63 Greensboro, GA 30642

Phone: 478-973-8829

Email: molfininvest@gmail.com

Fax: _____

Arterial/State Road. Yes: _____ No: X

Briefly describe the proposed conditional use: See Letter of Intent

Existing zoning district classification of the property and adjacent properties:

Existing: DU1 North: C-1 South: PM-1 East: C-1 West: AG

SUPPORTING INFORMATION ATTACHED TO APPLICATION:

RECORDED PLAT: X LETTER OF AGENCY _____ LETTER OF INTENT X

COPY OF WARRANTY DEED: X

Source of domestic water supply: well _____, community water _____, or private provider X. If source is not an existing system, please provide a letter from provider. Provision for sanitary sewage disposal: septic system _____, or sewer X. If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.

*SIGNATURE OF APPLICANT: [Signature]

DATE: 4/28/2022

*APPLICANT HEREBY AFFIRMS THAT APPLICANT IS THE PROPERTY OWNER OR HAS THE LEGAL AUTHORITY TO SIGN THIS FORM ON OWNER'S BEHALF, AND APPLICANT AGREES TO INDEMNIFY AND HOLD PUTNAM COUNTY/CITY OF EATONTON HARMLESS IN THE EVENT IT IS DETERMINED APPLICANT DOES NOT HAVE SUCH LEGAL AUTHORITY.

DATE FILED <u>4/28/22</u>	FEE: \$ <u>220.00</u>	CK. NO. _____	CASH _____	C. CARD <input checked="" type="checkbox"/>	INITIALS _____
RECEIPT # _____					
DATE OF NEWSPAPER AD: _____	DATE SIGN POSTED: _____				
PLANNING & ZONING HEARING: _____	RESULT: _____				
COMMISSIONERS/CITY COUNCIL HEARING: _____	RESULT: _____				

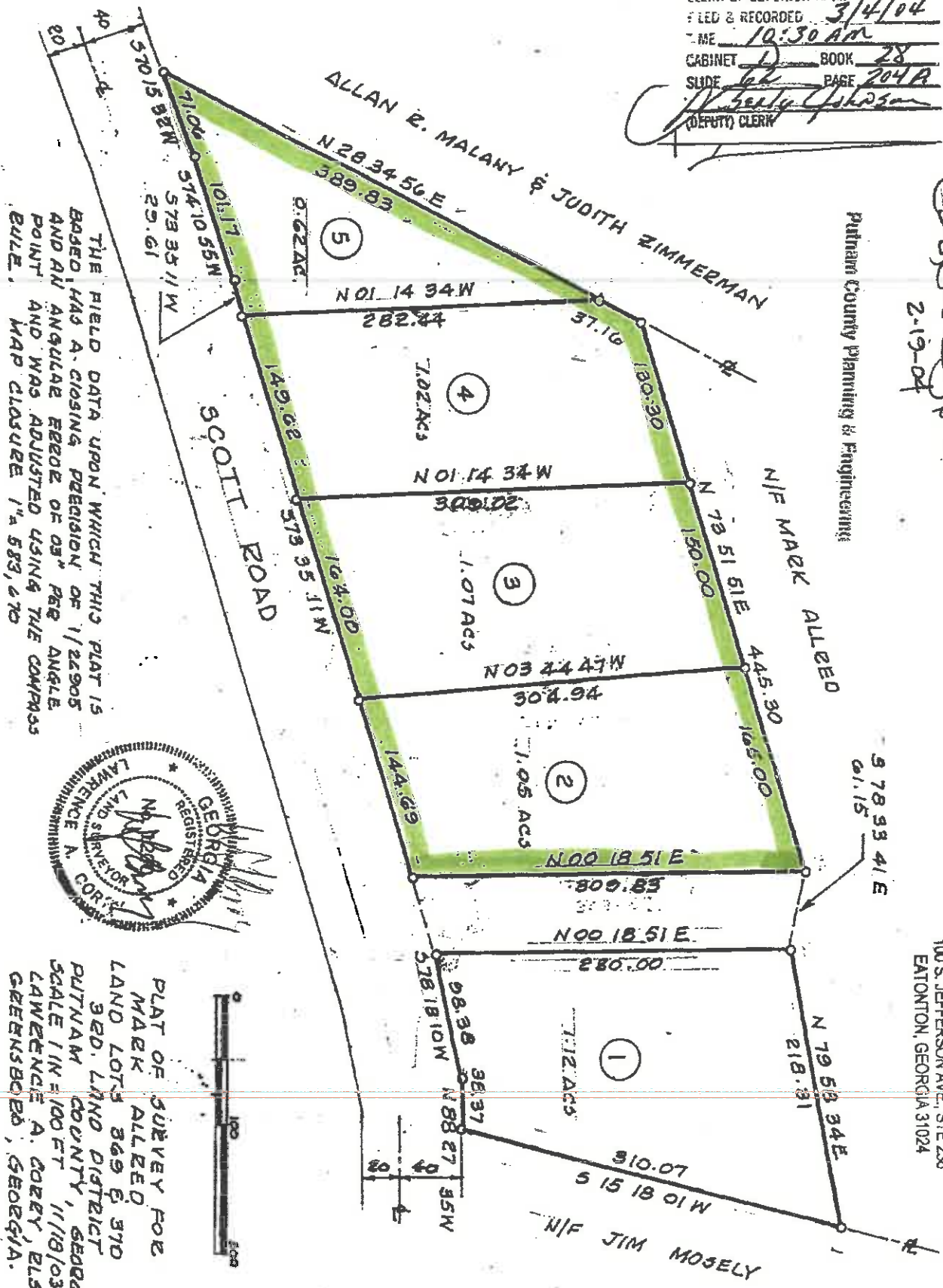
RECEIVED APR 28 2022 [Signature]

GEORGIA PUTNAM COUNTY
 CLERK OF SUPERIOR COURT
 FILED & RECORDED 3/14/04
 TIME 10:30 AM
 CABINET 12 BOOK 28
 SLIDE 62 PAGE 204A
 (DEPUTY) CLERK

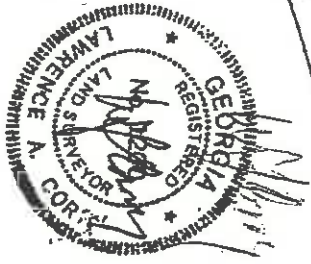
[Signature]
 2-19-04

Putnam County Planning & Engineering

TREVOR J. ADDISON
 CLERK OF SUPERIOR COURT
 100 S. JEFFERSON AVE., STE 236
 FAYTON, GEORGIA 31024



THE FIELD DATA UPON WHICH THIS PLAT IS BASED, HAD A CLOSING PRECISION OF 1/22905 AND AN ANGULAR ERROR OF 05" PER ANGLE. POINT AND WAS ADJUSTED USING THE COMPASS RULE. MAP CLOSURE 1" = 583.670



PLAT OF SURVEY FOR
 MARK ALLED
 LAND LOTS 369 & 370
 3RD. LAND DISTRICT
 PUTNAM COUNTY, GEORGIA
 SCALE 1" = 100 FT
 LAWRENCE A. COREY, BLS
 GREENSBORO, GEORGIA.



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Letter of Intent

Brandon Burgess
1021 Liberty Bluff Lane
Greensboro, GA 30642
April 28, 2022

Putnam County Planning and Development
Director Lisa Jackson
117 Putnam Dr. Suite B
Eatonton, GA 31024

I am seeking a Conditional Use for my property located at 170 Scott Road to allow interior boat sales. All boat storage and sales will take place inside the current building. Absolutely no storage or display will take place outside of the facility. I am willing to sign a document agreeing to pay fines if the tenant is observed displaying boats or storing boats outside of the enclosed building.

The property is currently zoned C-1 and is a commercial retail center. There are 2 buildings on my property. BLDG A is 21,000 square feet and has the ability to be divided into 10-2,100 square foot suites. BLDG B is 14,000 Square feet and is set up to be divided into 4- 2,100 Square foot suites and 2- 2,800 SF spaces. The site is mostly paved and has a total of 95 striped parking spaces.

The retail center has sat vacant for some time since Jerry Smith moved his Car Museum out of Putnam County to north Georgia. I bought the retail center in December with plans to bring new life to that area of Scott Road. I have updated the landscaping and am currently updating the facades of the building to make them look more appealing. In doing this we have attracted many potential tenants one of them being a boat dealership that is wanting to do business in Putnam County. He currently wants to start in Putnam County with a smaller Boat Retail Center and then in the next 1-2 years building a new facility in Putnam County. He will still maintain his larger sales center in Buford, GA, and will store inventory at that location. In this location, he will house 6-8 boats for the display of the models he carries. He will also sell life jackets, ski ropes, etc. complimentary to his business.

I feel that interior boat sales are a consistent use with a C-1 Zoning. Currently, C-1 allows for interior retail sales and service. It also allows Marinas, which currently performs the same function that I am asking to perform. They house the boats inside, sell boats inside and also sell retail products in their storefronts.

If you would like any additional information about this request, you can telephone me at 478-973-8829.

Sincerely,


Brandon Burgess
Molfin Investments, LLC

eFiled & eRecorded
DATE: 1/4/2022
TIME: 4:41 PM
DEED BOOK: 01070
PAGE: 00186 - 00187
RECORDING FEES: \$25.00
TRANSFER TAX: \$1600.00
PARTICIPANT ID: 3762125793
CLERK: Trevor J. Addison
Putnam County, GA
PT61: 117-2022-000015

STATE OF GEORGIA
COUNTY OF GREENE

THIS INSTRUMENT WAS PREPARED BY AND SHOULD BE RETURNED TO:
RUSSELL W. WALL
LAW OFFICE OF RUSSELL W. WALL, LLC
122 NORTH MAIN STREET, SUITE B
GREENSBORO, GEORGIA 30642
(706) 453-0089
FILE NO.: 21-12083

LIMITED WARRANTY DEED

THIS INDENTURE is made and entered into as of the 31st day of December, 2021, by and between Jerry O. Smith, Grantor, and MOLFIN Investments, LLC, a Georgia limited liability company, Grantee.

WITNESSETH

That the said Grantor, for and in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does hereby grant, bargain, sell, alien, convey and confirm unto the said Grantee the following described property:

All that lot, tract or parcel of land, together with the permanent improvements located thereon, situate, lying and being in Land Lots 369 and 370 of the 3rd Land District, Putnam County, Georgia, described as Parcels Two (2), Three (3), Four (4) and Five (5), all as shown and depicted by that certain plat of survey entitled "Plat of Survey for Mark Allred", prepared by Lawrence A. Corry, GRLS No. 1200, dated November 18, 2003, and recorded in Plat Cabinet D, Book 28, Slide 62, Page 204A, Putnam County Land Records. Said plat of survey and records thereof are by reference made a part hereof for a more accurate description of said property.

For Information Only:

Prior Deed Reference: Deed Book 806, Page 692, said records.
Portion of Tax Map / Parcel I.D. No. 102 001 002
Address: 170 Scott Rd, Eatonton, GA 31024

TO HAVE AND TO HOLD the said described property, with all and singular the rights, members and appurtenances thereunto appertaining, to the only proper use, benefit and behoof of the said Grantee, his heirs, successors and assigns, in Fee Simple.

And the said Grantor warrants and will forever defend the right and title to the said property conveyed hereby unto the said Grantee, his heirs, successors and assigns, against the lawful claims of all persons claiming by, through, and under Grantor.

[SIGNATURES ON FOLLOWING PAGE]

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eFiled & eRecorded
DATE: 1/4/2022
TIME: 4:41 PM
DEED BOOK: 01070
PAGE: 00187

IN WITNESS WHEREOF, the Grantor has hereunto set his hand, affixed his seal and delivered these presents on the day and year first written above.

Signed, sealed and delivered
in the presence of:

[Handwritten Signature]
Witness

Notary Public

Jerry O Smith by Tracy Harper Bailey
Tracy Harper Bailey his attorney in fact
Jerry O Smith, by Tracy Harper Bailey,
his attorney-in-fact





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Homestead Application

Apply for Homestead Application

Summary

Parcel Number 102 001002
 Location Address 170 SCOTT RD
 Legal Description PARCELS 2, 3, 4 AND 5 COMBINED
 (Note: Not to be used on legal documents)
 Class C3-Commercial
 (Note: This is for tax purposes only. Not to be used for zoning.)
 Tax District PUTNAM (District 1)
 Millage Rate 22.785
 Acres 3.76
 Homestead Exemption No (50)
 Landlot/District 369 / 3

[View Map](#)



Owner

MOLFIN INVESTMENTS LLC
 114 JACKSON AVE
 GRAY, GA 31032

Land

Type	Description	Calculation Method	Square Footage	Frontage	Depth	Acres	Lots
Commercial	Scott Road Com/Ind LOT	Lot	0	0	0	3.76	1

Commercial Improvement Information

Description 13 Retail Center Shell
 Value \$253,466
 Actual Year Built 2007
 Effective Year Built 2007
 Square Feet 14071
 Wall Height 10
 Wall Frames Steel
 Exterior Wall Galvanized Metal
 Roof Cover Galvanized Metal
 Interior Walls Unfinished
 Floor Construction Concrete On Ground
 Floor Finish Concrete
 Ceiling Finish No Ceiling
 Lighting Standard F.F.
 Heating Central Air Conditioning
 Number of Buildings 1

Description 13 Retail Center Shell
 Value \$378,280
 Actual Year Built 2007
 Effective Year Built 2007
 Square Feet 21000
 Wall Height 10
 Wall Frames Steel
 Exterior Wall Galvanized Metal
 Roof Cover Galvanized Metal
 Interior Walls Unfinished
 Floor Construction Concrete On Ground
 Floor Finish Concrete
 Ceiling Finish No Ceiling
 Lighting Sodium Halide
 Heating Cent. Htg. & A.C.
 Number of Buildings 1

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Accessory Information

Description	Year Built	Dimensions/Units	Identical Units	Value
Paving: Asphalt	2008	0x0 / 60613	0	\$21,829

Permits

Permit Date	Permit Number	Type
11/18/2008	20081428	COM. FINISH INSIDE
11/18/2008	20081427	COM. FINISH INSIDE
09/12/2007	2007-1975	COMMERCIAL
09/12/2007	2007-1976	COMMERCIAL

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
12/31/2021	1070 186	28 204A	\$1,600,000	LIMITED WARRANTY DEED	SMITH JERRY O	MOLFIN INVESTMENTS LLC
4/15/2014	806 692	28 204A	\$600,000	Fair Market Value	EXCHANGE BANK	SMITH JERRY O
4/12/2010	696 3	28 204A	\$0	FORECLOSURE	AG MANAGEMENT LLC	EXCHANGE BANK
7/17/2007	607 397	28 204A	\$475,000	Fair Market Value	STILLWATER DEVELOPMENT INC	AG MANAGEMENT LLC
7/17/2007	607 396	28 204A	\$0	QUIT CLAIM DEED	ALLRED MARK	STILLWATER DEVELOPMENT INC
9/22/2006	566 536	28 204A	\$0	QUIT CLAIM DEED	MAR-LI PROPERTY GROUP LLC	ALLRED MARK
5/10/2004	460 69	28 204A	\$400,000	Fair Market Value	STILLWATER DEVELOPMENT	MAR-LI PROPERTY GROUP LLC

Valuation

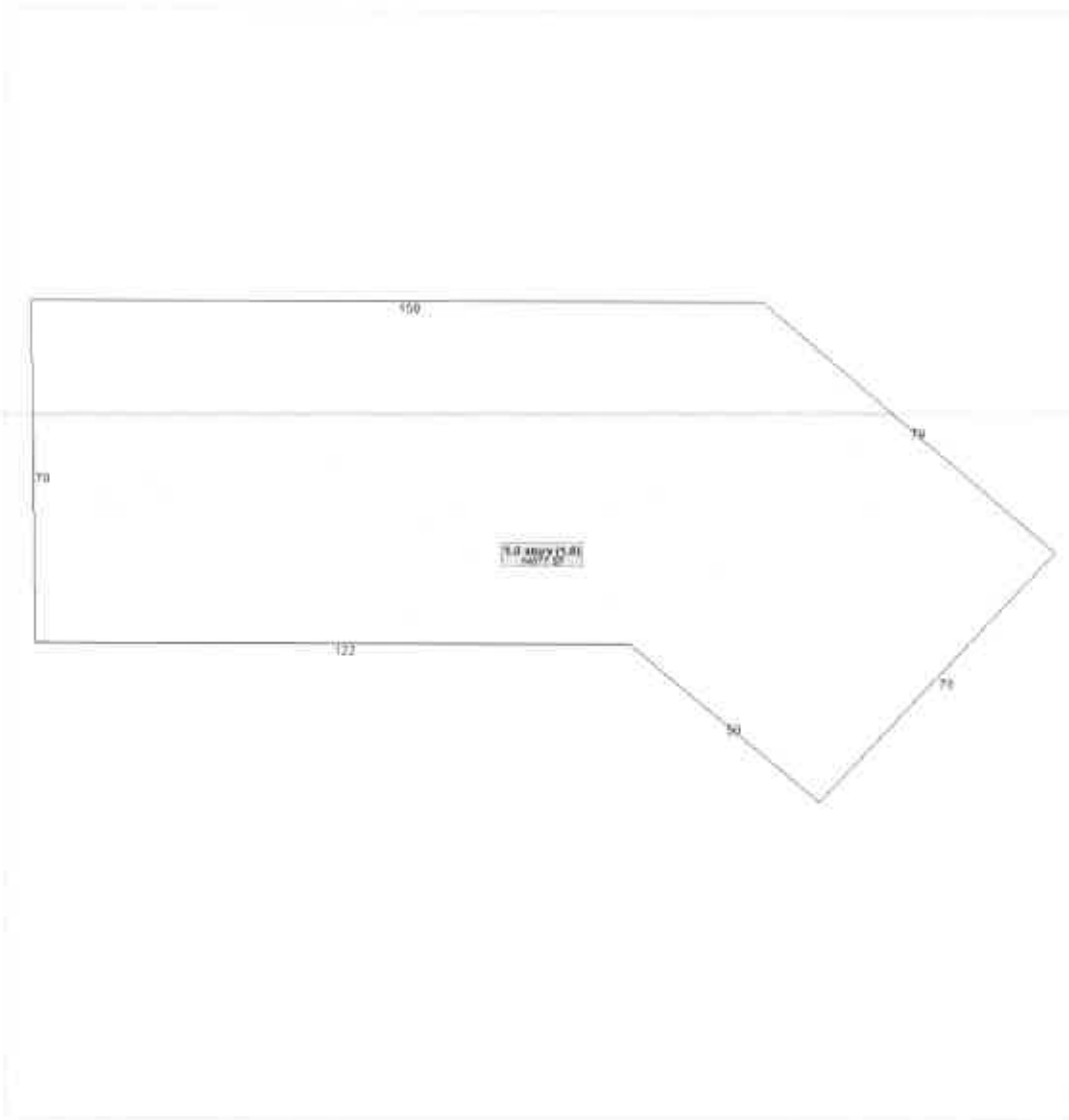
Land Value	2021
	\$80,000
+ Improvement Value	\$631,746
+ Accessory Value	\$21,829
= Current Value	\$733,575
* Assessed Value	\$293,430

Photos

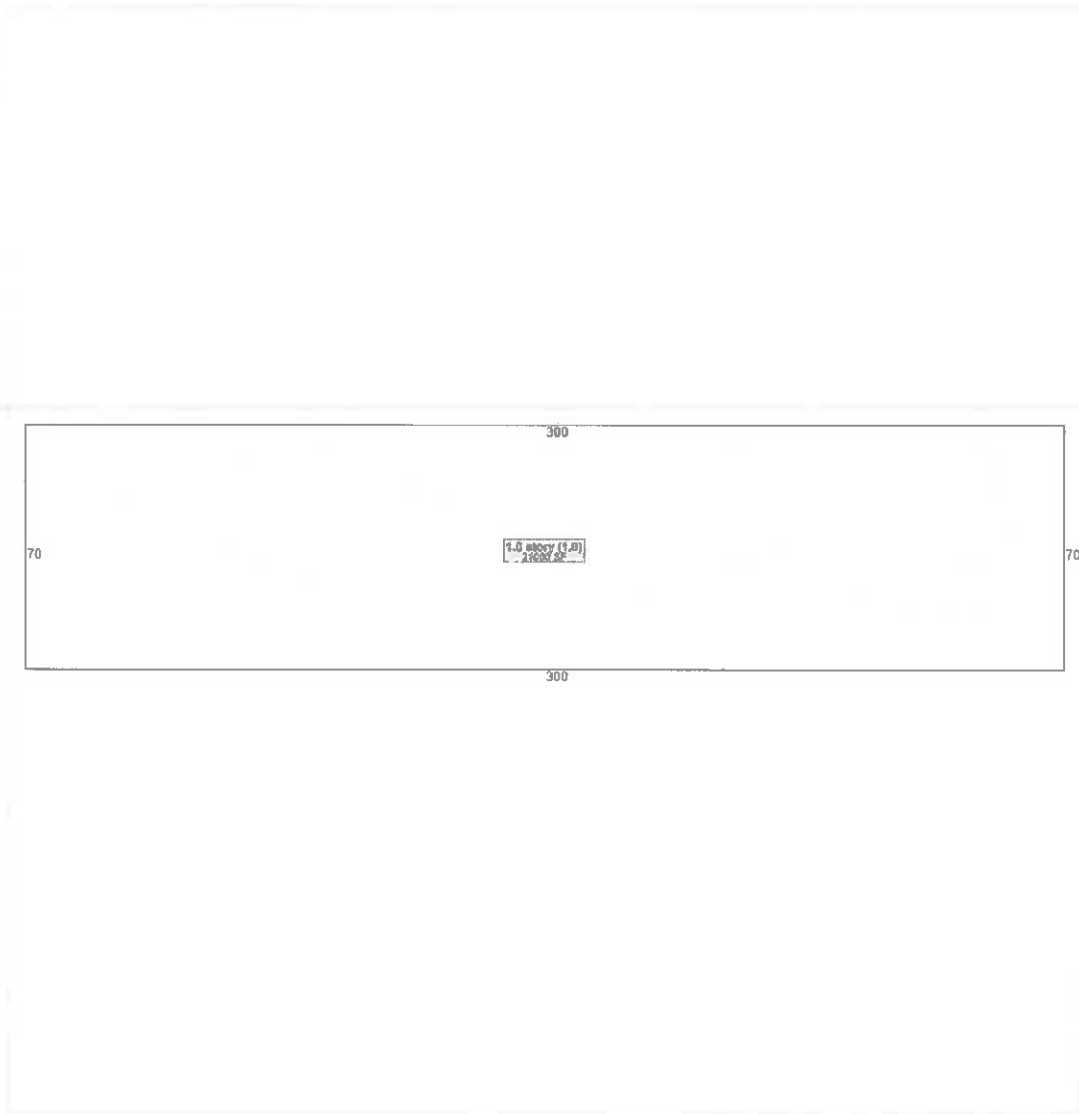


Sketches

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No data available for the following modules: Rural Land, Conservation Use Rural Land, Residential Improvement Information, Mobile Homes, Prebill Mobile Homes.

The Putnam County Assessor makes every effort to produce the most accurate information possible. No warranty, expressed or implied, is provided for our data beyond the use of our application.

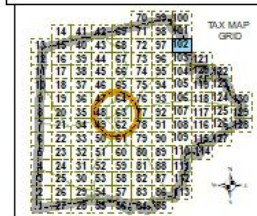
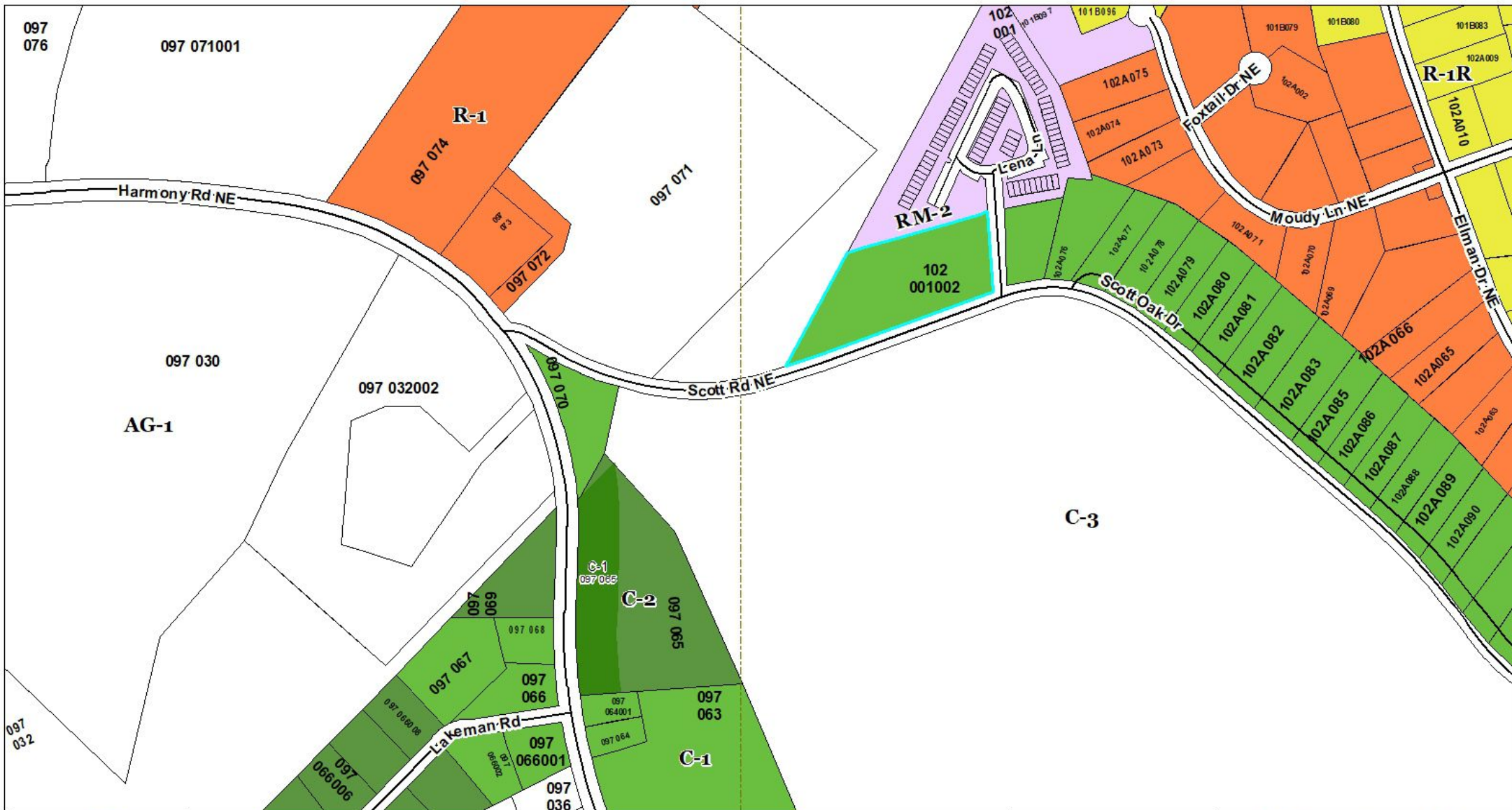
[User Privacy Policy](#)
[GDPR Privacy Notice](#)

Last Data Upload: 4/28/2022, 1:07:15 PM



Version 2.3.191

RECEIVED APR 28 2022



GEOGRAPHIC FEATURE LEGEND					
Eatonton Limits	Overlay District	AG-2	C-2 CITY	IND-2 CITY	R - 1 CITY
County Boundary	No Code	C-1	I-M	MHP	R - 2 CITY
Roads	AG-1	C-1 CITY	IND-1 CITY	R - 3 CITY	R-1R
Parcels	AG-1 CITY	C-2	PUBLIC	R - 4 CITY	RM-2
Parcel_Hooks		IND-2	PUBLIC CITY	RM-1	RM-3
					VILLAGE

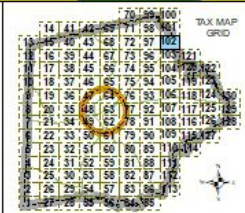
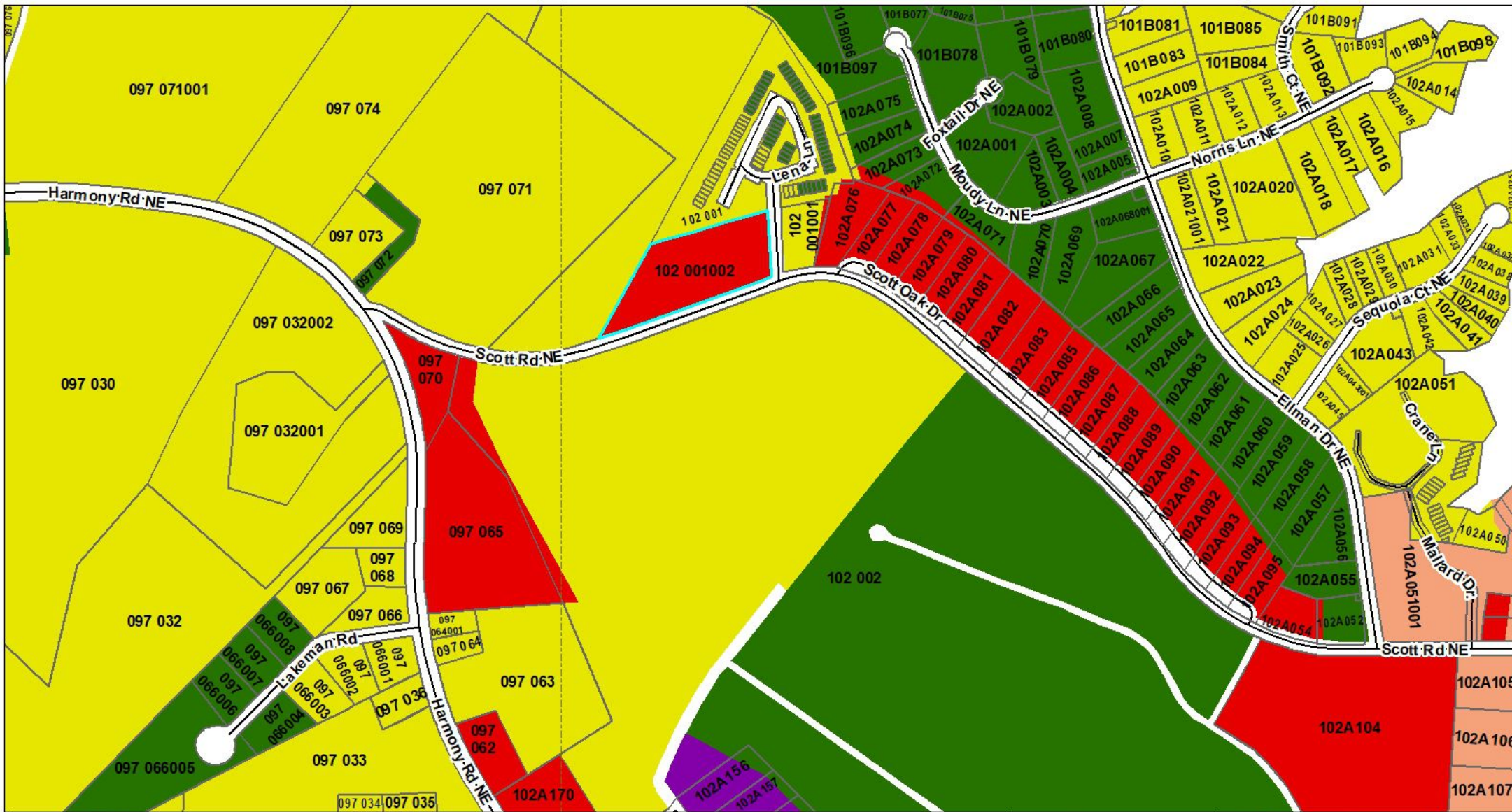
MGRM
 Middle Georgia Regional Commission
 175 Emery Hwy
 Suite C
 Macon, Georgia 31217
 (478) 751-6160
 Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
 ZONING MAPS

MAP 102

133

MAP SCALE: 1" = 333.33' SCALE RATIO: 1:4,000 DATE: MAY 2022



GEOGRAPHIC FEATURE LEGEND

- | | | | |
|-----------------|----------------------|------------------------------|--|
| Eatonton Limits | Agriculture/Forestry | Mixed Use | Residential |
| County Boundary | Commercial | Park/Recreation/Conservation | Transportation/Communication/Utilities |
| Roads | Industrial | Public/Institutional | Undeveloped/Vacant |
| Parcels | | | |
| Parcel_Hooks | | | |



Middle Georgia Regional Commission
 175 Emery Hwy
 Suite C
 Macon, Georgia 31217
 (478) 751-6160
 Web:
www.middlegeorgia.org

**PUTNAM COUNTY, GEORGIA
 FUTURE LAND USE MAPS**



MAP 103

134



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

Staff Recommendations

Thursday, June 02, 2022, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 6/2/2022

Requests

7. Request by **Brandon Burgess, agent for Molfin Investments, LLC for conditional use at 170 Scott Road. [Map 102, Parcel 001002, District 3]**. * The applicant is requesting a conditional use to allow interior boat sales. The previous owner operated a classic car museum, which stored multiple old school mint condition vehicles wholly within the building. The applicant would like to continue a similar use displaying model boats for sales entirely within the existing building. He seeks to display 6-8 different model boats available for sale. He is also interested in selling life jackets, ski ropes, etc., that will complement his business.

According to Sec. 66-102(a)-Uses Allowed of the Putnam County Code of Ordinances, the proposed use of boat sales is not listed as an allowed use in the C-1 zoning district. However, the car museum occupied this building for over six years, and the building was designed as such. The car museum was closed around February of 2022. If operated wholly within the existing building and not allowed to expand beyond the existing museum area, the proposed use should not have an adverse effect on the surrounding properties. If approved, staff recommends that there be no outside display and the business remain wholly within the establishment. In addition, the proposed use shall not expand beyond the established showroom area of the previous owner, and the uses allowed under the conditional use shall be limited to those that conform to boat sales only and any other permitted use within C-1. By implementing the recommended conditions, the proposed project should not impact the adjacent properties, roads, or nearby intersections. In addition, there is no evidence that the proposed development would cause excessive or burdensome use of public services, nor should it affect police, fire protection, or sewer services.

New Business
Adjournment

The Planning & Zoning Commission meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

Notice: All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure of campaign contributions with the Planning & Development Department within five calendar days prior to public hearings if you have contributed \$250.00 or more to an elected official in Putnam County within the last five years.

*The Putnam County Board of Commissioners will hear these agenda items on June 21, 2022, at 6:30 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

The full meeting package can be reviewed in the Planning & Development office upon request.

The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits.

The Board of Commissioners' hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-152 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.