



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ [www.putnamcountyga.us](http://www.putnamcountyga.us)

## Agenda

**Thursday, September 01, 2022 ♦ 6:30 PM**

*Putnam County Administration Building – Room 203*

The Putnam County Planning & Zoning Commission will conduct a public hearing meeting on September 01, 2022 at 6:30PM 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- August 4, 2022 and August 9, 2022

### Requests

5. Request by **JPC Design and Const. LLC, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Parcel 063, District 1].\*

### 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 September 20, 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- August 4, 2022 and August 9, 2022



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## Minutes

Thursday, August 04, 2022, ♦ 6:30 pm

### Opening

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

### Minutes

4. Approval of Minutes- July 07, 2022

**Motion: Member Mitchell made the motion to approve the July 07, 2022, minutes**

**Second: Member Farley**

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

### Requests

5. Request by **Chad Smith** for conditional use at 938 Greensboro Road. [**Map 103A, Parcel 037, District 1**]. \* **Mr. Joe Brown** represented this request.

**Mr. Brown** stated that his clients are in the dock building business and would like to expand their operation to the Lake Oconee area. They purchased the property with an existing building there. They are not interested in changing the zoning but requested a conditional use that would allow them to place a dock outside. This property is located on the gateway highway of Putnam County. They are willing to do whatever it takes in order to allow them to have the structure outside. The structure will be a dock with two boats and located to the left of the existing building. It would remain in line with the existing building. They noticed a house in the rear and plan to add a privacy fence. They would also add concrete paving. They felt that this company would be a good community partner. He added that if they were to sell the company at a later date, they would agree to the conditional use being removed. **No one spoke in opposition.**

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

**Chad Smith**  
**Jeremy Mathis**

**Member Mitchell** asked if the facility would focus exclusively on Lake Oconee or would they do subsequent work on Lake Sinclair.

**Mr. Chad Smith** stated that majority of their work would be on Lake Oconee because the docks are different between the two lakes. If someone needed a dock, they would not deny services.

**Staff recommendation was for approval of the proposed conditional use at 938 Greensboro Road [Map 103A, Parcel 037, District 1] with the following conditions:**

1. **There shall be no more than two-boat lifts displayed on the outside**
2. **The outside display shall not be allowed in the front yard at any time.**
3. **A screened privacy fence shall be erected and maintained along the rear of the property where it abuts S. Hidden Lake Drive.**

Motion: **Member Farley** made the motion to approve the request by **Chad Smith** for conditional use at 938 Greensboro Road [Map 103A, Parcel 037, District 1] with the following conditions:

1. **There shall be no more than two-boat lifts displayed on the outside**
2. **The outside display shall not be allowed in the front yard at any time.**

**A screened privacy fence shall be erected and maintained along the rear of the property where it abuts S. Hidden Lake Drive.**

Second: **Member Mitchell**

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

**The request was approved by a vote of 4.**

**Items 6-8 were heard as one.**

6. Request by **Adam Schulze**, for Conditional Use on Emory Drive [Map 111, Parcel 001045 001, District 4] currently zoned R-1. \* **Attorney Matt Roessing** represented this request.

**Attorney Adam Nelson** explained that these parcels were presented a few months ago with a request to rezone them to agriculture. This body recommended approval of the request, but the Board of Commissioners denied it. In response, the applicant has filed a request for conditional for a more specific type of agricultural pursuit that would allow 4 horses, 8 goats, 12 chickens, a hayfield, and a farm pond. When Putnam County was alerted of the presence of this pond, they began soil and erosion control measures action against the owner under the understanding that certain ordinances and state statutes were not being followed. However, in the state of Georgia, the legislature has taken away the ability of local governments to regulate agricultural ponds. Once that agricultural pond was established, the county had to dismiss their actions for enforcement of the soil and erosion measures which created a zoning issue. The applicant requested that the court and the county rezone the properties to agriculture. That was denied and the applicant is now requesting a more specific conditional use. This did not mean that the county is allowing the pond. The code enforcement action is ongoing and if the case is not resolved on this path, the county will continue code enforcement against the pond itself.

**Attorney Matt Roessing** stated that he represented Adam Schultz and his mother Connie Barnes. They are requesting conditional use for 3 parcels that consist of approximately 40

acres. The parcels are part of about 130 acres of property owned by the applicant. The parcels to the south and east are all undeveloped and owned by the applicants family and consists of only one home. They would like to have a small farm as well as a pond to provide water to crops and animals. Connie and her husband were interested in building a house on the parcels so that they could spend time with their grandchildren, during their retirement. When they came up with the plan, they started building the pond and assumed the land was agriculture because it looked agriculture and was a former Weyerhaeuser tree farm. The county comprehensive land use plan also identified it as agricultural land uses. If this property was in fact zoned agricultural, they would be able to do all of the things they planned to do without permission, but it was zoned residential. Back in 2006, Weyerhaeuser had applied for the property to be rezoned to residential with the possible intent of creating multiple developed properties. The land had been sitting vacant since 2006 with the addition of a few small houses. Since the land was never developed, it kept its agricultural character. They believe that there are numerous residential parcels where people keep animals and grow small crops. This is probably something that happens all the time and nobody really notices or cares about it. His clients were told that if they wanted to have a few animals, crops, and a pond to maintain them, they would need to rezone the property to agriculture or receive a conditional use. They first came and asked for a rezoning which was approved by the planning and zoning commission. Some of the commissioners had some concerns and they followed up with them with the concerns. They were worried that even though the family only wanted a limited agricultural use, if the parcels were rezoned to agricultural, they could then have a large agricultural use and do whatever was allowed in the agricultural zoning. The commissioners recognized that if they did not allow the applicants to rezone, they could do what Weyerhaeuser intended to do and create a big residential subdivision. The applicants and the neighbors do not want that. They provided 13 letters from neighbors in support of the small family farm. They do not want a big residential subdivision. They are offering a compromise and the conditional use application will allow the family to have a very limited agricultural use of 4 horses, 8 goats, 12 chickens, a 9-acre hayfield, and that would allow them to maintain the existing pond that will be regulated by the Army Corps of Engineers and Georgia EPD. This could never become a large farming operation. He added that the planning staff did not recommend approval for the conditional use, they did recognize a compromise and that this was a much less invasive use than the rezoning and suggested several restrictions. Staff would like an engineer to inspect the pond and see that the pond was properly built and functioning properly. This had already been done. The engineer went to visit the pond in June and had minor changes that needed to be made and Adam has made those changes. Staff has also requested a 100ft undisturbed buffer to the north and west where there are residential parcels. The applicants are happy to comply. He wanted clarification and stated that there is access to the property on Emory Drive and wanted to make sure the buffer did not include driveway access. **Ms. Jackson** confirmed it did not include the driveway. Staff added that the conditional use is limited to the specific agricultural use, and they will not have more than what would be approved. Lastly, staff requested that the applicant combine all three parcels and the family has agreed. They also intend on building one house on the combined 40acre property and be subject to all the restrictions that a residential property is restricted to. He wanted to clarify that with them not being able to develop the land, they could have a single 40-acre residential property. The conditional use is consistent with the comprehensive plan and the character of the area. They do not present health or safety issues and are supported by 13 neighbors. This will allow the applicant's family to enjoy a quiet healthy lifestyle with their children and grandchildren. He asks that they board recommends approval.

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

**Adam Schulze  
George Barnes  
Connie Barnes**

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

**Duane Gentes  
Pamela Tibbitts**

**Attorney Roessing used the remainder of his time for rebuttal.**

He stated that the statements that were made have been disproved by the evidence. They have had 2 engineers that have reviewed the cite. The city engineer inspected it, the dam was fine, and the water was coming through clear. What they are talking about is an intermittent stream that is no more than a drainage ditch. During this hot summer you will not see a flow down the stream. This pond has not affected the flow and is not allowed to affect the flow. This is what the Army Corps of Engineers and GA EPD will monitor. It is all included on the email that was submitted for the records. He understands how the neighbors feel but the facts and the evidence show that this is not an issue. The silt has been a problem in that cove for years. Nothing Mr. Schulze has done or nothing that can possibly happen in the future will affect the level of silt in the cove. It is a problem they have had to deal with for years and has nothing to do with these procedures. At this point removing the pond will cause a major land disturbance which they are trying to prevent. They do understand that Mr. Schulze got off on the wrong foot with the county, but they have done everything possible to make sure this pond is safe and meets all the applicable requirements and will continue to do so.

**Member Jones** asked Attorney Nelson for clarification on whether the pond was out of their scope.

**Attorney Nelson** clarified that with respect to the soil and erosion issues, which is not within their scope, but the pond is one of the agricultural uses that would be allowed by conditional use. With respect to issues regarding the drainage or impact of downstream water, which is not an issue for this body to consider. If the county were to grant the conditional use, they would allow some agriculture use in a residential zoning. It would include the listed animals and the maintenance operation existence of a farm pond.

The applicant has previously requested a rezoning for the subject property from R-1 to AG. Staff previously recommended denial of the requested rezoning on the basis that the proposed change in use would adversely impact neighboring properties. Staff recognizes the requested conditional use would result in a less intensive use of the parcels and would otherwise have a less adverse impact on the adjacent property uses. However, staff finds the requested conditional use is not compatible with the existing use of adjacent properties, and, therefore, recommends denial. Nevertheless, in the event the governing authority approves the requested conditional use, staff recommends the following conditions:

1. The applicant shall provide certification that the dam was constructed in compliance with all applicable permitting authorities' requirements and is suitable to support the impoundment and associated flow. This certification shall be done by licensed civil engineer specializing in dam design and construction.
2. A 100 ft natural undisturbed buffer shall be established and maintained along Emory Drive and where the property abuts the adjacent R-2 parcels
3. This conditional use shall be limited to 4 horses, 8 goats, 12 chickens, a hayfield, and the existing farm pond.
4. Map 111, parcels, 001045 001, 001045 002 and 001045 003 shall be combined together and cannot be developed, further subdivided, or sold as standalone parcels.
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.

**Staff recommendation was for denial of the proposed conditional on Emory Drive [Map 111, Parcel 001045 001, District 4] currently zoned R-1.**

**Ms. Jackson** clarified that staff recommendation is for denial. However, if the board was looking to recommend approval staff recommends that they recommend adding the aforementioned conditions.

#### **No further discussion**

Motion: **Member Mitchell** made a motion to approve the request by **Adam Schulze**, for Conditional Use on Emory Drive [Map 111, Parcel 001045 001, District 4] currently zoned R-1 with the following conditions:

1. The applicant shall provide certification that the dam was constructed in compliance with all applicable permitting authorities' requirements and is suitable to support the impoundment and associated flow. This certification shall be done by licensed civil engineer specializing in dam design and construction.
2. A 100 ft natural undisturbed buffer shall be established and maintained along Emory Drive and where the property abuts the adjacent R-2 parcels
3. This conditional use shall be limited to 4 horses, 8 goats, 12 chickens, a hayfield, and the existing farm pond.
4. Map 111, parcels, 001045 001, 001045 002 and 001045 003 shall be combined together and cannot be developed, further subdivided, or sold as standalone parcels.
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 Jones**

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

**The request was approved by a vote of 4.**

7. Request by **Adam Schulze**, for Conditional Use on Emory Drive [Map 111, Parcel 001045 002, District 4] currently zoned R-1. \*

**Staff recommendation was for denial of the proposed conditional on Emory Drive [Map 111, Parcel 001045 002, District 4] currently zoned R-1.**

Motion: **Member Mitchell** made a motion to approve the request by **Adam Schulze**, for Conditional Use on Emory Drive [Map 111, Parcel 001045 002, District 4] currently zoned R-1 with the following conditions:

1. **The applicant shall provide certification that the dam was constructed in compliance with all applicable permitting authorities' requirements and is suitable to support the impoundment and associated flow. This certification shall be done by licensed civil engineer specializing in dam design and construction.**
2. **A 100 ft natural undisturbed buffer shall be established and maintained along Emory Drive and where the property abuts the adjacent R-2 parcels**
3. **This conditional use shall be limited to 4 horses, 8 goats, 12 chickens, a hayfield, and the existing farm pond.**
4. **Map 111, parcels, 001045 001, 001045 002 and 001045 003 shall be combined together and cannot be developed, further subdivided, or sold as standalone parcels.**
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 Jones**

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

**The request was approved by a vote of 4.**

8. Request by **Adam Schulze**, for Conditional Use on Emory Drive [Map 111, Parcel 001045 003, District 4] currently zoned R-1. \*



**Staff recommendation was for denial of the proposed conditional on Emory Drive [Map 111, Parcel 001045 003, District 4] currently zoned R-1.**

Motion: **Member Mitchell** made a motion to approve the request by **Adam Schulze**, for Conditional Use on Emory Drive [Map 111, Parcel 001045 002, District 4] currently zoned R-1 with the following conditions:

- 1. The applicant shall provide certification that the dam was constructed in compliance with all applicable permitting authorities' requirements and is suitable to support the impoundment and associated flow. This certification shall be done by licensed civil engineer specializing in dam design and construction.**
- 2. A 100 ft natural undisturbed buffer shall be established and maintained along Emory Drive and where the property abuts the adjacent R-2 parcels**
- 3. This conditional use shall be limited to 4 horses, 8 goats, 12 chickens, a hayfield, and the existing farm pond.**
- 4. Map 111, parcels, 001045 001, 001045 002 and 001045 003 shall be combined together and cannot be developed, further subdivided, or sold as standalone parcels.**
- 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 Jones**

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

**The request was approved by a vote of 4.**

New Business

Summer GAZA Conference

Adjournment

Meeting adjourned at approximately 7:17 pm

Attest:

\_\_\_\_\_  
Lisa Jackson  
Director

\_\_\_\_\_  
Maurice Hill  
Vice-Chairman



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## Minutes

Tuesday, August 09, 2022, ♦ 6:30 pm

### Opening

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

### Requests

4. Request by **Robert J Haynie III, agent for William & Barbara Vargo to rezone 9.0 acres at 860 Harmony Road from AG to C-2. [Map 102, Part of Parcel 003, District 1].\*** Mr. Robert Haynie represented this request.

**Mr. Haynie** stated that he began his business in 1978 and they have been in the Forest Park area. They do work with traffic signals, DOT lighting, high mass lighting, and any type of lighting all over the state. The mainly deal with DOT or private developers, when they need to supply the infrastructure for ingress or egress for a facility they may be building. They need C-2 because they have several vehicles, machines, and materials that will need to be stored outside. The property is located behind several C-2 properties.

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

**Ashley Goodroe  
Linda Bandel  
William Vargo**

**Ms. Jackson** clarified that the 50-foot buffer would be undisturbed. She responded to Mrs. Bandel that the parcel could be divided for multiple C-2 developments but not until after the plan has been reviewed and approved by the planning office.

**Staff recommendation was for approval to rezone 9.00 acres at 860 Harmony Road from AG to C-2 [Map 102, Part of Parcel 003, District 1] with the following conditions:**

- 1. A 50-foot undisturbed vegetated buffer along the property lines that abut Map 102D, Parcels 018 & 019 and the remaining 5-acre AG tract currently identified as Map 102, Parcel 003.**
- 2. There shall be no entrance on Goose Landing NE.**
- 3. 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.**

Motion: **Member Jones** made the motion to approve the request by **Robert J Haynie III, agent for William & Barbara Vargo** to rezone 9.0 acres at 860 Harmony Road from AG to C-2. [Map 102, Part of Parcel 003, District 1]. \*

Second: **Member Mitchell**

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

**The request was approved by a vote of 4.**

New Business

Summer GAZA Conference

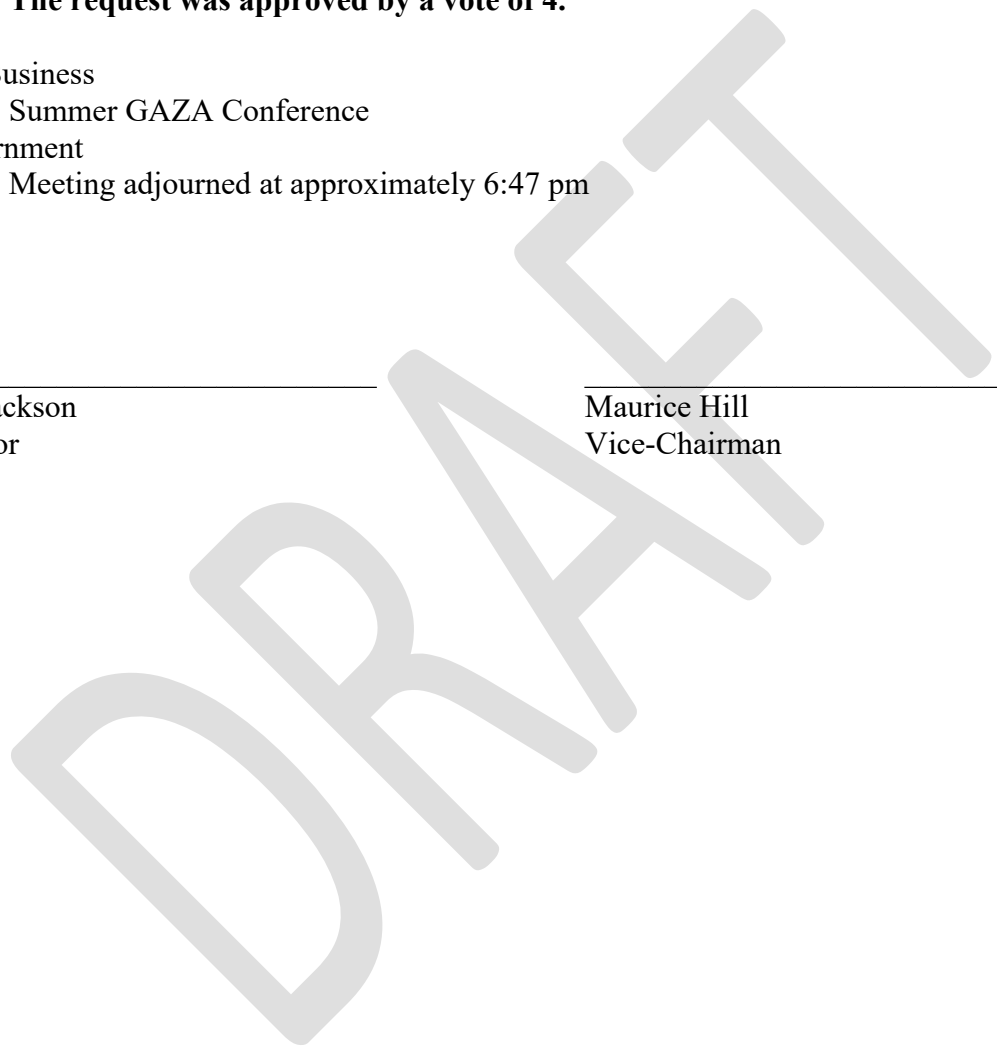
Adjournment

Meeting adjourned at approximately 6:47 pm

Attest:

\_\_\_\_\_  
Lisa Jackson  
Director

\_\_\_\_\_  
Maurice Hill  
Vice-Chairman



**File Attachments for Item:**

5. Request by **JPC Design and Const. LLC**, agent for **William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. **[Map 096B, Parcel 063, District 1].\***



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## APPLICATION FOR REZONING

REZONING

APPLICATION NO. 2022-00400 DATE: 6-6-2022

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

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 R-2  
North: residential South: commercial C-1 East: Lake West: residential

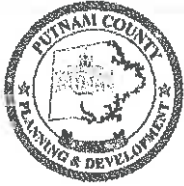
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.

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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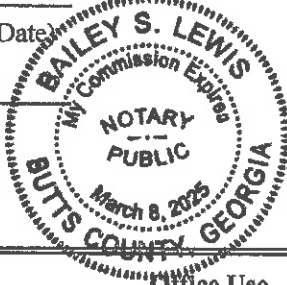
- 17. Provision for sanitary sewage disposal: septic system \_\_\_\_\_, or sewer . If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.
- 18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the 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.

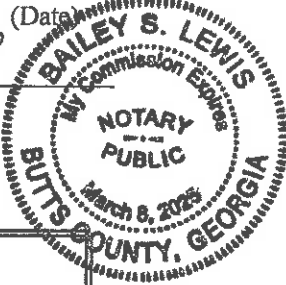
W.P. Jones 6-6-22  
Signature (Property Owner) (Date)

[Signature] 6-6-22  
Signature (Applicant) (Date)

[Signature]  
Notary Public



[Signature]  
Notary Public



Office Use

Paid: \$ 275<sup>00</sup> (cash) \_\_\_\_\_ (check) 10314 (credit card) \_\_\_\_\_  
 Receipt No. \_\_\_\_\_ Date Paid: 2-24-22  
 Date Application Received: 10-6-22 (resubmittal) original 2-24-22  
 Reviewed for completeness by: [Signature]  
 Date of BOC hearing: 7-19-22 Date submitted to newspaper: 6-13-22  
 Date sign posted on property: \_\_\_\_\_ Picture attached: yes \_\_\_\_\_ no \_\_\_\_\_

**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.

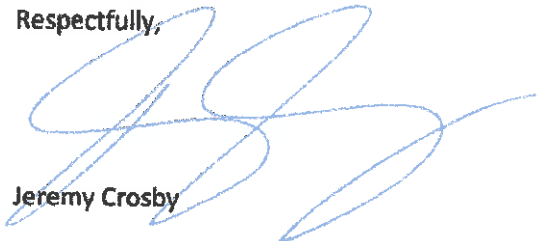
Finally, proposed use should not affect the Comprehensive Plan, surrounding zoning or properties, and should reflect a balance between the promotion of the public health, safety, and reasonable private use of the subject property.

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. FERRY  
CLERK OF COURT  
PUTNAM COUNTY *SRW*  
*Sheila H. Ferry*

REAL ESTATE TRANSFER T  
AX  
PAID: \$255.00

*PT61-117-2012-001462*

SWWV 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, *Putnam* 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.

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

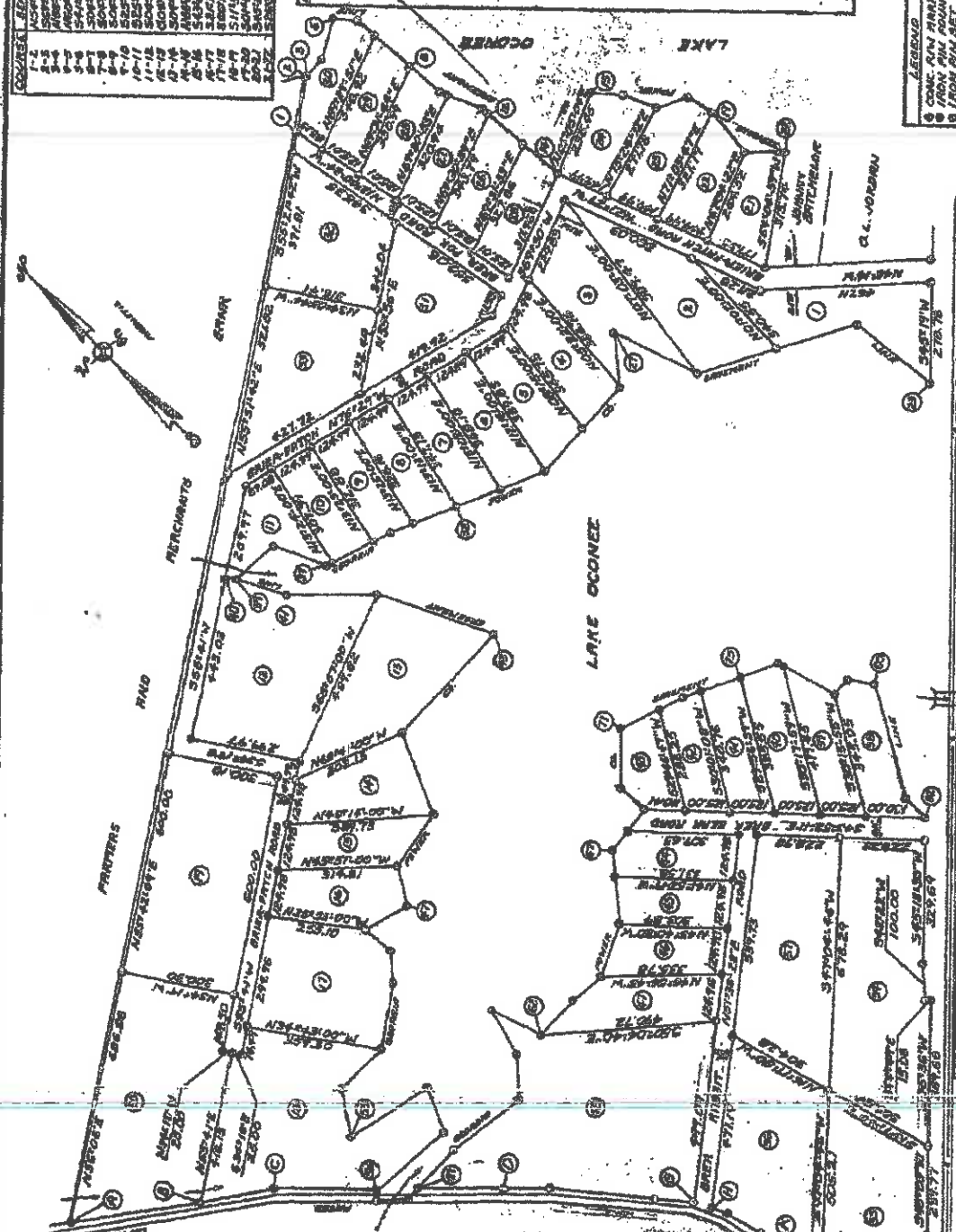


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**PLAN OF ESTATES**  
**LOCATED IN**  
**TARRANT COUNTY**  
**STATE OF TEXAS**  
**IN THE DISTRICT**  
**COURT OF THE**  
**11th JUDICIAL DISTRICT**



TO PATENTOR, SALES TO GREENBERG  
 THE STATE OF TEXAS, COUNTY OF TARRANT, DISTRICT COURT OF THE 11th JUDICIAL DISTRICT, IN AND FOR SAID COUNTY AND DISTRICT, this 14th day of August, 1911, do hereby certify that the foregoing is a true and correct copy of the original plat of the above described land as the same appears on the records of said court.



*Alta B. B. B.*  
 ALTA B. B. B.

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NOT THE CORNER OF SAID LOTS AND BOUNDARIES AS SHOWN ON THIS PLAT HAVE BEEN RECORDED IN THE OFFICE OF THE CLERK OF SAID DISTRICT COURT.



# 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: \_\_\_\_\_ *N/A* \_\_\_\_\_

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? \_\_\_\_\_

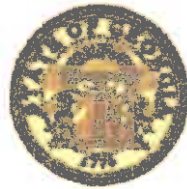
Signature of Applicant: \_\_\_\_\_  
Date: *6/6/2022*

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

<b>ORIGINAL TAX DUE</b>
\$2,851.66
<b>INTEREST</b>
<b>COLLECTION COST</b>
<b>FIFA CHARGE</b>
<b>PENALTY</b>
<b>TOTAL PAID</b>
\$2,851.66
<b>TOTAL DUE</b>
\$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

318 Corporate Pkwy., Ste. 301  
 Macon, GA 31210  
 478-621-7500  
 www.rowland-engineering.com



JUNE 1, 2022

Lisa Jackson, Planning & Zoning Director  
 Putnam County Planning & Development  
 117 Putnam Drive, Suite B  
 Eatonton, GA 31024

RE: Fish Tale Marina Boat Storage  
 IMPACT ANALYSIS  
 Supplement to the Rezoning Application

Dear Ms. Jackson:

The following is an Impact Analysis for the Fish Tail Marina Boat Storage as outlined in the Rezoning Application provided by Putnam County Planning & Development respectively. The Impact Analysis requests the following:

1. The application must be accompanied by a written, documented analysis of the proposed zoning change with regard to each of the standards governing consideration, (which are enumerated under Putnam County Code of Ordinances, Chapter 66-Zoning, Sec. 66-165(d)) and are as follows:
  - a. Is the proposed use consistent with the stated purpose of the zoning district that is being requested?  
 ~ Yes, the proposed zoning permits a boat storage use/marina.
  - b. Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?  
 ~ Yes, the proposed use is an expansion of the existing use on the adjacent lot.
  - c. Will the proposed use adversely affect the existing use, value or usability of adjacent or nearby property?  
 ~No, as the proposed use is an expansion of the existing use on the adjacent property, there is limited risk of a negative effect on the property values or usability of nearby property.
  - d. Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?  
 ~ Yes, as outlined in the comprehensive plan, certain areas near the subject are suitable for a mixed -use future land use, which supports both residential and commercial uses. This designation is intended to be mutually complimentary between residential and neighborhood commercial uses. The subject parcel is situated in an area immediately adjacent to a commercial and mixed-use zone, it is reasonable, considering this fact, that the subject property is compatible with these future land use designations.
  - e. Are there substantial reasons why the property cannot or should not be used as currently zoned?  
 ~ No, the subject property is currently zoned R-2, this zoning district permits residential uses and uses ancillary to residential. Many of the surrounding properties are residential land uses. However, the proposed use complements the recreational activities common in the area and it is compatible with the land use directly adjacent to the subject property.

- f. Will the proposed use cause an excessive or burdensome use of public facilities or services or exceed the present or funded capabilities, included but not limited to streets, water or sewer utilities, and police or fire protection?  
~ No, the proposed use, a recreational boat storage facility, will not produce an excess of demand on public facilities/utilities.
- g. Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?  
~ Yes, the proposed use and the proposed zoning is supported in the comprehensive plan by the fact that the adjacent property to the south is currently used as a recreational boat storage facility.
- h. Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, and a reasonable private use of the subject property?  
~ Yes, the proposed use is an expansion of the existing use on the adjacent property, which supports lacustrine recreation enjoyed by surrounding residences.

- 2. A traffic impact analysis is to include the existing average daily traffic on road/streets leading to the nearest intersection and the projected average daily traffic. Additional requirements for the analysis may be provided by the Planning and Development Department and included with the application.  
~ See attached traffic study, dated Apr. 26, 2022
- 3. The estimated number of dwelling units and total floor area of non-residential uses (if applicable) of the proposed development.  
~ The proposed non-residential floor area is +/-14,550; the proposed structure is a no-occupancy boat warehouse.
- 4. Effect on the environment surrounding the area to be rezoned including the effect on all natural and historic resources. (State source of the information)  
~ No, adverse effect is not anticipated on surrounding natural or historic resources.
- 5. Impact on fire protection with respect to the need for additional firefighting equipment or personnel. (State source of the information)  
~ No, hazardous materials will not be stored in the proposed structure aside from fuel stored in onboard fuel tanks of the boats in storage. The proposed structure will be separated from nearby residential uses by a landscape buffer.
- 6. What are the physical characteristics of the site with respect to topography and drainage courses?  
~ The site is sloping with a slope of 6 to 8% towards the lake shore.
- 7. Adjacent and nearby zoning and land use.  
~ The adjacent zoning is R-2 to the north and west and C-1 towards the south; Lake Oconee is immediately to the east.

Please let me know if you should need additional information for this project.

Sincerely,  
**Rowland Engineering, Inc.**



**Steven A. Rowland, PE**  
President



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FISH TALE MARINA BOAT STORAGE BLDG. #3  
 114 BRIARPATCH RD., EATONTON, GA 31024  
 PUTNAM COUNTY, GA

FOR  
 JPC DESIGN AND CONSTRUCTION, LLC

**ROWLAND**  
**ENGINEERING**  
 310 Corporate Pkwy, Ste. 301  
 Moon, GA 31210  
 (478) 651-7500 office  
 asr@rowland-engineering.com  
 www.rowland-engineering.com

PROJECT NO: 2150

02-23-2022

CONCEPTUAL  
 SITE PLAN

1 OF 1

GRAPHIC SCALE



**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](http://www.areng.com)

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

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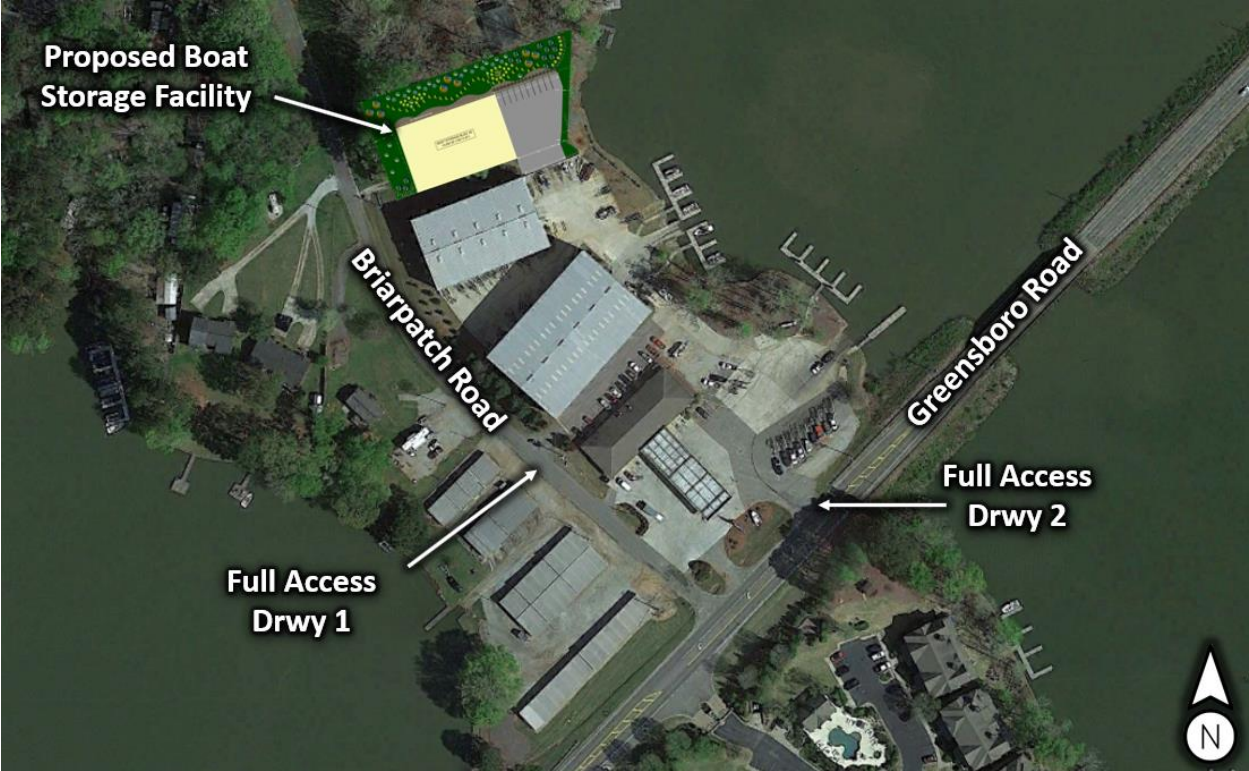
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# 1.0 INTRODUCTION

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:

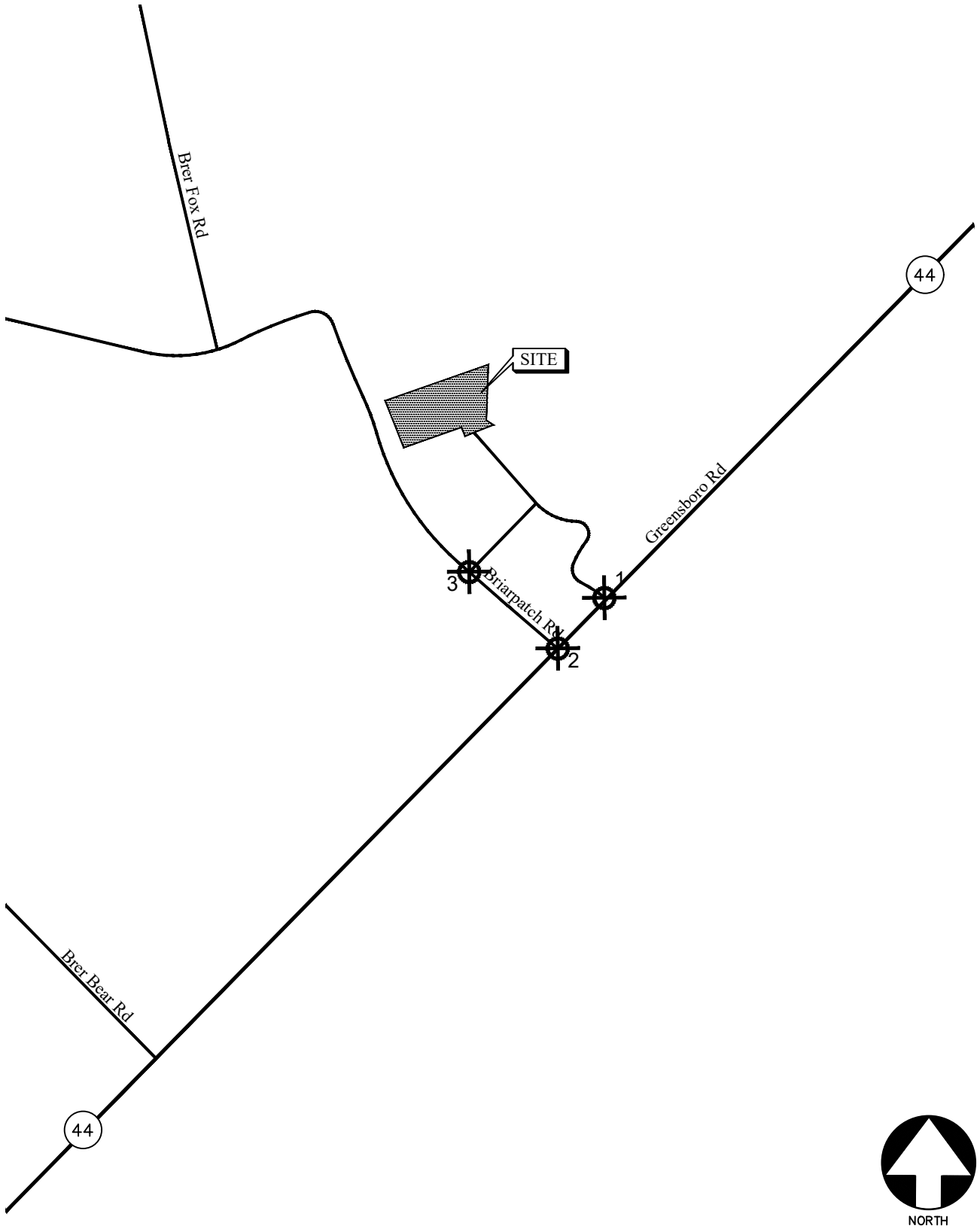
- Site Driveway 1 (Storage Driveway): Full-access driveway on Briarpatch Road
- Site Driveway 2 (Northern Driveway): Full-access driveway on SR 44 (Greensboro Road)

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, 6<sup>th</sup> 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, 6<sup>th</sup> 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.

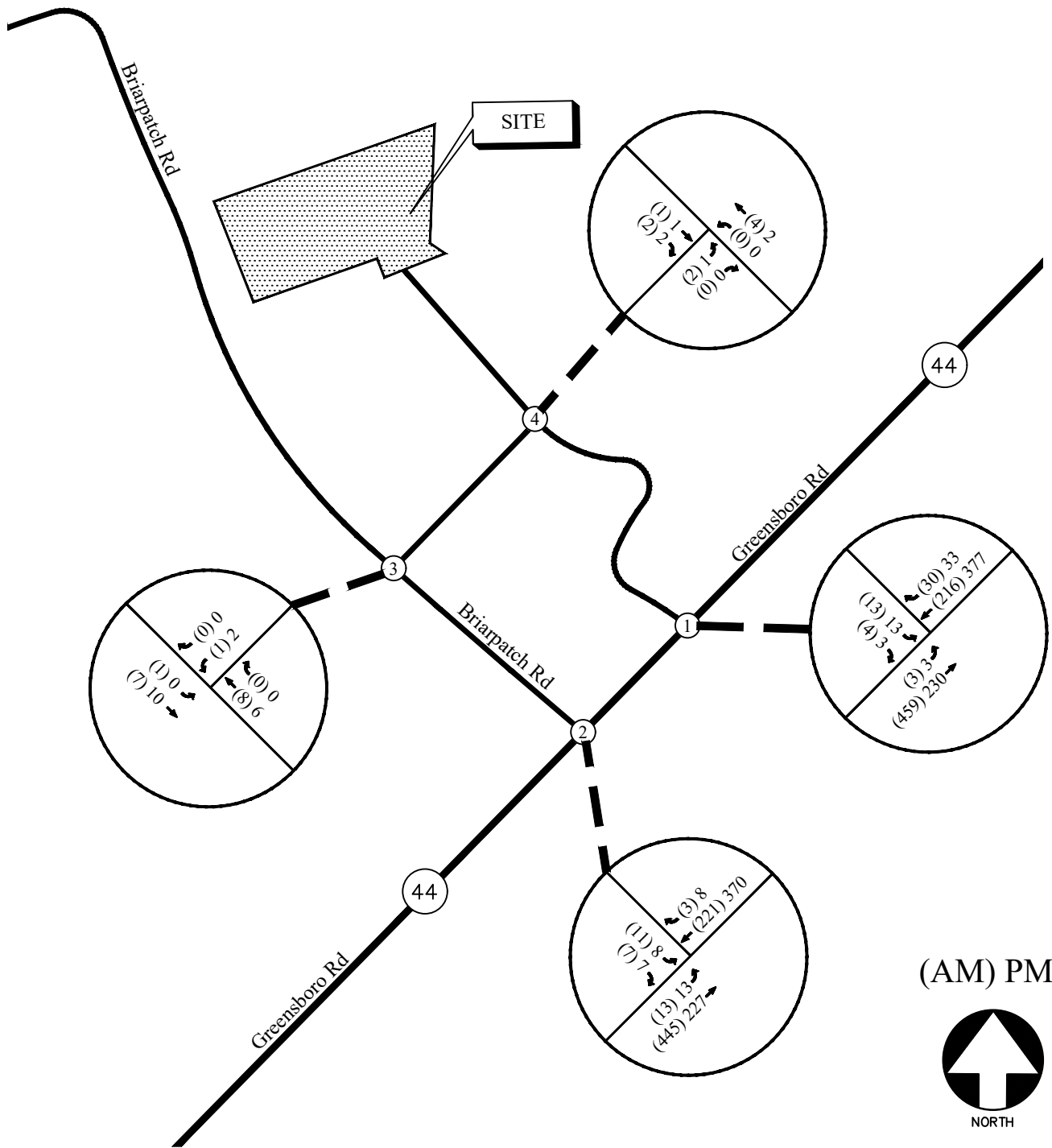
## 4.0 EXISTING 2022 TRAFFIC ANALYSIS

### 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

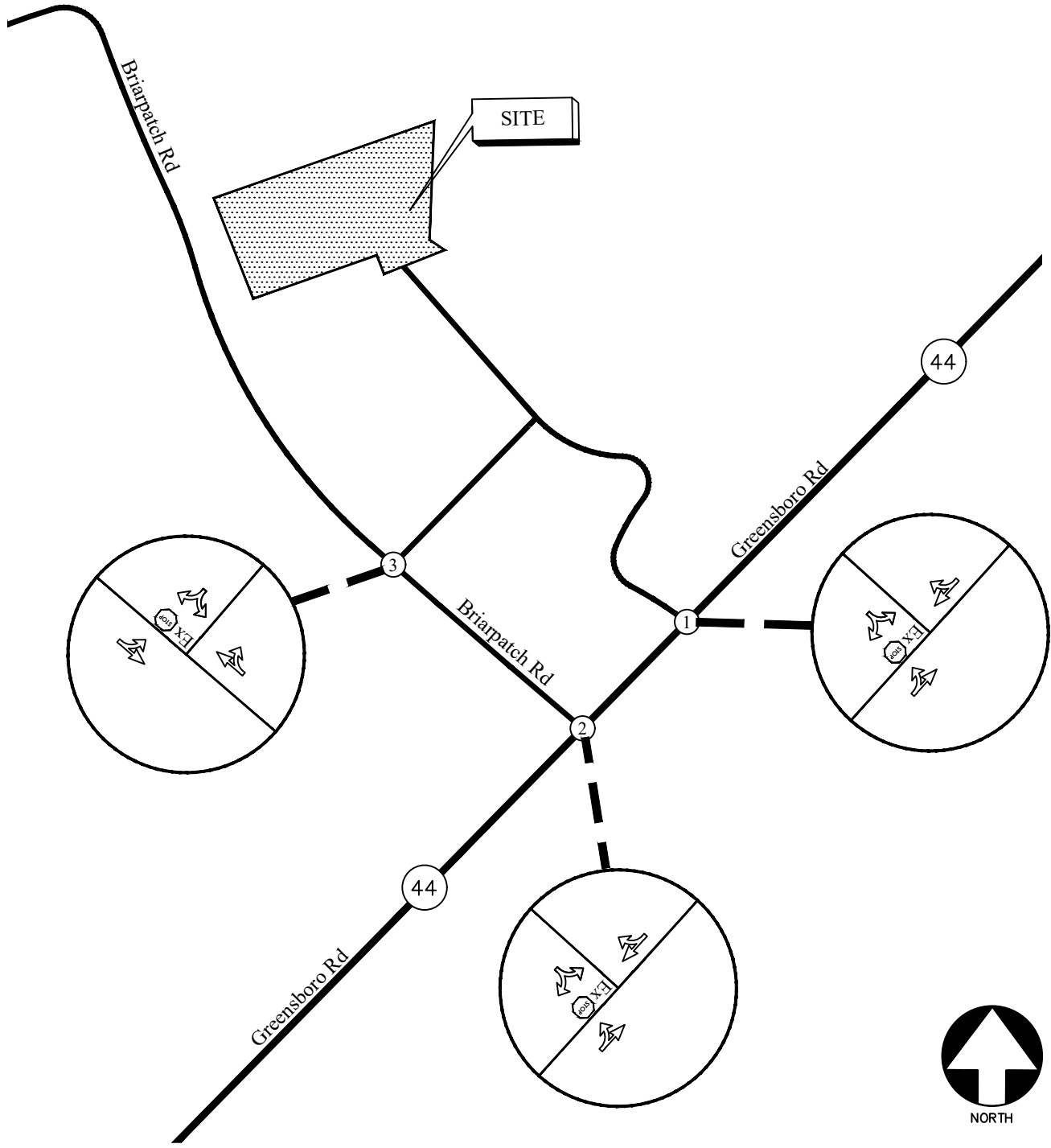
Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

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

- Existing Signed Intersection
- Existing Lane Geometry



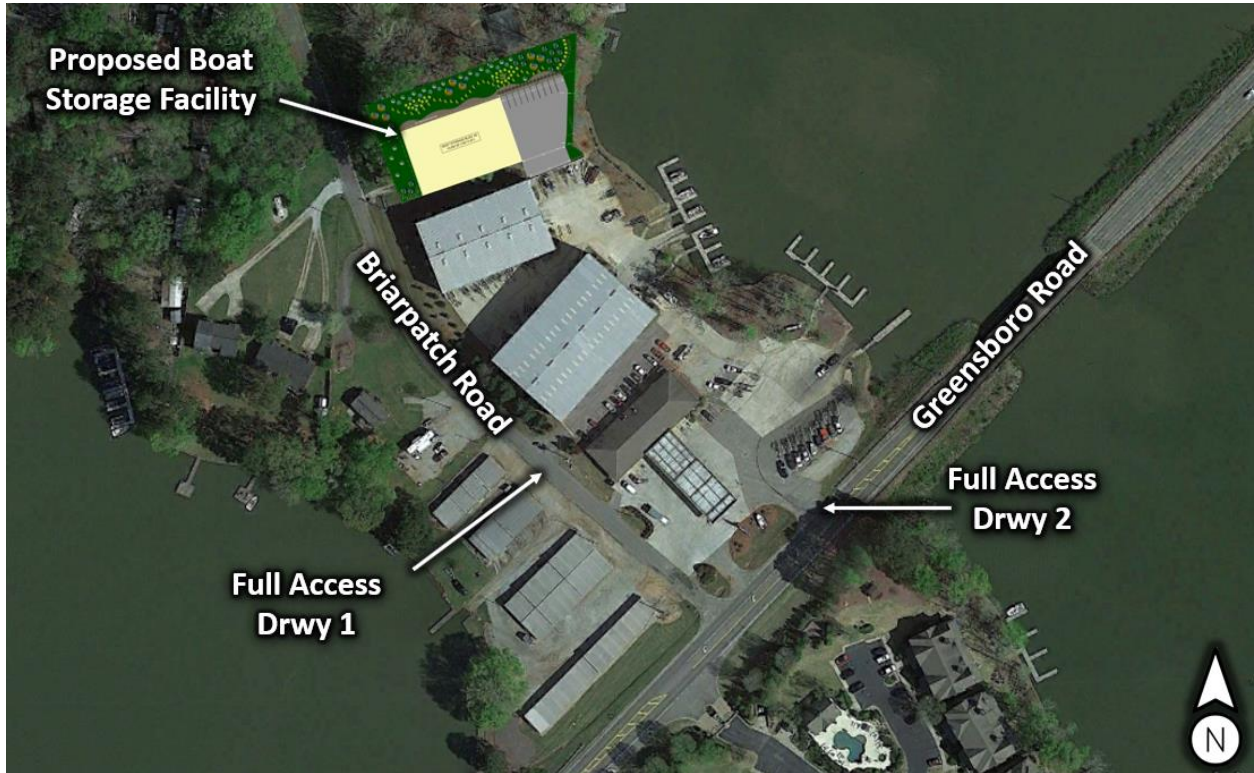
EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

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.



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

**ROWLAND  
ENGINEERING**  
www.rowland-engineering.com  
318 Corporate Pkwy, Ste. 301  
Marietta, GA 31710  
(478) 821-5000 office  
steven@rowland-engineering.com

PROJECT NO.:	2150

00-23-2022  
CONCEPTUAL  
SITE PLAN

1 OF 1



## 5.1 Trip Generation

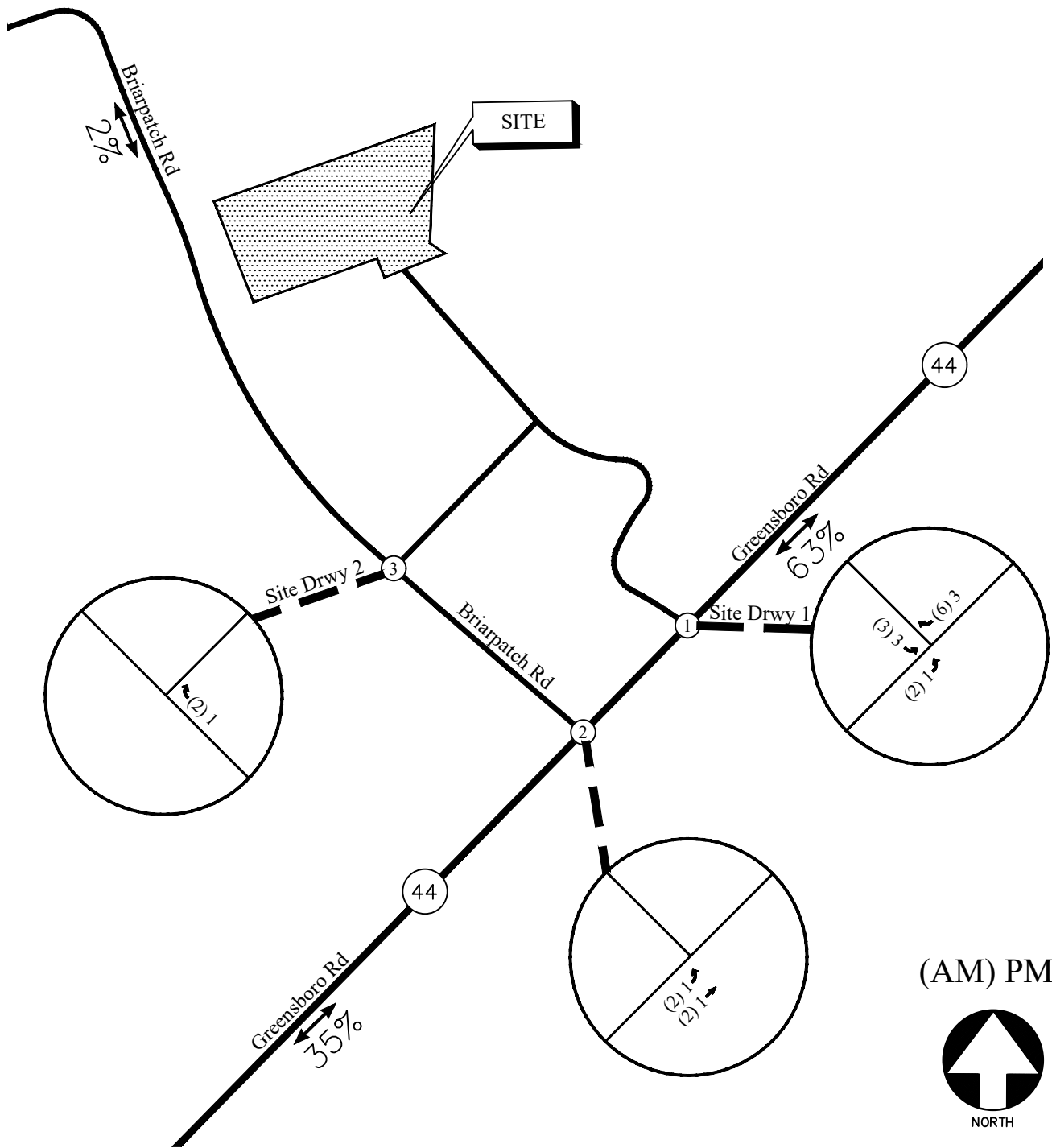
Trip generation estimates for the project were based on ratio of the existing facility square footage to the new facilities to account for the additional storage. The calculated total trip generation for the proposed development is shown in Table 4.

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

## 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

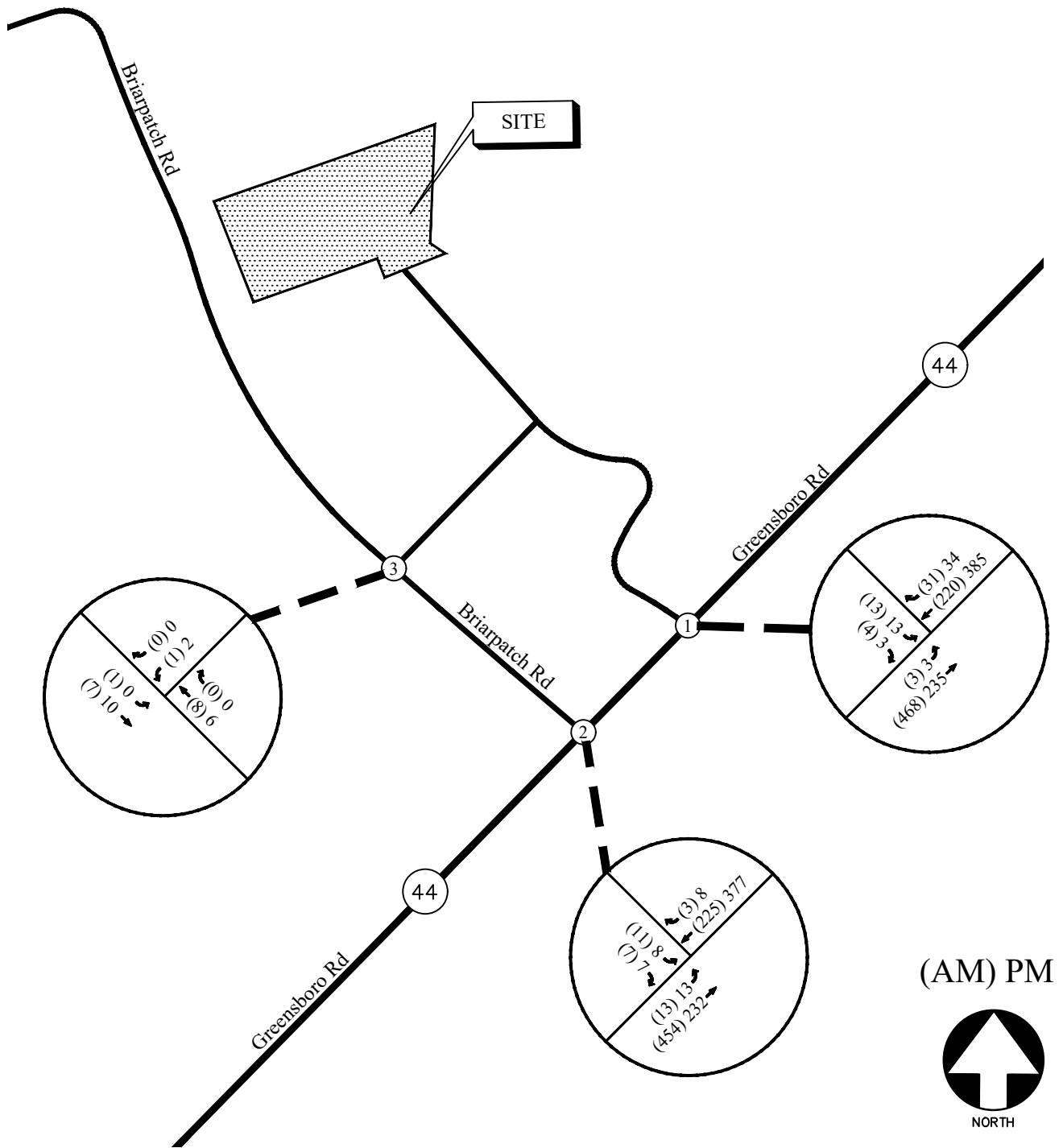
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing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

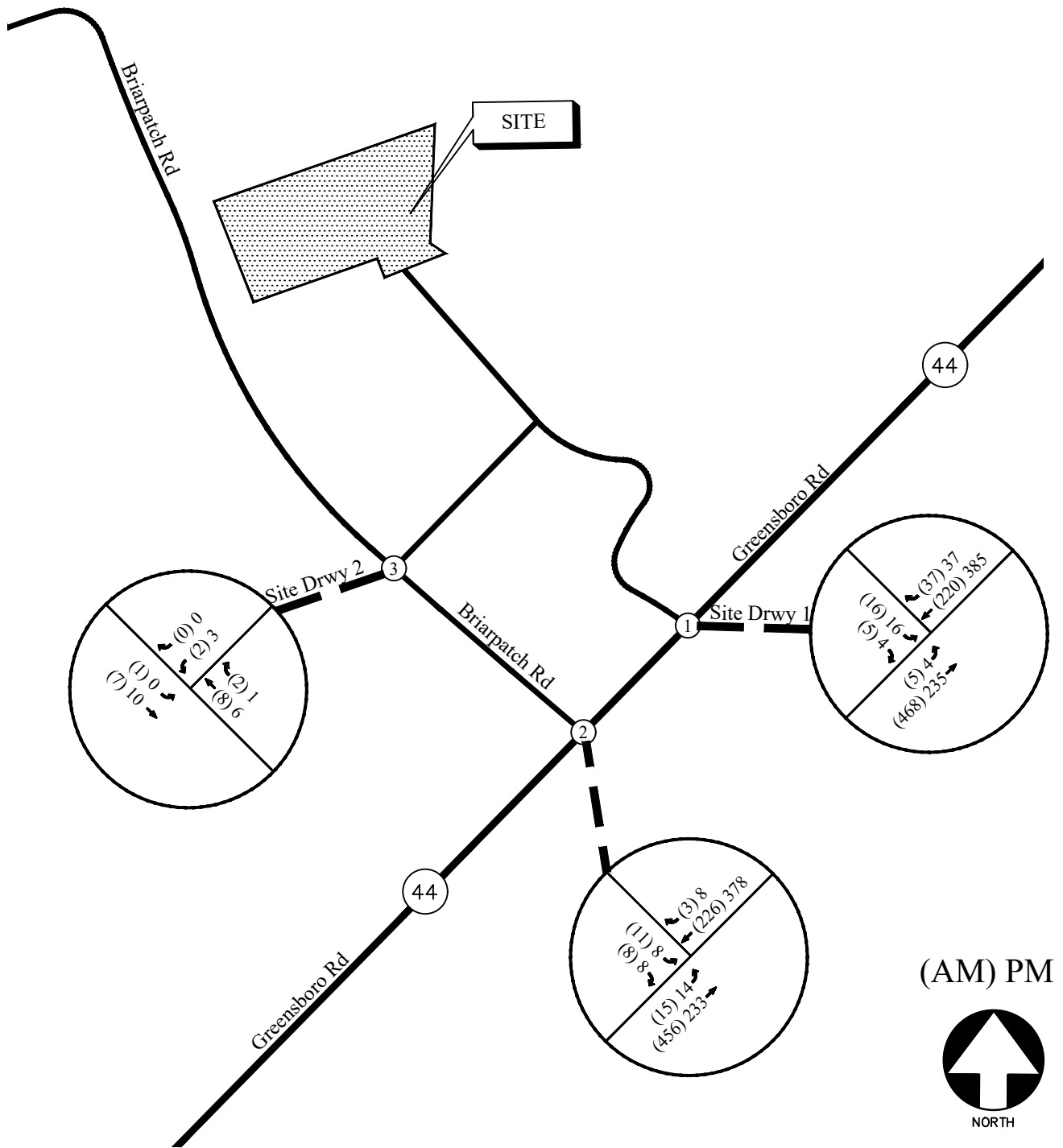
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic 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	<b><u>SR 44 (Greensboro Rd) @ Site Driveway 2 (Northern Driveway)</u></b> -Eastbound Approach -Northbound Left	B (14.6)	B (13.8)	B (14.9)	B (13.9)
		A (7.8)	A (8.3)	A (7.9)	A (8.3)
2	<b><u>SR 44 (Greensboro Rd) @ Briarpatch Road</u></b> -Eastbound Approach -Northbound Left	B (13.3)	B (12.7)	B (13.2)	B (12.7)
		A (7.8)	A (8.2)	A (7.8)	A (8.2)
3	<b><u>Briarpatch Rd @ Site Driveway 1 (Storage Driveway)</u></b> -Eastbound Left -Southbound Approach	A (7.2)	A (0.0)	A (7.2)	A (0.0)
		A (8.6)	A (8.6)	A (8.6)	A (8.7)

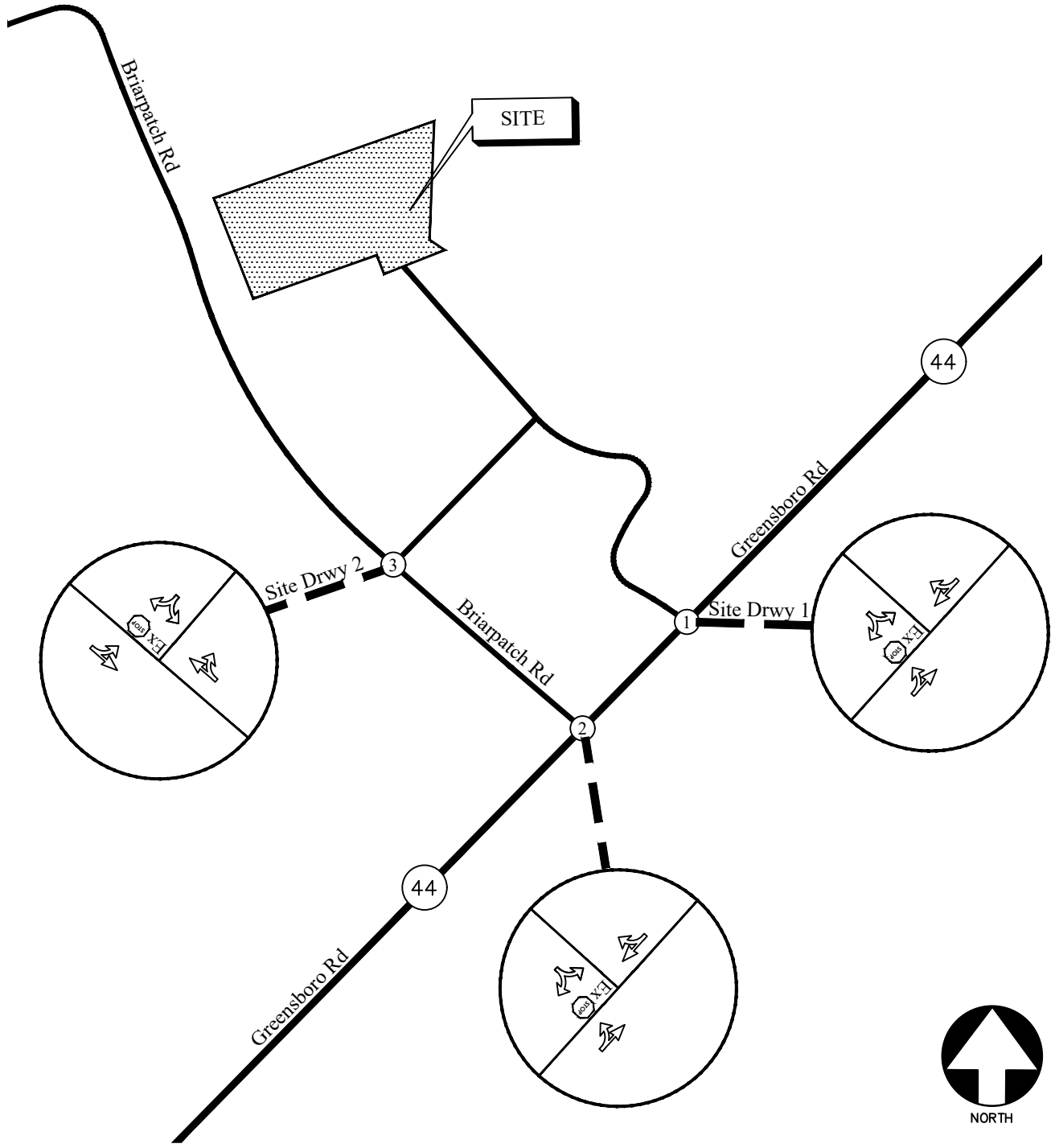
\* Delay exceeds 300 seconds

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

46  
y



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	

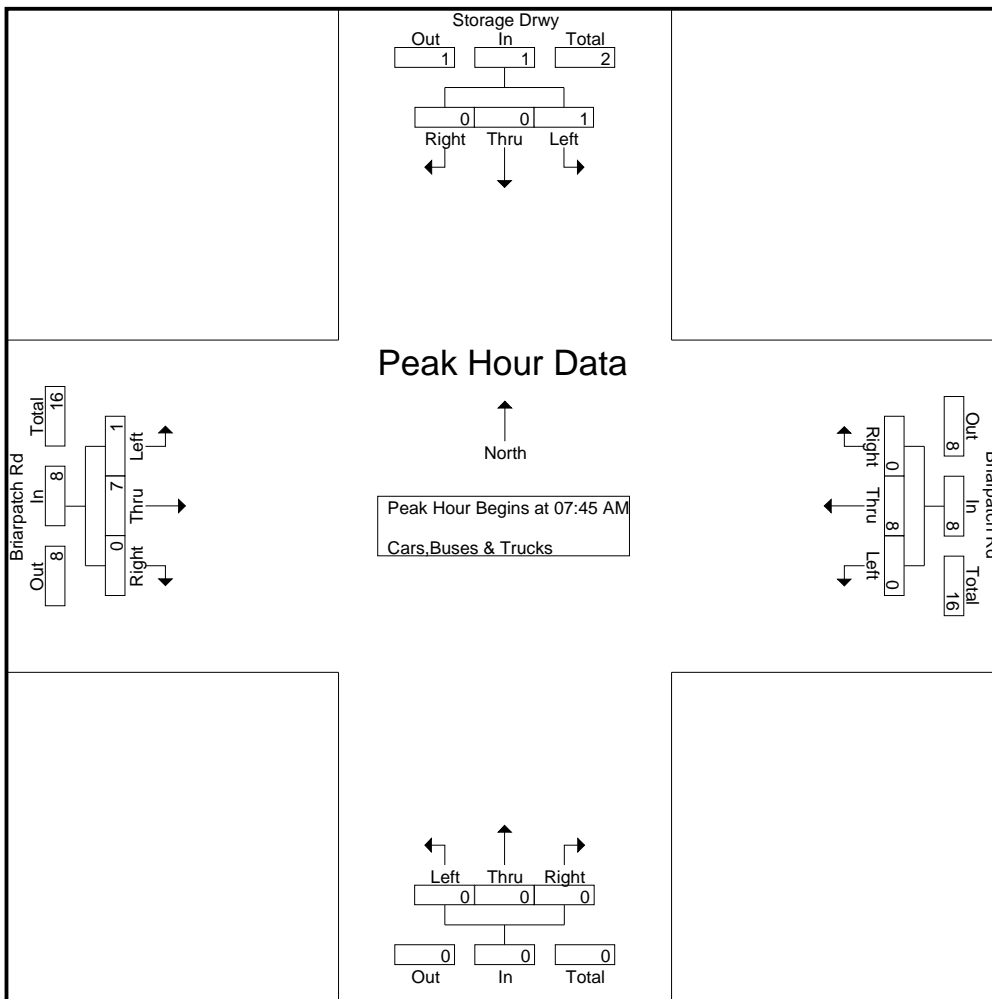
# A & R Engineering, Inc.

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 : 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



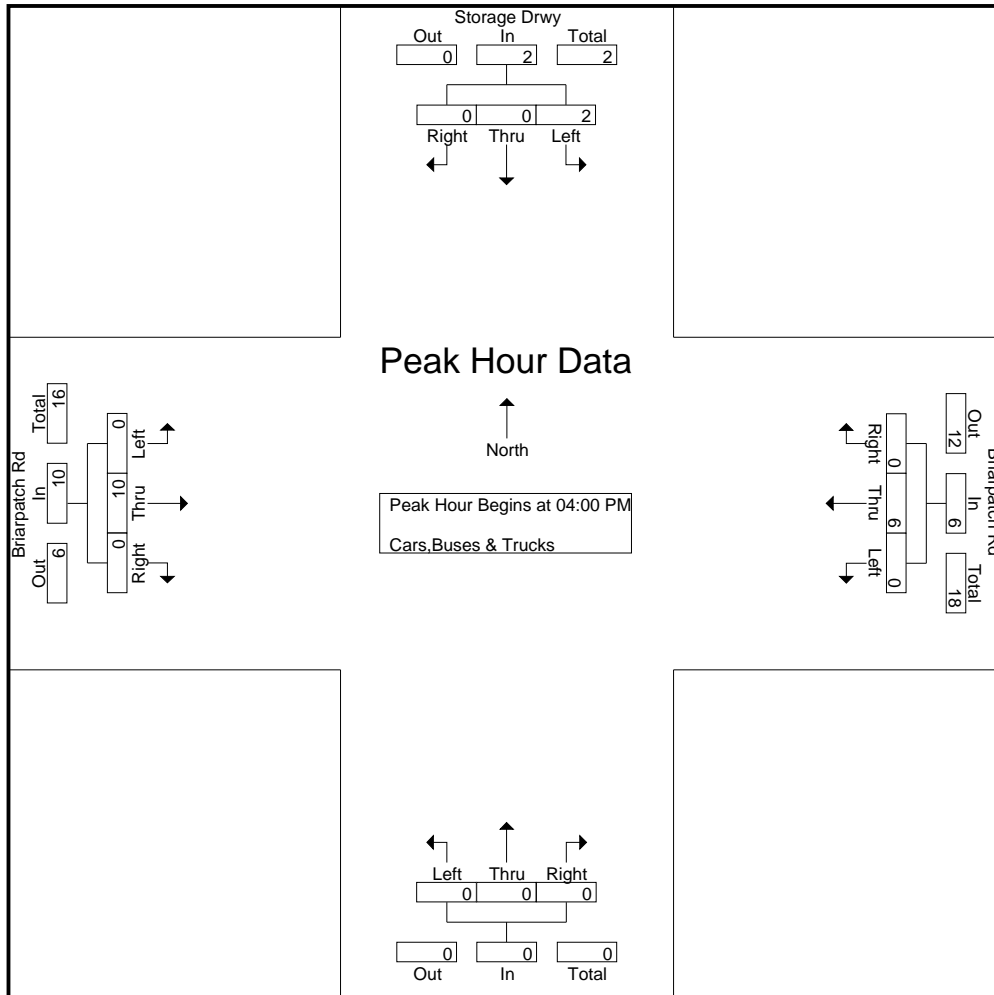
# A & R Engineering, Inc.

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 : 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



# A & R Engineering, Inc.

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

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**

Start Time	SR 44 (Greensboro Rd) Northbound				SR 44 (Greensboro Rd) Southbound				Briarpatch Rd 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	5	57	0	62	0	46	1	47	2	0	3	5	0	0	0	0	114
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
<b>Total</b>	<b>15</b>	<b>349</b>	<b>0</b>	<b>364</b>	<b>0</b>	<b>233</b>	<b>3</b>	<b>236</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>619</b>
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
<b>Total</b>	<b>9</b>	<b>384</b>	<b>0</b>	<b>393</b>	<b>0</b>	<b>164</b>	<b>7</b>	<b>171</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>580</b>
*** 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
<b>Total</b>	<b>8</b>	<b>221</b>	<b>0</b>	<b>229</b>	<b>0</b>	<b>320</b>	<b>7</b>	<b>327</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>571</b>
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
<b>Total</b>	<b>15</b>	<b>224</b>	<b>0</b>	<b>239</b>	<b>0</b>	<b>367</b>	<b>8</b>	<b>375</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>628</b>
<b>Grand Total</b>	<b>47</b>	<b>1178</b>	<b>0</b>	<b>1225</b>	<b>0</b>	<b>1084</b>	<b>25</b>	<b>1109</b>	<b>36</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2398</b>
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	

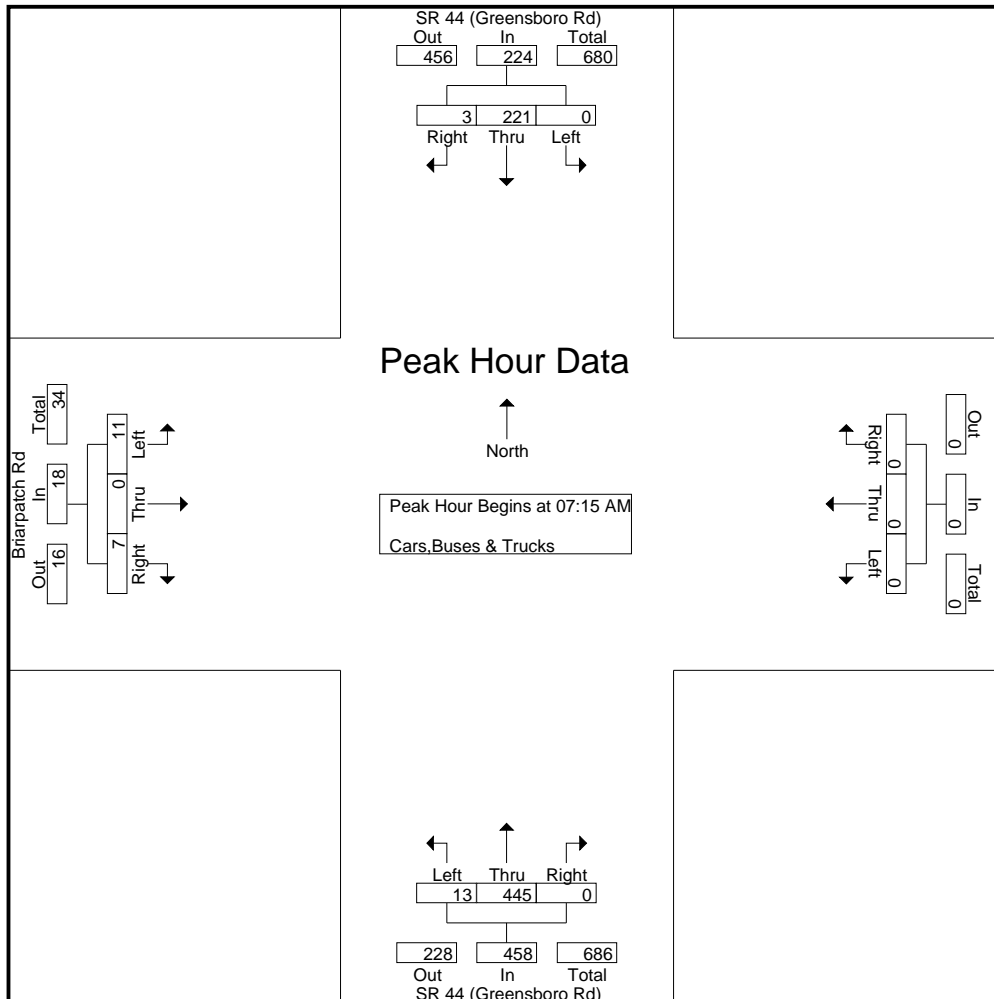
# A & R Engineering, Inc.

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

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 : 2

Start Time	SR 44 (Greensboro Rd) Northbound				SR 44 (Greensboro Rd) Southbound				Briarpatch Rd Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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Peak Hour for Entire Intersection Begins at 07:15 AM																	
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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



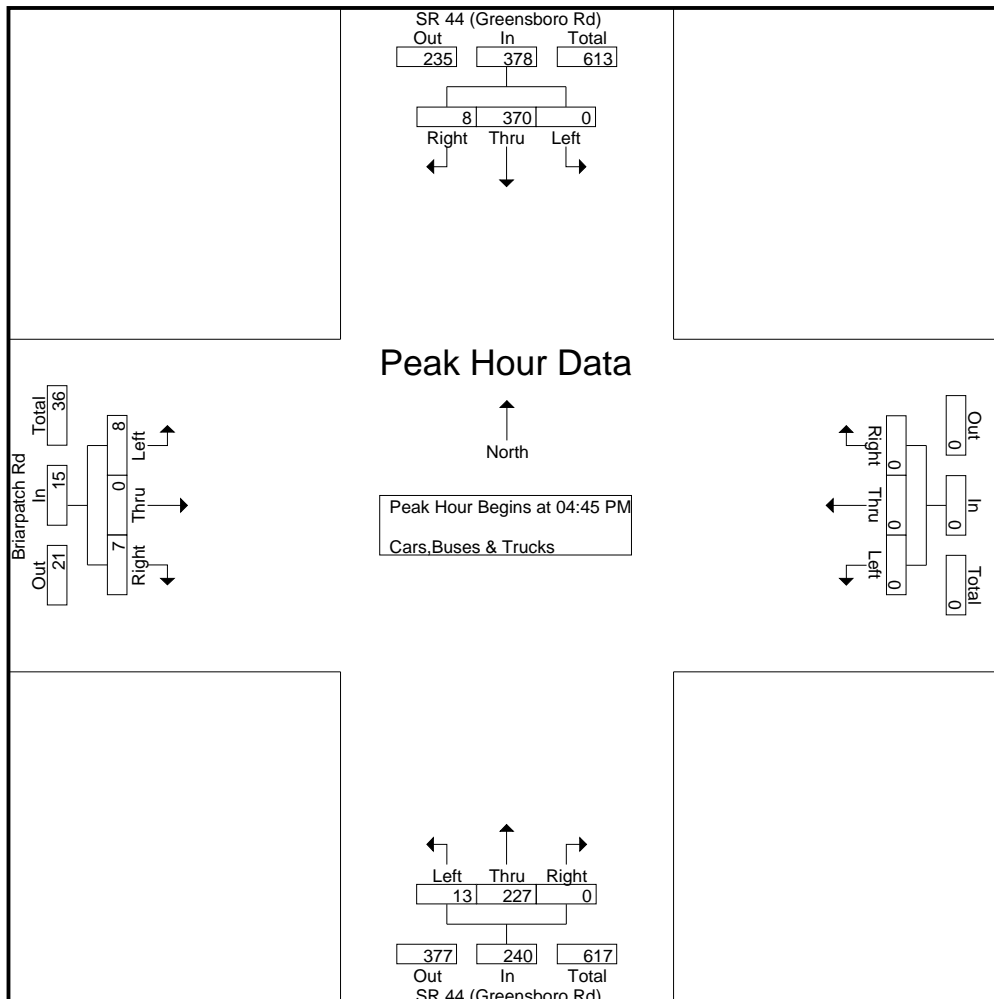
# A & R Engineering, Inc.

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

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 : 3

Start Time	SR 44 (Greensboro Rd) Northbound				SR 44 (Greensboro Rd) Southbound				Briarpatch Rd 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 04:45 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



# 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 : 1

**Groups Printed- Cars,Bueses & 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
<b>Total</b>	<b>3</b>	<b>355</b>	<b>0</b>	<b>358</b>	<b>0</b>	<b>225</b>	<b>33</b>	<b>258</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>631</b>
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
<b>Total</b>	<b>7</b>	<b>403</b>	<b>0</b>	<b>410</b>	<b>0</b>	<b>173</b>	<b>13</b>	<b>186</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>611</b>
*** 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
<b>Total</b>	<b>3</b>	<b>226</b>	<b>0</b>	<b>229</b>	<b>0</b>	<b>325</b>	<b>36</b>	<b>361</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>604</b>
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
<b>Total</b>	<b>1</b>	<b>230</b>	<b>0</b>	<b>231</b>	<b>0</b>	<b>368</b>	<b>27</b>	<b>395</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>641</b>
<b>Grand Total</b>	<b>14</b>	<b>1214</b>	<b>0</b>	<b>1228</b>	<b>0</b>	<b>1091</b>	<b>109</b>	<b>1200</b>	<b>45</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2487</b>
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	



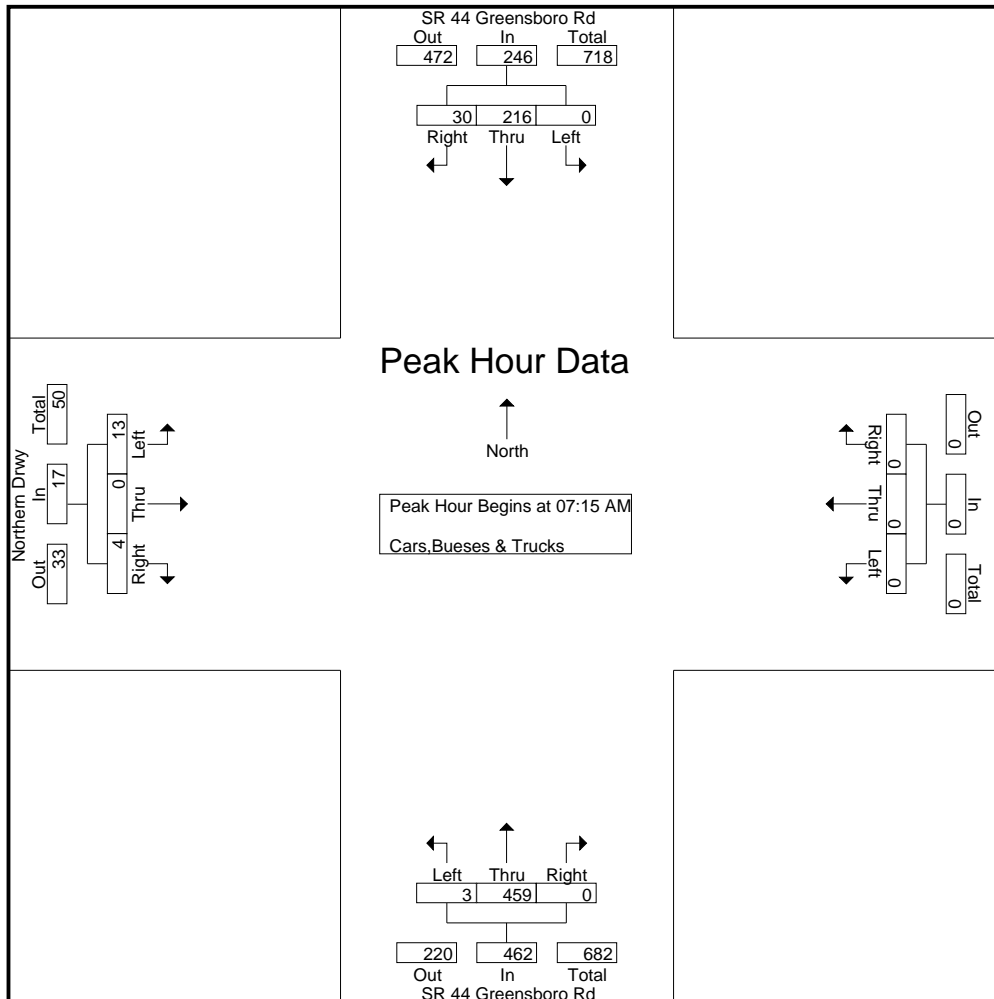
# A & R Engineering, Inc.

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  
Page No : 2

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



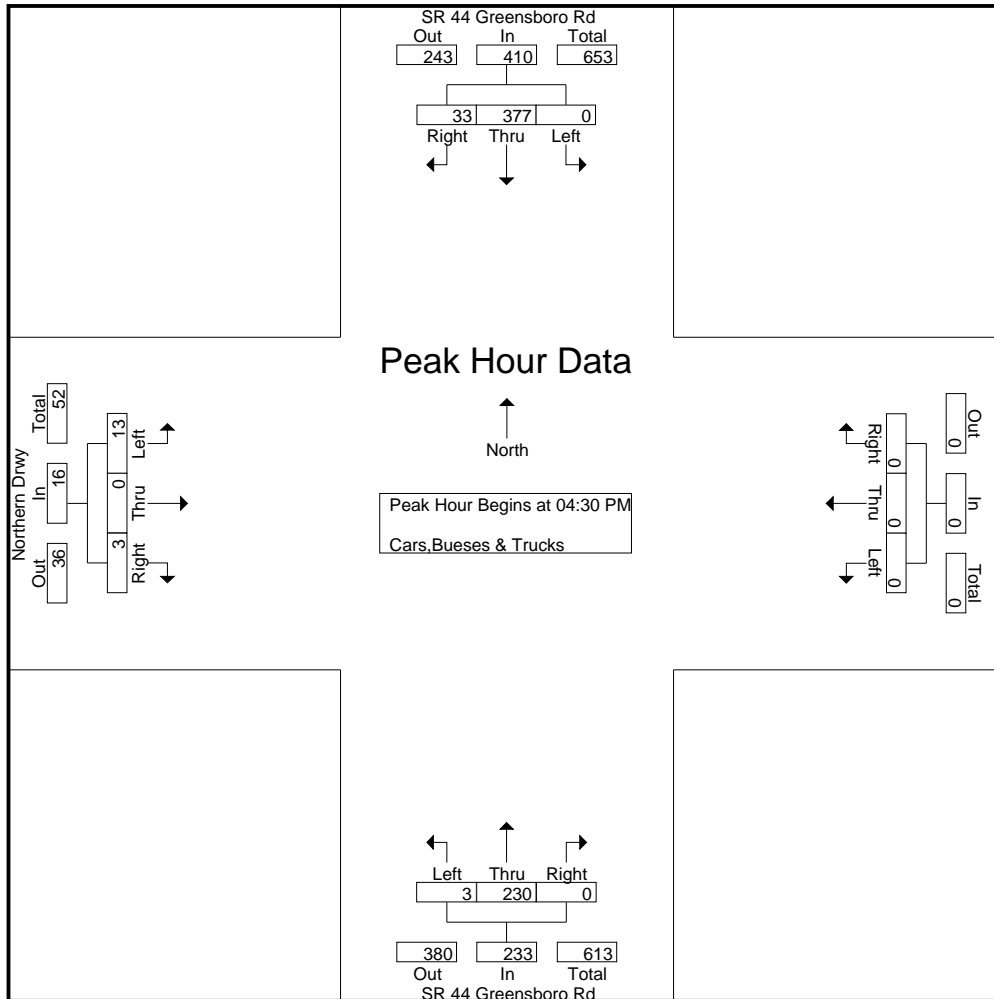
# A & R Engineering, Inc.

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						
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			
Conflicting Flow All	0	0	3	0	4	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	2	-
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	-	-	1619	-	1018	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1021	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1018	1082
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						
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						
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	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		
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						
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	T		T		T	
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	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 "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	Minor2	Minor3
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						
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		
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 10
Stage 1	-	-	-	-	10 -
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	1608	-	-	-	989 1071
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	1007 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	989 1071
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

**Letters received  
in opposition of  
the  
114 Briarpatch  
Road  
rezoning  
request.**

**Courtney Andrews**

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**From:** Patricia Field <pcfield@comcast.net>  
**Sent:** Thursday, June 30, 2022 8:09 AM  
**To:** Lisa Jackson; Cedrick Moreland; Gary McElhenney; Bill Sharp; Billy Webster; Daniel Brown; Jeff Wooten  
**Cc:** Angela Waldroup; Paul Van Haute; Courtney Andrews  
**Subject:** rezoning request for 114 Briar Patch Rd

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. in 2016, we were part time residents when Fish Tale requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. We asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. We were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is exactly what is happening.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that your receive into the rezoning file for this property.

Thank you for your time,

David and Patti Field  
Pinnacle Pointe residents

## Courtney Andrews

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**From:** Lisa Jackson  
**Sent:** Wednesday, July 6, 2022 9:02 AM  
**To:** Courtney Andrews; Angela Waldroup  
**Subject:** FW: Zoning from Residential to Commercial Concerns for Fish Tale Marina

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: ljackson@putnamcountyga.us

-----Original Message-----

**From:** Cindy <cincoatt@comcast.net>  
**Sent:** Thursday, June 30, 2022 6:40 PM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>; Cedrick Moreland <CMoreland@putnamcountyga.us>; Gary McElhenney <gmcelhenney@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Billy Webster <bwebster@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>  
**Subject:** Zoning from Residential to Commercial Concerns for Fish Tale Marina

> It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

>

> We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. We purchased in August 2017 and were told that there would be no more commercial buildings across the way from us and that the rest of that street was zoned residential.

>

> They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

>

> Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

>

> Please incorporate this email and any others that your receive into the rezoning file for this property.

>

> Best Regards,

>

> Jim and Cindy Coates

> Pinnacle Pointe

**Courtney Andrews**

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**From:** BriarPatchRoadAlliance <briarpatchrdalliance@gmail.com>  
**Sent:** Thursday, July 7, 2022 1:13 PM  
**To:** Lisa Jackson  
**Cc:** Cedrick Moreland; Gary McElhenney; Alan Foster; Angela Waldroup; Bill Sharp; Billy Webster; Courtney Andrews; Daniel Brown; hjones@putnamcountyga.us; Jeff Wooten; mfarley@putnamcountyga.us; mhill@putnamcountyga.us; Paul Van Haute  
**Subject:** ENCROACHMENT REQUEST: JPC & WILLIAM B. JONES

To: Lisa Jackson, Director of Planning & Zoning for Putnam County

**\*\* Request is made for email to be printed and incorporated into the physical file & materials related to Application No. 2022-00400 Application For Rezoning Request \*\***

Dear Ms Jackson,

In follow up to your reply of June 28, 2022, and in advance of this evening's 6:30 PM Agenda; Has your office received the documentation missing from Mr. Crosby, JPC (Jones Petroleum Company) Construction & Design's application?

Would you kindly be transparent and disclose what exactly is the missing documentation from the application, it surely cannot be privileged information.

Please confirm and explain what procedural steps your office will be responsible in taking at this time. Additionally, what are the reset timelines for the public to oppose the rezoning of 114 Briar Patch Road if the documentation was timely received.

It occurs to me that your zoning file at the time I reviewed it contained a traffic study of sorts, that of course was a study of road traffic. You should consider that Mr. Jones does not store cars, trucks etc., it is a variety of boats and water sport vessels and it is their impact to our community & ecology that is equally at risk and detrimental.

Therefore, would it not make sense for your zoning file to contain a study of boat traffic and the long range impact it makes? The community needs this before the board even considers granting a THIRD rezoning, we are very protective of our community and think that now would be a good time for the Director to perhaps as requisite require such study to the Jones rezoning application.

We imagine Florida with all its waterways may have this as a part of Planning & Zoning, might Georgia? And even if they or Putnam County does not, it is a major part of the utilization of the property otherwise, Mr. Jones could seek rezoning on the other parcel of land he owns in Putnam County quite near to your offices and have a dry dock storage facility built there. Surely the community needs a Marina Storage near the Valero Station.

Lastly, we wish to end and share this communication with a sobering statement made by a Putnam County Resident. All parties cc'd to this email should keep in the forefront of their minds and conscience when you individually and collectively exercise the power bestowed upon you by residents of this county and utilize an adversarial approach in commercial rezoning matters that process has revealed itself as follows:

**" ... We scrambled around every turn trying to play catch-up in time to make a clear presentation at the meetings. It is absurd that the applicant must turn in all their material and support for their application 5 WEEKS before the actual meeting. And the public only gets on average 3 lousy days once the county decides to post the agenda packet! I agree wholeheartedly that there is a problem with our county in which they give the applicant every chance to get their application approved but give the community absolutely no time to research and formulate any opinion of an application. It definitely appears the county supports commerce and development over the value of its residents and their valid concerns about proposed growth."**

Briar Patch Road Alliance, Peninsula On Lake Oconee & Pinnacle Pointe, and District #1 are speaking to you collectively, your actions and inactions, your votes, strategic or otherwise choreographed voting going forward will decide your futures in the positions you currently hold in Putnam County. Make wise and thoughtful decisions.

Briar Patch Road Alliance

**Courtney Andrews**

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**From:** Lisa Jackson  
**Sent:** Thursday, August 25, 2022 12:23 AM  
**To:** Sandra Holloway  
**Cc:** Courtney Andrews; Angela Waldroup  
**Subject:** RE: 114 Briar Patch Rd.

Hello Ms. Holloway,  
Thank you for sharing your concerns regarding the 114 Briar Patch Road request for rezoning.  
Lisa Jackson, MPA  
Director

**From:** Sandra Holloway <sholloway3237@yahoo.com>  
**Sent:** Monday, August 22, 2022 11:41 AM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>  
**Subject:** Fw: 114 Briar Patch Rd.

Ms. Jackson,

Mr. Jones' zone change request for 114 Briar Patch Rd. is on your September 1, 2022 Planning and Zoning agenda.

My home is located at 120 Briar Patch Rd. and I am reminding you that I oppose this change and expect that your decision will be to not recommend the rezoning change as you did in 2016.

Further encroachment into the neighborhood will affect all residents in the community and will result in the boat storage building being less than 200 yards from my home.

If your decision is to recommend the zoning change from R 2 to C 1, please provide me in writing with an explanation of what changed from your 2016 denial.

Thank You,

Clifton and Sandra Holloway

----- Forwarded Message -----

**From:** Sandra Holloway <[sholloway3237@yahoo.com](mailto:sholloway3237@yahoo.com)>  
**To:** "[ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)" <[ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)>  
**Sent:** Thursday, June 16, 2022 at 06:23:43 PM EDT  
**Subject:** 114 Briar Patch Rd.

Ms Jackson,

This communication is in regards to the zoning change request from R 2 to C 1 for the property located at 114 Briar Patch Rd.

In 2016 you did not recommend that this property zoning to be changed. I am asking that you again deny the zoning change.



My home is at 120 Briar Patch Rd. and is approximately 200 yards from 114 Briar Patch Rd. I am asking that you prevent further encroachment into the neighborhood.

If your decision is to approve the change, I would like an explanation as to the reason and what is different from your denial in 2016.

Thank you,  
Clifton and Sandra Holloway

**Courtney Andrews**

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**From:** Lisa Jackson  
**Sent:** Sunday, August 28, 2022 2:19 PM  
**To:** Courtney Andrews; Lynn Butterworth  
**Subject:** FW: Fish Tale Marina Expansion

Please see email below to be distributed to the both boards.

Thanks

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: ljackson@putnamcountyga.us

-----Original Message-----

From: Patricia Field <pcfield@comcast.net>  
Sent: Sunday, August 28, 2022 1:51 PM  
To: Lisa Jackson <ljackson@putnamcountyga.us>  
Subject: Fish Tale Marina Expansion

Dear Ms. Jackson,

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. In 2016, we were part time residents when Fish Tale requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. We asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. We were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is exactly what is happening.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that you receive into the rezoning file for this property. We sent this email earlier this summer but it is our understanding that those emails will not be considered part of the current request, so we are sending it again to voice our opposition.

Thank you for your time,

David and Patti Field  
Pinnacle Pointe residents

## Courtney Andrews

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**From:** Lisa Jackson  
**Sent:** Sunday, August 28, 2022 2:19 PM  
**To:** Lynn Butterworth; Courtney Andrews  
**Subject:** FW: Petition for rezoning

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: ljackson@putnamcountyga.us

-----Original Message-----

**From:** Lynne Woods <lynnewoodstnt@gmail.com>  
**Sent:** Sunday, August 28, 2022 12:15 PM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>  
**Subject:** Petition for rezoning

Dear Ms Jackson

The rezoning of property to allow Fishtails Marina to build a third storage facility MUST BE DENIED The volume of boats utilizing this area of the lake is overwhelming!

Protect this area of our lake !

Thank you

Lynne Woods

Sent from my iPhone

**Courtney Andrews**

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**From:** Lisa Jackson  
**Sent:** Monday, August 29, 2022 12:36 PM  
**To:** Julia Callaway  
**Cc:** Lynn Butterworth; Courtney Andrews  
**Subject:** RE: Boat Storage at Fishtales

Hello Ms. Callaway,  
This is to confirm receipt of your email. I will forward your concerns to the board members.

Thank you,  
Lisa Jackson, MPA, Director

**From:** Julia Callaway <j\_callaway@bellsouth.net>  
**Sent:** Sunday, August 28, 2022 7:13 PM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>  
**Subject:** Boat Storage at Fishtales

This area is drowning! Hwy 44 can't handle the traffic neither can the lake. As someone who lives in Thunder Valley and fought against Sprayberry and Anchors Marine, to no avail! Our cove looks like an exit off of I-20! We don't float out by our dock, much too dangerous! Jet skis and boats way too close to our dock. I have witnessed too many close calls for accidents. We definitely need more presence of DNR & Putnam Sheriffs Department in our area. We don't need more boat storage and renegade boat drivers! Please reconsider letting another boat storage into our lake.

Sent from my iPad  
Julia Callaway  
Thunder Valley

**Courtney Andrews**

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**From:** Lisa Jackson  
**Sent:** Monday, August 29, 2022 12:38 PM  
**To:** Cindy; Cedrick Moreland; Gary McElhenney; Bill Sharp; Billy Webster; Daniel Brown; Jeff Wooten  
**Cc:** Lynn Butterworth; Courtney Andrews  
**Subject:** RE: Zoning from Residential to Commercial Concerns for Fish Tale Marina

Hello Ms. Cindy,

This is to confirm receipt of your email. I will forward your concerns to the board members.

Thank you,  
Lisa Jackson, MPA Director

-----Original Message-----

From: Cindy <cincoatt@comcast.net>  
Sent: Sunday, August 28, 2022 7:07 PM  
To: Lisa Jackson <ljackson@putnamcountyga.us>; Cedrick Moreland <CMoreland@putnamcountyga.us>; Gary McElhenney <gmcelhenney@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Billy Webster <bwebster@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>  
Subject: Zoning from Residential to Commercial Concerns for Fish Tale Marina

Since we are out of town and unable to attend the meeting, please use this letter as our voice of concern and that we oppose this rezoning request. This was also emailed in June as well.

> It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

>

> We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. We purchased in August 2017 and were told that there would be no more commercial buildings across the way from us and that the rest of that street was zoned residential.

>

> They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

>

> Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

>

> Please incorporate this email and any others that your receive into the rezoning file for this property.

>

> Best Regards,

>

> Jim and Cindy Coates



**Courtney Andrews**

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**From:** Lisa Jackson  
**Sent:** Monday, August 29, 2022 12:39 PM  
**To:** Beth Sowell  
**Cc:** Lynn Butterworth; Courtney Andrews  
**Subject:** RE: Rezoning on Briarpatch Road

Hello Ms. Sowell,

This is to confirm receipt of your email. I will forward your concerns to the board members.

Thank you,  
Lisa Jackson, MPA Director

**From:** Beth Sowell <bethsowell@bellsouth.net>  
**Sent:** Sunday, August 28, 2022 6:55 PM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>  
**Subject:** Rezoning on Briarpatch Road

To: Lisa Jackson  
Director of Planning and Zoning  
Putnam County

From: Gary and Elizabeth Sowell  
888 Greensboro Rd  
Unit 701  
Eatonton, Georgia. 31024

We are property owners and residents at The Peninsula Lake Oconee, 888 Greensboro Road, Eatonton, Georgia.

It has come to our attention that a request has been submitted to the Putnam County Planning and Development Commission by JPC Design and Const. LLC, agent for William B. Jones, to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. This request has been submitted in order to build a THIRD boat storage facility.

It is our understanding that this request is on the agenda for the September 1 meeting of the Putnam County Planning and Development Commission.

We STRONGLY object to this rezoning. The boat traffic in this area has greatly increased upon completion of the second storage facility and there is no question that a third facility will dramatically increase boat traffic. This increased traffic will create safety issues, affect water quality and impact quality of life for property owners.

Also it should be noted that during the contentious hearings in 2016 when the same parties were seeking the rezoning of property to build the second building, the owners and representatives of JPC Design and Const. LLC, agent for William B. Jones and owner of FishTales Marina promised the public and Commissioners that the third residential property that they owned would NEVER be used as a commercial property and would act as a buffer between the second boat storage



building and the remaining residential properties in the adjacent neighborhood. The rezoning for the second boat storage building was approved, in part, because of these assurance from the petitioners.

We ask that this request be denied. In addition to the issues caused by increased boat traffic, it is also important that elected officials and businesses in Putnam County be held accountable for commitments made to tax payers and home owners.

Thank you for your consideration of this issue and for your denial of this request.

Gary and Elizabeth Sowell

Sent from my iPad  
Beth Sowell

## Courtney Andrews

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**From:** Lisa Jackson  
**Sent:** Tuesday, August 30, 2022 11:37 AM  
**To:** Ben Chastain  
**Cc:** Courtney Andrews; Lynn Butterworth  
**Subject:** RE: Fish Tales - Rezoning

This is to confirm receipt of your email below.

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: [ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)

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**From:** Ben Chastain <ben.chastain@gmail.com>  
**Sent:** Tuesday, August 30, 2022 10:46 AM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>  
**Subject:** Fish Tales - Rezoning

Hi Lisa,

As of the end of this week, I will be a homeowner on Lakemore Drive in Eatonton. This is located across the water from Fish Tales Marina. I've reviewed information relating to the rezoning request - and in particular the fact that the applicant previously promised not to use the property for the proposed use.

Please count my family and me in the "vote no" group for this intrusive variance/zoning request.

Best,  
-Ben Chastain  
131 Lakemore Drive (as of Friday)  
901-490-5563

**Courtney Andrews**

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**From:** Lisa Jackson  
**Sent:** Wednesday, August 31, 2022 7:10 AM  
**To:** Marian Zerkus; mhjr1112@yahoo.com  
**Cc:** Courtney Andrews; Lynn Butterworth  
**Subject:** RE: Objection to the Rezoning of 114 Briarpatch Road from Residential to Commercial

Good morning,  
This is to confirm receipt of your email below. I will forward it the board members.

Thank you,

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: [ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)

**From:** Marian Zerkus <jmzerkus@att.net>  
**Sent:** Tuesday, August 30, 2022 10:18 PM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>; mhjr1112@yahoo.com  
**Subject:** Objection to the Rezoning of 114 Briarpatch Road from Residential to Commercial

Dear Ms. Jackson and Mr. Hill,

As a resident of Putnam County that is directly impacted by the proposed rezoning of 114 Briarpatch Road, I am writing to express my concern about the negative impacts on our community that the rezoning action would cause. Didn't we go through this same issue in 2016? And in 2010? All of the concerns expressed during our opposition of the first 2 rezoning requests have happened.

1. Then... Construction of the buildings will be an eyesore for the community and will adversely impact property values. Now... The buildings are eyesores from all angles, especially from the lake (see attached photos). Prior to the construction of the marina buildings, the lots were heavily wooded and the gas station was barely visible. Now look at what previous rezonings have left the area with. Another boat storage building would be even worse because the lot next door to it isn't heavily wooded, so any natural buffers to the rest of the homes in the area would be minimal. The home next door to 114 Briarpatch would be left with an eyesore because of where it is located on the lot. The trees that were planted to shield the ugly buildings have had 12 and 6 years to grow, but you would never know that any effort was made to "soften the look" of the storage buildings, and in the winter when the leaves fall, it is even worse. Unsightly signs related to the marina keep popping up in front of the property and only when the owners receive complaints is the area cleaned up. Property values in the impacted areas have been hurt by the construction of the storage buildings and have not increased at the same rate as other similar properties around the lake. They are also taking longer to sell than comparable properties.

2. Then... Approval would further exacerbate a naturally congested boating area causing higher potential for boating accidents. Now... Traffic on the lake from the boat storage buildings gets worse every year. Building additional docks and the FishTales app has helped with some of the congestion around the boat ramps, but it continues to be a problem. Boat and Jet Ski rentals from the business introduces other damage, congestion and safety concerns as clueless boaters that are unaware of or don't care about basic boating rules fly around lake well within 100 ft from docks, shorelines and other structures as well as disregarding no wake signage and other boats. Private docks, seawalls and watercraft in the area have been damaged from the increased boat traffic. Count the number of boats stored in each building and imagine just half of them coming out on a holiday weekend in a small, closed section of the lake. Would you go paddleboarding with your child or grandchild in that environment?

3. Then... The current dry storage unit located on 106 Briarpatch Road is an unlawful non-conforming building (at minimum, it is taller than allowed and beyond the specifications allowed by the planning and zoning commission). Approval of the second rezoning request would reward the disregard by the petitioner for the County's zoning ordinances and incentivize future digressions.

Now... During the second rezoning request in 2016, Petitioner also wanted to rezone 114 Briarpatch Road. Seeing that the opposition for their projects was so strong, they downplayed their need to rezone 114, that they really wanted to rezone 108. At one point in the Commission hearing, petitioner even stated that they use the house/manufactured home on 114 as housing for the manager of the Marathon store and have no intention of redeveloping it. If anything, they would use it as an additional buffer for the neighborhood. The petitioner even said that "If it would make people feel better and to show we have no intentions of encroaching on the residential properties, we will even change the deed on the property to keep it residential forever." Given their 2022 rezoning request, that promise seems to have been an empty one made for the sole purpose of getting their second building approved and hoping that anyone attending the meeting in 2016 would either move away, die or simply forget.

4. Then... Approval of the proposed rezoning would be an arbitrary decision that would set a dangerous precedent for commercial encroachment into established residential subdivisions.

Now... Told you so!!! What are they asking for again?

5. Then... Approval would result in a negative financial impact to the Community

Now... Growth on the Putnam County part of Lake Oconee has been slower to develop, and the developments have not been of the quality as is in neighboring Green County. All it takes is a few "Trashy" neighbors to give investors the feeling that there is no true development plan in an area that would protect existing and future investments. The result is that people and investors go to other areas. How do you quantify missed opportunities?

I understand the importance of attracting and retaining positive businesses in the area for the jobs and tax revenues they generate and services they provide to the community. However, doing so at the expense of the residents in the area and future positive development in the County is shortsighted and a breach of the responsibility given you as an elected official entrusted to uphold the established land use plans and zoning maps of the County. Your citizens make decisions about their largest investments – their homes and businesses - based on those plans and zoning maps, and arbitrary changes that you make can cause a negative ripple effect throughout the community.

In closing, Mr. Oberdeck's (2016 Planning and Zoning Commission member) summary of the reasons why the 2016 rezoning requests for 108 and 114 Briarpatch Road should be denied holds even more true now than it did in 2016. Today we have the benefit of hindsight and the knowledge needed to make sure we do not make the same mistakes again.

"Mr. Oberdeck made a motion for denial with the following reasons: 1.) the proposed use would adversely affect the value of the property nearby in the subdivision. 2.) The proposed use is not supported by new conditions not anticipated in the comprehensive plan. 3.) The added congestion of a commercial property on the intersection of Briarpatch Road and Hwy 44 which would impact the owners of the 43+ properties served by Briarpatch Road. 4.) The increased boat traffic which can cause congestion in the cove and through the two bridges leading to the main water which will affect the owners of properties in that area. 5.) Setting a precedent for not following the comprehensive plan for Hwy 44 and encroaching into the other subdivisions along the Hwy 44 corridor. Mr. Marshall asked if any other commissioners would like to comment. Mr. Langley stated he had mixed emotions concerning the request. He said the area in question is sensitive and within that particular area planting a seed of more commercial development would not serve the area well."

While Commissioners made the mistake of rezoning 108 Briarpatch in 2016, they had the foresight to deny the application for rezoning of 114 Briarpatch. The reasons for denial are even more compelling today than they were in 2016 and we ask that you not give in to the pressures of a wealthy and politically connected family at the expense of our community. Vote NO on the rezoning request of 114 Briarpatch Road.

I was not able to find the email addresses for the other members of the Planning and Zoning Commission. Please forward this email to them for review prior to Thursday's hearing on the issue and provide me with their contact information for future correspondence. Please feel free to contact me with any questions regarding this information. I appreciate your consideration of this issue.

Sincerely,

Marian Zerkus and the Concerned Citizens of Putnam County



**Courtney Andrews**

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**From:** Lisa Jackson  
**Sent:** Wednesday, August 31, 2022 7:12 AM  
**To:** Billy Webster; indie riley  
**Cc:** BriarPatchRoadAlliance; Alan Foster; Angela Waldroup; Bill Sharp; Courtney Andrews; Cedrick Moreland; Daniel Brown; Gary McElhenney; Jeff Wooten  
**Subject:** RE: 9/1/2022 AGENDA MEETING - WILLIAM B. JONES request for an Encroachment

Good morning,  
This is to confirm receipt of your email below. I will forward your it to the board members.

Thanks

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: [ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)

**From:** Billy Webster <bwebster@putnamcountyga.us>  
**Sent:** Tuesday, August 30, 2022 10:52 PM  
**To:** indie riley <indie136@gmail.com>  
**Cc:** BriarPatchRoadAlliance <briarpatchrdalliance@gmail.com>; Alan Foster <afoster@putnamcountyga.us>; Angela Waldroup <awaldroup@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Courtney Andrews <candrews@putnamcountyga.us>; Cedrick Moreland <CMoreland@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Gary McElhenney <gmcelhenney@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>; Lisa Jackson <ljackson@putnamcountyga.us>  
**Subject:** Re: 9/1/2022 AGENDA MEETING - WILLIAM B. JONES request for an Encroachment

Ms. Riley,  
Thank you for sending us your opinion regarding the potential rezoning at 114 Briarpatch Rd.  
Billy Webster/Chairman

On Aug 30, 2022 6:21 PM, indie riley <[indie136@gmail.com](mailto:indie136@gmail.com)> wrote:

**\*\* Request is made for this email to be printed and incorporated into the physical file & materials related to Application No. 2022-00400 Application For Rezoning Request for your 9/1/2022 Agenda**

WE, As Residents of Putnam County, as taxpayers and as voters expect that you, the elected Commissioners act within your responsibilities to us to protect and respect established residential zoning in accordance to the what was established in 2016. If you chose not to then be prepared to explain to us why we are being sold out.

Recall, you allowed Anchor Marina to be constructed, it is minutes away from Fish Tale Marina. There is no "need" for this. If Jones wants another Marina have him buy Bonefish Grill knock it down, and ask you for a rezone there.

We want William B. Jones / Fish Tale Marina 3rd Request to Rezone DENIED.

This is an excerpt from the Minutes of the 1/7/2016 Agenda Hearing On the rezoning of 108 BRIARPATCH ROAD (Marina Storage Bldg #2)- As you can read, Mr. Bryan Jones of Jones Petroleum & Mr. Jeremy Crosby as agent of JP Capital Insurance Inc. otherwise the Representatives of William B. Jones (Fish Tale Marina) are discussing 114 Briar Patch Road.

**Mr. Jackson Jones** asked if it would be graded where the manufactured home is sitting. **Mr. Crosby** stated no grading at all at that location. **Mr. Bryan Jones** then stated they didn't even intend for the rezoning of the residential lot at 114 Briarpatch Road. **Mr. Bryan Jones** continued by stating when they previously came to the board they were just looking for the rezoning of the other lot, however when they came before they requested that we rezone the additional lot with the buffer of trees, shrubs, and so forth. **Mr. Bryan Jones** stated their goal was never to move the manufactured home. **Mr. Jackson** stated that his concern is that his property is on the top of the hill and if they grade down on the lot problems could arise. **Mr. Bryan Jones** stated they would not leave him on a pedestal or dig in next door to him on that lot, this is not their intention.

This is another excerpt from the Minutes of the 1/17/2016 Agenda Hearing - Mr. Oberdeck, Mr. Marshall - Mr. Langley, Mr. Brundage (assumed commissioners on the P/Z board in 2016).

**Mr. Oberdeck made a motion for denial** with the following reasons: 1.) the proposed use would adversely affect the value of the property nearby in the subdivision. 2.) The proposed use is not supported by new conditions not anticipated in the comprehensive plan. 3.) The added congestion of a commercial property on the intersection of Briarpatch Road and Hwy 44 which would impact the owners of the 43+ properties served by Briarpatch Road. 4.) The increased boat traffic which can cause congestion in the cove and through the two bridges leading to the main water which will affect the owners of properties in that area. 5.) **Setting a precedent for not following the comprehensive plan for Hwy 44 and encroaching into the other subdivisions along the Hwy 44 corridor.** **Mr. Marshall** asked if any other commissioners would like to comment. **Mr. Langley** stated he had mixed emotions concerning the request. He said the area in question is sensitive and within that particular area planting a seed of more commercial development would not serve the area well. **Mr. Langley** seconded **Mr. Oberdeck's** motion for

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Adria Riley

## Courtney Andrews

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**From:** Lisa Jackson  
**Sent:** Wednesday, August 31, 2022 7:14 AM  
**To:** Rencher Gutteridge  
**Cc:** Lynn Butterworth; Courtney Andrews; Angela Waldroup  
**Subject:** RE: FishTales Marina Rezoning

Good morning,  
This is to confirm receipt of your email below. I will forward it to the board members.

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: [ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)

**From:** Rencher Gutteridge <rencher.gutteridge@gmail.com>  
**Sent:** Tuesday, August 30, 2022 5:34 PM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>  
**Subject:** FishTales Marina Rezoning

I attended the first meeting when FishTales asked to rezone a residential property to commercial so that they could add another boat storage facility. We were against it then and now we hear that they are trying to rezone another residential property for the same reason. I believe they promised at the last meeting that they would not seek to change the zoning of another property. We object because of the increased traffic in our small cove, as well as the intrusion of their security lights at night. Please do not allow FishTales to add another security building. Thanks for your concern for our property. Our address is 135 Lakemore Drive, across the cove from the marina. Please deny their request. Thank you. --

Rencher Gutteridge  
M 404-538-8935



## Courtney Andrews

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**From:** Lisa Jackson  
**Sent:** Wednesday, August 31, 2022 3:30 PM  
**To:** Harry & Joyce Michael  
**Cc:** Courtney Andrews; Lynn Butterworth  
**Subject:** RE: Rezoning of Fish Tales Marina

Hello,  
This is to confirm receipt of your email below.

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: ljackson@putnamcountyga.us

-----Original Message-----

**From:** Harry & Joyce Michael <harryandjoyce@hotmail.com>  
**Sent:** Wednesday, August 31, 2022 12:10 PM  
**To:** Lisa Jackson <ljackson@putnamcountyga.us>  
**Subject:** Rezoning of Fish Tales Marina

Dear Ms. Jackson,  
I'm asking that you not approve the rezoning in our cove for additional boat storage. We have a small neighborhood and the noise from the current boat storage already echos over the entire neighborhood, as well as additional boat traffic. Thank you for serving and for your consideration.  
Joyce Michael  
117 Lakemore Drive

Sent from my iPad

## Courtney Andrews

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**From:** Lisa Jackson  
**Sent:** Wednesday, August 31, 2022 9:08 AM  
**To:** Lynn Butterworth; Courtney Andrews  
**Subject:** FW: Fishtails Rezoning

Lisa Jackson, MPA  
Planning Director  
117 Putnam Drive, Suite B | Eatonton Georgia 31024  
Office: 706-485-2776 | Fax: 706-485-0552  
Email: [ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)

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**From:** Robin Hoover <[rmh8792@gmail.com](mailto:rmh8792@gmail.com)>  
**Sent:** Wednesday, August 31, 2022 8:34 AM  
**To:** Lisa Jackson <[ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)>  
**Subject:** Fishtails Rezoning

Please vote against this rezoning.

It will continue to create traffic in our area and no one protected us from the last rezoning. No one seemed to care how many years we have been there and paying taxes...only to be ignored.

Please hear us this time and care.

Robin M Hoover  
117 Lakemore Drive

**Courtney Andrews**

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**From:** Wayne Palmer <superdudep@yahoo.com>  
**Sent:** Thursday, September 1, 2022 3:22 PM  
**To:** indie riley  
**Cc:** Billy Webster; BriarPatchRoadAlliance; Lisa Jackson; Alan Foster; Angela Waldroup; Bill Sharp; Courtney Andrews; Cedrick Moreland; Daniel Brown; Gary McElhenney; Jeff Wooten  
**Subject:** Re: REPLY To Webster - Re: 9/1/2022 AGENDA MEETING - WILLIAM B. JONES request for an Encroachment

I am very concerned with this rezone of property just 3 lots of from my home of over 20 years. Unfortunately due to the death of a close friend I will not be able to attend. My main concern is the storm drainage issues. I have invested a sum of money trying to control the storm run off from all the other stuff h properties from all properties above me. It has gotten worse since 2nd storage was built. I am attaching pictures of resent storm showing what I am dealing with. Much of this water is coming from the property seeking re-zoning. Some reason the storm drain was place on the high side of property and does very little for storm drainage.

Thanks,  
Wayne Palmer  
102 Brer Fox road  
Eatonton, Ga



@



Sent from my iPhone

On Aug 31, 2022, at 6:38 PM, indie riley <indie136@gmail.com> wrote:

**Thank you for your advices Mr. Webster. Am I to understand that you will have a recordation in the form of minutes for tomorrow’s agenda meeting, that will become part of the permanent records kept by your Planning & Zoning Commission?**

**Are you inferring that Lisa Jackson has not already formally provided you and the commissioners a staff recommendation on what your commission should do?**

**Mr. Webster are you suggesting that from tomorrow's Agenda meeting up until the "Hearing" on September 20 you and the four commissioners are undecided?**

**It has been my impression that these Agenda meetings held a mere 13 days after the Commission plants a sign in front of a property and then sets a "Hearing" on it 19 days later are most likely decided and fast tracked. Your sign was installed on Friday, August 19th.**

**Mr. Jones, his son Bryan or Mr. Cosby will no doubt be in attendance tomorrow evening Agenda and what we the residents of Briar Patch Road want are on the record responses to our inquiries from Jones and representatives. We do not want an after the agenda chat off the record. We are not attorneys or hold positions where we regularly go before Planning & Zoning Commissions seeking commercial rezoning and variances.**

**Specifically, with regard to parcel 096B058 owned under Bostick Bowers & Padgett Ltd, which is William B. Jones / Fish Tale Marina. Is Mr. Jones d/b/a Bostick Bowers et al planning on "redeveloping" this property perhaps to want yet install another Marina across the street on the opposite cove? We also want to know whether Mr. Jones or Bostick et al will seek a residential rezoning for the same parcel as Jones/Fish Tale Marina/Bostick has collected rent for about 4 years or more from what our Briar Patch Road neighborhood considers Jones squatters. They have lived sprawled out in a travel trailer, with trucks, cars, trailers, trash, on what is zoned as Commercial U8101 Com Lot Water. The property is described as 4 buildings with 14 Mini Storage Units. I understand from reading staff recommendations that Lisa Jackson and a posse of you folks walk the properties and give it a good thorough viewing, I saw this in action for the former Bug House building you recently approved usage on, so if true no one can possibly miss the effrontery of Mr. Jones pop-up trailer park and flea market that Mr. Jones has insidiously gifted Briar Patch Road with apparently with your collective blessings. It is time that you (all commissioners, code enforcement, and appropriate individuals) make it your task to clean up Mr. Jones abuses of our neighborhood, you are not elected to wipe your feet on us and acquiesce to all commercial**

**development. We are tired of Mr. Jones sitting on our face. Have I**



**Thank you, look forward to how you manage this.**

**Adria Riley**

Ms. Riley,

When this rezoning matter reaches the Board of Commissioners for the final decision, you may also sign up before the meeting starts and you will be granted three minutes to speak in opposition, if you care to.

Billy Webster

On Aug 31, 2022 8:25 AM, indie riley <[indie136@gmail.com](mailto:indie136@gmail.com)> wrote:

Thank you Ms. Jackson, I request time to speak at the Agenda meeting to read my email into the minutes of the 9/01/22 Agenda.

On Wed, Aug 31, 2022 at 7:12 AM Lisa Jackson <[ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)> wrote:

Good morning,

This is to confirm receipt of your email below. I will forward your it to the board members.

Thanks

Lisa Jackson, MPA

Planning Director

Office: [706-485-2776](tel:706-485-2776) | Fax: [706-485-0552](tel:706-485-0552)

Email: [ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)

**From:** Billy Webster <[bwebster@putnamcountyga.us](mailto:bwebster@putnamcountyga.us)>

**Sent:** Tuesday, August 30, 2022 10:52 PM

**To:** indie riley <[indie136@gmail.com](mailto:indie136@gmail.com)>

**Cc:** BriarPatchRoadAlliance <[briarpatchrdalliance@gmail.com](mailto:briarpatchrdalliance@gmail.com)>; Alan Foster <[afoster@putnamcountyga.us](mailto:afoster@putnamcountyga.us)>; Angela Waldroup <[awaldroup@putnamcountyga.us](mailto:awaldroup@putnamcountyga.us)>; Bill Sharp <[bsharp@putnamcountyga.us](mailto:bsharp@putnamcountyga.us)>; Courtney Andrews <[candrews@putnamcountyga.us](mailto:candrews@putnamcountyga.us)>; Cedrick Moreland <[CMoreland@putnamcountyga.us](mailto:CMoreland@putnamcountyga.us)>; Daniel Brown <[dbrown@putnamcountyga.us](mailto:dbrown@putnamcountyga.us)>; Gary McElhenney <[gmcelhenney@putnamcountyga.us](mailto:gmcelhenney@putnamcountyga.us)>; Jeff Wooten <[jwooten@putnamcountyga.us](mailto:jwooten@putnamcountyga.us)>; Lisa Jackson <[ljackson@putnamcountyga.us](mailto:ljackson@putnamcountyga.us)>

**Subject:** Re: 9/1/2022 AGENDA MEETING - WILLIAM B. JONES request for an Encroachment

Ms. Riley,

Thank you for sending us your opinion regarding the potential rezoning at [114 Briarpatch Rd.](#)

Billy Webster/Chairman

On Aug 30, 2022 6:21 PM, indie riley <[indie136@gmail.com](mailto:indie136@gmail.com)> wrote:

**\*\* Request is made for this email to be printed and incorporated into the physical file & materials related to Application No. 2022-00400 Application For Rezoning Request for your 9/1/2022 Agenda**

WE, As Residents of Putnam County, as taxpayers and as voters expect that you, the elected Commissioners act within your responsibilities to us to protect and respect established residential zoning in accordance to the what was established in 2016. If you chose not to then be prepared to explain to us why we are being sold out.

Recall, you allowed Anchor Marina to be constructed, it is minutes away from Fish Tale Marina. There is no “need” for this. If Jones wants another Marina have him buy Bonefish Grill knock it down, and ask you for a rezone there.

We want William B. Jones / Fish Tale Marina 3rd Request to Rezone DENIED.

This is an excerpt from the Minutes of the 1/7/2016 Agenda Hearing On the rezoning of [108 BRIARPATCH ROAD](#) (Marina Storage Bldg #2)- As you can read, Mr. Bryan Jones of Jones Petroleum & Mr. Jeremy Crosby as agent of JP Capital Insurance Inc. otherwise the Representatives of William B. Jones (Fish Tale Marina) are discussing [114 Briar Patch Road](#).

Mr. Jackson Jones asked if it would be graded where the manufactured home is sitting. Mr. Crosby stated no grading at all at that location. Mr. Bryan Jones then stated they didn’t even intend for the rezoning of the residential lot at [114 Briarpatch Road](#). Mr. Bryan Jones continued by stating when they previously came to the board they were just looking for the rezoning of the other lot, however when they came before they requested that we rezone the additional lot with the buffer of trees, shrubs, and so forth. Mr. Bryan Jones stated their goal was never to move the manufactured home. Mr. Jackson stated that his concern is that his property is on the top of the hill and if they grade down on the lot problems could arise. Mr. Bryan Jones stated they would not leave him on a pedestal or dig in next door to him on that lot, this is not their intention.

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**Mr. Oberdeck made a motion for denial** with the following reasons: 1.) the proposed use would adversely affect the value of the property nearby in the subdivision. 2.) The proposed use is not supported by new conditions not anticipated in the comprehensive plan. 3.) The added congestion of a commercial property on the intersection of Briarpatch Road and Hwy 44 which would impact the owners of the 43+ properties served by Briarpatch Road. 4.) The increased boat traffic which can cause congestion in the cove and through the two bridges leading to the main water which will affect the owners of properties in that area. **5.) Setting a precedent for not following the comprehensive plan for Hwy 44 and encroaching into the other subdivisions along the Hwy 44 corridor.** Mr. Marshall asked if any other commissioners would like to comment. Mr. Langley stated he had mixed emotions concerning the request. He said the area in question is sensitive and within that particular area planting a seed of more commercial development would not serve the area well. Mr. Langley seconded Mr. Oberdeck’s motion for



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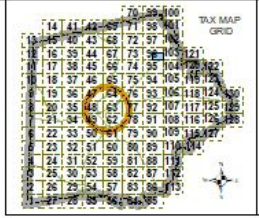
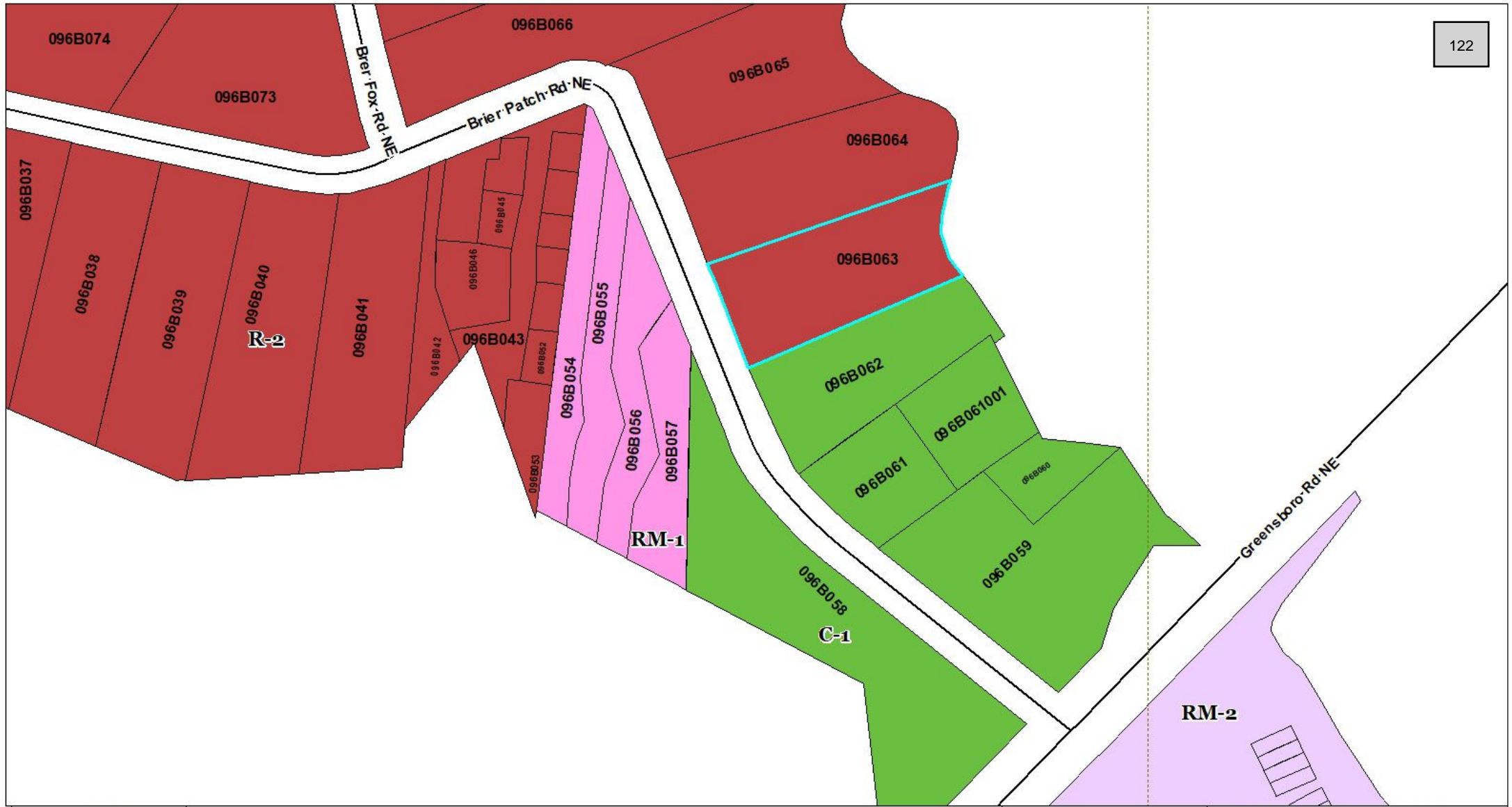
Adria Riley

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Adria Riley

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Adria Riley



**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	RM-1
Parcel Hooks						VILLAGE

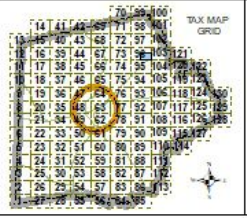
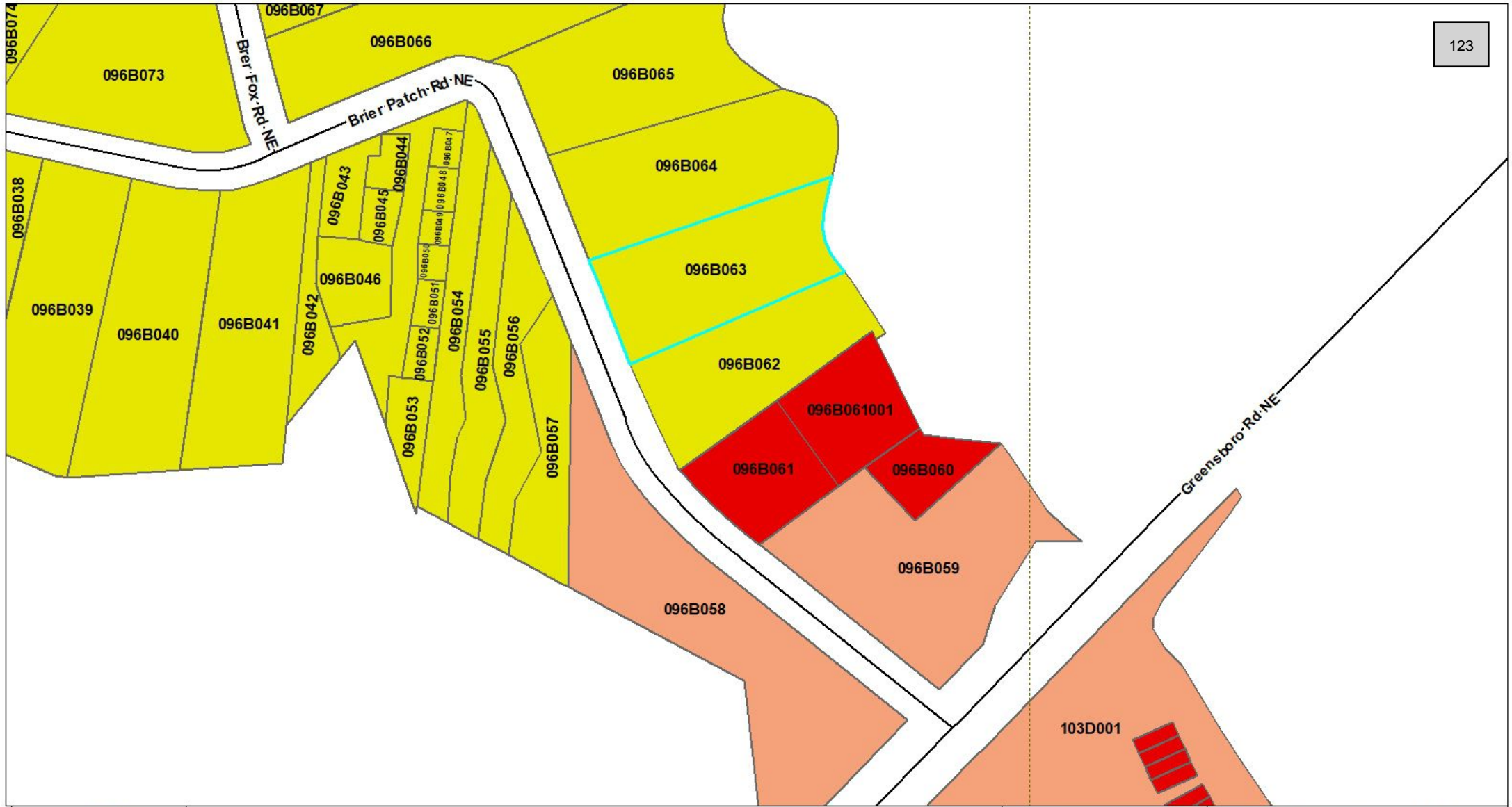
**MGRC**  
Middle Georgia Regional Commission  
175 Emery Hwy  
Suite C  
Macon, Georgia 31217  
(478) 751-6160  
Web:  
[www.middlegeorgia.org](http://www.middlegeorgia.org)

**PUTNAM COUNTY, GEORGIA  
ZONING MAPS**

W  
N  
E  
S

**MAP 096B**

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			

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

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

# MAP 096B

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](http://www.putnamcountyga.us)

## Staff Recommendations

Thursday, September 01, 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 9/1/2022

### Requests

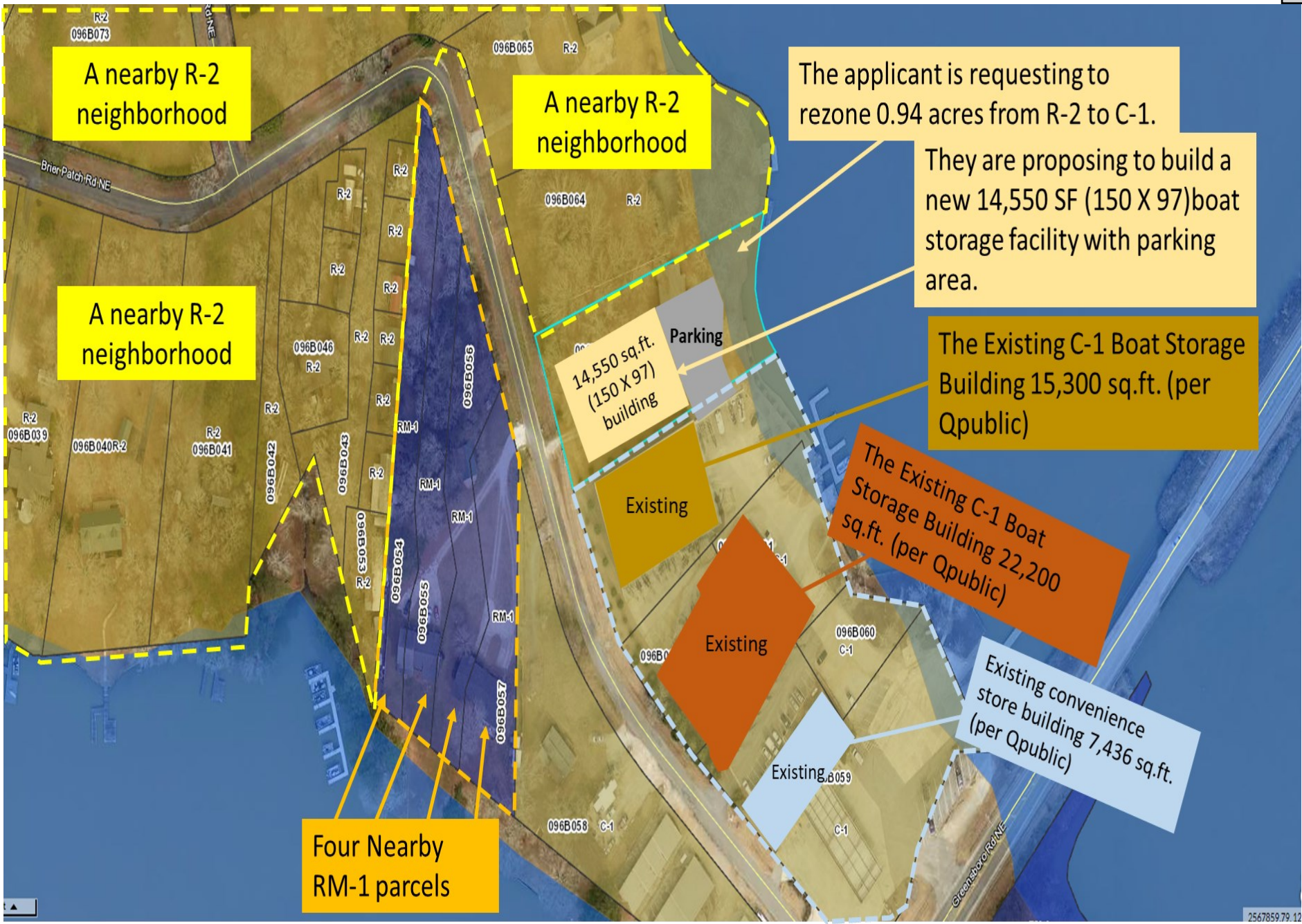
5. Request by **JPC Design and Const. LLC, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. **[Map 096B, Parcel 063, District 1]**. \* The applicant is requesting a rezoning approval in order to build an additional boat storage facility. This new build will be the third addition to the existing Fish Tale Marina boat storage business. The building will be approximately 14,500 sq. ft. (150 X 97) with paved parking. They plan on having interior parking that will be accessed from the existing Fish Tale Marina parking lot. There will be no additional driveways located on Briarpatch Road.

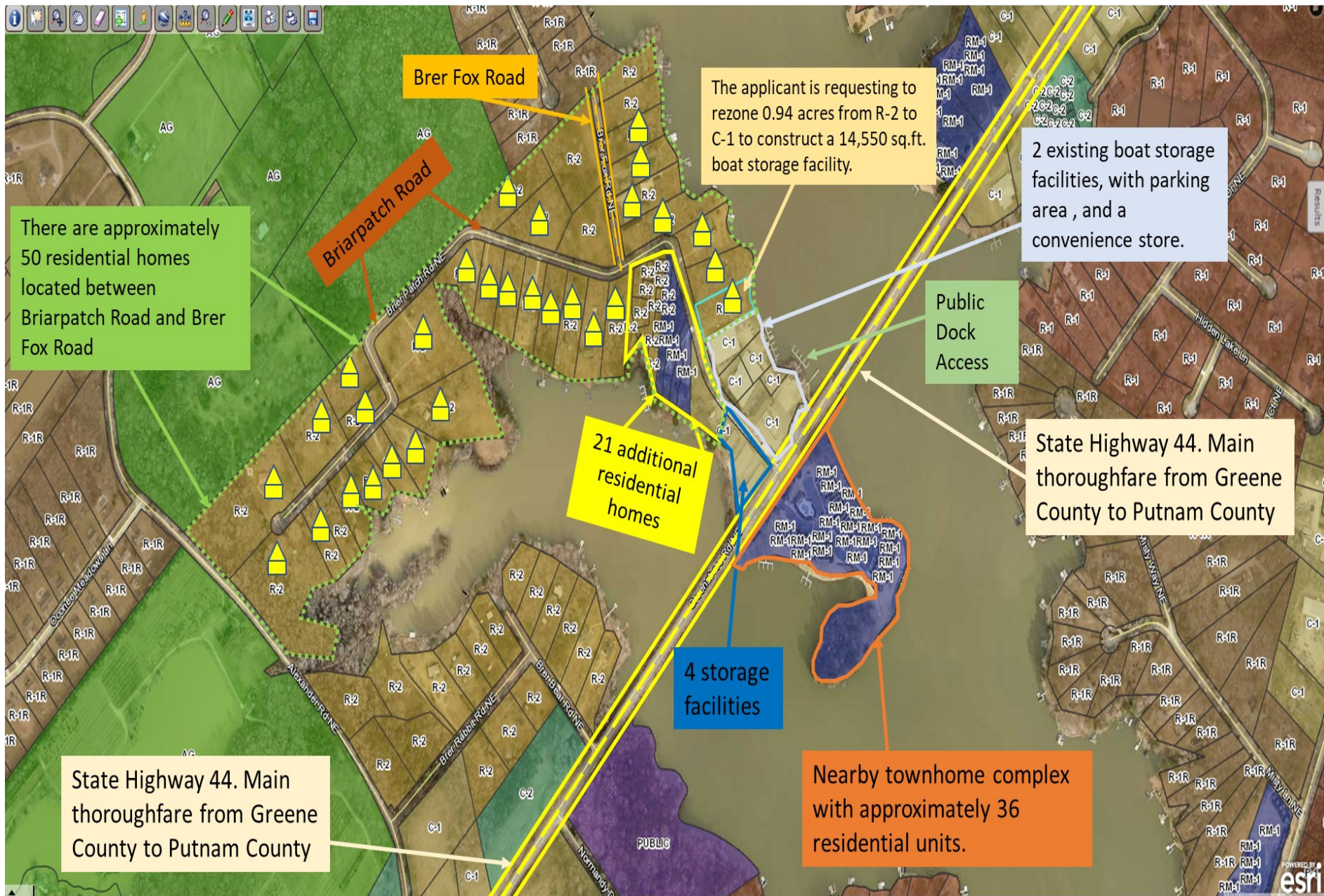
On January 7, 2016, the Putnam County Planning & Zoning Commission conducted a public hearing which included a request by **William B. Jones** and JP Capital & Insurance to rezone .94 acres at 108 Briarpatch Road, N.E and this parcel consisting of 0.94 acres at 114 Briarpatch Road, from R-2 to C-1. At that time, staff recommended that the property located at 108 Briarpatch Road be rezoned to C-1 with conditions, given that it was directly adjacent to the store and the property across the street on Briarpatch was zoned for commercial use. The property at 108 Briarpatch Road was rezoned by the Board of Commissioner and the second boat facility was established. Nevertheless, both staff and the P&Z commission recommended denial for the rezoning of this property from R-2 to C-1. At that time, staff recommended that the property at 114 Briarpatch Road should remain residential and would provide a buffer between the adjacent residential community and the commercial property. The Board of Commissioners also voted to deny this request.

Staff maintains the same opinion, that the proposed parcel provides a buffer between the adjacent residential and commercial properties. Subsequently, this is also the first home leading into this R-2 subdivision on the right side of Briarpatch Road. It is the position of staff that rezoning this parcel to a use other than residential would have an adverse effect on the existing use, value or usability of adjacent and nearby residential properties. Furthermore, Briarpatch Road is identified as a local street, which in this case provides the only direct access in and out of the adjoining residential district off Hwy 44. This state highway is the main thoroughfare from Eatonton to Greene County, which is heavily traveled. There are currently three access points for Fish Tale Marina, one on Briarpatch Road and two directly onto Highway 44 from the store parking lot. In addition, the Marathon Store has a very active public boat ramp. There is also a townhome development on Hwy 44

consisting of approximately 36 townhome units and the only entrance is a slight dogleg across from the intersection of Hwy 44 and Briarpatch Road.

Therefore, the proposed rezoning of this property from residential to commercial would have an adverse effect on the intersection of Briarpatch Road and Hwy 44. Moreover, the proposed rezoning and use is not suitable in view of the zoning and development of adjacent and surrounding residential properties. Finally, staff further finds no substantial reasons that would hinder or limit this property from being used as currently zoned. Therefore, staff believes that it would be in the best interest of the adjacent properties and this neighborhood for the current zoning of this property to remain as is. Therefore, **staff recommends denial.**





Staff recommendation is for denial to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Parcel 063, District 1]. \*

**Notice:** All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure 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 September 20, 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.