



BRYAN COUNTY
PLANNING & ZONING COMMISSION
MEETING AGENDA

Meeting Date: December 6, 2018
Meeting Time: 7:00 p.m.
66 Captain Matthew Freeman Dr., Richmond Hill, GA 31324
Commissioner's Meeting Room

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES
- III. RECOGNITION OF GUESTS
- IV. PUBLIC HEARINGS

Z#194-18, Mark Gordon, requesting an amendment to the BLT PUD for 6.66 acres on Fort McAllister Road, PIN# 061-050, for the purpose of a campground and RV park/storage.

Z#199-18, John Mowry, proposed rezoning of 15.65 acres on Belfast River Road, PIN# 056-047-01 and 056-048, from A-5 to R-1, to subdivide into 10 residential lots.

Z#200-18, Charles Stafford, proposed rezoning of 126 acres in the Woodland Trails subdivision, Parent PIN# 063-001, from A-5 to R-1 to subdivide for 171 residential lots.

Bryan County Interim Development Ordinance: Public hearing and consideration of a text amendment for Bryan County Interim Development Ordinance. The request is proposed to amend Articles X, XI, XII, XIII, XV, XVI, XVIII, and XXV of the Subdivision Regulations, and Article III, Article V, Article X the Zoning Regulations of the Bryan County Code of Ordinances to address minor changes to the Interim Development Ordinance adopted October 9, 2018.

- V. OTHER BUSINESS

Comprehensive Plan Map and Text Amendment to the North Bryan Character Area and Future Land Use Map: Staff will provide a status update on the comprehensive plan map and text amendment.

Z#191-18, The Planning Commission will consider the tabled request of Corde Wilson, for a two hundred and forty (240) lot rezone application, for a 272.5 acre subdivision of parcel, PIN# 027-018, of the Weyerhaeuser Company owned property, to be known as Plum Creek Subdivision, off of Carlos Cowart Rd. and Georgia Highway 204, Ellabell, GA, 31308, in unincorporated Bryan County, Georgia. A public hearing was held by the Planning Commission at their November 6, 2018 meeting and a motion was made to table the item to the December meeting pending additional information on the process for amending the comprehensive plan.

Planning & Zoning Commission Procedures: The Planning Commission will consider proposed By-Laws, the timing of meetings, and the 2019 Meeting Schedule.

Development Impact Fee Advisory Committee: The committee will consider a draft ordinance for Developmental Impact Fees.

VI. ADJOURNMENT

Please note that agenda items may not be considered in the exact order listed, and all times shown are tentative and approximate. Documents for the record may be submitted prior to the meeting by email, fax, mail, or in person. For questions about the agenda, contact Planning at ayoung@bryan-county.org or (912) 653-5252. The meeting is accessible to the disabled. If you need special accommodations to attend or participate in the meeting per the Americans with Disabilities Act (ADA), please contact Planning at (912) 653-5252. This information can be made in alternative format as needed for persons with disabilities.

Posted: November 29, 2018



**BRYAN COUNTY
PLANNING & ZONING COMMISSION
MINUTES**

**Meeting Date: November 6, 2018
Meeting Time: 7:00 p.m.**

Attendees: Steve Scholar
Joseph Pecenka
Alex Floyd
Jon Seagraves

Absent: Jonathan Goodman
Ronald Carswell

Staff: Amanda Clement, Planning Manager
Kirk Croasmun, Engineering Director
Sara Farr-Newman, Planner II
Ashley Young, Planner Technician

1. CALL TO ORDER
Chairman, Steven Scholar, called the meeting to order at 7:01 p.m.
2. MINUTES
Commissioner Floyd made a Motion to approve the October 2, 2018 Minutes, and a 2nd was made by Commissioner Pecenka. Vote: 3:0, Motion carried.
3. RECOGNITION OF GUESTS
4. PUBLIC HEARINGS

Z# 194-18, No action, only public hearing. To be held in the December meeting.

Commissioner Pecenka made a Motion to close the regular meeting and open the public hearing and a 2nd was made by Commissioner Seagraves. Vote 3:0, Motion carried.

REZONING

1. Corde Wilson/Beacon Builders, Z#191-18, rezoning request for 240 residential lots for Pin# 027-018.
 - a. Mrs. Amanda Clement presented the board with the staff recommendation for the Plum Creek Subdivision rezoning application. The recommendation had not changed from the previous meeting in

stating the rezoning request was not compatible with the Comprehensive Plan. The Comprehensive Plan designated the character area as agricultural low density residential. The Planning and Zoning staff recommended tabling the request until the Comprehensive plan is updated.

- b. Corde Wilson, applicant, asked that the Planning Commission consider a motion tonight based on the current comprehensive plan. He stated that the area is in keeping with character development and that the project would be phased in.
- c. C J Chance, Hussey, Gay, and Bell, stated the dates of the previous meeting requests, the tabled meeting dates, and stated there was no change to the comprehensive plan. He asked about the timing of the comprehensive plan updates. He stated that there are four areas in the surrounding areas that have the same type of housing. He made comments on the staff report about the water systems being supplied through Magnolia Landing with improvements to be made. He stated no soil survey was preformed and a wetland assessment was underway. He stated that an analysis should be made to see if multiple access points would be necessary.
- d. Ben Perkins, Attorney for Corde Wilson, stated that he thinks it would be legally inappropriate to table the rezoning application because there is no moratorium in place while the Comprehensive Plan is being revised. He also states that while there is not a moratorium in place it crosses into the constitutional realm. He states that the Planning Commission is not bound by the Comprehensive Plan for rezoning the property and that other property in the area that have the same zoning classification (R-1).
- e. Susan Winters, 69 Rogers Street, asked for the proposal to be denied, stating the surrounding areas would not withstand the growth.
- f. Sean Page, 600 Page Road, stated that the increased development would put him out of business.
- g. Tracy Stafford, 50 Aspen Lane, asked to table the request and have better quality with development.
- h. Rod Kinney, 115 Bonnie Circle, stated they have already have water and septic issues in Magnolia Creek and that proposal will only create more traffic issues.
- i. Larry Jackson, 801 Carlos Cowart Road, stated he currently has traffic issues and the proposal would create more issues with taxes and school. He asked the board to deny the rezoning request.

A motion was made by Commissioner Seagraves to close the public hearing and a 2nd was made by Commissioner Pecenka. Vote 3:0, Motion carried.

A motion was made by Commissioner Seagraves to open the public hearing and a 2nd was made by Commissioner Pecenka. Vote 3:0, Motion carried.

2. Travis Moore, Z# 197-18, rezoning request of 8905 Highway 280 E., parcel # 0251-019, from AR-1 to requested zoning of B-2.
 - a. Mrs. Clement presented the board with the rezoning request for Travis Moore for future commercial use. She stated that the surrounding areas were also commercially zoned and that the comprehensive plan map is in keeping with the area.
 - b. Travis Moore, applicant, stated that the property adjoins his other property that is also zoned as commercial. He stated that he would like to rezone for future use.

Commissioner Pecenka made a motion to open the public hearing, and a 2nd was made by Commissioner Seagraves. Vote 3:0, motion carried.

3. George Ruehling, Z#195-18, rezoning request of 6.66 acres located off Griffen Road, parcel # 062-047-01, from A-5 to AR 2.5 for the purpose of subdividing the property for building a single family home.
 - a. Mrs. Clement presented the board with the rezoning request for George Ruehling. She stated the primary access is off Griffen Road with another private drive on the opposite side of the parcel, Dirt Road. She stated the staff recommend approval that the property is with keeping with the comprehensive plan but also with the provision to gain permission of other property owners to access Dirt Road prior to subdividing the property.
 - b. Mr. Ruehling was not present during the public hearing.

Commissioner Seagraves made a motion to close the public hearing and a 2nd was made by Commissioner Pecenka. Vote 3:0, motion carried.

Chairman Scholar stated that they would take comments for case Z# 194-18, Mark Gordon, on the rezoning request for parcel # 061-050 on Ft. McAllister Road.

Commissioner Pecenka made a motion to open the public hearing, and a 2nd was made by Commissioner Seagraves. Vote 3:0, motion carried.

4. Mrs. Clement presented the PUD amendment application. She stated the property was originally part of the BLT planned unit development. She stated the property was identified as commercial use, with no commercial specification, on the original BLT concept master plan. She stated that the staff recommended denial, stating that it does not meet the intent of the outlined development. She also stated that the applicant did not provide enough information regarding amenities or accommodations.
 - a. Herb Burnsed, 3633 Ft. McAllister Rd., spoke on the PUD amendment proposal for the RV campground on Ft. McAllister Rd. He thinks the area is not appropriate for the proposal because the surrounding area is

largely residential. He stated that there was no plans submitted for storage, landscaping, sanitation, or entrance from a state road. He said he never had this kind of information available before and was thankful for the recently added information to the County website. He asked if the area would have storage or if the storage proposed would contain dilapidated RVs. He also stated that the 2017 report from Ft. McAllister State Park showed that the park used 53% of its capacity. He also stated the importance of the business of the State Park.

- b. Dick Kent, 3655 Ft. McAllister Rd., stated that the community was not in favor of the PUD amendment. He solicited opinions from multiple residents in the area.
- c. Jim Smith stated that the growth rate has increased dramatically over the last twenty years. He recommended bringing together various entities of City and County Governments to essential growth and development. For those government bodies to have meetings for direction. He stated that we cannot build schools fast enough and cannot tax people fast enough to house the children. He recommend to a one-year moratorium.
- d. Toby Roberts, 415 White Hall Rd., stated the property has no boat storage area and would save comments for next meeting.

Commissioner Seagraves made a motion to close the public hearing, and a 2nd was made by Commissioner Pecenka. Vote 3:0, motion carried.

Commissioner Floyd made a motion to open the regular meeting, and a 2nd was made by Commissioner Pecenka. Vote 3:0, motion carried.

A motion was made by Commissioner Floyd to table the rezoning request for Corde Wilson, case #Z 191-18, until a timetable is established for reviewing the proposal along with the Comprehensive plan, and a 2nd was made by Commissioner Pecenka. Vote 3:0, motion carried.

A motion was made by Commissioner Pecenka to approve the rezoning application for Travis Moore, case # Z197-18, and a 2nd was made by Commissioner Seagraves. Vote 3:0, motion carried.

A motion was made by Commissioner Pecenka to approve the rezoning application for George Ruehling, case Z# 195-18 with the condition that access be granted by other property owners for access to the private road, Dirt Road, and a 2nd was made by Commissioner Seagraves. Vote 3:0, motion carried.

5. Mrs. Clement discussed the first required public hearing for the consideration of a Capital Improvement Element. She stated that the Comprehensive Plan would be amended to include the Development Fee Impact Program and that the Board of Commissioners would review the element on the next Board meeting.

- a. Mr. Billy Edwards presented the Board with the Capital Improvement Element to the Comprehensive Plan. He stated that the Development Impact Fee Advisory Committee must be appointed prior to the establishment of the ordinance and the implementation of the Development Impact Fee. He reviewed the materials for the Committee on the Transportation/Mobility fees along with the County Ordinance requirements. He stated that the Committee would have to review and have the first draft prepared for the Board of Commissioners meeting in December.

6. Mrs. Clement briefly addressed Planning and Zoning administrative procedures, by-laws, IDO changes and meeting times. The staff decided to change the Planning and Zoning meeting time to 6:30 p.m. beginning on the new calendar year.

Mr. Perkins asked to speak to the board again before closing, asking to consider a vote for the case #Z 191-18 for Corde Wilson.

The Planning Commission expressed the concern for the public not available for the proposal and the basis of the Comprehensive Plan. Chairman Scholar stated that they would not take any other action tonight on the rezoning request for Corde Wilson, case #Z 191-18, previously voted on, and that the applicant should coordinate with staff to have the tabled item placed on a future agenda.

5. OTHER BUSINESS

No other business.

6. ADJOURNMENT

Commissioner Pecenka made a motion to adjourn, and a 2nd was made by Commissioner Seagraves. Vote 3:0, motion carried. Chairman Scholar adjourned the meeting at 8:26 p.m.

APPLICATION FOR ZONING
CASE Z# 19A-18

Date Received: 9-17-18 Meeting Date: _____

Applicant: Mark U. Gordon

Applicant's Address: 3466 Fort McAllister Road
Richmond Hill, GA 31324

Applicant's Phone No.: (912) 655-8894 Fax No.: (912) 232-6246

Owner of the Property: James and Paula Massey

Owner's Address: 2817 Fort McAllister Road
Richmond Hill, GA 31324

Owner's Telephone No.: _____ Fax No.: _____

Contact Person's Name: James B. Blackburn, Jr.

Contact Person's Phone No.: (912) 232-2136 Fax No.: (912) 232-6246

Address of Property selected for reclassification: _____

(Please provide access road if no address is available)

Tax Parcel Number (PIN): 061 050 Acreage: 6.66

Present Zoning: PUD Requested Zoning: PUD

Existing Structure and/or Use of Property: vacant - approved PUD
uses - Boat & RV Storage

Proposed Use(s) including the number of lots: campground

Proposed date of completion: January 1, 2019

Mark U. Gordon
Signature of applicant

Date

APPLICATION FOR ZONING

TO: Bryan County Commission

NOW COMES, Mark U. Gordon, Agent for James and Paula Massey and requests an additional land use for the PUD zoning at 200 Fort McAllister Road. The additional to the land use requested is the land use known as Campgrounds, which would be in addition already existing approved use of boat and RV storage. Petitioners show that the use of the property as a campground, is a use similar to Boat and RV Storage, and would be a use that was more organized and beneficial to the neighboring uses, while not completely different from the uses already allowed. It is a use that is also compatible with and complimentary to the uses already allowed in the PUD.

Attached hereto is an amendment to the proposed site plan, showing the layout of the proposed additional use on the property.



BRYAN COUNTY
PLANNING & ZONING DEPARTMENT

51 North Courthouse Street
P.O. Box 1071
Pembroke, Georgia 31321
912-653-5252
Fax 912-653-3864

66 Captain Matthew Freeman Drive
Suite 201
Richmond Hill, Georgia 31324
912-756-3177
Fax 912-756-7951

VERIFICATION OF PAID TAXES

 X The undersigned verifies that all Bryan County property taxes, billed to date to the parcel listed below, have been paid in full to the Tax Commissioner of Bryan County, Georgia.

 X The undersigned verifies that all Bryan County fire and garbage taxes for the parcel listed below have been paid in full to the Tax Commissioner of Bryan County, Georgia.

061 050

Parcel Identification Number

Mark U. Gordon

Signature of Applicant
Mark U. Gordon

Date

BRYAN COUNTY TAX COMMISSIONER'S USE ONLY

Payment of all taxes billed to date for the above referenced parcel have been verified as paid current and confirmed by the signature below.

Name: _____ Title: _____

Signature: _____ Date: _____

IF APPLYING FOR A MOBILE HOME PERMIT, PLEASE COMPLETE THE FOLLOWING:

Manufactured Home: _____ Make
_____ Model
_____ Year
_____ Serial #

_____ The undersigned verifies that a current Bryan County Decal has been issued on the mobile home referenced above.

Signature: _____ Date: _____

*NOTE: A separate verification form must be completed for each tax parcel.

AUTHORIZATION BY PROPERTY OWNER

I, James and Paula Massey, being duly sworn upon his/her oath, being of sound mind and legal age deposes and states; That he/she is the owner of the property which is subject matter of the attached application, as is shown in the records of Bryan County, Georgia.

He/She authorizes the person named below to act as applicant in the pursuit of a rezoning of this property.

I hereby authorize the staff of the Bryan County Department of Planning and Zoning to inspect the premises which are subject of this zoning application.

Name of Applicant: Mark U. Gordon

Address: 3446 Fort McAllister Road

City: Richmond Hill State: GA Zip Code: 31324

Telephone Number: (912) 655-8894 Fax Number: (912) 232-6246

James & Paula Massey 9/17/18
Signature of Owner Date
Paula Massey

James & Paula Massey

Owners Name (Print)
Who swears before that the information contained
in this authorization is true and correct to
the best of his/her knowledge and belief.

Personally appeared before me this

Tressie Conley
Notary Public

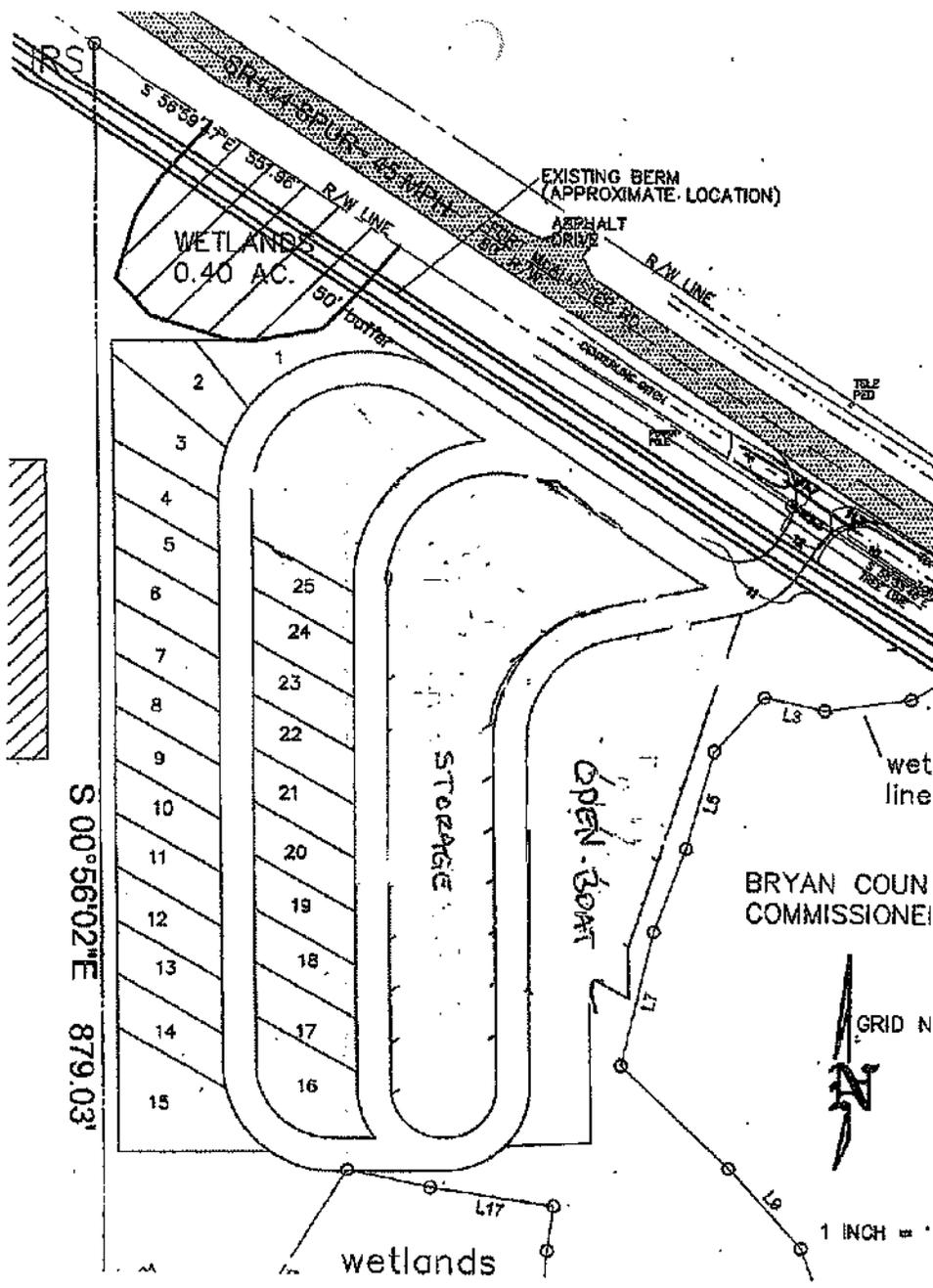
Sworn to this 17th day of September, 2018

TRESSIE CONLEY

Notary Public, Chatham County GA

My Commission Expires Oct. 29, 2018

Date _____ (Notary Seal)



COASTAL RV & BOAT

Mark Gordon

BRYAN COUNTY PLANNING & ZONING COMMISSION

Public Hearing Date: November 6, 2018

REGARDING THE APPLICATION OF: Mark U. Gordon on behalf of James and Paula Massey, requesting the rezoning/PUD amendment of parcel, PID# 061-050 in unincorporated Bryan County, Georgia. The applicant is requesting the property be amended from its current PUD zoning to allow an RV campground.	Staff Report by Sara Farr-Newman Dated: November 6, 2018
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I. Application Summary

Requested Action: Public hearing and consideration of a PUD amendment for Bryan County. The application by Mark U. Gordon, proposes to amend the PUD zoning for a 6.66 acre parcel, PID# 061-050, in unincorporated Bryan County, Georgia, to allow an RV campground. The land is currently approved for boat and RV storage but is vacant.

Representative: James B. Blackburn, Jr.

Applicant: Mark U. Gordon
3466 Fort McAllister Road
Richmond Hill, GA 31324

Owner: JAMES AND PAULA MASSEY
2817 FORT MCALLISTER ROAD
RICHMOND HILL, GA 31324

Applicable Regulations:

- The State of Georgia, Title 36. Local Government Provisions Applicable to Counties and Municipal Corporations, Chapter 67. Zoning Proposal Review Procedures, Georgia Code O.C.G.A. 36-67
- Bryan County Zoning Ordinance, Chapter 12, Article VI, Amendments, Sec. 610. Standards Governing the Exercise of Zoning Power & Sec. 612. Provisional Zoning

II. General Information

1. Application: A rezoning application was placed by Mark U. Gordon, on September 17, 2018.

2. Notice: Public notice for this application was as follows:

- A. Legal notice was published in the Bryan County News on October 18, 2018.
- B. Notice was sent to Surrounding Land Owners on October 15, 2018.
- C. The site was posted for Public Hearing on October 16, 2018.
- D. The Agenda and notice of the Hearing was posted at the County's website on October 19, 2018.

3. Any disclosures (i.e. conflicts of interest, site visits or ex parte communications)?

4. Background: The 6.66 acre property is currently vacant. The surrounding properties are a mix of residential uses and PUDs. The property immediately to the west of the property is zoned PUD and the property to the northwest is zoned R-1 and is a suburban neighborhood. The remaining properties surrounding the parcel are zoned A-5.

The property is located along Fort McAllister Road near the intersection with Highway 144. The 2016 South Bryan County Traffic Study analyzed the intersection of Highway 144 and Fort McAllister Road. Peak traffic counts ranged from 987 vehicles to 1500 vehicles.

The Bryan County Comprehensive Plan's Character area and Future Land Use Map identifies this area as Low Density Suburban, which is identified in the Comprehensive Plan as a focus for future development and subdivisions. These areas include retail and homes. The recommended zoning in these areas includes PUD, BN, R-1, and R-2/R-3.

The original PUD included approval to store boats and RVs, but not to have an RV campground. The County Engineer and Fire Chief have been provided application materials, and as of the date of this report, no comment has been received.

5. Exhibits: The following Exhibits are attached hereto as referenced. All application documents were received at the Bryan County Planning office on September 17, 2018 unless otherwise noted.

"A" Exhibits- Application:

A-1 Rezone Application

"B" Exhibits- Agency Comments:

B-1 Environmental Health Comments

"C" Exhibits- Bryan County Supplements

C-1 Vicinity Map

C-2 Current South Bryan Zoning Map

C-3 Comprehensive Plan South Bryan Character Area Map

“D” Exhibits- Public Comment:

No Public Comments Received

III. Ch. 12, Sec. 610 STANDARDS GOVERNING THE EXERCISE OF ZONING POWER FOR A REZONE:

(a) In considering any Zoning Map Reclassifications, the following Standards shall be considered, as they may be relevant to the application, by the Planning Director, Planning Commission and County Commission. Such considerations shall be based on the most intensive Uses and maximum density permitted in the requested Reclassification, unless limitations to be attached to the zoning action are requested by the applicant:

(i) Whether the proposed reclassification is in conformance with the Comprehensive Plan;

► **Staff comment:** The Comprehensive Plan Character Area Map of South Bryan County shows that the area is projected as Low Density Suburban. Although PUD is shown as a recommended zoning, the Comprehensive Plan clearly indicates that residential PUDs are what is being recommended. The proposal to amend the existing PUD to include an RV park with 25 lots is not in conformance with the residential and neighborhood business uses recommended in Low Density Suburban.

(ii) Whether the proposed reclassification improves the overall zoning scheme and helps carry out the purposes of this Ordinance.

► **Staff comment:** Amending the PUD does not improve the overall zoning scheme or help carry out the purposes of the Ordinance.

(iii) Whether the proposed reclassification is compatible with or would negatively impact the overall character and land use pattern or a particular piece of property or neighborhood within one (1) mile of the subject Lot;

► **Staff comment:** The proposed PUD amendment would negatively impact the overall character and land use pattern of the properties and neighborhoods nearby. The surrounding areas are largely residential, including a neighborhood and homes on large lots. Introducing a 25 lot RV park would negatively impact the residential character of the area.

(iv) The adequacy of public facilities and services intended to serve the Lot proposed to be reclassified, including but not limited to: Roads, parks and recreational facilities, police and fire protection, Schools, stormwater drainage systems, water supplies, wastewater treatment, and solid waste services;

► **Staff comment:** The RV park, with one proposed entrance and exit, would increase traffic of large vehicles on Fort McAllister Road and may create dangerous traffic situations. The Bryan County Environmental Health Department expressed concern about the capacity to serve these lots with existing services. They estimate only 9 lots could be supported by existing facilities.

(v) Whether the proposed reclassification will adversely affect a known archaeological, historical, cultural or environmental resource, such as water or air quality, ground water recharge areas, drainage, soil erosion and sedimentation and flooding.

► **Staff comment:** The lot is located adjacent to a wetland area, so sewage treatment and the trash generated by 25 RV lots could negatively impact this natural resource.

(vi) Whether the proposed reclassification will adversely affect the existing Uses or usability of adjacent or nearby Lots or the preservation of the integrity of an adjacent neighborhoods;

► **Staff comment:** The existing residential uses may be negatively impacted by the activities, noise, and traffic generated by an RV campground.

(vii) Whether the proposed reclassification could adversely affect market values of nearby Lots;

► **Staff comment:** If the RV campground negatively impacts quality of life in the residential areas, it would adversely impact market values of nearby lots. It likely would not impact the value of the adjacent PUD lots.

(viii) Whether the proposed reclassification would require an increase in existing levels of public services, including, but not limited to: Schools, parks and recreational facilities, stormwater drainage systems, water supplies, wastewater treatment, solid waste services, roads or police and fire protection beyond the existing ability of the County or Board of Education to provide;

► **Staff comment:** The proposed rezoning would require an increase in sewage treatment and may impact roads, fire, and police. One entrance and exit may not be sufficient for fire and police to safely access the site.

(ix) Whether there are other existing or changing conditions affecting the use and development of the Lot proposed to be reclassified which give supporting grounds for either approval or disapproval of the proposed reclassification;

► **Staff comment:** None anticipated.

(x) The existing Uses and zoning of nearby Lots;

► **Staff comment:** Nearby lots include PUD and the remaining lots are residential or low density development zoned R-1 and A-5.

(xi) The extent to which the value of the Lot proposed to be reclassified is diminished by its existing zoning restrictions;

► **Staff comment:** The existing zoning does not diminish the value of the lot.

(xii) The extent that any diminished property value of the Lot proposed to be reclassified resulting from its existing zoning restrictions promotes the health, safety, morals or general welfare of the public;

► **Staff comment:** Not applicable.

(xiii) The relative gain to the public, as compared to the hardship imposed upon Petitioner, by the existing zoning restrictions.

► **Staff comment:** Not applicable.

(xiv) The suitability of the Lot proposed to be reclassified for its current and proposed zoned purposes; and

► **Staff comment:** Site is not suitable for the proposed use. While the site is easily accessible via Fort McAllister Road, it does not have the capacity to support the proposed 25 lots and includes wetlands that could be negatively impacted by the development.

(xv) The length of time the Lot proposed to be reclassified has been non-income producing as zoned.

► **Staff comment:** Not applicable.

(xvi) Whether the proposed reclassification would create an isolated District unrelated to adjacent and nearby Districts;

► **Staff comment:** The amended PUD would create an isolated use aside from the adjacent PUD lots. The remaining uses are unrelated to what is proposed.

(xvii) Whether there are substantial reasons why the Lot cannot be used in accordance with this existing zoning classification;

► **Staff comment:** The lot can be used as it is currently zoned.

(xviii) Applications for a Zoning Map Reclassification which do not contain specific site plans carry a rebuttable presumption that such rezoning shall adversely affect the zoning scheme.

► **Staff comment:** The applicant acknowledges this presumption.

STAFF RECOMMENDATION

Staff recommends denying the request to amend the PUD to allow an RV Campground.

V. Recommendation

Recommendation: The Commission may recommend that the amendment be granted as requested, or it may recommend approval of the amendment requested subject to provisions, or it may recommend that the amendment be denied.

The Commission may continue the hearing for additional information from the applicant, additional public input or for deliberation.

► **Motion Regarding Compliance with Comprehensive Plan:** Having considered the evidence in the record, upon motion by Commissioner _____, second by Commissioner _____, and by vote of __ to __, the Commission hereby finds the proposed rezone map amendment is/is not in accordance with the Comprehensive Plan.

If found in accordance with the Plan, the Commission may recommend the amendment be granted as requested, or it may recommend approval of the amendment requested subject to provisions, or it may recommend that the amendment be denied.

► **Motion Regarding Recommendation:** Having considered the evidence in the record, upon motion by Commissioner _____, second by Commissioner _____, and by vote of __ to __, the Commission hereby recommends approval as proposed/approval with provisions/denial of the proposed amendment.



Summary

Parcel Number	061 050
Location Address	200 FT MCALLISTER RD
Zip Code	31324
Legal Description	PB 600 / PG 10B PARCEL H3 (Note: Not to be used on legal documents)
Class	R4-Residential (Note: This is for tax purposes only. Not to be used for zoning.)
Zoning	PUD
Tax District	County Unincorporated (District 03)
Millage Rate	25.375
Acres	6.66
Neighborhood	OGEECHEE RIVER AC (OGEER)
Homestead Exemption	No (50)
Landlot/District	N/A

[View Map](#)

Owner

MASSEY JAMES R & MASSEY PAULA
2817 FT MCALLISTER ROAD
RICHMOND HILL, GA 31324

Rural Land

Type	Description	Calculation Method	Soil Productivity	Acres
RUR	Small Parcels	Rural	3	6.66

Permits

Permit Date	Permit Number	Type	Description
	11144	WELLS	

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
12/28/2017	1295 9	600 10B	\$100,000	FAIR MARKET LAND SALE	BRYAN LAND & TIMBER, LLC	MASSEY JAMES R & MASSEY PAULA
1/19/2005	488 224	548 6	\$2,631,849	MULTIPLE PARCEL SALE	BRYAN LAND & TIMBER, LLC	BRYAN LAND & TIMBER, LLC

Valuation

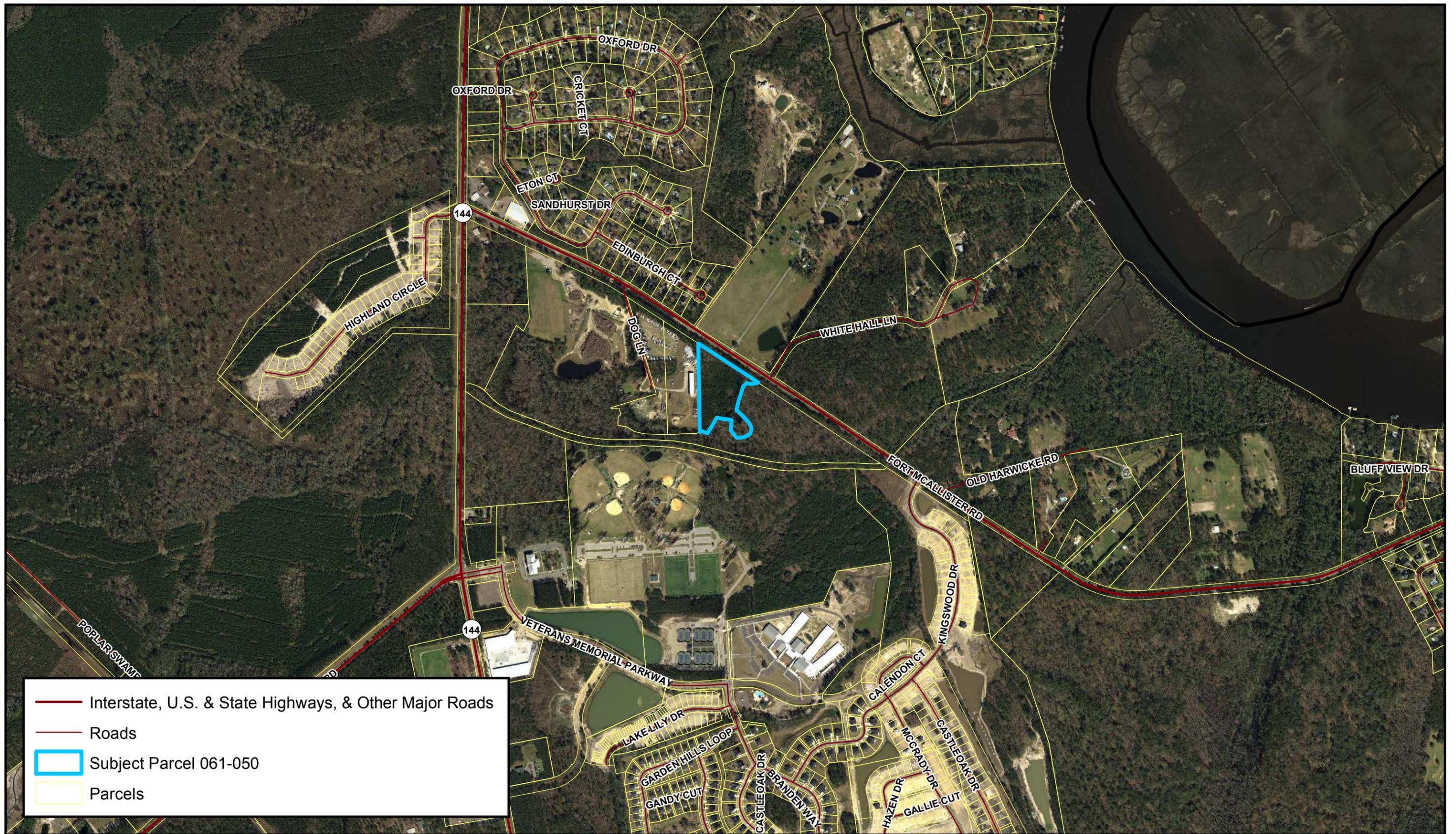
	2018	2017	2016
Previous Value	\$130,100	\$130,100	\$130,100
Land Value	\$97,600	\$130,100	\$130,100
+ Improvement Value	\$0	\$0	\$0
+ Accessory Value	\$0	\$0	\$0
= Current Value	\$97,600	\$130,100	\$130,100

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

The Bryan County Board of Assessors makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. This webpage is not live data. Values and Ownership indicated are from the last Georgia Department of Revenue certified tax roll and reflect property values as of the tax lien date which, in Georgia, is January 1st of each year. Other data changes will be updated throughout the year.



Last Data Upload: 10/29/2018 7:01:11 AM

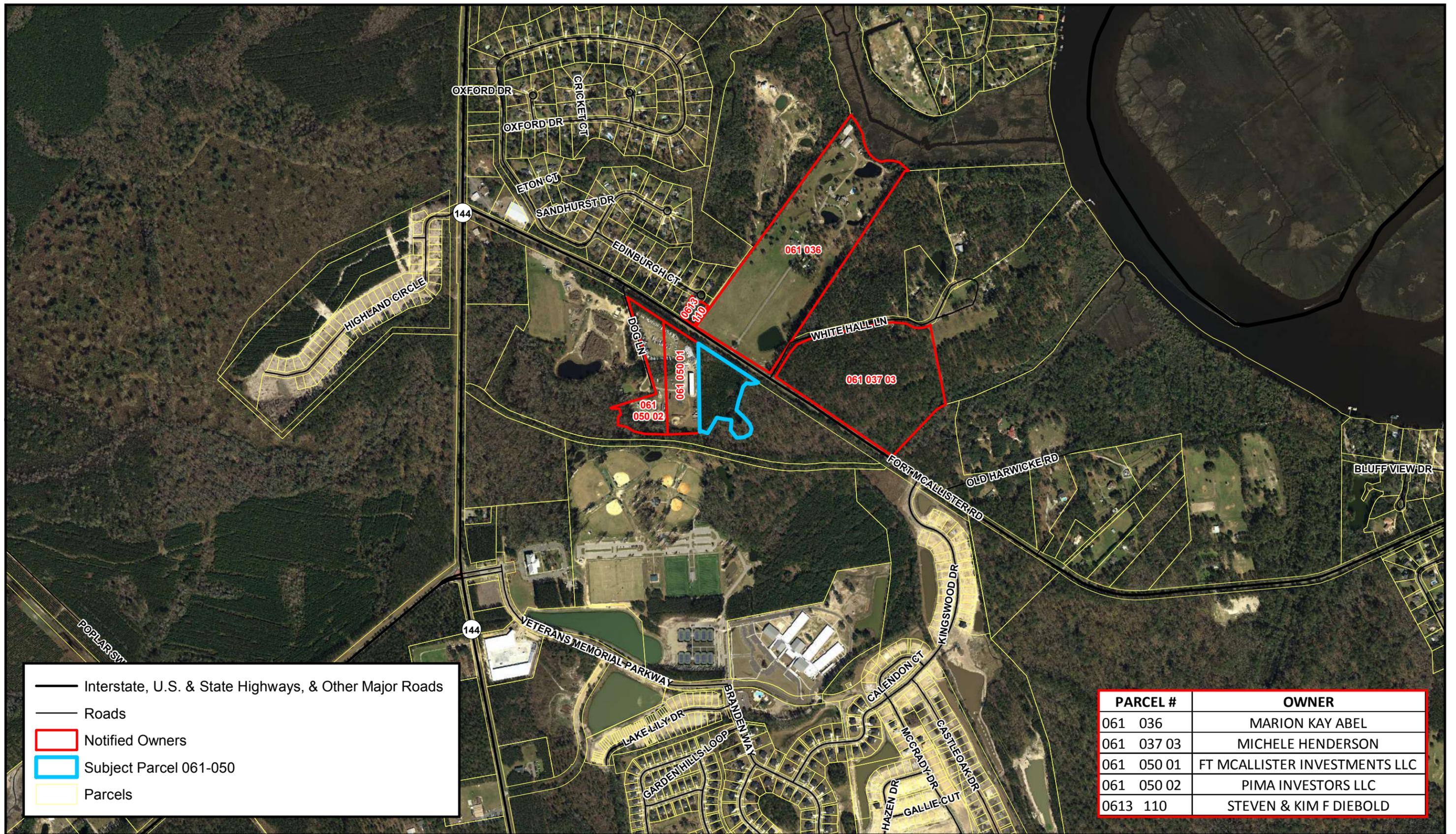


— Interstate, U.S. & State Highways, & Other Major Roads
— Roads
 Subject Parcel 061-050
 Parcels



Location Map
Mark U. Gordon
Case Z# 194-18

DISCLAIMER:
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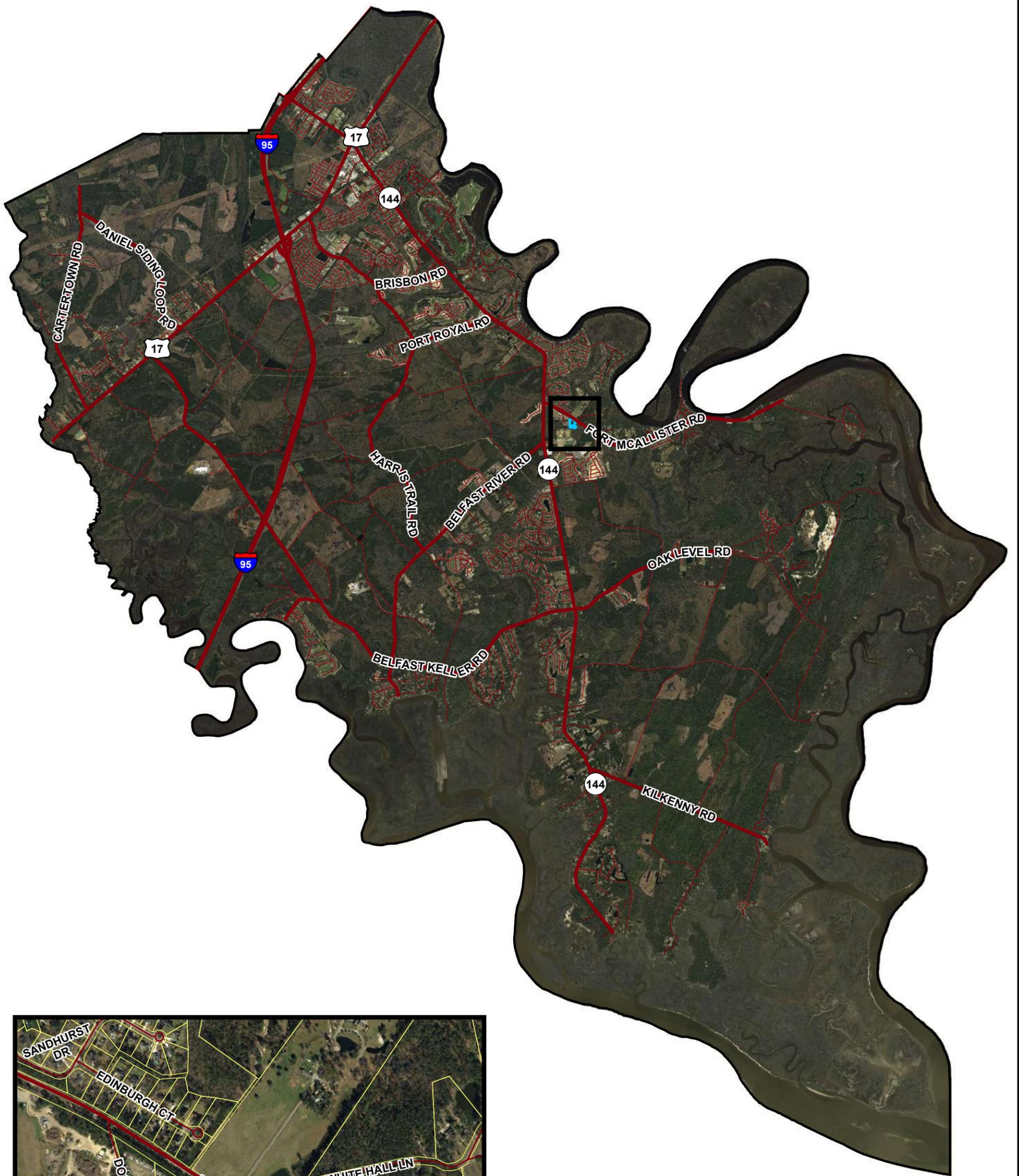
- Interstate, U.S. & State Highways, & Other Major Roads
- Roads
- Notified Owners
- Subject Parcel 061-050
- Parcels

PARCEL #	OWNER
061 036	MARION KAY ABEL
061 037 03	MICHELE HENDERSON
061 050 01	FT MCALLISTER INVESTMENTS LLC
061 050 02	PIMA INVESTORS LLC
0613 110	STEVEN & KIM F DIEBOLD



Notification Map
Mark U. Gordon
Case Z# 194-18

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- Interstate, U.S. & State Highways, & Other Major Roads
- Roads
- Subject Parcel 061-050
- Parcels

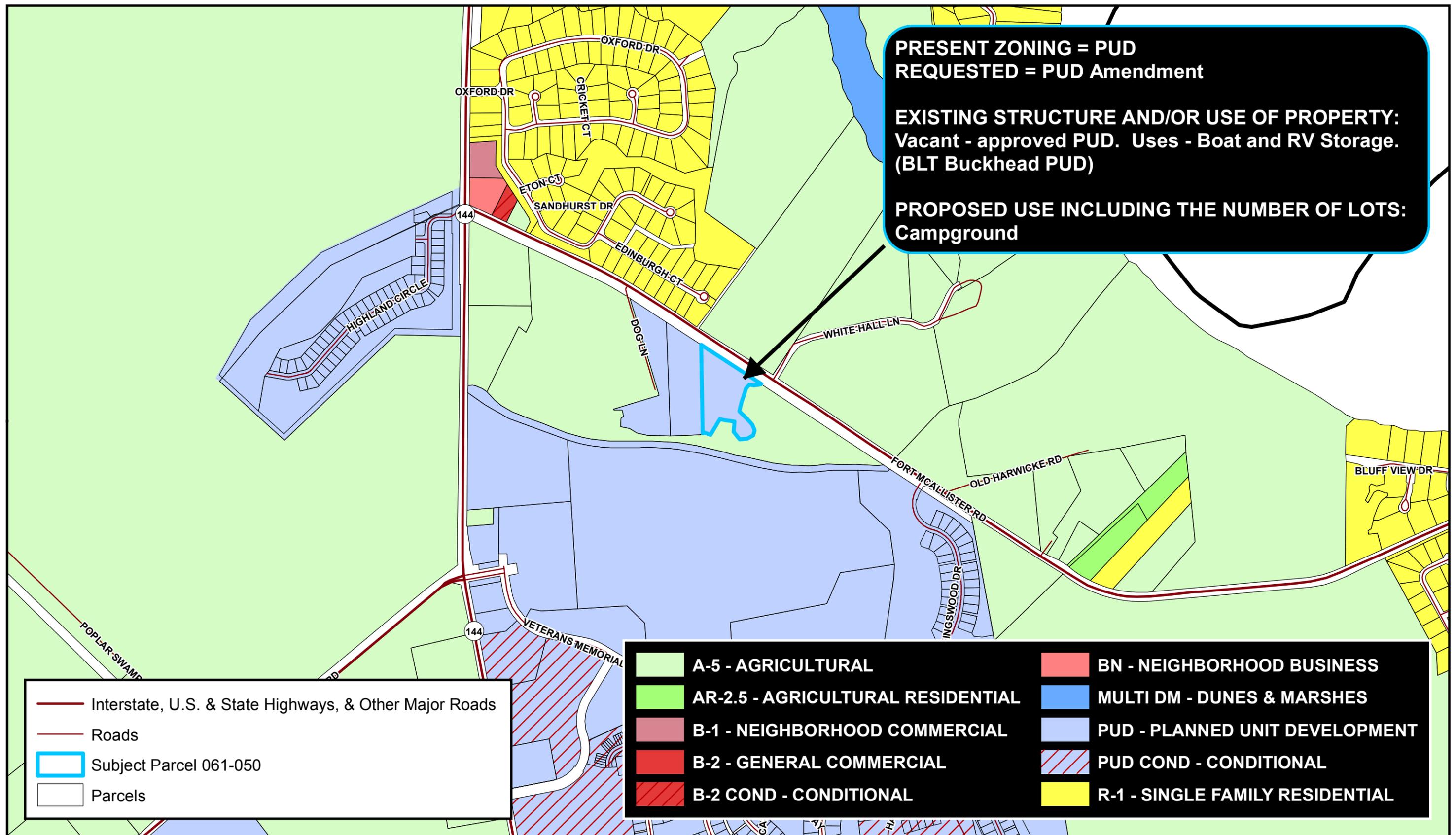


Produced by Bryan County GIS
October 2018



Overview Map
Mark U. Gordon
Case Z# 194-18

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PRESENT ZONING = PUD
REQUESTED = PUD Amendment

EXISTING STRUCTURE AND/OR USE OF PROPERTY:
 Vacant - approved PUD. Uses - Boat and RV Storage.
 (BLT Buckhead PUD)

PROPOSED USE INCLUDING THE NUMBER OF LOTS:
 Campground

— Interstate, U.S. & State Highways, & Other Major Roads
 — Roads
 [Blue Outline] Subject Parcel 061-050
 [White Outline] Parcels

- | | |
|---|---|
| [Light Green Box] A-5 - AGRICULTURAL | [Red Box] BN - NEIGHBORHOOD BUSINESS |
| [Light Green Box] AR-2.5 - AGRICULTURAL RESIDENTIAL | [Blue Box] MULTI DM - DUNES & MARSHES |
| [Light Green Box] B-1 - NEIGHBORHOOD COMMERCIAL | [Light Blue Box] PUD - PLANNED UNIT DEVELOPMENT |
| [Red Box] B-2 - GENERAL COMMERCIAL | [Hatched Box] PUD COND - CONDITIONAL |
| [Hatched Box] B-2 COND - CONDITIONAL | [Yellow Box] R-1 - SINGLE FAMILY RESIDENTIAL |





10 Chatham Center South Dr.
 Suite 100
 Savannah, GA 31405
 Phone: (912) 232-6533
 Fax: (912) 233-4580
 www.emc-eng.com



LETTER OF TRANSMITTAL

TO: Bryan County
 Planning & Zoning Dept.
 66 Capt. Matthew Freeman Dr.
 Suite 201
 Richmond Hill, GA 31324

DATE: 10-29-18

FILE: 18-0127

RE: Belfast Lake Development
 Belfast River Road



We are transmitting herewith, under separate cover, the following:

- | ITEM | ACTION | VIA |
|--|--|---|
| <input checked="" type="checkbox"/> Prints | <input checked="" type="checkbox"/> For your use | <input type="checkbox"/> Mail |
| <input type="checkbox"/> Tracings | <input checked="" type="checkbox"/> For review | <input type="checkbox"/> Air mail |
| <input type="checkbox"/> Specifications | <input type="checkbox"/> No exceptions taken | <input checked="" type="checkbox"/> Messenger |
| <input type="checkbox"/> Shop drawings | <input type="checkbox"/> Make corrections noted | |
| <input checked="" type="checkbox"/> Correspondence | <input type="checkbox"/> Rejected-resubmit | |
| <input checked="" type="checkbox"/> Other | | |

COPIES	DATE	DESCRIPTION
1		Rezoning Application Packet with Check
1		Documented Analysis of Impact of Proposed Zoning Change
1		Property Deed and Recorded Plat
1		List of Property Owners within 300 ft of property
1		Conceptual Plan
1		CD with PDF of full submittal

REMARKS: Submitting rezoning package for property located on Belfast River Road. All pertinent documents and plans are attached for review and execution. Please let me know if there are any questions or additional information if required.

BY: Travis Bazemore

Travis Bazemore
 Senior Design Engineer

APPLICATION FOR ZONING **IDO**
CASE Z# 199-18

Date Received: 10/31/18 Meeting Date: _____

Applicant: Simcoe at Belfast c/o John Mowry

Applicant's Address: P.O. Box 3097
Richmond Hill, Ga 31324

Applicant's Phone No: (912) 727-2920

Applicant's Email Address: john@hoiconstruction.com

Owner(s) of the Property: Simcoe at Belfast, LLC

Owners' Address: P.O. Box 3097
Richmond Hill, Ga 31324

Owner's Telephone No.: (912) 727-2920 Fax No.: _____

Contact Person's Name: John Mowry

Contact Person's Phone No.: (912) 727-2920 Fax No.: _____

Address of Property selected for reclassification: 1472 Belfast River Road

(Please provide access road if no address is available)

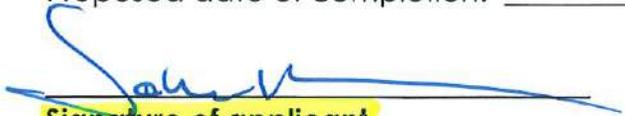
Tax Parcel Number (PIN): 055-047 Acreage: 15.65 AC

Present Zoning: A-5 Requested Zoning: R-1

Existing Structure and/or Use of Property: Surface Mine / Pond

Proposed Use including the number of lots: Subdivision - 10 Lots

Proposed date of completion: June 2019


Signature of applicant

10/26/2018
Date

Documented Analysis of Impact of Proposed Zoning Change:

- a. Whether the proposed reclassification is in conformance with the Comprehensive Plan

Yes it is in conformance. The R-1 zoning is one of the recommended zoning categories for this area of the County. Single Family occupied housing makes up about 75% of all occupied housing in the County.

- b. Whether the proposed reclassification improves the overall zoning scheme and helps carry out the purposes of the ordinance.

There are other single family residential developments currently being constructed and planned for the future along Belfast River Road so the R-1 zoning would be in line with the overall zoning scheme of this area.

- c. Whether the proposed reclassification is compatible with or would negatively impact the overall character and land use pattern or a particular piece of property or neighborhood within one (1) mile of the subject lot.

The R-1 zoning would be compatible with the overall land use pattern along Belfast River Road.

- d. The adequacy of public facilities and services intended to serve the Lot proposed to the reclassified, including but not limited to: Roads, parks and recreational facilities, police and fire protection, Schools, stormwater drainage systems, water supplies, wastewater treatment, and solid waste services.

Sanitary sewer and water utilities exist along Belfast River Road and are owned and maintained by the County. Solid waste would be provided just like the other developments. Stormwater will be provided onsite to the predevelopment standards of local and state ordinances. Recreational facilities along with police and fire protection services would be provided to residences the same as all residences within the area. Schools are nearby this development.

- e. Whether the proposed reclassification will adversely affect a known archaeological, historical, cultural or environmental resource, such as water or air quality, ground water recharge areas, drainage, soil erosion and sedimentation and flooding.

No adverse effects are known or anticipated.

- f. Whether the proposed reclassification will adversely affect the existing uses or usability of adjacent or nearby lots or the preservation of the integrity of any adjacent neighborhoods
No adverse effects are anticipated to adjacent properties. Buffers and greenspace are proposed to provide a buffer to adjacent property and frontage along Belfast River Road.
- g. Whether the proposed reclassification could adversely affect market values of nearby lots.
Single Family occupied housing makes up about 75% of all occupied housing in the County. The housing costs for the proposed development will be in line with the average housing costs within the South Bryan area.
- h. Whether the proposed reclassification would require an increase in existing levels of public services, including but not limited to: Schools, parks and recreational facilities, stormwater drainage systems, water supplies, wastewater treatment, solid waste services, roads or police and fire protection beyond the existing ability of the County or Board of Education to provide.
Yes, an increase in services would be needed as there would be an increase in population for this area with the addition of a residential development.
- i. Whether there are other existing or changing conditions affecting the use and development of the Lot proposed to be reclassified which give supporting grounds for either approval or disapproval of the proposed reclassification.
None
- j. The existing uses and zoning of nearby lots
Parcels within close proximity to the site are zoned A-5 and R-1. The majority of the parcels are being used as residential.
- k. The extent to which the value of the lot proposed to be reclassified is diminished by its existing zoning restrictions.
Property would increase in value as the lot is being developed as residential use instead of agricultural.
- l. The extent that any diminished property value of the Lot proposed to be reclassified resulting from its existing zoning restrictions promotes the health, safety, morals, or general welfare of the public.
None

- m. The relative gain to the public, as compared to the hardship imposed upon Petitioner, by the existing restrictions.

The reclassification to R-1 will allow for more residents to utilize the existing lagoon for recreation. There's not really any hardship imposed with only ten lots proposed. Increase in traffic would be minimum.

- n. The suitability of the lot proposed to be reclassified for its current and proposed purposes

The proposed parcel has served its purpose for the use as a surface mine. The surface mine takes up the majority of the site so it would not be suitable for growing timber. Reclassification to R-1 zoning would allow for a small development of single family residence to utilize the existing lagoon for recreation.

- o. The length of time the Lot proposed to be reclassified has been non-income producing as zoned.

Approximately two years.

- p. Whether the proposed reclassification would create an isolated District unrelated to adjacent and nearby Districts.

No

- q. Whether there are substantial reasons why the Lot cannot be used in accordance with this existing zoning classification.

Not much room for growing timber. Reclassification of the parcel to R-1 zoning would allow for more residents to use the existing lagoon for recreation.

- r. Applications for a Zoning Map Reclassification which do not contain specific site plans carry a rebuttable presumption that such rezoning shall adversely affect the zoning scheme.

Concept Plan has been submitted.



BRYAN COUNTY PLANNING & ZONING DEPARTMENT

51 N. Courthouse St.
Pembroke, Ga. 31321
912-653-3893
Fax 912-653-3864

66 Capt. Matthew Freeman Dr. Ste 201
Richmond Hill, Ga. 31324
912-756-3177
Fax 912-756-7951

REZONING APPLICATION

- A. Before a zoning application can be submitted to the Planning and Zoning Department, a preliminary meeting with the planning director and other designated officials is required. Article VI Section 603 of the Bryan County Zoning Ordinance requires that the nature of the proposed reclassification, standards for development, a conceptual plan and other concerns be discussed.
- B. An "Application for Zoning" accompanied by the appropriate supporting Documents must be submitted to the Bryan County Department of Planning & Zoning thirty days (30) before the next schedule planning and zoning meeting.
- C. Applications must be complete at submittal time to be considered for the agenda. Deficient applications may be delayed or postponed at the discretion of the Department.
- D. Planning and Zoning Commission will hold a public hearing, consider the applicant's analysis, and vote whether or not to recommend the zone change request.
- E. The applicant will be mailed a letter stating the decision no more than five days after the hearing.
- F. The Board of Commissioners will hold a public hearing and make the final decision. They will consider the applicant's analysis, the recommendation of the County and the Planning and Zoning Board and approve, approve with conditions, deny, or table the request.
- G. The applicant must appear at both public hearings to answer any questions and/or to display any visuals to the public.

The following items must be submitted along with the Rezoning application:

1. Fee - \$165.00;
2. Application;
3. Applicant's documented analysis of zoning change;
4. Disclosure Statement;
5. Authorization of Property Owner(s);
6. Verification of Current Taxes Paid;
7. Site Evaluation for Septic Tank;
8. Deed including legal description;
9. Plat recorded with the Clerk of Superior Court;
10. Source of water, (if it is an existing private water system we require a letter from someone in authority who can confirm that water is available);
11. List of property owners within 300' of property selected for reclassification, their names and mailing addresses;
12. *Conceptual Plan with the following inclusions:
 - a. Please show all tracts of land drawn to scale to be rezoned as well as, land, 300 feet around site shown. This requirement can usually be satisfied, by, submitting a recorded plat and show all proposed modifications and existing structures.
 - b. Existing zoning and land uses of specified site and all property within 300' of the site;
 - c. Existing streets, dimensions and gross acreage of site;
 - d. Acres of jurisdictional wetland.

All requested reclassification of lots at least twenty (20) acres in size in the following zoning districts: AR-1.5, R-30, R-1, R-2, B-1, O and WB-2, and all reclassifications to the following zoning districts I-L, I-1, B-2, WP, WB-3, PUD, R-3, or R-4 shall also submit the following:

1. **** Conceptual Plan with the following inclusions:**
 - a. Scale;
 - b. Vicinity map;
 - c. Existing properties, land uses and zones within 300' of site.
 - d. Parcel dimensions and residential density (gross acreage and number of lots);
 - e. All existing buildings;
 - f. Existing and proposed streets;
 - g. Typical lot sizes and setbacks;
 - h. Proposed location and size of recreation area and open space;
2. **Documented analysis of impact of proposed zoning change.**

Applications for a rezoning request in the above referenced categories must include a documented analysis of the impact of the proposed zoning change. The applicant must answer the following questions in the analysis:

- a. Whether the proposed reclassification is in conformance with the Comprehensive Plan;
- b. Whether the proposed reclassification improves the overall zoning scheme and helps carry out the purposes of this Ordinance;
- c. Whether the proposed reclassification is compatible with or would negatively impact the overall character and land use pattern or a particular piece of property or neighborhood within one (1) mile of the subject Lot;
- d. The adequacy of public facilities and services intended to serve the Lot proposed to be reclassified, including but not limited to: Roads, parks and recreational facilities, police and fire protection, Schools, stormwater drainage systems, water supplies, wastewater treatment, and solid waste services;
- e. Whether the proposed reclassification will adversely affect a known archaeological, historical, cultural or environmental resource, such as water or air quality, ground water recharge areas, drainage, soil erosion and sedimentation and flooding;
- f. Whether the proposed reclassification will adversely affect the existing Uses or usability of adjacent or nearby Lots or the preservation of the integrity of any adjacent neighborhoods;
- g. Whether the proposed reclassification could adversely affect market values of nearby Lots;
- h. Whether the proposed reclassification would require an increase in existing levels of public services, including, but not limited to: Schools, parks and recreational facilities, storm water drainage systems, water supplies, wastewater treatment, solid waste services, Roads or police and fire protection beyond the existing ability of the County or Board of Education to provide;
- i. Whether there are other existing or changing conditions affecting the use and development of the Lot proposed to be reclassified which give supporting grounds for either approval or disapproval of the proposed reclassification;
- j. The existing Uses and zoning of nearby Lots;
- k. The extent to which the value of the Lot proposed to be reclassified is diminished by its existing zoning restrictions;
- l. The extent that any diminished property value of the Lot proposed to be reclassified resulting from its existing zoning restrictions promotes the health, safety, morals or general welfare of the public
- m. The relative gain to the public, as compared to the hardship imposed upon Petitioner, by the existing zoning restrictions;
- n. The suitability of the Lot proposed to be reclassified for its current and proposed zoned purposes; and
- o. The length of time the Lot proposed to be reclassified has been nonincome producing as zoned;
- p. Whether the proposed reclassification would create an isolated District unrelated to adjacent and nearby Districts;

- q. Whether there are substantial reasons why the Lot cannot be used in accordance with this existing zoning classification;
- r. Applications for a Zoning Map Reclassification which do not contain specific site plans carry a rebuttable presumption that such rezoning shall adversely affect the zoning scheme.

AUTHORIZATION BY PROPERTY OWNER

I, John Mowry, being duly sworn upon his/her oath, being of sound mind and legal age deposes and states; That he/she is the owner of the property which is subject matter of the attached application, as is shown in the records of Bryan County, Georgia.

He/She authorizes the person named below to act as applicant in the pursuit of a rezoning of this property.

I hereby authorize the staff of the Bryan County Department of Planning and Zoning to inspect the premises which are subject of this zoning application.

Name of Applicant: John Mowry

Address: P.O. Box 3097

City: Richmond Hill State: Ga Zip Code: 31324

Telephone Number: (912) 727-2920 Fax Number: _____

[Signature]
Signature of Owner

10/26/2018
Date

John Mowry
Owners Name (Print)

Personally appeared before me

Cynthia Horne
Applicant (Print)

Who swears before that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

This 26 day of October, 2018.

Cynthia Horne
Notary Public

(Notary Seal)



DISCLOSURE STATEMENT

Title 3, chapter 67A-3 of O.C.G.A. requires an applicant for rezoning action, within two years immediately preceding the filing of the applicant's application for the rezoning action, to disclose campaign contributions aggregating \$250.00 or more to a local government official who will consider the application.

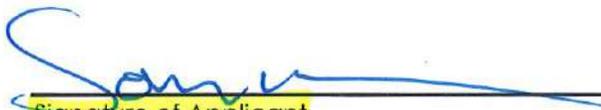
- No, I have not made any campaign contributions to County Officials voting on this application exceeding \$250 in the past two years.
- Yes, I have made campaign contributions to County Officials voting on this application exceeding \$250 in the past two years.

To Whom: _____

Value of Contribution: _____

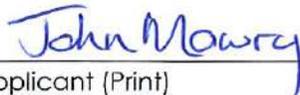
Date of Contribution: _____

I have read and understand the above and hereby agree to all that is required by me as the applicant.



Signature of Applicant

Personally appeared before me



Applicant (Print)

Who on oath deposes and says that the above is true to the best of his or her knowledge and belief.

This 26 day of October, 2018.



Notary Public

(Notary Seal)



VERIFICATION OF CURRENT TAX STATUS

FOR APPLICATION

✓ The undersigned below is authorized to make this application. The undersigned certifies that all Bryan County property taxes, billed to date for the parcel listed below have been paid in full the Tax Commissioner of Bryan County, Georgia.

✓ The undersigned verifies that all fire and garbage tax has been paid in full to the Tax Commissioner of Bryan County for the parcel listed below.

*NOTE: A separate verification form must be completed for each tax parcel included in rezoning request.

055-047

Parcel Identification Number

John J. Housley

BRYAN COUNTY TAX COMMISSIONER'S USE ONLY

Name: _____ Title: _____

Signature _____ Date: _____

Properties within 300 ft of Parcel 055-048

Parcel No.	Owner Name	Owner Address
055 044	Reeves	
055 047	Glenn Pelletier	1011 Belfast River Road, Richmond Hill, Ga 31324
056 049 RA1	BCLD LLC	PO Box 1330, Richmond Hill, Ga 31324
056 049 18	Shepherd Harold J & Bond Dollie B	89 Roundstone Way, Richmond Hill, Ga 31324
056 049 18A	Cowart Victoria Ashley & Cowart Casey Louis	87 Roundstone Way, Richmond Hill, Ga 31324
056 049 18B	Ramos Maria Guadalupe & Hibbs Clifford Scott	85 Roundstone Way, Richmond Hill, Ga 31324
056 049 18C	Ley Kevin M	83 Roundstone Way, Richmond Hill, Ga 31324
056 049 19	Estevez Fransisco A	81 Roundstone Way, Richmond Hill, Ga 31324
056 049 20	Cunningham Matthew Bryant	73 Roundstone Way, Richmond Hill, Ga 31324
056 049 21	Duncan Darrin T	69 Roundstone Way, Richmond Hill, Ga 31324
056 049 22	Mason Ian B & Mason Amy N	57 Roundstone Way, Richmond Hill, Ga 31324
056 049 23	Morton Jordan R & Morton Amy S	45 Roundstone Way, Richmond Hill, Ga 31324
056 049 24	Michael Lee	33 Roundstone Way, Richmond Hill, Ga 31324
056 049 25	Standiford Charles D. & Standiford Ree A.	27 Roundstone Way, Richmond Hill, Ga 31324
056 049 26	Brown Laverta T & Brown Kelvin G. Jr.	23 Roundstone Way, Richmond Hill, Ga 31324
056 049 27	Kinard Edward Wilson & Kinard Kristi	19 Roundstone Way, Richmond Hill, Ga 31324
056 049 28	Beacon Builders Inc	7370 Hodgson Memorial Dr Suite D-10, Savannah, Ga 31406
056 049 29	Jan Michael Mendoza Rodriguez	11 Roundstone Way, Richmond Hill, Ga 31324
056 049 38	Mitchell Derrick L & Mitchell Tameekat	90 Roundstone Way, Richmond Hill, Ga 31324
056 049 39	Singh Surinderpal & Singh Bobby	72 Roundstone Way, Richmond Hill, Ga 31324
056 049 40	Forster David E & Forster Melanie	68 Roundstone Way, Richmond Hill, Ga 31324
056 049 41	Harter Mark Alan & Harter Brenda Gail	56 Roundstone Way, Richmond Hill, Ga 31324
056 049 42	Schwoob Phillip W & Schwoob Meghan M	44 Roundstone Way, Richmond Hill, Ga 31324
056 049 43	Horizon Home Builders of Savannah LLC	37 W. Fairmont Avenue, Unit 202, Savannah, Ga 31406
056 049 44	Scott Kirk E & Scott Cynthia D	26 Roundstone Way, Richmond Hill, Ga 31324
056 049 45	Miller Alvin R Jr. & Miller Vanessa S	18 Roundstone Way, Richmond Hill, Ga 31324
062 059 01	Peterson Sandy L & Kay J	1255 Belfast River Road, Richmond Hill, Ga 31324
062 120 01	Palmetto Pointe Developers, LLC	2702 Whatley Ave, Savannah Ga 31404
062 120	Turtle Landing Investments LLC	PO Box 1869, Richmond Hill, Ga 31324
062 121	Gerlach Robert & Donna	399 Blige Road, Richmond Hill, Ga 31324
063 001	BCLD, LLC	PO Box 1330, Richmond Hill, Ga 31324

BRYAN COUNTY PLANNING & ZONING COMMISSION

Public Hearing Date: December 6, 2018

REGARDING THE APPLICATION OF: John Mowry, on behalf of Simcoe at Belfast, for a rezoning application, for a 15.65 acre parcel, PID# 056-047-01 and 056-048, off of Belfast River Road in unincorporated Bryan County, Georgia, currently zoned A-5.	Staff Report by Sara Farr-Newman Dated: November 19, 2018
---	---

I. Application Summary

Requested Action: Public hearing and consideration of a rezoning application for John Mowry on behalf of Simcoe at Belfast, which proposes to rezone the 15.65 acre lot located on Belfast River Road, , PID# 056-047-01 and 056-048, for ten (10) residential lots from an A-5 to an R-1.

Representative: JOHN MOWRY

Applicant: JOHN MOWRY
HOI CONSTRUCTION

Owner: SIMCOE AT BELFAST
PO BOX 3097
RICHMOND HILL, GA 31324

Applicable Regulations:

- The State of Georgia, Title 36. Local Government Provisions Applicable to Counties and Municipal Corporations, Chapter 67. Zoning Proposal Review Procedures, Georgia Code O.C.G.A. 36-67
- Bryan County Zoning Ordinance, Chapter 12, Article VI, Amendments, Sec. 610. Standards Governing the Exercise of Zoning Power & Sec. 612. Provisional Zoning

II. General Information

1. Application: A rezoning application was placed by John Mowry, on behalf of the property owner, Simcoe at Belfast, PO Box 3097, Richmond Hill, GA 31324, on October 31, 2018. After reviewing the application, the Administrator certified the application as being generally complete on November 9, 2018.

2. Notice: Public notice for this application was as follows:

A. Legal notice was published in the Bryan County News on November 22, 2018.

B. Notice was sent to Surrounding Land Owners on November 19, 2018.

C. The site was posted for Public Hearing on November 19, 2018.

D. The Agenda and notice of the Hearing was posted at the County Courthouse and the County's website on November 29, 2018.

3. Any disclosures (i.e. conflicts of interest, site visits or ex parte communications)?

4. Background:

The property is located off Belfast River Road. On August 13, 2013 a Conditional Use Permit (CUP #141-13) for mining was approved. The approval included the condition that if any residence was built on the lot the owner would be required to tie into the county system. The mining of the property is now complete, and the applicant is requesting approval to rezone to R-1 with a plan to create a 10 lot subdivision.

The nearby intersection of Belfast River Road and GA 144 has a range of 952 to 1524 vehicles during peak hour traffic. Surrounding properties include a variety of zones including A-5, R-1, R-30, and PUD. There are several subdivisions/neighborhoods nearby the property.

5. Exhibits: The following Exhibits are attached hereto as referenced. All application documents were received at the Bryan County Planning office on November 9, 2018, unless otherwise noted.

"A" Exhibits- Application:

A-1 Rezone Application Z#199-18

A-2 Preliminary Site Plan

A-3 Property Plat

“B” Exhibits- Agency Comments:

No comments received as of date of report.

“C” Exhibits- Bryan County Supplements

C-1 Vicinity Map

C-2 Current Zoning Map

C-3 Comprehensive Plan South Bryan Character Area Map

“D” Exhibits- Public Comment:

No Public Comments Received.

Section 610. - Standards governing the exercise of zoning power ("standards").

(a) In considering any zoning map reclassifications, the following standards shall be considered, as they may be relevant to the application, by the planning director, planning commission and county commission. Such considerations shall be based on the most intensive uses and maximum density permitted in the requested reclassification, unless limitations to be attached to the zoning action are requested by the applicant.

(i) Whether the proposed reclassification is in conformance with the comprehensive plan;

► **Staff comment:** The comprehensive plan character area map of South Bryan County shows the area is designated Conservation Lands. These areas contain wetlands and floodplain functions with limited development options and a recommended zoning of DM-1; however, the area where the rezoning is proposed does not contain wetlands nor is it located within a Special Flood Hazard Area. It is adjacent to an already existing development. This location makes the rezoning still compatible with the comprehensive plan, though future development will need to be contained to the areas without wetlands near existing development.

(ii) Whether the proposed reclassification improves the overall zoning scheme and helps carry out the purposes of this ordinance.

► **Staff comment:** The rezoning would be compatible with the zoning scheme in the area and be consistent with the ordinance and comprehensive plan.

(iii) Whether the proposed reclassification is compatible with or would negatively impact the overall character and land use pattern or a particular piece of property or neighborhood within one mile of the subject lot;

► **Staff comment:** The area is continuing to become suburban residential, so the proposed use of R-1 would be compatible with the neighborhoods and property located within one mile.

(iv)The adequacy of public facilities and services intended to serve the lot proposed to be reclassified, including, but not limited to, roads, parks and recreational facilities, police and fire protection, schools, storm water drainage systems, water supplies, wastewater treatment, and solid waste services;

► **Staff comment:** As a general rule in residential developments, at 10 average daily trips per household, we can anticipate approximately 100 additional trips to impact local roads in the rezoning and approval of this property. There is one interior road proposed with two access points. There will be a small common area and pump station. The property will tie into the County's utilities. The small size of the development is likely to have a limited impact on public facilities overall.

(v)Whether the proposed reclassification will adversely affect a known archaeological, historical, cultural or environmental resource, such as water or air quality, ground water recharge areas, drainage, soil erosion and sedimentation and flooding;

► **Staff comment:** There is no known impact as no special flood hazard areas or wetlands exist on the property. There is however, a reclaimed pond on-site which was previously used for mining activity. The applicant has provided a copy of the Final Reclamation Report which notes the developer's intent to incorporate the reclaimed pond as a part of a residential development.

(vi)Whether the proposed reclassification will adversely affect the existing uses or usability of adjacent or nearby lots or the preservation of the integrity of a [any] adjacent neighborhoods;

► **Staff comment:** The surrounding area is a mix of residential types and open land/silviculture. The reclassification will not affect these uses.

(vii)Whether the proposed reclassification could adversely affect market values of nearby lots;

► **Staff comment:** No adverse effect anticipated.

(viii)Whether the proposed reclassification would require an increase in existing levels of public services, including, but not limited to, schools, parks and recreational facilities, storm water drainage systems, water supplies, wastewater treatment, solid waste services, roads or police and fire protection beyond the existing ability of the county or board of education to provide;

► **Staff comment:** As stated previously, there is an anticipated demand on public services, but it should be minimal.

(ix) Whether there are other existing or changing conditions affecting the use and development of the lot proposed to be reclassified which give supporting grounds for either approval or disapproval of the proposed reclassification;

► **Staff comment:** None to our knowledge.

(x) The existing uses and zoning of nearby lots;

► **Staff comment:** Surrounding land uses include residential subdivisions and large lot residential or silviculture.

(xi) The extent to which the value of the lot proposed to be reclassified is diminished by its existing zoning restrictions;

► **Staff comment:** The lot will be more valuable when rezoned to an R-1 zoning.

(xii) The extent that any diminished property value of the lot proposed to be reclassified resulting from its existing zoning restrictions promotes the health, safety, morals or general welfare of the public;

► **Staff comment:** Not applicable.

(xiii) The relative gain to the public, as compared to the hardship imposed upon petitioner, by the existing zoning restrictions;

► **Staff comment:** Not applicable.

(xiv) The suitability of the lot proposed to be reclassified for its current and proposed zoned purposes;

► **Staff comment:** The R-1 rezoning is in keeping with the surrounding development; however, this lot is unusual due to its previous use as a mine. This use created a lagoon that is proposed to be used for recreation and stormwater management, but may result in some challenges for the proposed use as a 10-lot subdivision due to the limited developable area remaining.

(xv) The length of time the lot proposed to be reclassified has been nonincome producing as zoned;

► **Staff comment:** The lot was used for surface mining, but has been nonincome producing for two years.

(xvi) Whether the proposed reclassification would create an isolated district unrelated to adjacent and nearby districts;

► **Staff comment:** The rezoning would not create an isolated district. There are several nearby residential neighborhoods, including one immediately adjacent to the property.

(xvii) Whether there are substantial reasons why the lot cannot be used in accordance with this existing zoning classification;

► **Staff comment:** The lot could be utilized under the existing zoning, but the requested zoning is not out of character for the surrounding area.

(xviii) Applications for a zoning map reclassification which do not contain specific site plans carry a rebuttable presumption that such rezoning shall adversely affect the zoning scheme

► **Staff comment:** Site plans are provided; however, the site plan shows lots that include portions of the lagoon in the lot size calculation. Including portions of the lagoon to achieve the minimum lot area requirements is not encouraged as the lagoon is proposed to be used as common recreation area and for stormwater management. This will need to be further addressed with the subdivision application, and should be noted at this time that approval of the rezoning does not constitute approval of the submitted conceptual site plan.

STAFF RECOMMENDATION

Staff recommends approval of the rezoning from A-5 to R-1,

IV. Recommendation

Recommendation: The Commission may recommend that the application be granted as requested, or it may recommend approval of the application requested subject to conditions, or it may recommend that the amendment be denied.

The Commission may continue the hearing for additional information from the applicant, additional public input or for deliberation.

► **Motion Regarding Compliance with Comprehensive Plan:** Having considered the evidence in the record, upon motion by Commissioner _____, second by Commissioner _____, and by vote of ___ to __, the Commission hereby finds the proposed application is/is not in accordance with the Comprehensive Plan.

If found in accordance with the Plan, the Commission may recommend the application be granted as requested, or it may recommend approval of the application requested subject to provisions, or it may recommend that the application be denied.

► **Motion Regarding Recommendation:** Having considered the evidence in the record, upon motion by Commissioner _____, second by Commissioner _____, and by vote of __ to __, the Commission hereby recommends approval as proposed/approval with provisions/denial of the proposed PUD application.

Recommended Conditions of Approval:

1. That the existing lagoon, to include a 10' perimeter around the water's edge, be placed under the ownership and control of a Home Owner's Association (HOA) for the operation and maintenance of the facilities, and that minimum lot area requirements for the individual residential lots be achieved utilizing the remaining upland area.
- 2.



Summary

Parcel Number 056 048
 Location Address 1452 BELFAST RIVER RD
 Legal Description PB 648 / PG 1B & PB 660 / PG 3B
 (Note: Not to be used on legal documents)
 Class R4-Residential
 (Note: This is for tax purposes only. Not to be used for zoning.)
 Zoning A-5 COND
 Tax District County Unincorporated (District 03)
 Millage Rate 25.375
 Acres 10
 Neighborhood 144 - SOUTH (144-SO)
 Homestead Exemption No (S0)
 Landlot/District N/A

Map Not Available

Owner

SIMCOE AT BELFAST LLC
 PO BOX 3097
 RICHMOND HILL, GA 31324

Rural Land

Type	Description	Calculation Method	Soll Productivity	Acres
RUR	Small Parcels	Rural	3	10

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
6/28/2013	1101 972	648 1B	\$125,000	FAIR MARKET LAND SALE	TMH LLC	SIMCOE AT BELFAST LLC
6/26/2013	1101 968	648 1B	\$76,000	CONVENIENCE	RAYONIER FORSET RESOURCES LP	TMH LLC

Valuation

	2018	2017	2016
Previous Value	\$92,600	\$92,600	\$123,500
Land Value	\$92,600	\$92,600	\$92,600
+ Improvement Value	\$0	\$0	\$0
+ Accessory Value	\$0	\$0	\$0
= Current Value	\$92,600	\$92,600	\$92,600

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

The Bryan County Board of Assessors makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. This webpage is not live data. Values and Ownership Indicated are from the last Georgia Department of Revenue certified tax roll and reflect property values as of the tax lien date which, in Georgia, is January 1st of each year. Other data changes will be updated throughout the year.

Last Data Upload: 11/29/2018 7:03:39 AM





Summary

Parcel Number 056 047 01
 Location Address 1472 BELFAST RIVER RD
 Legal Description PB 659 / PG 3B & PB 660 / PG 3B
 (Note: Not to be used on legal documents)
 Class R4-Residential
 (Note: This is for tax purposes only. Not to be used for zoning.)
 Zoning
 Tax District County Unincorporated (District 03)
 Millage Rate 25.375
 Acres 5.66
 Neighborhood 144 - SOUTH (144-SO)
 Homestead Exemption No (S0)
 Landlot/District N/A

Map Not Available

Owner

SIMCOE AT BELFAST LLC
 PO BOX 3097
 RICHMOND HILL, GA 31324

Rural Land

Type	Description	Calculation Method	Soil Productivity	Acres
RUR	Small Parcels	Rural	3	5.66

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
8/22/2014	1147 83	659 3B	\$80,000	FAIR MARKET LAND SALE	REEVES JAMES A & THERESA A	SIMCOE AT BELFAST LLC
8/22/2014	1147 81	659 3B	\$53,300	KIN SALE (RELATIVE)	JAMES REEVES	REEVES JAMES A & THERESA A

Valuation

	2018	2017	2016
Previous Value	\$85,600	\$85,600	\$80,000
Land Value	\$64,200	\$85,600	\$85,600
+ Improvement Value	\$0	\$0	\$0
+ Accessory Value	\$0	\$0	\$0
= Current Value	\$64,200	\$85,600	\$85,600

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

The Bryan County Board of Assessors makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. This webpage is not live data. Values and Ownership indicated are from the last Georgia Department of Revenue certified tax roll and reflect property values as of the tax lien date which, in Georgia, is January 1st of each year. Other data changes will be updated throughout the year.

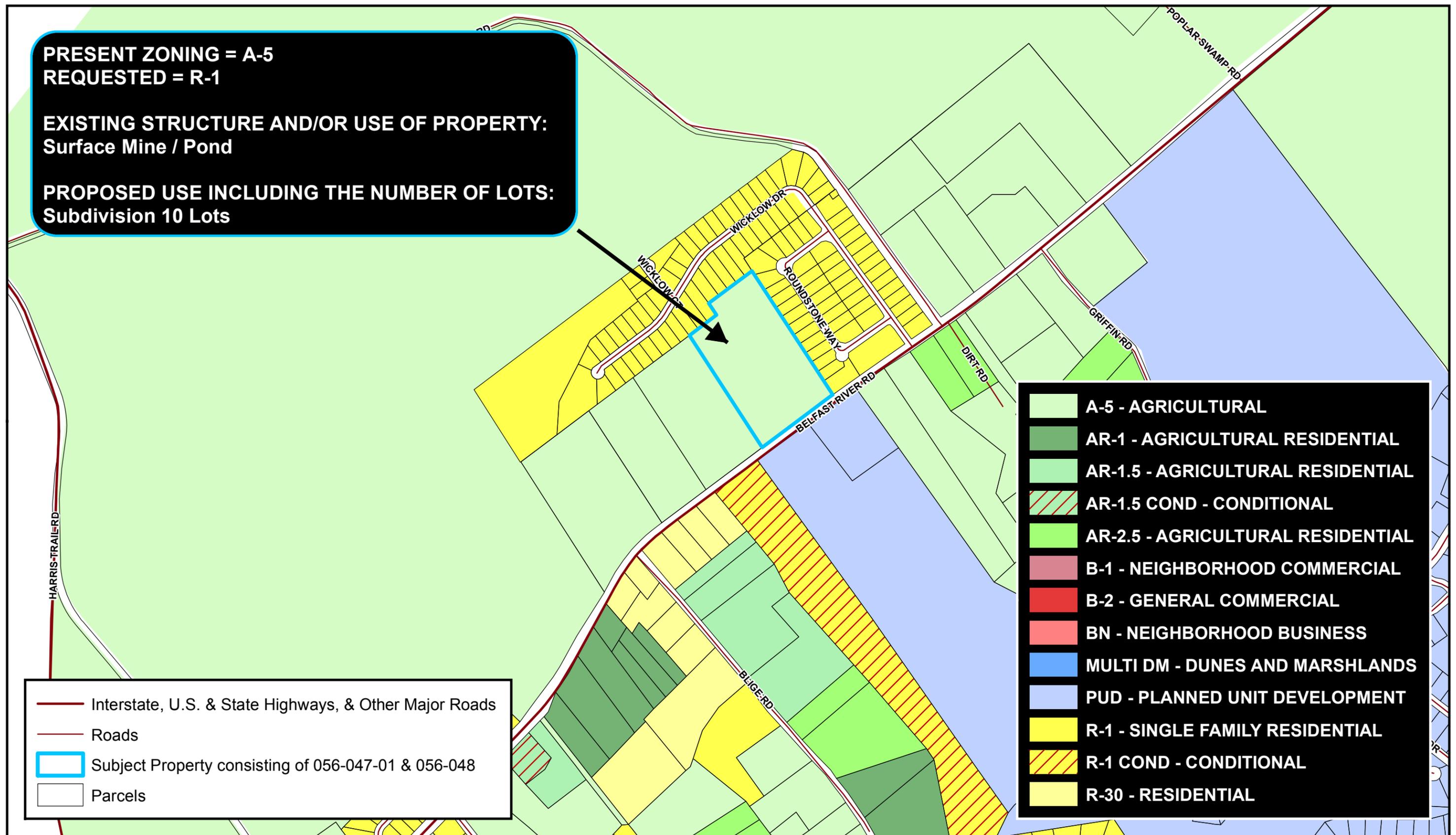
Last Data Upload: 11/29/2018 7:03:39 AM



**PRESENT ZONING = A-5
REQUESTED = R-1**

**EXISTING STRUCTURE AND/OR USE OF PROPERTY:
Surface Mine / Pond**

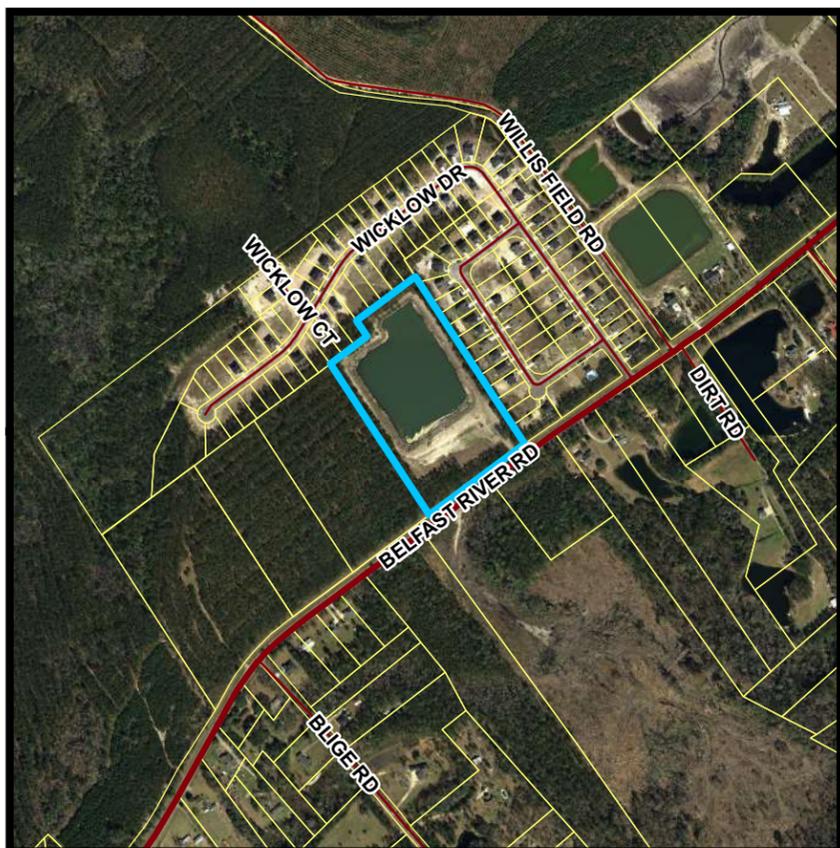
**PROPOSED USE INCLUDING THE NUMBER OF LOTS:
Subdivision 10 Lots**



- A-5 - AGRICULTURAL
- AR-1 - AGRICULTURAL RESIDENTIAL
- AR-1.5 - AGRICULTURAL RESIDENTIAL
- AR-1.5 COND - CONDITIONAL
- AR-2.5 - AGRICULTURAL RESIDENTIAL
- B-1 - NEIGHBORHOOD COMMERCIAL
- B-2 - GENERAL COMMERCIAL
- BN - NEIGHBORHOOD BUSINESS
- MULTI DM - DUNES AND MARSHLANDS
- PUD - PLANNED UNIT DEVELOPMENT
- R-1 - SINGLE FAMILY RESIDENTIAL
- R-1 COND - CONDITIONAL
- R-30 - RESIDENTIAL

- Interstate, U.S. & State Highways, & Other Major Roads
- Roads
- Subject Property consisting of 056-047-01 & 056-048
- Parcels





- Interstate, U.S. & State Highways, & Other Major Roads
- Roads
- Subject Property consisting of 056-047-01 & 056-048
- Parcels



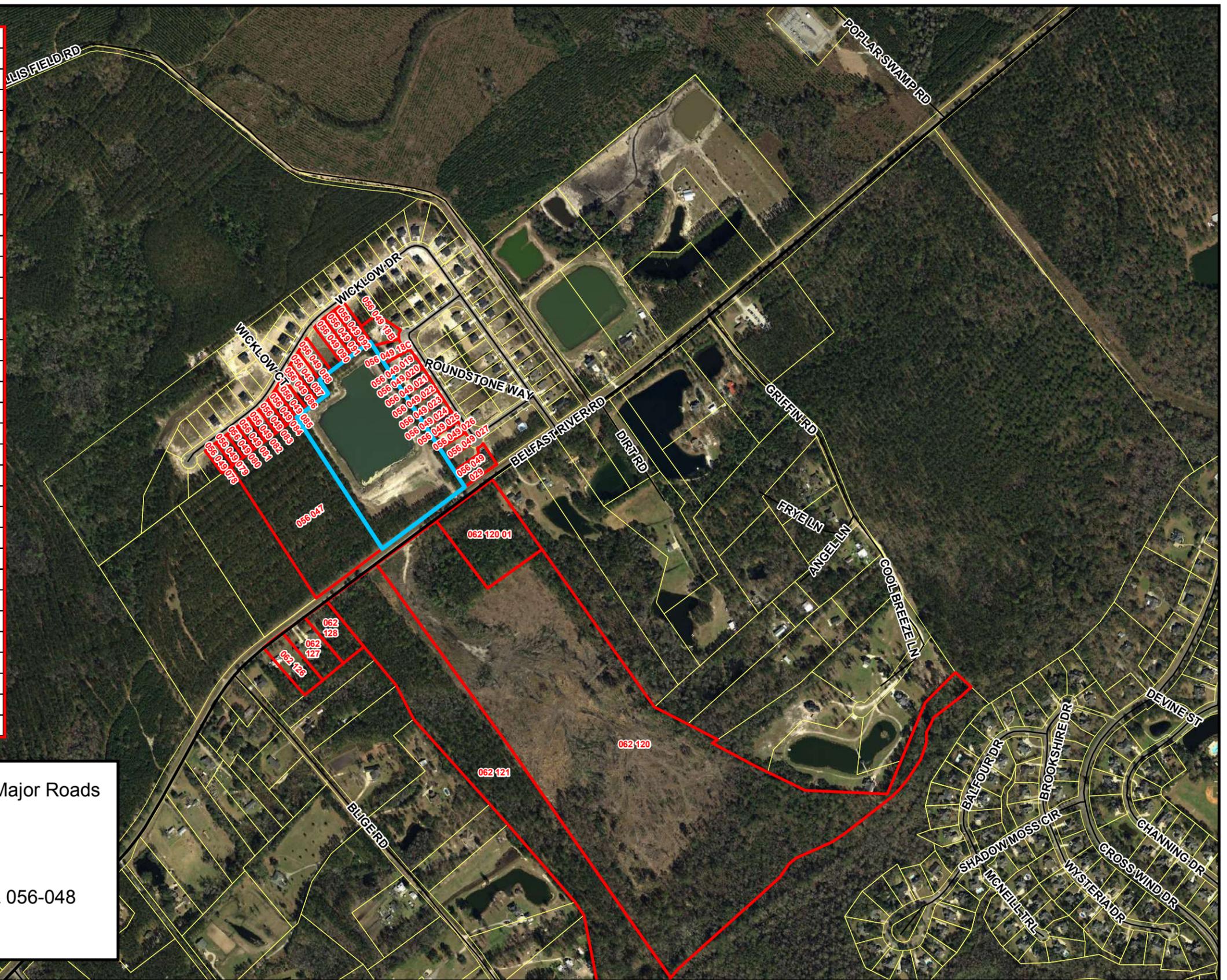
Produced by Bryan County GIS
November 2018



Overview Map Simcoe at Belfast c/o John Mowry Case Z# 199-18

DISCLAIMER:
Information represented in this compilation from numerous digital GIS resources is solely for planning and illustration purposes. It is not suitable for site specific decision making. The accuracy of this product is dependent upon the source data and therefore the accuracy cannot be guaranteed. The areas depicted in this GIS Map Product are approximate, and is not necessarily accurate to surveying or engineering standards. Bryan County, City of Richmond Hill, or City of Pembroke assumes no responsibility or liability for the information contained therein or if information is used for other than its intended purpose. Reproduction, dissemination, altering this data is not authorized without prior consent. Bryan County, City of Richmond Hill, or City of Pembroke assumes no responsibility or liability for modified data.

PARCEL #	OWNER
056 047	GLENN PELLETIER
056 049 018B	MARIA GUADALUPE RAMOS & CLIFFORD HIBBS
056 049 18C	KEVIN M LEY
056 049 019	FRANCISCO A ESTEVEZ
056 049 020	MATTHEW BRYANT CUNNINGHAM
056 049 021	DARRIN T DUNCAN
056 049 022	IAN B MASON & AMY N MASON
056 049 023	JORDAN R MORTON & AMY S MORTON
056 049 024	MICHAEL LEE
056 049 025	CHARLES D STANDIFORD & REE A STANDIFORD
056 049 026	LAVERTA T BROWN & KELVIN G BROWN JR
056 049 027	EDWARD WILSON KINARD & KRISTI KINARD
056 049 029	JAN-MICHAEL MENDOZA RODRIGUEZ
056 049 078	KEVIN JOHN MCGOWAN & TERESA RULE MCGOWAN
056 049 079	ANDREW D FLESHER & VIRGINIA MARIE HUDAK
056 049 080	EDGARDO ORTIZ
056 049 081	DANIEL P NEAL & MELISSA J NEAL
056 049 082	DAVID NORWOOD PENNINGTON & PENNINGTON
056 049 083	DUANE K MAYEDA & CHERYL E MAYEDA
056 049 084	LAURIE ANN MIX-MONTANO
056 049 085	CHRISTOPHER P CUOMO
056 049 086	NICHOLAS P ANTHONY & RACHEL W ANTHONY
056 049 087	RICHARD D WATSON & MICHELLE R WATSON
056 049 088	DOUGLAS EDWARD HOER & ASHLEY HOER
056 049 090	DESHAWN EDMUND
056 049 091	CARRIE M HUBERT & DAMON M HUBERT
056 049 092	DAVID L LOOMIS & KERRI J LOOMIS
062 120	TURTLE LANDING INVESTMENTS LLC
062 120 01	PALMETTO POINTE DEVELOPERS< LLC
062 121	ROBERT & DONNA GERLACH
062 126	CHUCK SHELTON HUNTER
062 127	KEVIN ROY & ANEGLIA MARIE WHITE
062 128	RONNELL DOTSON



- Interstate, U.S. & State Highways, & Other Major Roads
- Roads
- Notified Owners
- Subject Property consisting of 056-047-01 & 056-048
- Parcels



Notification Map

Simcoe at Belfast c/o John Mowry

Case Z# 199-18

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- Interstate, U.S. & State Highways, & Other Major Roads
- Roads
- Subject Property consisting of 056-047-01 & 056-048
- Parcels



Location Map
Simcoe at Belfast c/o John Mowry
Case Z# 199-18

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Pittman Engineering Co., LLC

Post Office Box 822
Richmond Hill, Georgia 31324
912-662-4000



November 1, 2018

Mr. Kirk Croasmun
Planning Director
66 Captain Matthew Freeman Drive, Suite 201
Richmond Hill, GA 31324

RE: Woodland Trail Phase IV-126 Acre
R-1 Rezoning Application
Oak Level Road
Bryan County, Georgia

Dear Kirk,

On behalf of our client, Scott Stafford, we submit the following information for consideration to Rezone 126-acres of property directly adjacent to Woodland Trail. The request is to rezone 126 acres from A-5 to R-1. Please note a DRI is to be submitted by the County. We will be happy to meet and fill out the application for your convenience. Let us know the time and date for us to meet and we will be happy to type the pertinent information into the County On-line Application. As required for the Rezoning please find enclosed:

1. Check in the amount of \$165 for rezoning fees;
2. Signed Rezoning Application;
3. Signed and notarized Disclosure Statement;
4. Signed Verification of Current Paid Property Taxes;
5. Signed and notarized Authorization by Property Owner;
6. Applicant's documented analysis of zoning change;
7. Deed including legal description;
8. Master Plan;
9. Plat showing wetland delineation and adjacent property owners within 300 feet;
10. Water & Sewer Service to be supplied by Bryan County per existing W&S Agreement;
11. Corps of Engineer's Wetland Jurisdictional Determination.
12. Traffic Study

If all is in order, we request to be placed on the earliest Bryan County Planning and Zoning Board agenda. If you should have any questions, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink that reads "Raymond A. Pittman".

Raymond Pittman, P.E.

cc: Scott Stafford

CHARLES SCOTT STAFFORD 03/13

64-584-612

No. 1584

DBA CHARLES S. STAFFORD CONSTRUCTION

PH. 912-756-3805

PO BOX 741

RICHMOND HILL, GA 31324-0000

DATE 11-1-18

Pay to the order of

Bryan County

\$ 165.00

One hundred sixty-five and ⁰⁰/₁₀₀

DUPLICATES



Security Features Included Details on Back



P.O. BOX 1988
RICHMOND HILL, GA 31324
912.459.2323
www.southeasternbank.com

MEMO re zoning - 126 acres

C. Scott Stafford

MP

⑆061205844⑆ 1909104721⑆

1584

APPLICATION FOR ZONING
CASE Z# 200-18

Date Received: 11/2/18 Meeting Date: _____

Applicant: Mr. Charles S Stafford (Scott)

Applicant's Address: P.O. Box 741
Richmond Hill, Georgia 31324

Applicant's Phone No: 912-663-8576

Applicant's Email Address info@themulberryco.com

Owner(s) of the Property: Mr. Charles S. Stafford

Owners' Address: 175 Cedar Street
Richmond Hill, Georgia 31324
Owner's Telephone No.: 912-844-5554

Contact Person's Name: Mr. Charles S. Stafford

Contact Person's Phone No.: 912-663-8576 Fax No.: _____

Address of Property selected for reclassification: Woodland Trail Subdivision,
Oak Level Road, Richmond Hill, Georgia 31324

(Please provide access road if no address is available)

Tax Parcel Number (PIN): Parent Parcel 063 001 Acreage: 126 Acres

Present Zoning: AR-5 Requested Zoning: R-1

Existing Structure and/or Use of Property: 0 Structures & Land Use = Timberland

Proposed Use including the number of lots: Residential w/ 171 lots

Proposed date of completion: December 31, 2022

C. Scott Stafford
Signature of applicant

11-1-18
Date

DISCLOSURE STATEMENT

Title 3, chapter 67A-3 of O.C.G.A. requires an applicant for rezoning action, within two years immediately preceding the filing of the applicant's application for the rezoning action, to disclose campaign contributions aggregating \$250.00 or more to a local government official who will consider the application.

- No, I have not made any campaign contributions to County Officials voting on this application exceeding \$250 in the past two years.
- Yes, I have made campaign contributions to County Officials voting on this application exceeding \$250 in the past two years.

To Whom: _____

Value of Contribution: _____

Date of Contribution: _____

I have read and understand the above and hereby agree to all that is required by me as the applicant.

C. Scott Stoppard
Signature of Applicant

Personally, appeared before me

C. Scott Stoppard
Applicant (Print)

Who on oath deposes and says that the above is true to the best of his or her knowledge and belief.

This 1 day of NOV 2018.

William L. Kress
Notary Public 9.10.19

(Notary Seal)

FMUMFB
FMUMFB01

CARROL ANN COLEMAN BRYAN COUNTY TAX COMM
Clerk HF Date 2018 11 02 Sequence 150416

11/02/18
15:05:55

Bill Number . . .	2017 016700 Acct	8740R17	Fair Mkt Val	1,160,106
Taxpayer Name . .	TERRAPOINTE LLC		Bill Date	2017 08 23
Additional Name.	C/O RAYONIER TAX SERVICES		Due Date	2017 11 15
Address Line 1 .			H/S Code	
Address Line 2 .	PO BOX 161139		Lender Code	
City ST Zip 4 . .	MOBILE	AL 36616	Under Appeal	
Loctn/Desc . . .	2003 SPLIT PARCEL D		Bankruptcy	
Map Blk Par Sub.	063 001	Dist 03	Check Notes	
Original Bill	Adj & Charges	Payments	Descriptions	This Tran
11,304.52		11,304.52-	Taxes	_____
			Assessment Pen	_____
			Interest	_____
			Costs	_____
			Late Penalty	_____
			Other Penalty	_____
11,304.52		11,304.52-	TOTALS	_____
		Last T/A Date	Payment/Adjust	(P/A) P
		PP 2017 11 03	Reason Code	(F13) 00

Email Address:

F1=Options

F3=Return

F4=Delete

F8=Adj to Total

VERIFICATION OF CURRENT TAX STATUS

FOR APPLICATION

_____The undersigned below is authorized to make this application. The undersigned certifies that all Bryan County property taxes, billed to date for the parcel listed below have been paid in full the Tax Commissioner of Bryan County, Georgia.

_____The undersigned verifies that all fire and garbage tax has been paid in full to the Tax Commissioner of Bryan County for the parcel listed below.

"NOTE: A separate verification form must be completed for each tax parcel included in rezoning request.

Parent Parcel 063 001

Parcel Identification Number

BRYAN COUNTY TAX COMMISSIONER'S USE ONLY

Name: Heidi Page Title: Tax Clerk

Signature Heidi Page Date: 11/2/18



Coastal Health District
Diane Z. Weems, M.D. District Health Director

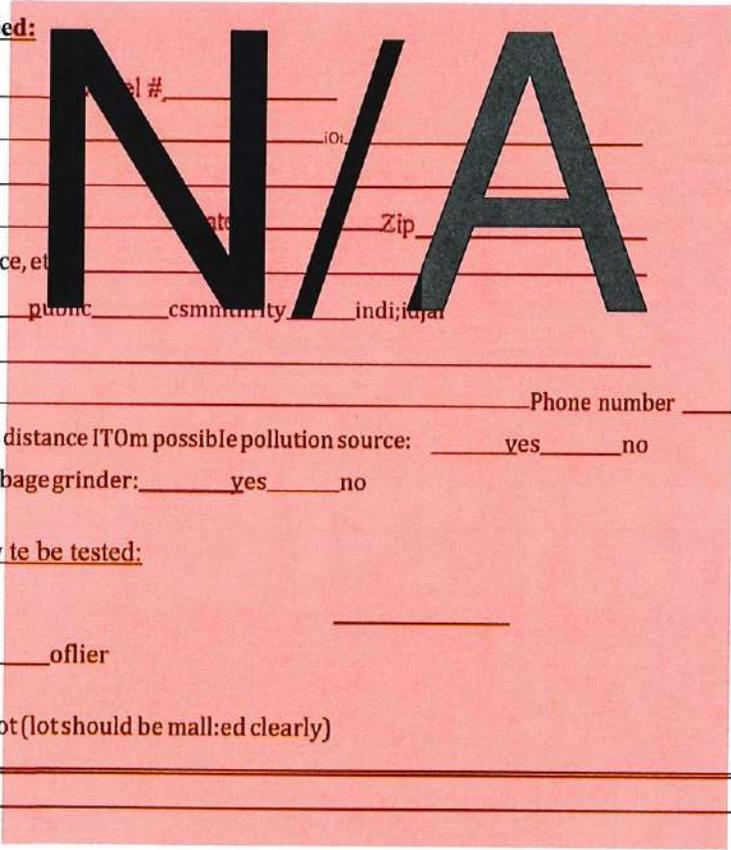
66 Captain Matthew Freeman Drive, Suite 145
Richmond Hill, Georgia 31324
Phone: 912-756-2636 Fax: 912-756-2416

SITE EVALUATION APPLICATION

The following form must be filled out completely and submitted to the health department with an approved plat.

Applicant's name _____ Phone number _____
Mailing address _____
City _____ State _____ Zip _____

Property to be tested:



Tax map 0 _____ Parcel # _____
Subdivision _____
911 address _____
City _____ State _____ Zip _____
Type facility (residence, etc.) _____
Water supply: _____ public _____ community _____ individual _____
Water-system owner _____
Address _____ Phone number _____
Well located required distance from possible pollution source: _____ yes _____ no
Garbage disposal/garbage grinder: _____ yes _____ no

Reasons for property to be tested:

_____ officer _____ (explain! _____)

Specific directions to lot (lot should be marked clearly)

Applicant _____ Date _____

Office use only:

date received _____
payment by _____ check# _____

Zoning Clearance»

Zone: _____ Clearance no. _____
Is existing residence on property: _____ Yes _____ No
Proposed use of property: _____

Approved: _____ Date: _____

AUTHORIZATION BY PROPERTY OWNER

I, Charles S Stafford, being duly sworn upon his/her oath, being of sound mind and legal age deposes and states: That he/she is the owner of the property which is subject matter of the attached application, as is shown in the records of Bryan County, Georgia.

He/She authorizes the person named below to act as applicant in the pursuit of a rezoning of this property.

I hereby authorize the staff of the Bryan County Department of Planning and Zoning to inspect the premises which are subject of this zoning application.

Name of Applicant: Charles S. Stafford

Address: P.O. Box 741

City: Richmond Hill State: Georgia Zip Code: 31324

Telephone Number: 912-663-8576 Fax Number: _____

C. Scott Stafford
Signature of Owner

11-1-18
Date

Mr. Charles S Stafford
Owners Name (Print)

Personally, appeared before me

Charles S. Stafford
Applicant (Print)

Who swears before that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

This 1 day of NOV, 2018.

[Signature]
Notary Public 9-10-19

Notary Seal

Woodland Trail

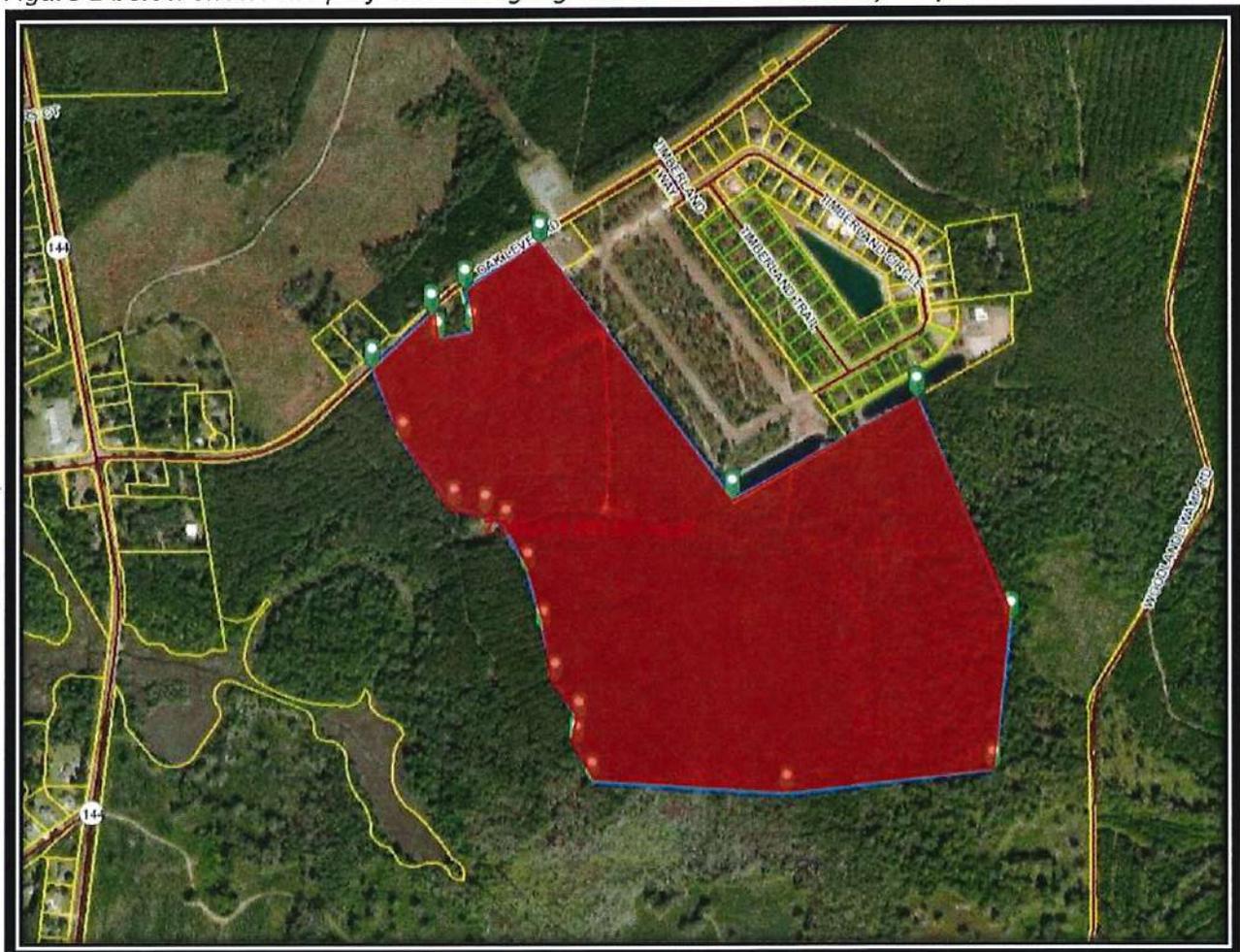
R-1 Zoning Application

Lot Pros, LLC | Bryan County, Georgia

Analysis of Impact of Proposed Zoning | October 17, 2018

The Woodland Trail Zoning Application is a continuation of the existing planned 400 single family home community located on Oak Level Road in South Bryan County. The first phases of Woodland Trail consist of 124 home sites on approximately 70 acres (1.7 units/acre) and is also zone R-1. The current zoning for the property is A-5. The proposed zoning is R-1. This application is for 171 homes to be built on approximately 126 acres (1.3 units/acre). It appears the project area contains approximately 21 acres of wetland. Thus, if one were to remove the wetland acreage from the density calculation, the net density is calculated to be 1.6 Units/acre which is less dense than the existing Woodland Trail density. The project area is in a FEMA Flood Zone X. The area requested to be rezoned is included in the existing Bryan County and Lot Pros Water & Sewer Agreement. Currently, the property is mostly wooded and storm drainage flows from Oak Level Road to Sweet Hill Creek. The Parent Parcel Number is 063 001.

Figure 1 below shows the project area highlighted in red on the Vicinity Map.



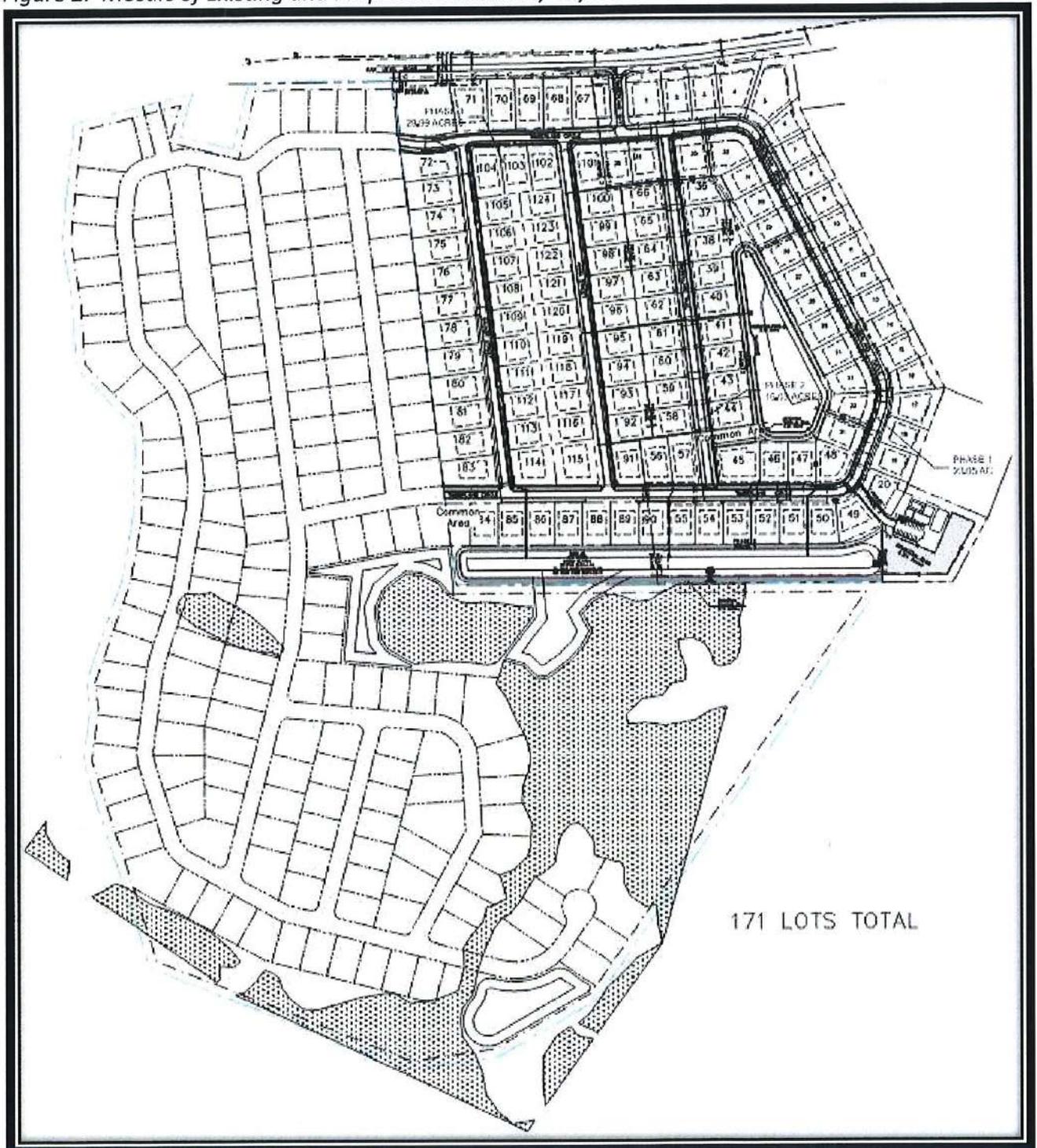
Woodland Trail

R-1 Zoning Application

Lot Pros, LLC | Bryan County, Georgia

Analysis of Impact of Proposed Zoning | October 17, 2018

Figure 2. Mosaic of Existing and Proposed Community Layout



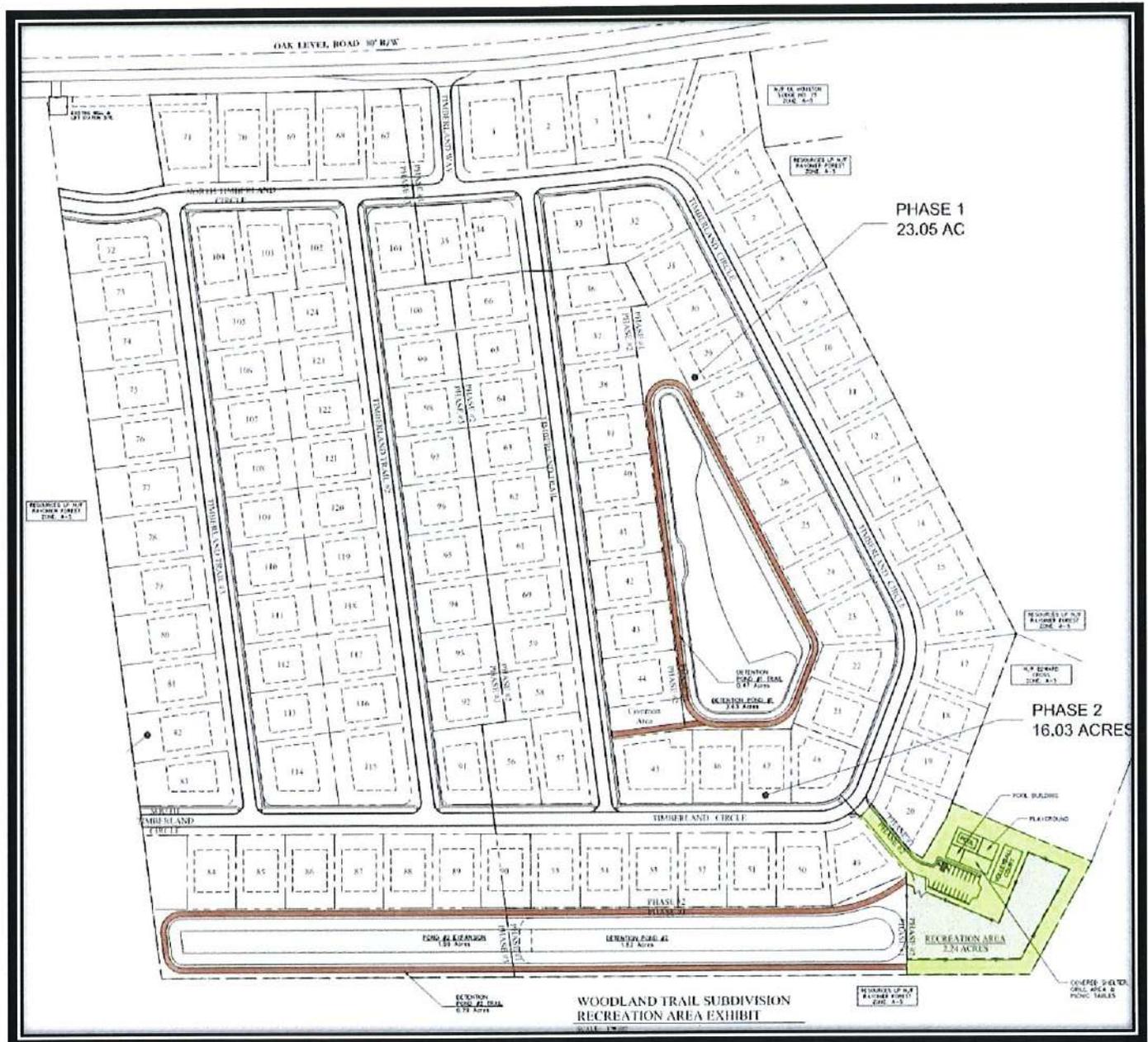
Woodland Trail

R-1 Zoning Application

Lot Pros, LLC | Bryan County, Georgia

Analysis of Impact of Proposed Zoning | October 17, 2018

Figure 3. Existing Woodland Trail 124 Lot Neighborhood



Woodland Trail

R-1 Zoning Application

Lot Pros, LLC | Bryan County, Georgia

Analysis of Impact of Proposed Zoning | October 17, 2018

The 126-acre project contains approximately 21 acres of wetlands. The project area topography ranges from elevation 16 to 24 (NAVD 88). The property is in FEMA Flood Zone X. Figure 2 is a mosaic of the Woodland Trail, site boundary and wetland delineation. Figure 3 is a snip of the existing Woodland Trail 124 Lot Neighborhood. Please note the Master Plan shown on Figure 2 is preliminary and is subject to change.

Woodland Trail Phase IV, R-1 Zoning request matches the existing neighbor's zoning. R-1 Zoning consist of single-family homes, open spaces, and a recreational area. The master plan allows the development of the property in a more thoughtful and meaningful way. By carefully preserving wetlands, attention to natural drainage characteristics and creative placement of open space; a more natural use of a limited land resource can be achieved. The illustrated master plan has minimized impacts to wetlands by only impacting wetlands at road crossings. The community shall also meet the currently adopted County IDO and as such the recreation, open space and common space components shall meet the Bryan County requirements.

A Development of Regional Impact is required for the Rezoning Application, since the proposed 171 lots surpass the DRI's 125 lot threshold for Non-Metropolitan Tier Developments. Owner welcomes the opportunity to assist Bryan County in assembling and filling out the submittal which is mandated to be performed by the County. As shown in this application, "The applicant's Rezoning Request submittal for this project is in line with the Character Area and the Future Land Use Map as defined in the Comprehensive Plan".

Conceptual Master Plan

The Master Plan as shown is conceptual and is subject to change but must be developed as stipulated within the Bryan County R-1 Zoning Requirements. Listed below are additional general requirements of the development of the Project:

1. The detention ponds and storm drainage system located outside the road right-of-way is to be owned, operated and maintained by the Woodland Trail Home Owners' Association. All storm drainage systems within the Bryan County Road right-of-way shall be owned, operated and maintained by Bryan County.
2. Woodland Trail Home Owners' Association shall maintain trees and sidewalks within the Bryan County Road right-of-way. This responsibility shall also include pruning trees as necessary to allow emergency vehicle access without scraping of branches against the vehicle.
3. Site Development within Woodland Trail shall comply with FEMA and Bryan County Flood Zone requirements.
4. The Zoning document shall be transferred and binding on all future ownerships.

Woodland Trail

R-1 Zoning Application

Lot Pros, LLC | Bryan County, Georgia

Analysis of Impact of Proposed Zoning | October 17, 2018

5. A ten (10) foot utility easement shall be placed on both sides of the Bryan County Road rights-of-way.

Guidelines for the R-1 Zone are listed in the below table:

• Total Site Acreage	126 Acres
• Density	1.3 Dwelling Units per gross acreage (171 Lots Total)
• Recreational Area	Greater of 1/2 acre or 5% of the land being subdivided (6.3-acres) Maximum 20% of which may be wetlands
• Minimum Lot Width	75 feet at building setback
• Minimum Lot Size	15,000 square feet
• Front Building Setback	30 feet
• Side Building Setback	15 feet-Interior, 20 feet-Road
• Rear Building Setback	35 feet
• Maximum Building Height	35 feet
• Project Perimeter Buffer	50 feet Undisturbed along Oak Level, 30 feet undisturbed adjacent to AR-5 Zoning & 0 feet adjacent to R-1 Zoning
• Accessory Building Side Setback	10 feet
• Accessory Building Rear Setback	35 feet
• Maximum Gross Land to be Covered	30%

Storm Drainage System

The stormwater runoff primarily drains to the south and eventually drains into the marshes of Sweet Hill Creek which are classified as wetlands. The existing Woodland Trail storm drainage outfalls also drainage through an expansive wetland area that also drains into Sweet Hill Creek. Sweet Hill Creek discharges into the Tivoli River. To retain the existing drainage pattern for the site as much as practical, the storm drainage system layout is anticipated to follow the existing natural topography and drain into the proposed Woodland Trail Lagoon System which will also empty into Sweet Hill Creek. The roadway drainage shall be collected in curb and gutter sections and drained to curb inlets. The curb inlets are anticipated to drain to storm water detention ponds, ditches and wetlands. The site will be designed to comply with the current Bryan County storm drainage requirements.

Woodland Trail

R-1 Zoning Application

Lot Pros, LLC | Bryan County, Georgia

Analysis of Impact of Proposed Zoning | October 17, 2018

Water and Sewer Service

Bryan County is the water and sewer provider. The water supply for the Woodland Trail Expansion is anticipated to extend from the existing water line infrastructure within the existing Woodland Trail neighborhood. Sewer generated by the Project is anticipated to be collected and conveyed by gravity sewer extending from the existing gravity sewer.

Existing Soil Characteristics

According to the Bryan and Chatham Counties Soil Survey, the soils consist of Albany fine sand, Ellabelle loamy sand, Ocilla complex and Olustee fine sand. Albany Fine Sand typically has good structural characteristics. Ellabelle loamy sand and Ocilla complex are silty sands with varying percentages of clays. Olustee fine sand contains a small percentage of clay and silt. The soils are similar to the existing Woodland Trail development. During the design phase, Owner will hire a geotechnical engineer to determine the ground water table depth and provide general geotechnical services.

Wetlands

Wetlands have been delineated and a Jurisdictional Determination obtained. Wetlands are shown on the Survey and the Master Plan. In addition, the master plan layout has minimized impact to wetlands and the Owner has conducted a tree survey of the larger tree canopy in order of preserving as many as possible during the development of the project.

Traffic

A traffic impact and access study were prepared for the Zoning Application per Bryan County's request. Based on the ITE Trip Generation manual, 10th edition, the 171 lots are anticipated to generate 95 AM Exit Peak-Hour trips and 63 PM Exit Peak-Hour trips. The study recommended constructing a new entrance into Woodland Trail to interconnect with the existing roadway system and provide an additional entrance into Woodland Trail. The study also recommended considering the addition of a right-turn deceleration lane for traffic entering the Neighborhood from Oak Level Road. Please see the Traffic Impact and Access Study for additional information.

Woodland Trail

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Recreation Area

The Development will dedicate a minimum of 6.3 acres of land for recreation. Please note this amount is the greater of ½ acre or 5% of the land being subdivided for recreation. Active components of the PROJECT recreation may consist of a pool, slide, swings, free-play lawn. The passive components for PROJECT recreation may consist of a pavilion, seating under pavilion, charcoal grill and fire pit. Please note, the actual recreational components are subject to change based upon the final site plan.

Infrastructure Dedications to Bryan County

Dedication of Roads

The Owner will construct all roads in accordance with Bryan County and all other applicable standards. All roads that are accessible by the public will be dedicated to Bryan County. Should any of the residential communities be planned as gated, the Developer will establish a Home Owners Association (HOA) to own and maintain the roads and drainage system within the gated community.

Water, Sewer and Storm Drainage Systems

The proposed water, sewer and storm drainage systems will be designed and constructed to meet or exceed Bryan County Specifications. The systems are to be dedicated to Bryan County for Ownership.

Woodland Trail

R-1 Zoning Application

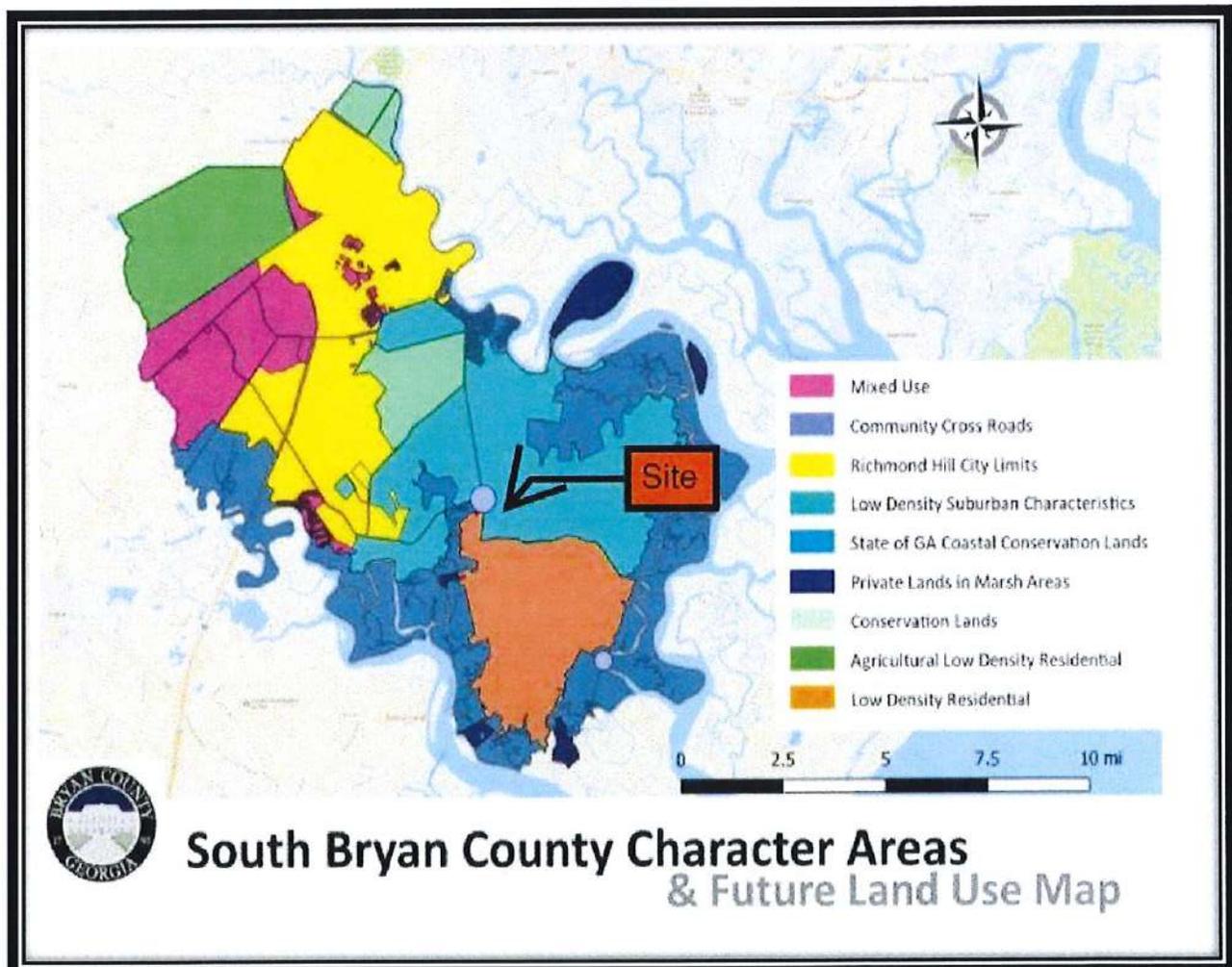
Lot Pros, LLC | Bryan County, Georgia

Analysis of Impact of Proposed Zoning | October 17, 2018

ANALYSIS OF IMPACT OF PROPOSED ZONING CHANGE FOR WOODLAND TRAIL, BRYAN COUNTY, GEORGIA (Responses in italics)

a. Whether the proposed reclassification is in conformance with the Comprehensive Plan;

Yes, the plan is consistent with the Bryan County future land use plan which shows this subject area as "Low Density Suburban Characteristics" along with the existing neighboring Woodland Trail Development.



Woodland Trail

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b. Whether the proposed reclassification improves the overall zoning scheme and helps carry out the purpose of this Ordinance;

This proposed zoning change will improve the overall county zoning scheme by concentrating development in an area that has been planned and projected for growth. The proposed concentration of development will allow for a sustainable development. Additionally, this area is also adjacent to existing water, sewer, drainage and road infrastructure.

c. Whether the proposed reclassification is compatible with or would negatively impact the overall character and land use pattern or a particular piece of property or neighborhood within one (1) mile of the subject lot;

This proposed zoning change is compatible with the adjacent properties. The intensity of development reflects a similar residential density as the neighboring Woodland Trail.

d. The adequacy of public facilities and services to serve the lot proposed to be reclassified, including but not limited to: Roads, parks and recreational facilities, police and fire protection, schools, storm water drainage systems, water supplies, wastewater treatment, and solid waste services;

The Zoning will have negligible impact on the existing public facilities and services. This statement is reiterated by the fact that the Oak Level Road Corridor has become a primary Bryan County Development Corridor due to the recently installed water and sewer systems specifically designed and installed to serve Woodland Trail's ultimate 400 lot community, the McAllister Elementary School, Richmond Hill Middle School and the future Richmond Hill High and Richmond Hill Elementary Schools. Also, the new Waterways Township Fire station is less than 3 miles from the Woodland Trail expansion area.

Upon 100% build out, the existing roadway network will be minimally impacted by the proposed development. The project's anticipated roadway will connect to Oak Level Road.

Bryan County's trash is disposed at the Broadhurst Environmental landfill in Wayne County. Per online research, the landfill accepts between 1,300 and 1,500 tons of trash per day and could, by some estimates, have one hundred thirty (130) years of capacity remaining.

The students generated by this development will attend the existing Richmond Hill Schools. As of the date of this application, it is anticipated that the development's student body may attend

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McAllister Elementary or the new Richmond Hill Elementary School to be built on Warren Hill Road, Richmond Hill Middle School and Richmond Hill High School. However, the proposed buildout year of the development coincides with the projected opening of the new high school and elementary school located adjacent to Belfast Siding Road. Due to the size of the development, no school facility modifications are anticipated.

The water supply for Woodland Trail is anticipated to extend from the existing 8-Inch water line stub-outs within the existing neighborhood.

Sewer generated by Woodland Trail is anticipated to be collected and conveyed by gravity sewer extensions from the existing gravity sewer stub-out located on Woodland Trail Road.

Finally, this project has a projected build out of approximately four years. As indicated above, the only anticipated infrastructure improvements shall consist of installing an Oak Level Road turning lane which will turn into a new Woodland Trail Entrance Road. The new entrance and turning lane connection are anticipated to be made during the initial site development.

e. Whether the proposed reclassification will adversely affect a known archaeological, historical, cultural or environmental resource, such as water or air quality, ground water recharge areas, drainage, soil erosion and sedimentation and flooding;

The project site includes jurisdictional wetlands. Jurisdictional wetlands will be protected and preserved in accordance with USACE Guidelines. Minimal impact is expected due to one proposed road crossing anticipated to be permitted under the Nationwide Permit process and the control of storm water runoff by using Best Management Practices. No significant groundwater recharge areas, water supply watersheds or protected river corridors exist within the development.

The project area does not have any known significant historical or cultural value to the local community, region, or state.

f. Whether the proposed reclassification will adversely affect the existing uses or usability of adjacent or nearby lots or the preservation of the integrity of any adjacent neighborhoods;

Most of the adjacent existing uses bordering the Project Area are residential and timberland. The opposite side of Oak Level Road and the area surrounding Woodland Trail are predominantly timberland, zoned A-5 and mostly undeveloped. As previously mentioned the Oak Level Road Corridor has become a primary Bryan County Development Corridor due to the

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recently installed water & sewer systems, Waterways Township resurgence, Belfast Keller Interchange, McAllister Elementary School, Richmond Hill Middle School and the new Elementary and High Schools currently under construction in the immediate Area. Therefore, the Zoning is not anticipated to adversely affect the existing uses or usability of adjacent or nearby lots or the preservation of the integrity of any adjacent neighborhoods.

g. Whether the proposed reclassification could adversely affect market values of nearby lots;

This project is not anticipated to adversely affect the market values of the nearby lots. The density of the project is virtually the same as the existing section of Woodland Trail and understanding this new area will be required to comply with the newly adopted Bryan County Development Ordinance with its requirement for better building materials and architectural elements.

h. Whether the proposed reclassification would require an increase in existing levels of public services, including, but not limited to: schools, parks and recreational facilities, storm water drainage systems, water supplies, wastewater treatment, solid waste services, roads or police and fire protection beyond the existing ability of the County or Board of Education to provide;

Public facilities are expected to be minimally impacted as the size of the PROJECT does not anticipate the need for the expansion of existing facilities. Recreational facilities and open spaces are required to be built within the area to be rezoned per Bryan County's regulatory requirements.

Upon 100% build out, the existing roadway network is adequate to accommodate the proposed development. Bryan County has outlined a series of traffic improvements including intersection improvements for Belfast Keller/Belfast River, Belfast Keller/Hwy 144, Belfast River/Hwy 144 and Harris Trail/Belfast River. Other State Projects currently under construction include widening Hwy 144 to four lanes and the new Belfast Keller/I-95 Interchange.

A traffic impact analysis is included with the zoning request which identifies the single transportation improvement to be built in conjunction with the new development. The single transportation improvement recommendation from the traffic impact analysis is to construct a new entrance road into Woodland Trail with a standard right turn lane for traffic turning right into the neighborhood.

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Bryan County's trash is disposed at the Broadhurst Environmental landfill in Wayne County. Per online research, the landfill accepts up to 1,500 tons of trash per day and could, by some estimates, have one hundred thirty (130) years of capacity remaining.

Recently, both the Richmond Hill Middle School and McAllister Elementary Schools were constructed. Additionally, a new high school and elementary school is under construction. It is anticipated School Districts will be modified which will serve this community along with other surrounding communities.

i. Whether there are other existing or changing conditions affecting the use and development of the lot proposed to be reclassified which give supporting grounds for either approval or disapproval of the proposed reclassification;

There are "NO" known existing or changing conditions in the immediate area which may adversely affect the project area reclassification. The existing transportation improvements to improve travel, new schools to accommodate student population growth, new fire station and new I-95 Interchange to spur economic development are in place or under construction to support existing and future growth in the immediate area.

j. The existing uses and zoning of nearby lots;

The existing uses of nearby lots are residential and timberland. The zoning of nearby lots consists of A-5 and R-1.

k. The extent to which the value of the lot proposed to be reclassified is diminished by its existing zoning;

Upon reclassification and 100% build out of this project, the project is projected to have a value of approximately \$48 million. Without the reclassification, the property would have a timberland land use which the parent 5,571-acre tract of property has a Bryan County assessed value of \$1.16 million.

l. The extent that any diminished property value of the lot proposed to be reclassified resulting from its existing zoning restrictions promotes the health, safety, morals and general welfare of the public;

There are "NO" anticipated diminished property values due to the development of Woodland Trail.

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m. The relative gain to the public, as compared to the hardship imposed upon Petitioner, by the existing zoning restrictions;

There are "NO" known gains to the public regarding the existing zoning of this parcel. However, upon rezoning, the public will gain additional public and private facilities and services. Also, jobs will be created as a result of the development, connection fees will be paid to Bryan County to debt service existing County loans and property taxes will be generated.

n. The suitability of the lot proposed to be reclassified for its current and proposed zoned purposes;

Prior to the current and projected growth, the land use was suitable. However, due to the current and projected growth in the region, the property is situated such that the proposed uses provide a better solution for the Owner and the County. The proximity of the Area to schools, water and sewer infrastructure, along with the transportation network, makes the site an ideal area for a single-family community. Also, note that the area is required to comply with the updated Bryan County Ordinance which requires upgraded home building material and architectural elements.

o. The length of time the lot proposed to be reclassified has been non-income producing as zoned;

The project site has remained undeveloped and non-income producing for over thirty years, except for nominal income produced from silviculture. However, the proposed use will generate significantly increased income for the county. As above indicated the tax assessed value of silviculture versus development for this site are respectively \$1.16 million versus \$48 million.

p. Whether the proposed reclassification would create an isolated District unrelated to adjacent and nearby districts;

The proposed rezoning will create compatible land uses. The nearby properties are used for residential purposes.

q. Whether there are substantial reasons why the lot cannot be used in accordance with this existing zoning classification;

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To provide the uses necessary to develop the community as proposed, rezoning is necessary. The R-1 Zoning classification allows for the protection of the adjacent property owners and public, since this is a continuation of the neighboring Woodland Trail which is zoned R-1 and thus must comply with update Bryan County Ordinance Requirements.

r. Applications for a Zoning Map Reclassification which do not contain specific site plans carry a rebuttable presumption that such rezoning shall adversely affect the zoning scheme.

As part of this zoning submittal, a conceptual land use master plan and application indicating maximum development density which comply with Bryan County's updated R-1 Zoning requirements. Thus, minimum setbacks, minimum lot dimensions, minimum open space, minimum buffers and minimum recreation space shall follow R-1 Zoning requirements. Upon further development, specific site development plans will be submitted to Bryan County for review and approval.

Legal Description

All that certain lot, tract or parcel of property lying, situated and being in the 20th G.M. District of Bryan County, Georgia. Containing 126 AC point of commencing being the intersection of S.R. # 144 and the Oak Level Road thence running in a North Eastern direction down Oak Level Road a distance of 1668.5' to a I.P. at the Eastern R/W of a Woods Road and the Southern R/W of A Woods Road, which is the point of beginning. Thence N 45-14-27"E A distance of 441.30' to a I.P. thence S 05-50-39"E a distance of 203.31' to a I.P. thence N 79-44-33"E a distance of 207.59' to a I.P. thence N 05-37-47"W a distance of 304.32' to a I.P. thence N 56-36-17"E a distance of 173.49' to a point thence N 59-10-18"E a distance of 289.47' to a point thence S 37-12-00"E a distance of 1804.82' to a I.P. thence N 60-00-58"E a distance of 1085.13' to a I.P.S. thence S 14-29-03"E a distance of 1318.64' to a I.P.S.: thence S 05-50-40"W a distance of 775.62' to a I.P.S.: thence S 85-01-50"W a distance of 1149.57' to a I.P.S.: thence N 85-20-11"W a distance of 909.40' to a I.P.S. being the eastern R/W of Woods Road, thence N 06-35-56"E a distance of 318.71' to a I.P. thence N 22-58-29" W a distance of 201.81' to a I.P. thence N 37-48-24"W a distance of 94.34' to a I.P. thence N 13-36-24"W a distance of 204.00' to a I.P. thence N 10-34-39"W a distance of 197.58' to an I.P. thence N 18-13-29"W a distance of 218.92' to a I.P. thence N 33-03-19"W a distance of 179.99' to an I.P. thence N 23-06-47"W a distance of 149.12' to a I.P. thence N 79-19-59"W a distance of 139.95' to an I.P. thence N 72-20-54"W a distance of 137.18' to a I.P. thence N 49-08-31"W a distance of 87.35' to an I.P. thence N 25-47-09"W a distance of 155.46' to a I.P. thence N 41-21-35"W a distance of 245.60' to an I.P. thence N 20-40-53"W a distance of 405.65' to the original point of beginning.

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 FILED IN OFFICE u
 10/9/2018 11:30 AM
 BK:1332 PG:40-45
 REBECCA G. CROWE
 CLERK OF SUPERIOR
 COURT
 Bryan County
~~Rebecca G. Crowe~~
 REAL ESTATE TRANSFER TAX
 PAID: \$1175.00

Prepared by:
 S. ALLISTER FISHER, ESQ.
 RAYONIER INC. - LAW DEPT
 1 RAYONIER WAY
 WILDLIGHT, FLORIDA 32097

After Recording Return To:
 WILLIAM G. GLASS, ESQ.
 WEINER SHEAROUSE
 14 EAST STATE STREET
 SAVANNAH, GEORGIA 31401

PT-61 015-2018-002085

STATE OF GEORGIA
 COUNTY OF BRYAN

LIMITED WARRANTY DEED

THIS INDENTURE is made effective as of the ~~27~~²⁸ day of September, 2018, from RAYONIER ATLANTIC TIMBER COMPANY F/K/A TIMBERLANDS HOLDING COMPANY ATLANTIC, INC., a Delaware corporation, duly authorized to do business in Georgia, whose address is 1 Rayonier Way, Wildlight, Florida 32097 ("Grantor"), to CHARLES SCOTT STAFFORD, whose mailing address is 16376 Highway 144 East, Richmond Hill, Georgia 31324 ("Grantee"). (The words "Grantor" and "Grantee" to include any respective heirs, successors and assigns where the context requires or permits.)

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other good and valuable consideration in hand paid at and before the sealing and delivery of these presents, receipt of which is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee the land described on EXHIBIT "A" attached hereto and by reference made a part hereof, and being that same tract or parcel of land described upon that certain survey plat recorded in Plat Book 2019, Page 91 of the Clerk of Superior Court Records of Bryan County, Georgia (hereinafter referred to as the "Property").

GRANTOR HEREBY EXPRESSLY SAVE, excepts and reserves from the grant hereby made, unto itself and its successors and assigns, a forty-nine percent (49%) undivided royalty interest in and to any and all proceeds, whether defined as royalty, bonus, rentals, shut in payment, advance payment, working interest, net profits or the fair market value of any non-cash payments, or any other types of proceeds arising from, or which may be received, or be due and payable under any oil, gas and mineral lease, exploration agreement, seismic or other geophysical permit, unitization agreement, or such related instrument, (collectively, a "Hydrocarbon Lease") which may hereafter be granted by Grantee, its heirs, successors and assigns, (collectively, the "Hydrocarbon Resource Owners") to an arms-length third party upon the interest in any and all oil, gas and other liquid or gaseous hydrocarbons, including, without limitation, any and all oil, gas, and other liquid or gaseous hydrocarbons from or within coal, lignite or shale seams, beds or formations, coal, lignite, natural gas dissolved in formation water and any associated energy found in such formation water, shale or hydrocarbon reservoirs, not previously reserved by others, which are conveyed to Grantee in and under the above described land (collectively, the "Hydrocarbon Resources"). Additionally, if the Hydrocarbon Resource Owners participate in the development or consumption of the Hydrocarbon Resources rather than granting a Hydrocarbon Lease to an arms-length third party, then, Grantor hereby excepts and reserves for itself, its successors and assigns, a twenty-five percent (25%) royalty interest in and to the net proceeds, from such development or consumption of said Hydrocarbon Resources, forever.

The Hydrocarbon Resource Owners (collectively referred to hereafter as the "Resource Owners") covenant and agree to (1) notify Grantor, its successors or assigns of record, if they have leased, contracted for or plan to remove any Hydrocarbon Resources (hereafter collectively referred to as the "Mineral Resources") from the lands conveyed herein, and notify Grantor, its successors or assigns of the quantities of each type or grade of Mineral Resources removed or consumed within thirty (30) days after the end of each month in which any such payment, removals or consumption occur; (2) maintain records reflecting the payment to, removal or consumption of any and all Mineral Resources from the land, all consideration paid therefore, copies of leases or agreements related to any such removal or consumption, and all other information necessary to determine the royalties and proceeds due hereunder; such records shall be open for inspection, copying, and audit by Grantor, or its successors or assigns, at all reasonable times; and (3) negotiate with third parties in good faith as to the amount of royalties and proceeds to be paid, and pay the reserved royalties to Grantor, or its successors or assigns, within thirty (30) days after the end of each month in which compensation is received by the Resource Owners, but in no event more than sixty (60) days following the end of the month any Mineral Resources are removed or consumed.

This reservation of a royalty on Hydrocarbon Resources and the conditions reflected above shall be a covenant running with the land and be binding upon Grantee and Grantee's heirs, representatives, successors and assigns, forever.

THIS CONVEYANCE IS SUBJECT TO those matters referenced on **EXHIBIT "B"** attached hereto and by reference made a part hereof ("Permitted Exceptions").

PROVIDED HOWEVER, by acceptance of this deed, Grantee covenants and agrees for itself, its heirs, successors and assigns, that the Property conveyed hereby shall not be used or developed for the purposes of more than two (2) residential dwellings per upland acre, said

covenant shall expire upon the twentieth (20th) anniversary of the date of this instrument being recorded in the Public Records of Bryan County, Georgia. BK-1332 PG-42

PROVIDED FURTHER HOWEVER, by acceptance of this deed, Grantee covenants and agrees for itself, its heirs, successors and assigns, that use of any portion of the Property for the purpose of a commercial "borrow pit" or "sand box" operation, or any similar type of commercial operation for the sale of soil, sand or gravel is prohibited. Any use of "borrow pit" or "sand box" materials, including, but not limited to soil, sand or gravel from the Property shall be limited only to Grantee's personal use for application on the Property. Said covenant shall expire upon the twentieth (20th) anniversary of the date of this instrument being recorded in the Public Records of Bryan County, Georgia.

If Grantee or its heirs, successors and assigns shall violate any of the foregoing restrictive covenants, Grantor or its successors and assigns shall have the right to seek injunctive relief to prevent any violation thereof and shall be entitled to recover its costs of enforcement, including reasonable attorney fees, whether or not suit be brought to enforce a violation.

TO HAVE AND TO HOLD the said Property, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining to the only proper use, benefit and behoof of the said Grantee forever in **FEE SIMPLE**.

AND THE GRANTOR HEREBY covenants with Grantee that Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property; that Grantor hereby fully warrants the title to the Property and will defend the same against the lawful claims of all persons claiming by, through and under Grantor for claims arising during the period of time of Grantor's ownership of the Property, but against none other.

(SIGNATURES ON FOLLOWING PAGE)

BK:1332 PG:43

IN WITNESS WHEREOF, Grantor has signed this deed, under seal, this 21st day of September, 2018.

**RAYONIER ATLANTIC TIMBER COMPANY
F/K/A TIMBERLANDS HOLDING COMPANY
ATLANTIC, INC., a Delaware corporation**

Witnesses:

[Signature] (Sign)
Shane Shiver (Print)
Unofficial Witness

By: [Signature]
Mark R. Bridwell
Title: Vice President **NP**

[Signature] (Sign)
Joy L. Lawarre
Notary Public, State of Florida
Commission No.: GG 164789
My Commission Expires: 02/23/2022

Attest: [Signature]
DeLisa A. Johnigan
As its: Assistant Secretary



BK=1332 PG=44

EXHIBIT "A"

"Legal Description of Property"

All that certain lot, tract or parcel of property lying, situated and being in the 20th G.M. District of Bryan County, Georgia, containing 126 AC point of commencing being the intersection of S.R. # 144 and the Oak Level Road thence running in a North Eastern direction down Oak Level Road a distance of 1668.5' to an I.P. at the Eastern R/W of a Woods Road and the Southern R/W of Oak Level Road, which is the point of beginning. Thence N 45°14'27"E a distance of 431.30' to an I.P. thence S 05°50'39"E a distance of 203.31' to an I.P. thence N 79°44'33"E a distance of 207.59' to an I.P. thence N 05°37'47"W a distance of 340.32' to an I.P. thence N 56°37'17"E a distance of 173.49' to an I.P. thence N 59°10'18"E a distance of 289.47' to an I.P. thence S 37°12'00"E a distance of 1804.82' to an I.P. thence N 60°00'58"E a distance of 1085.13' to an I.P.S. thence S 14°29'03"E a distance of 1318.69' to an I.P.S. thence S 05°50'40"W a distance of 821.34' to an I.P.S. thence S 85°01'49"W a distance of 1149.59' to an I.P.S. thence N 85°20'11"W a distance of 909.99' to an I.P.S. being the eastern R/W of Woods Road, thence N 06°35'56"E a distance of 318.71' to an I.P. thence N 22°58'29"W a distance of 201.81' to an I.P. thence N 37°48'24"W a distance of 94.34' to an I.P. thence N 13°36'24"W a distance of 204.60' to an I.P. thence N 10°34'39"W a distance of 197.58' to an I.P. thence N 18°13'29"W a distance of 218.92' to an I.P. thence N 33°08'19"W a distance of 179.99' to an I.P. thence N 23°06'47"W a distance of 149.12' to an I.P. thence N 79°19'59"W a distance of 139.95' to an I.P. thence N 72°20'54"W a distance of 137.18' to an I.P. thence N 49°08'31"W a distance of 87.95' to an I.P. thence N 25°47'09"W a distance of 155.46' to an I.P. thence N 41°21'35"W a distance of 245.60' to an I.P. thence N 20°40'53"W a distance of 405.65' to the original point of beginning.

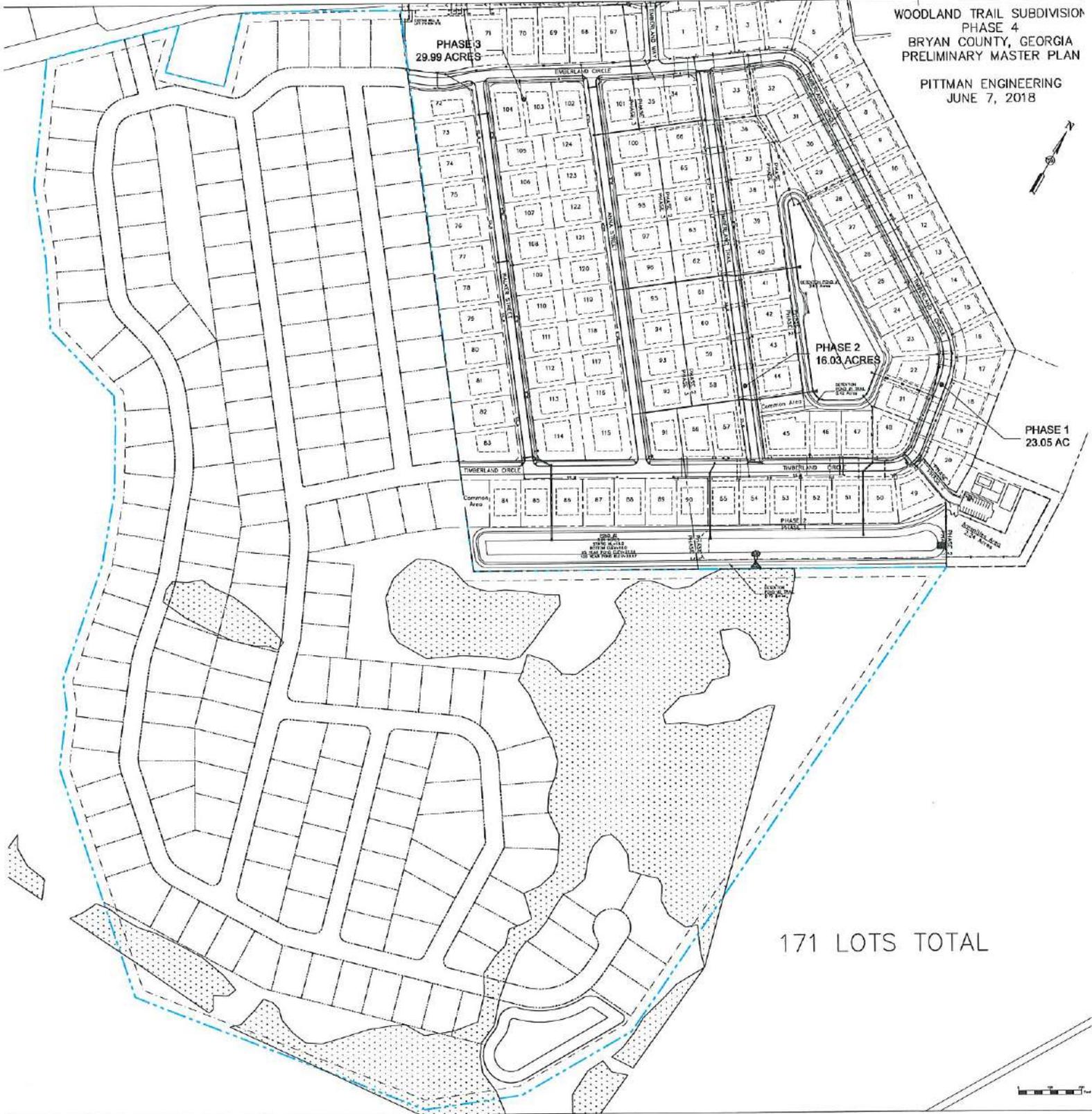
EXHIBIT "B" EK: 1332 PG: 45

"Permitted Exceptions"

- (a) Rights, if any, relating to the construction and maintenance in connection with any public utility of wires, poles, pipes, conduits and appurtenances thereto, on, under or across the Property;
- (b) Liens for real estate taxes for the current year and assessments;
- (c) Any current or future building or zoning ordinances or any other law or regulation (including environmental protection laws and regulations) of any governmental authority;
- (d) Any state of facts which inspection of the Property would reveal, including, but not limited to, the location of boundary lines, improvements and encroachments, if any;
- (e) Those matters shown on that certain plat of survey prepared by John D. Parker, PLS No. 1850, dated September 14, 2018, and recorded on ~~September 3~~, 2018, in Plat Book ~~2018~~, Page 91, in the Clerk of Superior Court Records of Bryan County, Georgia.
- (f) All current and previous reservations, exceptions and conveyances of record of oil, gas, associated hydrocarbons, minerals and mineral substances, and royalty and other minerals rights and interests of record;
- (g) All claims of governmental authorities in and to those portions of the Property that lie in the bed of any streams, creeks or waterways or other submerged lands or land now or formerly subject to the ebb and flow of tidal waters, or any claims of riparian rights;
- (h) All matters of record, outstanding easements, encroachments, servitudes, rights-of-way, flowage rights, restrictions, licenses, leases, reservations, covenants, agreements, log sale agreements, timber cutting contracts, cemeteries, access rights and other rights in third parties of record or acquired through prescription, adverse possession or otherwise;
- (i) Any and all restrictions of use of the Property due to environmental protection laws, including, without limitation, endangered species and wetlands protection laws, rules, regulations and orders;
- (j) Any reservations set forth in this Limited Warranty Deed;
- (k) All matters of public record; and
- (l) Those certain title defects or exceptions as contained in that certain Title Commitment from Fidelity National Title Insurance Company to Grantee under Commitment No. 18-1710-24, effectively dated September 13, 2018, as may be amended.

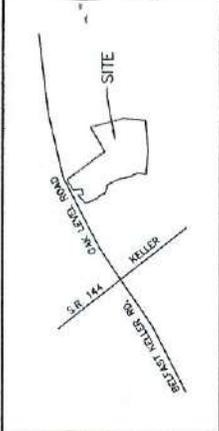
WOODLAND TRAIL SUBDIVISION
PHASE 4
BRYAN COUNTY, GEORGIA
PRELIMINARY MASTER PLAN

PITTMAN ENGINEERING
JUNE 7, 2018



171 LOTS TOTAL





SURVEYOR CERTIFICATION:
 AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY THE RECORDING OFFICIAL'S SIGNATURE AND SEAL. THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE SITE AND THE INFORMATION PROVIDED BY THE APPLICANT AND PURCHASER. THE SURVEYOR'S CERTIFICATION IS LIMITED TO THE ACCURACY OF THE INFORMATION PROVIDED BY THE APPLICANT AND PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

LAND SURVEYOR: *John O. Parker*
 DATE: 05/16/18

N/F WOODLAND TRAIL HOMEOWNERS ASSOC.

N/F LOT PROS LLC

N/F RAYONIER ATLANTIC TIMBER CO.



PLAT OF 126.00 ACRES BEING A DIVISION OF A PORTION OF RAYONIER ATLANTIC TIMBER CO. 20th G.M. DISTRICT BRYAN COUNTY, GEORGIA PARENT TRACT: 063 DC1 Survey Date: August 4, 2018 Plat Date: August 9, 2018

JOHN O. PARKER
 REGISTERED LAND SURVEYOR
 P.O. BOX 233
 GLENNVILLE, GA 30427
 912-237-2294

FOR: SCOTT STAFFORD
 P.O. BOX 741
 RICHMOND HILL, GEORGIA 31324

- NOTE:**
- ZONING - A-5
 - FRONT - 50'
 - SIDE - 50'
 - REAR - 50'
 - MINIMUM LOT SIZE IS 3 ACRES
 - MINIMUM LOT FRONTAGE IS 200'



EASTERN R/W OF 30' WOODS RD.

N/F RAYONIER ATLANTIC TIMBER CO.

AS REQUIRED BY SUBSECTION (c) OF O.C.G.A. SECTION 15-6-67, THE REGISTERED LAND SURVEYOR HEREBY CERTIFIES THAT THIS SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE STANDARDS AND PRACTICES OF THE PROFESSION AND THAT THE SURVEY IS ACCURATE AND COMPLETE. THIS CERTIFICATION IS LIMITED TO THE ACCURACY OF THE INFORMATION PROVIDED BY THE APPLICANT AND PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

BRYAN COUNTY PLANNING & ZONING DIRECTOR

Line #	Length	Direction
L1	431.30	N45° 14' 27"E
L2	203.31	S5° 50' 39"E
L3	207.59	N79° 44' 33"E
L4	340.32	N5° 37' 47"W
L5	173.49	N56° 37' 17"E
L6	289.47	N59° 10' 18"E
L7	318.71	N6° 35' 56"E
L8	201.81	N22° 58' 29"W
L9	94.34	N37° 48' 24"W
L10	204.00	N13° 35' 24"W
L11	197.58	N10° 34' 39"W
L12	218.92	N18° 13' 29"W
L13	179.99	N33° 03' 19"W
L14	149.12	N23° 05' 47"W
L15	139.95	N79° 19' 59"W
L16	137.18	N72° 20' 54"W
L17	87.35	N49° 08' 31"W
L18	155.46	N25° 47' 09"W
L19	245.60	N41° 21' 35"W
L20	406.65	N20° 40' 53"W

LEGEND:
 IP# IRON PIN FOUND
 IP# IRON PIN SET
 O IRON PIN SET

NOTE:
 THIS PLAT IS SUBJECT TO ALL RECORDED EASEMENTS AND RESTRICTIONS AND IS VALID ONLY FOR THE PERSON OR PERSONS NAMED IN THE TITLE.
 ACCORDING TO THE FLOOD INSURANCE RATE MAP (FIRM) FOR BRYAN COUNTY, GEORGIA 1302500400, EFFECTIVE 06/02/2018, THIS PROPERTY IS IN A FLOOD ZONE "X".



1 inch = 200 ft.

TRACT: 1
 5489484.60 SQ. FT
 126.00 ACRES

NOTE:
WETLAND INFORMATION AND
LINE TABLE ON PAGE 2 & 3.



N/F WOODLAND TRAIL HOMEOWNERS ASSOC.

VICINITY MAP

Line #	Length	Direction
L1	431.30	N45°14' 26.83"E
L2	203.31	S5° 50' 38.50"E
L3	207.59	N79° 44' 32.51"E
L4	340.32	N6° 37' 47.19"W
L5	173.49	N56° 27' 17.30"E
L6	289.47	N57° 10' 17.53"E
L7	94.34	N37° 48' 23.80"W
L8	204.00	N13° 35' 23.80"W
L9	187.58	N10° 34' 38.80"W
L10	218.82	N18° 15' 28.80"W
L11	178.89	N33° 03' 18.80"W
L12	148.12	N33° 00' 46.80"W
L13	189.89	N79° 19' 58.80"W
L14	137.18	N72° 20' 53.80"W
L15	87.28	N69° 08' 31.04"W
L16	195.48	N28° 47' 08.80"W
L17	243.80	N41° 21' 33.36"W
L18	405.65	N20° 46' 53.07"W
L9	218.71	N6° 35' 55.80"E
L8	208.81	N22° 58' 28.80"W

N/F LOT PROS LLC

S77°24'00"
169.82'

N60°02'18" E
108.63'

WETLAND AREA 1
213 ACRES

WETLAND AREA 2
77239.50 FT
17.75 ACRES

TRACT 1
148848.50 FT
126.00 ACRES
AVAILABLE UPLANDS
44130.00 FT
101.15 ACRES

WETLAND AREA 5
40970.51 FT
0.94 ACRES

WETLAND AREA 6
85002.50 FT
1.34 ACRES

WETLAND AREA 7
18000.00 FT
0.28 ACRES

WETLAND AREA 3
1310.50 FT
0.03 ACRES

WETLAND AREA 4
25879.50 FT
0.58 ACRES

WETLAND AREA 5
26102.50 FT
0.48 ACRES

EASTERN R/W OF 30' WOODS RD.

N/F RAVENHILL PLACES + PROPERTIES LLC

20TH C.I.A. DISTRICT
BRYAN COUNTY, GEORGIA
PLAT SHOWING 126.00 AC SURVEYED FOR SCOTT STAFFORD
SURVEYED BY JOHN O. PARKER SURVEYING
SURVEYED MAY 13, 2018
SCALE 1" = 200'

LEGEND:
THIS SURVEY WAS PREPARED IN CONFORMANCE WITH THE TECHNICAL
STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN
CHAPTER 73-2-1 OF THE OFFICIAL CODE OF GEORGIA AND THE
PRACTICE ACT FOR PROFESSIONAL LAND SURVEYORS AND LAND SURVEYING
AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.

APPROVED _____

SURVEYOR'S NOTES:
THIS SURVEY DOES NOT GUARANTEE THAT ALL EASEMENTS
OR WETLANDS HAVE BEEN IDENTIFIED. THIS PROPERTY AREA
SHOWN, INDICATED OR IMPLIED.

GRAPHIC SCALE
1" = 200 FT
(IN FEET)
1" = 200 FT

JOHN O. PARKER
REGISTERED LAND SURVEYOR
P.O. BOX 233
GLENVILLE, GA 30427
912-237-2294



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS
SAVANNAH DISTRICT
100 W OGLETHORPE AVENUE
SAVANNAH, GEORGIA 31401-3604

October 17, 2018

Regulatory Branch
SAS-2018-00600

Mr. Scott Stafford
The Mulberry Company
Post Office Box 460
Savannah, Georgia 31324

Dear Mr. Stafford:

I refer to a letter dated August 8, 2018, submitted on your behalf by Mr. Brett Searing of Resource and Land Consultants, requesting a delineation of aquatic resources for your 126 acre site located on Oak Level Road, in Chatham County, Georgia (Latitude 31.8410, Longitude -81.2430). This project has been assigned number SAS-2018-00600 and it is important that you refer to this number in all communication concerning this matter.

The enclosed survey entitled "Wetland Plat for Scott Stafford" (pages 1-13), dated July 13, 2018, identifies the delineation limits of all aquatic resources within the review area. The wetlands were delineated in accordance with criteria contained in the 1987 "Corps of Engineers Wetland Delineation Manual," as amended by the most recent regional supplements to the manual. This delineation will remain valid for a period of 5-years unless new information warrants revision prior to that date.

If you intend to sell property that is part of a project that requires Department of the Army Authorization, it may be subject to the Interstate Land Sales Full Disclosure Act. The Property Report required by Housing and Urban Development Regulation must state whether, or not a permit for the development has been applied for, issued or denied by the U.S. Army Corps of Engineers (Part 320.3(h) of Title 33 of the Code of Federal Regulations).

This communication does not convey any property rights, either in real estate or material, or any exclusive privileges. It does not authorize any injury to property, invasion of rights, or any infringement of federal, state or local laws, or regulations. It does not obviate your requirement to obtain state or local assent required by law for the development of this property. If the information you have submitted, and on which the U.S. Army Corps of Engineers has based its determination is later found to be in error, this decision may be revoked.

A copy of this letter is being provided to the following party: Brett Searing, Resource and Land Consultants, 41 Park of Commerce Way, Savannah, Georgia 31405.

Thank you in advance for completing our on-line Customer Survey Form located at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey. We value your comments and appreciate your taking the time to complete a survey each time you have interaction with our office.

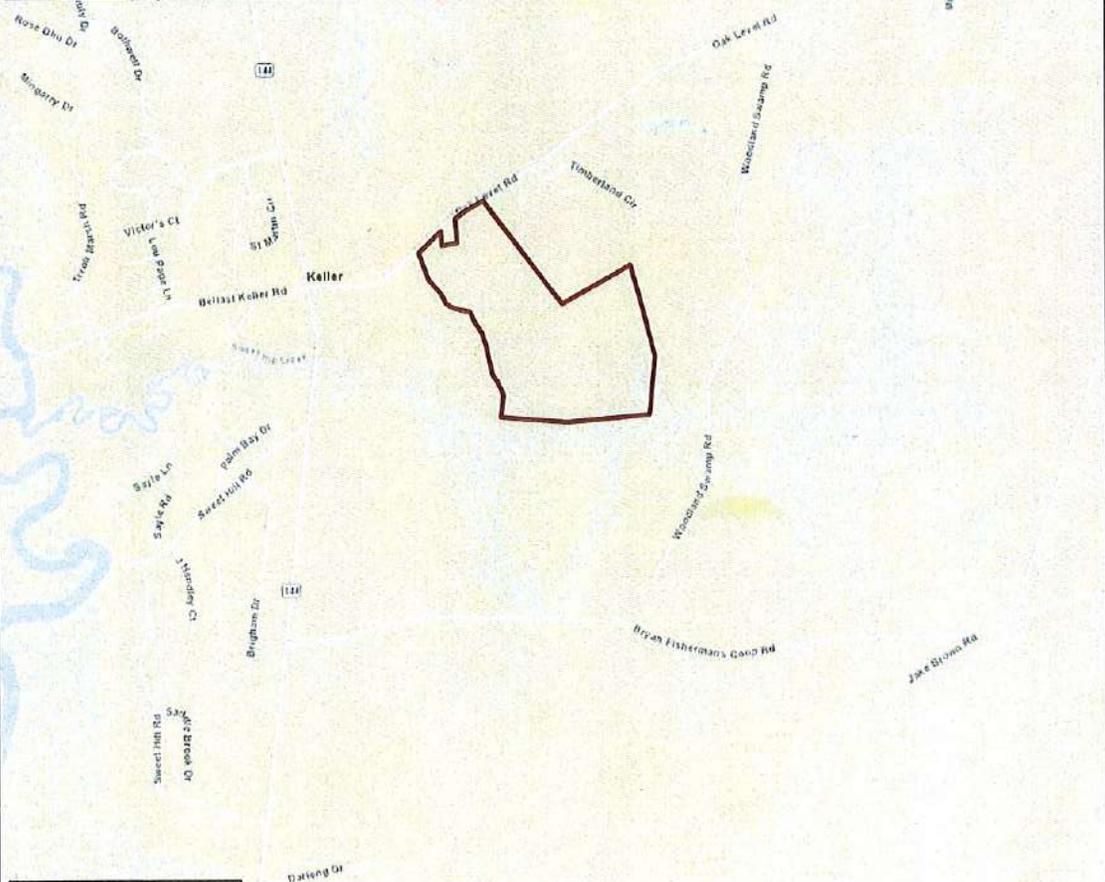
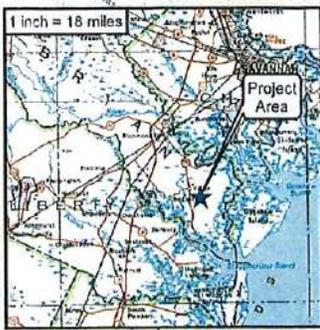
If you have any questions, please call me at (912) 652-5022.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Guinn", with a long horizontal flourish extending to the right.

Scott Guinn
Regulatory Specialist, Coastal Section

Enclosures



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

Project Area

RLC Project No.:	18-043
Figure No.:	1
Prepared By:	BS
Sketch Date:	7/23/2018
Map Scale:	1 inch = 2,000 feet

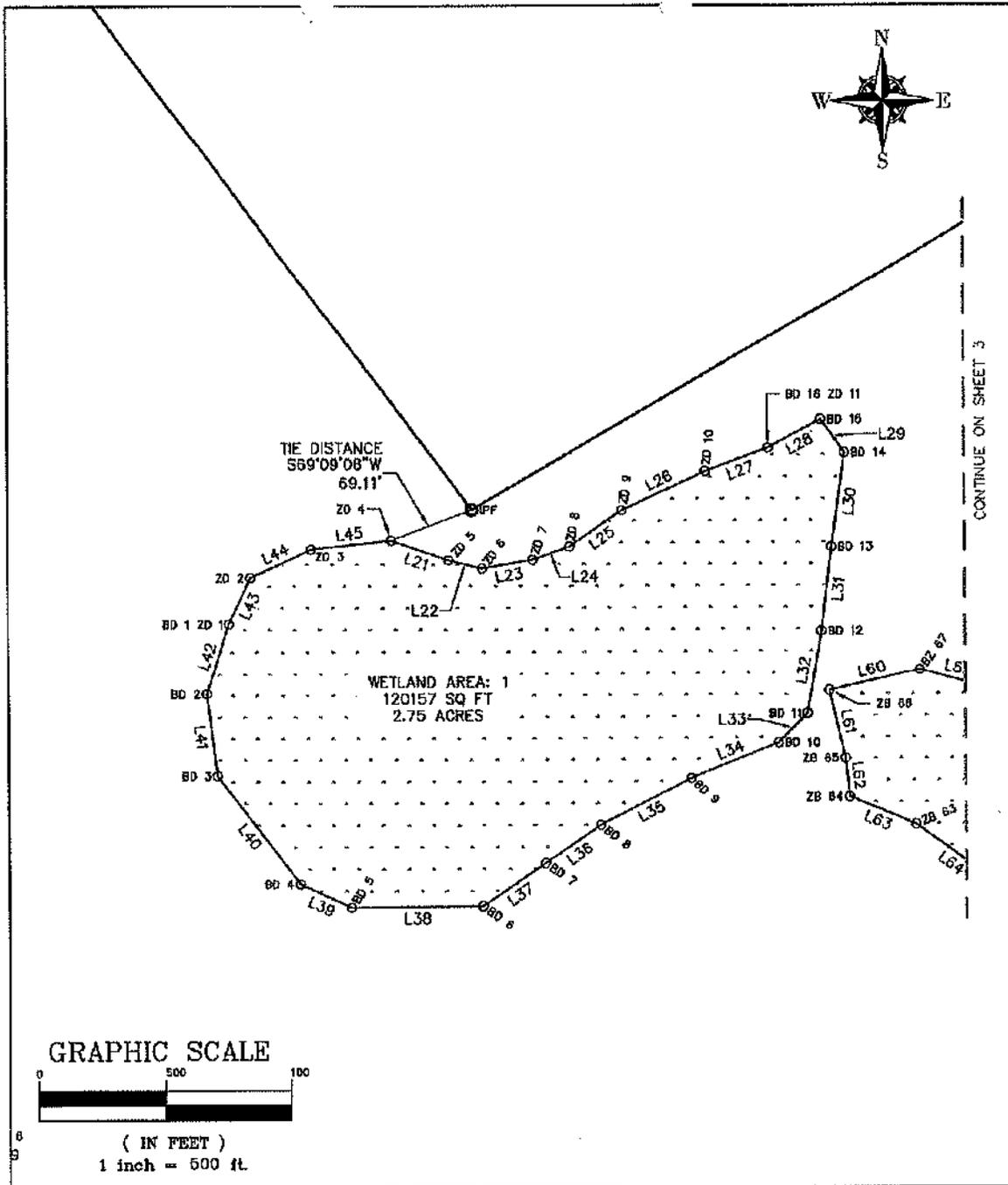
**Oak Level
Road Tract**
Bryan County, Georgia

Project Location Map
Prepared For: Scott Stafford

RLC

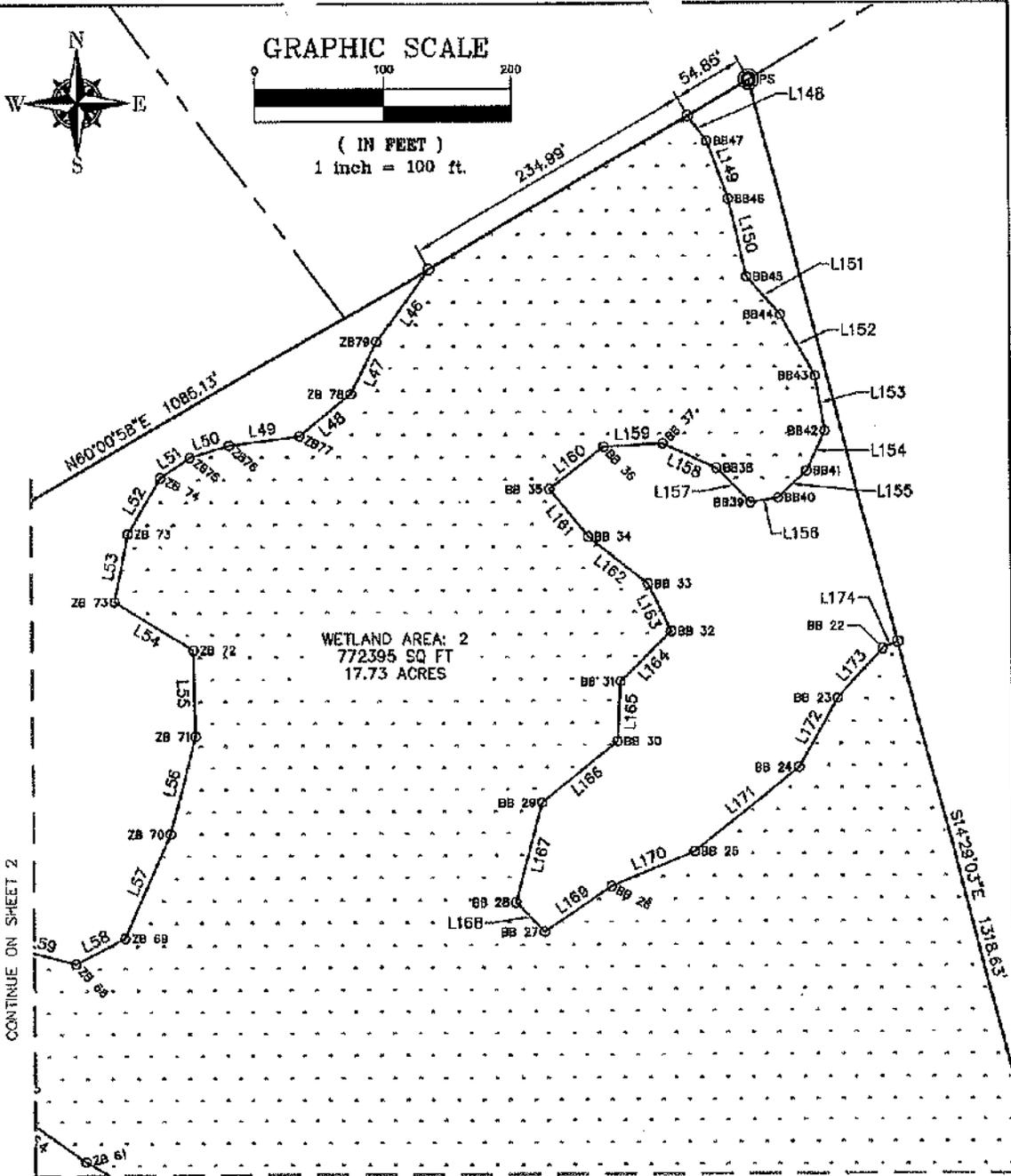
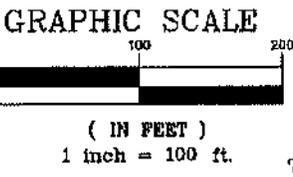
**RESOURCE + LAND
CONSULTANTS**

11 The Woodlands, Georgia 31502
404.444.1111
www.rlc.com



CONTINUE ON SHEET 3

<p>WETLAND PLAT FOR SCOTT STAFFORD</p>	<p>T. R. Long Engineering, P.C. 114 North Commerce Street Hinesville, Georgia 31313 (912) 368-5664 (912) 368-7206 Fax</p>	<p>WETLAND BOUNDARY BRYAN COUNTY, GEORGIA 20th G.M. DISTRICT PARENT TRACT: 063 001 DATE: JULY 13, 2018 FILE NUMBER: STAFFORD WETLAND PAGE 2 OF 13</p>
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CONTINUE ON SHEET 2

CONTINUE ON SHEET 4

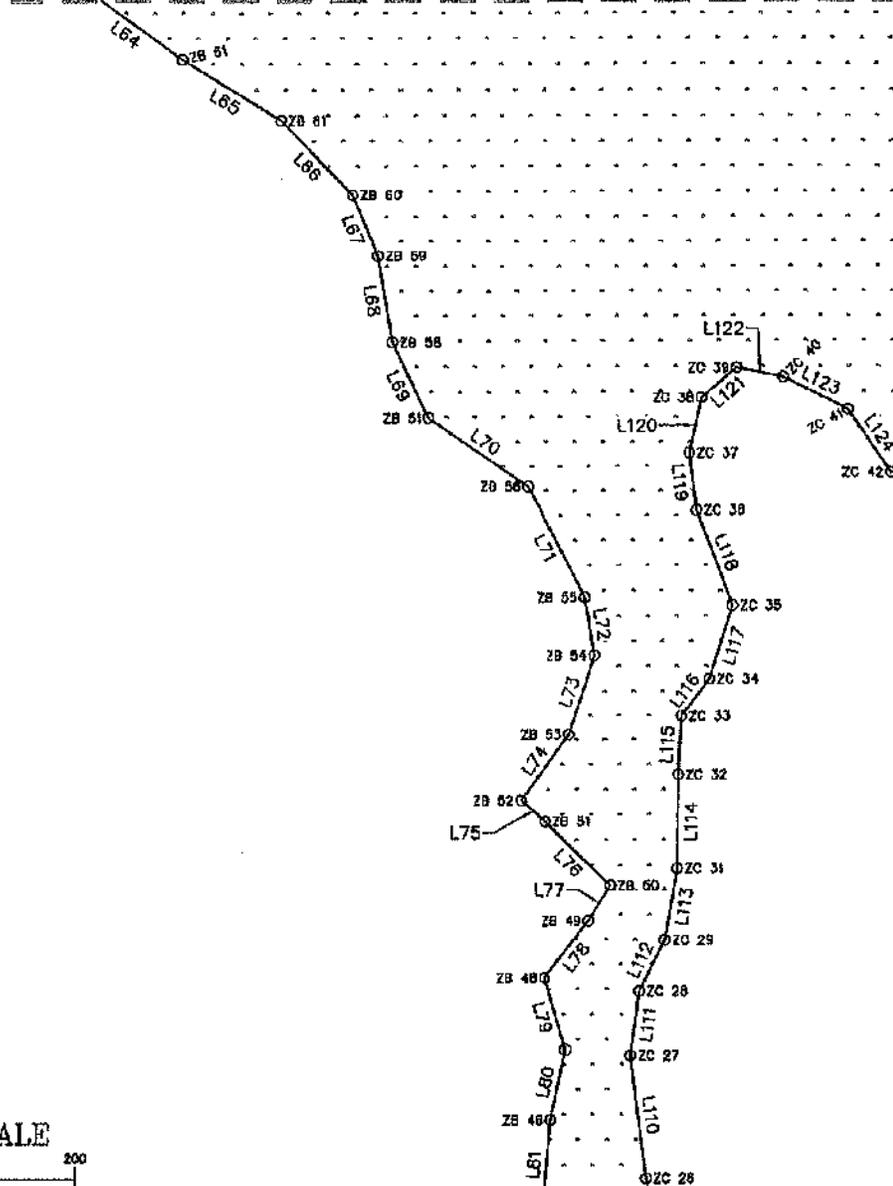
**WETLAND PLAT
FOR
SCOTT STAFFORD**

T. R. Long Engineering, P.C.
114 North Commerce Street
Hinesville, Georgia 31313
(912) 368-5664
(912) 368-7206 Fax

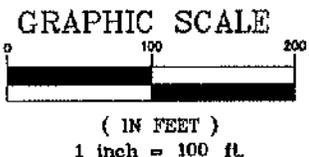
WETLAND BOUNDARY
BRYAN COUNTY, GEORGIA
20th G.M. DISTRICT
PARENT TRACT: 083 001
DATE: JULY 13, 2018
FILE NUMBER: STAFFORD WETLAND
PAGE 3 OF 13



CONTINUE ON SHEET 3



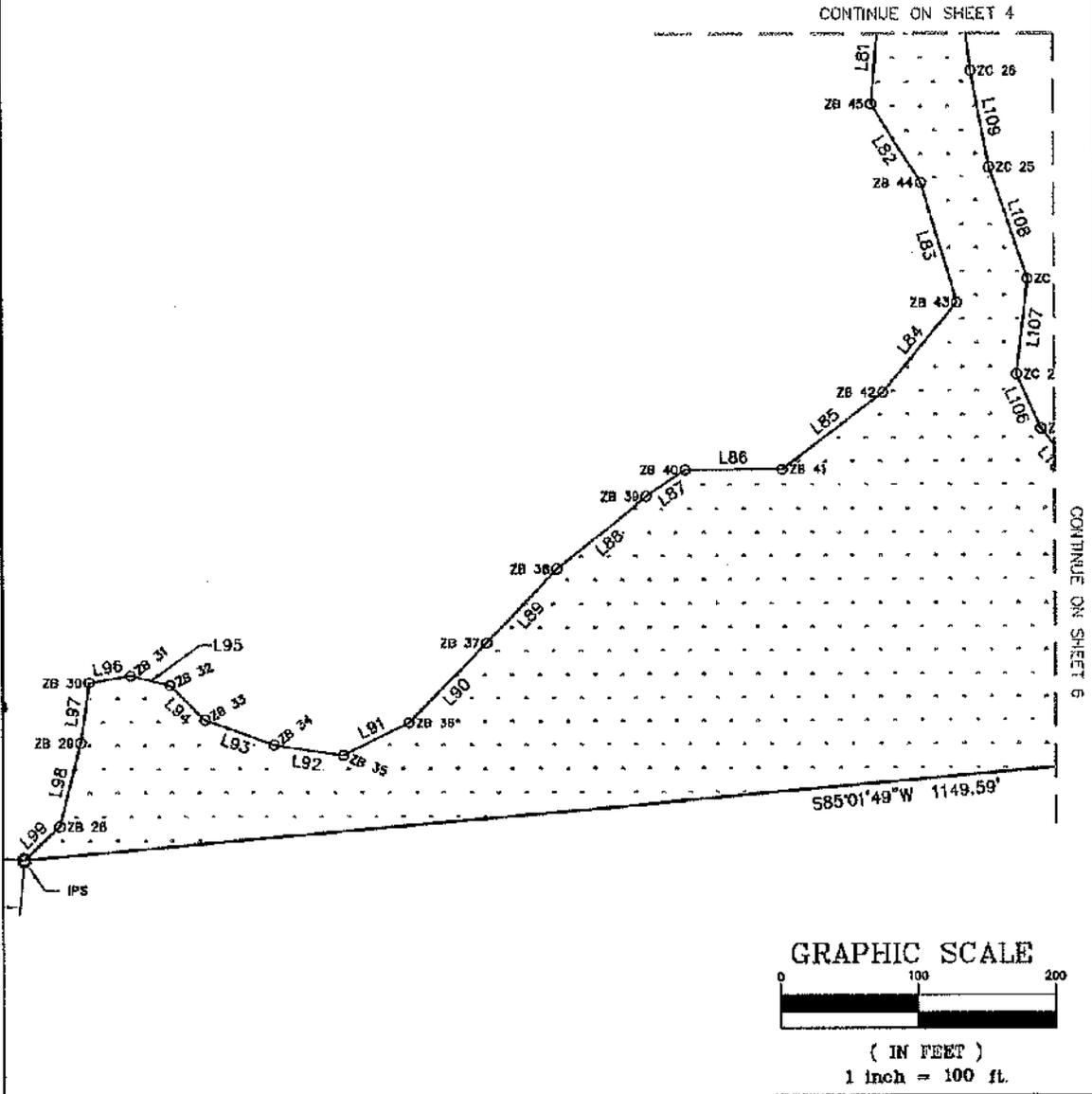
CONTINUE ON SHEET 5



WETLAND PLAT
FOR
SCOTT STAFFORD

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114 North Commerce Street
Hinesville, Georgia 31313
(912) 368-5664
(912) 368-7206 Fax

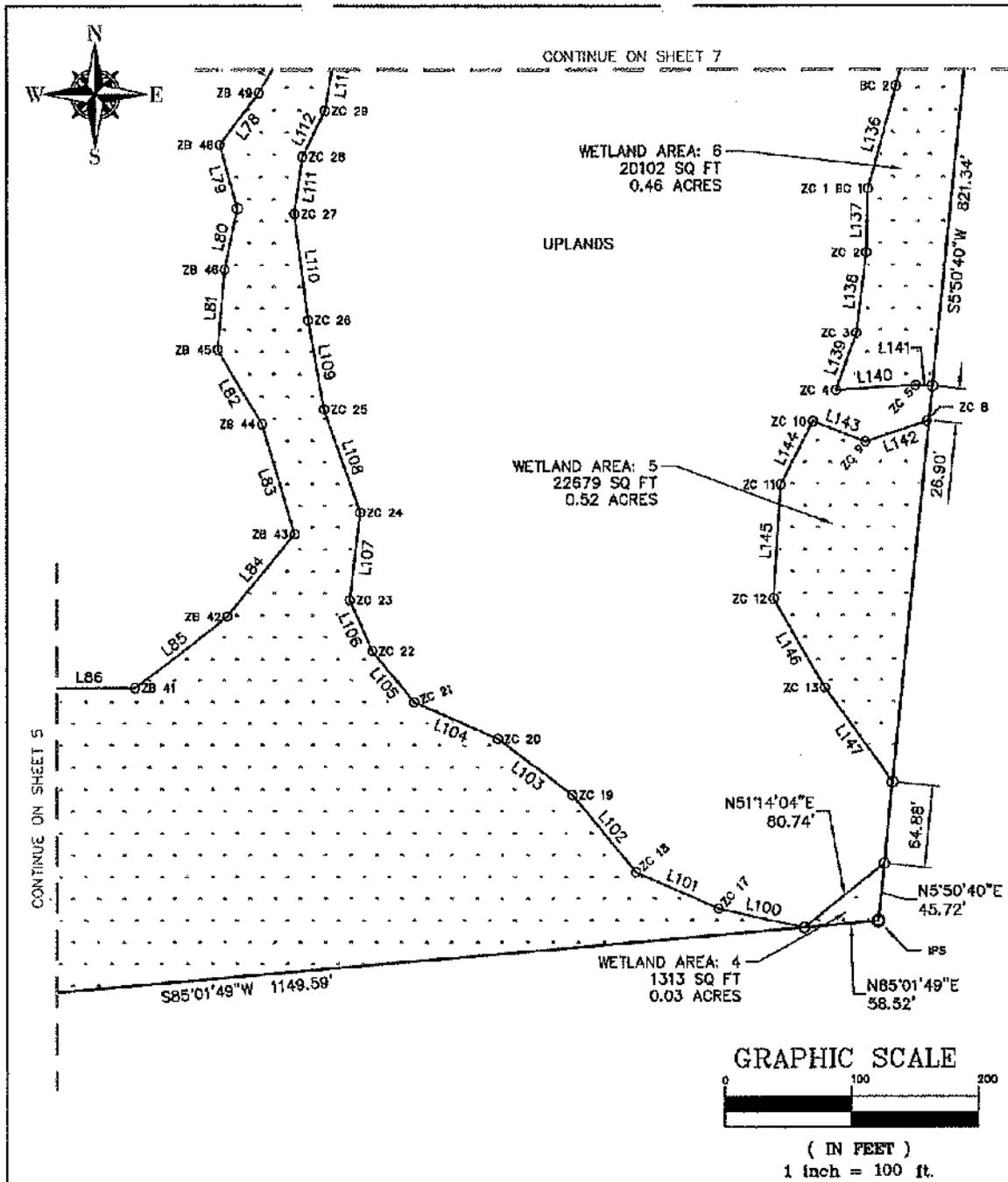
WETLAND BOUNDARY
BRYAN COUNTY, GEORGIA
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PAGE 4 OF 13



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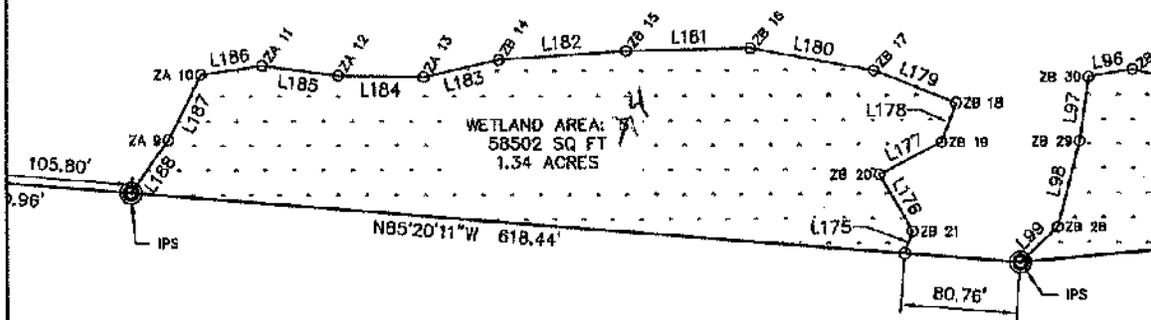
WETLAND BOUNDARY
BRYAN COUNTY, GEORGIA
20th G.M. DISTRICT
PARENT TRACT: 063 001
DATE: JULY 13, 2018
FILE NUMBER: STAFFORD WETLAND
PAGE 5 OF 13



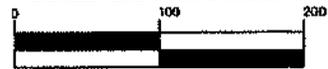
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WETLAND BOUNDARY
BRYAN COUNTY, GEORGIA
20th C.M. DISTRICT
PARENT TRACT: 063 001
DATE: JULY 13, 2018
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GRAPHIC SCALE

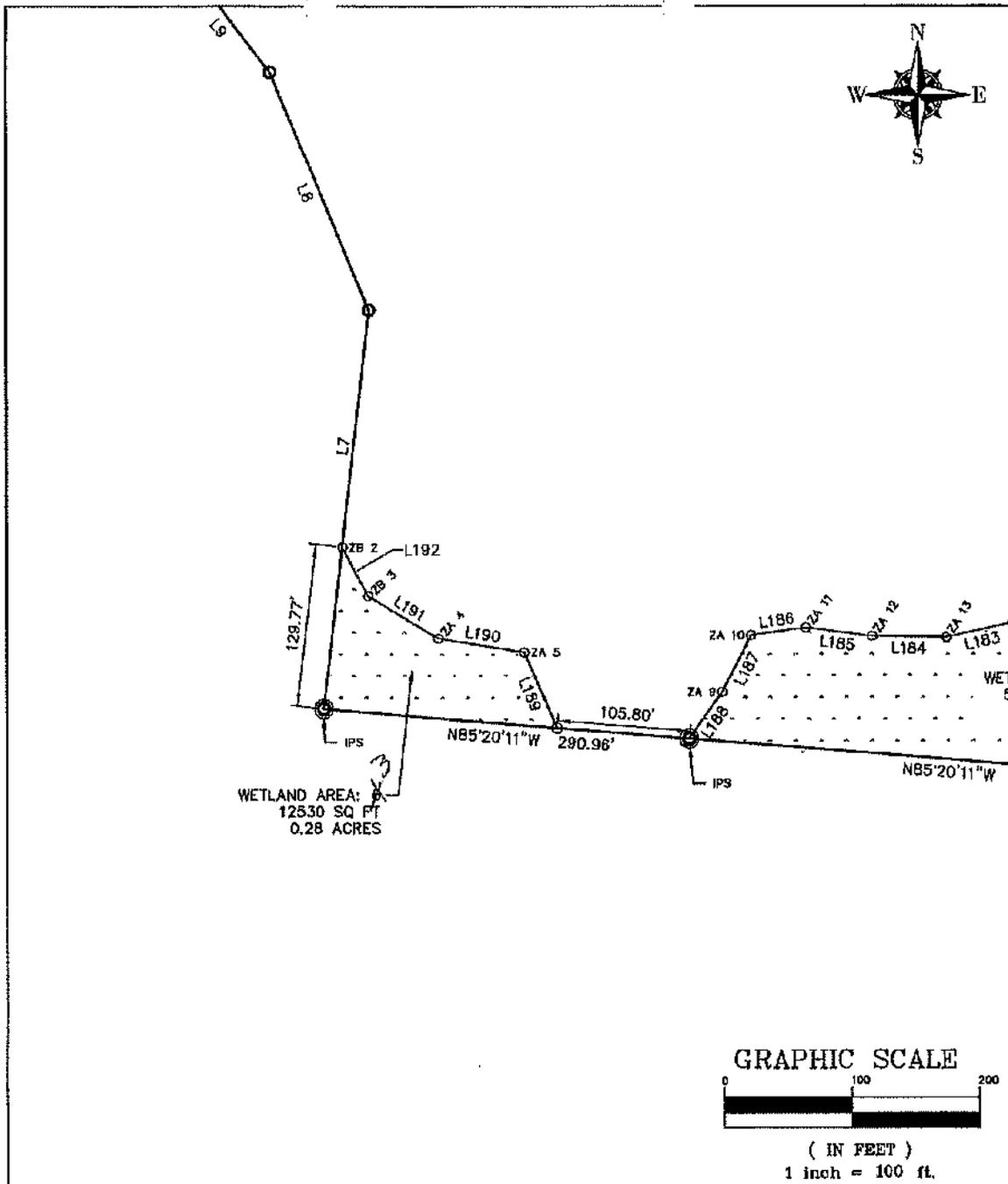


(IN FEET)
1 inch = 100 ft.

WETLAND PLAT
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WETLAND AREA: 12530 SQ FT
0.28 ACRES

GRAPHIC SCALE

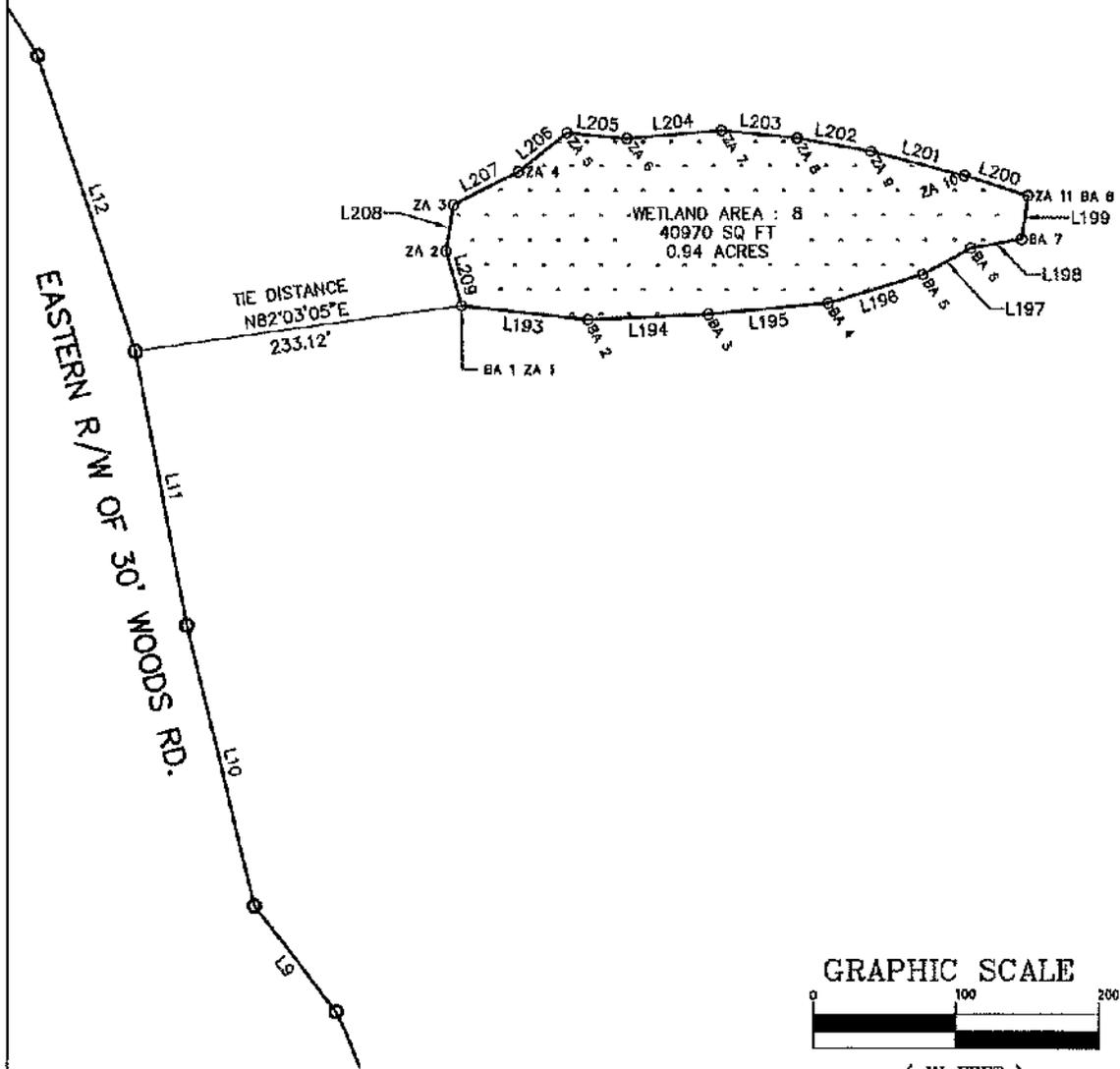


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GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.

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WETLAND BOUNDARY
BRYAN COUNTY, GEORGIA
20th G.M. DISTRICT
PARENT TRACT: 063 001
DATE: JULY 13, 2018
FILE NUMBER: STAFFORD WETLAND
PAGE 10 OF 13

Parcel Line Table		
Line #	Length	Direction
L1	431.30	N45° 14' 28.53"E
L2	203.31	S5° 50' 38.58"E
L3	207.59	N79° 44' 32.51"E
L4	340.32	N5° 37' 47.19"W
L5	173.49	N56° 37' 17.30"E
L6	289.47	N59° 10' 17.53"E
L7	318.71	N6° 35' 55.80"E
L8	201.81	N22° 58' 28.80"W
L9	94.34	N37° 48' 23.80"W
L10	204.00	N13° 36' 23.80"W

Parcel Line Table		
Line #	Length	Direction
L11	197.58	N10° 34' 38.80"W
L12	218.92	N18° 13' 28.80"W
L13	179.99	N33° 03' 18.80"W
L14	149.12	N23° 06' 46.80"W
L15	139.95	N79° 19' 58.80"W
L16	137.18	N72° 20' 53.80"W
L17	87.35	N49° 08' 31.04"W
L18	155.46	N25° 47' 08.80"W
L19	245.60	N41° 21' 35.36"W
L20	405.65	N20° 40' 53.07"W

Wetland Line Table		
Line #	Length	Direction
L21	48.27	S70° 55' 44"E
L22	27.68	S78° 13' 45"E
L23	40.41	N80° 12' 01"E
L24	30.86	N70° 18' 26"E
L25	50.92	N55° 17' 29"E
L26	72.95	N65° 19' 05"E
L27	53.42	N70° 03' 14"E
L28	47.15	N61° 46' 44"E
L29	32.01	S35° 23' 03"E
L30	75.31	S8° 04' 59"W
L31	67.81	S6° 47' 53"W
L32	66.27	S9° 59' 33"W
L33	33.01	S44° 02' 21"W
L34	75.41	S67° 55' 20"W
L35	80.45	S62° 48' 04"W
L36	53.35	S55° 53' 11"W
L37	69.75	S55° 42' 28"W
L38	104.66	S89° 24' 41"W
L39	44.63	N65° 26' 32"W
L40	108.32	N37° 31' 51"W

Wetland Line Table		
Line #	Length	Direction
L41	66.30	N7° 12' 48"W
L42	58.10	N18° 11' 47"E
L43	40.65	N25° 31' 56"E
L44	53.32	N64° 49' 08"E
L45	64.22	N83° 39' 14"E
L46	68.76	S36° 03' 01"W
L47	45.83	S25° 43' 22"W
L48	51.95	S50° 38' 35"W
L49	55.55	S82° 32' 27"W
L50	32.22	S73° 55' 14"W
L51	27.85	S55° 48' 24"W
L52	50.23	S30° 45' 30"W
L53	54.54	S11° 29' 05"W
L54	72.34	S58° 08' 45"E
L55	66.90	S0° 53' 30"E
L56	79.57	S14° 37' 39"W
L57	88.21	S24° 01' 48"W
L58	43.11	S63° 06' 42"W
L59	58.35	N75° 06' 31"W
L60	73.33	S77° 20' 25"W

Wetland Line Table		
Line #	Length	Direction
L61	55.97	S12° 51' 14"E
L62	31.00	S6° 14' 41"E
L63	56.46	S66° 53' 55"E
L64	82.84	S54° 20' 57"E
L65	79.51	S58° 55' 23"E
L66	71.18	S44° 23' 08"E
L67	45.78	S22° 04' 29"E
L68	60.89	S9° 00' 53"E
L69	57.08	S25° 26' 19"E
L70	84.63	S55° 05' 11"E
L71	85.31	S27° 00' 01"E
L72	40.47	S9° 22' 52"E
L73	58.84	S18° 08' 21"W
L74	56.87	S36° 23' 57"W
L75	22.05	S48° 43' 57"E
L76	63.32	S45° 44' 27"E
L77	28.80	S31° 41' 53"W
L78	50.63	S37° 50' 36"W
L79	51.72	S18° 05' 48"E
L80	49.45	S12° 25' 56"W

WETLAND PLAT
FOR
SCOTT STAFFORD

T. R. Long Engineering, P.C.
114 North Commerce Street
Hinesville, Georgia 31313
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(912) 368-7206 Fax

WETLAND BOUNDARY
BRYAN COUNTY, GEORGIA
20th G.M. DISTRICT
PARENT TRACT: 063 001
DATE: JULY 13, 2018
FILE NUMBER: STAFFORD WETLAND
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Wetland Line Table		
Line #	Length	Direction
L81	84.36	S5° 14' 10"W
L82	67.84	S31° 38' 19"E
L83	91.43	S16° 20' 00"E
L84	84.17	S39° 31' 40"W
L85	93.03	S52° 11' 58"W
L86	71.85	S89° 52' 57"W
L87	35.01	S56° 04' 06"W
L88	84.05	S51° 03' 24"W
L89	74.39	S43° 25' 08"W
L90	81.96	S43° 55' 02"W
L91	53.67	S63° 32' 51"W
L92	51.44	N81° 34' 20"W
L93	54.40	N69° 57' 54"W
L94	36.42	N44° 45' 51"W
L95	29.82	N75° 57' 22"W
L96	30.45	S80° 27' 36"W
L97	45.08	S8° 00' 40"W
L98	62.52	S14° 09' 31"W
L99	35.58	S46° 57' 26"W
L100	69.51	N77° 48' 25"W

Wetland Line Table		
Line #	Length	Direction
L101	72.07	N66° 04' 37"W
L102	79.36	N39° 22' 14"W
L103	73.34	N52° 55' 04"W
L104	72.71	N66° 13' 39"W
L105	53.28	N38° 45' 59"W
L106	43.60	N23° 42' 33"W
L107	69.64	N6° 42' 06"E
L108	86.72	N18° 47' 23"W
L109	70.97	N10° 18' 19"W
L110	85.08	N7° 05' 32"W
L111	45.10	N8° 04' 23"E
L112	39.89	N26° 33' 58"E
L113	50.70	N9° 53' 16"E
L114	64.49	N1° 01' 31"E
L115	41.25	N3° 36' 15"E
L116	33.00	N35° 51' 31"E
L117	53.01	N17° 44' 42"E
L118	70.08	N20° 09' 07"W
L119	40.65	N6° 39' 15"W
L120	39.39	N12° 36' 42"E

Wetland Line Table		
Line #	Length	Direction
L121	31.36	N49° 40' 26"E
L122	33.09	S78° 57' 45"E
L123	49.88	S63° 31' 40"E
L124	53.05	S33° 44' 00"E
L125	64.87	N76° 19' 56"E
L126	29.74	N71° 00' 31"E
L127	26.48	S59° 08' 31"E
L128	50.10	S27° 37' 12"E
L129	50.22	S56° 42' 11"E
L130	67.42	S84° 26' 50"E
L131	38.29	N50° 13' 39"E
L132	84.18	S36° 24' 14"E
L133	53.60	S43° 48' 05"E
L134	104.83	S29° 34' 57"W
L135	68.04	S14° 18' 13"W
L136	82.52	S15° 32' 54"W
L137	50.14	N1° 40' 17"E
L138	64.96	S7° 17' 24"W
L139	47.47	N19° 49' 22"E
L140	63.11	N86° 37' 39"E

WETLAND PLAT
FOR
SCOTT STAFFORD

T. R. Long Engineering, P.C.
114 North Commerce Street
Hinesville, Georgia 31313
(912) 368-5664
(912) 368-7206 Fax

WETLAND BOUNDARY
BRYAN COUNTY, GEORGIA
20th G.M. DISTRICT
PARENT TRACT: 063 001
DATE: JULY 13, 2018
FILE NUMBER: STAFFORD WETLAND
PAGE 12 OF 13

Wetland Line Table		
Line #	Length	Direction
L141	13.30	S87° 17' 43"E
L142	53.12	N71° 28' 23"E
L143	44.54	S88° 44' 56"E
L144	56.53	S28° 46' 22"W
L145	90.38	S3° 31' 40"W
L146	81.68	S29° 29' 09"E
L147	92.03	S35° 21' 54"E
L148	24.58	S36° 56' 34"E
L149	48.22	N19° 28' 51"W
L150	60.80	S13° 19' 11"E
L151	39.17	S41° 29' 37"E
L152	55.29	N28° 49' 56"W
L153	44.02	S9° 44' 53"E
L154	34.01	S24° 44' 11"W
L155	30.26	S47° 18' 11"W
L156	21.95	S80° 56' 48"W
L157	37.15	N44° 40' 57"W
L158	45.95	S65° 14' 01"E
L159	46.20	N87° 03' 00"E
L160	53.64	S53° 03' 29"W

Wetland Line Table		
Line #	Length	Direction
L161	47.66	N39° 24' 23"W
L162	59.74	N51° 04' 22"W
L163	41.55	S25° 24' 53"E
L164	55.73	S45° 36' 59"W
L165	46.77	N3° 17' 19"E
L166	76.41	S51° 22' 59"W
L167	80.83	S14° 53' 11"W
L168	31.74	S44° 44' 49"E
L169	82.70	N55° 43' 55"E
L170	70.09	N67° 48' 52"E
L171	105.19	N50° 56' 46"E
L172	62.23	N29° 37' 30"E
L173	52.03	S42° 10' 23"W
L174	13.07	N65° 43' 25"E
L175	16.13	N21° 10' 02"E
L176	46.28	S29° 55' 26"E
L177	48.88	N62° 29' 32"E
L178	29.61	N20° 00' 46"E
L179	61.51	N68° 43' 39"W
L180	85.92	N79° 28' 09"W

Wetland Line Table		
Line #	Length	Direction
L181	86.47	S66° 55' 01"W
L182	88.81	S66° 14' 27"W
L183	53.66	N77° 01' 47"E
L184	56.66	N89° 02' 00"W
L185	52.78	S82° 27' 45"E
L186	43.25	N82° 03' 18"E
L187	50.78	N26° 35' 56"E
L188	45.37	N35° 36' 59"E
L189	65.86	N22° 51' 49"W
L190	68.59	N81° 01' 41"W
L191	64.97	N58° 45' 39"W
L192	44.08	N28° 04' 23"W
L193	88.91	S83° 54' 58"E
L194	85.76	N87° 28' 20"E
L195	85.07	N84° 45' 04"E
L196	69.64	N73° 04' 58"E
L197	38.24	N61° 14' 35"E
L198	36.01	N79° 51' 21"E
L199	30.64	N8° 12' 20"E
L200	46.51	N72° 24' 04"W

Wetland Line Table		
Line #	Length	Direction
L201	68.07	N75° 16' 49"W
L202	52.38	N79° 32' 03"W
L203	53.79	N64° 04' 50"W
L204	67.99	S65° 16' 02"W
L205	42.35	N84° 33' 04"W
L206	44.10	S50° 22' 05"W
L207	51.23	S63° 09' 31"W
L208	33.05	S8° 58' 42"W
L209	39.98	S16° 12' 22"E

WETLAND PLAT
FOR
SCOTT STAFFORD

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WETLAND BOUNDARY
BRYAN COUNTY, GEORGIA
20th C.M. DISTRICT
PARENT TRACT: 063 001
DATE: JULY 13, 2018
FILE NUMBER: STAFFORD WETLAND
PAGE 13 OF 13

Lat/Long: 31.841496, -81.244155



Low Risk

Current Flood Zone: X
 Probability of Flooding: No Available
 Flood Flood Elevation: 102.000000
 Lowest Elevation: No Available
 Preliminary Flood Zone: X
 Special Flood Hazard: None

Location Information

Panel:	13025C0400C
Watershed:	Ogeechee Coastal
County:	BRYAN
Community ID:	13029C
Map Status:	PRELIMINARY

* Flood zones shown on this report are derived from FEMA RiskMAP products and are rounded to the nearest tenth of a foot. These zones are calculated from HEC-RAS modeling and represent the best available data. Only areas within a RiskMAP studied watershed will have this data available. Please check back if your area is not currently shown on the RiskMAP. For more information, visit the FEMA Map Service Center at <http://www.fema.gov/information/riskmap>

Nature Doesn't Read Flood Maps

Many people don't understand just how risky the floodplain can be. There is a greater than 20% chance that a re-evaluated home in the SFA will mortgage period.

The chance that a major life will occur during the same period is less than 10%.

FOR MORE INFORMATION VISIT PLEASE VISIT:



Legend with Flood Zone Designations

- Flood Control Structures
- Base Flood Elevations
- Cross Sections
- Coastal Barrier Resource Area
- FEMA Panel Index
- 1% Flood - Floodway (High Risk)
- 1% Flood - Zone AE (High Risk)
- 1% Flood - Zone A, AH, or AO (High Risk)
- 1% Flood - Zone X, AH, or AO (High Risk)
- 100-Year Flood Zone Increase
- 100-Year Flood Zone Decrease
- Coastal Barrier Resource Area
- Area of Undermined Flood Hazard
- Floodway Increase
- Floodway Decrease
- Area Not Included
- Letters of Map Revision
- 100-Year Flood Zone Increase
- Zone Change

Disclaimer: This data is not to be used to determine any base flood elevations or flood zone designations for NFIP (National Flood Insurance Program) purposes. For NFIP flood insurance and population exposure, please refer to the published effective NFIP Flood Rate Insurance Maps for your area of concern. Values displayed for Current Flood Zone, Preliminary Flood Zone, Flood Zone Change Type, and Probability of Flooding over a 30-year period based on center of dot location, not extent of structure(s).

TRAFFIC IMPACT AND ACCESS STUDY

**WOODLAND TRAIL PHASE 4
SOUTH BRYAN COUNTY, GEORGIA**

Prepared for:

**Pittman Engineering
Richmond Hill, GA 31324**

**Submitted
October, 2018**

David D. Brewer, P.E.
Consulting Transportation Engineer
dabrewer63@gmail.com
(803) 429-6091

October 3, 2018

Mr. Ray Pittman, PE
Pittman Engineering Co.
PO Box 822
Richmond Hill, GA 31324

c/o Ace of Lexington, Inc.
112 Wigfall Court
Lexington, SC 29072

RE: Traffic Impact and Access Study
Woodland Trail Phase 4
Oak Level Road
South Bryan County, Georgia

As requested, an assessment of the traffic impacts associated with a request to expand the Woodland Trail subdivision has been completed. This proposed expansion would add 171 new single-family detached residential units to existing sub-division resulting in a new total of 295 residential units. The following provides a summary of this study's findings.

PROJECT DESCRIPTION

The Woodland Trail development is located on the south side of Oak Level Road, east of SR 144 (Bryan Neck Road). Currently the subdivision contains 124 single-family residential units and is provided a single access to/from Oak Level Road approximately 3,600-feet east of the intersection with SR 144.

The requested 171 single-family units are planned to the west of the existing neighborhood (referred to as Phase 4) and would construct a second access for the neighborhood located to west of the existing access separated by approximately 480-feet. The development is expected to be constructed and occupied by 2021.

Figure 1 depicts the site location in relation to the regional roadway system. **Figure 2** depicts the proposed development plan. (*Figures located at end of report.*)

EXISTING CONDITIONS

A comprehensive field inventory of the project study area was conducted which include a field inventory, collection of geometric data, traffic control and general information pertaining to the roadway system within the study area. The following sections detail the current traffic conditions and include a description of roadways/intersections serving the site and traffic flow in close proximity to the project.

Project Study Area

As identified by County staff, the following intersections have been required to be analyzed in order to determine project impact on the surrounding roadway network:

- State Route 144 (SR 144) at Belfast River Road/Captain Matthew Freeman Drive (round-a-bout);
- Belfast River Road at Belfast Keller Road;
- SR 144 at Oak Level Road/Belfast Keller Road;
- Oak Level Road at Timberland Way; and
- Oak Level Road at Phase 4 access.

Figure 3 illustrates the existing geometrics and traffic control for the study area intersections and surrounding roadways.

Traffic Volumes

In order to determine the existing traffic volume flow patterns within the study area, manual turning movement counts were performed in September 2018 when schools were in session. Weekday morning (6:30-8:30 AM) and evening (4:30-6:30 PM) peak period turning movement specific counts were conducted at the above referenced study area intersections. Figures 4 and 5 graphically depict the respective Existing (2018) AM and PM peak-hour traffic volumes at the study area intersections. Summarized count sheets are included in the Appendix of this report.

FUTURE CONDITIONS

With build out of the site occurring in 2021, traffic analyses for future conditions have been conducted for two separate scenarios: first, 2021 No-Build conditions, which include an annual normal growth in traffic, all pertinent background development traffic, and any pertinent planned roadway/intersection improvements; and secondly, 2021 Build conditions, which account for all No-Build conditions PLUS traffic generated by the proposed development.

Future No-Build Traffic Conditions

Development by Others

County staff has indicated that the adjacent sub-divisions of Magnolia Hill, Water Grass, Wexford, McAllister Point, Buckhead East and Lenox (located in the Buckhead sub-division) should be included as background developments in the future year analyses. These "developments by others" are described below:

Magnolia Hill: Located just south of the intersection of Belfast River Road at Blige Road, this development proposes 89 single family residential units. Project will be provided access to/from Belfast River Road via a single access.

Water Grass: Located just south of the intersection of Belfast River Road at Dunham Marsh Trail this development proposes 138 single family residential units. Project will be provided access to/from Belfast River Road via a single drive.

Wexford: Located on the southeast side of Belfast River Road, north of the future alignment of Griffin Road and generally south of SR 144 and proposes a total of 183 single-family residential units. Project access for the development will initially be provided by a single access drive to/from Belfast River Road.

McAllister Point: Located at the corner of SR 144 and Fort McAllister Road (SR 144 Spur) and proposes a total of 115 single family residential units. Project access will be provided to/from SR 144 by constructing a fourth approach leg at the SR 144 opposite at Fort McAllister Road.

Buckhead East: Located west of SR 144 off Captain Matthew Freeman Drive a portion of the Buckhead East PUD is not yet occupied. Based on information provided by the development manager, 220 units with Buckhead East are in the early development stages and not yet occupied. Project access for these un-built units will be provided via the SR 144 at Captain Matthew Freeman Drive roundabout and the access to SR 144 Spur (Fort McAllister Road)

Lenox: Located adjacent to the Buckhead PUD off Veterans Parkway, east of SR 144, proposes a total of 96 single-family residential units. Access for these units will be provided to Veterans Parkway and then to SR 144 via the roundabout with Captain Matthew Freeman Drive.

Specifics on these developments were taken from the respective traffic studies submitted for these projects and are included in both the future 2021 No-Build and Build networks.

Planned Roadway Improvements

As part of the *Richmond Hill South Bryan Transportation Study*, a multitude of infrastructure improvements have been identified which will eventually affect the study area intersections. The SR 144 at Belfast River Road and Harris Trail Road at Belfast River Road intersections are specifically identified in addition to roadway widening projects. A summary of the improvements specific to the study area is as follows with detailed information located in the Appendix.

SR 144

This roadway has been identified; and is now under construction; as being widened to a 4-lane divided facility between Timber Trail and Belfast River Road to a point just south of the existing round-a-bout at Belfast River Road/Captain Matthew Freeman Drive. Included in this widening project, the existing one-lane round-a-bout (SR 144 at Belfast River Road/Captain Matthew Freeman Drive) will be widened to include partially channelized right-turn movements at the round-a-bout. Based on the current schedule of this infra-structure project, these improvements (including the round-a-bout right-turn lanes) have been included in the future year analyses. It should be noted that the future year analyses for this roundabout have also included the planned addition of a "free right-turn movement" from Captain Matthew Freeman Drive to northbound SR 144 which are part of the Lenox project roadway improvements.

A second improvement along this corridor is the upgrading of traffic control for the intersection of SR 144 at Belfast Keller Road/Oak Level Road. This intersection, is expected to be placed under either traffic signal control or replaced with a roundabout by 2030.

Harris Trail Road

This roadway has been identified as being widened to a 4-lane divided facility. This widening will entail not only providing a multi-lane facility but also provide separate turning lanes at key intersections along this specified corridor. The extension of Dunham Marsh Trail is planned as part of this widening which

will extend this roadway south to Belfast Keller Road. This widening/extension project has a 2030 year time horizon.

Belfast Keller Road

This roadway has been identified as being widened to a 4-lane divided facility between Interstate 95 (future interchange) and Belfast River Road. This widening/extension project has a 2030 year time horizon. Improvements to the Belfast Keller Road at Belfast River Road have been identified as an improvement in traffic control which may result in either a traffic signal or roundabout.

Annual Growth Rate

Traffic volumes along SR 144 have increased over the years at a relatively high rate. Based on the GDOT Count Program, a 4.5-percent annual growth rate has been defined. This 4.5-percent annual growth rate, which will account for all unspecified traffic growth, was applied to the Existing peak-hour traffic volumes.

The anticipated 2021 No-Build AM and PM peak-hour traffic volumes, which reflect the annual 4.5-percent annual growth rate as well as traffic expected to be generated by the identified background developments, are shown in Figures 6 and 7 for the respective AM and PM Peak Hours.

Site-Generated Traffic

Traffic volumes expected to be generated by the proposed expansion were forecasted using the Tenth Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. Table 1 depicts the anticipated site-generated traffic.

Table 1
TRIP GENERATION SUMMARY¹
Woodland Trail Phase 4

Time Period	Single-Family Residential 171 Units
Weekday Daily	1,700
AM Peak-Hour	
Enter	32
Exit	95
Total	127
PM Peak-Hour	
Enter	107
Exit	63
Total	170

1. ITE *TRIP GENERATION* 10th Ed. LUC 210.

As shown, the proposed 171 residential units can be expected to generate 1,700 two-way daily trips of which a total of 127 trips (32 entering and 95 exiting) are expected during the AM peak-hour. During the PM peak-hour, a total of 170 trips (107 entering and 63 exiting) are expected.

Distribution Pattern

The directional distribution of site-generated traffic on the study area roadways has been based on an evaluation of existing travel patterns within the defined study area. This anticipated pattern is shown in **Table 2**. This distribution pattern has been applied to the site-generated traffic volumes from **Table 1** to develop the site-generated specific volumes for the study area intersections illustrated in **Figures 8** and **9**.

Table 2
TRIP DISTRIBUTION PATTERN
Woodland Trail Phase 4

Roadways	Direction To/From	Percent of Trips Enter/Exit
SR 144 (Bryan Neck Road)	North	85
Belfast Keller Road	Southwest	15
	Total	100

Note: Based on the existing traffic patterns.

Future Build Traffic Conditions

The site-generated traffic, as depicted in **Figures 8** and **9**, have been added to the respective 2021 No-Build traffic volumes shown in **Figures 6** and **7**. This results in the peak-hour Build traffic volumes, which are graphically depicted in **Figures 10** and **11**. These volumes were used as the basis to determine potential improvement measures necessary to mitigate traffic impacts caused by the project.

TRAFFIC OPERATIONS

Analysis Methodology

A primary result of capacity analysis is the assignment of Level-of-Service (LOS) to traffic facilities under various traffic flow conditions. The concept of Level-of-Service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A Level-of-Service designation provides an index to the quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels-of-Service are defined for each type of facility (signalized and unsignalized intersections). They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Since the Level-of-Service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of Levels-of-Service depending on the time of day, day of week, or period of a year.

Analysis Results

As part of this TIAS, capacity analyses have been performed at the study area intersections under both Existing and Future (No-Build & Build) conditions. The results of these analyses are summarized in **Table 3**.

Table 3
LEVEL-OF-SERVICE SUMMARY
Woodland Trail Phase 4

<u>Round-a-Bout Intersections</u>	<u>Time Period</u>	<u>Existing</u>		<u>2021 No-Build</u>		<u>2021 Build</u>	
		<u>Delay^a</u>	<u>LOS^b</u>	<u>Delay</u>	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>
SR 144 at Belfast River Road/Capt. Matthew Freeman Dr. (Round-a-Bout)	AM	42.5	E	26.7	D	40.1	E
	PM	43.8	E	49.7	E	75.2	F
<u>Unsignalized Intersections</u>							
Belfast River Road at Belfast Keller Road	AM	14.1	B	23.9	C	26.7	D
	PM	9.4	A	11.4	B	11.8	B
SR 144 at Belfast Keller Road/Oak Level Road	AM	27.3	D	43.4	E	132.8	F
	PM	19.0	C	24.6	C	72.9	F
Oak Level Road at Timberland Way	AM	9.8	A	10.1	B	10.1	B
	PM	9.4	A	9.6	A	9.6	A
Oak Level Road at Phase 4 Site Access	AM	To be Constructed by Development				10.8	B
	PM					10.4	B

a. Delay in seconds-per-vehicle.

b. LOS = Level-of-Service.

GENERAL NOTES:

1. For a Round-a-bout intersection, Delay is representative of the overall intersection.
2. Signalized intersections, Delay is a weighted average of each lane group/approach.
3. For unsignalized intersections, Delay is representative of critical movement/lane group/approach.

As shown in Table 3, under Existing conditions, the round-a-bout intersection of SR 144 at Belfast River Road/Captain Matthew Freeman Drive operates at a LOS E during both peak hours. It should be noted that these analyses do not include the GDOT improvements nor the Lenox improvements at this intersection. The remaining study area intersections of Belfast River Road at Belfast Keller Road, SR 144 at Belfast Keller Road/Oak Level Road and Oak Level Road at Timberland Way each operate acceptably during both peak hours.

Future 2021 No-Build conditions include annual growth, development by others and expected infrastructure improvements identified in this report. As shown by this column, only the round-a-bout of SR 144 at Belfast River Road/Captain Matthew Freeman Drive is expected to operate at a LOS E during the PM peak-hour and a LOS D during the AM peak-hour. The remaining intersections are expected to operate at good service levels with the minor exception of the SR 144 at Belfast Keller Road/Oak Level Road intersection which will degrade to a LOS E during the AM peak-hour. Further review of this intersection indicates that the capacity issues are the single-lane approaches (all approaches are single-lane) and the volume of minor street traffic movements (Combination of left & through & right movements due to being a single-lane.) which must wait for gaps in the north/southbound through movements.

Build 2021 conditions reflect the addition of project traffic to the study area intersections. As shown, both the SR 144 at Belfast River Road/Captain Matthew Freeman Drive roundabout and the SR 144 at Belfast Keller Road/Oak Level Road intersection are now projected to operate at a LOS E or LOS F during both peak hours. All remaining intersections including the new site access with Oak Level Road are expected to operate acceptably.

MITIGATION

The final phase of the analysis process is to identify mitigating measures which may either minimize the impact of the project on the transportation system or tend to alleviate poor service levels not caused by the project. The following describes measures necessary to mitigate the project's impact.

Site Access Drive

The access drive to/from Oak Level Road should be constructed to provide the following:

- Access to provide a two-lane cross-section with one lane entering and one lane exiting the site designated as a shared left/ right-turn-turn lane;
- Based on GDOT guidelines *Regulations for Driveway and Encroachment Control (Table 4-6 Minimum Volumes Requiring Right Turn Lane)*, the development under build-out conditions can be expected to generate enough right-turn traffic entering the site from Oak Level Road to require a separate right-turn deceleration lane. A turning lane of 175-feet and a taper of 100-feet is required under the GDOT requirements;
- Place intersection under STOP sign control where vehicles exiting the site must stop prior to entering the intersection.

Off-Site Intersections

Under the future Build conditions, two intersections, Bryan Neck Road at Belfast Keller Road/Oak Level Road and the roundabout of Bryan Neck Road at Belfast River Road/Captain Matthew Freeman Drive are each expected to operate poorly. These intersections and respective suggested improvements are outlined below:

Bryan Neck Road at Belfast Keller Road/Oak Level Road

This intersection is expected to operate poorly (due to anticipated growth/projections) due to each approach providing only a single operating lane and minor street off-set, as well as relatively significant right-turn and left-turn movements between Bryan Neck Road and Oak Level Road during the peak time periods. As identified in the *Richmond Hill South Bryan Transportation Study*, this intersection is planned on being enhanced by the planning year 2030. Suggestions in the *Transportation Study* are a roundabout or signalized intersection.

As a single-lane roundabout, this intersection would improve dramatically in operations from the LOS F during both peak hours to a LOS A during both peak hours. This is one of the master planned improvements identified in the County's *Transportation Study*. Based on this future improvement, no mitigation is suggested for this intersection as part of this development at this time.

SR 144 at Belfast River Road/Captain Matthew Freeman Drive Roundabout

This single-lane round-a-bout is expected to operate poorly due to the volume of through traffic both northbound and southbound on SR 144 (to and from I 95/downtown Richmond Hill/Savannah, etc.) which conflict with vehicles entering the roundabout from Belfast River Road and to a lesser extent Captain Matthew Freeman Drive (lesser due to the Lenox free-right-turn lane improvement).

Future roadway alignments, connections and widening projects identified in the *Richmond Hill South Bryan Transportation Study* will play a significant part in providing alternative routes to the northwest areas including the new I 95 interchange with Belfast Keller Road, Harris Trail Road widening and extension to Belfast Keller Road (Dunham Marsh Trail). It can be expected that these improvements when implemented will attract volumes away from SR 144. Specifically these future projects would definitely benefit Woodland Trail residences as the only existing route is SR 144. Based on these future regional improvements, no mitigation is suggested for this intersection as part of this development at this time.

SUMMARY

We have completed a Traffic Impact and Access Study relative to the development of Phase 4 of the Woodland Trail subdivision which plans on adding 171 single-family residential units to the existing neighborhood. The phase 4 development is located on the west side of the existing sub-division, on the south side of Oak Level Road, east of Bryan Neck Road (SR 144) in South Bryan County, GA. As planned, access to Woodland Trail will be provided via the existing access (Timberland Way) and a second access which will be constructed west of Timberland Way.

Recommendations have been made for the access drive which entail future intersection geometry as well as traffic control needed to adequately accommodate the addition of 171 residential units. As identified, future improvements are expected for the adjacent intersection of Bryan Neck Road at Belfast Keller Road/Oak Level Road which are consistent with the County Planning of enhancing traffic control at this intersection.

If you have any questions or comments regarding any information contained within this report, please contact me at (803) 429-5591.

Regards,



David D. Brewer, P.E.

Attachments



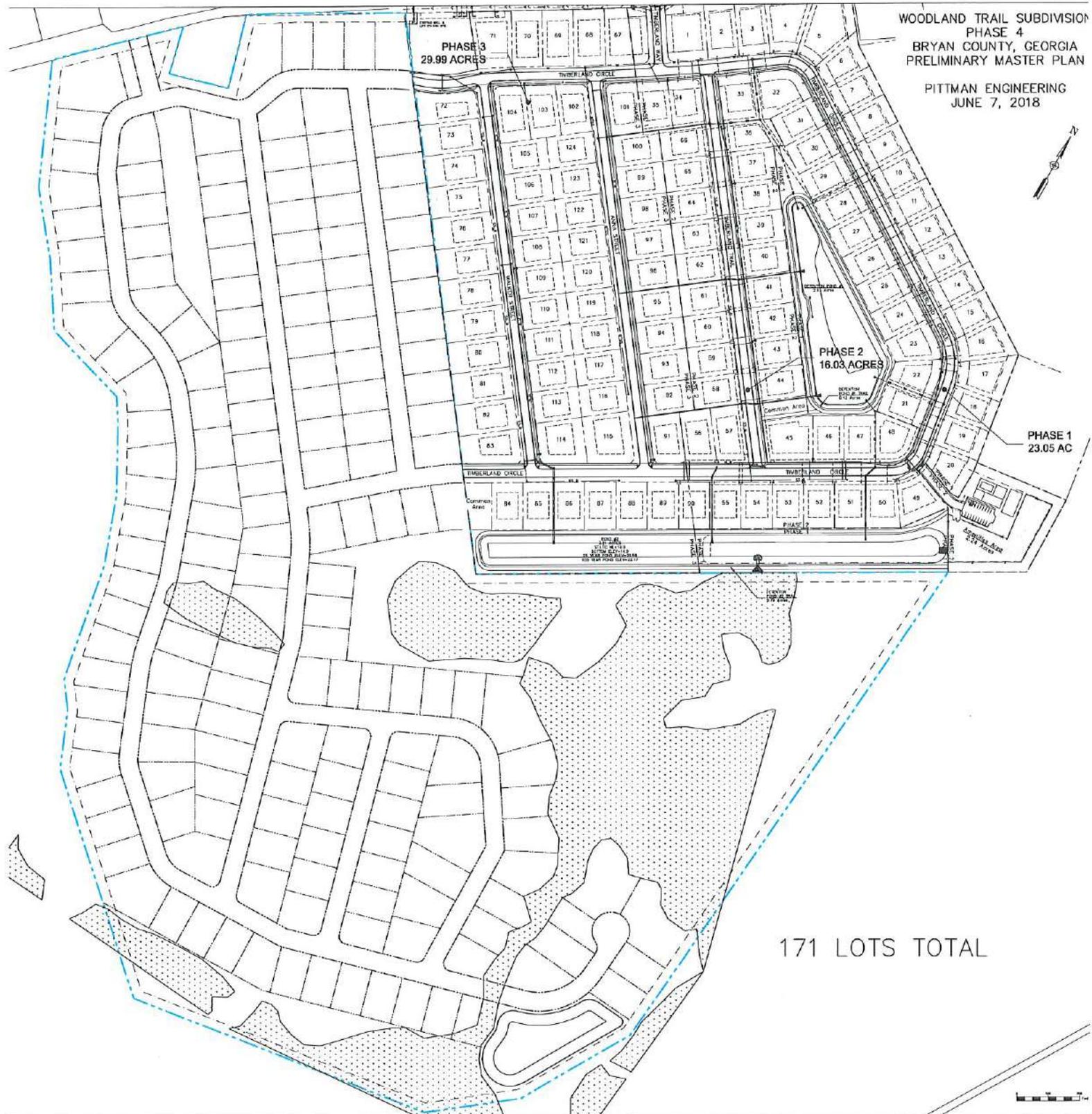


NOT TO SCALE

Figure 1
SITE LOCATION MAP
Woodland Trail Phase 4
Richmond Hill/S. Bryan County, GA

WOODLAND TRAIL SUBDIVISION
PHASE 4
BRYAN COUNTY, GEORGIA
PRELIMINARY MASTER PLAN

PITTMAN ENGINEERING
JUNE 7, 2018



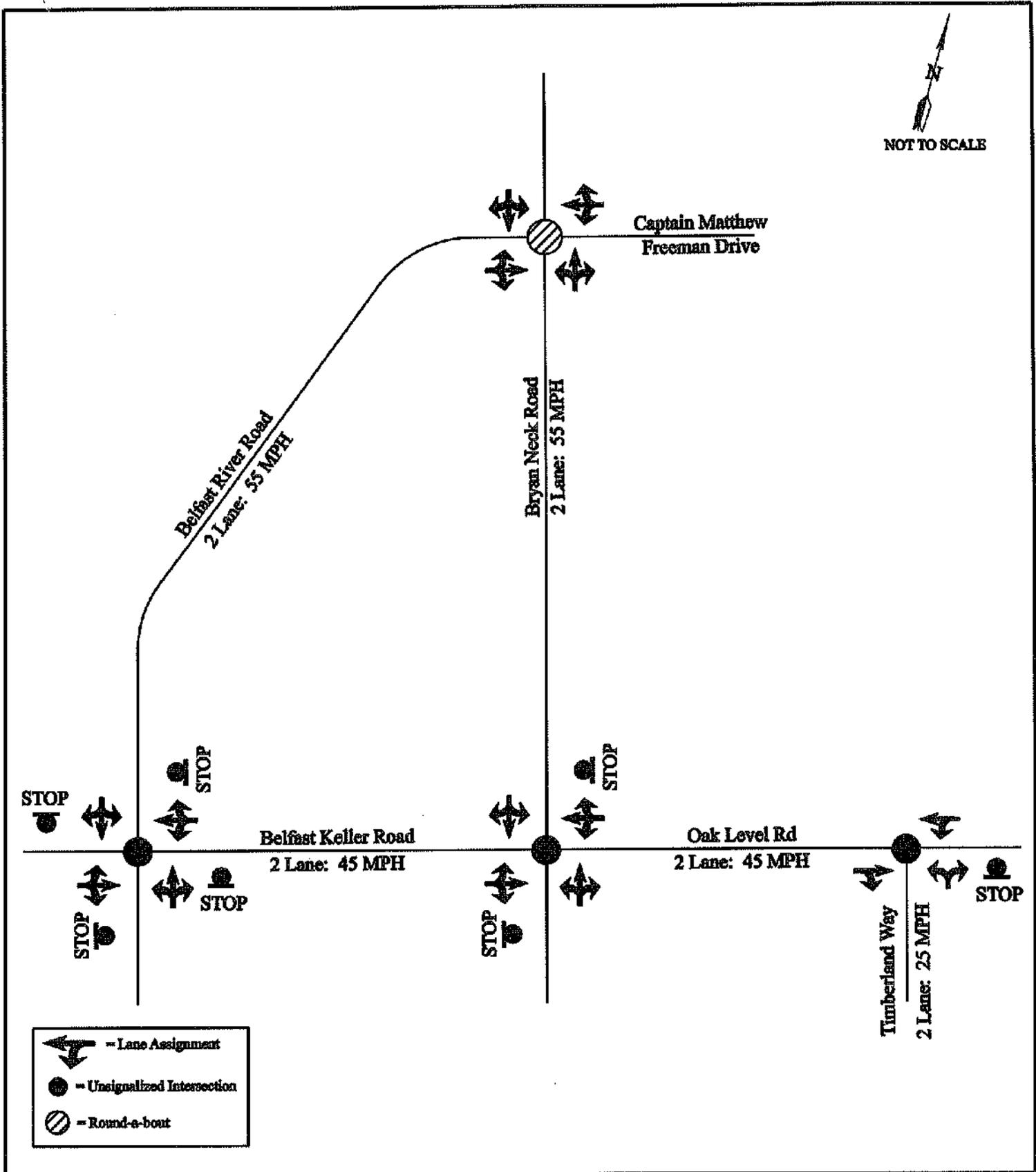


Figure 3

EXISTING GEOMETRICS & TRAFFIC CONTROL

Woodland Phase 4: Oak Level Road South Bryant County, GA

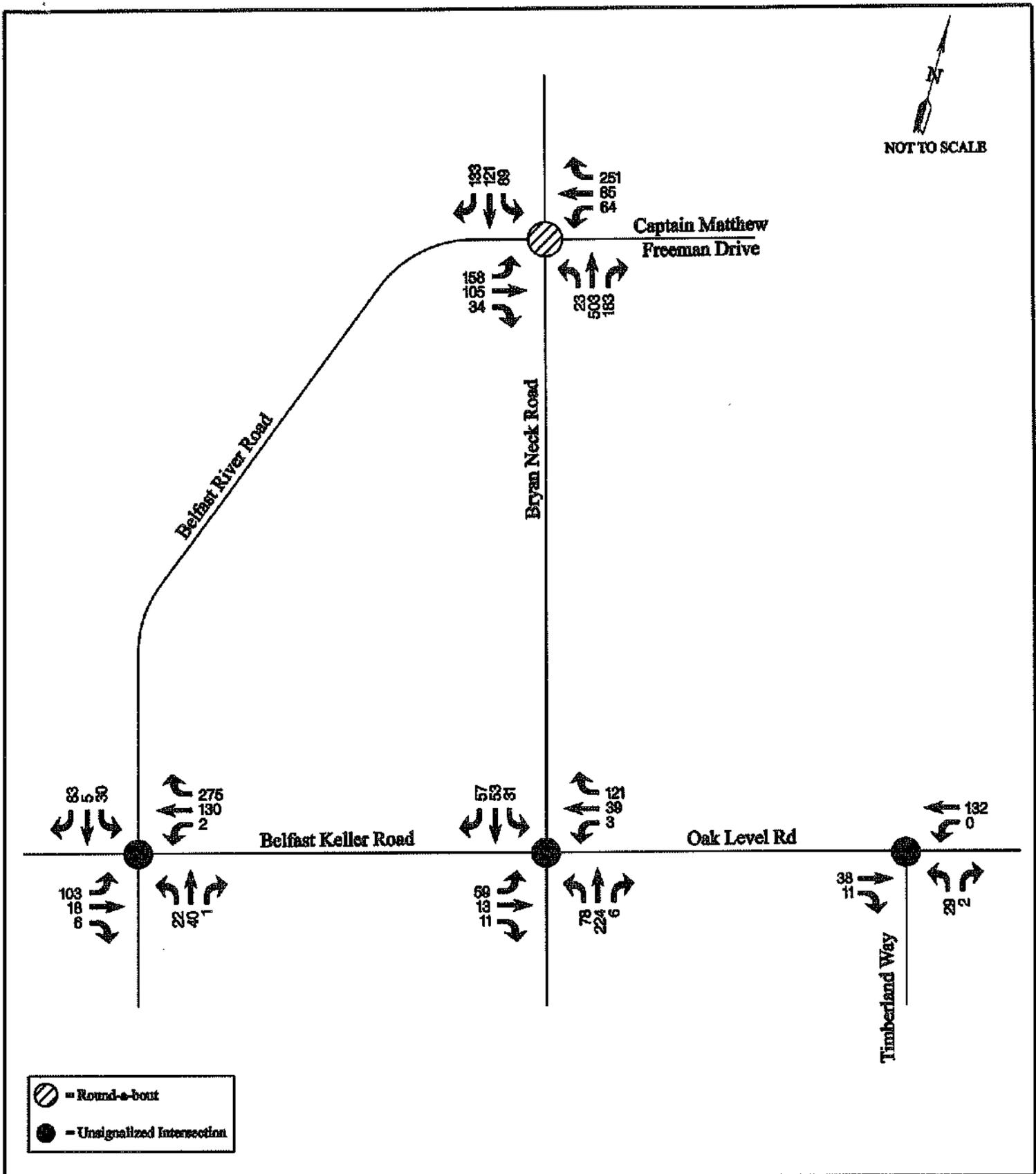


Figure 4

2018 EXISTING AM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

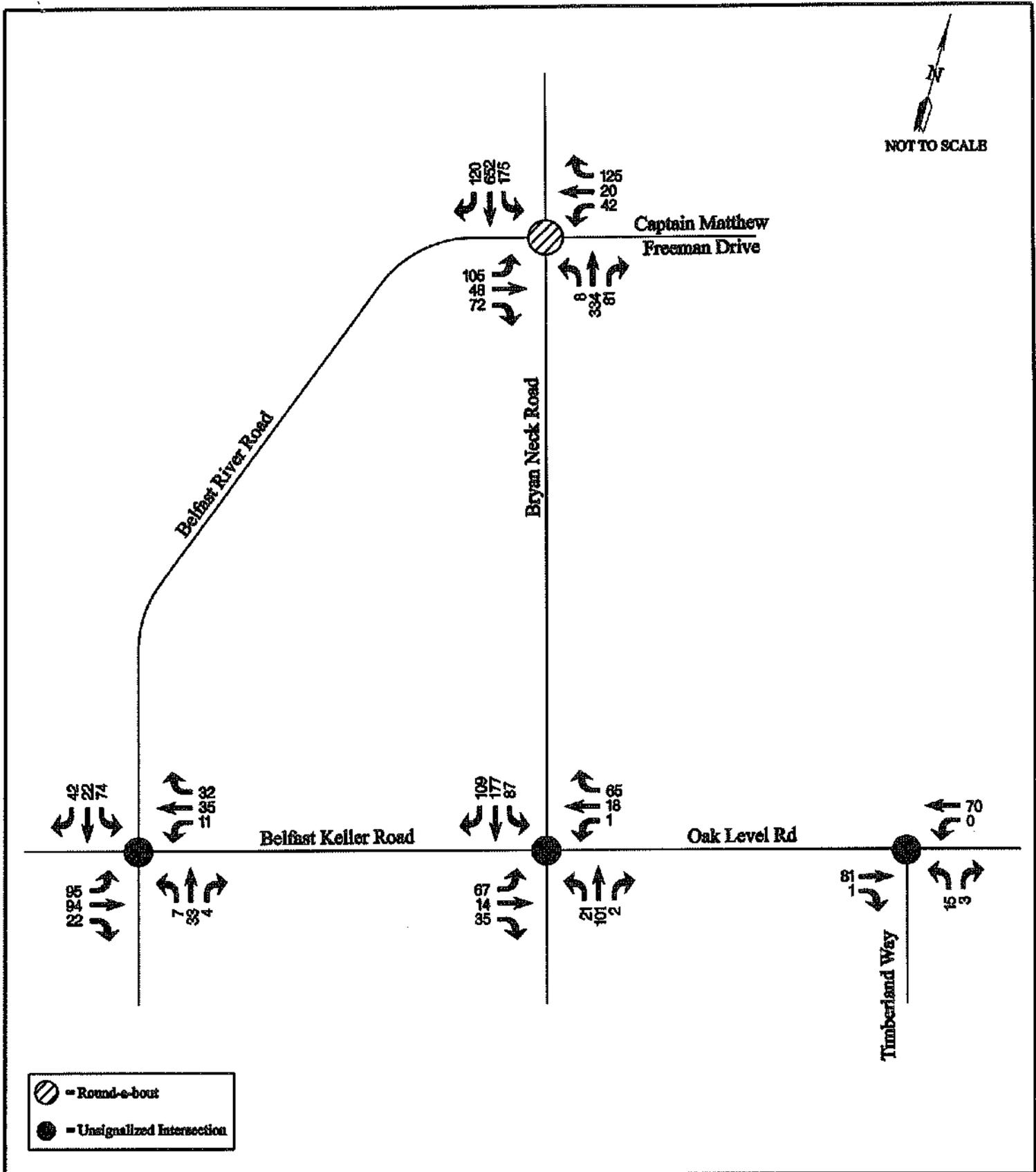


Figure 5

2018 EXISTING PM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

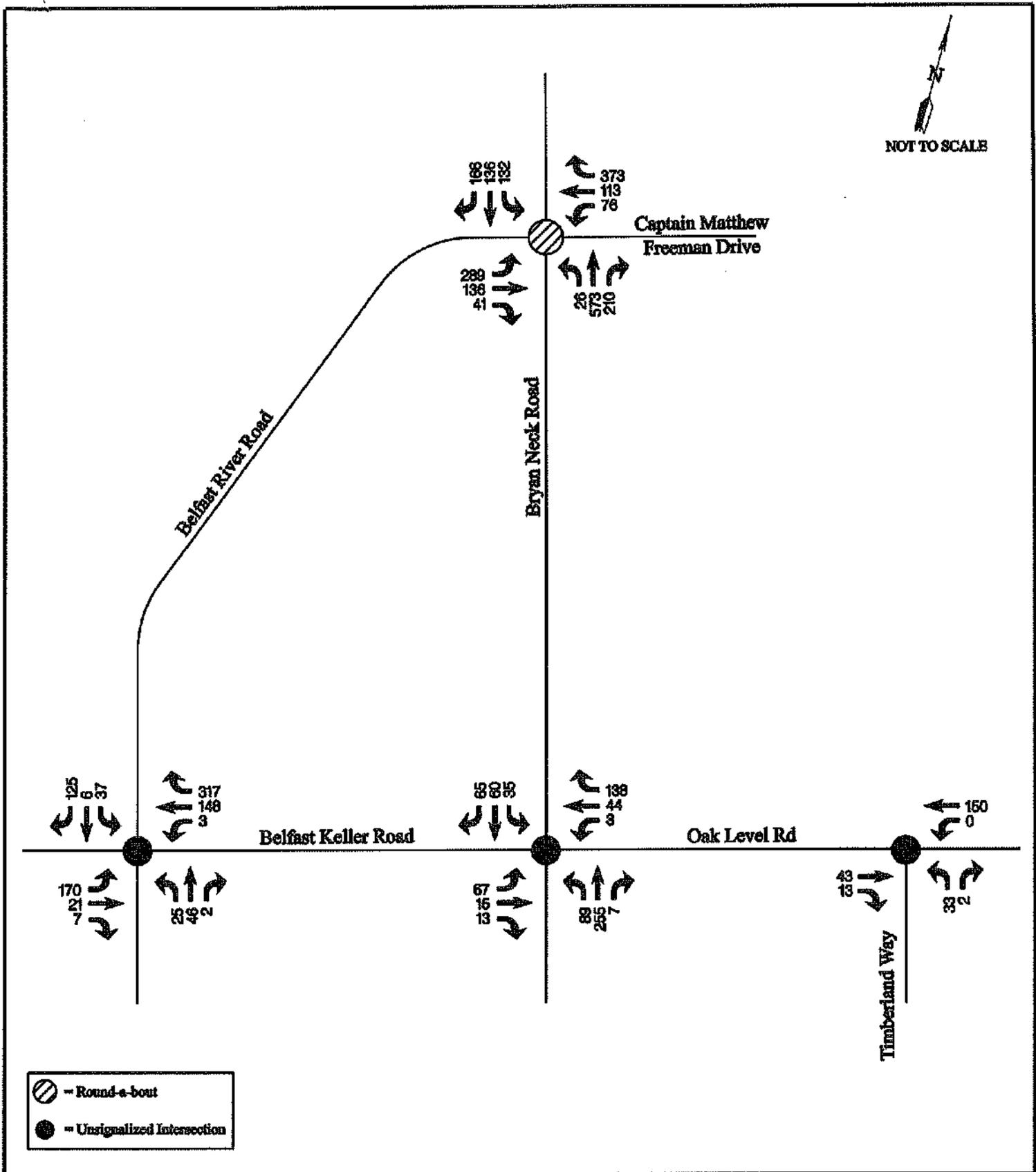


Figure 6

2021 NO BUILD AM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

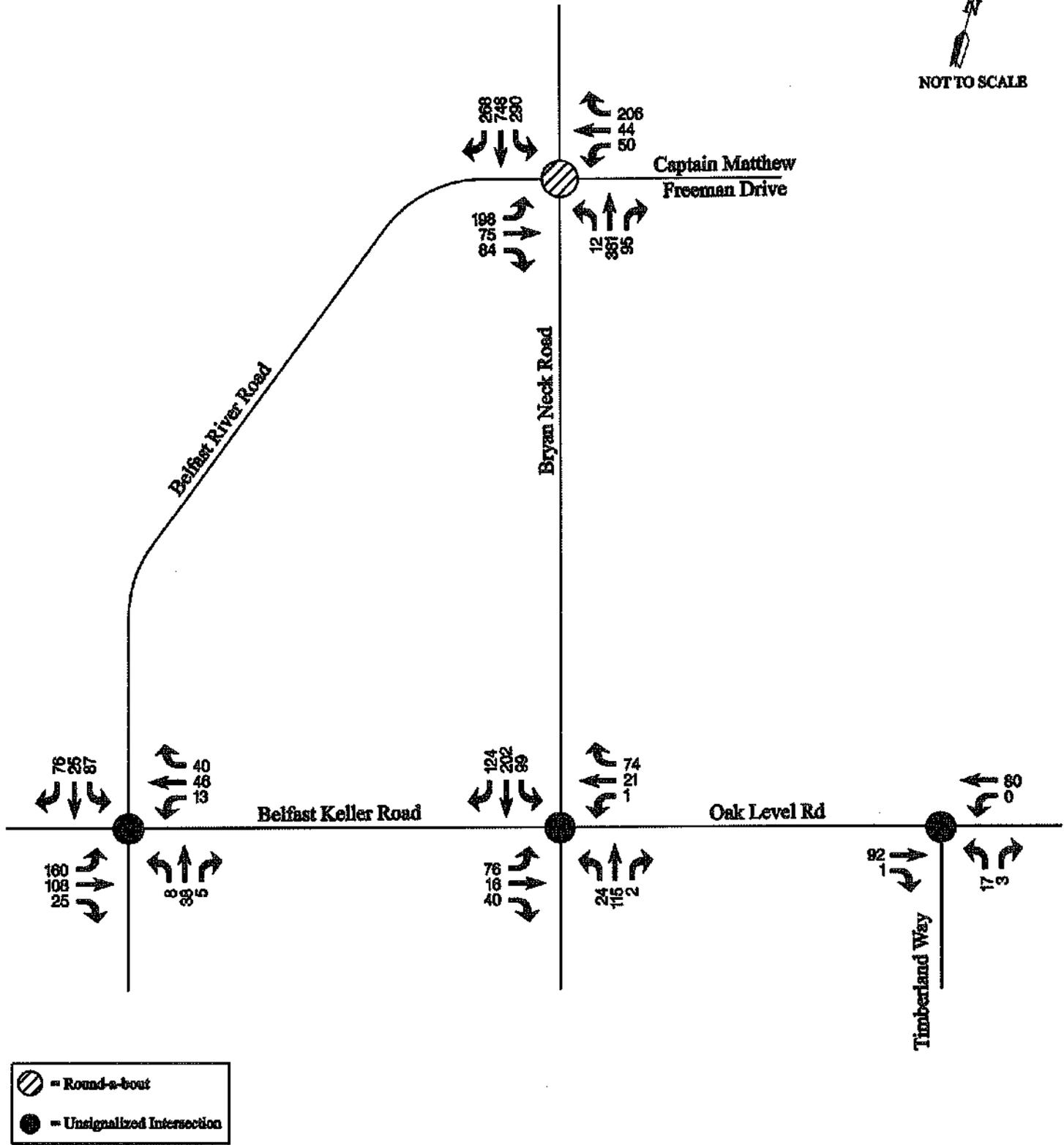


Figure 7

2021 NO BUILD PM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

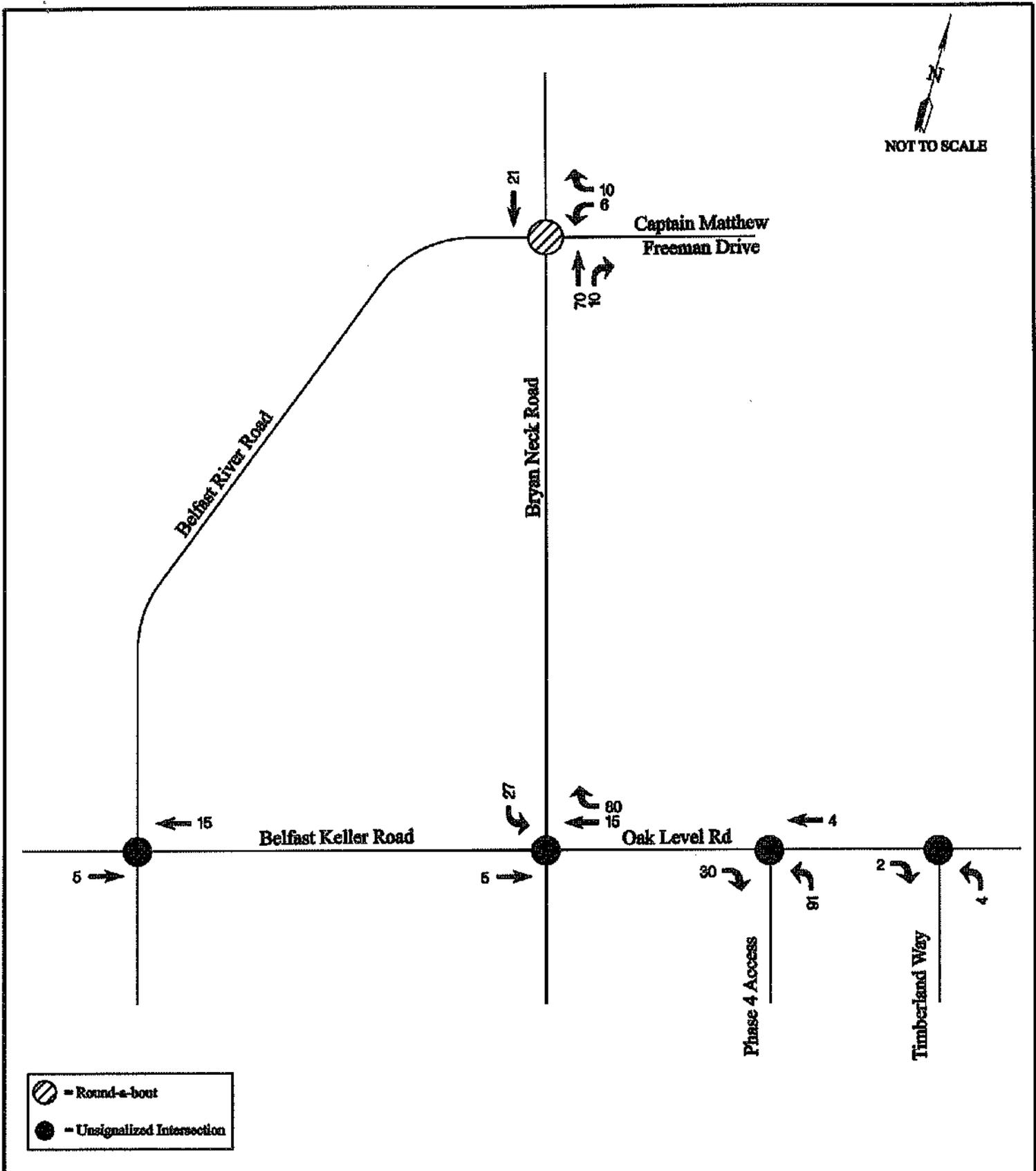


Figure 8

SITE GENERATED AM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

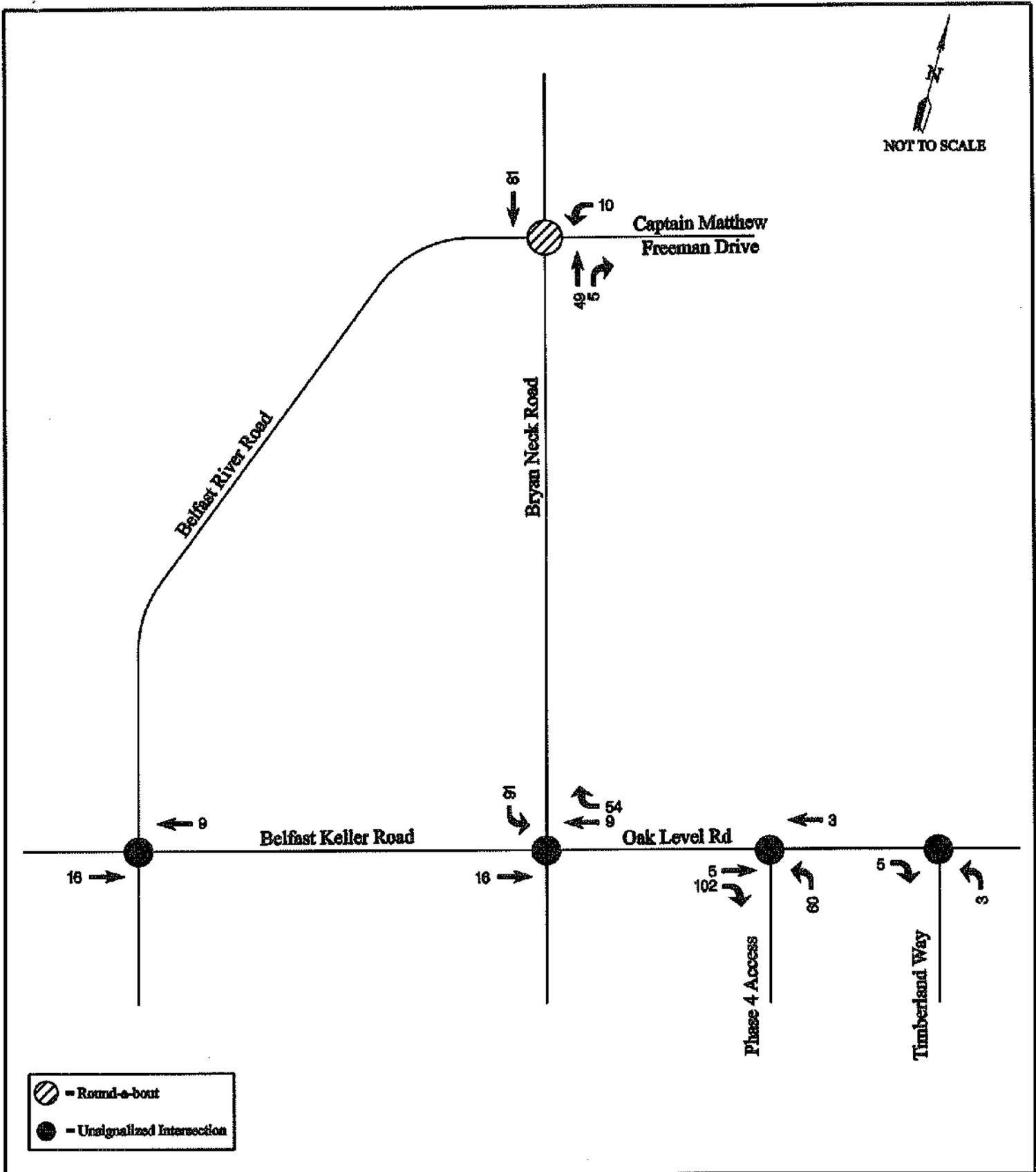


Figure 9

SITE GENERATED PM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

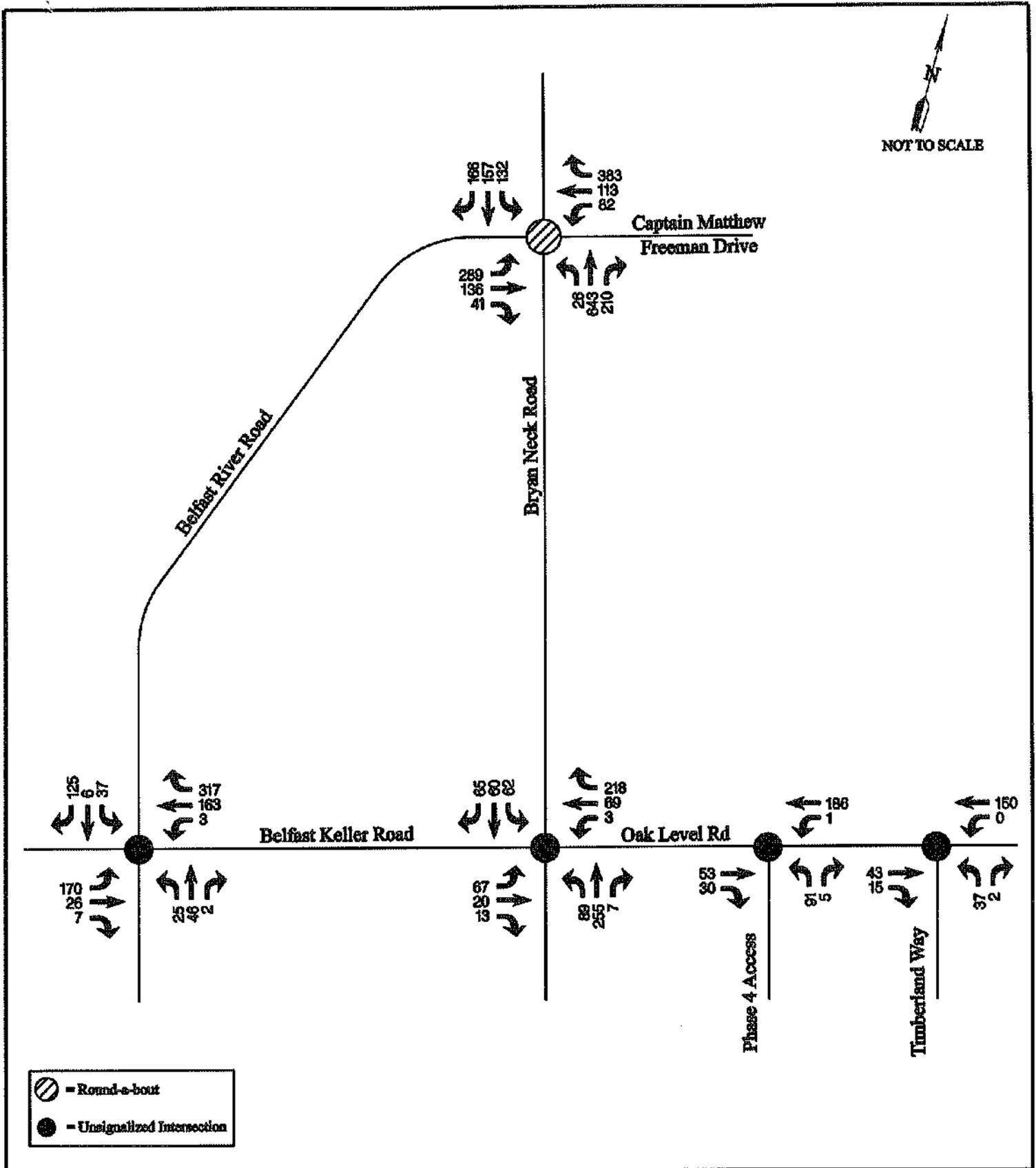


Figure 10

2021 BUILD AM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

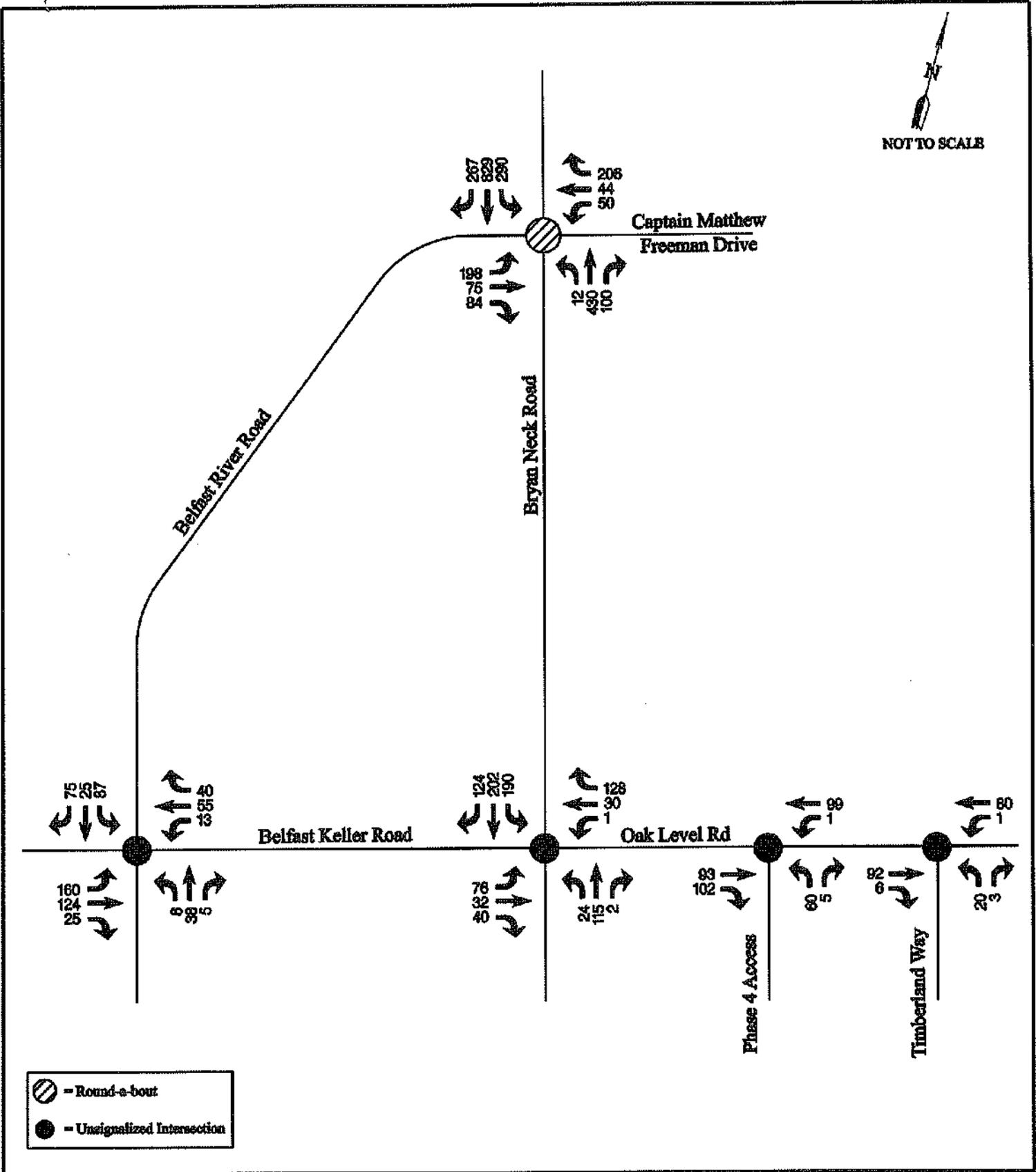


Figure 11

2021 BUILD PM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

COUNT DATA

S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : Belfast Keller Rd @ Belfast River Rd

Site Code :

Start Date : 9/19/2018

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Belfast River Rd Southbound				Belfast Keller Rd Westbound				Belfast River Rd Northbound				Belfast Keller Rd Eastbound				Int. Total
	Left	Thru	Right	Peds													
06:30	3	1	14	0	1	23	19	0	4	6	1	0	14	14	1	0	101
06:45	0	1	13	0	0	38	78	0	6	9	0	0	21	6	2	0	174
Total	3	2	27	0	1	61	97	0	10	15	1	0	35	20	3	0	275
07:00	2	2	14	0	0	38	102	0	10	15	0	0	34	6	3	0	226
07:15	5	0	26	0	2	27	58	0	2	8	1	0	20	1	1	0	151
07:30	23	2	30	0	0	27	37	0	4	8	0	0	28	5	0	0	164
07:45	18	3	27	0	0	25	34	0	2	10	0	0	17	5	1	0	142
Total	48	7	97	0	2	117	231	0	18	41	1	0	99	17	5	0	683
08:00	2	1	15	0	0	12	7	0	4	10	0	0	6	3	1	0	61
08:15	2	3	12	0	0	11	4	0	2	9	0	0	17	5	2	0	67
Total	4	4	27	0	0	23	11	0	6	19	0	0	23	8	3	0	128
16:30	11	9	23	0	2	10	12	0	1	4	0	0	19	18	7	0	116
16:45	20	6	10	0	6	11	14	0	1	6	2	0	21	21	6	0	124
Total	31	15	33	0	8	21	26	0	2	10	2	0	40	39	13	0	240
17:00	16	6	10	0	2	7	9	0	1	12	0	0	20	25	8	0	116
17:15	16	7	4	0	2	9	3	0	2	7	1	0	26	20	4	0	101
17:30	22	3	18	0	1	8	6	0	3	8	1	0	28	28	4	0	130
17:45	27	19	4	0	0	6	7	0	0	3	0	0	20	14	5	0	105
Total	81	35	36	0	5	30	25	0	6	30	2	0	94	87	21	0	452
18:00	16	5	7	0	0	12	5	0	0	1	0	0	15	20	3	0	84
18:15	14	5	8	0	1	7	13	0	0	6	2	0	11	16	0	0	83
Grand Total	197	73	235	0	17	271	408	0	42	122	8	0	317	207	48	0	1945
Apprch %	39	14.5	46.5	0	2.4	38.9	58.6	0	24.4	70.9	4.7	0	55.4	36.2	8.4	0	
Total %	10.1	3.8	12.1	0	0.9	13.9	21	0	2.2	6.3	0.4	0	16.3	10.6	2.5	0	
Passenger Vehicles	195	69	226	0	17	266	395	0	41	119	7	0	305	203	47	0	1890
% Passenger Vehicles	99	94.5	96.2	0	100	98.2	96.8	0	97.6	97.5	87.5	0	96.2	98.1	97.9	0	97.2
Heavy Vehicles	1	2	2	0	0	5	1	0	0	1	0	0	4	4	0	0	20
% Heavy Vehicles	0.5	2.7	0.9	0	0	1.8	0.2	0	0	0.8	0	0	1.3	1.9	0	0	1
Buses	1	2	7	0	0	0	12	0	1	2	1	0	8	0	1	0	35
% Buses	0.5	2.7	3	0	0	0	2.9	0	2.4	1.6	12.5	0	2.5	0	2.1	0	1.8

S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

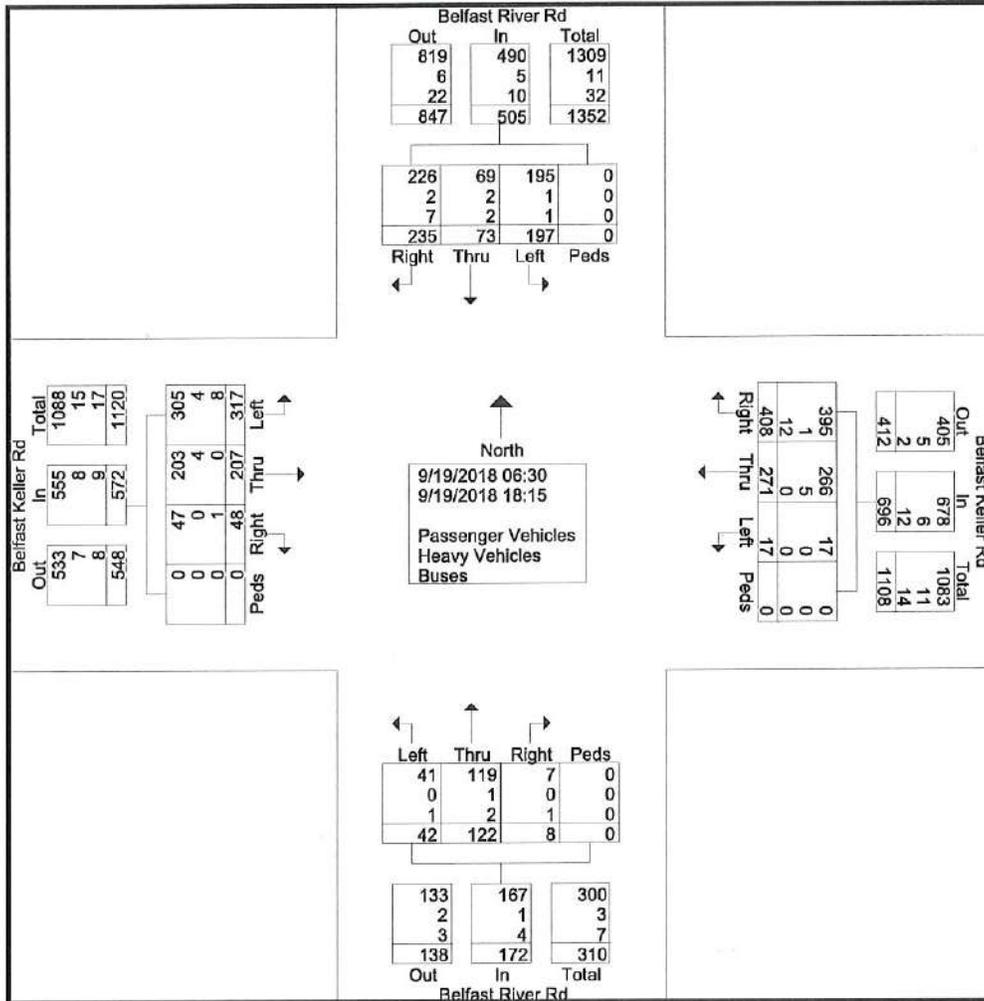
We can't say we're the Best, but you Can!

File Name : Belfast Keller Rd @ Belfast River Rd

Site Code :

Start Date : 9/19/2018

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S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

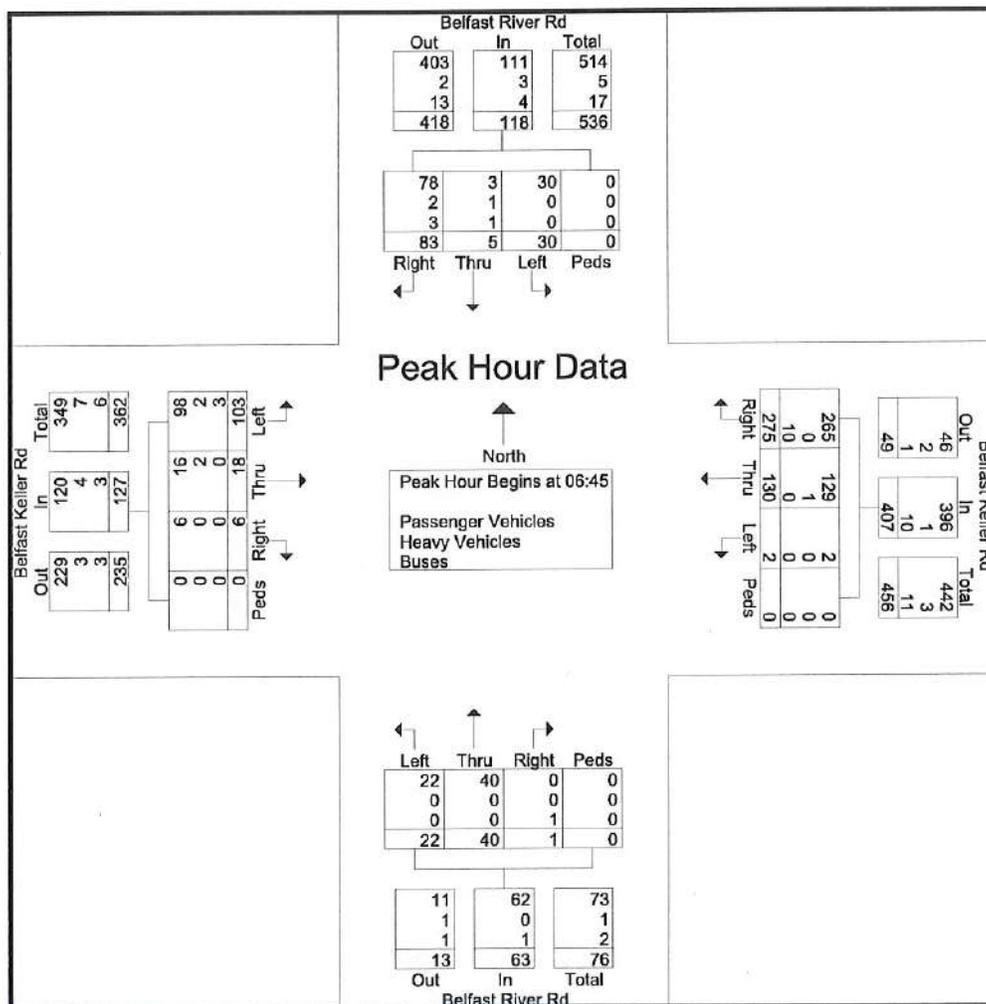
File Name : Belfast Keller Rd @ Belfast River Rd

Site Code :

Start Date : 9/19/2018

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Start Time	Belfast River Rd Southbound					Belfast Keller Rd Westbound					Belfast River Rd Northbound					Belfast Keller Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	0	1	13	0	14	0	38	78	0	116	6	9	0	0	15	21	6	2	0	29	174
07:00	2	2	14	0	18	0	38	102	0	140	10	15	0	0	25	34	6	3	0	43	226
07:15	5	0	26	0	31	2	27	58	0	87	2	8	1	0	11	20	1	1	0	22	151
07:30	23	2	30	0	55	0	27	37	0	64	4	8	0	0	12	28	5	0	0	33	164
Total Volume	30	5	83	0	118	2	130	275	0	407	22	40	1	0	63	103	18	6	0	127	715
% App. Total	25.4	4.2	70.3	0		0.5	31.9	67.6	0		34.9	63.5	1.6	0		81.1	14.2	4.7	0		
PHF	.326	.625	.692	.000	.536	.250	.855	.674	.000	.727	.550	.667	.250	.000	.630	.757	.750	.500	.000	.738	.791
Passenger Vehicles	30	3	78	0	111	2	129	205	0	396	22	40	0	0	62	98	16	6	0	120	689
% Passenger Vehicles																					
Heavy Vehicles	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	8
% Heavy Vehicles	0	20.0	2.4	0	2.5	0	0.8	0	0	0.2	0	0	0	0	0	1.9	11.1	0	0	3.1	1.1
Buses	0	1	3	0	4	0	0	10	0	10	0	0	1	0	1	3	0	0	0	3	18
% Buses	0	20.0	3.6	0	3.4	0	0	3.6	0	2.5	0	0	100	0	1.6	2.9	0	0	0	2.4	2.5



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735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

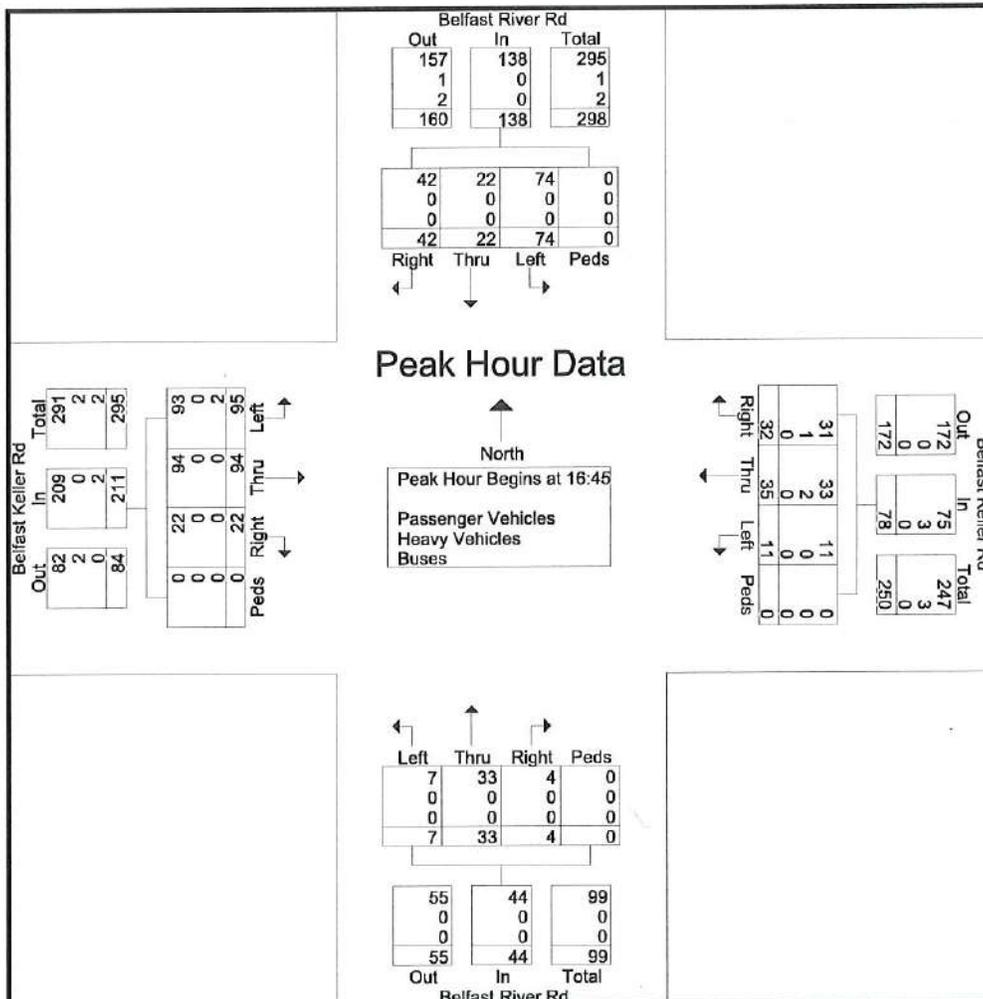
File Name : Belfast Keller Rd @ Belfast River Rd

Site Code :

Start Date : 9/19/2018

Page No : 4

Start Time	Belfast River Rd Southbound					Belfast Keller Rd Westbound					Belfast River Rd Northbound					Belfast Keller Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	20	6	10	0	36	6	11	14	0	31	1	6	2	0	9	21	21	6	0	48	124
17:00	16	6	10	0	32	2	7	9	0	18	1	12	0	0	13	20	25	8	0	53	116
17:15	16	7	4	0	27	2	9	3	0	14	2	7	1	0	10	26	20	4	0	50	101
17:30	22	3	18	0	43	1	8	6	0	15	3	8	1	0	12	28	28	4	0	60	130
Total Volume	74	22	42	0	138	11	35	32	0	78	7	33	4	0	44	95	94	22	0	211	471
% App. Total	53.6	15.9	30.4	0		14.1	44.9	41	0		15.9	75	9.1	0		45	44.5	10.4	0		
PHF	.841	.786	.583	.000	.802	.458	.795	.571	.000	.629	.583	.688	.500	.000	.846	.848	.839	.688	.000	.879	.906
Passenger Vehicles	74	22	42	0	138	11	33	31	0	75	7	33	4	0	44	93	94	22	0	209	466
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
% Heavy Vehicles	0	0	0	0	0	0	5.7	3.1	0	3.8	0	0	0	0	0	0	0	0	0	0	0.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.1	0	0	0	0.9	0.4



S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : Belfast Keller Rd @ Bryan Neck Rd

Site Code :

Start Date : 9/19/2018

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Bryan Neck Rd Southbound				Oak Level Rd Westbound				Bryan Neck Rd Northbound				Belfast Keller Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	4	7	3	0	1	5	38	0	11	55	3	0	25	4	1	0	157
06:45	6	10	13	0	0	15	38	0	25	82	1	0	13	4	6	0	213
Total	10	17	16	0	1	20	76	0	36	137	4	0	38	8	7	0	370
07:00	9	16	18	0	1	14	24	0	21	51	1	0	10	4	2	0	171
07:15	12	20	23	0	1	5	21	0	21	36	1	0	11	1	2	0	154
07:30	8	21	20	0	1	4	21	0	8	24	0	0	20	2	9	0	138
07:45	12	19	13	0	1	4	15	0	14	43	0	0	19	3	6	0	149
Total	41	76	74	0	4	27	81	0	64	154	2	0	60	10	19	0	612
08:00	8	14	11	0	0	3	16	0	1	33	2	0	18	0	8	0	114
08:15	11	20	10	0	1	3	20	0	7	49	1	0	15	3	6	0	146
Total	19	34	21	0	1	6	36	0	8	82	3	0	33	3	14	0	260
16:30	23	47	26	0	0	9	12	0	6	37	0	0	24	4	9	0	197
16:45	17	33	29	0	1	3	18	0	7	25	1	0	16	0	8	0	158
Total	40	80	55	0	1	12	30	0	13	62	1	0	40	4	17	0	355
17:00	19	42	32	0	0	4	23	0	4	23	1	0	12	5	7	0	172
17:15	28	55	22	0	0	2	12	0	4	25	0	0	15	5	11	0	179
17:30	9	28	18	0	3	1	12	0	3	21	0	0	17	3	6	0	121
17:45	20	48	17	0	1	2	25	0	6	27	0	0	17	9	16	0	188
Total	76	173	89	0	4	9	72	0	17	96	1	0	61	22	40	0	660
18:00	20	42	21	0	0	2	15	0	3	33	1	0	16	4	8	0	165
18:15	13	40	26	0	1	1	12	0	7	32	0	0	14	4	11	0	161
Grand Total	219	462	302	0	12	77	322	0	148	596	12	0	262	55	116	0	2583
Approch %	22.3	47	30.7	0	2.9	18.7	78.3	0	19.6	78.8	1.6	0	60.5	12.7	26.8	0	
Total %	8.5	17.9	11.7	0	0.5	3	12.5	0	5.7	23.1	0.5	0	10.1	2.1	4.5	0	
Passenger Vehicles	212	448	298	0	8	72	319	0	142	581	9	0	261	54	110	0	2514
% Passenger Vehicles	96.8	97	98.7	0	66.7	93.5	99.1	0	95.9	97.5	75	0	99.6	98.2	94.8	0	97.3
Heavy Vehicles	6	12	0	0	3	3	1	0	2	12	2	0	0	1	4	0	46
% Heavy Vehicles	2.7	2.6	0	0	25	3.9	0.3	0	1.4	2	16.7	0	0	1.8	3.4	0	1.8
Buses	1	2	4	0	1	2	2	0	4	3	1	0	1	0	2	0	23
% Buses	0.5	0.4	1.3	0	8.3	2.6	0.6	0	2.7	0.5	8.3	0	0.4	0	1.7	0	0.9

S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

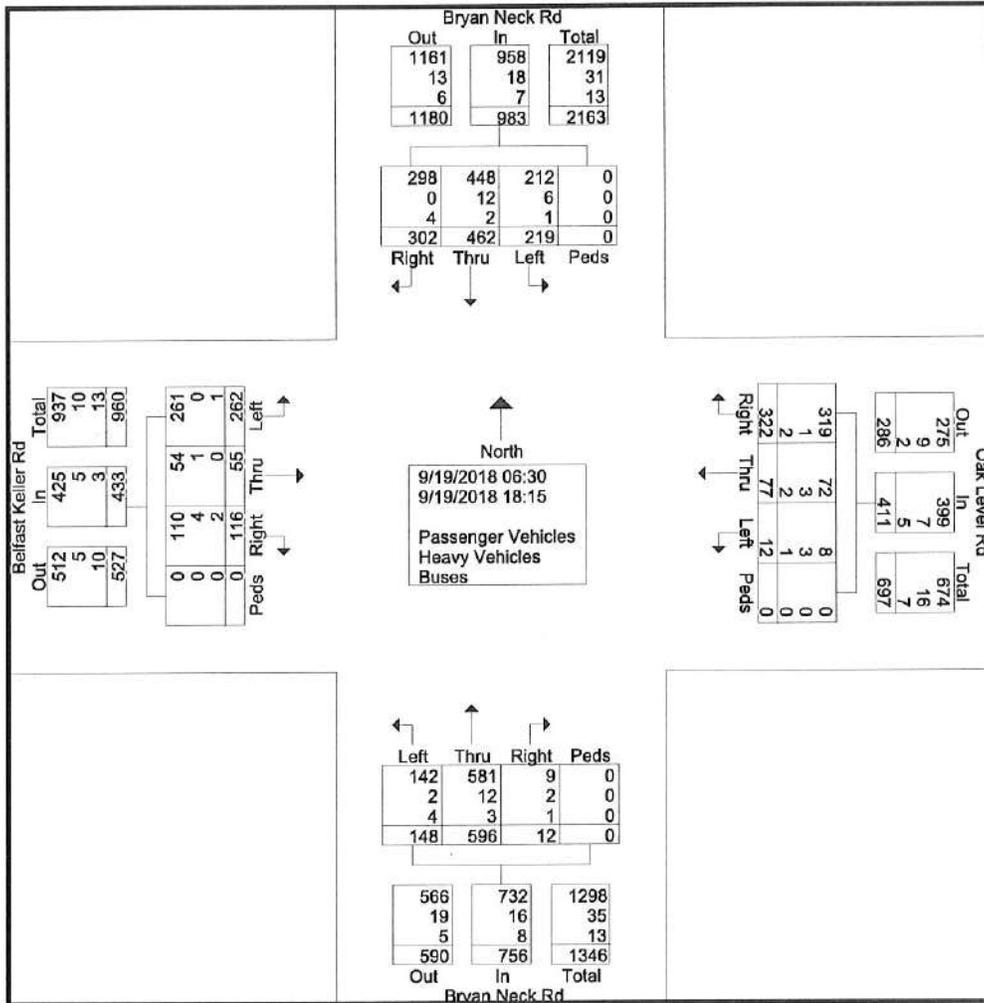
We can't say we're the Best, but you Can!

File Name : Belfast Keller Rd @ Bryan Neck Rd

Site Code :

Start Date : 9/19/2018

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S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

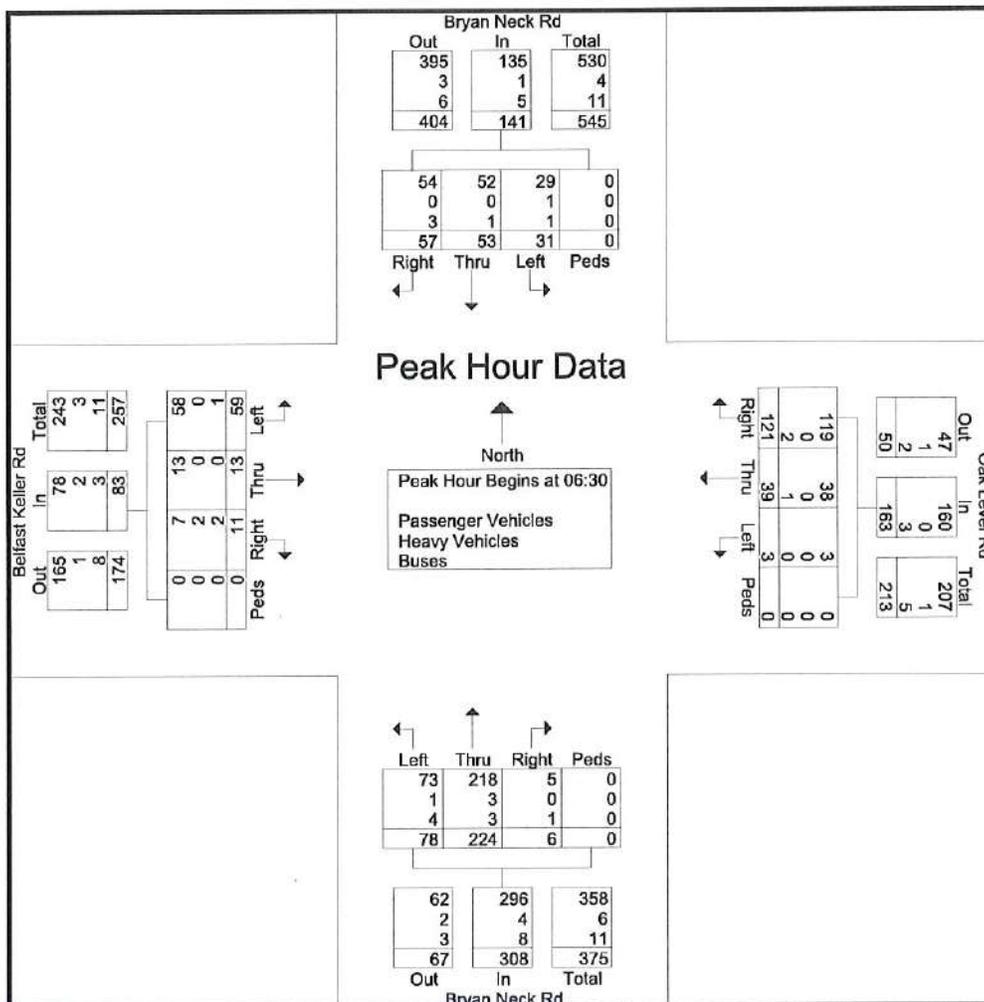
File Name : Belfast Keller Rd @ Bryan Neck Rd

Site Code :

Start Date : 9/19/2018

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Start Time	Bryan Neck Rd Southbound					Oak Level Rd Westbound					Bryan Neck Rd Northbound					Belfast Keller Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	4	7	3	0	14	1	5	38	0	44	11	55	3	0	69	25	4	1	0	30	157
06:45	6	10	13	0	29	0	15	38	0	53	25	82	1	0	108	13	4	6	0	23	213
07:00	9	16	18	0	43	1	14	24	0	39	21	51	1	0	73	10	4	2	0	16	171
07:15	12	20	23	0	55	1	5	21	0	27	21	36	1	0	58	11	1	2	0	14	154
Total Volume	31	53	57	0	141	3	39	121	0	163	78	224	6	0	308	59	13	11	0	83	695
% App. Total	22	37.6	40.4	0		1.8	23.9	74.2	0		25.3	72.7	1.9	0		71.1	15.7	13.3	0		
PHF	.646	.663	.620	.000	.641	.750	.650	.796	.000	.769	.780	.683	.500	.000	.713	.590	.813	.458	.000	.692	.816
Passenger Vehicles	29	52	54	0	135	3	38	119	0	160	73	218	5	0	296	58	13	7	0	78	609
% Passenger Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	7
% Heavy Vehicles	3.2	0	0	0	0.7	0	0	0	0	0	1.3	1.3	0	0	1.3	0	0	18.2	0	2.4	1.0
Buses	1	1	3	0	5	0	1	2	0	3	4	3	1	0	8	1	0	2	0	3	19
% Buses	3.2	1.9	5.3	0	3.5	0	2.6	1.7	0	1.8	5.1	1.3	16.7	0	2.6	1.7	0	18.2	0	3.6	2.7



S H O R T C O U N T S , L L C

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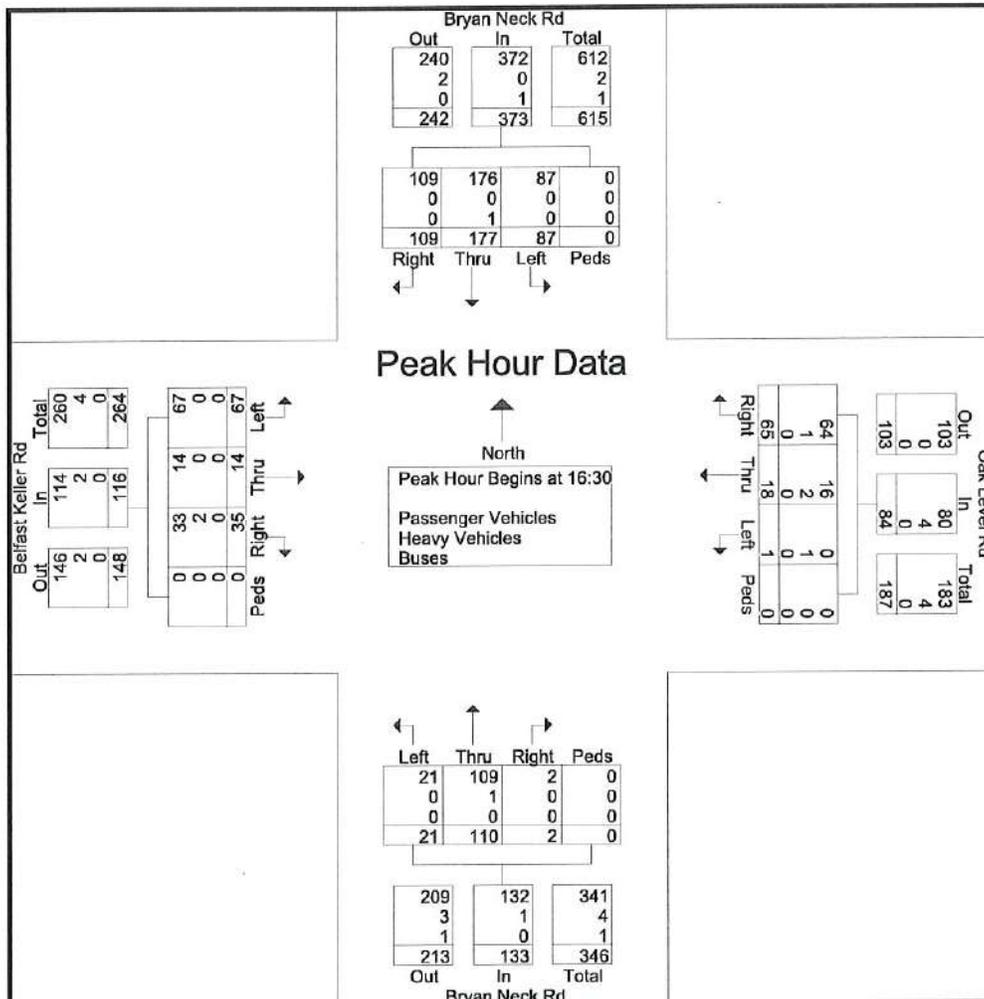
File Name : Belfast Keller Rd @ Bryan Neck Rd

Site Code :

Start Date : 9/19/2018

Page No : 4

Start Time	Bryan Neck Rd Southbound					Oak Level Rd Westbound					Bryan Neck Rd Northbound					Belfast Keller Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	23	47	26	0	96	0	9	12	0	21	6	37	0	0	43	24	4	9	0	37	197
16:45	17	33	29	0	79	1	3	18	0	22	7	25	1	0	33	16	0	8	0	24	158
17:00	19	42	32	0	93	0	4	23	0	27	4	23	1	0	28	12	5	7	0	24	172
17:15	28	55	22	0	105	0	2	12	0	14	4	25	0	0	29	15	5	11	0	31	179
Total Volume	87	177	109	0	373	1	18	65	0	84	21	110	2	0	133	67	14	35	0	116	706
% App. Total	23.3	47.5	29.2	0		1.2	21.4	77.4	0		15.8	82.7	1.5	0		57.8	12.1	30.2	0		
PHF	.777	.805	.852	.000	.888	.250	.500	.707	.000	.778	.750	.743	.500	.000	.773	.698	.700	.795	.000	.784	.896
Passenger Vehicles	87	176	109	0	372	0	18	64	0	80	21	109	2	0	132	67	14	33	0	114	688
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	2	1	0	4	0	1	0	0	1	0	0	2	0	2	7
% Heavy Vehicles	0	0	0	0	0	100	11.1	1.5	0	4.8	0	0.9	0	0	0.8	0	0	5.7	0	1.7	1.0
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.6	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : Oak Level Rd @ Timberland Way

Site Code :

Start Date : 9/19/2018

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				Oak Level Rd Westbound				Timberland Way Northbound				Oak Level Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	0	0	0	0	0	36	0	0	8	1	0	0	0	6	1	0	52
06:45	0	0	0	0	0	44	0	0	8	0	0	0	0	10	2	0	64
Total	0	0	0	0	0	80	0	0	16	1	0	0	0	16	3	0	116
07:00	0	0	0	0	0	31	0	0	8	0	0	0	0	11	4	0	54
07:15	0	0	0	0	0	21	0	0	5	1	0	0	0	11	4	0	42
07:30	0	0	0	0	0	22	0	0	5	0	0	0	0	6	5	0	38
07:45	0	0	0	0	0	16	0	0	2	0	1	0	0	7	4	0	30
Total	0	0	0	0	0	90	0	0	20	1	1	0	0	35	17	0	164
08:00	0	0	0	0	0	14	0	0	3	0	0	0	0	12	2	0	31
08:15	0	0	0	0	0	24	0	0	2	0	0	0	0	8	5	0	39
Total	0	0	0	0	0	38	0	0	5	0	0	0	0	20	7	0	70
16:30	0	0	0	0	0	14	0	0	7	0	2	0	0	21	0	0	44
16:45	0	0	0	0	0	20	0	0	3	0	1	0	0	17	0	0	41
Total	0	0	0	0	0	34	0	0	10	0	3	0	0	38	0	0	85
17:00	0	0	0	0	0	24	0	0	3	0	0	0	0	19	0	0	46
17:15	0	0	0	0	0	12	0	0	2	0	0	0	0	24	0	0	38
17:30	0	0	0	0	0	14	0	0	1	0	0	0	0	12	0	0	27
17:45	0	0	0	0	0	22	0	0	5	0	0	0	0	25	0	0	52
Total	0	0	0	0	0	72	0	0	11	0	0	0	0	80	0	0	163
18:00	0	0	0	0	0	11	0	0	6	0	0	0	0	20	0	0	37
18:15	0	0	0	0	0	12	0	0	2	0	0	0	0	17	0	0	31
Grand Total	0	0	0	0	0	337	0	0	70	2	4	0	0	226	27	0	666
Approch %	0	0	0	0	0	100	0	0	92.1	2.6	5.3	0	0	89.3	10.7	0	
Total %	0	0	0	0	0	50.6	0	0	10.5	0.3	0.6	0	0	33.9	4.1	0	
Passenger Vehicles	0	0	0	0	0	328	0	0	68	0	4	0	0	220	25	0	645
% Passenger Vehicles	0	0	0	0	0	97.3	0	0	97.1	0	100	0	0	97.3	92.6	0	96.8
Heavy Vehicles	0	0	0	0	0	5	0	0	2	0	0	0	0	6	2	0	15
% Heavy Vehicles	0	0	0	0	0	1.5	0	0	2.9	0	0	0	0	2.7	7.4	0	2.3
Buses	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	6
% Buses	0	0	0	0	0	1.2	0	0	0	100	0	0	0	0	0	0	0.9

S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

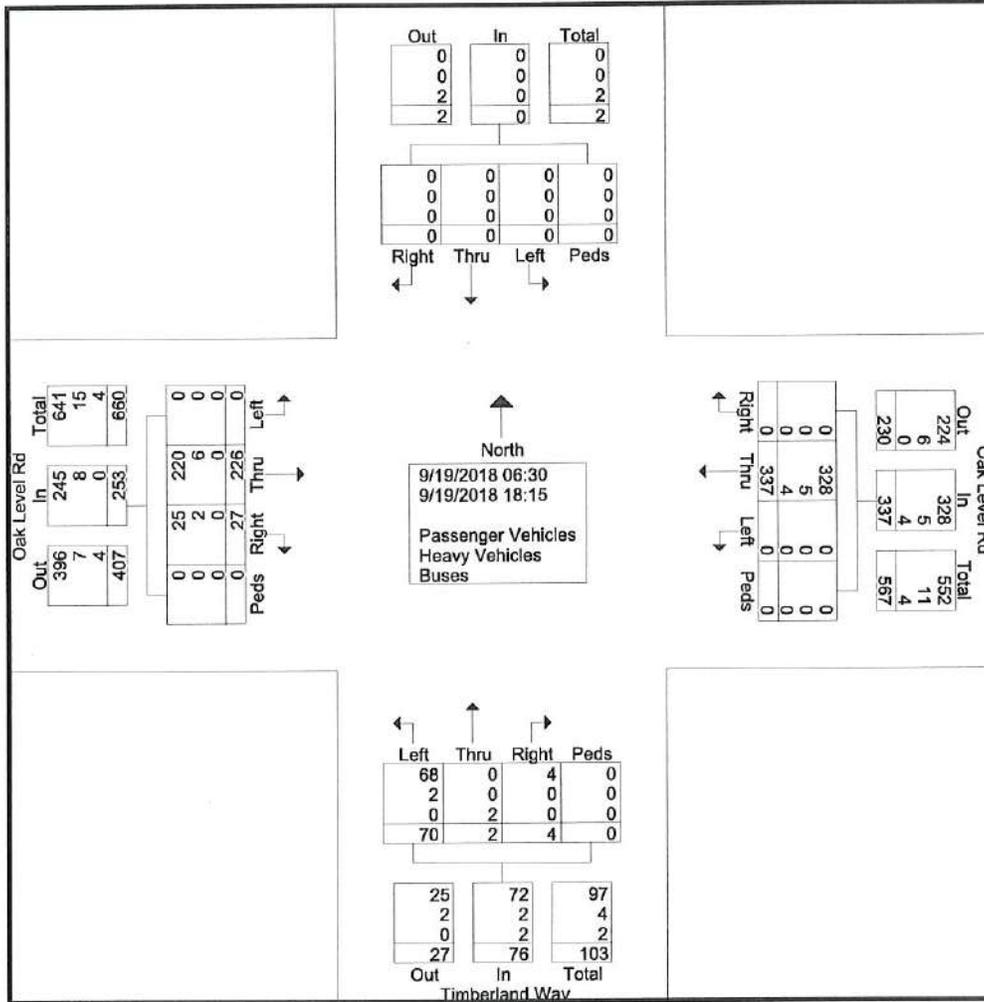
We can't say we're the Best, but you Can!

File Name : Oak Level Rd @ Timberland Way

Site Code :

Start Date : 9/19/2018

Page No : 2



S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

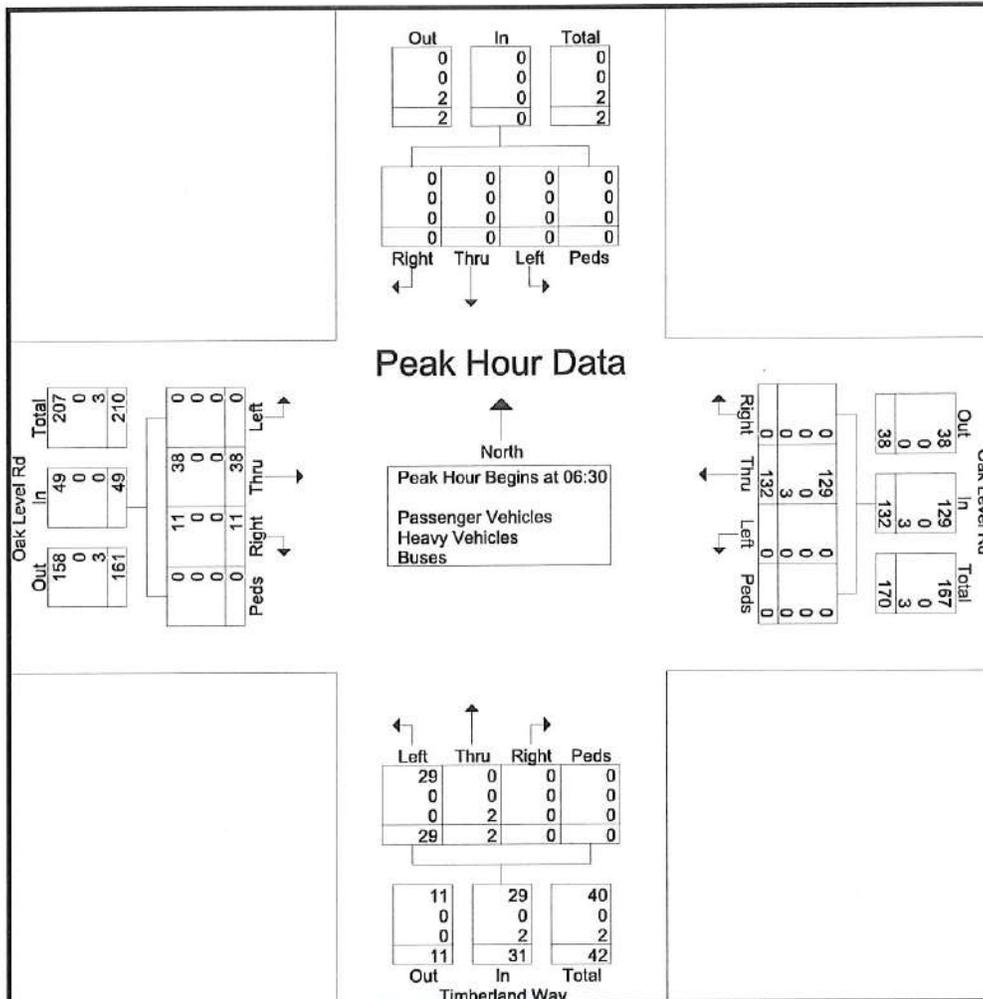
File Name : Oak Level Rd @ Timberland Way

Site Code :

Start Date : 9/19/2018

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Start Time	Southbound					Oak Level Rd Westbound					Timberland Way Northbound					Oak Level Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	0	0	0	0	0	36	0	0	36	8	1	0	0	9	0	6	1	0	7	52
06:45	0	0	0	0	0	0	44	0	0	44	8	0	0	0	8	0	10	2	0	12	64
07:00	0	0	0	0	0	0	31	0	0	31	8	0	0	0	8	0	11	4	0	15	54
07:15	0	0	0	0	0	0	21	0	0	21	5	1	0	0	6	0	11	4	0	15	42
Total Volume	0	0	0	0	0	0	132	0	0	132	29	2	0	0	31	0	38	11	0	49	212
% App. Total	0	0	0	0	0	0	100	0	0	100	93.5	6.5	0	0	100	0	77.6	22.4	0	100	
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.906	.500	.000	.000	.861	.000	.864	.688	.000	.817	.828
Passenger Vehicles	0	0	0	0	0	0	129	0	0	129	29	0	0	0	29	0	38	11	0	49	207
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	2.3	0	0	2.3	0	100	0	0	6.5	0	0	0	0	0	2.4



CAPACITY ANALYSIS

- **Existing**
- **2021 No-Build**
- **2021 Build**

OAK LEVEL RESIDENTIAL
 6: Bryan Neck Rd & Belfast River Rd/Capt Matthews Freeman Dr

AM EXISTING
 09/24/2018

Intersection				
Intersection Delay, s/veh	42.5			
Intersection LOS	E			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	326	439	779	355
Demand Flow Rate, veh/h	338	461	795	375
Vehicles Circulating, veh/h	312	772	400	193
Vehicles Exiting, veh/h	256	422	250	1040
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.6	45.1	70.2	8.8
Approach LOS	A	E	F	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	338	461	795	375
Cap Entry Lane, veh/h	827	522	757	932
Entry HV Adj Factor	0.964	0.953	0.980	0.948
Flow Entry, veh/h	326	439	779	355
Cap Entry, veh/h	797	497	742	883
V/C Ratio	0.409	0.883	1.050	0.403
Control Delay, s/veh	9.6	45.1	70.2	8.8
LOS	A	E	F	A
95th %tile Queue, veh	2	10	20	2

OAK LEVEL RESIDENTIAL
 6: Bryan Neck Rd & Belfast River Rd/Capt Matthews Freeman Dr

PM EXIST
 09/24/2018

Intersection				
Intersection Delay, s/veh	43.8			
Intersection LOS	E			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	259	215	486	1088
Demand Flow Rate, veh/h	264	219	496	1110
Vehicles Circulating, veh/h	1018	524	384	81
Vehicles Exiting, veh/h	173	356	898	662
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	27.3	9.8	16.2	66.8
Approach LOS	D	A	C	F
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	264	219	496	1110
Cap Entry Lane, veh/h	408	669	770	1042
Entry HV Adj Factor	0.981	0.980	0.980	0.980
Flow Entry, veh/h	259	215	486	1088
Cap Entry, veh/h	400	655	755	1021
V/C Ratio	0.647	0.327	0.644	1.065
Control Delay, s/veh	27.3	9.8	16.2	66.8
LOS	D	A	C	F
95th %tile Queue, veh	4	1	5	25

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

AM EXISTING
09/24/2018

Intersection

Intersection Delay, s/veh 12.3
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	18	6	2	130	275	22	40	1	30	5	83
Future Vol, veh/h	103	18	6	2	130	275	22	40	1	30	5	83
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	20	3
Mvmt Flow	129	23	8	3	163	344	28	50	1	38	6	104
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	14.1	9.7	9.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	81%	0%	25%
Vol Thru, %	63%	14%	32%	4%
Vol Right, %	2%	5%	68%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	127	407	118
LT Vol	22	103	2	30
Through Vol	40	18	130	5
RT Vol	1	6	275	83
Lane Flow Rate	79	159	509	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.236	0.612	0.216
Departure Headway (Hd)	5.834	5.343	4.332	5.279
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	617	676	824	683
Service Time	3.848	3.343	2.42	3.291
HCM Lane V/C Ratio	0.128	0.235	0.618	0.217
HCM Control Delay	9.7	10	14.1	9.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.4	0.9	4.3	0.8

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

PM EXIST
09/24/2018

Intersection

Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	94	22	11	35	32	7	33	4	74	22	42
Future Vol, veh/h	95	94	22	11	35	32	7	33	4	74	22	42
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	6	4	2	2	2	2	2	2
Mvmt Flow	104	103	24	12	38	35	8	36	4	81	24	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8	8.2	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	45%	14%	54%
Vol Thru, %	75%	45%	45%	16%
Vol Right, %	9%	10%	41%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	211	78	138
LT Vol	7	95	11	74
Through Vol	33	94	35	22
RT Vol	4	22	32	42
Lane Flow Rate	48	232	86	152
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.292	0.106	0.196
Departure Headway (Hd)	4.834	4.538	4.463	4.653
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	793	801	770
Service Time	2.873	2.566	2.497	2.684
HCM Lane V/C Ratio	0.065	0.293	0.107	0.197
HCM Control Delay	8.2	9.4	8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.2	0.4	0.7

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

AM EXISTING
09/24/2018

Intersection

Int Delay, s/veh 7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	13	11	3	39	121	78	224	6	31	53	57
Future Vol, veh/h	59	13	11	3	39	121	78	224	6	31	53	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	18	2	2	2	2	2	2	4	2	2
Mvmt Flow	72	16	13	4	48	148	95	273	7	38	65	70

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	740	646	99	657	677	277	134	0	0	280	0	0
Stage 1	175	175	-	467	467	-	-	-	-	-	-	-
Stage 2	565	471	-	190	210	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.38	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.462	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	333	390	915	378	375	762	1451	-	-	1271	-	-
Stage 1	827	754	-	576	562	-	-	-	-	-	-	-
Stage 2	510	560	-	812	728	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	348	915	330	334	762	1451	-	-	1271	-	-
Mov Cap-2 Maneuver	220	348	-	330	334	-	-	-	-	-	-	-
Stage 1	762	729	-	531	518	-	-	-	-	-	-	-
Stage 2	344	516	-	757	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.3	14.6	1.9	1.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	261	573	1271	-	-
HCM Lane V/C Ratio	0.066	-	-	0.388	0.347	0.03	-	-
HCM Control Delay (s)	7.7	0	-	27.3	14.6	7.9	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	1.5	0.1	-	-

OAK LEVEL RESIDENTIAL
 3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

PM EXIST
 09/24/2018

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	14	35	1	18	65	21	101	2	87	177	109
Future Vol, veh/h	67	14	35	1	18	65	21	101	2	87	177	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	12	2	2	2	2	2	2	2
Mvmt Flow	74	16	39	1	20	72	23	112	2	97	197	121

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	657	612	257	638	671	113	318	0	0	114	0	0
Stage 1	451	451	-	160	160	-	-	-	-	-	-	-
Stage 2	206	161	-	478	511	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.26	7.12	6.62	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.354	3.518	4.108	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	378	408	772	389	365	940	1242	-	-	1475	-	-
Stage 1	588	571	-	842	747	-	-	-	-	-	-	-
Stage 2	796	765	-	568	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	308	367	772	330	329	940	1242	-	-	1475	-	-
Mov Cap-2 Maneuver	308	367	-	330	329	-	-	-	-	-	-	-
Stage 1	576	525	-	825	732	-	-	-	-	-	-	-
Stage 2	700	750	-	481	479	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19		11.3		1.3		1.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1242	-	-	385	662	1475	-	-
HCM Lane V/C Ratio	0.019	-	-	0.335	0.141	0.066	-	-
HCM Control Delay (s)	8	0	-	19	11.3	7.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.5	0.2	-	-

OAK LEVEL RESIDENTIAL
9: Timberland Way & Oak Level Rd

AM EXISTING
09/24/2018

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↕	↕	
Traffic Vol, veh/h	38	11	0	132	29	2
Future Vol, veh/h	38	11	0	132	29	2
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	83	83	83	83	83	83
Heavy Vehicles, %	3	2	2	2	2	50
Mvmt Flow	46	13	0	159	35	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	59	0	211
Stage 1	-	-	-	-	52
Stage 2	-	-	-	-	159
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	-	-	1545	-	777
Stage 1	-	-	-	-	970
Stage 2	-	-	-	-	870
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1545	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	970
Stage 2	-	-	-	-	870

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	784	-	-	1545	-
HCM Lane V/C Ratio	0.048	-	-	-	-
HCM Control Delay (s)	9.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	81	1	0	70	15	3
Future Vol, veh/h	81	1	0	70	15	3
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	3	7	2
Mvmt Flow	88	1	0	76	16	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	89	0	165
Stage 1	-	-	-	-	89
Stage 2	-	-	-	-	76
Critical Hdwy	-	-	4.12	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.218	-	3.563
Pot Cap-1 Maneuver	-	-	1506	-	814
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	934
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1506	-	814
Mov Cap-2 Maneuver	-	-	-	-	814
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	934

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1506	-
HCM Lane V/C Ratio	0.023	-	-	-	-
HCM Control Delay (s)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection							
Intersection Delay, s/veh	26.7						
Intersection LOS	D						
Approach	EB	WB	NB		SB		
Entry Lanes	1	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	1	
Adj Approach Flow, veh/h	490	592	851	851	457	457	
Demand Flow Rate, veh/h	509	622	868	868	483	483	
Vehicles Circulating, veh/h	374	962	607	607	233	233	
Vehicles Exiting, veh/h	151	288	276	276	934	934	
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	16.7	6.2	57.2	57.2	7.1	7.1	
Approach LOS	C	A	F	F	A	A	
Lane	Left	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LTR	LT	R	LT	R	LT	R
Assumed Moves	LTR	LT	R	LT	R	LT	R
RT Channelized			Free		Yield		Yield
Lane Util	1.000	1.000		1.000		1.000	
Critical Headway, s	5.193	5.193		5.193		5.193	
Entry Flow, veh/h	509	205	417	643	225	292	191
Cap Entry Lane, veh/h	777	432	2014	616	847	895	972
Entry HV Adj Factor	0.963	0.973	0.943	0.980	0.980	0.965	0.917
Flow Entry, veh/h	490	199	393	630	221	282	175
Cap Entry, veh/h	749	420	1900	603	831	864	891
V/C Ratio	0.655	0.475	0.207	1.044	0.266	0.326	0.196
Control Delay, s/veh	16.7	18.5	0.0	74.8	7.2	7.8	6.0
LOS	C	C	A	F	A	A	A
95th %tile Queue, veh	5	2	1	17	1	1	1

Intersection							
Intersection Delay, s/veh	49.7						
Intersection LOS	E						
Approach	EB	WB	NB		SB		
Entry Lanes	1	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	1	
Adj Approach Flow, veh/h	375	316	514	514	1350	1350	
Demand Flow Rate, veh/h	383	322	524	524	1378	1378	
Vehicles Circulating, veh/h	1144	634	580	580	114	114	
Vehicles Exiting, veh/h	60	368	947	947	621	621	
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	101.0	2.6	17.3	17.3	58.9	58.9	
Approach LOS	F	A	C	C	F	F	
Lane	Left	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LTR	LT	R	LT	R	LT	R
Assumed Moves	LTR	LT	R	LT	R	LT	R
RT Channelized			Free		Yield		Yield
Lane Util	1.000	1.000		1.000		1.000	
Critical Headway, s	5.193	5.193		5.193		5.193	
Entry Flow, veh/h	383	101	221	422	102	1090	288
Cap Entry Lane, veh/h	360	599	1938	633	782	1008	1064
Entry HV Adj Factor	0.980	0.981	0.980	0.981	0.980	0.980	0.980
Flow Entry, veh/h	375	99	217	414	100	1068	282
Cap Entry, veh/h	353	588	1900	621	767	988	1043
V/C Ratio	1.064	0.169	0.114	0.667	0.130	1.081	0.270
Control Delay, s/veh	101.0	8.2	0.0	20.0	6.1	72.8	6.1
LOS	F	A	A	C	A	F	A
95th %tile Queue, veh	13	1	0	5	0	26	1

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

AM 2021 NB
09/26/2018

Intersection	
Intersection Delay, s/veh	18.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	170	21	7	3	148	317	25	46	2	37	6	125
Future Vol, veh/h	170	21	7	3	148	317	25	46	2	37	6	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	20	3
Mvmt Flow	213	26	9	4	185	396	31	58	3	46	8	156
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.8	23.9	11	12
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	86%	1%	22%
Vol Thru, %	63%	11%	32%	4%
Vol Right, %	3%	4%	68%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	198	468	168
LT Vol	25	170	3	37
Through Vol	46	21	148	6
RT Vol	2	7	317	125
Lane Flow Rate	91	248	585	210
Geometry Grp	1	1	1	1
Degree of Util (X)	0.167	0.402	0.791	0.341
Departure Headway (Hd)	6.578	5.849	4.87	5.842
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	541	611	737	611
Service Time	4.672	3.921	2.926	3.919
HCM Lane V/C Ratio	0.168	0.406	0.794	0.344
HCM Control Delay	11	12.8	23.9	12
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.6	1.9	8	1.5

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

PM NB 2021
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Intersection

Intersection Delay, s/veh 10.3
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	108	25	13	46	40	8	38	5	87	25	76
Future Vol, veh/h	160	108	25	13	46	40	8	38	5	87	25	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	6	4	2	2	2	2	2	2
Mvmt Flow	176	119	27	14	51	44	9	42	5	96	27	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	8.7	8.8	9.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	55%	13%	46%
Vol Thru, %	75%	37%	46%	13%
Vol Right, %	10%	9%	40%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	293	99	188
LT Vol	8	160	13	87
Through Vol	38	108	46	25
RT Vol	5	25	40	76
Lane Flow Rate	56	322	109	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.427	0.144	0.281
Departure Headway (Hd)	5.221	4.773	4.768	4.888
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	680	750	745	729
Service Time	3.304	2.832	2.842	2.952
HCM Lane V/C Ratio	0.082	0.429	0.146	0.284
HCM Control Delay	8.8	11.4	8.7	9.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	2.1	0.5	1.2

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

AM 2021 NB
09/26/2018

Intersection												
Int Delay, s/veh	10.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	13	11	3	39	121	78	224	6	31	53	57
Future Vol, veh/h	59	13	11	3	39	121	78	224	6	31	53	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	18	2	2	2	2	2	2	4	2	2
Mvmt Flow	82	18	15	4	54	168	108	311	8	43	74	79

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	844	737	113	748	771	316	153	0	0	320	0	0
Stage 1	200	200	-	532	532	-	-	-	-	-	-	-
Stage 2	644	537	-	216	239	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.38	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.462	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	283	346	898	329	331	724	1428	-	-	1229	-	-
Stage 1	802	736	-	531	526	-	-	-	-	-	-	-
Stage 2	461	523	-	786	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	168	302	898	279	289	724	1428	-	-	1229	-	-
Mov Cap-2 Maneuver	168	302	-	279	289	-	-	-	-	-	-	-
Stage 1	728	707	-	482	478	-	-	-	-	-	-	-
Stage 2	285	475	-	724	680	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	43.4		17.1		2		1.8	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	204	521	1229	-	-
HCM Lane V/C Ratio	0.076	-	-	0.566	0.435	0.035	-	-
HCM Control Delay (s)	7.7	0	-	43.4	17.1	8	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.1	2.2	0.1	-	-

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

PM NB 2021
09/26/2018

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	14	35	1	18	65	21	101	2	87	177	109
Future Vol, veh/h	67	14	35	1	18	65	21	101	2	87	177	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	12	2	2	2	2	2	2	2
Mvmt Flow	85	18	44	1	23	82	27	128	3	110	224	138

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	749	698	293	727	765	129	362	0	0	130	0	0
Stage 1	514	514	-	182	182	-	-	-	-	-	-	-
Stage 2	235	184	-	545	583	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.26	7.12	6.62	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.354	3.518	4.108	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	328	364	737	339	322	921	1197	-	-	1455	-	-
Stage 1	543	535	-	820	730	-	-	-	-	-	-	-
Stage 2	768	747	-	523	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	255	321	737	278	284	921	1197	-	-	1455	-	-
Mov Cap-2 Maneuver	255	321	-	278	284	-	-	-	-	-	-	-
Stage 1	530	483	-	800	712	-	-	-	-	-	-	-
Stage 2	661	729	-	428	436	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.6		12.1		1.4		1.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	328	611	1455	-	-
HCM Lane V/C Ratio	0.022	-	-	0.448	0.174	0.076	-	-
HCM Control Delay (s)	8.1	0	-	24.6	12.1	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	0.6	0.2	-	-

OAK LEVEL RESIDENTIAL
9: Timberland Way & Oak Level Rd

AM 2021 NB
09/26/2018

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	38	11	0	132	29	2
Future Vol, veh/h	38	11	0	132	29	2
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	83	83	83	83	83	83
Heavy Vehicles, %	3	2	2	2	2	50
Mvmt Flow	52	15	0	181	40	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	67	0	241
Stage 1	-	-	-	-	60
Stage 2	-	-	-	-	181
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	-	-	1535	-	747
Stage 1	-	-	-	-	963
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1535	-	747
Mov Cap-2 Maneuver	-	-	-	-	747
Stage 1	-	-	-	-	963
Stage 2	-	-	-	-	850

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	755	-	-	1535	-
HCM Lane V/C Ratio	0.056	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

OAK LEVEL RESIDENTIAL
9: Timberland Way & Oak Level Rd

PM NB 2021
09/26/2018

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Traffic Vol, veh/h	81	1	0	70	15	3
Future Vol, veh/h	81	1	0	70	15	3
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	3	7	2
Mvmt Flow	100	1	0	87	19	4

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	102	0	188 101
Stage 1	-	-	-	-	101 -
Stage 2	-	-	-	-	87 -
Critical Hdwy	-	-	4.12	-	6.47 6.22
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.218	-	3.563 3.318
Pot Cap-1 Maneuver	-	-	1490	-	790 954
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	924 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1490	-	790 954
Mov Cap-2 Maneuver	-	-	-	-	790 -
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	924 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1490	-
HCM Lane V/C Ratio	0.027	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection							
Intersection Delay, s/veh	40.1						
Intersection LOS	E						
Approach	EB	WB	NB		SB		
Entry Lanes	1	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	1	
Adj Approach Flow, veh/h	490	608	925	925	479	479	
Demand Flow Rate, veh/h	509	639	944	944	506	506	
Vehicles Circulating, veh/h	404	1038	607	607	240	240	
Vehicles Exiting, veh/h	151	288	306	306	1010	1010	
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	18.0	7.4	90.2	90.2	7.4	7.4	
Approach LOS	C	A	F	F	A	A	
Lane	Left	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LTR	LT	R	LT	R	LT	R
Assumed Moves	LTR	LT	R	LT	R	LT	R
RT Channelized			Free		Yield		Yield
Lane Util	1.000	1.000		1.000		1.000	
Critical Headway, s	5.193	5.193		5.193		5.193	
Entry Flow, veh/h	509	212	427	719	225	315	191
Cap Entry Lane, veh/h	754	400	2014	616	847	889	972
Entry HV Adj Factor	0.963	0.969	0.943	0.980	0.980	0.964	0.917
Flow Entry, veh/h	490	205	403	704	221	304	175
Cap Entry, veh/h	726	388	1900	603	831	857	891
V/C Ratio	0.675	0.530	0.212	1.168	0.266	0.354	0.196
Control Delay, s/veh	18.0	21.9	0.0	116.2	7.2	8.3	6.0
LOS	C	C	A	F	A	A	A
95th %tile Queue, veh	5	3	1	24	1	2	1

Intersection							
Intersection Delay, s/veh	75.2						
Intersection LOS	F						
Approach	EB	WB	NB		SB		
Entry Lanes	1	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	1	
Adj Approach Flow, veh/h	375	316	571	571	1459	1459	
Demand Flow Rate, veh/h	383	322	582	582	1488	1488	
Vehicles Circulating, veh/h	1255	687	604	604	114	114	
Vehicles Exiting, veh/h	60	392	1034	1034	674	674	
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	147.9	2.7	23.0	23.0	92.7	92.7	
Approach LOS	F	A	C	C	F	F	
Lane	Left	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LTR	LT	R	LT	R	LT	R
Assumed Moves	LTR	LT	R	LT	R	LT	R
RT Channelized			Free		Yield		Yield
Lane Util	1.000	1.000		1.000		1.000	
Critical Headway, s	5.193	5.193		5.193		5.193	
Entry Flow, veh/h	383	101	221	475	107	1201	287
Cap Entry Lane, veh/h	322	568	1938	618	764	1008	1064
Entry HV Adj Factor	0.980	0.981	0.980	0.981	0.980	0.980	0.980
Flow Entry, veh/h	375	99	217	466	105	1178	281
Cap Entry, veh/h	316	558	1900	606	749	989	1043
V/C Ratio	1.189	0.178	0.114	0.769	0.140	1.191	0.269
Control Delay, s/veh	147.9	8.7	0.0	26.8	6.3	113.3	6.1
LOS	F	A	A	D	A	F	A
95th %tile Queue, veh	16	1	0	7	0	36	1

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

AM BUILD 2021
09/27/2018

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	170	26	7	3	163	317	25	46	2	37	6	125
Future Vol, veh/h	170	26	7	3	163	317	25	46	2	37	6	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	20	3
Mvmt Flow	213	33	9	4	204	396	31	58	3	46	8	156
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.1	26.7	11.2	12.1
HCM LOS	B	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	84%	1%	22%
Vol Thru, %	63%	13%	34%	4%
Vol Right, %	3%	3%	66%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	203	483	168
LT Vol	25	170	3	37
Through Vol	46	26	163	6
RT Vol	2	7	317	125
Lane Flow Rate	91	254	604	210
Geometry Grp	1	1	1	1
Degree of Util (X)	0.171	0.415	0.823	0.345
Departure Headway (Hd)	6.766	5.888	4.906	5.917
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	534	606	731	603
Service Time	4.766	3.972	2.97	4.005
HCM Lane V/C Ratio	0.17	0.419	0.826	0.348
HCM Control Delay	11.2	13.1	26.7	12.1
HCM Lane LOS	B	B	D	B
HCM 95th-tile Q	0.6	2	9	1.5

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

PM BUILD 2021
09/27/2018

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	124	25	13	55	40	8	38	5	87	25	76
Future Vol, veh/h	160	124	25	13	55	40	8	38	5	87	25	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	6	4	2	2	2	2	2	2
Mvmt Flow	176	136	27	14	60	44	9	42	5	96	27	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	8.8	8.9	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	52%	12%	46%
Vol Thru, %	75%	40%	51%	13%
Vol Right, %	10%	8%	37%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	309	108	188
LT Vol	8	160	13	87
Through Vol	38	124	55	25
RT Vol	5	25	40	76
Lane Flow Rate	56	340	119	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.452	0.159	0.284
Departure Headway (Hd)	5.293	4.791	4.817	4.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	669	747	737	719
Service Time	3.386	2.852	2.894	3.026
HCM Lane V/C Ratio	0.084	0.455	0.161	0.288
HCM Control Delay	8.9	11.8	8.8	10
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	2.4	0.6	1.2

OAK LEVEL RESIDENTIAL

AM BUILD 2021

3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

09/27/2018

Intersection												
Int Delay, s/veh	24.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	20	13	3	69	218	89	255	7	62	60	65
Future Vol, veh/h	67	20	13	3	69	218	89	255	7	62	60	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	18	2	2	2	2	2	2	4	2	2
Mvmt Flow	82	24	16	4	84	266	109	311	9	76	73	79

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	971	801	113	816	836	315	152	0	0	320	0	0
Stage 1	264	264	-	532	532	-	-	-	-	-	-	-
Stage 2	707	537	-	284	304	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.38	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.462	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	232	318	898	296	303	725	1429	-	-	1229	-	-
Stage 1	741	690	-	531	526	-	-	-	-	-	-	-
Stage 2	426	523	-	723	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	97	269	898	239	256	725	1429	-	-	1229	-	-
Mov Cap-2 Maneuver	97	269	-	239	256	-	-	-	-	-	-	-
Stage 1	672	643	-	482	477	-	-	-	-	-	-	-
Stage 2	202	474	-	637	618	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	132.8	28	2	2.7
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1429	-	-	128	498	1229	-	-
HCM Lane V/C Ratio	0.076	-	-	0.953	0.71	0.062	-	-
HCM Control Delay (s)	7.7	0	-	132.8	28	8.1	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %ile Q(veh)	0.2	-	-	6.4	5.6	0.2	-	-

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

PM BUILD 2021
09/27/2018

Intersection												
Int Delay, s/veh	15.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	76	32	40	1	30	128	24	115	2	190	202	124
Future Vol, veh/h	76	32	40	1	30	128	24	115	2	190	202	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	12	2	2	2	2	2	2	2
Mvmt Flow	84	36	44	1	33	142	27	128	2	211	224	138

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	986	899	293	938	966	129	362	0	0	130	0	0
Stage 1	716	716	-	182	182	-	-	-	-	-	-	-
Stage 2	270	183	-	756	784	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.26	7.12	6.62	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.354	3.518	4.108	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	227	279	737	244	245	921	1197	-	-	1455	-	-
Stage 1	421	434	-	820	730	-	-	-	-	-	-	-
Stage 2	736	748	-	400	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	222	737	170	195	921	1197	-	-	1455	-	-
Mov Cap-2 Maneuver	141	222	-	170	195	-	-	-	-	-	-	-
Stage 1	411	354	-	800	712	-	-	-	-	-	-	-
Stage 2	579	730	-	276	318	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	72.9	15.1	1.4	2.9
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	201	532	1455	-
HCM Lane V/C Ratio	0.022	-	-	0.818	0.332	0.145	-
HCM Control Delay (s)	8.1	0	-	72.9	15.1	7.9	0
HCM Lane LOS	A	A	-	F	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	5.9	1.4	0.5	-

OAK LEVEL RESIDENTIAL
9: Timberland Way & Oak Level Rd

AM BUILD 2021
09/27/2018

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Traffic Vol, veh/h	43	15	0	150	37	2
Future Vol, veh/h	43	15	0	150	37	2
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	83	83	83	83	83	83
Heavy Vehicles, %	3	2	2	2	2	50
Mvmt Flow	52	18	0	181	45	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	70	0	242
Stage 1	-	-	-	-	61
Stage 2	-	-	-	-	181
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	-	-	1531	-	746
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1531	-	746
Mov Cap-2 Maneuver	-	-	-	-	746
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	850

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1531	-
HCM Lane V/C Ratio	0.062	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	92	6	1	80	20	3
Future Vol, veh/h	92	6	1	80	20	3
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	3	7	2
Mvmt Flow	100	7	1	87	22	3

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	192
Stage 1	-	-	-	-	103
Stage 2	-	-	-	-	89
Critical Hdwy	-	-	4.12	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.218	-	3.563
Pot Cap-1 Maneuver	-	-	1484	-	786
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	922
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1484	-	785
Mov Cap-2 Maneuver	-	-	-	-	785
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	921

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	803	-	-	1484	-
HCM Lane V/C Ratio	0.031	-	-	0.001	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

OAK LEVEL RESIDENTIAL
15: Phase 4 Access & Oak Level Rd

AM BUILD 2021
09/27/2018

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	53	30	1	186	91	5
Future Vol, veh/h	53	30	1	186	91	5
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	58	33	1	202	99	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	90	0	278
Stage 1	-	-	-	-	74
Stage 2	-	-	-	-	204
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	-	-	1505	-	712
Stage 1	-	-	-	-	949
Stage 2	-	-	-	-	830
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1505	-	711
Mov Cap-2 Maneuver	-	-	-	-	711
Stage 1	-	-	-	-	949
Stage 2	-	-	-	-	829

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	722	-	-	1505	-
HCM Lane V/C Ratio	0.145	-	-	0.001	-
HCM Control Delay (s)	10.8	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection

Int Delay, s/veh 1.9

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	93	102	1	99	60	5
Future Vol, veh/h	93	102	1	99	60	5
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	101	111	1	108	65	5

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	212	0	267	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	110	-
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	-	-	1358	-	722	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1358	-	721	889
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	914	-

Approach EB WB NB

HCM Control Delay, s	0	0.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	732	-	-	1358	-
HCM Lane V/C Ratio	0.097	-	-	0.001	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %ile Q(veh)	0.3	-	-	0	-

TRAFFIC IMPACT AND ACCESS STUDY

**WOODLAND TRAIL PHASE 4
SOUTH BRYAN COUNTY, GEORGIA**

Prepared for:

**Pittman Engineering
Richmond Hill, GA 31324**

**Submitted
October, 2018**

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October 3, 2018

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Lexington, SC 29072

RE: Traffic Impact and Access Study
Woodland Trail Phase 4
Oak Level Road
South Bryan County, Georgia

As requested, an assessment of the traffic impacts associated with a request to expand the Woodland Trail subdivision has been completed. This proposed expansion would add 171 new single-family detached residential units to existing sub-division resulting in a new total of 295 residential units. The following provides a summary of this study's findings.

PROJECT DESCRIPTION

The Woodland Trail development is located on the south side of Oak Level Road, east of SR 144 (Bryan Neck Road). Currently the subdivision contains 124 single-family residential units and is provided a single access to/from Oak Level Road approximately 3,600-feet east of the intersection with SR 144.

The requested 171 single-family units are planned to the west of the existing neighborhood (referred to as Phase 4) and would construct a second access for the neighborhood located to west of the existing access separated by approximately 480-feet. The development is expected to be constructed and occupied by 2021.

Figure 1 depicts the site location in relation to the regional roadway system. **Figure 2** depicts the proposed development plan. (*Figures located at end of report.*)

EXISTING CONDITIONS

A comprehensive field inventory of the project study area was conducted which include a field inventory, collection of geometric data, traffic control and general information pertaining to the roadway system within the study area. The following sections detail the current traffic conditions and include a description of roadways/intersections serving the site and traffic flow in close proximity to the project.

Project Study Area

As identified by County staff, the following intersections have been required to be analyzed in order to determine project impact on the surrounding roadway network:

- State Route 144 (SR 144) at Belfast River Road/Captain Matthew Freeman Drive (round-a-bout);
- Belfast River Road at Belfast Keller Road;
- SR 144 at Oak Level Road/Belfast Keller Road;
- Oak Level Road at Timberland Way; and
- Oak Level Road at Phase 4 access.

Figure 3 illustrates the existing geometrics and traffic control for the study area intersections and surrounding roadways.

Traffic Volumes

In order to determine the existing traffic volume flow patterns within the study area, manual turning movement counts were performed in September 2018 when schools were in session. Weekday morning (6:30-8:30 AM) and evening (4:30-6:30 PM) peak period turning movement specific counts were conducted at the above referenced study area intersections. Figures 4 and 5 graphically depict the respective Existing (2018) AM and PM peak-hour traffic volumes at the study area intersections. Summarized count sheets are included in the Appendix of this report.

FUTURE CONDITIONS

With build out of the site occurring in 2021, traffic analyses for future conditions have been conducted for two separate scenarios: first, 2021 No-Build conditions, which include an annual normal growth in traffic, all pertinent background development traffic, and any pertinent planned roadway/intersection improvements; and secondly, 2021 Build conditions, which account for all No-Build conditions PLUS traffic generated by the proposed development.

Future No-Build Traffic Conditions

Development by Others

County staff has indicated that the adjacent sub-divisions of Magnolia Hill, Water Grass, Wexford, McAllister Point, Buckhead East and Lenox (located in the Buckhead sub-division) should be included as background developments in the future year analyses. These "developments by others" are described below:

Magnolia Hill: Located just south of the intersection of Belfast River Road at Blige Road, this development proposes 89 single family residential units. Project will be provided access to/from Belfast River Road via a single access.

Water Grass: Located just south of the intersection of Belfast River Road at Dunham Marsh Trail this development proposes 138 single family residential units. Project will be provided access to/from Belfast River Road via a single drive.

Wexford: Located on the southeast side of Belfast River Road, north of the future alignment of Griffin Road and generally south of SR 144 and proposes a total of 183 single-family residential units. Project access for the development will initially be provided by a single access drive to/from Belfast River Road.

McAllister Point: Located at the corner of SR 144 and Fort McAllister Road (SR 144 Spur) and proposes a total of 115 single family residential units. Project access will be provided to/from SR 144 by constructing a fourth approach leg at the SR 144 opposite at Fort McAllister Road.

Buckhead East: Located west of SR 144 off Captain Matthew Freeman Drive a portion of the Buckhead East PUD is not yet occupied. Based on information provided by the development manager, 220 units with Buckhead East are in the early development stages and not yet occupied. Project access for these un-built units will be provided via the SR 144 at Captain Matthew Freeman Drive roundabout and the access to SR 144 Spur (Fort McAllister Road)

Lenox: Located adjacent to the Buckhead PUD off Veterans Parkway, east of SR 144, proposes a total of 96 single-family residential units. Access for these units will be provided to Veterans Parkway and then to SR 144 via the roundabout with Captain Matthew Freeman Drive.

Specifics on these developments were taken from the respective traffic studies submitted for these projects and are included in both the future 2021 No-Build and Build networks.

Planned Roadway Improvements

As part of the *Richmond Hill South Bryan Transportation Study*, a multitude of infrastructure improvements have been identified which will eventually affect the study area intersections. The SR 144 at Belfast River Road and Harris Trail Road at Belfast River Road intersections are specifically identified in addition to roadway widening projects. A summary of the improvements specific to the study area is as follows with detailed information located in the Appendix.

SR 144

This roadway has been identified; and is now under construction; as being widened to a 4-lane divided facility between Timber Trail and Belfast River Road to a point just south of the existing round-a-bout at Belfast River Road/Captain Matthew Freeman Drive. Included in this widening project, the existing one-lane round-a-bout (SR 144 at Belfast River Road/Captain Matthew Freeman Drive) will be widened to include partially channelized right-turn movements at the round-a-bout. Based on the current schedule of this infra-structure project, these improvements (including the round-a-bout right-turn lanes) have been included in the future year analyses. It should be noted that the future year analyses for this roundabout have also included the planned addition of a "free right-turn movement" from Captain Matthew Freeman Drive to northbound SR 144 which are part of the Lenox project roadway improvements.

A second improvement along this corridor is the upgrading of traffic control for the intersection of SR 144 at Belfast Keller Road/Oak Level Road. This intersection, is expected to be placed under either traffic signal control or replaced with a roundabout by 2030.

Harris Trail Road

This roadway has been identified as being widened to a 4-lane divided facility. This widening will entail not only providing a multi-lane facility but also provide separate turning lanes at key intersections along this specified corridor. The extension of Dunham Marsh Trail is planned as part of this widening which

will extend this roadway south to Belfast Keller Road. This widening/extension project has a 2030 year time horizon.

Belfast Keller Road

This roadway has been identified as being widened to a 4-lane divided facility between Interstate 95 (future interchange) and Belfast River Road. This widening/extension project has a 2030 year time horizon. Improvements to the Belfast Keller Road at Belfast River Road have been identified as an improvement in traffic control which may result in either a traffic signal or roundabout.

Annual Growth Rate

Traffic volumes along SR 144 have increased over the years at a relatively high rate. Based on the GDOT Count Program, a 4.5-percent annual growth rate has been defined. This 4.5-percent annual growth rate, which will account for all unspecified traffic growth, was applied to the Existing peak-hour traffic volumes.

The anticipated 2021 No-Build AM and PM peak-hour traffic volumes, which reflect the annual 4.5-percent annual growth rate as well as traffic expected to be generated by the identified background developments, are shown in Figures 6 and 7 for the respective AM and PM Peak Hours.

Site-Generated Traffic

Traffic volumes expected to be generated by the proposed expansion were forecasted using the Tenth Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. Table 1 depicts the anticipated site-generated traffic.

Table 1
TRIP GENERATION SUMMARY¹
Woodland Trail Phase 4

Time Period	Single-Family Residential 171 Units
Weekday Daily	1,700
AM Peak-Hour	
Enter	32
Exit	95
Total	127
PM Peak-Hour	
Enter	107
Exit	63
Total	170

1. ITE *TRIP GENERATION* 10th Ed. LUC 210.

As shown, the proposed 171 residential units can be expected to generate 1,700 two-way daily trips of which a total of 127 trips (32 entering and 95 exiting) are expected during the AM peak-hour. During the PM peak-hour, a total of 170 trips (107 entering and 63 exiting) are expected.

Distribution Pattern

The directional distribution of site-generated traffic on the study area roadways has been based on an evaluation of existing travel patterns within the defined study area. This anticipated pattern is shown in **Table 2**. This distribution pattern has been applied to the site-generated traffic volumes from **Table 1** to develop the site-generated specific volumes for the study area intersections illustrated in **Figures 8 and 9**.

Table 2
TRIP DISTRIBUTION PATTERN
Woodland Trail Phase 4

Roadways	Direction To/From	Percent of Trips Enter/Exit
SR 144 (Bryan Neck Road)	North	85
Belfast Keller Road	Southwest	15
	Total	100

Note: Based on the existing traffic patterns.

Future Build Traffic Conditions

The site-generated traffic, as depicted in **Figures 8 and 9**, have been added to the respective 2021 No-Build traffic volumes shown in **Figures 6 and 7**. This results in the peak-hour Build traffic volumes, which are graphically depicted in **Figures 10 and 11**. These volumes were used as the basis to determine potential improvement measures necessary to mitigate traffic impacts caused by the project.

TRAFFIC OPERATIONS

Analysis Methodology

A primary result of capacity analysis is the assignment of Level-of-Service (LOS) to traffic facilities under various traffic flow conditions. The concept of Level-of-Service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A Level-of-Service designation provides an index to the quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels-of-Service are defined for each type of facility (signalized and unsignalized intersections). They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Since the Level-of-Service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of Levels-of-Service depending on the time of day, day of week, or period of a year.

Analysis Results

As part of this TIAS, capacity analyses have been performed at the study area intersections under both Existing and Future (No-Build & Build) conditions. The results of these analyses are summarized in **Table 3**.

Table 3
LEVEL-OF-SERVICE SUMMARY
Woodland Trail Phase 4

<u>Round-a-Bout Intersections</u>	<u>Time Period</u>	<u>Existing</u>		<u>2021 No-Build</u>		<u>2021 Build</u>	
		<u>Delay^a</u>	<u>LOS^b</u>	<u>Delay</u>	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>
SR 144 at Belfast River Road/Capt. Matthew Freeman Dr. (Round-a-Bout)	AM	42.5	E	26.7	D	40.1	E
	PM	43.8	E	49.7	E	75.2	F
<u>Unsignalized Intersections</u>							
Belfast River Road at Belfast Keller Road	AM	14.1	B	23.9	C	26.7	D
	PM	9.4	A	11.4	B	11.8	B
SR 144 at Belfast Keller Road/Oak Level Road	AM	27.3	D	43.4	E	132.8	F
	PM	19.0	C	24.6	C	72.9	F
Oak Level Road at Timberland Way	AM	9.8	A	10.1	B	10.1	B
	PM	9.4	A	9.6	A	9.6	A
Oak Level Road at Phase 4 Site Access	AM	To be Constructed by Development				10.8	B
	PM					10.4	B

a. Delay in seconds-per-vehicle.

b. LOS = Level-of-Service.

GENERAL NOTES:

1. For a Round-a-bout intersection, Delay is representative of the overall intersection.
2. Signalized intersections, Delay is a weighted average of each lane group/approach.
3. For unsignalized intersections, Delay is representative of critical movement/lane group/approach.

As shown in Table 3, under Existing conditions, the round-a-bout intersection of SR 144 at Belfast River Road/Captain Matthew Freeman Drive operates at a LOS E during both peak hours. It should be noted that these analyses do not include the GDOT improvements nor the Lenox improvements at this intersection. The remaining study area intersections of Belfast River Road at Belfast Keller Road, SR 144 at Belfast Keller Road/Oak Level Road and Oak Level Road at Timberland Way each operate acceptably during both peak hours.

Future 2021 No-Build conditions include annual growth, development by others and expected infrastructure improvements identified in this report. As shown by this column, only the round-a-bout of SR 144 at Belfast River Road/Captain Matthew Freeman Drive is expected to operate at a LOS E during the PM peak-hour and a LOS D during the AM peak-hour. The remaining intersections are expected to operate at good service levels with the minor exception of the SR 144 at Belfast Keller Road/Oak Level Road intersection which will degrade to a LOS E during the AM peak-hour. Further review of this intersection indicates that the capacity issues are the single-lane approaches (all approaches are single-lane) and the volume of minor street traffic movements (Combination of left & through & right movements due to being a single-lane.) which must wait for gaps in the north/southbound through movements.

Build 2021 conditions reflect the addition of project traffic to the study area intersections. As shown, both the SR 144 at Belfast River Road/Captain Matthew Freeman Drive roundabout and the SR 144 at Belfast Keller Road/Oak Level Road intersection are now projected to operate at a LOS E or LOS F during both peak hours. All remaining intersections including the new site access with Oak Level Road are expected to operate acceptably.

MITIGATION

The final phase of the analysis process is to identify mitigating measures which may either minimize the impact of the project on the transportation system or tend to alleviate poor service levels not caused by the project. The following describes measures necessary to mitigate the project's impact.

Site Access Drive

The access drive to/from Oak Level Road should be constructed to provide the following:

- Access to provide a two-lane cross-section with one lane entering and one lane exiting the site designated as a shared left/ right-turn-turn lane;
- Based on GDOT guidelines *Regulations for Driveway and Encroachment Control (Table 4-6 Minimum Volumes Requiring Right Turn Lane)*, the development under build-out conditions can be expected to generate enough right-turn traffic entering the site from Oak Level Road to require a separate right-turn deceleration lane. A turning lane of 175-feet and a taper of 100-feet is required under the GDOT requirements;
- Place intersection under STOP sign control where vehicles exiting the site must stop prior to entering the intersection.

Off-Site Intersections

Under the future Build conditions, two intersections, Bryan Neck Road at Belfast Keller Road/Oak Level Road and the roundabout of Bryan Neck Road at Belfast River Road/Captain Matthew Freeman Drive are each expected to operate poorly. These intersections and respective suggested improvements are outlined below:

Bryan Neck Road at Belfast Keller Road/Oak Level Road

This intersection is expected to operate poorly (due to anticipated growth/projections) due to each approach providing only a single operating lane and minor street off-set, as well as relatively significant right-turn and left-turn movements between Bryan Neck Road and Oak Level Road during the peak time periods. As identified in the *Richmond Hill South Bryan Transportation Study*, this intersection is planned on being enhanced by the planning year 2030. Suggestions in the *Transportation Study* are a roundabout or signalized intersection.

As a single-lane roundabout, this intersection would improve dramatically in operations from the LOS F during both peak hours to a LOS A during both peak hours. This is one of the master planned improvements identified in the County's *Transportation Study*. Based on this future improvement, no mitigation is suggested for this intersection as part of this development at this time.

SR 144 at Belfast River Road/Captain Matthew Freeman Drive Roundabout

This single-lane round-a-bout is expected to operate poorly due to the volume of through traffic both northbound and southbound on SR 144 (to and from I 95/downtown Richmond Hill/Savannah, etc.) which conflict with vehicles entering the roundabout from Belfast River Road and to a lesser extent Captain Matthew Freeman Drive (lesser due to the Lenox free-right-turn lane improvement).

Future roadway alignments, connections and widening projects identified in the *Richmond Hill South Bryan Transportation Study* will play a significant part in providing alternative routes to the northwest areas including the new I 95 interchange with Belfast Keller Road, Harris Trail Road widening and extension to Belfast Keller Road (Dunham Marsh Trail). It can be expected that these improvements when implemented will attract volumes away from SR 144. Specifically these future projects would definitely benefit Woodland Trail residences as the only existing route is SR 144. Based on these future regional improvements, no mitigation is suggested for this intersection as part of this development at this time.

SUMMARY

We have completed a Traffic Impact and Access Study relative to the development of Phase 4 of the Woodland Trail subdivision which plans on adding 171 single-family residential units to the existing neighborhood. The phase 4 development is located on the west side of the existing sub-division, on the south side of Oak Level Road, east of Bryan Neck Road (SR 144) in South Bryan County, GA. As planned, access to Woodland Trail will be provided via the existing access (Timberland Way) and a second access which will be constructed west of Timberland Way.

Recommendations have been made for the access drive which entail future intersection geometry as well as traffic control needed to adequately accommodate the addition of 171 residential units. As identified, future improvements are expected for the adjacent intersection of Bryan Neck Road at Belfast Keller Road/Oak Level Road which are consistent with the County Planning of enhancing traffic control at this intersection.

If you have any questions or comments regarding any information contained within this report, please contact me at (803) 429-5591.

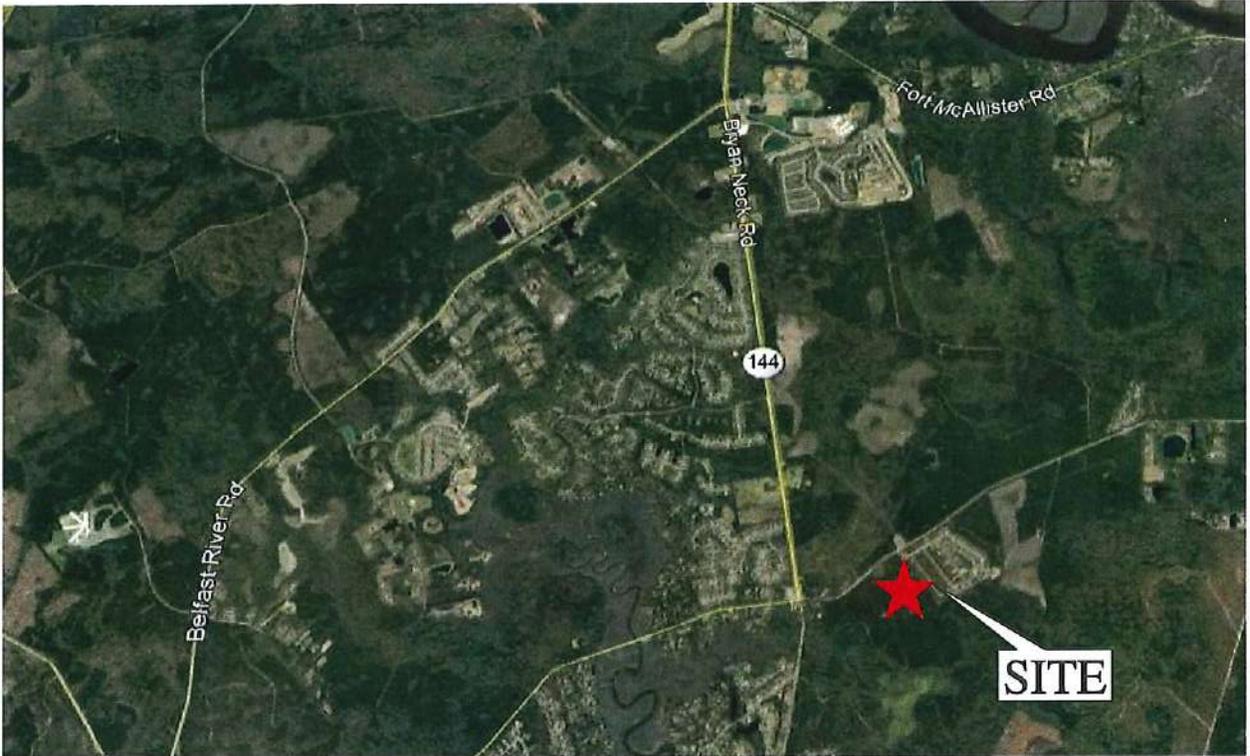
Regards,



David D. Brewer, P.E.

Attachments





NOT TO SCALE

Figure 1
SITE LOCATION MAP
Woodland Trail Phase 4
Richmond Hill/S. Bryan County, GA

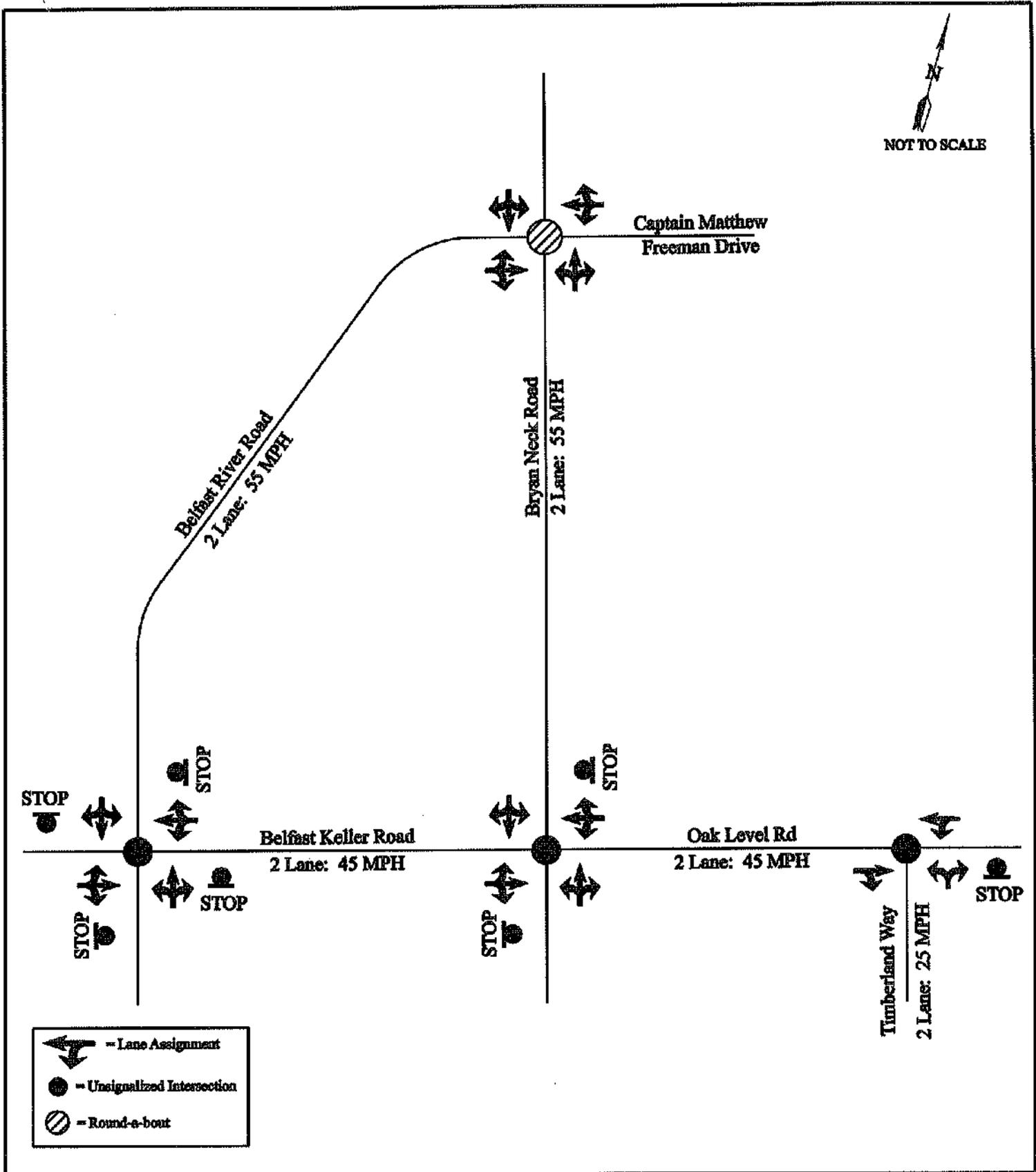


Figure 3

EXISTING GEOMETRICS & TRAFFIC CONTROL

Woodland Phase 4: Oak Level Road South Bryant County, GA

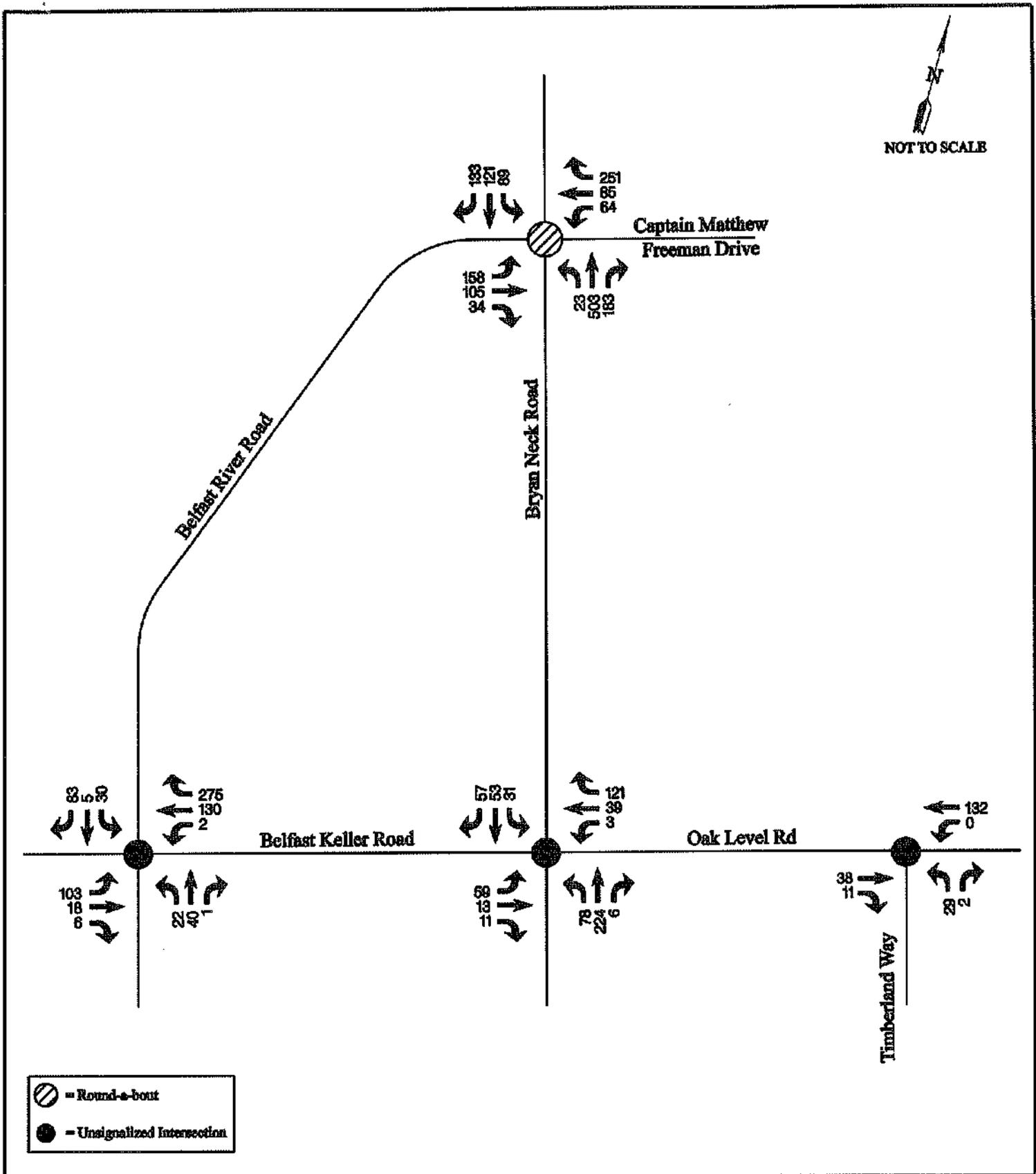


Figure 4

2018 EXISTING AM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

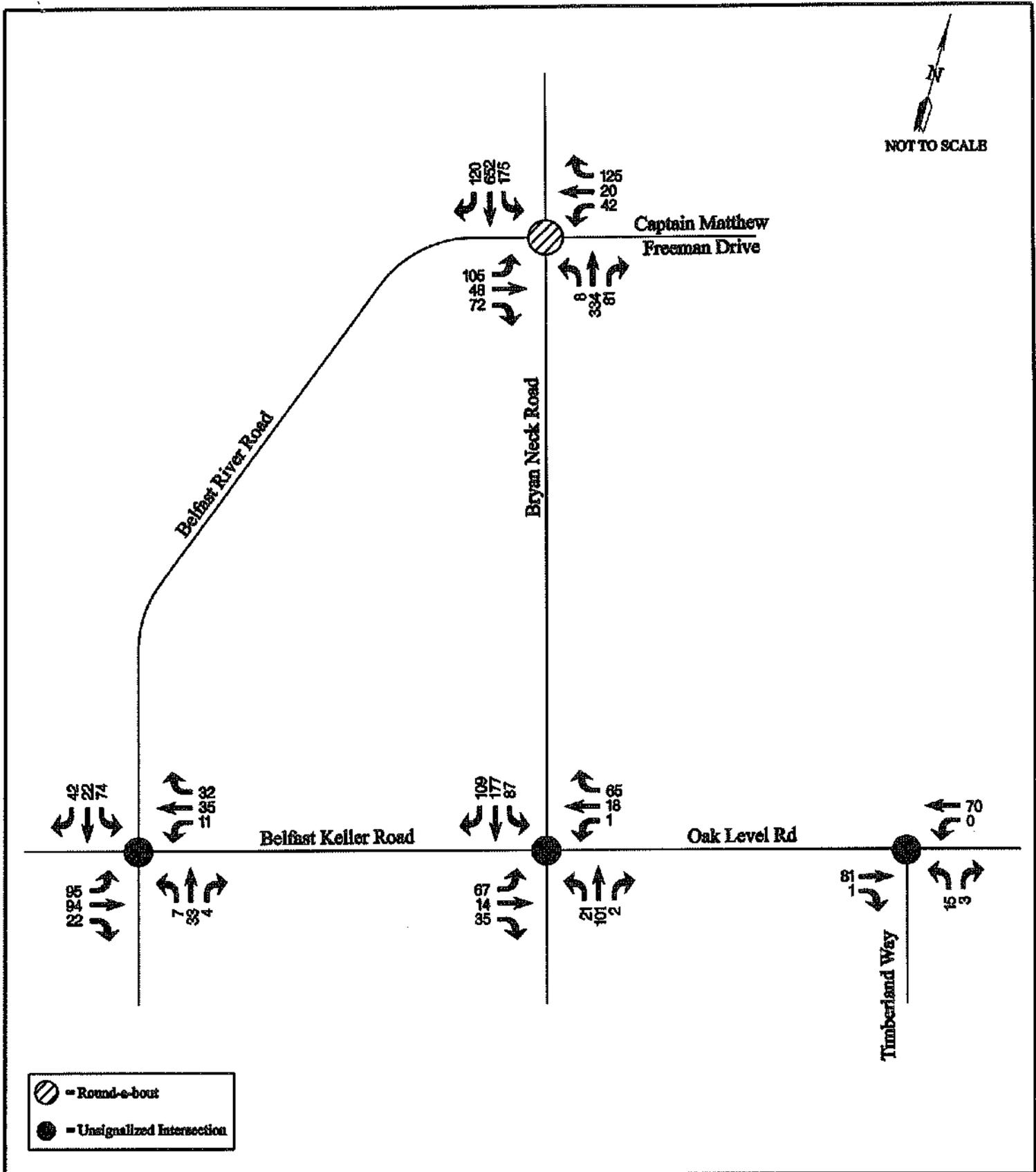


Figure 5

2018 EXISTING PM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

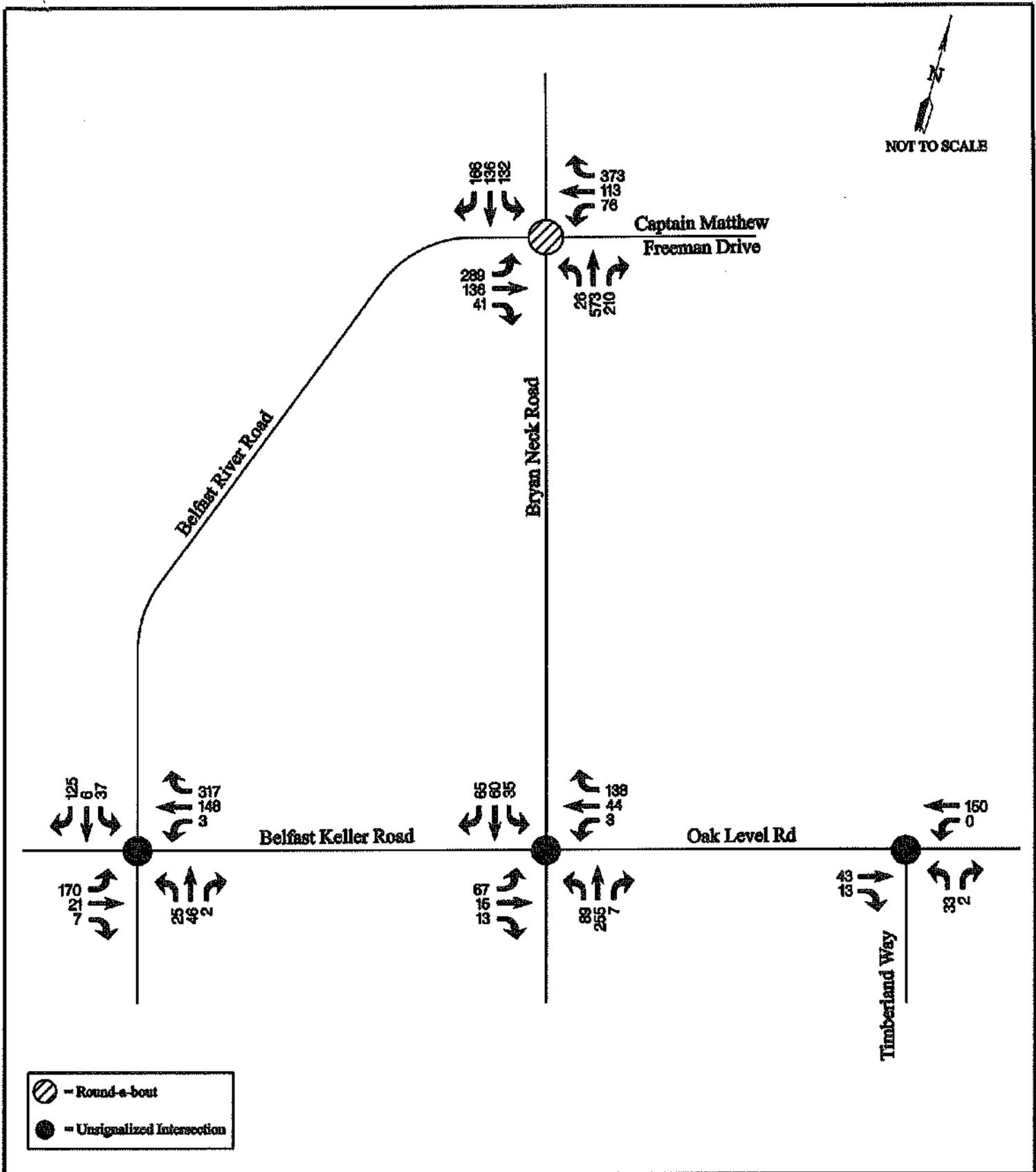


Figure 6

2021 NO BUILD AM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

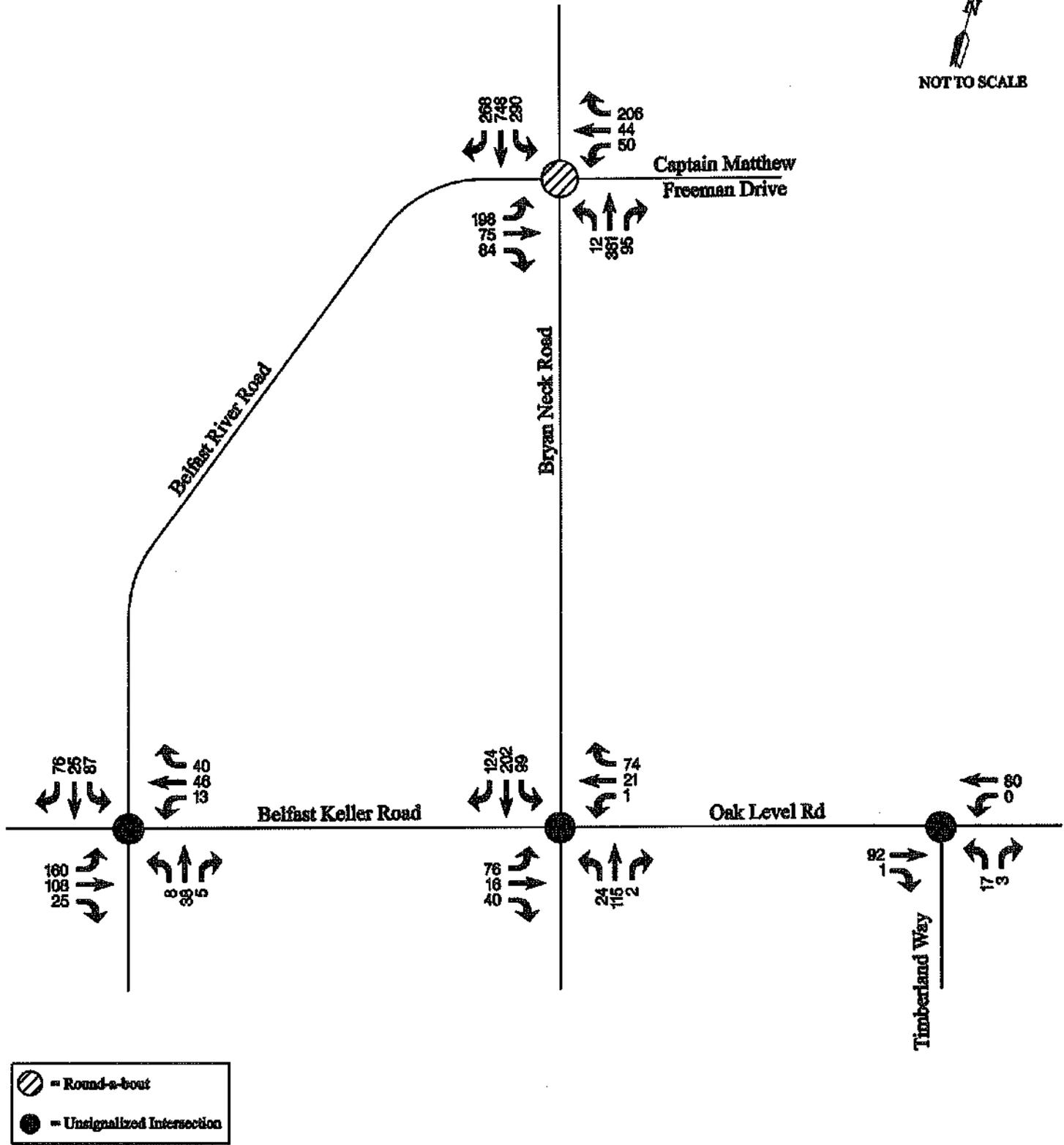


Figure 7

2021 NO BUILD PM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

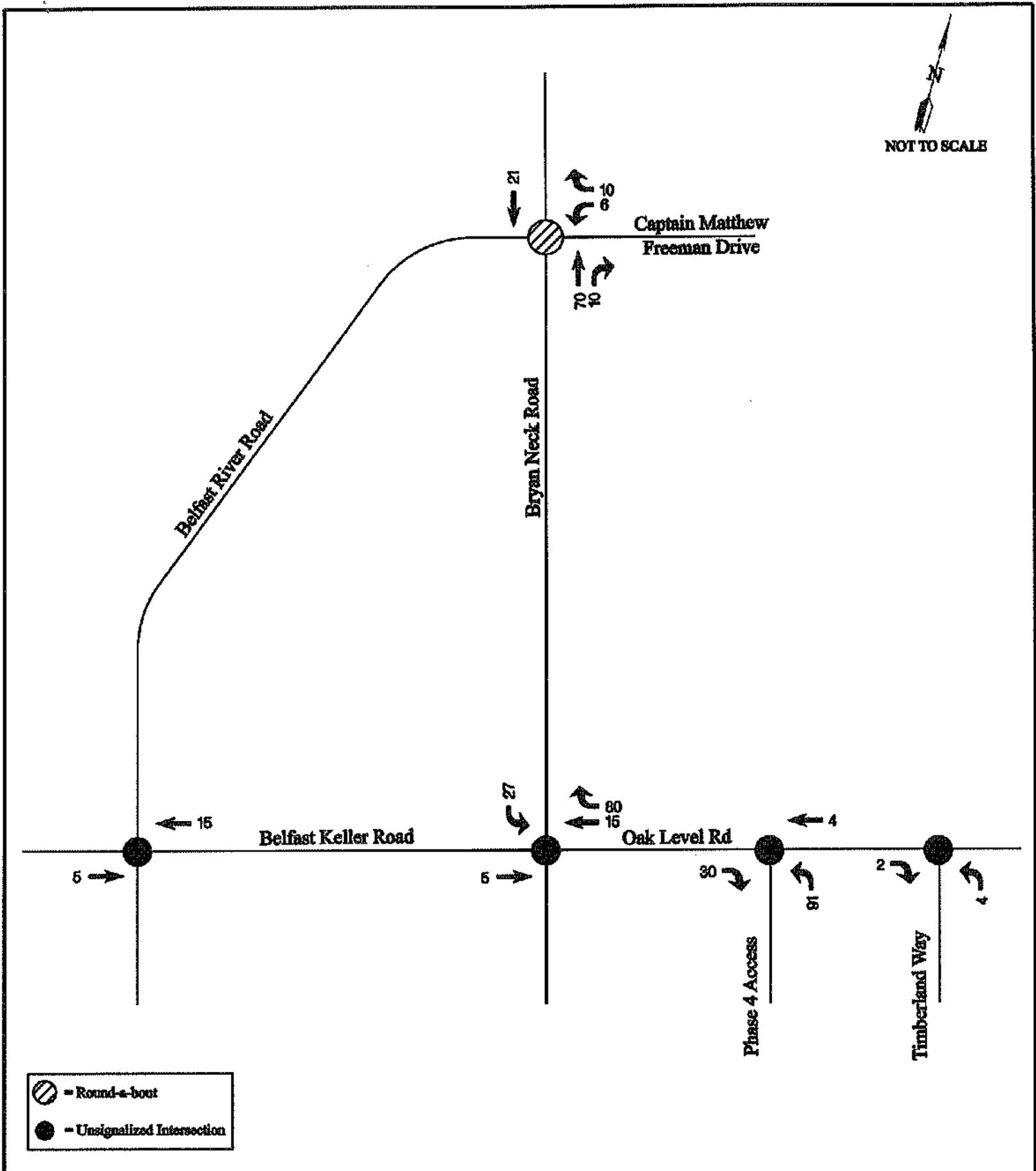


Figure 8

SITE GENERATED AM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

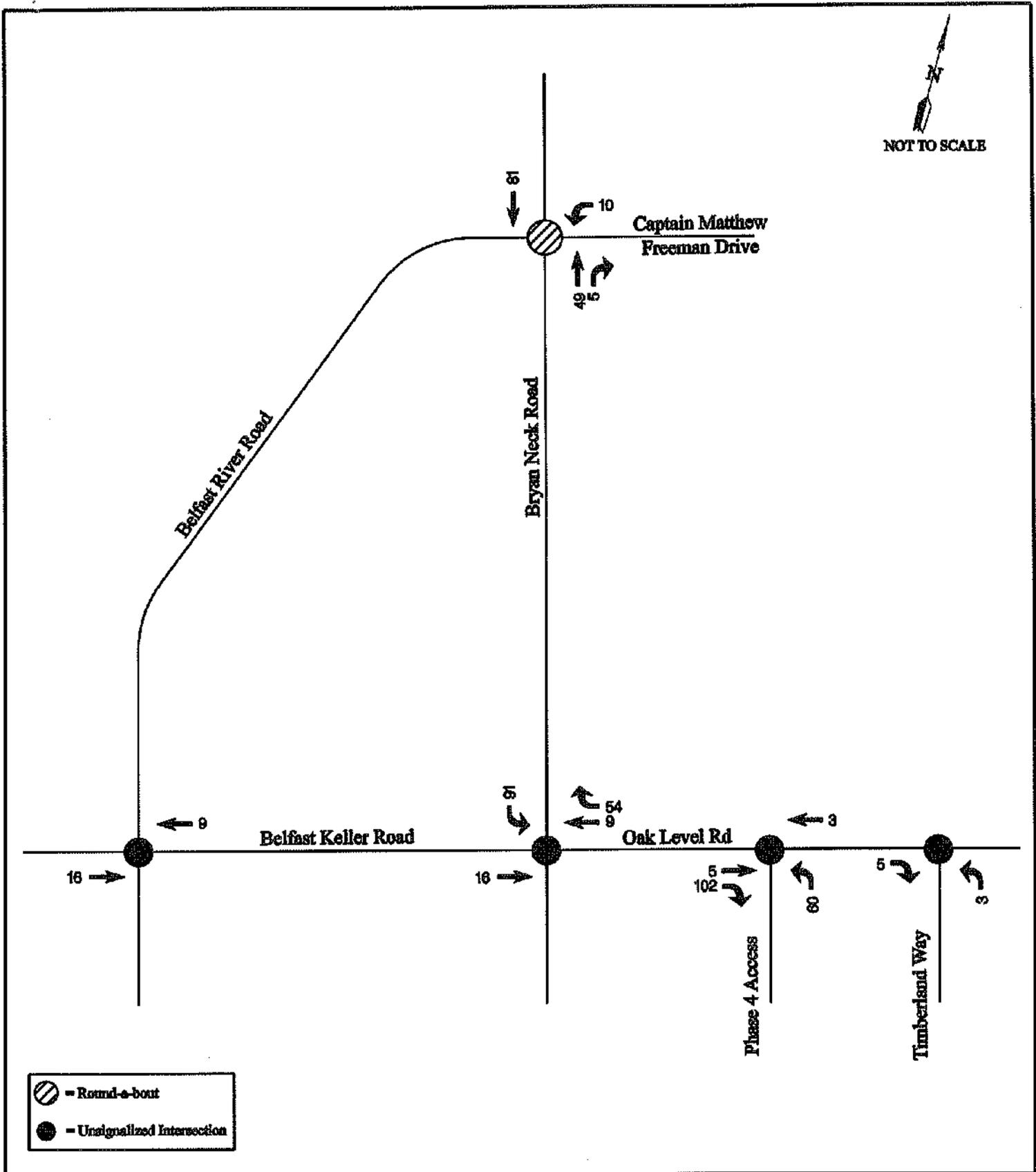


Figure 9

SITE GENERATED PM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

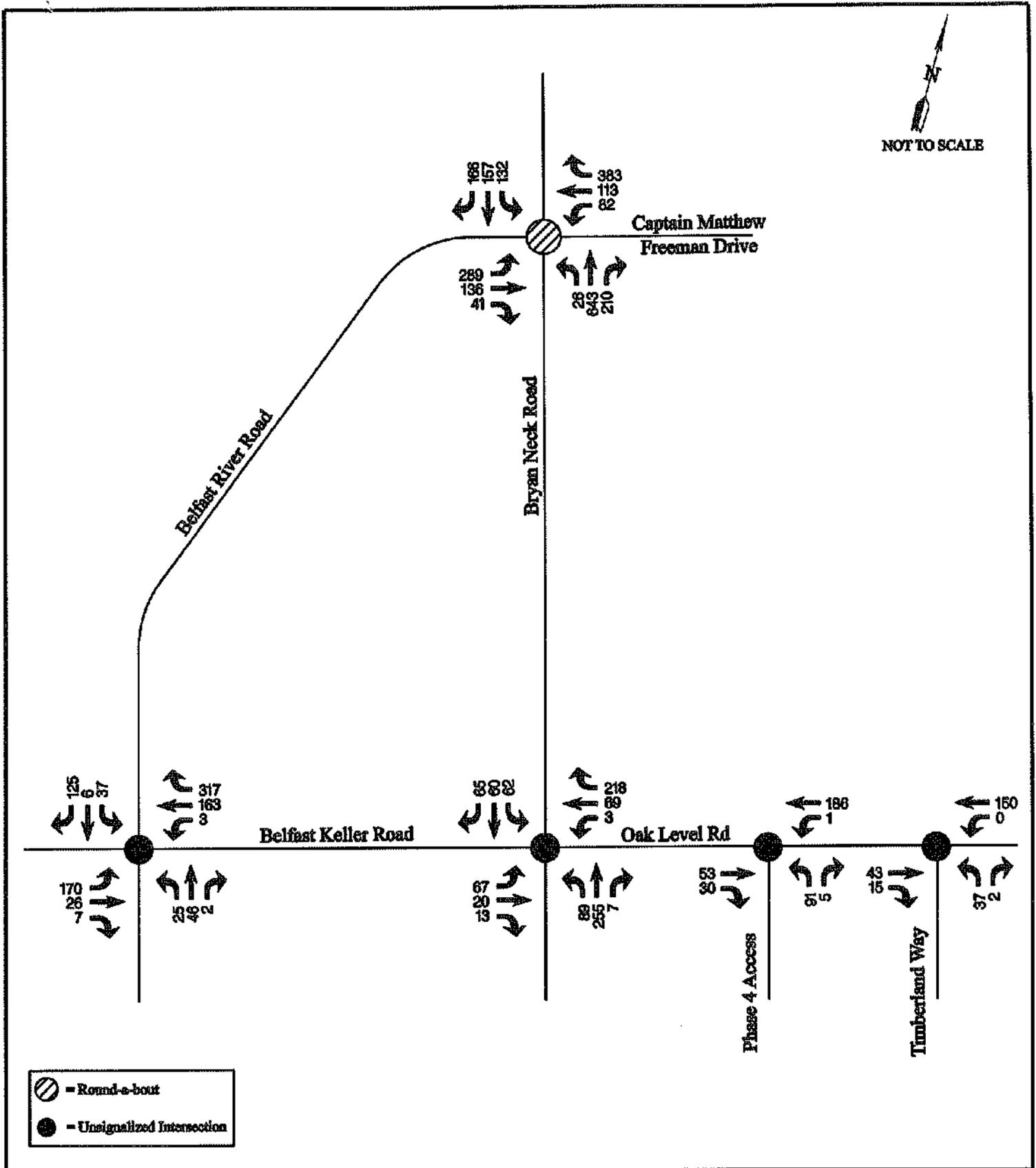


Figure 10

2021 BUILD AM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

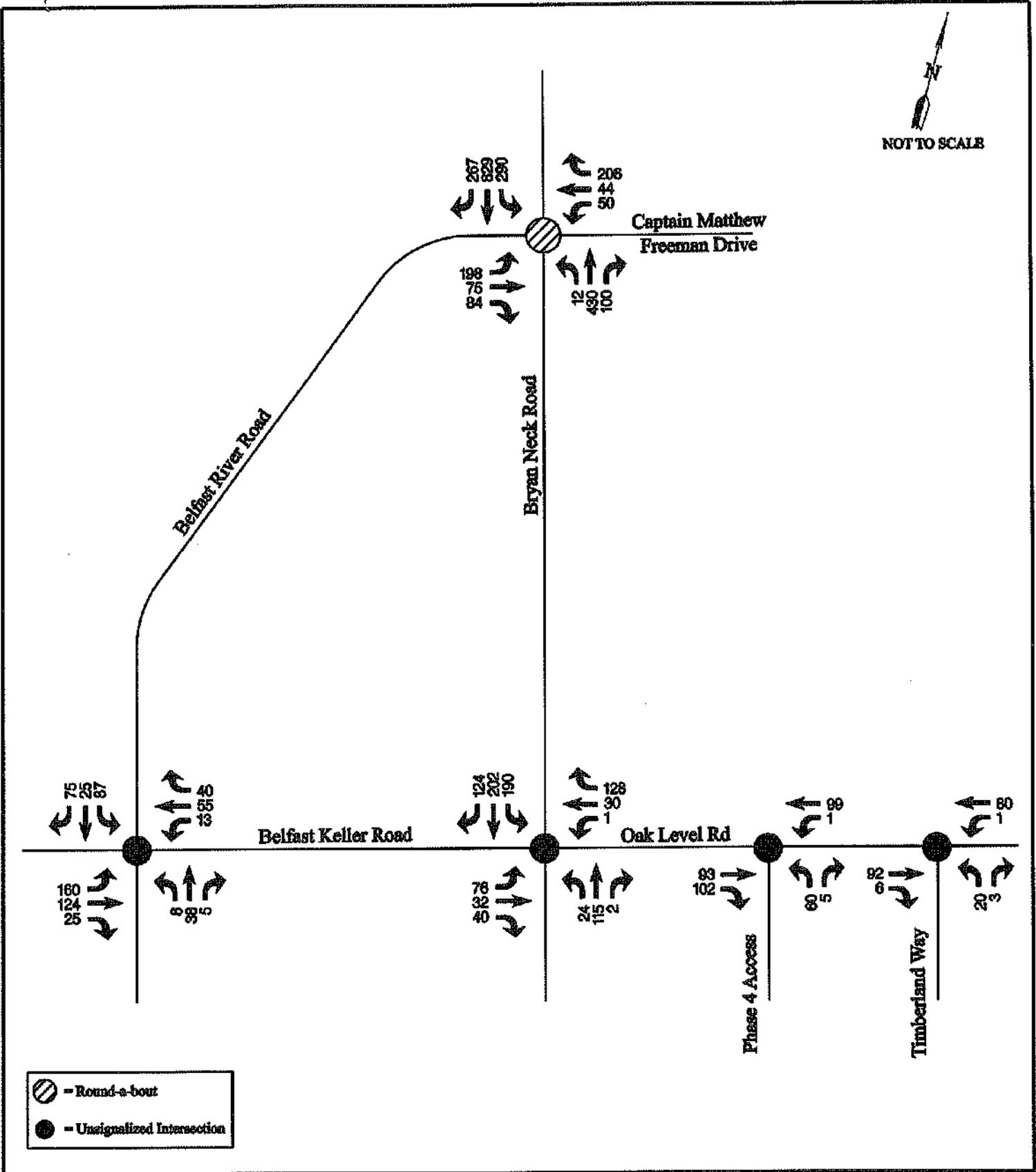


Figure 11

2021 BUILD PM PEAK HOUR TRAFFIC VOLUMES

Woodland Phase 4: Oak Level Road South Bryant County, GA

COUNT DATA

S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : Belfast Keller Rd @ Belfast River Rd

Site Code :

Start Date : 9/19/2018

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Belfast River Rd Southbound				Belfast Keller Rd Westbound				Belfast River Rd Northbound				Belfast Keller Rd Eastbound				Int. Total
	Left	Thru	Right	Peds													
06:30	3	1	14	0	1	23	19	0	4	6	1	0	14	14	1	0	101
06:45	0	1	13	0	0	38	78	0	6	9	0	0	21	6	2	0	174
Total	3	2	27	0	1	61	97	0	10	15	1	0	35	20	3	0	275
07:00	2	2	14	0	0	38	102	0	10	15	0	0	34	6	3	0	226
07:15	5	0	26	0	2	27	58	0	2	8	1	0	20	1	1	0	151
07:30	23	2	30	0	0	27	37	0	4	8	0	0	28	5	0	0	164
07:45	18	3	27	0	0	25	34	0	2	10	0	0	17	5	1	0	142
Total	48	7	97	0	2	117	231	0	18	41	1	0	99	17	5	0	683
08:00	2	1	15	0	0	12	7	0	4	10	0	0	6	3	1	0	61
08:15	2	3	12	0	0	11	4	0	2	9	0	0	17	5	2	0	67
Total	4	4	27	0	0	23	11	0	6	19	0	0	23	8	3	0	128
16:30	11	9	23	0	2	10	12	0	1	4	0	0	19	18	7	0	116
16:45	20	6	10	0	6	11	14	0	1	6	2	0	21	21	6	0	124
Total	31	15	33	0	8	21	26	0	2	10	2	0	40	39	13	0	240
17:00	16	6	10	0	2	7	9	0	1	12	0	0	20	25	8	0	116
17:15	16	7	4	0	2	9	3	0	2	7	1	0	26	20	4	0	101
17:30	22	3	18	0	1	8	6	0	3	8	1	0	28	28	4	0	130
17:45	27	19	4	0	0	6	7	0	0	3	0	0	20	14	5	0	105
Total	81	35	36	0	5	30	25	0	6	30	2	0	94	87	21	0	452
18:00	16	5	7	0	0	12	5	0	0	1	0	0	15	20	3	0	84
18:15	14	5	8	0	1	7	13	0	0	6	2	0	11	16	0	0	83
Grand Total	197	73	235	0	17	271	408	0	42	122	8	0	317	207	48	0	1945
Apprch %	39	14.5	46.5	0	2.4	38.9	58.6	0	24.4	70.9	4.7	0	55.4	36.2	8.4	0	
Total %	10.1	3.8	12.1	0	0.9	13.9	21	0	2.2	6.3	0.4	0	16.3	10.6	2.5	0	
Passenger Vehicles	195	69	226	0	17	266	395	0	41	119	7	0	305	203	47	0	1890
% Passenger Vehicles	99	94.5	96.2	0	100	98.2	96.8	0	97.6	97.5	87.5	0	96.2	98.1	97.9	0	97.2
Heavy Vehicles	1	2	2	0	0	5	1	0	0	1	0	0	4	4	0	0	20
% Heavy Vehicles	0.5	2.7	0.9	0	0	1.8	0.2	0	0	0.8	0	0	1.3	1.9	0	0	1
Buses	1	2	7	0	0	0	12	0	1	2	1	0	8	0	1	0	35
% Buses	0.5	2.7	3	0	0	0	2.9	0	2.4	1.6	12.5	0	2.5	0	2.1	0	1.8

S H O R T C O U N T S , L L C

735 Maryland St
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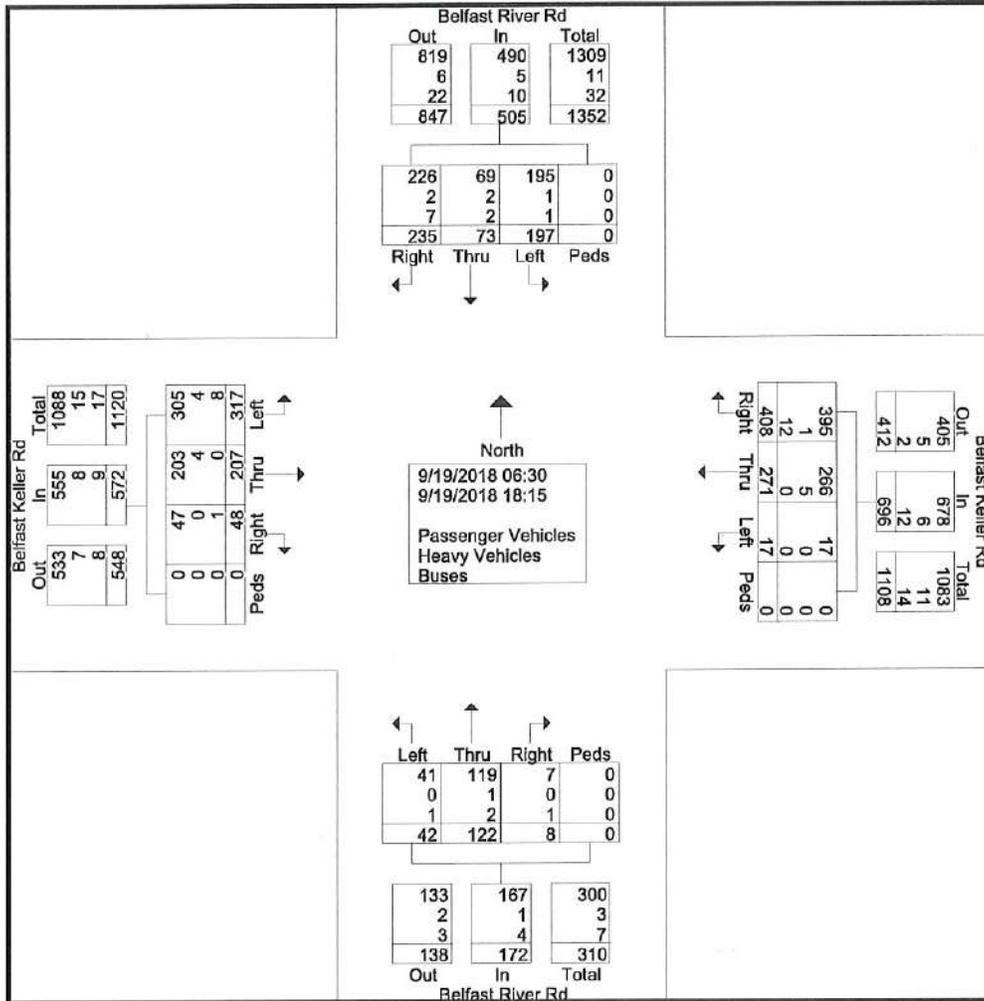
We can't say we're the Best, but you Can!

File Name : Belfast Keller Rd @ Belfast River Rd

Site Code :

Start Date : 9/19/2018

Page No : 2



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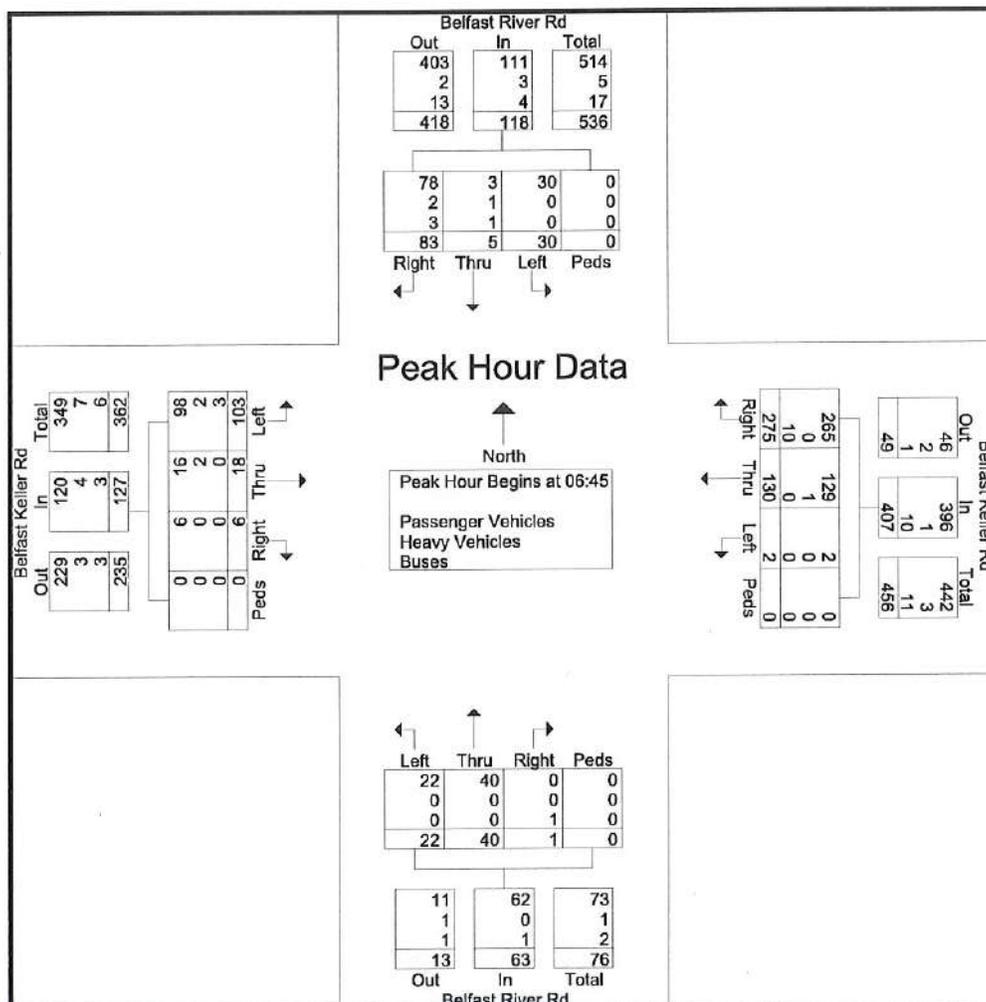
File Name : Belfast Keller Rd @ Belfast River Rd

Site Code :

Start Date : 9/19/2018

Page No : 3

Start Time	Belfast River Rd Southbound					Belfast Keller Rd Westbound					Belfast River Rd Northbound					Belfast Keller Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	0	1	13	0	14	0	38	78	0	116	6	9	0	0	15	21	6	2	0	29	174
07:00	2	2	14	0	18	0	38	102	0	140	10	15	0	0	25	34	6	3	0	43	226
07:15	5	0	26	0	31	2	27	58	0	87	2	8	1	0	11	20	1	1	0	22	151
07:30	23	2	30	0	55	0	27	37	0	64	4	8	0	0	12	28	5	0	0	33	164
Total Volume	30	5	83	0	118	2	130	275	0	407	22	40	1	0	63	103	18	6	0	127	715
% App. Total	25.4	4.2	70.3	0		0.5	31.9	67.6	0		34.9	63.5	1.6	0		81.1	14.2	4.7	0		
PHF	.326	.625	.692	.000	.536	.250	.855	.674	.000	.727	.550	.667	.250	.000	.630	.757	.750	.500	.000	.738	.791
Passenger Vehicles	30	3	78	0	111	2	129	205	0	396	22	40	0	0	62	98	16	6	0	120	689
% Passenger Vehicles																					
Heavy Vehicles	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	8
% Heavy Vehicles	0	20.0	2.4	0	2.5	0	0.8	0	0	0.2	0	0	0	0	0	1.9	11.1	0	0	3.1	1.1
Buses	0	1	3	0	4	0	0	10	0	10	0	0	1	0	1	3	0	0	0	3	18
% Buses	0	20.0	3.6	0	3.4	0	0	3.6	0	2.5	0	0	100	0	1.6	2.9	0	0	0	2.4	2.5



S H O R T C O U N T S , L L C

735 Maryland St
Columbia, SC 29201

We can't say we're the Best, but you Can!

File Name : Belfast Keller Rd @ Bryan Neck Rd

Site Code :

Start Date : 9/19/2018

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Bryan Neck Rd Southbound				Oak Level Rd Westbound				Bryan Neck Rd Northbound				Belfast Keller Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	4	7	3	0	1	5	38	0	11	55	3	0	25	4	1	0	157
06:45	6	10	13	0	0	15	38	0	25	82	1	0	13	4	6	0	213
Total	10	17	16	0	1	20	76	0	36	137	4	0	38	8	7	0	370
07:00	9	16	18	0	1	14	24	0	21	51	1	0	10	4	2	0	171
07:15	12	20	23	0	1	5	21	0	21	36	1	0	11	1	2	0	154
07:30	8	21	20	0	1	4	21	0	8	24	0	0	20	2	9	0	138
07:45	12	19	13	0	1	4	15	0	14	43	0	0	19	3	6	0	149
Total	41	76	74	0	4	27	81	0	64	154	2	0	60	10	19	0	612
08:00	8	14	11	0	0	3	16	0	1	33	2	0	18	0	8	0	114
08:15	11	20	10	0	1	3	20	0	7	49	1	0	15	3	6	0	146
Total	19	34	21	0	1	6	36	0	8	82	3	0	33	3	14	0	260
16:30	23	47	26	0	0	9	12	0	6	37	0	0	24	4	9	0	197
16:45	17	33	29	0	1	3	18	0	7	25	1	0	16	0	8	0	158
Total	40	80	55	0	1	12	30	0	13	62	1	0	40	4	17	0	355
17:00	19	42	32	0	0	4	23	0	4	23	1	0	12	5	7	0	172
17:15	28	55	22	0	0	2	12	0	4	25	0	0	15	5	11	0	179
17:30	9	28	18	0	3	1	12	0	3	21	0	0	17	3	6	0	121
17:45	20	48	17	0	1	2	25	0	6	27	0	0	17	9	16	0	188
Total	76	173	89	0	4	9	72	0	17	96	1	0	61	22	40	0	660
18:00	20	42	21	0	0	2	15	0	3	33	1	0	16	4	8	0	165
18:15	13	40	26	0	1	1	12	0	7	32	0	0	14	4	11	0	161
Grand Total	219	462	302	0	12	77	322	0	148	596	12	0	262	55	116	0	2583
Apprch %	22.3	47	30.7	0	2.9	18.7	78.3	0	19.6	78.8	1.6	0	60.5	12.7	26.8	0	
Total %	8.5	17.9	11.7	0	0.5	3	12.5	0	5.7	23.1	0.5	0	10.1	2.1	4.5	0	
Passenger Vehicles	212	448	298	0	8	72	319	0	142	581	9	0	261	54	110	0	2514
% Passenger Vehicles	96.8	97	98.7	0	66.7	93.5	99.1	0	95.9	97.5	75	0	99.6	98.2	94.8	0	97.3
Heavy Vehicles	6	12	0	0	3	3	1	0	2	12	2	0	0	1	4	0	46
% Heavy Vehicles	2.7	2.6	0	0	25	3.9	0.3	0	1.4	2	16.7	0	0	1.8	3.4	0	1.8
Buses	1	2	4	0	1	2	2	0	4	3	1	0	1	0	2	0	23
% Buses	0.5	0.4	1.3	0	8.3	2.6	0.6	0	2.7	0.5	8.3	0	0.4	0	1.7	0	0.9

S H O R T C O U N T S , L L C

735 Maryland St
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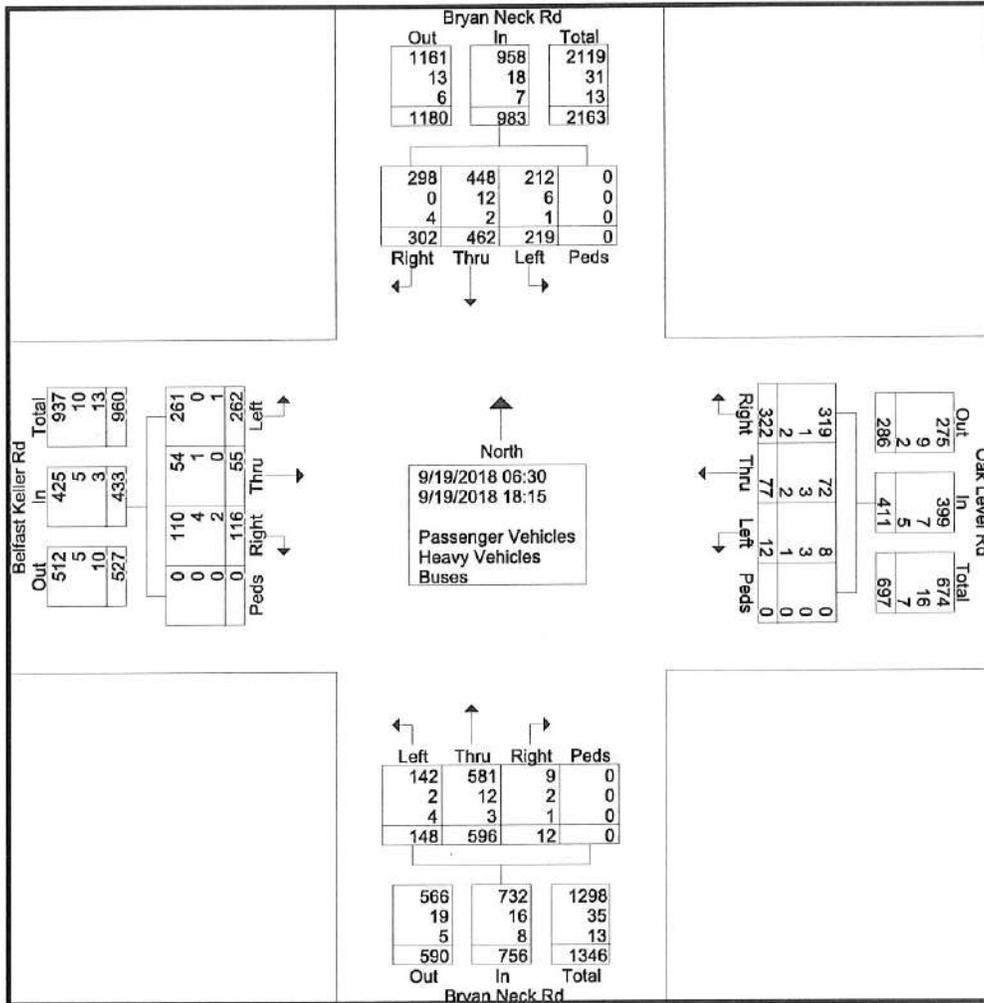
We can't say we're the Best, but you Can!

File Name : Belfast Keller Rd @ Bryan Neck Rd

Site Code :

Start Date : 9/19/2018

Page No : 2



S H O R T C O U N T S , L L C

735 Maryland St
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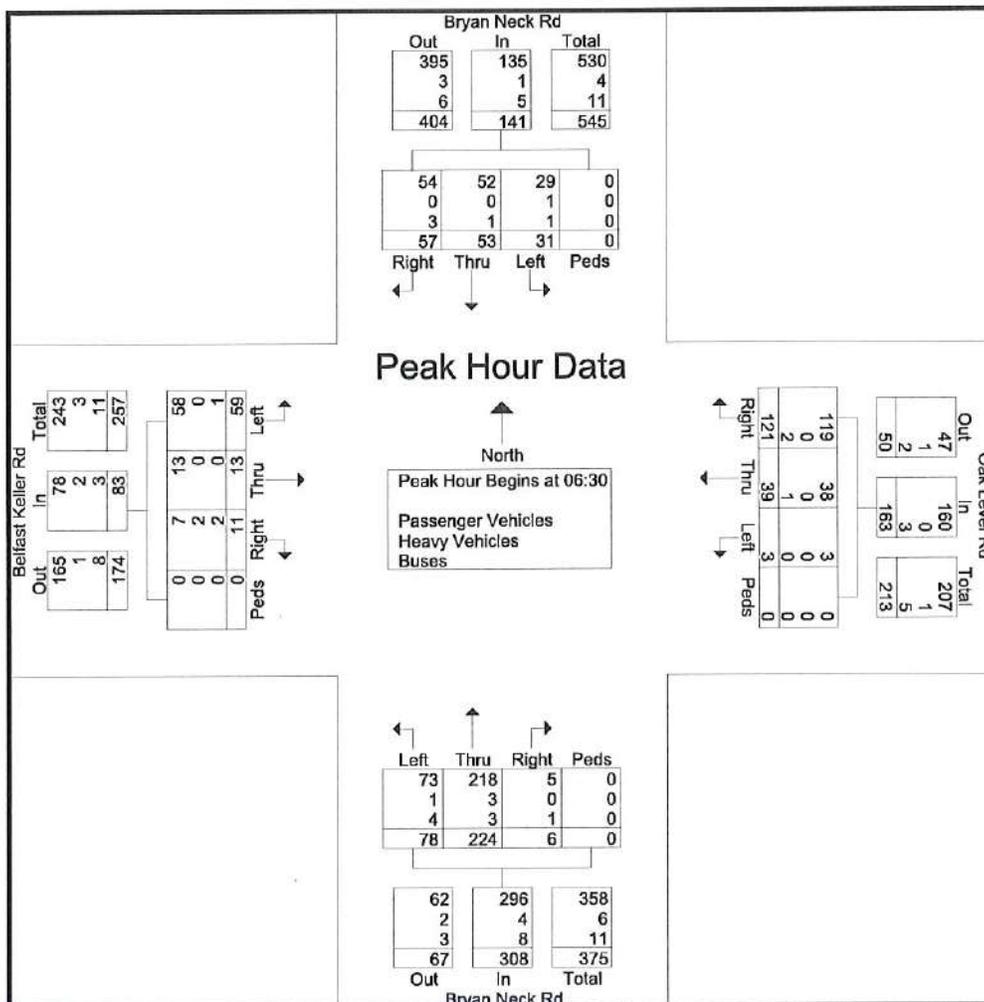
File Name : Belfast Keller Rd @ Bryan Neck Rd

Site Code :

Start Date : 9/19/2018

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Start Time	Bryan Neck Rd Southbound					Oak Level Rd Westbound					Bryan Neck Rd Northbound					Belfast Keller Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	4	7	3	0	14	1	5	38	0	44	11	55	3	0	69	25	4	1	0	30	157
06:45	6	10	13	0	29	0	15	38	0	53	25	82	1	0	108	13	4	6	0	23	213
07:00	9	16	18	0	43	1	14	24	0	39	21	51	1	0	73	10	4	2	0	16	171
07:15	12	20	23	0	55	1	5	21	0	27	21	36	1	0	58	11	1	2	0	14	154
Total Volume	31	53	57	0	141	3	39	121	0	163	78	224	6	0	308	59	13	11	0	83	695
% App. Total	22	37.6	40.4	0		1.8	23.9	74.2	0		25.3	72.7	1.9	0		71.1	15.7	13.3	0		
PHF	.646	.663	.620	.000	.641	.750	.650	.796	.000	.769	.780	.683	.500	.000	.713	.590	.813	.458	.000	.692	.816
Passenger Vehicles	29	52	54	0	135	3	38	119	0	160	73	218	5	0	296	58	13	7	0	78	669
% Passenger Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	7
% Heavy Vehicles	3.2	0	0	0	0.7	0	0	0	0	0	1.3	1.3	0	0	1.3	0	0	18.2	0	2.4	1.0
Buses	1	1	3	0	5	0	1	2	0	3	4	3	1	0	8	1	0	2	0	3	19
% Buses	3.2	1.9	5.3	0	3.5	0	2.6	1.7	0	1.8	5.1	1.3	16.7	0	2.6	1.7	0	18.2	0	3.6	2.7



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735 Maryland St
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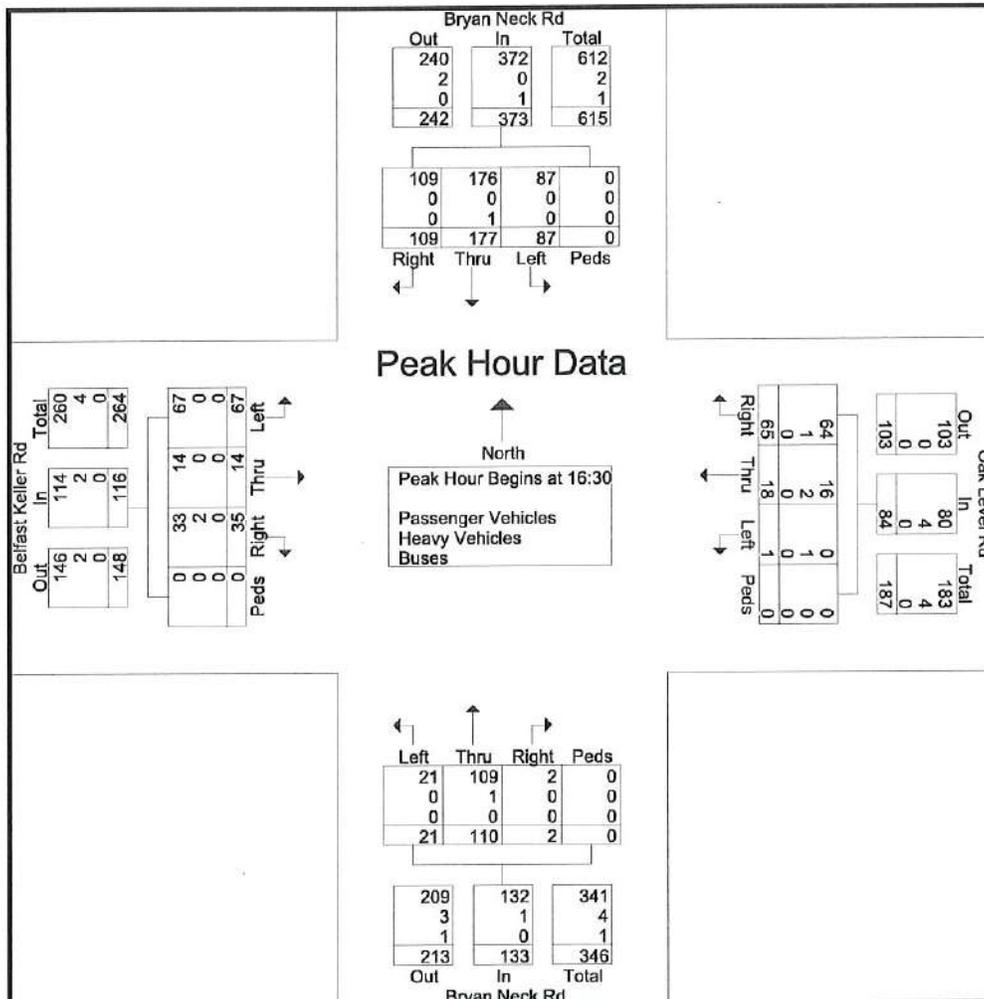
File Name : Belfast Keller Rd @ Bryan Neck Rd

Site Code :

Start Date : 9/19/2018

Page No : 4

Start Time	Bryan Neck Rd Southbound					Oak Level Rd Westbound					Bryan Neck Rd Northbound					Belfast Keller Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	23	47	26	0	96	0	9	12	0	21	6	37	0	0	43	24	4	9	0	37	197
16:45	17	33	29	0	79	1	3	18	0	22	7	25	1	0	33	16	0	8	0	24	158
17:00	19	42	32	0	93	0	4	23	0	27	4	23	1	0	28	12	5	7	0	24	172
17:15	28	55	22	0	105	0	2	12	0	14	4	25	0	0	29	15	5	11	0	31	179
Total Volume	87	177	109	0	373	1	18	65	0	84	21	110	2	0	133	67	14	35	0	116	706
% App. Total	23.3	47.5	29.2	0		1.2	21.4	77.4	0		15.8	82.7	1.5	0		57.8	12.1	30.2	0		
PHF	.777	.805	.852	.000	.888	.250	.500	.707	.000	.778	.750	.743	.500	.000	.773	.698	.700	.795	.000	.784	.896
Passenger Vehicles	87	176	109	0	372	0	18	64	0	80	21	109	2	0	132	67	14	33	0	114	688
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	2	1	0	4	0	1	0	0	1	0	0	2	0	2	7
% Heavy Vehicles	0	0	0	0	0	100	11.1	1.5	0	4.8	0	0.9	0	0	0.8	0	0	5.7	0	1.7	1.0
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.6	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



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File Name : Oak Level Rd @ Timberland Way

Site Code :

Start Date : 9/19/2018

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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				Oak Level Rd Westbound				Timberland Way Northbound				Oak Level Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	0	0	0	0	0	36	0	0	8	1	0	0	0	6	1	0	52
06:45	0	0	0	0	0	44	0	0	8	0	0	0	0	10	2	0	64
Total	0	0	0	0	0	80	0	0	16	1	0	0	0	16	3	0	116
07:00	0	0	0	0	0	31	0	0	8	0	0	0	0	11	4	0	54
07:15	0	0	0	0	0	21	0	0	5	1	0	0	0	11	4	0	42
07:30	0	0	0	0	0	22	0	0	5	0	0	0	0	6	5	0	38
07:45	0	0	0	0	0	16	0	0	2	0	1	0	0	7	4	0	30
Total	0	0	0	0	0	90	0	0	20	1	1	0	0	35	17	0	164
08:00	0	0	0	0	0	14	0	0	3	0	0	0	0	12	2	0	31
08:15	0	0	0	0	0	24	0	0	2	0	0	0	0	8	5	0	39
Total	0	0	0	0	0	38	0	0	5	0	0	0	0	20	7	0	70
16:30	0	0	0	0	0	14	0	0	7	0	2	0	0	21	0	0	44
16:45	0	0	0	0	0	20	0	0	3	0	1	0	0	17	0	0	41
Total	0	0	0	0	0	34	0	0	10	0	3	0	0	38	0	0	85
17:00	0	0	0	0	0	24	0	0	3	0	0	0	0	19	0	0	46
17:15	0	0	0	0	0	12	0	0	2	0	0	0	0	24	0	0	38
17:30	0	0	0	0	0	14	0	0	1	0	0	0	0	12	0	0	27
17:45	0	0	0	0	0	22	0	0	5	0	0	0	0	25	0	0	52
Total	0	0	0	0	0	72	0	0	11	0	0	0	0	80	0	0	163
18:00	0	0	0	0	0	11	0	0	6	0	0	0	0	20	0	0	37
18:15	0	0	0	0	0	12	0	0	2	0	0	0	0	17	0	0	31
Grand Total	0	0	0	0	0	337	0	0	70	2	4	0	0	226	27	0	666
Approch %	0	0	0	0	0	100	0	0	92.1	2.6	5.3	0	0	89.3	10.7	0	
Total %	0	0	0	0	0	50.6	0	0	10.5	0.3	0.6	0	0	33.9	4.1	0	
Passenger Vehicles	0	0	0	0	0	328	0	0	68	0	4	0	0	220	25	0	645
% Passenger Vehicles	0	0	0	0	0	97.3	0	0	97.1	0	100	0	0	97.3	92.6	0	96.8
Heavy Vehicles	0	0	0	0	0	5	0	0	2	0	0	0	0	6	2	0	15
% Heavy Vehicles	0	0	0	0	0	1.5	0	0	2.9	0	0	0	0	2.7	7.4	0	2.3
Buses	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	6
% Buses	0	0	0	0	0	1.2	0	0	0	100	0	0	0	0	0	0	0.9

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735 Maryland St
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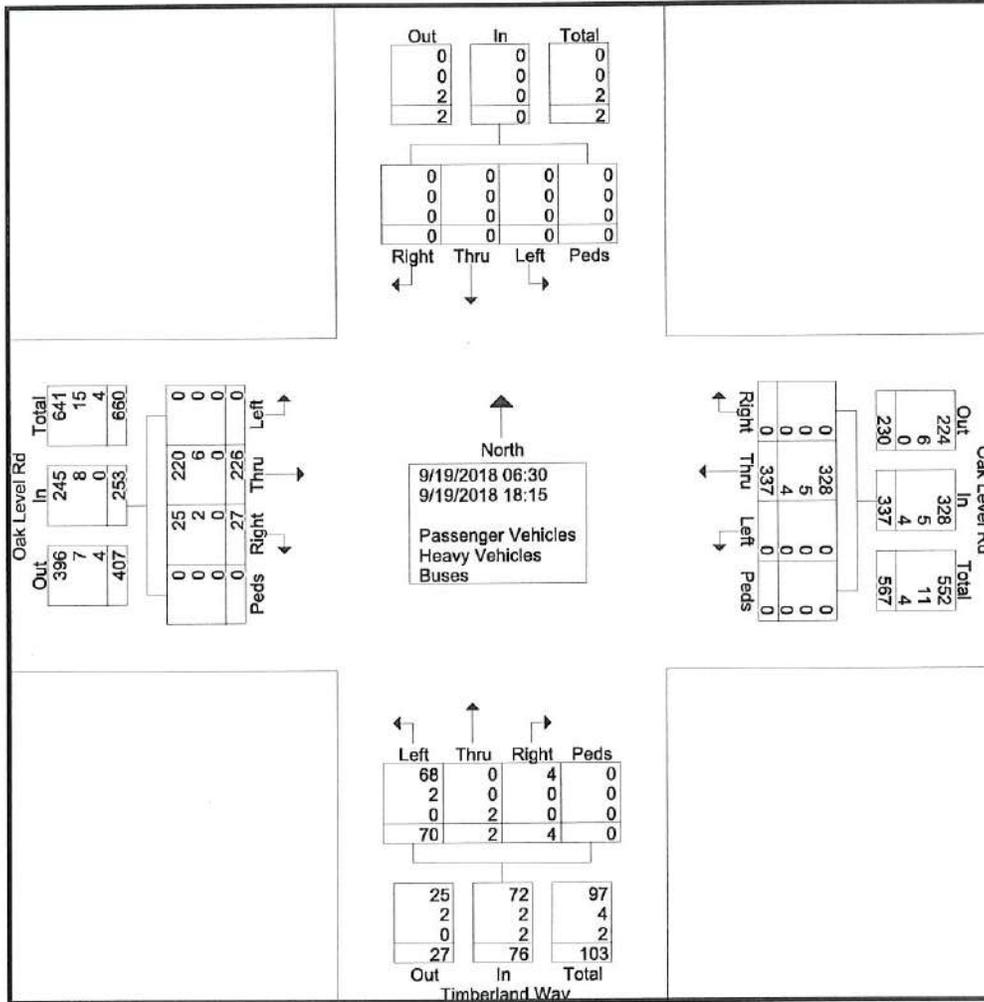
We can't say we're the Best, but you Can!

File Name : Oak Level Rd @ Timberland Way

Site Code :

Start Date : 9/19/2018

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735 Maryland St
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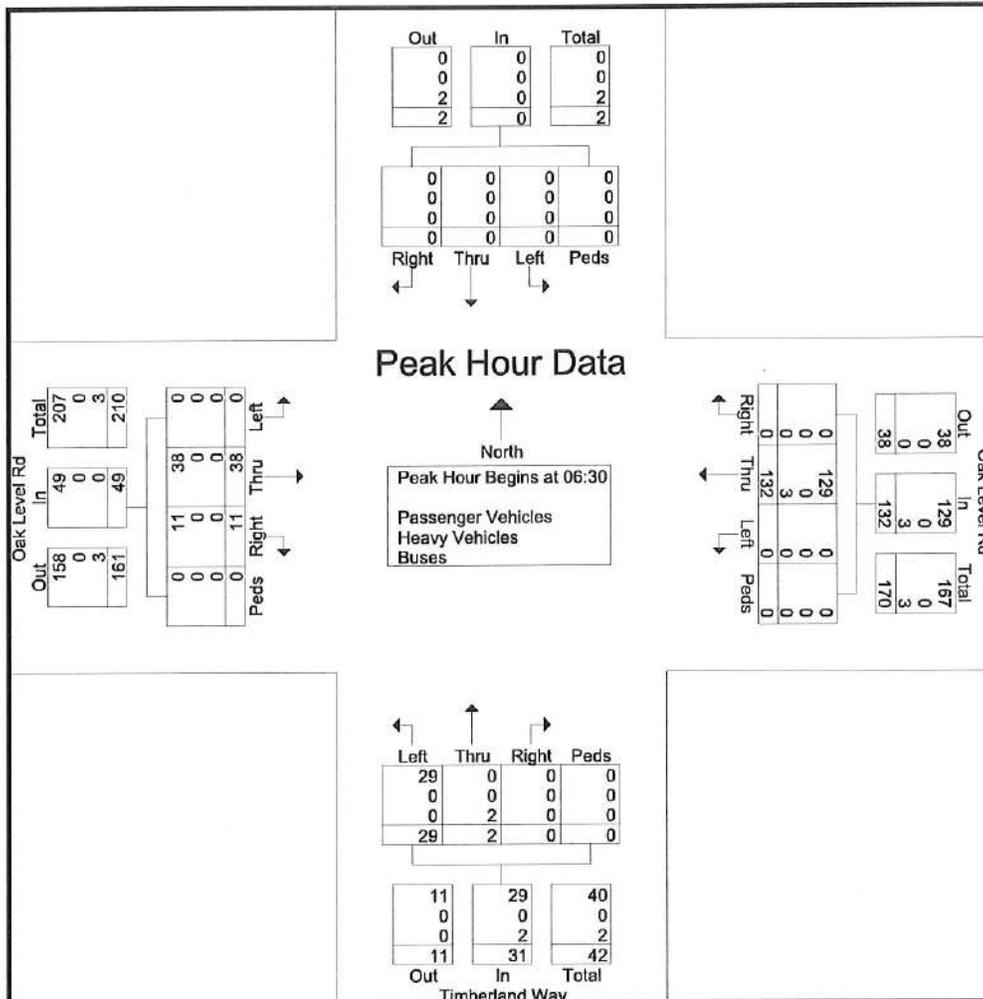
File Name : Oak Level Rd @ Timberland Way

Site Code :

Start Date : 9/19/2018

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Start Time	Southbound					Oak Level Rd Westbound					Timberland Way Northbound					Oak Level Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	0	0	0	0	0	36	0	0	36	8	1	0	0	9	0	6	1	0	7	52
06:45	0	0	0	0	0	0	44	0	0	44	8	0	0	0	8	0	10	2	0	12	64
07:00	0	0	0	0	0	0	31	0	0	31	8	0	0	0	8	0	11	4	0	15	54
07:15	0	0	0	0	0	0	21	0	0	21	5	1	0	0	6	0	11	4	0	15	42
Total Volume	0	0	0	0	0	0	132	0	0	132	29	2	0	0	31	0	38	11	0	49	212
% App. Total	0	0	0	0	0	0	100	0	0	100	93.5	6.5	0	0	100	0	77.6	22.4	0	100	
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.906	.500	.000	.000	.861	.000	.864	.688	.000	.817	.828
Passenger Vehicles	0	0	0	0	0	0	129	0	0	129	29	0	0	0	29	0	38	11	0	49	207
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	2.3	0	0	2.3	0	100	0	0	6.5	0	0	0	0	0	2.4



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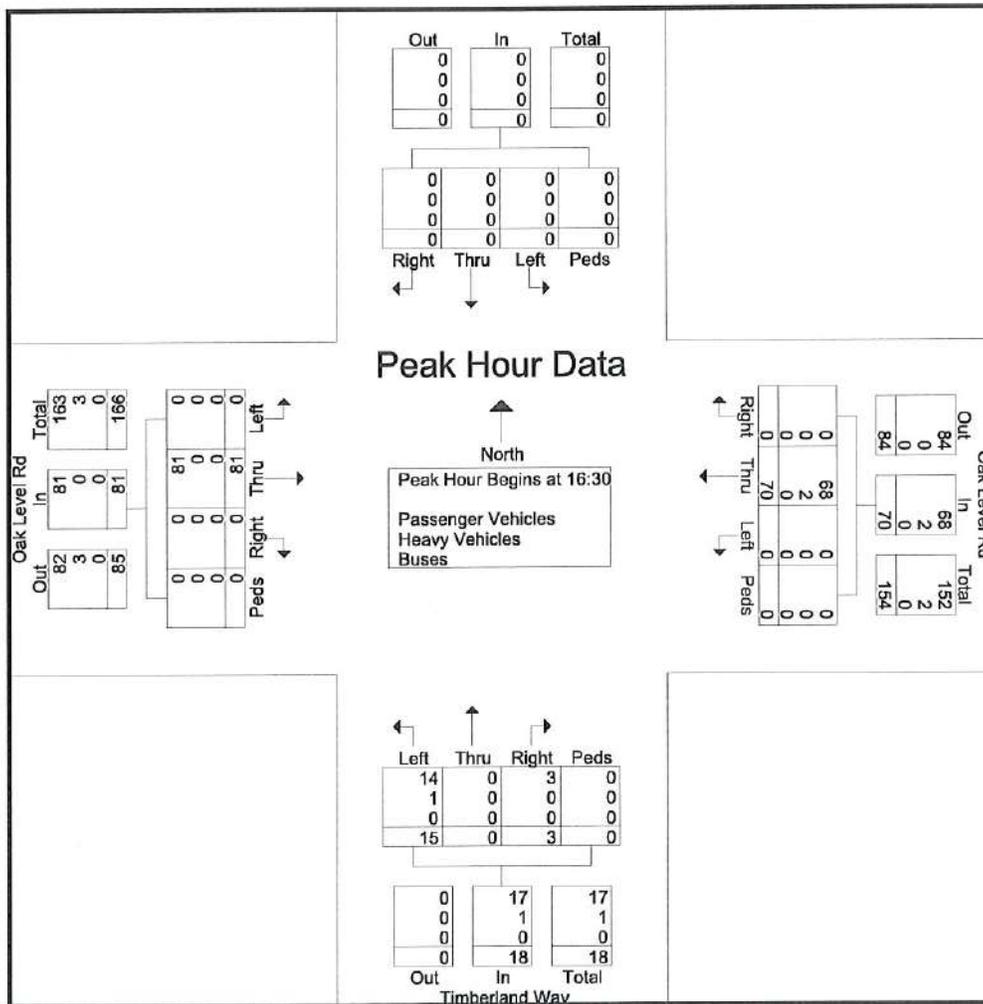
File Name : Oak Level Rd @ Timberland Way

Site Code :

Start Date : 9/19/2018

Page No : 4

Start Time	Southbound					Oak Level Rd Westbound					Timberland Way Northbound					Oak Level Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	14	0	0	14	7	0	2	0	9	0	21	0	0	21	44
16:45	0	0	0	0	0	0	20	0	0	20	3	0	1	0	4	0	17	0	0	17	41
17:00	0	0	0	0	0	0	24	0	0	24	3	0	0	0	3	0	19	0	0	19	46
17:15	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	0	24	0	0	24	38
Total Volume	0	0	0	0	0	0	70	0	0	70	15	0	3	0	18	0	81	0	0	81	169
% App. Total	0	0	0	0	0	0	100	0	0	100	83.3	0	16.7	0	83.3	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.729	.000	.000	.729	.536	.000	.375	.000	.500	.000	.844	.000	.000	.844	.918
Passenger Vehicles	0	0	0	0	0	0	68	0	0	68	14	0	3	0	17	0	81	0	0	81	166
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
% Heavy Vehicles	0	0	0	0	0	0	2.9	0	0	2.9	6.7	0	0	0	5.6	0	0	0	0	0	1.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



CAPACITY ANALYSIS

- **Existing**
- **2021 No-Build**
- **2021 Build**

OAK LEVEL RESIDENTIAL
 6: Bryan Neck Rd & Belfast River Rd/Capt Matthews Freeman Dr

AM EXISTING
 09/24/2018

Intersection				
Intersection Delay, s/veh	42.5			
Intersection LOS	E			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	326	439	779	355
Demand Flow Rate, veh/h	338	461	795	375
Vehicles Circulating, veh/h	312	772	400	193
Vehicles Exiting, veh/h	256	422	250	1040
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.6	45.1	70.2	8.8
Approach LOS	A	E	F	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	338	461	795	375
Cap Entry Lane, veh/h	827	522	757	932
Entry HV Adj Factor	0.964	0.953	0.980	0.948
Flow Entry, veh/h	326	439	779	355
Cap Entry, veh/h	797	497	742	883
V/C Ratio	0.409	0.883	1.050	0.403
Control Delay, s/veh	9.6	45.1	70.2	8.8
LOS	A	E	F	A
95th %tile Queue, veh	2	10	20	2

OAK LEVEL RESIDENTIAL
 6: Bryan Neck Rd & Belfast River Rd/Capt Matthews Freeman Dr

PM EXIST
 09/24/2018

Intersection

Intersection Delay, s/veh	43.8
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	259	215	486	1088
Demand Flow Rate, veh/h	264	219	496	1110
Vehicles Circulating, veh/h	1018	524	384	81
Vehicles Exiting, veh/h	173	356	898	662
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	27.3	9.8	16.2	66.8
Approach LOS	D	A	C	F

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	264	219	496	1110
Cap Entry Lane, veh/h	408	669	770	1042
Entry HV Adj Factor	0.981	0.980	0.980	0.980
Flow Entry, veh/h	259	215	486	1088
Cap Entry, veh/h	400	655	755	1021
V/C Ratio	0.647	0.327	0.644	1.065
Control Delay, s/veh	27.3	9.8	16.2	66.8
LOS	D	A	C	F
95th %tile Queue, veh	4	1	5	25

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

AM EXISTING
09/24/2018

Intersection

Intersection Delay, s/veh 12.3
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	18	6	2	130	275	22	40	1	30	5	83
Future Vol, veh/h	103	18	6	2	130	275	22	40	1	30	5	83
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	20	3
Mvmt Flow	129	23	8	3	163	344	28	50	1	38	6	104
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	14.1	9.7	9.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	81%	0%	25%
Vol Thru, %	63%	14%	32%	4%
Vol Right, %	2%	5%	68%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	127	407	118
LT Vol	22	103	2	30
Through Vol	40	18	130	5
RT Vol	1	6	275	83
Lane Flow Rate	79	159	509	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.236	0.612	0.216
Departure Headway (Hd)	5.834	5.343	4.332	5.279
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	617	676	824	683
Service Time	3.848	3.343	2.42	3.291
HCM Lane V/C Ratio	0.128	0.235	0.618	0.217
HCM Control Delay	9.7	10	14.1	9.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.4	0.9	4.3	0.8

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

PM EXIST
09/24/2018

Intersection

Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	94	22	11	35	32	7	33	4	74	22	42
Future Vol, veh/h	95	94	22	11	35	32	7	33	4	74	22	42
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	6	4	2	2	2	2	2	2
Mvmt Flow	104	103	24	12	38	35	8	36	4	81	24	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8	8.2	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	45%	14%	54%
Vol Thru, %	75%	45%	45%	16%
Vol Right, %	9%	10%	41%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	211	78	138
LT Vol	7	95	11	74
Through Vol	33	94	35	22
RT Vol	4	22	32	42
Lane Flow Rate	48	232	86	152
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.292	0.106	0.196
Departure Headway (Hd)	4.834	4.538	4.463	4.653
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	793	801	770
Service Time	2.873	2.566	2.497	2.684
HCM Lane V/C Ratio	0.065	0.293	0.107	0.197
HCM Control Delay	8.2	9.4	8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.2	0.4	0.7

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

AM EXISTING
09/24/2018

Intersection

Int Delay, s/veh 7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	13	11	3	39	121	78	224	6	31	53	57
Future Vol, veh/h	59	13	11	3	39	121	78	224	6	31	53	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	18	2	2	2	2	2	2	4	2	2
Mvmt Flow	72	16	13	4	48	148	95	273	7	38	65	70

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	740	646	99	657	677	277	134	0	0	280	0	0
Stage 1	175	175	-	467	467	-	-	-	-	-	-	-
Stage 2	565	471	-	190	210	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.38	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.462	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	333	390	915	378	375	762	1451	-	-	1271	-	-
Stage 1	827	754	-	576	562	-	-	-	-	-	-	-
Stage 2	510	560	-	812	728	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	348	915	330	334	762	1451	-	-	1271	-	-
Mov Cap-2 Maneuver	220	348	-	330	334	-	-	-	-	-	-	-
Stage 1	762	729	-	531	518	-	-	-	-	-	-	-
Stage 2	344	516	-	757	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.3	14.6	1.9	1.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	261	573	1271	-	-
HCM Lane V/C Ratio	0.066	-	-	0.388	0.347	0.03	-	-
HCM Control Delay (s)	7.7	0	-	27.3	14.6	7.9	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	1.5	0.1	-	-

OAK LEVEL RESIDENTIAL
 3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

PM EXIST
 09/24/2018

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	14	35	1	18	65	21	101	2	87	177	109
Future Vol, veh/h	67	14	35	1	18	65	21	101	2	87	177	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	12	2	2	2	2	2	2	2
Mvmt Flow	74	16	39	1	20	72	23	112	2	97	197	121

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	657	612	257	638	671	113	318	0	0	114	0	0
Stage 1	451	451	-	160	160	-	-	-	-	-	-	-
Stage 2	206	161	-	478	511	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.26	7.12	6.62	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.354	3.518	4.108	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	378	408	772	389	365	940	1242	-	-	1475	-	-
Stage 1	588	571	-	842	747	-	-	-	-	-	-	-
Stage 2	796	765	-	568	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	308	367	772	330	329	940	1242	-	-	1475	-	-
Mov Cap-2 Maneuver	308	367	-	330	329	-	-	-	-	-	-	-
Stage 1	576	525	-	825	732	-	-	-	-	-	-	-
Stage 2	700	750	-	481	479	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19		11.3		1.3		1.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1242	-	-	385	662	1475	-	-
HCM Lane V/C Ratio	0.019	-	-	0.335	0.141	0.066	-	-
HCM Control Delay (s)	8	0	-	19	11.3	7.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.5	0.2	-	-

OAK LEVEL RESIDENTIAL
9: Timberland Way & Oak Level Rd

AM EXISTING
09/24/2018

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↕	↕	
Traffic Vol, veh/h	38	11	0	132	29	2
Future Vol, veh/h	38	11	0	132	29	2
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	83	83	83	83	83	83
Heavy Vehicles, %	3	2	2	2	2	50
Mvmt Flow	46	13	0	159	35	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	59	0	211
Stage 1	-	-	-	-	52
Stage 2	-	-	-	-	159
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	-	-	1545	-	777
Stage 1	-	-	-	-	970
Stage 2	-	-	-	-	870
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1545	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	970
Stage 2	-	-	-	-	870

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	784	-	-	1545	-
HCM Lane V/C Ratio	0.048	-	-	-	-
HCM Control Delay (s)	9.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	81	1	0	70	15	3
Future Vol, veh/h	81	1	0	70	15	3
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	3	7	2
Mvmt Flow	88	1	0	76	16	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	89	0	165
Stage 1	-	-	-	-	89
Stage 2	-	-	-	-	76
Critical Hdwy	-	-	4.12	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.218	-	3.563
Pot Cap-1 Maneuver	-	-	1506	-	814
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	934
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1506	-	814
Mov Cap-2 Maneuver	-	-	-	-	814
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	934

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1506	-
HCM Lane V/C Ratio	0.023	-	-	-	-
HCM Control Delay (s)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection							
Intersection Delay, s/veh	26.7						
Intersection LOS	D						
Approach	EB	WB	NB		SB		
Entry Lanes	1	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	1	
Adj Approach Flow, veh/h	490	592	851	457			
Demand Flow Rate, veh/h	509	622	868	483			
Vehicles Circulating, veh/h	374	962	607	233			
Vehicles Exiting, veh/h	151	288	276	934			
Follow-Up Headway, s	3.186	3.186	3.186	3.186			
Ped Vol Crossing Leg, #/h	0	0	0	0			
Ped Cap Adj	1.000	1.000	1.000	1.000			
Approach Delay, s/veh	16.7	6.2	57.2	7.1			
Approach LOS	C	A	F	A			
Lane	Left	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LTR	LT	R	LT	R	LT	R
Assumed Moves	LTR	LT	R	LT	R	LT	R
RT Channelized			Free		Yield		Yield
Lane Util	1.000	1.000		1.000		1.000	
Critical Headway, s	5.193	5.193		5.193		5.193	
Entry Flow, veh/h	509	205	417	643	225	292	191
Cap Entry Lane, veh/h	777	432	2014	616	847	895	972
Entry HV Adj Factor	0.963	0.973	0.943	0.980	0.980	0.965	0.917
Flow Entry, veh/h	490	199	393	630	221	282	175
Cap Entry, veh/h	749	420	1900	603	831	864	891
V/C Ratio	0.655	0.475	0.207	1.044	0.266	0.326	0.196
Control Delay, s/veh	16.7	18.5	0.0	74.8	7.2	7.8	6.0
LOS	C	C	A	F	A	A	A
95th %tile Queue, veh	5	2	1	17	1	1	1

Intersection							
Intersection Delay, s/veh	49.7						
Intersection LOS	E						
Approach	EB	WB	NB		SB		
Entry Lanes	1	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	1	
Adj Approach Flow, veh/h	375	316	514	514	1350	1350	
Demand Flow Rate, veh/h	383	322	524	524	1378	1378	
Vehicles Circulating, veh/h	1144	634	580	580	114	114	
Vehicles Exiting, veh/h	60	368	947	947	621	621	
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	101.0	2.6	17.3	17.3	58.9	58.9	
Approach LOS	F	A	C	C	F	F	
Lane	Left	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LTR	LT	R	LT	R	LT	R
Assumed Moves	LTR	LT	R	LT	R	LT	R
RT Channelized			Free		Yield		Yield
Lane Util	1.000	1.000		1.000		1.000	
Critical Headway, s	5.193	5.193		5.193		5.193	
Entry Flow, veh/h	383	101	221	422	102	1090	288
Cap Entry Lane, veh/h	360	599	1938	633	782	1008	1064
Entry HV Adj Factor	0.980	0.981	0.980	0.981	0.980	0.980	0.980
Flow Entry, veh/h	375	99	217	414	100	1068	282
Cap Entry, veh/h	353	588	1900	621	767	988	1043
V/C Ratio	1.064	0.169	0.114	0.667	0.130	1.081	0.270
Control Delay, s/veh	101.0	8.2	0.0	20.0	6.1	72.8	6.1
LOS	F	A	A	C	A	F	A
95th %tile Queue, veh	13	1	0	5	0	26	1

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

AM 2021 NB
09/26/2018

Intersection	
Intersection Delay, s/veh	18.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	170	21	7	3	148	317	25	46	2	37	6	125
Future Vol, veh/h	170	21	7	3	148	317	25	46	2	37	6	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	20	3
Mvmt Flow	213	26	9	4	185	396	31	58	3	46	8	156
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.8	23.9	11	12
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	86%	1%	22%
Vol Thru, %	63%	11%	32%	4%
Vol Right, %	3%	4%	68%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	198	468	168
LT Vol	25	170	3	37
Through Vol	46	21	148	6
RT Vol	2	7	317	125
Lane Flow Rate	91	248	585	210
Geometry Grp	1	1	1	1
Degree of Util (X)	0.167	0.402	0.791	0.341
Departure Headway (Hd)	6.578	5.849	4.87	5.842
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	541	611	737	611
Service Time	4.672	3.921	2.926	3.919
HCM Lane V/C Ratio	0.168	0.406	0.794	0.344
HCM Control Delay	11	12.8	23.9	12
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.6	1.9	8	1.5

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

PM NB 2021
09/26/2018

Intersection

Intersection Delay, s/veh 10.3
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	108	25	13	46	40	8	38	5	87	25	76
Future Vol, veh/h	160	108	25	13	46	40	8	38	5	87	25	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	6	4	2	2	2	2	2	2
Mvmt Flow	176	119	27	14	51	44	9	42	5	96	27	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	8.7	8.8	9.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	55%	13%	46%
Vol Thru, %	75%	37%	46%	13%
Vol Right, %	10%	9%	40%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	293	99	188
LT Vol	8	160	13	87
Through Vol	38	108	46	25
RT Vol	5	25	40	76
Lane Flow Rate	56	322	109	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.427	0.144	0.281
Departure Headway (Hd)	5.221	4.773	4.768	4.888
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	680	750	745	729
Service Time	3.304	2.832	2.842	2.952
HCM Lane V/C Ratio	0.082	0.429	0.146	0.284
HCM Control Delay	8.8	11.4	8.7	9.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	2.1	0.5	1.2

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

AM 2021 NB
09/26/2018

Intersection												
Int Delay, s/veh	10.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	13	11	3	39	121	78	224	6	31	53	57
Future Vol, veh/h	59	13	11	3	39	121	78	224	6	31	53	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	18	2	2	2	2	2	2	4	2	2
Mvmt Flow	82	18	15	4	54	168	108	311	8	43	74	79

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	844	737	113	748	771	316	153	0	0	320	0	0
Stage 1	200	200	-	532	532	-	-	-	-	-	-	-
Stage 2	644	537	-	216	239	-	-	-	-	-	-	-
Critical Hwly	7.12	6.52	6.38	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hwly Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hwly Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hwly	3.518	4.018	3.462	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	283	346	898	329	331	724	1428	-	-	1229	-	-
Stage 1	802	736	-	531	526	-	-	-	-	-	-	-
Stage 2	461	523	-	786	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	168	302	898	279	289	724	1428	-	-	1229	-	-
Mov Cap-2 Maneuver	168	302	-	279	289	-	-	-	-	-	-	-
Stage 1	728	707	-	482	478	-	-	-	-	-	-	-
Stage 2	285	475	-	724	680	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	43.4		17.1		2		1.8	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	204	521	1229	-	-
HCM Lane V/C Ratio	0.076	-	-	0.566	0.435	0.035	-	-
HCM Control Delay (s)	7.7	0	-	43.4	17.1	8	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.1	2.2	0.1	-	-

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

PM NB 2021
09/26/2018

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	14	35	1	18	65	21	101	2	87	177	109
Future Vol, veh/h	67	14	35	1	18	65	21	101	2	87	177	109
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	12	2	2	2	2	2	2	2
Mvmt Flow	85	18	44	1	23	82	27	128	3	110	224	138

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	749	698	293	727	765	129	362	0	0	130	0	0
Stage 1	514	514	-	182	182	-	-	-	-	-	-	-
Stage 2	235	184	-	545	583	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.26	7.12	6.62	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.354	3.518	4.108	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	328	364	737	339	322	921	1197	-	-	1455	-	-
Stage 1	543	535	-	820	730	-	-	-	-	-	-	-
Stage 2	768	747	-	523	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	255	321	737	278	284	921	1197	-	-	1455	-	-
Mov Cap-2 Maneuver	255	321	-	278	284	-	-	-	-	-	-	-
Stage 1	530	483	-	800	712	-	-	-	-	-	-	-
Stage 2	661	729	-	428	436	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.6		12.1		1.4		1.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	328	611	1455	-	-
HCM Lane V/C Ratio	0.022	-	-	0.448	0.174	0.076	-	-
HCM Control Delay (s)	8.1	0	-	24.6	12.1	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	0.6	0.2	-	-

OAK LEVEL RESIDENTIAL
9: Timberland Way & Oak Level Rd

AM 2021 NB
09/26/2018

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	38	11	0	132	29	2
Future Vol, veh/h	38	11	0	132	29	2
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	83	83	83	83	83	83
Heavy Vehicles, %	3	2	2	2	2	50
Mvmt Flow	52	15	0	181	40	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	67	0	241
Stage 1	-	-	-	-	60
Stage 2	-	-	-	-	181
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	-	-	1535	-	747
Stage 1	-	-	-	-	963
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1535	-	747
Mov Cap-2 Maneuver	-	-	-	-	747
Stage 1	-	-	-	-	963
Stage 2	-	-	-	-	850

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	755	-	-	1535	-
HCM Lane V/C Ratio	0.056	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

OAK LEVEL RESIDENTIAL
9: Timberland Way & Oak Level Rd

PM NB 2021
09/26/2018

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Traffic Vol, veh/h	81	1	0	70	15	3
Future Vol, veh/h	81	1	0	70	15	3
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	3	7	2
Mvmt Flow	100	1	0	87	19	4

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	102	0	188 101
Stage 1	-	-	-	-	101 -
Stage 2	-	-	-	-	87 -
Critical Hdwy	-	-	4.12	-	6.47 6.22
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.218	-	3.563 3.318
Pot Cap-1 Maneuver	-	-	1490	-	790 954
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	924 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1490	-	790 954
Mov Cap-2 Maneuver	-	-	-	-	790 -
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	924 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1490	-
HCM Lane V/C Ratio	0.027	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection							
Intersection Delay, s/veh	40.1						
Intersection LOS	E						
Approach	EB	WB	NB		SB		
Entry Lanes	1	1	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	1	1	
Adj Approach Flow, veh/h	490	608	925	925	479	479	
Demand Flow Rate, veh/h	509	639	944	944	506	506	
Vehicles Circulating, veh/h	404	1038	607	607	240	240	
Vehicles Exiting, veh/h	151	288	306	306	1010	1010	
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186	3.186	
Ped Vol Crossing Leg, #/h	0	0	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	18.0	7.4	90.2	90.2	7.4	7.4	
Approach LOS	C	A	F	F	A	A	
Lane	Left	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LTR	LT	R	LT	R	LT	R
Assumed Moves	LTR	LT	R	LT	R	LT	R
RT Channelized			Free		Yield		Yield
Lane Util	1.000	1.000		1.000		1.000	
Critical Headway, s	5.193	5.193		5.193		5.193	
Entry Flow, veh/h	509	212	427	719	225	315	191
Cap Entry Lane, veh/h	754	400	2014	616	847	889	972
Entry HV Adj Factor	0.963	0.969	0.943	0.980	0.980	0.964	0.917
Flow Entry, veh/h	490	205	403	704	221	304	175
Cap Entry, veh/h	726	388	1900	603	831	857	891
V/C Ratio	0.675	0.530	0.212	1.168	0.266	0.354	0.196
Control Delay, s/veh	18.0	21.9	0.0	116.2	7.2	8.3	6.0
LOS	C	C	A	F	A	A	A
95th %tile Queue, veh	5	3	1	24	1	2	1

Intersection							
Intersection Delay, s/veh	75.2						
Intersection LOS	F						
Approach	EB	WB	NB		SB		
Entry Lanes	1	1	1	1	1	1	1
Conflicting Circle Lanes	1	1	1	1	1	1	1
Adj Approach Flow, veh/h	375	316	571	571	1459	1459	1459
Demand Flow Rate, veh/h	383	322	582	582	1488	1488	1488
Vehicles Circulating, veh/h	1255	687	604	604	114	114	114
Vehicles Exiting, veh/h	60	392	1034	1034	674	674	674
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Approach Delay, s/veh	147.9	2.7	23.0	23.0	92.7	92.7	92.7
Approach LOS	F	A	C	C	F	F	F
Lane	Left	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LTR	LT	R	LT	R	LT	R
Assumed Moves	LTR	LT	R	LT	R	LT	R
RT Channelized			Free		Yield		Yield
Lane Util	1.000	1.000		1.000		1.000	
Critical Headway, s	5.193	5.193		5.193		5.193	
Entry Flow, veh/h	383	101	221	475	107	1201	287
Cap Entry Lane, veh/h	322	568	1938	618	764	1008	1064
Entry HV Adj Factor	0.980	0.981	0.980	0.981	0.980	0.980	0.980
Flow Entry, veh/h	375	99	217	466	105	1178	281
Cap Entry, veh/h	316	558	1900	606	749	989	1043
V/C Ratio	1.189	0.178	0.114	0.769	0.140	1.191	0.269
Control Delay, s/veh	147.9	8.7	0.0	26.8	6.3	113.3	6.1
LOS	F	A	A	D	A	F	A
95th %tile Queue, veh	16	1	0	7	0	36	1

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

AM BUILD 2021
09/27/2018

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	170	26	7	3	163	317	25	46	2	37	6	125
Future Vol, veh/h	170	26	7	3	163	317	25	46	2	37	6	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	11	2	2	2	2	2	2	2	2	20	3
Mvmt Flow	213	33	9	4	204	396	31	58	3	46	8	156
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.1	26.7	11.2	12.1
HCM LOS	B	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	84%	1%	22%
Vol Thru, %	63%	13%	34%	4%
Vol Right, %	3%	3%	66%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	203	483	168
LT Vol	25	170	3	37
Through Vol	46	26	163	6
RT Vol	2	7	317	125
Lane Flow Rate	91	254	604	210
Geometry Grp	1	1	1	1
Degree of Util (X)	0.171	0.415	0.823	0.345
Departure Headway (Hd)	6.766	5.888	4.906	5.917
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	534	606	731	603
Service Time	4.766	3.972	2.97	4.005
HCM Lane V/C Ratio	0.17	0.419	0.826	0.348
HCM Control Delay	11.2	13.1	26.7	12.1
HCM Lane LOS	B	B	D	B
HCM 95th-tile Q	0.6	2	9	1.5

OAK LEVEL RESIDENTIAL
12: Belfast River Rd & Belfast Keller Rd

PM BUILD 2021
09/27/2018

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	124	25	13	55	40	8	38	5	87	25	76
Future Vol, veh/h	160	124	25	13	55	40	8	38	5	87	25	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	6	4	2	2	2	2	2	2
Mvmt Flow	176	136	27	14	60	44	9	42	5	96	27	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	8.8	8.9	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	52%	12%	46%
Vol Thru, %	75%	40%	51%	13%
Vol Right, %	10%	8%	37%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	309	108	188
LT Vol	8	160	13	87
Through Vol	38	124	55	25
RT Vol	5	25	40	76
Lane Flow Rate	56	340	119	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.452	0.159	0.284
Departure Headway (Hd)	5.293	4.791	4.817	4.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	669	747	737	719
Service Time	3.386	2.852	2.894	3.026
HCM Lane V/C Ratio	0.084	0.455	0.161	0.288
HCM Control Delay	8.9	11.8	8.8	10
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	2.4	0.6	1.2

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

AM BUILD 2021
09/27/2018

Intersection												
Int Delay, s/veh	24.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	20	13	3	69	218	89	255	7	62	60	65
Future Vol, veh/h	67	20	13	3	69	218	89	255	7	62	60	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	18	2	2	2	2	2	2	4	2	2
Mvmt Flow	82	24	16	4	84	266	109	311	9	76	73	79

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	971	801	113	816	836	315	152	0	0	320	0	0
Stage 1	264	264	-	532	532	-	-	-	-	-	-	-
Stage 2	707	537	-	284	304	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.38	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.462	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	232	318	898	296	303	725	1429	-	-	1229	-	-
Stage 1	741	690	-	531	526	-	-	-	-	-	-	-
Stage 2	426	523	-	723	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	97	269	898	239	256	725	1429	-	-	1229	-	-
Mov Cap-2 Maneuver	97	269	-	239	256	-	-	-	-	-	-	-
Stage 1	672	643	-	482	477	-	-	-	-	-	-	-
Stage 2	202	474	-	637	618	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	132.8	28	2	2.7
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1429	-	-	128	498	1229	-	-
HCM Lane V/C Ratio	0.076	-	-	0.953	0.71	0.062	-	-
HCM Control Delay (s)	7.7	0	-	132.8	28	8.1	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %ile Q(veh)	0.2	-	-	6.4	5.6	0.2	-	-

OAK LEVEL RESIDENTIAL
3: Bryan Neck Rd & Belfast Keller Rd/Oak Level Rd

PM BUILD 2021
09/27/2018

Intersection												
Int Delay, s/veh	15.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	76	32	40	1	30	128	24	115	2	190	202	124
Future Vol, veh/h	76	32	40	1	30	128	24	115	2	190	202	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	12	2	2	2	2	2	2	2
Mvmt Flow	84	36	44	1	33	142	27	128	2	211	224	138

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	986	899	293	938	966	129	362	0	0	130	0	0
Stage 1	716	716	-	182	182	-	-	-	-	-	-	-
Stage 2	270	183	-	756	784	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.26	7.12	6.62	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.354	3.518	4.108	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	227	279	737	244	245	921	1197	-	-	1455	-	-
Stage 1	421	434	-	820	730	-	-	-	-	-	-	-
Stage 2	736	748	-	400	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	222	737	170	195	921	1197	-	-	1455	-	-
Mov Cap-2 Maneuver	141	222	-	170	195	-	-	-	-	-	-	-
Stage 1	411	354	-	800	712	-	-	-	-	-	-	-
Stage 2	579	730	-	276	318	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	72.9		15.1		1.4		2.9	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	201	532	1455	-	-
HCM Lane V/C Ratio	0.022	-	-	0.818	0.332	0.145	-	-
HCM Control Delay (s)	8.1	0	-	72.9	15.1	7.9	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.9	1.4	0.5	-	-

OAK LEVEL RESIDENTIAL
9: Timberland Way & Oak Level Rd

AM BUILD 2021
09/27/2018

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	43	15	0	150	37	2
Future Vol, veh/h	43	15	0	150	37	2
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	83	83	83	83	83	83
Heavy Vehicles, %	3	2	2	2	2	50
Mvmt Flow	52	18	0	181	45	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	70	0	242
Stage 1	-	-	-	-	61
Stage 2	-	-	-	-	181
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	-	-	1531	-	746
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1531	-	746
Mov Cap-2 Maneuver	-	-	-	-	746
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	850

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1531	-
HCM Lane V/C Ratio	0.062	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	92	6	1	80	20	3
Future Vol, veh/h	92	6	1	80	20	3
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	3	7	2
Mvmt Flow	100	7	1	87	22	3

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	192 103
Stage 1	-	-	-	-	103 -
Stage 2	-	-	-	-	89 -
Critical Hdwy	-	-	4.12	-	6.47 6.22
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.218	-	3.563 3.318
Pot Cap-1 Maneuver	-	-	1484	-	786 952
Stage 1	-	-	-	-	909 -
Stage 2	-	-	-	-	922 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1484	-	785 952
Mov Cap-2 Maneuver	-	-	-	-	785 -
Stage 1	-	-	-	-	909 -
Stage 2	-	-	-	-	921 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	803	-	-	1484	-
HCM Lane V/C Ratio	0.031	-	-	0.001	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

OAK LEVEL RESIDENTIAL
15: Phase 4 Access & Oak Level Rd

AM BUILD 2021
09/27/2018

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	53	30	1	186	91	5
Future Vol, veh/h	53	30	1	186	91	5
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	58	33	1	202	99	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	90	0	278 74
Stage 1	-	-	-	-	74 -
Stage 2	-	-	-	-	204 -
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	-	-	1505	-	712 988
Stage 1	-	-	-	-	949 -
Stage 2	-	-	-	-	830 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1505	-	711 988
Mov Cap-2 Maneuver	-	-	-	-	711 -
Stage 1	-	-	-	-	949 -
Stage 2	-	-	-	-	829 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	722	-	-	1505	-
HCM Lane V/C Ratio	0.145	-	-	0.001	-
HCM Control Delay (s)	10.8	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

OAK LEVEL RESIDENTIAL
15: Phase 4 Access & Oak Level Rd

PM BUILD 2021
09/27/2018

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Traffic Vol, veh/h	93	102	1	99	60	5
Future Vol, veh/h	93	102	1	99	60	5
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	101	111	1	108	65	5

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	212	0	267 157
Stage 1	-	-	-	-	157 -
Stage 2	-	-	-	-	110 -
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	-	-	1358	-	722 889
Stage 1	-	-	-	-	871 -
Stage 2	-	-	-	-	915 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1358	-	721 889
Mov Cap-2 Maneuver	-	-	-	-	721 -
Stage 1	-	-	-	-	871 -
Stage 2	-	-	-	-	914 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1358	-
HCM Lane V/C Ratio	0.097	-	-	0.001	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %ile Q(veh)	0.3	-	-	0	-

BRYAN COUNTY PLANNING & ZONING COMMISSION

Public Hearing Date: December 6, 2018

REGARDING THE APPLICATION OF: Raymond Pittman, on behalf of Scott Stanford, for a rezoning application, for a 126 acre parcel, PID# 063 001, off of Oak Level Road in unincorporated Bryan County, Georgia, currently zoned A-5.	Staff Report by Sara Farr-Newman Dated: November 19, 2018
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I. Application Summary

Requested Action: Public hearing and consideration of a rezoning application for Raymond Pittman on behalf of Scott Stanford, which proposes to rezone the 126 acres parcel located off Oak Level Road , PID# 063 001, for 171 residential lots from an A-5 to an R-1.

Representative: RAY PITTMAN

Applicant: SCOTT STANFORD
PO BOX 741
RICHMOND HILL, GA 31324

Owner: SCOTT STAFFORD
175 CEDAR STREET
RICHMOND HILL, GA 31324

Applicable Regulations:

- The State of Georgia, Title 36. Local Government Provisions Applicable to Counties and Municipal Corporations, Chapter 67. Zoning Proposal Review Procedures, Georgia Code O.C.G.A. 36-67
- Bryan County Zoning Ordinance, Chapter 12, Article VI, Amendments, Sec. 610. Standards Governing the Exercise of Zoning Power & Sec. 612. Provisional Zoning

II. General Information

1. Application: A rezoning application was placed by Raymond Pittman, on behalf of the property owner, Scott Stanford 175 Cedar Street, Richmond Hill, GA 31324, on November 1, 2018. After reviewing the application, the Administrator certified the application as being generally complete on November 9, 2018.

2. Notice: Public notice for this application was as follows:

A. Legal notice was published in the Bryan County News on November 22, 2018.

B. Notice was sent to Surrounding Land Owners on November 19, 2018.

C. The site was posted for Public Hearing on November 19, 2018.

D. The Agenda and notice of the Hearing was posted at the County Courthouse and the County's website on November 29, 2018.

3. Any disclosures (i.e. conflicts of interest, site visits or ex parte communications)?

4. Background:

The property is located off Oak Level Road. It is a portion of the parcel with PID # 063 001. The property will be used as Phase IV of the Woodland Trail Subdivision. Phases I, II, and III were previously rezoned from A-5 to R-1 (Z#151-14 and Z#145-12). The applicant is requesting approval to rezone to R-1 with a plan to create 171 residential lots. This request was sent to the Coastal Regional Commission for DRI consideration on November 6th, as it exceeds the Development of Regional Impact (DRI) threshold established by the Department of Community Affairs. As of the date of this report, the findings from that review are still pending.

The nearby intersection of Oak Level Road and GA 144 has a range of 419 to 598 peak hour traffic counts. Surrounding properties are mainly A-5 and R-1, including the adjacent three phases of the neighborhood, which are R-1 as well. A turn lane is planned along Oak Level Road.

5. Exhibits: The following Exhibits are attached hereto as referenced. All application documents were received at the Bryan County Planning office on August 6, 2018, unless otherwise noted.

"A" Exhibits- Application:

A-1 Rezone Application Z#200-18

A-2 Preliminary Site Plan

A-3 Property Plat

“B” Exhibits- Agency Comments:

No comments received as of date of report.

“C” Exhibits- Bryan County Supplements

C-1 Vicinity Map

C-2 Current Zoning Map

C-3 Comprehensive Plan South Bryan Character Area Map

“D” Exhibits- Public Comment:

No Public Comments Received.

Section 610. - Standards governing the exercise of zoning power ("standards").

(a) In considering any zoning map reclassifications, the following standards shall be considered, as they may be relevant to the application, by the planning director, planning commission and county commission. Such considerations shall be based on the most intensive uses and maximum density permitted in the requested reclassification, unless limitations to be attached to the zoning action are requested by the applicant.

(i) Whether the proposed reclassification is in conformance with the comprehensive plan;

► **Staff comment:** The comprehensive plan character area map of South Bryan County shows that the area is designated Low Density Suburban Characteristics. R-1 is listed as one of the zoning categories that could be allowed in this district.

(ii) Whether the proposed reclassification improves the overall zoning scheme and helps carry out the purposes of this ordinance.

► **Staff comment:** The rezoning would be compatible with the zoning scheme in the area and be consistent with the ordinance and comprehensive plan. This is the fourth phase of an existing development, so the zoning is compatible and consistent with the comprehensive plan.

(iii) Whether the proposed reclassification is compatible with or would negatively impact the overall character and land use pattern or a particular piece of property or neighborhood within one mile of the subject lot;

► **Staff comment:** The area is continuing to become residential, so the proposed use of R-1 would be compatible with the neighborhoods and property located within one mile.

(iv)The adequacy of public facilities and services intended to serve the lot proposed to be reclassified, including, but not limited to, roads, parks and recreational facilities, police and fire protection, schools, storm water drainage systems, water supplies, wastewater treatment, and solid waste services;

► **Staff comment:** Sewer and water have already been extended along Oak Level Road to accommodate the Woodland Trail development. There is an existing fire station less than 3 miles from this phase and a turning lane will be installed on Oak Level Road per the traffic study recommendation. There will be additional students generated due to this development, but the applicant indicated the buildout year will coincide with the projected opening of the new high school and elementary school.

(v)Whether the proposed reclassification will adversely affect a known archaeological, historical, cultural or environmental resource, such as water or air quality, ground water recharge areas, drainage, soil erosion and sedimentation and flooding;

► **Staff comment:** There are wetlands located on the property. These wetlands have been delineated and the site plan included indicates they will not be included in lots or building envelopes. The applicant indicated that the property is in an X flood zone; however, there is an AE zone close by, so they will need to verify this does not encroach on the property.

(vi)Whether the proposed reclassification will adversely affect the existing uses or usability of adjacent or nearby lots or the preservation of the integrity of a [any] adjacent neighborhoods;

► **Staff comment:** The surrounding area is a mix of residential types and open land/silviculture. The reclassification will not impact these uses.

(vii)Whether the proposed reclassification could adversely affect market values of nearby lots;

► **Staff comment:** No adverse effect anticipated.

(viii)Whether the proposed reclassification would require an increase in existing levels of public services, including, but not limited to, schools, parks and recreational facilities, storm water drainage systems, water supplies, wastewater treatment, solid waste services, roads or police and fire protection beyond the existing ability of the county or board of education to provide;

► **Staff comment:** The new phase will lead to an increase in public services. The water and sewer will be provided by Bryan County. A traffic study was completed that recommended another entrance and a deceleration lane, which the applicant will comply with. There is a fire station nearby, as well. The schools should be able to accommodate the additional students with the construction of the future high school and elementary school.

(ix) Whether there are other existing or changing conditions affecting the use and development of the lot proposed to be reclassified which give supporting grounds for either approval or disapproval of the proposed reclassification;

► **Staff comment:** None to our knowledge.

(x) The existing uses and zoning of nearby lots;

► **Staff comment:** Surrounding land uses include residential subdivisions and large lot residential or silviculture.

(xi) The extent to which the value of the lot proposed to be reclassified is diminished by its existing zoning restrictions;

► **Staff comment:** The lot will be more valuable when rezoned to an R-1 zoning.

(xii) The extent that any diminished property value of the lot proposed to be reclassified resulting from its existing zoning restrictions promotes the health, safety, morals or general welfare of the public;

► **Staff comment:** Not applicable.

(xiii) The relative gain to the public, as compared to the hardship imposed upon petitioner, by the existing zoning restrictions;

► **Staff comment:** Not applicable.

(xiv) The suitability of the lot proposed to be reclassified for its current and proposed zoned purposes;

► **Staff comment:** The R-1 rezoning is in keeping with the surrounding development and increasing growth of the area. This phase is also appropriate as an extension of the existing neighborhood.

(xv) The length of time the lot proposed to be reclassified has been nonincome producing as zoned;

► **Staff comment:** The lot has been undeveloped for over thirty years other than silviculture.

(xvi) Whether the proposed reclassification would create an isolated district unrelated to adjacent and nearby districts;

► **Staff comment:** The rezoning would not create an isolated district. There are several nearby residential suburbs, including phases one through three of the neighborhood immediately adjacent to this site.

(xvii) Whether there are substantial reasons why the lot cannot be used in accordance with this existing zoning classification;

► **Staff comment:** The lot could be utilized for the potential zoning, although the requested zoning is not out of character for the surrounding areas.

(xviii) Applications for a zoning map reclassification which do not contain specific site plans carry a rebuttable presumption that such rezoning shall adversely affect the zoning scheme

► **Staff comment:** Site plans provided.

STAFF RECOMMENDATION

Staff recommends approval of the rezoning to R-1, subject to a DRI finding that the project is in the best interest of the region.

IV. Recommendation

Recommendation: The Commission may recommend that the application be granted as requested, or it may recommend approval of the application requested subject to conditions, or it may recommend that the amendment be denied.

The Commission may continue the hearing for additional information from the applicant, additional public input or for deliberation.

► **Motion Regarding Compliance with Comprehensive Plan:** Having considered the evidence in the record, upon motion by Commissioner _____, second by Commissioner _____, and by vote of ___ to __, the Commission hereby finds the proposed application is/is not in accordance with the Comprehensive Plan.

If found in accordance with the Plan, the Commission may recommend the application be granted as requested, or it may recommend approval of the application requested subject to provisions, or it may recommend that the application be denied.

► **Motion Regarding Recommendation:** Having considered the evidence in the record, upon motion by Commissioner _____, second by Commissioner _____, and by vote of __ to __, the Commission hereby recommends approval as proposed/approval with provisions/denial of the proposed PUD application.

Recommended Conditions of Approval:

1. The developer will comply with the recommendations of the Traffic Impact and Access Study for the installation of an Oak Level Road turning lane and second entrance to the subdivision.



Summary

Parcel Number	063 001
Location Address	
Zip Code	31324
Legal Description	2003 SPLIT PARCEL D (Note: Not to be used on legal documents)
Class	A5-Agricultural (Note: This is for tax purposes only. Not to be used for zoning.)
Zoning	A-5
Tax District	County Unincorporated (District 03)
Millage Rate	25.375
Acres	5571.92
Neighborhood	RAYONIER & 5 OF 17 - NO INFLUENCE (RAY-0)
Homestead Exemption	No (50)
Landlot/District	N/A

[View Map](#)

Owner

RAYDIENT PLACES + PROPERTIES LLC
 C/O RAYONIER TAX SRV
 LARSON & MCGOWIN LLC
 PO BOX 161139
 MOBILE, AL 36616

Rural Land

Type	Description	Calculation Method	Soil Productivity	Acres
RUR	Pasture	Rural	1	4.94
RUR	Road Frontage	Rural	6	14.07
RUR	Road Frontage	Rural	6	193.84
RUR	Road Frontage	Rural	6	219.79
RUR	Water Front	Rural	6	31.2
RUR	Woodlands	Rural	3	15.49
RUR	Woodlands	Rural	7	1560.08
RUR	Woodlands	Rural	1	1414.38
RUR	Woodlands	Rural	4	2118.13

Permits

Permit Date	Permit Number	Type	Description
	11329	ELECTRIC	FOR 1051 BELFAST RIVER RD; POWER FOR LIGHTS FOR GARDEN AND ANIMALS

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
12/29/2017	1294 907		\$0	QUIT CLAIM	TERRAPOINTE LLC	RAYDIENT PLACES + PROPERTIES LLC
12/10/2014	1171 708		\$0	DEED OF CORRECTION	TIMBERLANDS HOLDING COMPANY AT	TERRAPOINTE LLC
8/4/2013	1107 142		\$17,313,294	TIMBER VALUE	RAYONIER FOREST RESOURCES LP	TIMBERLANDS HOLDING COMPANY ATLANTIC INC
3/25/2004			\$0	MULTIPLE PARCEL SALE	RTOC LIMITED	RAYONIER FOREST RESOURCES LP
2/23/1988	7C 683		\$14,310,600	MULTIPLE PARCEL SALE	ITT RAYONIER INC	RTOC LIMITED
12/8/1980	5C 38		\$0	MULTIPLE PARCEL SALE	MULTIPLE	ITT RAYONIER INC

Valuation

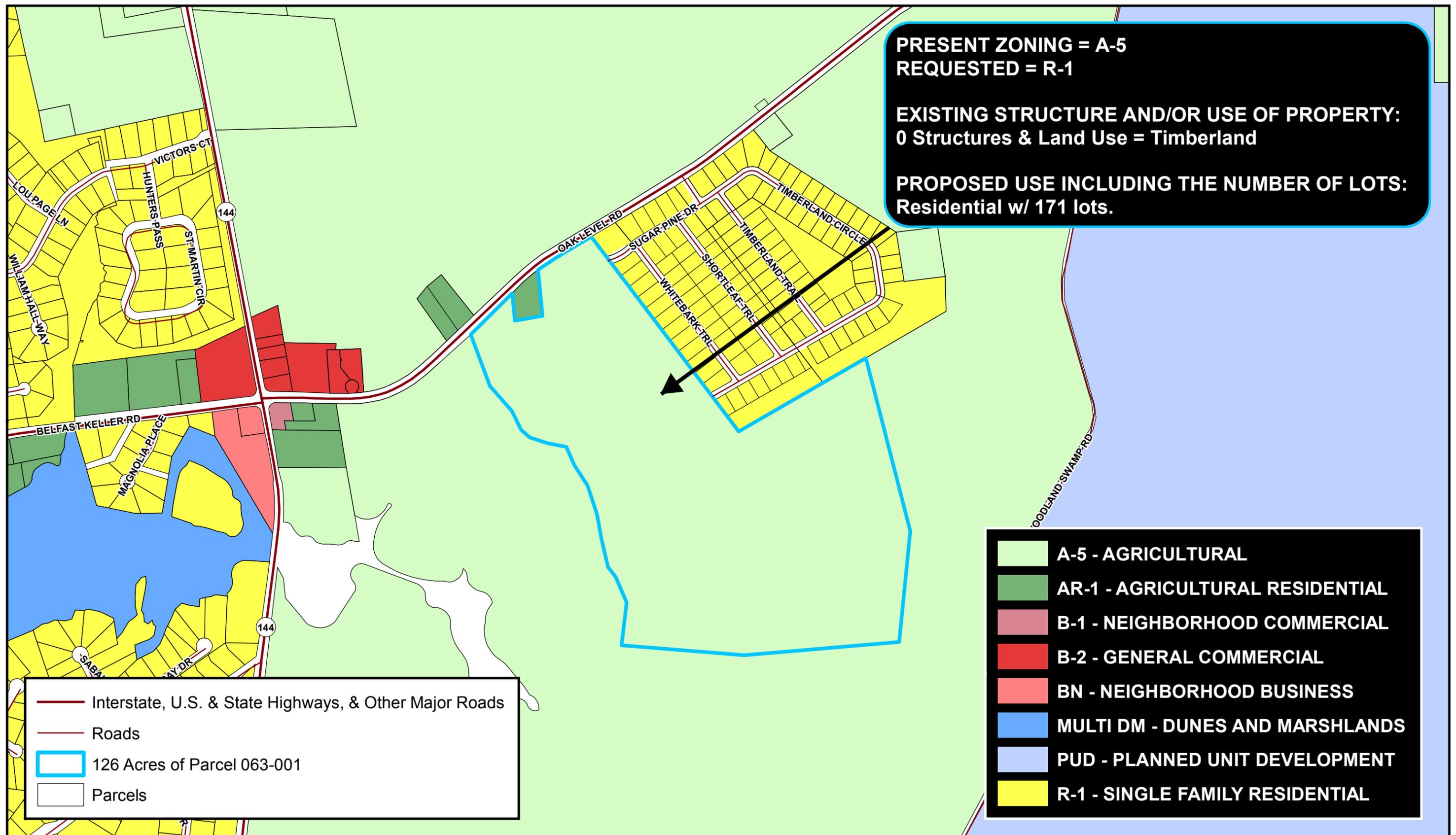
	2018	2017	2016
Previous Value	\$1,160,106	\$1,720,430	\$2,740,430
Land Value	\$1,160,106	\$1,160,106	\$1,675,600
+ Improvement Value	\$0	\$0	\$39,400
+ Accessory Value	\$0	\$0	\$5,430
= Current Value	\$1,160,106	\$1,160,106	\$1,720,430

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

The Bryan County Board of Assessors makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. This webpage is not live data. Values and Ownership indicated are from the last Georgia Department of Revenue certified tax roll and reflect property values as of the tax lien date which, in Georgia, is January 1st of each year. Other data changes will be updated throughout the year.



Last Data Upload: 11/29/2018 7:03:39 AM



**PRESENT ZONING = A-5
REQUESTED = R-1**

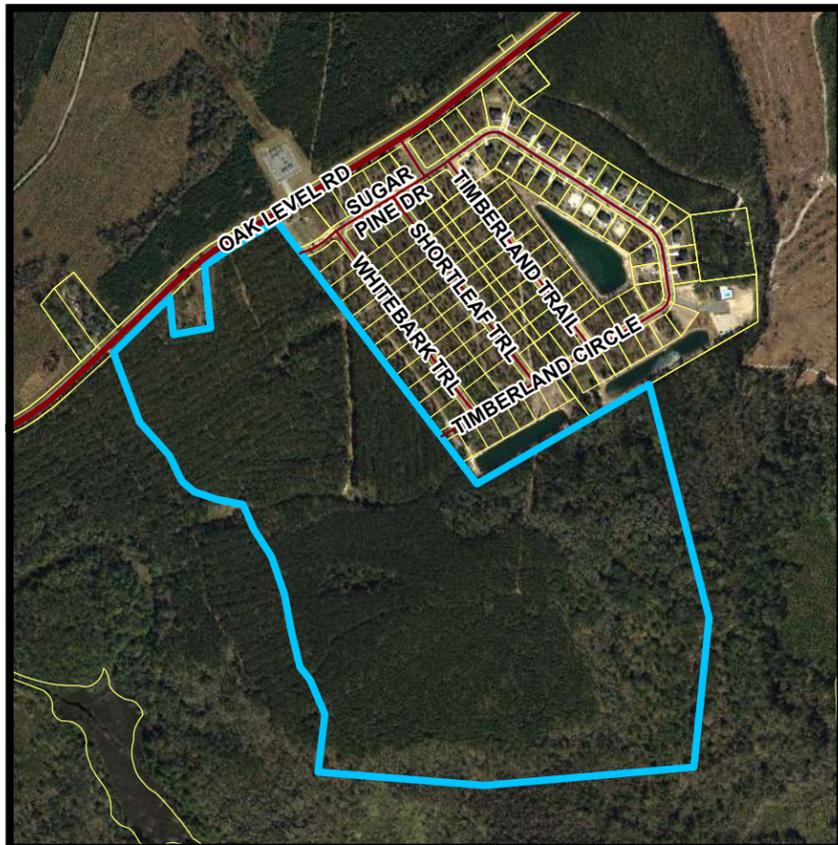
**EXISTING STRUCTURE AND/OR USE OF PROPERTY:
0 Structures & Land Use = Timberland**

**PROPOSED USE INCLUDING THE NUMBER OF LOTS:
Residential w/ 171 lots.**

Interstate, U.S. & State Highways, & Other Major Roads
 Roads
 126 Acres of Parcel 063-001
 Parcels

A-5 - AGRICULTURAL
 AR-1 - AGRICULTURAL RESIDENTIAL
 B-1 - NEIGHBORHOOD COMMERCIAL
 B-2 - GENERAL COMMERCIAL
 BN - NEIGHBORHOOD BUSINESS
 MULTI DM - DUNES AND MARSHLANDS
 PUD - PLANNED UNIT DEVELOPMENT
 R-1 - SINGLE FAMILY RESIDENTIAL





- Interstate, U.S. & State Highways, & Other Major Roads
- Roads
- 126 Acres of Parcel 063-001
- Parcels

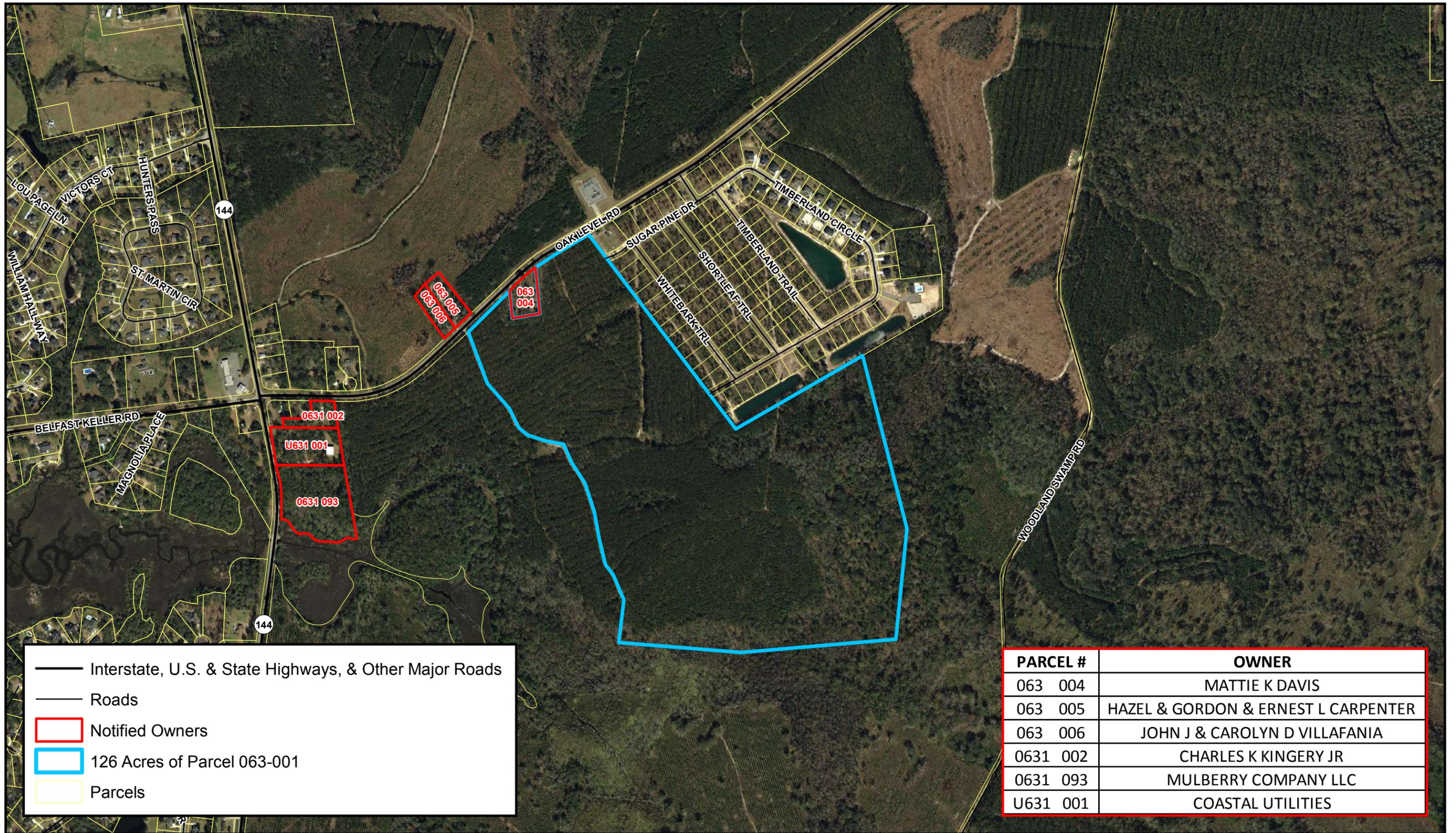


Produced by Bryan County GIS
November 2018



Overview Map Charles S Stafford (Scott) Case Z# 200-18

DISCLAIMER:
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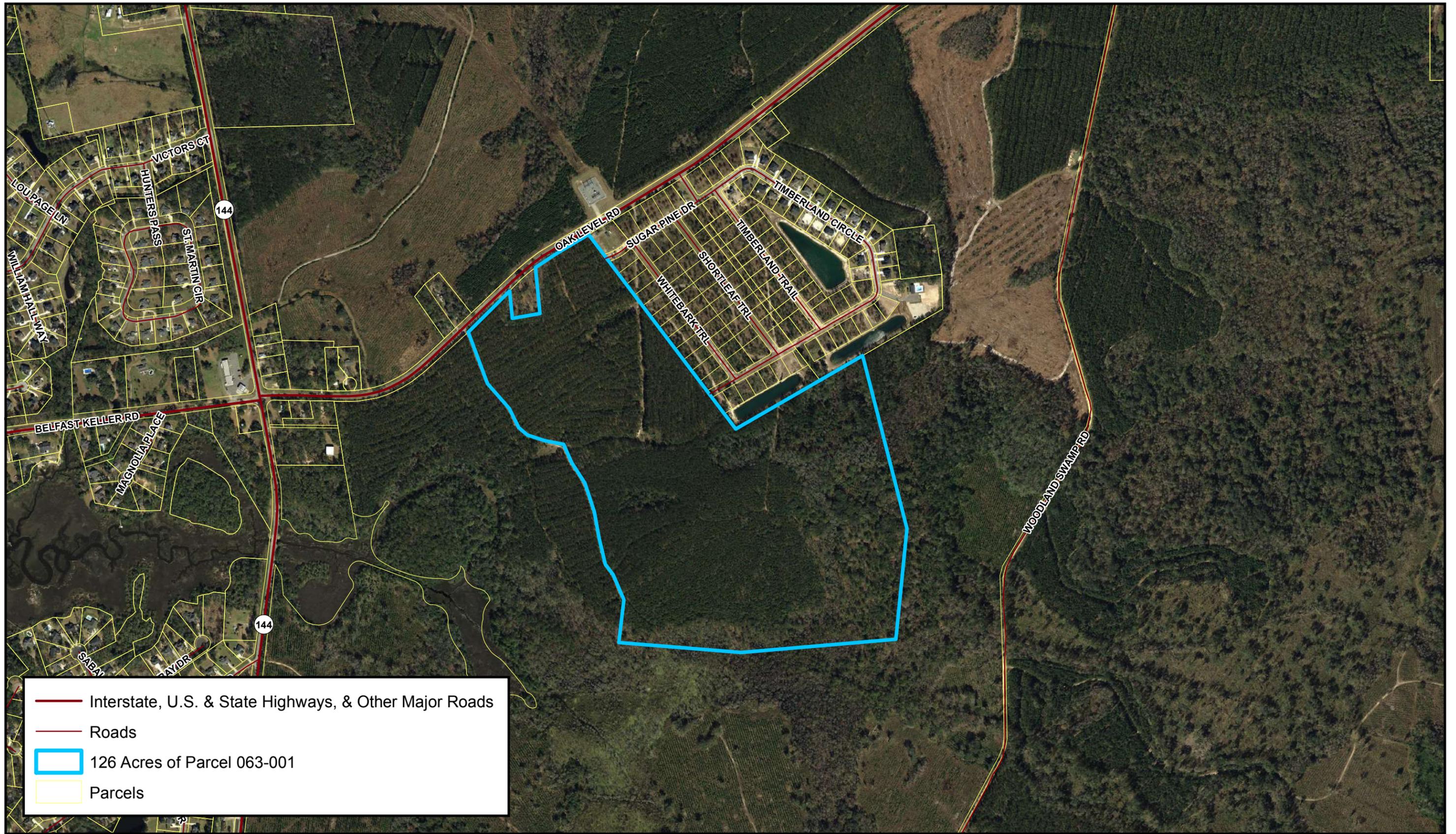
-  Interstate, U.S. & State Highways, & Other Major Roads
-  Roads
-  Notified Owners
-  126 Acres of Parcel 063-001
-  Parcels

PARCEL #	OWNER
063 004	MATTIE K DAVIS
063 005	HAZEL & GORDON & ERNEST L CARPENTER
063 006	JOHN J & CAROLYN D VILLAFANIA
0631 002	CHARLES K KINGERY JR
0631 093	MULBERRY COMPANY LLC
U631 001	COASTAL UTILITIES



Notification Map
Charles S Stafford (Scott)
Case Z# 200-18

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- Interstate, U.S. & State Highways, & Other Major Roads
- Roads
- 126 Acres of Parcel 063-001
- Parcels



Location Map
Charles S Stafford (Scott)
Case Z# 200-18

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Bryan County Zoning Regulations with Proposed IDO Amendments

ARTICLE III. - ADMINISTRATION

Section 300. - Application of zoning ordinance.

Except as otherwise provided, no structure or lot shall, after the effective date of this ordinance, be used and no structure or part thereof shall be erected, altered or moved unless in conformity with the requirements herein specified for the zoning district in which it is located. In their interpretation and application, the provisions of this ordinance shall be considered minimum requirements adopted for the promotion of the public health, safety, morals, convenience, order, prosperity and general welfare of the county.

Section 301. - Duties, building permits and certificates of occupancy.

All questions of interpretation and enforcement shall first be presented to the planning director; any aggrieved party may appeal a decision of the planning director to the ~~board of appeals~~ Planning and Zoning Commission.

- (a) *Enforcing officer.* The provisions of this ordinance shall be administered and enforced by the planning director and his designees. These officials shall have the right to enter upon any premises for the purpose of making inspections they deem necessary to carry out their duties in the enforcement of this ordinance.
- (b) *Building permits/certificate of occupancy.* The planning director or his designee shall issue all building permits and certificates of occupancy and make and maintain records thereof, and conduct inspections as prescribed by this ordinance and as necessary to insure compliance of this ordinance.
- (c) *Building permits required.* No building permits shall be issued until the planning director, or his designee, certifies that the proposed construction is in compliance with this ordinance.
- (d) *Certificate of occupancy.* No lot, or structure or part thereof hereafter erected, moved or altered in its use, shall be occupied or used until the planning director or his designee has, pursuant to chapter 11 [now chapter 103, article II] of the Bryan County Code, issued a certificate of occupancy. Such occupancy or use must also conform with the provisions of this ordinance.

(Ord. of 3-3-1998)

Section 302. Development Review Committee

- a. **Purpose.** The Development Review Committee (DRC) is intended to ~~collect, coordinate, secure~~ comments, coordinate responses, and resolve conflicts from input provided by various City departments and other agencies having responsibility for review or providing services to proposed development.
- b. **Membership.** The Planning Director shall serve as the chair and coordinator for all DRC meetings. Other participants, who shall participate as needed in the review of specific applications shall include the Engineering Director, Fire Chief, County Health Director, and Public Works Director. At the discretion of the Planning Director, representatives from other Bryan County public service agencies may be asked to comment on development or participate in DRC meetings.
- c. **Responsibilities.** The DRC shall be responsible for reviewing applications as requested by the Planning Director; evaluating compliance with the requirements of Bryan County's development regulations and other technical requirements; recommending site and building design modifications to ensure greater compliance with adopted standards; and providing identifying

public improvement implications for the following types of actions pursuant to the procedures in zoning ordinance and subdivision regulations:

1. Comprehensive plan map and text amendments;
2. Zoning map and text amendments;
3. Zoning ordinance text amendments
4. Planned unit development applications;
5. Conditional use permit applications;
6. Site plan applications;
7. Variance applications;
8. Subdivision applications; and
9. Administrative development approvals.

(IDO – 10-9-18)

ARTICLE IV. - DECISION MAKING AND ADMINISTRATIVE BODIES

Section 400. - Department of planning and zoning ("planning department").

In addition to any authority granted to the planning department by other laws and ordinances, the planning director and the employees under his control, shall have the following powers and duties, which include, but are not limited to, the following:

- (a) To serve as staff to the county commission and the planning commission, with regard to their functions under this ordinance, and to inform such bodies of all facts and information with respect to applications for amendments to the zoning map, the preparation, adoption, and updating of the comprehensive plan, or any other matters brought before them.
- (b) To maintain a copy of this ordinance and the zoning map.
- (c) To maintain development review files and other public records related to administration and enforcement of this ordinance.
- (d) To recommend and comment on proposed amendments to this ordinance and the zoning map.
- (e) To establish such rules of procedure as are necessary and proper for the administration of this ordinance.
- (f) To enforce this ordinance.
- (g) To render interpretations of the provisions of this ordinance and the zoning district boundaries indicated on the zoning map.

Section 401. - Bryan County engineering and inspections department ("engineering and inspections department").

In addition to any authority granted to the engineering and inspections department by other laws and ordinances, the engineering director and the employees under his control shall have the following powers and duties, which include, but are not limited to, the following:

- (a) Reserved.

- (b) To review rezoning petitions to determine compliance of the proposed development with county requirements for engineering, erosion control, traffic circulation, traffic generation, parking, loading and unloading, connections to public street rights-of-way and drainage.
- (c) As requested by the planning director, to provide the county commission or the planning commission with reports and recommendations with respect to matters before those bodies under the provisions of this ordinance.

(Ord. of 3-3-1998)

Section 402. - Bryan County board of education ("board of education").

In addition to any authority granted to the board of education by other laws and ordinances, the superintendent and the employees under his control shall have the following powers:

- (a) When requested by the planning director or county commission, review applications for rezoning petitions to evaluate the impact of the proposed rezoning on the availability of existing and planned educational facilities, teachers and staff.
- (b) When requested by the planning director or county commission, provide to the county commission or planning commission, reports or recommendations with respect to matters before those bodies.

(Ord. of 3-3-1998)

ARTICLE V. – Appeals, Variances and Administrative Relief

Section 500. Appeals to Ministerial Decisions.

- a. **Purpose.** The Planning and Zoning Commission shall function as the County’s Board of Adjustment shall have the power to decide appeals to any decision on a development application made by the Planning Director or other member of the County’s administration. Any person aggrieved of such a decision may appeal the decision to the Planning and Zoning Commission and in the manner provided in this section. The provisions of this section do not apply to engineering decisions on construction plans made by the Engineering Director.
- b. **Application.** The appeals application shall be filed with the Planning Director and shall state fully the decision being appealed and the reasons that the applicant believes the decision was made in error. The application to appeal shall be filed within thirty (30) days of receiving notice of the development decision being appealed. The Planning Director shall prepare a report making findings and recommendations on the application and authorize notice to be provided.
- c. **Notice for Appeals.** The ~~applicant shall provide the~~ following notice shall be provided:
 1. Mailed Notice. Mail notice of the date, time, location and topic of a public hearing on the ~~lot split or conveyance plat appeal~~ to the owners of all parcels located within 300 feet as measured from the nearest property line to the nearest property line. If the subdivision triggers the requirement for a traffic impact analysis pursuant to article XV of the subdivision regulations notice shall be required to be mailed to all properties located within 600 feet of the proposed subdivision.
 2. Posted Notice. At least one (1) Sign shall be posted at least fourteen (14) days prior to the hearing in conspicuous places visible from each street along the frontage of the subject property. Signs shall be in a form approved by the Planning Director with the words “Zoning

Decision” in six (6) inch tall lettering and the planning department phone number clearly legible from the street.

3. **Published Notice.** Publish notice in a newspaper of general circulation within Bryan County in the public notices section at least 15 days, but not more than 45 days prior to the hearing.
- d. **Stay of Proceeding.** An appeal stays all actions by the Planning Director seeking enforcement of or compliance with the order or decision appealed from, unless the Planning Director certifies to the Planning and Zoning Commission that a stay would cause imminent peril to life or property. If enforcement is not stayed, then the Planning and Zoning Commission shall meet and hear the appeal within thirty (30) days after such request is filed.
- e. **Bases for Planning and Zoning Commission Action.** In evaluating an Appeal, the Board of Adjustment shall determine whether the decision being appealed:
 1. Was made based on correct interpretation of the applicable regulations; and
 2. Reflected the correct response to the application that was approved, denied or conditionally approved.
- f. **Planning and Zoning Commission Action.** The Planning and Zoning Commission shall conduct a public hearing and may:
 1. Reverse or affirm, wholly or partly, or may modify the order, requirement, decision, or determination appealed.
 2. Make such order, requirement, decision, or determination as ought to be made, providing a statement of the specific reasons or findings of fact; and
 3. Exercise all the powers of the officer or agency from whom the appeal is taken.
- g. **Findings Required.** A motion to reverse, affirm or modify the order, requirement, decision or determination appealed from shall include, in so far as practicable, a statement of the specific reasons or findings of facts that support the motion.
- h. **Failure to Act.** If a motion to reverse or modify is not made or fails to receive a majority vote necessary to overturn the action being appealed, then a motion to uphold the decision appealed from is deemed approved.
- i. **Burden of Proof in Appeals.** When an appeal is taken to the Planning and Zoning Commission in accordance with this section, the Planning Director shall have the initial burden of presenting to the Board sufficient evidence and argument to justify the decision appealed from. The burden of presenting evidence and argument to the contrary then shifts to the appellant, who also shall have the burden of persuasion.
- j. **Exemption Based on Constitutional or Statutory Claims.** The Board of Adjustment may approve an exemption from the requirements of this UDO, to the extent necessary to comply with or conform to federal or state law, or to avoid or resolve any alleged violation federal or state law caused by the enforcement of any regulation imposed by this UDO. Any person desiring such an exemption shall file a written petition with the Planning Director, who shall forward the petition to the Board of Adjustment for purposes of conducting a public hearing on the petition and issuing a final determination. The petition shall include separate statements that:
 1. Advise to which particular regulation of the County the requested exemption relates;

2. Explain how the regulation is not in conformance with federal or state law, or how it allegedly violates federal or state law;
3. Describe how granting the exemption would be in the public interest and not be contrary to the public health, safety, and welfare; and
4. Describe the intended use of land or activity for which the exemption is being sought.

Section 501. Variances.

- a. **Purpose.** The Planning and Zoning Commission shall function as the County’s Board of Adjustment shall have the power to vary the provisions of Chapters 12 and 13 of the Bryan County Code when the applicant demonstrates that the criteria in this section justify relief from the strict application of the regulations in chapters 12 and 13. No change in permitted uses may be authorized by variance.
- b. **Application.** The variance application shall be filed with the Planning Director and shall comply with the requirements established in Appendix A. The application shall state fully the special conditions applying to the building, other structure or land for which such variance is sought and how the application satisfies the criteria established herein.
- c. **Review.** The Planning Director shall review the application and shall determine if the application is complete pursuant to the provisions of sections 403 and 404 of the County’s subdivision regulations. Upon finding that the application is complete, the Planning Director shall prepare a report making findings and recommendations on the application based on paragraph d of this section and authorize notice to be provided.
- d. **Notice for ~~Appeals~~ Variances.** The ~~applicant shall provide the~~ following notice shall be provided:
 1. Mailed Notice. Mail notice of the date, time, location and topic of a public hearing on the ~~lot split or conveyance plat variance~~ to the owners of all parcels located within 300 feet as measured from the nearest property line to the nearest property line. If the subdivision triggers the requirement for a traffic impact analysis pursuant to article XV of the subdivision regulations notice shall be required to be mailed to all properties located within 600 feet of the proposed subdivision.
 2. Posted Notice. At least one (1) Sign shall be posted at least fourteen (14) days prior to the hearing in conspicuous places visible from each street along the frontage of the subject property. Signs shall be in a form approved by the Planning Director with the words “Zoning Decision” in six (6) inch tall lettering and the planning department phone number clearly legible from the street.
 3. Published Notice. Publish notice in a newspaper of general circulation within Bryan County in the public notices section at least 15 days, but not more than 45 days prior to the hearing.
- a. **Review Criteria.** A variance may be granted by the Board of Adjustment if it finds that:
 1. Unnecessary hardship would result from the strict application of the ordinance. It shall not be necessary to demonstrate that, in the absence of the variance, no reasonable use can be made of the property;
 2. The hardship results from conditions that are peculiar to the property, such as location, size or topography. Hardships resulting from personal circumstances, as well as hardships

resulting from conditions that are common to the neighborhood or the general public may not be the basis for granting a variance.

3. The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify granting a variance shall not be regarded as a self-created hardship.
 4. The requested variance is consistent with the spirit, purpose and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.
- b. **Planning and Zoning Commission Hearing.** The Planning and Zoning Commission shall conduct a public hearing and approve, conditionally approve or deny of the application.
1. Before granting a variance, the Commission must affirm by a four-fifths (4/5) majority that each of the required findings set forth as criteria in paragraph d of this section are true. In so far as practicable, a motion to make an affirmative finding on each of the requirements shall include a statement of the specific reasons or findings of fact supporting each criterion.
 2. In granting variances, the Board of Adjustment may impose such reasonable conditions as will ensure that the use of the property to which the variance applies will be as compatible as practicable with the surrounding properties.
 3. A motion to deny a variance may be made on the basis that any one or more of the criteria are not satisfied or that the application is incomplete. In so far as practicable, such a motion shall include a statement of the specific reasons or findings of fact that support it. This motion shall be adopted as the Commission's decision if supported by more than one-fifth (1/5) of the Commission's membership (excluding vacant seats).
- c. **Effect of Approval.**
1. Except when the Planning and Zoning Commission specifies that the variance shall be issued for an indefinite duration or for a specified duration, the variance shall expire one (1) year after the approval unless the applicant establishes the building, structure or other improvement for which the variance was sought.
 2. The nature of the variance and any conditions attached to it shall be entered on the face of the zoning permit or the zoning permit may simply note the issuance of the variance and refer to the written record of the variance for further information. All such conditions are enforceable in the same manner as any other applicable requirement of this chapter.

Section 502. Administrative Relief.

- a. **Purpose.** Administrative relief provides for expeditious review of minor deviations from the provisions of this chapter under specified circumstances. The administrative relief process does not involve a public hearing unless a decision is appealed by the applicant to the Planning and Zoning Commission.
- b. **Initiation.** The Board of County Commissioners, County Administrator or property owner may initiate an application. The applicant shall file a completed application with the Planning Director in conformance with the Appendix A.
- c. **Types of Administrative Relief.** Administrative relief may be granted for any of the following situations:

1. **Building Setback Reduction:** The side and rear building setbacks shall not be less than ninety (90) percent of the minimum setback requirement. Front building setbacks shall not be less than eighty (80) percent of the minimum setback requirement. All setbacks shall be required to meet minimum requirements of the Fire Code.
 2. **Minimum Lot Area:** Minimum lot area may be reduced by up to ten (10) percent provided that not more than the lesser of 4 or ten (10) percent of the lots within the subdivision are affected.
 3. **Landscaping and Buffers:** Minimum buffer width and planting requirements may be reduced provided that the average width of the buffer meets the minimum and not more than twenty (20) percent of the length of a buffer is below the minimum required width.
 4. **Parking Spaces:** The number of parking spaces may be reduced by not more than ten (10) percent based on the proposed use, site conditions and availability of on-street parking.
 5. **Parking Dimensions:** The minimum parking aisle width may be reduced by up to one (1) foot per travel lane if parking space width of every space along the aisle is increased by at least one-half (1/2) foot.
 6. **Minor Amendments:** Subject to specific conditions of approval, the Planning Director may approve minor amendments to a PUD or site plan as defined in this chapter.
- d. **Criteria.** Administrative Relief may be granted when the Planning Director finds that the application meets each of the following criteria:
1. The relief will not create a burden on adjacent property owners or conflict with the zoning district's purposes;
 2. The relief is necessary to allow efficient use of the property due to site conditions or circumstances that do not commonly affect properties in the district; and
 3. The relief does not convey a right or privilege that would be unavailable to similarly situated properties.
- e. **Action.** After a review period of not more than fifteen (15) business days, the Planning Director shall approve, conditionally approve or disapprove any application for administrative relief and provide written documentation justifying the action.

(IDO – 10-9-18)

ARTICLE X. - DEVELOPMENT STANDARDS OF GENERAL APPLICABILITY

Section 1000. – General Rules for Accessory Uses and Structures

- a. No accessory building shall be constructed upon a lot until construction of the principal building has commenced.
- b. No accessory building shall be occupied until the principal building is legally occupied.
- c. No accessory use shall be established until the principal use is legally established and operating.
- d. If the principal use is terminated, all uses accessory to that use shall be terminated.

- e. If the principal building is destroyed or damaged to the point that it may not be used, the owner may apply for a conditional use permit to allow continued use of accessory structures while the principal structure is repaired, but in no case shall the permit be granted for more than two years. Requiring a principal use prior to establishing an accessory use;
- f. No accessory building shall be in a front yard except that in an A-5, AR-2.5 AR-1.5, or AR-1 district, when the principal structure is set back at least fifty (50) feet from the front road line, a detached garage may be constructed in the front yard under the following conditions:
 - 1. The detached garage does not encroach into any required yard or easement;
 - 2. The garage doors face perpendicular to any abutting roads; and
 - 3. The garage is constructed of the same materials and is designed to appear to be part of the principal structure.
- g. With the exception of a farm structure used for agricultural purposes in the A-5, AR-2.5, or AR1.5 district, no accessory building may exceed the height of the principle building or exceed fifty (50) percent of the principal building's floor area.
- h. In any R district, accessory buildings other than detached garages or authorized guest houses, shall not exceed fifteen (15) feet in height or two-hundred (200) square feet in floor area. Said structures shall be in a side or rear yard.
- i. Except for farm structures used for agricultural purposes, more than two accessory structures may be established in any A, AR, or R district.
- j. No principal structure shall be located within any setback or yard required by this ordinance, except as provided herein.
- k. Except as provided herein, no accessory structure shall be located within any front setback, or within ten (10) feet of a lot line in an established side or rear yard. Piers, docks, and other waterdependent accessory structures may be in any required setback or yard on lots which abut a body of water or marsh. A fence, wall, mailbox, power pole, light pole, patio at grade, paths, walkways, or berms may be in any required setback or yard. Signs may be in a required setback or yard which abuts a road.
- l. No outdoor storage of goods and materials, including mechanical equipment, structures on a permanent foundation or refuse containers shall be located within any required setback, or within any required side yard which abuts a road, except for the temporary placement of refuse containers for curbside pick-up.

Bryan County Subdivision Regulations with Proposed IDO Amendments

ARTICLE X. - SKETCH PLAT

Section 1000. Purpose.

The purposes of the sketch plat are to:

- a. Ensure that improvements are well coordinated within and among individually platted parcels, sections, or phases of a development prior to approval of a preliminary plat; and
- b. Provide a cost-effective means to evaluate potential subdivision options and identify subdivision design and development issues early in the subdivision process.

Section 1001. Applicability.

- a. A sketch plat shall be required when an applicant is applying for a major subdivision or for the subdivision of less than the entire, contiguous land area held in common ownership. The sketch plat shall identify all contiguous land holdings of the applicant and establish a phasing plan for any subdivision involving multiple phases of development and any subdivision for which only a portion of the parent tract or a portion of contiguous holdings under common ownership are proposed to be platted. A sketch plat may be processed concurrently with a preliminary plat.
- b. A sketch plat is recommended for all major subdivisions. The sketch plat shall be reviewed by the Development Review Committee before the Planning Director, approves, approves with conditions, or denies the sketch plat.
- c. ~~When not required by paragraph "a" of this section, an Applicant may seek sketch plat review by the Planning Director or the Planning and Zoning Commission to secure Commission assurance that a proposed subdivision is consistent with the Comprehensive Plan.~~
- d. ~~For optional sketch plats, the applicant may choose to apply for review and action by the Planning Director or the Planning and Zoning Commission.~~

Section 1002. Application.

A sketch plat application shall contain the following information, unless waived by the Planning or Engineering Director:

- a. Proof of Ownership – Filed deed, vendor’s lien, act of donation or tax assessment with legal description.
- b. Sketch Plat – Copies of drawings at a scale of reasonable scale for the proposed subdivision approved by the Planning Director that include:
 1. The proposed subdivision name, which may not duplicate, or be similar to, any existing subdivision in the County, as determined by the Planning Director;
 2. The legal description of the property to be subdivided;
 3. A sketch of the entire tract to be subdivided showing boundaries at an appropriate scale that includes:

- i. a location map at a scale of 1" = 2,000' or other scale approved by the Director;
 - ii. locations of the public roads adjoining, providing access to or crossing the property;
 - iii. arrangement of proposed roads;
 - iv. easements for pipelines, utilities, drainage or other purposes, and other existing features affecting the proposed subdivision property;
 - v. proposed use or uses, amount and intensity of uses for each development area;
 - vi. locations of existing and proposed water bodies and drainage conveyances; and
 - vii. special flood hazard areas, wetlands and other environmentally sensitive areas.
4. For multi-phased developments, the phasing schedule for development of subareas, describing the location, sequencing and timing of infrastructure improvements and lot development for subareas of an overall proposed subdivision.
- c. Signed Application – by the applicant or authorized agent. A property owner authorized agent requires an affidavit giving permission to sign the application.
 - d. Additional Documentation – Additional text and/or maps provided to demonstrate consistency with the approval criteria.

Section 1003. Review of Sketch Plats by Development Review Committee and Planning Director.

The Planning Director shall review the application and shall determine if the application is complete pursuant to the provisions of sections 403 and 404. Upon finding that the application is complete and consulting with the Engineering Director, the Planning Director shall forward the application to the Development Review Committee for review and comment. Following this review, the Planning Director shall make written findings and recommendations, including but not limited to:

- a. Whether the proposed subdivision is consistent with the Comprehensive Plan.
- b. Whether the proposed subdivision is in substantial compliance with adopted subdivision and zoning regulations.
- c. Whether the phasing plan enables each phase to be developed in an efficient manner and ensures that each phase will be capable of meeting the County's minimum standards for development.
- d. What changes would be required to bring the plat into compliance with adopted standards.
- e. Documenting subsequent steps required to secure subdivision approval.
- f. Suggested design modifications that will make the subdivision function better.

Section 1004. Effect of Review by Planning Director.

Review by the Planning Director does not assure subsequent development approvals. Subsequent applications that are consistent with the findings and recommendations of the Planning Director shall be considered consistent with the comprehensive plan's land use and transportation recommendations to the extent demonstrated on the sketch plat.

~~Section 1005. Review of Sketch Plans by Planning and Zoning Commission.~~

~~If sketch plat review by the Planning and Zoning Commission is requested by the applicant, the Planning Director shall schedule a hearing before the Planning and Zoning Commission. The Planning Director shall provide the Commission with a copy of the application and the Director's findings and recommendations. After reviewing the application at a public hearing, the Planning and Zoning Commission shall:~~

- ~~a.—Determine the application's consistency with the Comprehensive Plan for land uses, intensity, and general road layout;~~
- ~~b.—Review and comment on compliance with subdivision and zoning standards; and~~
- ~~c.—Review and comment on the proposed phasing plan for multi-phase developments.~~

~~Section 1007. Effect of Approval of Sketch Plats by Planning and Zoning Commission.~~

- ~~a.—Approval of a sketch plat constitutes acceptance of the type, density and intensity of development indicated on the plat as being consistent with the Comprehensive Plan; the classification and arrangement of roads indicated; the proposed phasing plan; and the nature of utility service proposed.~~
- ~~b.—The approval of the sketch plat shall not expire as long as the development proceeds in accordance with the phasing plan. At such time as the Development lags one (1) year behind the approved phasing plan, or a period of one (1) year elapses without approval of a Preliminary Plat, Sketch Plat approval shall expire. Upon receipt of a written request, the Planning Director may approve a twelve (12) month extension upon finding that conditions in the County and vicinity of the development do not necessitate changes to the approved Sketch Plat.~~
- ~~c.—Sketch plat approval does not ensure approval of a preliminary plat involving a substantially different concept or failing to meet specific requirements of applicable rules and regulations, and approval does not comprise any vesting of development rights or any assurance that permits of any kind will be issued.~~

~~(IDO — 10-9-18)~~

ARTICLE XI. – Preliminary Plats and Construction Plans

Section 1100. Applicability.

Preliminary plat approval is required prior to approval of a final plat for any subdivision other than a minor subdivision as established in Article XIII. Construction plan approval is required prior to approval of a final plat, major clearing, grading or filling, or construction of site improvements. The provisions of Article XI as follow do not apply to any major subdivision that has received approval of preliminary plat and construction plans prior to the date of adoption of the IDO.

Section 1101. Purposes of Preliminary Plat

- a. The preliminary plat serves as a guide to future density, intensity, land uses, pedestrian and bicycle ways, trails, parks and open space, as well as lot, road and drainage patterns. It is intended to ensure that a landowner investigates the broad effects that subdivision of property will have on the site itself as well as on adjacent properties and public infrastructure systems.

- b. Approval of a preliminary plat shall constitute acceptance of the land-use mix, development intensity, general road patterns, drainage patterns, lot patterns, parks and open space lands, and the general layout of pedestrian and bicycle trails, provided that these factors may be modified in conjunction with subsequent approvals if additional information reveals development constraints that are not evident during preliminary plat review.
- c. The preliminary plat, together with the attendant items required herein, is to provide a basis for the construction of the subdivision and its improvements as well as a draft of the final plat of the subdivision. To achieve this, the applicant should consult with the Planning Director, Engineering Director and other agencies concerned with the subdivision and the improvements.

Section 1102. Application for Preliminary Plat Approval and Staff Review.

- a. **Process Overview.** The approval process and typical timing Preliminary Plat approval are summarized in Exhibits 1102-1 and 1102-2. Actual timing may vary based on the date of submittal and scheduled hearing dates.
- b. **Application.** The applicant shall file a completed preliminary plat application with the Planning Director and shall comply with the requirements established in Appendix A.
- c. **Completeness Review.** The Planning Director shall review the application and shall determine if the application is complete pursuant to the provisions of sections 403 and 404 herein.
- d. **Notice.** Following the Planning Director’s determination that the application is complete, the ~~applicant shall provide the~~ following notice shall be provided:
 1. **Mailed Notice.** Mail notice of the date, time, location and topic of a public hearing on the ~~lot split or conveyance plat preliminary plat~~ to the owners of all parcels located within 300 feet as measured from the nearest property line to the nearest property line. If the subdivision triggers the requirement for a traffic impact analysis pursuant to article XV of the subdivision regulations notice shall be required to be mailed to all properties located within 600 feet of the proposed subdivision.
 2. **Posted Notice.** At least one (1) Sign shall be posted at least fourteen (14) days prior to the hearing in conspicuous places visible from each street along the frontage of the subject property. Signs shall be in a form approved by the Planning Director with the words “Subdivision Decision” in six (6) inch tall lettering and the planning department phone number clearly legible from the street.
 3. **Published Notice.** Publish notice in a newspaper of general circulation within Bryan County in the public notices section at least 15 days, but not more than 45 days prior to the hearing. mail notice of the date, time, location and topic of a public hearing on the preliminary plat to the owners of all parcels located within 300 feet as measured from the nearest property line to the nearest property line. If the subdivision triggers the requirement for a traffic impact analysis pursuant to article XV of the subdivision regulations notice shall be required to be mailed to all properties located within 600 feet of the proposed subdivision.
- e. **Staff Review and Recommendation.** Upon finding that the application is complete, the Planning Director shall forward copies of the preliminary plat to the Development Review Committee and other reviewing entities, who shall evaluate the application. The Planning Director shall then prepare a report making findings and recommendations on the application’s compliance with the criteria established in section 1103 herein.

Exhibit 1101-1: Preliminary Plat Approval Process Summary

Preliminary Plat Process
Application, Review and Notice
Planning and Zoning Commission Public Hearing & Recommendation
Board of County Commissioners Public Hearing & Decision

Exhibit 1101-2: Timing

Preliminary Plat Timing	
Completeness Review	5 business days (from Application Submittal)
P&Z Commission Hearing	30-60 days after Completeness Certification
P&Z Commission Recommendation	Within 60 days (from P&Z Commission Public Hearing)
Board of County Commissioners Public Hearing	Within 60 days (from P&Z Commission Decision)
Board of County Commissioners	Within 60 days (from Board's Public Hearing)

Section 1103. Review Criteria.

Each of the following criteria must be satisfied prior to preliminary plat approval.

- a. The application is consistent with the approved sketch plat, if applicable.
- b. The application is consistent with the Comprehensive Plan, as well as any other adopted plans for roads, alleys, trails, parks, playgrounds, and public utility facilities;
- a. The proposed subdivision complies with applicable County, state and federal regulations;
- b. The proposed subdivision, including its lot sizes, density, access, and circulation, is compatible with the existing and/or permissible zoning and future land use of adjacent property;
- c. The proposed subdivision will not have detrimental impacts on the safety or viability of permitted uses on adjacent properties; and

- d. The proposed public facilities are adequate to serve the normal and emergency demands of the proposed development, and to provide for the efficient and timely extension to serve future development.
- e. That the subdivision design provides adequate amenities and connectivity to roads, sidewalks and trails.
- f. That utilities for all major subdivisions are placed underground.
- g. That the tree protection requirements of Article 18 of the Bryan County Engineering Design Standards are satisfied

Section 1104. Planning and Zoning Commission Hearing, Deliberation and Action.

Within 60 days of the Planning Director’s determination of completion, the Planning and Zoning Commission shall conduct a public hearing on the application at a hearing to be held in the County facility nearest to the proposed subdivision. Following the hearing, the Commission shall deliberate the application’s compliance with the criteria established in section 1103 and shall recommend that the Board of County Commissioners approve, conditionally approve or disapprove the preliminary plat application.

Section 1105. Board of County Commissioners Deliberation and Action.

The Board of County Commissioners shall conduct a public hearing on the application at the County facility nearest to the proposed subdivision. Following the closing of the public hearing and deliberation, the Board may approve, approve with conditions or disapprove the application. If action is not taken on the day of the public hearing, the Board shall act at their next scheduled meeting at the County facility nearest the proposed subdivision.

Section 1106. Effect of Board of County Commissioner Action.

- a. Approval constitutes the finding that the plat complies with the County’s subdivision and zoning regulations and that a final plat that is consistent with the terms of approval and will be approved.
- b. The preliminary plat governs the preparation of construction plans and the final subdivision plat, which must be submitted for approval and recordation upon fulfillment of the requirements of this chapter.
- c. The approval is valid so long as the applicant receives and maintains a valid subsequent development approval or initiates construction within two (2) years of the preliminary plat approval. If development has not been initiated within two (2) years of preliminary plat approval, any changes in development standards shall apply to the development proposed by the preliminary plat.
- d. If a final plat is not submitted within two (2) years after approval of the preliminary plat, or within such extended period as may be allowed, the preliminary plat approval shall be void. The Board may approve a staging plan extending the effective period of the preliminary plat approval for up to five (5) years where it is the intent of the landowners to proceed to final plats covering only a portion of the site at any one time. Beyond two (2) years or, in the case of staged development, five (5) years, the applicant shall resubmit a preliminary plat to the Planning

Director for review by staff and the referral agencies to ensure that the application is still in compliance with Bryan County and other applicable agency requirements.

- e. After the expiration of two (2) years following approval of a preliminary plat, changes to the preliminary and final plats may be required where a change in the Comprehensive Plan or applicable rules and regulations has occurred. The applicant may make the necessary changes and then proceed to a final plat or may choose to resubmit the preliminary plat for review through the normal development approval review process.
- f. Approval of the preliminary plat by the Board shall not be deemed final approval of the overall subdivision.

Section 1107. Amendments to an Approved Preliminary Plat.

Amendments to a preliminary plat shall be approved in the following manners:

- a. **Minor Amendments.** Minor amendments may be approved by the Planning Director without filing a new preliminary plat. Minor amendments include the following:
 - 1. Changes in the internal alignment of roads that do not affect external properties or connectivity;
 - 2. Changes in internal lot boundaries that do not abut external property lines provided that all lots comply with minimum area and dimensional requirements;
 - 3. Changes in setbacks along internal property lines;
 - 4. Changes in the routing of trails and pedestrian ways;
 - 5. Changes to the location or boundaries of open spaces that do not reduce the total area or function of the open spaces;
 - 6. Adjustments in easements, utilities or drainage improvements identified as necessary during the preparation of construction plans; or
 - 7. Changes in the orientation of buildings on internal parcels.
- b. **Exclusions.** Minor plat amendment shall not include any of the following:
 - 1. Changes in permitted uses;
 - 2. Increased intensity of use as measured by the number of dwelling units or square feet of nonresidential building area;
 - 3. Increased trip generation or demand for public utilities;
 - 4. Decreased public or private open space area; or
 - 5. Increased volume or velocity of stormwater runoff from the development.
 - 6. Changes that conflict with the tree protection requirements of Article 18 of the Bryan County Engineering Design Standards
- c. **Major Amendments.** Plat amendments not categorized as minor amendments in the above paragraphs require the filing, deliberation of a new preliminary plat for review, deliberation and approval by the Planning and Zoning Commission and the Board of County Commissioners. Such

amendments may be processed concurrently with a final plat application at the option and risk of the applicant.

Section 1108. Purpose of Construction Plans.

Construction plans ensure that public improvements associated with private developments are consistent with the County's design standards and that improvements are documented in a way that facilitates the long-term management and enhancement of public infrastructure.

Section 1109. Applicability.

Prior to review of a final plat, the applicant shall have prepared, by a professional engineer registered in the State of Georgia, plans consisting of complete construction drawings and specifications of all easements, roads, traffic control devices, streetlights, sanitary sewers, stormwater facilities, water system facilities, sidewalks, trails and other improvements required by this chapter. Landscape and tree protection plans shall be prepared by a Registered Landscape Architect.

Section 1110. Application for Construction Plan Approval.

- a. **Pre-submittal.** A pre-submittal conference with the Engineering Director is recommended.
- b. **Submittals.** Complete construction plan applications shall be submitted to the Engineering Director for review and approval. The application shall comply with the requirements established in Appendix A. In addition to review fees established ~~in Appendix B pursuant to Article XVIII~~, the Engineering Director ~~may shall~~ require payment of an escrow to cover the costs of plan review by the County's engineering consultants in accordance with section 700 of this chapter.
- c. **Completeness Review.** The Engineering Director shall review the application and shall determine if the application is complete pursuant to the provisions of sections 403 and 404 of this chapter.
- ~~e.d.~~ **Pre-construction Conference.** The developer shall schedule a pre-construction meeting with all interested parties prior to the start of construction.

Section 1111. County Engineer Review and Action.

- a. **Review.** The applicant shall submit the construction plans to all applicable local, State and Federal reviewing agencies and public utility companies that will service the subdivision. The applicant shall incorporate comments from those agencies into the plans and submit ~~to the along~~ with all permits as part of the initial application.
- b. **Action.** The Engineering Director shall approve, conditionally approve, or disapprove the construction plan application within forty-five (45) days of a determination of completeness based on the application's compliance with the Bryan County code and Design Manual requirements, conditions of preliminary plat approval and other applicable rules and regulations; unless subsequent submittals are required based on the initial plan review. In this case the engineering director shall have an additional 14 days to render a decision.-
- c. **Deviation from Bryan County Design Manual.** The applicant's engineer may make a written request and the Engineering Director may authorize design waivers from the specific requirements of the Design Manual upon finding that the deviation will result in a design that is equivalent to or better than the specified standard when considering the function, durability,

maintenance, repair, and replacement costs associated with the specified improvement. The written request shall reference the specific section from which relief is being sought as well as alternatives being proposed. The request shall include all documentation and dated needed to support the request. The Engineering Director shall have five (5) business days to respond to the request.

Section 1112. Effect of Approval.

- a. Construction plan approval grants the right to initiate construction, grading, filling, major clearing and other development activities specifically referenced in the approved construction plans. Except upon the written approval of the Engineering Director, no grading, removal of trees or other vegetation other than the minimum required to complete necessary survey work, land filling, construction of improvements, or other material change, except for purposes of aiding in preparation of final engineering drawings or plans, shall commence on the subject property until the applicant has:
 1. Received approval of the Construction plans and all necessary permits from the Engineering Director; and
 2. Obtained necessary approvals and permits from other affected agencies.
- b. The applicant shall complete improvements and secure final inspections and acceptance of improvements within twenty-four (24) months. Prior to expiration of construction plan approval, the applicant may apply to the Engineering Director for an extension of up to twelve (12) months. The Director may approve the extension of the approval or require modification of the plans to meet any changes to requirements of the Design Manual or other applicable requirements.
- c. Expired plans may be resubmitted as a new application and will be subject to applicable changes to rules and regulations since the initial application.

Section 1113. Appeals to County Engineer Action.

If an applicant believes that the Engineering Director has erred in any finding or condition of approval or disapproval, the applicant may appeal the decision to the County Administrator in writing, specifying the reasons for the appeal and providing technical justification supporting the appeal. The County Administrator shall approve, conditionally approve or disapprove the appeal within thirty (30) days of its submittal.

Section 1114. Reserved.

Section 1115. Resubmittal and Amendments.

If the applicant chooses to make minor modifications in design and/or specifications during construction, such changes shall be made at the applicant's own risk, but only with the written approval of the Engineering Director. It shall be the responsibility of the applicant to notify the Engineering Director in advance of any changes to be made from the approved drawings. In the event that actual construction work deviates from that shown on the approved construction plans and such deviation was not approved in advance by the Engineering Director, the applicant may be required to correct the installed improvements to conform to the approved construction plans. In addition, the County may take such other actions as may be deemed appropriate including, but not limited to, revocation of plat approval and/or permits already issued and/or withholding of future approvals and permits.

Section 1116. Construction of Improvements.

All improvements required pursuant to these regulations shall be constructed in accordance with the applicable requirements herein and, where applicable, the requirements and authorization of the appropriate state agency, utility company or local franchisee.

Section 1117. As-Built Plans Required.

- a. **Required Drawings.** Prior to final inspection of the required improvements, the applicant shall submit to the Engineering Director one (1) digital copy and one (1) reproducible copy of as-built engineering drawings for each of the required improvements that have been completed. The reproducible drawings shall be certified by the applicant's engineer indicating the date when the as-built survey was made. A landscape architect registered to practice in Georgia may seal landscape plans and the designs of erosion control measures. Digital copies are for the County's infrastructure management purposes only and the engineer shall bear no liability for the use and modification of the digital files.
- b. **Control Points.** As-built drawings and digital files shall be produced in accordance with the County's latest GIS standards and shall include all control points using state plane coordinates and monuments.

Section 1118. Completion of Improvements.

- a. **Completion of Improvements Required.** Required improvements shall be completed prior to recording the final plat, to the satisfaction of the Engineering Director. The required improvements shall be those specified in the approved preliminary plat and construction plans. Unless otherwise approved and assured, sidewalks shall be completed at the time of road construction. A letter from the project engineer of record certifying completion of all improvements in substantial conformance with all approval documents shall be provided.
- b. **Required Conveyances.** As a condition of final plat approval, the Board of County Commissioners may require the applicant to deposit in escrow a deed describing by metes and bounds and conveying to the County all road rights-of-way, easements and public land required by these regulations, pending acceptance of improvements by the County and recordation of the final plat. In the event the applicant is unable to complete the required improvements, and such improvements are deemed necessary for the preservation of the public health and safety, the County may compel the delivery of the deed to complete the improvements as required.

Section 1119. Inspection of Improvements.

- a. **Inspection Required.** All improvements required by these regulations shall be inspected by the Engineering Director, except for improvements made under the jurisdiction of other public agencies, in which case engineers or inspectors of such agency will make the necessary inspections. Where inspections are made by other agencies, the applicant shall provide the County with written reports of each final inspection.
- b. **Inspection Schedule.** It shall be the responsibility of the applicant to notify the Engineering Director of the commencement of construction of improvements a minimum of forty-eight (48) hours prior thereto.
- c. **Compliance with Standards.** The applicant or the bonded construction contractor shall bear full and final responsibility for the installation and construction of all required improvements

according to the provisions of these regulations and the standards and specifications of other public agencies.

Section 1120. Acceptance of Improvements.

- a. Final approval of the installation and construction of improvements by the Engineering Director shall be required prior to the recording of the final plat.
- b. The County shall not have any responsibility with respect to any road, or other improvement, notwithstanding the use of the same by the public, unless the road or other improvements shall have been accepted by the recording of the final plat.
- c. When improvements have been constructed in accordance with the requirements and conditions of these regulations and the specifications of the County, and the applicant has submitted all required information to the Engineering Director for approval, the Planning Director shall proceed with recording the final plat.
- d. All subdivisions, regardless of size, must be recorded in plat form. Deed descriptions may be submitted as supporting documentation to the plat at the owner's discretion.

Section 1123. Site Cleanup Required.

The applicant shall be responsible for removal of all equipment, material, and general construction debris from the subdivision and from any lot, road, public way or property therein or adjacent thereto. Dumping of such debris into sewers, onto adjacent property or onto other land in the County is prohibited.

Section 1124. Failure to Complete Improvements.

Failure to complete all required public improvements within the period specified by the County shall result in expiration of plat approvals.

Section 1125. Bonding Requirements.

- a. **Performance Guarantee Required.** Prior to final plat approval or as otherwise approved in a development agreement a performance guarantee shall be submitted in the form provided in paragraph "b" of this section for the final two (2) inch asphalt surface course required to be installed in accordance with the approved development plans.
- b. **Type of Security.** The security shall be in the form of a performance bond, a letter of credit, cash, or cash escrow as follows:
 1. **Performance Bond.** A performance bond shall be executed by a surety company licensed to do business in the state in an amount equal to the cost estimate, as approved by the Engineering Director, of all uncompleted and unaccepted improvements required by these regulations (other than gas, telecommunications and electric lines), with the condition that the applicant shall complete such improvements and have them accepted by the County within two (2) years from the date of plat approval. The Engineering Director may sign the bond instrument on behalf of the County, and the County Attorney shall approve same as to form.
 2. **Letter of Credit.** The applicant shall provide an irrevocable letter of credit in an amount equal to the cost estimate, as approved by the Engineering Director, of all uncompleted and

unaccepted site improvements (other than gas and electric lines) required by these regulations.

3. **Cash or Cashier's Check.** The applicant shall provide to the County cash or a cashier's check in an amount equal to the cost estimate as approved by the Engineering Director of all uncompleted and unacceptable site improvements (other than gas and electric lines) required by these regulations. Upon completion of the required site improvements and their acceptance by the Engineering Director, the amount will be refunded to the applicant by the County.
- c. **Amount of Performance Bond.** The amount of the guarantee shall be one hundred twenty-five (125) percent of the total cost of construction as determined by the Engineering Director, and it shall remain in effect until such time that final asphalt surface course has been installed and accepted by the County.
- d. **Timing of Pavement Completion.** The developer may not request installation of the final asphalt surface course until such time that buildings for a minimum of seventy-five (75) percent of the lots approved as part of the final plat application have received certificates of occupancy. For multiple phase developments the Engineering Director may require that installation occur after completion of at least seventy-five (75) percent of all lots that may be accessed by construction vehicles in subsequent phases.
- e. **Option for Deferral of Other Improvements.** In addition to the required performance guarantee for the asphalt surface course, the developer may request to submit a performance guarantee for any other improvements that have not been constructed in the County right-of-way as per the approved development plans and specifications prior to the execution of the final plat. The amount of the guarantee shall be one hundred twenty-five (125) percent of the total cost of construction as determined by the Engineering Director.
- f. **Release of Performance Bond.** All performance guarantees provided shall remain in effect until such time that the improvements have been satisfactorily completed and accepted by the County and a maintenance guarantee has been submitted in accordance with Section 1125.b.
- g. **Maintenance Guarantee.** Prior to the release of any performance guarantee a maintenance guarantee shall be submitted in the form provided for in paragraph "b" of this section for all improvements constructed in the County right-of-way. Damage to curbs and sidewalks shall be the responsibility of the building of the lot abutting the affected improvements until a certificate of occupancy is issued and shall not be subject to maintenance guarantees for more than one year. The amount of the guarantee shall be fifteen (15) percent of the total cost of construction as determined by the Engineering Director, and the guarantee provided shall remain in effect for a minimum of three (3) years from the date of final acceptance by the County. The maintenance guarantee for all improvements accepted by the County shall be required to run concurrently with the two (2) inch asphalt surface course regardless of when the improvements were installed and accepted.
 1. If the applicant has entered into a subdivision improvement agreement for the completion of required improvements, an appropriate percentage of the performance guarantee may be retained by the County in lieu of a maintenance guarantee.
 2. If the applicant has not entered into a subdivision improvement agreement, the applicant shall guarantee the improvements as required by this section.

3. The applicant shall construct and pay for all costs of temporary improvements required by the Engineering Director and shall maintain said temporary improvements for the period specified.

Section 1126. Development Agreements.

- a. **Purpose.** This section promotes and facilitates orderly and planned growth and Development through the provision of certainty in the development approval process by the County and through corresponding assurances by developers. The development agreement is intended to:
 1. Implement the capital improvements program and the conditions of development approval
 2. Eliminate uncertainty in the development approval process;
 3. Assure applicants that, upon approval of their project, they may proceed in accordance with the policies, rules, and regulations identified in the development agreement;
 4. Achieve the County's goals and objectives through assurances that public facilities will be provided concurrent with development;
 5. Provide a mechanism to allow regulatory flexibility for specific development proposals that achieve the County's goals and objectives;
- b. **Applicability.** This section applies to any Development Agreement entered into between an Applicant and the County to:
 1. Enforce a condition of development approval;
 2. Recognize the existence of vested rights;
 3. Facilitate the reasonable phasing of large-scale developments requiring significant infrastructure investment;
 4. Provide for the provision of infrastructure, design amenities, or other conditions; and/or
 5. Resolve potential legal disputes.
- c. **Criteria for Entering into Development Agreements.** The Board of County Commissioners may approve a development agreement pursuant to this section only if it finds that:
 1. The development to which the development agreement pertains is consistent with the Comprehensive Plan and capital improvements program, this chapter and other applicable requirements;
 2. The development subject to the agreement advances the County's adopted goals, objectives and policies, in accordance with the criteria established herein;
 3. The applicant agrees to make contributions of capital improvements for community facilities for one or more types of public improvements, that advance provision of facilities needed to serve the community.
- d. **Initiation.** An application for a Development Agreement may be made to the Planning Director. Application may be made by any person having a legal or equitable interest in the subject real property in accordance with State Law. If made by the holder of an equitable interest, the application shall be accompanied by a verified title report and by a notarized statement of

consent to proceed with the proposed Development Agreement executed by the holder of the legal interest.

- e. **Mandatory Provisions.** The Development Agreement shall include, at a minimum, provisions pertaining to the following:
 - 4. The land that is the subject of the agreement;
 - 5. The duration of the agreement;
 - 6. The permitted land use or uses and density/intensity for the proposed development and any conditions attached thereto;
 - 7. Proposed infrastructure improvements and the timing of their installation;
 - 8. Provisions for the dedication of land for public use, whether by easement, right-of-way or fee simple conveyance; and
 - 9. Any other provisions required by State Law.

- f. **Optional Provisions.** If agreed to by the applicant and approved by the Board of County Commissioners, the development agreement may include, without limitation, provisions pertaining to the following:
 - 1. The phasing of the proposed development project in coordination with the provision of public facilities, including, but not limited to, roads, water, sewer, drainage, parks, municipal, and other facilities, required to accommodate the impacts of the proposed Development project on such facilities at the County;
 - 2. The identification of public facilities to be dedicated, constructed, or financed by the developer pursuant to the development agreement and the designation of such facilities as project improvements, system improvements, or subsystem improvements;
 - 3. The determination of the development project's proportionate share of the total system and subsystem improvement costs required to be dedicated, constructed, or financed by the developer of the Development project;
 - 4. The County's share of the costs of system and subsystem improvements to be dedicated, constructed, or financed pursuant to the development agreement;
 - 5. Reimbursements, as applicable, to the owner of the subject property for the amount of any contributions for system or subsystem improvements in excess of the proportionate share of the benefit derived from such facility by the subject property;
 - 6. The rules, regulations, ordinances, laws, plans, and official policies of the County governing Development applicable to the subject property; and
 - 7. If the property to which the Development Agreement relates is located outside the incorporated area of the County, the period of time within which each property shall be annexed to the County.

- g. **Completeness Review.** Upon submission of an application for a Development Agreement, the County Administrator shall coordinate the review of the application and accompanying documentation for legal sufficiency, compliance with technical requirements, consistency with the adopted Comprehensive Plan and applicable rules, regulations, and policies. Upon

satisfactory completion of such review, the Planning Director shall provide required notice and place the matter on the agenda of the Board of County Commissioners for a hearing at the Council's next regularly scheduled meeting. If the application for development agreement is incomplete or legally insufficient, the Planning Director shall notify the applicant by certified U.S. mail, return receipt requested, within fourteen (14) days after the date of submission of such application. Said notifications shall detail the specific grounds for rejection of the application. The applicant may resubmit at any time.

- h. **Board of County Commissioners Public Hearing and Action.** Within thirty (30) days of the certification of completeness, the Application shall be submitted to the Board of County Commissioners, which shall consider the proposed development agreement at the public hearing on the date set for said hearing or on the date or dates to which such hearing may be continued from time to time. The Board of County Commissioners may:
 - 1. Approve the development agreement as recommended by the County Administrator;
 - 2. Approve the development agreement with modifications; or
 - 3. Reject the development agreement in whole or in part, and take such further action as it deems to be in the public interest. Any such action shall be taken by the affirmative vote of at least a majority of the voting members of the Board of County Commissioners.
- i. **Execution of Development Agreement.** If approved by the Board of County Commissioners, the development agreement shall become effective upon execution by the County Administrator and any other parties to the development agreement.
- j. **Recordation.**
 - 1. **Notice.** Within ten (10) days following rejection of a development agreement, the County Clerk shall give notice of such action to the applicant at the address shown on the application and to the Planning Director.
 - 2. **Recordation of Agreement.** Within ten (10) days following execution of a development agreement, the County Clerk shall record with the recorder of deeds a fully executed copy of the development agreement. The agreement shall be binding upon, and the benefits of the agreement shall inure to the parties and all successors in interest to, the parties of the development agreement.
- k. **Coordination of Development Agreement Application with Other Discretionary Approvals.** It is the intent of these regulations that the application for a development agreement will be made and be considered simultaneously with the review of other necessary applications, including, but not limited to: rezoning; subdivision; planned unit development or conditional use permit. If combined with an application for development, the application for a development agreement shall be submitted with said application and shall be processed, to the maximum extent possible, jointly to avoid duplication of hearings and repetition of information. A development agreement is not a substitute for, nor an alternative to, any other required development approval, and the applicant must comply with all other required procedures for development approval.

I. **Existing and Subsequently Adopted Rules, Regulations, Ordinances, Laws, and Policies.**

1. Unless otherwise provided by the development Agreement, rules, regulations, ordinances, laws, general or specific plans, and official policies of the County governing permitted uses, Development, density and intensity of use, permitted uses of the land, growth management, public facilities, environmental considerations, and governing design, improvement and construction standards and specifications applicable to the subject property shall be those in force and effect at the time of commencement of the term of the development agreement.
 2. The adoption of a development agreement, however, shall not prevent the County, in subsequent actions applicable to the property or to the County general, from applying such newer, modified rules, regulations, ordinances, laws and official policies that do not conflict with those applicable to the property at the time of the development agreement and that do not prevent the development of the land as set forth in the development agreement. The existence of the development agreement shall not prevent the county from denying or conditionally approving any subsequent development not expressly addressed in said agreement based upon such existing or new rules, regulations, and policies.
 3. Unless otherwise addressed in the agreement, application, processing and inspection fees, utility fees and improvement standards that are revised during the term of a development agreement shall apply to the property, provided that:
 - i. Such fees, standards, and specifications generally apply to public works within the County; and
 - ii. Their application to the subject property is prospective only as to applications for building and other development approvals not yet accepted for processing.
- m. **Subsequently Adopted State and Federal Laws.** If state or federal laws or regulations are enacted following approval of a development agreement that prevent or preclude compliance with one or more provisions of the development agreement, the provisions of the agreement shall be modified or suspended as may be necessary to comply with such state or federal laws or regulations, and every such development agreement shall so provide.
- n. **Periodic Review, Termination, or Modification.** An adopted development agreement shall be reviewed at least every two (2) years, at which time the owner or owners of the property subject to the development agreement shall be required to demonstrate good faith compliance with the terms of the development agreement. If, as a result of such review, the Board of County Commissioners finds and determines, on the basis of substantial evidence, that the applicant has

not complied in good faith with the conditions of the development agreement, the Board of County Commissioners may unilaterally terminate or modify the agreement. Such action shall be taken by the Board of County Commissioners at a regular or special meeting, provided that the developer is notified at least ten (10) days in advance of such meeting.
- o. **Amendment or Cancellation of Agreement.** A development agreement may be amended or canceled, in whole or in part, by mutual consent of the parties to the agreement or their

successors in interest. The procedure for amendment or cancellation shall be the same as that for adoption.

- p. **Enforcement.** A development agreement shall be enforceable by any party to the Agreement. The remedies specified herein and in the development agreement are not exclusive, and any party to the agreement may pursue any other available remedies at law or in equity.

(IDO – 10-9-18)

ARTICLE XII. – Final Plat

Section 1200. Purpose.

To establish a process and standards to create and document the rights and responsibilities associated with the subdivision of land.

Section 1201. Applicability.

No final subdivision plat shall be recorded until a Final Plat has been approved as provided in this section or the provisions of Article XIII of the County Subdivision Regulations.

Section 1202. Application.

The Final Plat application shall be filed with the Planning Director in compliance with Appendix A. The approval process and typical timing for Final Plat approval are summarized in Exhibits 1202-1 and 12022. Actual timing may vary based on the date of submittal.

Exhibit 1202-1: Final Plat Approval Process Summary

Final Plat Process
Application, Review and Notice
Planning Director Action
Board of County Commissioners Action (required only if subdivision improvement or development agreement is proposed)

Exhibit 1202-2: Timing

Final Plat Timing	
Completeness Review	5 business days (from Application Submittal)
Planning Director and TDRC Review/Action	15 days (from Completeness Certification)
Board of County Commissioner Action	30 days (from Completeness Certification)

Section 1203. Planning Director Review and Action.

- a. The Planning Director shall review the application and shall determine if the application is complete pursuant to the provisions of sections 403 and 404 of this chapter.
- b. Upon finding that the application is complete the Planning Director shall determine whether the final plat complies with the approved preliminary plat and other applicable rules and regulations. The applicant may submit a final plat for only that portion of the approved preliminary plat, if such portion conforms to all requirements of this chapter. Any deviation from the approved preliminary plat that does not constitute a minor amendment shall require resubmittal of the preliminary plat, which may be reviewed concurrently with the final plat.
- c. The final plat shall conform to O.C.G.A. §15-6-67, as amended, known as "The Georgia Plat Act," any additional requirements as prescribed in this chapter, the "Required Items and Certifications" in appendix A, and other applicable rules and regulations.
- d. If all required public improvements are completed as determined by the Engineering Director prior to the application, the Planning Director shall review the Final Plat in accordance with paragraph e of this section.
- e. If any required public improvements are incomplete at the time of the application as determined by the Engineering Director, the applicant shall enter into a subdivision improvements agreement or development agreement pursuant to this article and Board of County Commissioners' approval shall be required.
- f. Any subdivision improvements dedicated to the County:
 1. Must be clearly noted on the final plat with the following statement: "The undersigned fee simple owner of all the real estate depicted on this plat, and identified as owned by the undersigned, does hereby dedicate and transfer to the Bryan County Board of Commissioners all roads, rights-of-way and necessarily attendant drainage facilities and easements for the roads, all as shown on this plat";
 2. Must be covered by a fully executed warranty which is secured as required under section [9021125\(g\)](#); and
 3. Must be insured under a commitment from a title insurance company licensed to do business in the State of Georgia, committing such company to issue, at no cost to the county, a title insurance policy in an amount determined by the planning director to be the fair market value for real estate tax purposes of the real property portion of the subdivision improvements, insuring for the county, fee simple title, with no exceptions, to such subdivision improvements;
- c. Any private subdivision improvements:
 1. Must meet the requirements for private subdivision improvements under article XVII; and
 2. Must be covered by fully executed maintenance agreements or trust indentures which have been approved by the planning director.
- d. Unless hearings are required pursuant to the previous paragraphs, within fifteen (15) days of the certification of a complete application submittal, the Planning Director shall approve the final plat if:

1. The application complies with this **UDO** and applicable state and federal rules and regulations, and
2. The application is consistent with the conditions of prior planned unit development, preliminary plat, conditional zoning, or conditional use permit approvals.

Section 1204. Other Reviews.

In addition to the Planning Director's review of the final plat application, the Planning Director shall obtain the review of the final plat from the following individuals and departments:

- a. The health department or the EPD and the county engineer shall review the water supply and sewerage disposal system and determine that the water supply and sewerage disposal facilities have been constructed and completed in accordance with the approved construction plans and preliminary plat;
- b. The Engineering Director shall determine that all subdivision improvements required to be completed by this ordinance (except for water supply and sewerage disposal systems) have been so completed in accordance with the approved construction plans and preliminary plat;
- c. The Engineering Director shall determine the compliance of the final plat with the approved construction plans and preliminary plat and with this ordinance and other applicable laws and shall, upon request by the Planning Director, review and inspect the construction or installation of any subdivision improvements, including tree protection improvements subject to the tree protection requirements of Article 18 of the Bryan County Engineering Design Standards;
- d. If deemed necessary by the Planning Director, review and comment from consultants or other professionals retained by the County;

Section 1205. Board of County Commissioner Action.

If there are major amendments to the preliminary plat, the applicant proposes to guarantee completion of improvements through a subdivision improvements agreement, or the applicant proposes a development agreement, then the final plat shall require review and approval by the Board of County Commissioners.

Section 1206. Effect of Approval.

- a. Where only a portion of an approved preliminary plat is submitted for final approval, a final plat of the remaining area may be submitted at any time within two (2) years of the preliminary plat approval or within the time frame consistent with the approved phasing plan.
- b. Applicants failing to complete construction and obtain final approval from the Board of County Commissioners within the specified time may submit a request for an extension of six (6) months. If an extension is granted, the final plat must be submitted within a total of thirty (30) months from the original date of approval of the preliminary plat by the Board of County Commissioners or within the time frame consistent with the approved phasing plan.
- c. If the final plat is not submitted within the time period prescribed above, the approval of the preliminary plat shall be rescinded. The applicant will be required to resubmit the application for preliminary plat and be subject to all fees related to the application. The preliminary plat shall comply with all current regulation in place at the time it is resubmitted.

Section 1207. Recording.

- a. Within five (5) days of the approval of the final plat, the Planning Director shall prepare and deliver to the applicant a statement indicating: (i) the cost to record the final plat and, if applicable, all deeds of dedication and easements; and (ii) the balance of any fees due to the County in connection with the proposed subdivision.
- b. Following approval of the final plat, the Planning Director shall secure necessary signatures to execute the plat. The action of the County shall be noted on all copies of the Final Plat to be retained as required for records or further action of the department or other affected agencies of the County or state. Within sixty (60) days of approval of the final plat, the applicant shall record it with the register of deeds. The Planning Director may grant up to two extensions of final plat approval, each up to six (6) months. Failure to record the final plat within the time frame noted shall cause the final plat approval to be void.

Section 1208. Amendments.

Amendments to a Final Plat shall be approved in the same manner as the original plat, except as otherwise provided for amending plats or replats herein.

Section 1209. Plat Approval Not Acceptance of Dedication Offer.

Approval of a plat does not constitute acceptance by the County of the offer of dedication of any roads, sidewalks, parks or other public facilities shown on a plat. However, the County may accept any such offer of dedication by resolution of the Board of County Commissioners or by actually exercising control over and maintaining such facilities.

Section 1210. Protection Against Defects.

Prior to Board of County Commissioners acceptance of improvements, the Engineering Director or a licensed professional retained by the applicant shall certify to the County that all facilities and improvements to be dedicated to the County have been constructed in accordance with the requirements of this chapter.

Section 1211. Maintenance of Dedicated Areas Until Acceptance.

All facilities and improvements with respect to which the applicant makes an offer of dedication to public use shall be maintained by the applicant until such offer of dedication is accepted.

Section 1212. Maintenance of Common Areas, Improvements and Facilities.

The applicant shall be responsible for maintaining all common areas, improvements or facilities required by this UDO except those areas, improvements or facilities with respect to which an offer of dedication to the public has been accepted by the appropriate public authority.

(IDO – 10-9-18)

ARTICLE XIII. – Minor Subdivisions

Section 1300. Purpose.

To create an efficient minor subdivision process that allows for Planning and Zoning Commission approval of private road lot splits and conveyance plats, and staff approval of other minor subdivisions that have minimal impact on public facilities, do not require the construction or extension of the County

roadway network or utility infrastructure, and are consistent with County zoning, subdivision and public improvement requirements.

Section 1301. Applicability.

Minor subdivisions include each of the following types of subdivisions:

- a. Private road lot splits enable the creation of private road and up to six (6) buildable lots or parcels from a single parcel created prior to [November 7, 1995]
- ~~a-b.~~ Simple Lot splits enable the creation of up to ~~four~~three (43) lots or parcels from a single parcel when each new lot will have access to a public road created prior to [November 7, 1995].
- ~~b-c.~~ Conveyance plats enable the division of land into up to eight (8) parcels of ten (10) acres or more from a single parcel created prior to [November 7, 1995] that are not intended to be developed for any purpose requiring a building permit without subsequent subdivision approval.
- ~~c-d.~~ Lot line adjustments enable changes to existing lot or parcel boundaries that do not create any additional lots or alter the overall density of the affected lots.
- ~~d-e.~~ Plat corrections enable corrections to errors or omissions on a recorded plat that does not materially change the boundaries of any of the parcels shown on the plat.
- f. Dedication plats – plats documenting the conveyance of rights-of-way or easements.
- ~~e-g.~~ Combination plats – plats combining two or more existing lots of record into one lot.

Section 1302. Limitation on Subsequent Minor Subdivisions.

The minor subdivision process may be used no more than once for any parcel that is included within the boundaries of a minor subdivision or is a remaining portion of a parcel that was previously subdivided using the minor subdivision process. The limitation of this section applies only to private road lot splits and conveyance plats.

Section 1303. Approval Criteria for Private Road Lot Splits.

Before approving a private road lot split, the Planning and Zoning Commission shall find that the proposed subdivision complies with each the following provisions:

- a. All lots created by a simple lot split shall comply with the minimum area and dimensional standards of Bryan County's zoning and subdivision regulations.
- b. Each lot shall be independently accessible from an abutting public or existing private road created in compliance with applicable Bryan County standards.
- c. No public road shall be created through the private lot split process, but the plat may include the dedication of public right-of-way for the widening of existing public roads abutting lots included in the lot split.
- d. Private roads shall be placed in a private road right-of-way of at least forty (40) feet in width, unless the County Engineer finds that greater width is needed due to topography, drainage, or private road alignment. Private roads for lot splits shall comply with the Private County Road Dirt Standards in areas designated for the agricultural and low density residential future land use

category in the Comprehensive Plan and with the Private County Road Crush and Run Standards in areas designated for other future land use categories.

- e. Private roads shall not exceed three hundred (300) feet in length from the edge of the nearest public right-of-way to most distant property line along the road or driveway.
- f. Off-site utility improvements are limited to water and/or sewer line extensions of not more than two-hundred (200) feet from the nearest property line of the subdivision.
- g. The applicant shall submit a Homeowners Association document that shall be recorded with the final plat that assigns ownership of and responsibilities for maintenance of private roads and drainage systems. A note in accordance with section 1701 shall be included on the plat. The responsible party shall be one or more of the lot owners in the subdivision.
- h. Off-site stormwater improvements are limited to abutting rights-of-way or easements, which may be used only with the owner's consent.

Section 1304. Approval Criteria for Simple Lot Splits.

Before approving a simple lot split, the Planning Director shall find that the proposed subdivision complies with each the following provisions:

- a. All lots created by a simple lot split shall comply with the minimum area and dimensional standards of Bryan County's zoning and subdivision regulations.
- b. Each lot shall be independently accessible from an abutting public or existing private road created in compliance with applicable Bryan County standards.
- c. No public road shall be created through the simple lot split process, but the plat may include the dedication of public right-of-way for the widening of existing public roads abutting lots included in the lot split.
- ~~d. Private roads shall be placed in an access easement a private road right-of-way of at least forty (40) feet in width, unless the County Engineer finds that greater width is needed due to topography, drainage, or private road alignment. Private roads for lot splits shall comply with the Private County Road Dirt Standards in areas designated for the agricultural and low density residential future land use category in the Comprehensive Plan and with the Private County Road Crush and Run Standards in areas designated for other future land use categories.~~
- ~~e. Private roads shall not exceed three hundred (300) feet in length from the edge of the nearest public right-of-way to most distant property line along the road or driveway.~~
- ~~f.d. Off-site utility improvements are limited to water and/or sewer line extensions of not more than two-hundred (200) feet from the nearest property line of the subdivision.~~
- ~~g.e. The applicant shall submit a Homeowners Association document that shall be recorded with the final plat that assigns ownership of and responsibilities for maintenance of private roads and drainage systems. A note in accordance with section 1701 shall be included on the plat. The responsible party shall be one or more of the lot owners in the subdivision.~~
- ~~h.f. Off-site stormwater improvements are limited to abutting rights-of-way or easements, which may be used only with the owner's consent.~~

Section ~~1304~~1305. Approval Criteria for Conveyance Plats.

Before approving a conveyance plat, the Planning Director shall find that the proposed subdivision complies with each the following provisions:

- a. All parcels resulting from the conveyance plat process shall be ten (10) acres or larger in net area, excluding water bodies, protected wetlands and land with elevations below the mean high tide, provided that any parcel that is placed in a conservation easement shall be 10 acres or larger in gross area.
- b. Each parcel must be accessible via public road or approved and dedicated private road created in compliance with applicable Bryan County standards, provided that such private roads shall comply with requirements of section 1303 “d” and “e.”
- c. The conveyance plat shall include the following statement: “No building permits will be issued for a building on any lot in this subdivision.”

Section ~~1305~~1306. Approval Criteria for Lot Line Adjustments.

Before approving a lot line adjustment, the Planning Director shall find that:

- d. All resulting lots shall comply with minimum area and dimensional standards of County zoning and subdivision regulations; or
- e. Where one (1) or more of the existing lots is non-conforming, the proposed lot line adjustment improves overall compliance of the affected lots.

Section 1307~~5~~. Approval Criteria for Plat Corrections.

Before approving a plat correction, the Planning Director shall find that the amendments are limited to changes required to correct a surveying or scrivener’s error or omission, and do not change the density, eliminate restrictions or substantively change the rights and responsibilities of the owners of the affected lots.

Section ~~1306~~1308. Approval Criteria for Dedication Plats.

Before approving a lot line adjustment, the Planning Director shall find that:

- a. Subdivision is created solely to document the conveyance of right-of-way or an easement for a public or private road, drainage improvement, utility improvement or other public purpose.
- b. Lots that fail to meet required dimensional or area requirements due to the dedication of public right-of-way shall be deemed to be conforming lots if dimensional or area requirements resulting from the dedication plat are at least eighty (80) percent of the minimum County requirements.

Section 1307~~9~~. Approval Criteria for Combination Plats.

Before approving a combination plat, the Planning Director shall find that:

- a. The plat is prepared in accordance with this ordinance and other applicable laws; and
- b. That the lots to be combined are existing lots of record.

Section 1307~~8~~10. Application.

The formal approval process for each type of minor subdivision begins with the submittal of a complete application to Planning Director. Applicants are encouraged to discuss the proposed subdivision and submit a sketch plat prior to formal application. Applications shall include the following:

- a. A completed application on a form provided by the Planning Director;
- b. Payment of applicable fee;
- c. A copy of the existing plat or deed creating the affected lots or parcels.
- d. An ESA or affidavit described in section ~~52112~~(b) of the County's subdivision regulations.
- e. A final plat prepared in accordance with sections 1202 and 1203 of the County's subdivision regulations.
- f. For any minor subdivision that does not encompass the entirety of all affected parcels, the applicant shall submit a sketch plat as defined in the County's subdivision regulations at a scale approved by the Planning Director.
- g. For subdivisions involving the creation of a private road, the applicant shall provide:
 1. A land disturbing activity permit issued pursuant to the soil erosion and sedimentation control ordinance of Bryan County, or a completed application for such permit, along with all supporting material.
 2. A topographical survey of the land to be divided that is prepared by a licensed surveyor or an engineer showing topography at vertical intervals of not more than one foot and a certificate from a licensed surveyor or engineer stating that drainage from the land to be divided will not affect adjacent property owners. If the proposed work will affect adjacent property owners by changing the flow of water to or from their property, an agreement or easement shall be provided.
 3. Plans for grading and surfacing, including plans for an apron extending from the existing pavement to the planned private road or shared drive.
- 3.4. The above may be provided as a condition of approval, which shall require submission prior to the issuance of any building permits for any construction on the lots.
- h. For lot splits including on or off-site water or sewer line extensions, the applicant shall submit plans for the extensions from existing facilities to the lot service lines.
- i. For any lot split, the Planning Director shall determine, based on the Bryan County soil survey maps and the national wetlands inventory maps, that no wetlands or hydric soils exist on the lots created. If the Planning Director cannot make such a determination, the applicant must then provide one of the following to the Planning Director:
 1. A soil map of the affected lots prepared by a certified environmental scientist or soils scientist that shows the absence of hydric soils present on the lots; or
 2. A jurisdictional wetlands delineation approved by the Army Corps of Engineers of the land to be subdivided. The limits of any wetlands shall be surveyed and included on the final plat.

Section 13089. Review.

- a. The Planning Director shall review the application for completeness in accordance with Sections 403 and 404 of the County's subdivision regulations.
- b. Upon finding the application complete, the Planning Director shall review the proposed final plat and any other documents deemed necessary to determine the compliance of the proposed minor subdivision with this ordinance, and other applicable laws. The review of the following individuals must also be obtained when required by the Planning Director:
- c. The health department shall review the proposed water supply and sewerage disposal system and determine compliance with this ordinance and other applicable rules and regulations.
- d. The Engineering Director shall review the proposed final plat and determine the conformity of proposed road alignment with existing roads, the road classification plan and proposed public roads.
- e. The Engineering Director shall review the proposed water, sewer, and stormwater management improvements for compliance with applicable requirements.
- f. If deemed necessary by the Planning Director, review and comment from any consultants or other professionals retained by the County may be obtained.

Section 130910. Notice for Private Road Lot Splits ~~and Conveyance Plats~~.

Notice is required for lot splits ~~and conveyance plats~~. Following the Planning Director's determination that the application is complete, the ~~applicant shall provide the~~ following notice shall be provided:

- a. **Mailed Notice.** Mail notice of the date, time, location and topic of a public hearing on the lot split or conveyance plat to the owners of all parcels located within 300 feet as measured from the nearest property line to the nearest property line. If the subdivision triggers the requirement for a traffic impact analysis pursuant to article XV of the subdivision regulations notice shall be required to be mailed to all properties located within 600 feet of the proposed subdivision.
- b. **Posted Notice.** At least one (1) Sign shall be posted at least fourteen (14) days prior to the hearing in conspicuous places visible from each street along the frontage of the subject property. Signs shall be in a form approved by the Planning Director with the words "Subdivision Decision" in six (6) inch tall lettering and the planning department phone number clearly legible from the street.
- c. **Published Notice.** Publish notice in a newspaper of general circulation within Bryan County in the public notices section at least 15 days, but not more than 45 days prior to the hearing.

Section 13101. Planning and Zoning Commission Action on Private Road Lot Splits ~~and Conveyance Plats~~.

After conducting a hearing, the Planning and Zoning Commission shall approve, approve with conditions or disapprove the application for a private road lot split ~~or conveyance plat~~. If the plat is approved, the Chair of the Planning and Zoning Commission shall sign the proposed final plat which can then be recorded in the clerk of superior court's office.

Section 13112. Planning Director Action on Simple Lot Splits, Conveyance Plat, Lot Line Adjustments, Plat Corrections, and Dedication Plats, and Combination Plats.

Planning Director shall approve or disapprove the application within thirty (30) days of finding the application complete and shall notify the applicant of the action in writing. If the plat complies with the requirements of these regulations, the Director shall sign the proposed final plat which can then be recorded in the clerk of superior court's office. If the Planning Director finds that the proposed design of a subdivision shown on the proposed final plat does not comply with this ordinance and other applicable laws, then such plat shall be disapproved, and reasons noted for such disapproval in the records. Notwithstanding the noting of such reasons for disapproval in the records of the Planning Director, an applicant must meet all provisions of this ordinance and other applicable laws to later obtain approval by the Planning Director of proposed final plat.

Section 13123. Appeals.

Planning and Zoning Commission actions on private road lot splits ~~and conveyance plats~~ may be appealed to the Board of County Commissioners. If the Planning Director disapproves a simple lot split, conveyance plat, lot line adjustment, plat correction ~~or~~, dedication plat, or combination plat, the applicant may appeal the action to the Planning and Zoning Commission pursuant to Article V of the Zoning Ordinance.

Section 13134. Effect of Approval.

After approval, the applicant may proceed with installation of the private road ~~or shared driveway and~~ any other required public improvements. No building permits shall be granted until required improvements are completed and approved in compliance with section 131215, and the plat is recorded in compliance with section 13136.

Section 13145. Inspection.

The County Engineer shall inspect all required improvements to determine compliance with applicable requirements and provide written approval of the improvements or a written explanation of any deficiencies precluding approval.

Section 13156. Recording.

Applicant shall record the final plat within six (6) months of the Planning Director's approval. Failure to record shall result in expiration and require resubmittal.

Section 13176. Reporting.

Planning Director shall report all minor subdivision activity to Planning and Zoning Commission each month.

(IDO – 10-9=18)

Article XV – Traffic Impact Assessment

Section 1500. Types of Studies.

- a. Traffic Impact Analysis – for projects having impacts on major roads, multiple roads, or multiple intersections.
- b. Traffic Design Analysis – for projects having more localized impacts and focused on ingress, egress and abutting intersections.

Section 1501. Traffic Impact Analysis (TIA) Purpose and Applicability.

d. **Purposes:** The purposes of a TIA will be to:

1. Evaluate traffic operations and impacts at site access points under projected traffic loads;
2. Evaluate the impact of site-generated traffic on affected intersections in the impact area;
3. Evaluate the impact of site-generated traffic on the quality of traffic flow on public roads located in the Impact area;
4. Evaluate the impact of the proposed development on residential roads in the impact area;
5. Ensure that site access and other improvements needed to mitigate the traffic impact of the development meet commonly accepted engineering design standards;
6. Ensure that adequate facilities for pedestrians, transit users and bicyclists have been provided; and
7. Identify transportation infrastructure needs and related costs created by the development and cost sharing for needed improvements.

a. **Applicability:** A TIA will be required prior to approval of a Preliminary Plat, Zoning Map Amendment, or Conditional Use Permit for Development that exceeds the following thresholds in one or more development Applications submitted for a Parcel or contiguous Parcels under common ownership at the time of the adoption of this UDO or at the time of the Development application:

1. The proposed development will generate more than 1,000 average daily trips at full occupancy, according to most current version of the ITE Trip Generation Informational Report or comparable research data approved by the Engineering Director; or
2. The proposed development will concentrate three hundred (300) or more trips per day through a single access point.

Section 1502. Traffic Design Analysis (TDA) Purpose and Applicability.

All Development projected to generate two hundred (200) average daily trips more than existing conditions that does not require a TIA shall be required to complete a Traffic Design Analysis (TDA). The purposes of a TDA will be to:

- a. Ensure that the proposed road layout is consistent with adopted road design standards;
- b. Ensure the proper design and spacing of site access points and identify where limitations on access should be established;
- c. Ensure that potential safety problems have been properly evaluated and addressed;
- d. Ensure that internal circulation patterns will not interfere with traffic flow on existing public roads;
- e. Ensure that appropriate facilities for pedestrians, transit users and bicyclists have been provided in plans for the development; and
- f. Identify the transportation infrastructure needs and related costs created by the development.

Section 1503. Waiver.

County Engineer may waive requirements upon determining that the analysis is not necessary to determine that such report is not necessary to determine needed road improvements, that adequate capacity exists to serve the proposed development, and that no unsafe or hazardous conditions will be created by the development as proposed.

Section 1504. Preparation.

The cost of TIA or TDA preparation shall be the responsibility of the applicant. The applicant shall retain the services of a qualified traffic engineer approved by the Engineering Director. A TIA shall be sealed by a licensed professional engineer.

Section 1506. Traffic Level of Service Standards.

The standards for traffic service that shall be used to evaluate the findings of a TIA or TDA are:

- a. **Level of Service.** Level of Service D (LOS D) or less congested shall be maintained on all arterial and collector road segments and intersections. LOS C or less congested shall be maintained on all other road segments and intersections. For multi-phase developments, the applicable levels of service shall be maintained for each phase. No development shall result in the decline in the level of service of an adjacent road by more than two (2) letters (e.g., a drop from LOS A to LOS D) unless specifically approved by the Board of County Commissioners.
- b. **Number of Access Points.** The spacing of access points shall comply with applicable County, state and AASHTO standards.
- c. **Internal Circulation.** On-site vehicle circulation and parking patterns shall be designed so as not to interfere with the flow of traffic on any public road and shall accommodate all anticipated types of site traffic at projected volumes.
- d. **Safety.** Access points shall be designed to provide for adequate sight distance and appropriate facilities to accommodate acceleration and deceleration of site traffic pursuant to section [4.11.51509](#).
- e. **Curb Space Use Plan.** Details shall be provided on curb space use on public roads along the edge of the development site when it is intended that such areas be used for parking, parking space access, delivery and loading zones, passenger zones, bus stops, fire zones and/or other official/emergency zones. This review shall include a description of existing conditions prior to development, and proposed changes resulting from the development, including a description of any loss or gain in curb space use by the activities intended.

Section 1507. Traffic Analysis Contents.

A TIA shall be based on peak hour traffic and shall contain information addressing the factors listed below.

- a. **Project and Site Description.** The analysis shall contain illustrations and narrative that describe the characteristics of the site and adjacent land uses as well as expected development in the Impact area that will influence future traffic conditions. A description of the proposed development including access plans, staging plans and an indication of land use and intensity, shall be provided.

- b. **Study Area.** The analysis shall identify the geographic area under study and identify the roadway segments, critical intersections and access points to be analyzed. The study shall include: all road segments, intersections and driveways on or within 150 feet of the site; all collector or arterial roads and road intersections within one-quarter (¼) mile of the site; and all arterial roads and intersections that the proposed development is projected generate five (5) percent or more of the peak hour traffic.
- c. **Existing Traffic Conditions.** The analysis shall contain a summary of the data used in the analysis of existing traffic conditions, including:
 - 3. Existing Demand, including traffic count and turning movement information, including the source of and date when traffic count information was collected;
 - 4. Roadway characteristics, including the design configuration of existing roadways, existing traffic control measures (speed limits, traffic Signals, etc.) and existing driveways and turning movement conflicts in the Impact area; and
 - 5. The existing LOS for roadways and intersections without project development traffic using methods documented in the Special Report 209: Highway Capacity Manual, published by the Transportation Research Board, or comparable accepted methods of evaluation. LOS shall be calculated for the weekday am and pm peak hours and, in the case of uses generating high levels of weekend traffic, the Saturday or Sunday peak hour as determined by the Engineering Director.
- f. **Traffic Assignment.** The TIA shall identify projected peak hour traffic volumes for applicable roadway segments, intersections and driveways in the study area. Applicable road segments, intersections and driveways and traffic distribution assumptions shall be identified by the Engineering Director prior to completion of the study. Projected trip generation shall be based on latest data from the ITE or other studies approved in writing by the Engineering Director. This section will document all assumptions affecting the direction, volume and mode split of traffic generated by the project.
- g. **Analysis.** The analysis shall be based on ten (10) and twenty (20) year projections. The analysis shall compare existing demand plus projected demand plus proposed demand with planned capacity for the applicable projections.
- h. **Mitigation Alternatives.** In situations where the LOS standards are projected to be exceeded, the analysis shall evaluate each of the following alternatives for achieving the traffic service standards:
 - 1. Identify additional right of way and road improvements needed to implement mitigation strategies;
 - 2. Identify suggested phasing of development and transportation improvements where needed to maintain compliance with LOS standards;
 - 3. Identify the anticipated cost of recommended improvements; and
 - 4. For developments impacting constrained facilities, identify access, pedestrian, transit or other improvements required to mitigate the impacts of the proposed development on the constrained facility.

- i. **TDA Contents.** A TDA shall include the information required for a TIA, except as modified by the Engineering Director. The study area for a TDA shall include all road segments, intersections and driveways on or within 150 feet of the site.

Section 1508. Process for the Review and Preparation.

The following steps provide an outline of the steps to be included in the preparation and review of a traffic analysis:

- a. The applicant shall meet or correspond with the Engineering Director to determine whether a TIA or TDA needs to be prepared for a proposed development application, and to identify study issues, assumptions, projections and time periods to be analyzed, analysis procedures, available sources of data, past and related studies, report requirements and other topics relevant to study requirements. GDOT shall be contacted and coordinated with as appropriate when the TIA or TDA includes state or federal highways as points of access for a development.
- b. Following initial completion of a traffic study, the report shall be submitted to the Engineering Director for distribution to all jurisdictions involved in the construction and maintenance of public roadways serving the development. If direct access is being proposed to a State Highway, the applicant shall submit a highway access permit application to GDOT, if not previously submitted.
- c. Within five (5) business days, the Engineering Director shall complete an initial review to determine the completeness of the analysis and shall provide a written summary to the applicant outlining the need for any supplemental study or analysis to adequately address any deficiencies. A meeting to discuss the contents and findings of the report and the need for additional study may be requested by the Applicant. GDOT approval shall be required for any traffic mitigation involving the state system;
- d. Within thirty (30) days of submittal of a complete application, the Engineering Director shall prepare a report outlining recommendations that have been developed to address the findings and conclusions included in the analysis regarding the proposed Development's access needs and impacts on the transportation system. Depending on the type of application, the recommendations may be presented to the Planning Board and/or Board of County Commissioners.
- e. In the case of a TIA or TDA showing deficiencies requiring mitigation within the public right-of-way, negotiations based on the conclusions and finding resulting from the TIA or TDA shall be held with appropriate County staff. The subsequent development approval or, at the option of the applicant, a subdivision improvement agreement or development agreement, shall identify the applicant's and the County's responsibilities for implementing identified mitigation measures.

Section 1509. Findings.

If the proposed development will not meet applicable service level standards, Engineering Director shall recommend denial of the application unless the applicant submits a mitigation plan that, in the opinion of the Engineering Director, addresses the deficiency through one or more of the following actions:

- a. Reduce the size, scale, scope or density of the development to reduce traffic generation;

- b. Divide the project into phases and with only one phase at a time being authorized until traffic capacity is adequate for the next phase of development;
- c. Dedicate right-of-way for road improvements;
- d. Construct new road improvements;
- e. Expand the capacity of existing roads and/or intersections;
- f. Redesign ingress and egress to the project to reduce traffic conflicts;
- g. Alter the use and type of development to reduce peak hour traffic;
- h. Reduce background (existing) traffic;
- i. Eliminate the potential for additional traffic generation from undeveloped properties in the Impact area; or
- j. Integrate non-vehicular design components (e.g., pedestrian and bicycle paths or transit improvements) to reduce trip generation.

(IDO – 10-9-18)

Article XVI – Site Plan

Section 1600. Purpose.

Site plan review is intended to ensure that the layout and general design of proposed development in areas regulated by this chapter complies with all applicable standards in this ordinance and all other applicable rules and regulations. The purpose of this section is to establish the submittal requirements and review process for the approval of site plans.

Section 1601. Types of Site Plans and Applicability.

- a. ~~Small/Minor~~ Site Development and Redevelopment Plan includes:
 - ~~1. Single family, duplex or accessory structure; or~~
 - 2.1. Modification to multifamily, mixed-use or non-residential development that does not trigger an increase in parking by more than the lesser of 10% of current requirement or 10 spaces.
- b. Major Site Development Plan includes:
 - 1. Multi-family, mixed use or non-residential development, except as noted above;
 - ~~2. Development requiring conditional zoning or conditional use permit;~~
 - ~~3. Planned unit development rezoning application; or~~
 - 4.2. Rezoning to a R-3 or more intensive district.

Section 1602. Application.

- a. Applications for site plan review may be initiated by any party with an interest in developing property within areas regulated by this chapter. Written approval from the current landowner shall be required as part of any application for site plan review.
- b. The applicant or an authorized agent of the applicant shall submit to the Planning Director a complete Site Plan Submittal application.

- c. Except where otherwise required by this chapter, a licensed professional engineer is not required to certify a minor site plan. However, all site plans shall be prepared to scale and with sufficient detail and clarity to demonstrate compliance with applicable technical rules and regulations. Major site plans shall be prepared by a licensed professional engineer in the State of Georgia.
- d. Site plan applications shall, at a minimum, contain the materials listed in the Site Plan Checklist in Appendix A of this chapter.
- e. The Planning Director shall review the application and shall determine if the application is complete pursuant to the provisions of sections 403 and 404 of this chapter.

Section 1603. Approval Criteria.

All site plans shall comply with the following criteria:

- a. The proposed land uses, densities and intensities comply with applicable zoning district requirements and prior development approvals, including but not limited to variance, conditional zoning or conditional use permit;
- b. The site and building design comply with applicable standards in this chapter and the design guidelines adopted as part of this interim development ordinance;
- c. Minor deviations not granted through the administrative relief provisions of this chapter have been granted by the Planning Director and are noted on the site plan; and
- d. Required variances are granted prior to site plan approval.
- e. The applicant has applied for approval of ESA, land disturbance and wetlands permits, and will receive final approval prior to site plan approval.
- f. The applicant shall demonstrate compliance with the tree protection requirements of Article 18 of the Bryan County Engineering Design Standards.

Section 1604. Review of Site Plans.

After determining that the application is complete, the Planning Director shall solicit comments from the Development Review Committee and review the site plan for compliance with the criteria established in section 1703 of this chapter.

Section 1605. Action on Small Site Development and Redevelopment Plans.

If the application satisfies the criteria established in section 1703 of this chapter, the Planning Director shall approve small site development plan within twenty (20) days of certifying that the application is complete.

Section 1606. Appeals to Small Site Development and Redevelopment Plans.

If the applicant disagrees with the findings of the Planning Director, the applicant may appeal the decision in accordance with article V of this chapter.

Section 1607. Review and Action on Major Site Development Plans.

If a major site development plan complies with all of the provisions of this ordinance, including the approval criteria in section 1703, the Planning Director may approve the plan, approve the plan subject

to conditions or disapprove the plan. For any major site development plan that deviates from the requirements of the zoning ordinance ~~or the design guidelines adopted as part of this ordinance, the Planning Director shall forward written findings and recommendations to the Planning and Zoning Commission for consideration along with and any other evidence presented at their hearing, the Commission may approve, approve with conditions or disapprove the major site development plan the applicant shall be required to obtain a variance in accordance with Article V of the Zoning Ordinance unless otherwise authorized as administrative relief under section 502 or authorized as a waiver to adopted Site and Building Design Guidelines.~~

~~Section 1608. Notice for Major Site Development Plan Review.~~

~~If the Planning Director determines that a major site development plan does not comply with the criteria in section 1703 and the applicant seeks approval from the Planning and Zoning Commission, the applicant provide the following notice:~~

- ~~a. **Mailed Notice.** Mail notice of the date, time, location and topic of a public hearing on the lot split or conveyance plat to the owners of all parcels located within 300 feet as measured from the nearest property line to the nearest property line. If the subdivision triggers the requirement for a traffic impact analysis pursuant to article XV of the subdivision regulations notice shall be required to be mailed to all properties located within 600 feet of the proposed subdivision.~~
- ~~b. **Posted Notice.** At least one (1) sign shall be posted at least fourteen (14) days prior to the hearing in conspicuous places visible from each street along the frontage of the subject property. Signs shall be in a form approved by the Planning Director with the words "Zoning Decision" in six (6) inch tall lettering and the planning department phone number clearly legible from the street.~~
- ~~c. **Published Notice.** Publish notice in a newspaper of general circulation within Bryan County in the public notices section at least 15 days, but not more than 45 days prior to the hearing.~~

~~Section 1609. Appeals to Planning and Zoning Commission Action.~~

~~Actions of the Planning and Zoning Commission on a site plan may be appealed to the Board of County Commissioners.~~

~~Section 16108. Effect of Approval.~~

- a. Site plan approval authorizes issuance of a building permit subject to approval of building plans. If no building permit obtained within twelve (12) months or the building permit lapses, the site plan approval lapses.
- b. Development activities shall conform to the approved site plan and any conditions of approval. Any deviation from the approved site plan, unless approved in advance and in writing by the Planning Director is deemed a violation of this chapter.

~~Section 16109. Site Plan Amendments.~~

A site plan may be modified in accordance with the procedures and standards of this article, except that the following shall be considered minor amendments that may be approved by the Planning Director regardless of how the original site plan was approved:

- a. Relocation or reconfiguration of landscaping or modification of proposed plantings, if it does not diminish the effectiveness of the landscaping or reduce the size of plants at the time of planting or at the plant's maturity;
- b. Reconfiguration of parking lots or spaces that do not reduce the number of parking spaces or the safety of the parking lots;
- c. Realignment of trails or sidewalks on the site if the relocation improves the functionality or safety of the trail or sidewalk;
- d. Changes in the location of signs if the relocated sign still complies with adopted rules, guidelines or regulations.
- e. Increases in open space or recreational areas, provided that lighted facilities shall not be located any closer to a property line abutting a residential district than shown on the approved site plan.

(IDO 10-9-18)

ARTICLE XXV. - APPENDICES

Section 2500. - General.

The following documents are attached to this ordinance as appendices and are incorporated herein and made parts of this ordinance by specific reference:

(a) Required items and certifications;

~~(b) — Schedule of fees; and~~

~~(c)~~(b) Road classification plan. ARTICLE XXVI. - JURISDICTION

Appendix (a)

REQUIRED ITEMS AND CERTIFICATIONS

[Part] I. The following items must be included on all plats except where specifically modified in the ordinance:

Plats:

- (a) *Preliminary plat.* This is the preliminary document which reflects the proposed subdivision of property in accordance with the county's regulations. This document should be prepared to the exacting standards as prescribed and should be substantially complete with the exception of any authorized changes made in the field for technical or esthetics reasons.
- (b) *Final plat.* This is the final document which is to be recorded in the courthouse with all changes authorized and recorded in the field. This plat should reflect the "as-built" conditions, easements, and lot corner monuments as set in the field. The final plat will bear all certifications and signatures as required.
- (c) *Plat requirements.* Plat shall conform to the amended Code Section 15-6-67 of the Official Code of Georgia (a/k/a "The Georgia Plat Act"), relating to recordation of maps and plats and specifications relating thereto.

In addition, the following information shall be shown:

- (1) Vicinity map showing location of project.
- (2) Name of owner of record.

- (3) Name of subdivision, if applicable.
- (4) Date.
- (5) North arrow; indication grid, magnetic, true north, etc.
- (6) Graphic scale.
- (7) Name, signature, registration number, and seal of registered surveyor and date of preparation.
- (8) Name of county and General Militia District in which subdivision or lot is located.
- (9) Scale to meet requirements of The Georgia Plat Act.
- (10) Sufficient data to determine readily and reproduce accurately on the ground the location, bearing, and length of every road and alley line, lot line, easement, boundary line, and building line whether curved or straight. This shall include the radius, point of tangency, and other data for curved property lines and curved roads, to an appropriate accuracy and in conformance with good surveying practice.
- (11) Names of owners of record of all adjoining land and all property boundaries, watercourses, roads, easements, utilities and other such improvements, which cross or form, any boundary line of the tract being subdivided.
- (12) If applicable, exact boundaries and original property lines within the tract of land being subdivided shown with bearings and distances.
- (13) Roads and alleys, right-of-way width, and road names.
- (14) Error of closure.
- (15) Lot lines, minimum building setback lines, road trees and lot and block numbers.
- (16) Parks, school sites, or other public open spaces, if any.
- (17) All dimensions shall be to the nearest 1/100 of a foot and angles to the nearest second.
- (18) Accurate description of the location of all monuments and markers.
- (19) The final plat must be drawn on Mylar or comparable material.
- (20) Utility easements and widths. Location, dimensions, and purpose of any easement.
 - (a) Water.
 - (b) Gas.
 - (c) Sanitary sewer.
 - (d) Storm drainage.
 - (e) Electrical lines.
 - (f) Telephone lines.
 - (g) Cable TV.
- (21) Signed certificates shall appear on the final plat which is submitted to the board of commissioners, planning commission, or planning director, by the divider/developer for recording as required in the subdivision regulations.
- (22) Location of all buffers, if any.
- (23) Letter or number to identify each lot or site.
- (24) Show all watercourses, wetlands, and flood zones, if any.

- (25) All plats shall show the expected limits of the 100-year flood where appropriate.
- (26) Current zoning, setbacks, minimum lot frontage and area of each divided/subdivided tract indicated next to the minimum setbacks, lot frontage and lot size requirements (acre/square foot) for each applicable zone in which the tract is situated.
- (27) Proposed finish floor elevations, if situated in unnumbered A zone.
- (28) Location of all retention and detention basin for stormwater control, if any.
- (29) Location of existing adjoining property lines.
- (30) Total acreage of tract.
- (31) Area of each divided/subdivided tract as indicated by the minimum size requirements (acre/square foot) of the Bryan County zoning ordinance for the zoning district in which the tract is situated.
- (32) New 911 address assigned by the county.
- (33) Pedestrian ways. Pedestrian ways, sidewalks and walkways shall be completed consistent with the construction plan and preliminary plat and in compliance with the provisions of section 507 of this ordinance and with article 10 of the engineering design standards found at chapter 19 [appendix C].

Pedestrian ways in areas other than on lots designated for house construction shall be completed within one year of approval of the final plat and are subject to the provisions of section 1201 of this ordinance.

Pedestrian ways or sidewalks on lots designated for house construction shall be completed according to the following schedule:

Pedestrian ways in subdivisions with one—ten such lots shall be fully completed within one year of the final plat approval.

Pedestrian ways in subdivisions with 11—20 such lots shall be fully completed within two years of the final plat approval.

Pedestrian ways in subdivisions with 21—50 such lots shall be fully completed within three years of the final plat approval.

Pedestrian ways in subdivisions with 51 or more such lots shall be fully completed within four years of the final plat approval.

Failure to comply with the provisions of this subparagraph shall constitute a violation of the subdivision ordinance under article XX. Failure to complete the pedestrian ways within the time limits set forth in this schedule shall constitute a violation of the subdivision ordinance under article XX.

In the event the party holding a building permit for house construction has not first complied with this ordinance, no certificate of occupancy shall be issued unless and until this ordinance is implemented on such lot and other conditions for a certificate of occupancy have been met.

- (34) Digital copy of final plat reflecting all changes authorized and recorded in the field.
- (35) Where infrastructure improvements will be dedicated to the county, the following statement will be included on the final plat: "The undersigned fee simple owner of all the real estate depicted on this plat, and identified as owned by the undersigned, does hereby dedicate and transfer to the Bryan county board of commissioners all streets, street

rights-of-way and necessarily attendant drainage facilities and easements for the streets, all as shown on this plat.

OWNER	ATTEST:
BY _____	_____ Witness
	_____ Notary"

- (d) *Permanent reference points.* Prior to the approval of the final plat, all of the subdivisions permanent reference points shall have been placed in accordance with the following requirements.
- (e) *Subdivision corner tie.* At least one corner of the subdivision shall be designated by course and distance (tie) from a readily discernible reference marker. If a corner is within 300 feet of a U.S. Coast and Geodetic Station, U.S. Geological Survey, or Georgia Grid System coordinate monument, then this corner shall be marked with a monument so designated by computed X and Y coordinate which shall appear on the map with a statement identifying this station or monument to an accuracy of 1:10,000. When such a monument or station is not available, the tie shall be made to some permanent and readily recognizable land mark or identifiably point, physical object or structure.
- (f) *Monuments.* Monuments shall be located in the ground at all angles in the boundaries of the subdivision; at the intersection lines of roads and at the intersection of lines of roads with boundaries of the plat and at the intersections of alleys with the boundaries of the subdivision; all points of curvature, point of tangency, points of reverse curvature and angle points in the side lines of roads and alleys; and all angles of an intermediate traverse line.

It is not intended or required that monuments be placed within the traveled portion of a road to mark angles in the boundary of the subdivision if the angle points can be readily reestablished by reference to monuments along the sidelines of the road.

All required monuments shall be placed flush with the ground where practicable.

If the required location of [a] monument is in an inaccessible place, or where the location of a monument would clearly be impracticable, it is sufficient to place a reference monument nearby and the precise location thereof be clearly indicated on the plat and referenced to the true point.

All monuments used shall be made of solid iron or steel bars at least one-half inch in diameter and 36 inches long and completely encased in concrete at least four inches square.

If a point required to be monumented is on a bedrock outcropping, a steel rod, at least one-half inch in diameter shall be drilled and grouted into solid rock to a depth of at least eight inches.

- (g) *Property markers.* A one-half inch rebar or a steel or wrought iron pipe not less than threefourths inch in diameter and at least 30 inches in length shall be set at all corners, except those located by monuments.
- (h) *Accuracy.* Land surveys, both within the limits of incorporated areas and beyond, shall be at an accuracy of at least 1:7,500.

(Ord. of 10-3-1995; Ord. of 10-8-1997; Ord. of 8-2-2005; Ord. of 3-2-2010; Ord. of 8-19-2010)

[Part] II. The following items must be included on all construction plans, except where specifically modified in the ordinance:

Construction plans:

Construction plans reflect the actual infrastructure to be completed prior to the subdivision being offered for sale and generally consist of drainage, roads, water supply, water distribution, fire protection, wastewater disposal, recreational areas, bikeways, walkways, buffers, and provisions for electricity, gas, cable TV, telephone line, and other necessary utilities.

All submissions shall bear the signature and date across the seal of the Georgia registered engineer who prepared the plans, reports, design consideration, and calculations pertinent to the construction plans.

Construction plans shall be submitted in the following format as appropriate:

1. Title sheet.
2. Staking/layout plan and traffic control plan.
3. Grading, drainage and paving plan.
4. Road and roadside drainage profiles.
5. Water and sanitary sewer and sewer profiles.
6. Neighborhood grading and drainage plan.
7. Soil erosion and sedimentation control plan.
8. Details (sheets as needed).
9. Other plans (as required).

The drawing scale shall not be larger than 1"=20' and small[er] than 1"=100'. The plan sheet shall not exceed 30"x42" (E size); however, 24"x36" (D size) sheets are preferred.

(a) *Existing features.* Provide on all plan drawing sheets existing features of the property and the following additional information:

1. The bearings and distances of the boundary lines of the property to be subdivided.
2. If within one mile, the distance and direction to public water lines and sanitary sewer lines.
3. The name, location, and width of all rights-of-way or easements of existing streets, roads, railroads, and utilities either on the property or abutting the property.
4. Existing contours of the property at one foot intervals and based on mean sea level datum.
5. The location of railroads, of public or private rights-of-way or easements, and of parks or other public spaces either on the property or abutting the property.
6. Location of existing adjoining property lines with owner's names and addresses.
7. Existing buildings on the property to be subdivided.
8. Size and location of existing sewers, water mains, drains, culverts, or other underground facilities within the street or within the right-of-way of streets or roads abutting the property, including the grades and invert elevations of storm and sanitary sewers.
9. Location of city limit lines and county lines, if applicable.

(b) *Proposed design features.*

General:

1. Each sheet signed by [a] registered engineer.
2. Graphic scale shown on each sheet.
3. Legend.
4. North arrow (grid, magnetic, true, etc.).
5. Water system approved.
6. Wastewater system approved.
7. Benchmark on each plan sheet on permanent locations outside of area of construction.
8. A certificate from a professional engineer shall be required stating that drainage from the property to be subdivided, after subdivision and development will not affect adjacent property by either increasing or decreasing stormwater run-off onto such adjacent property. This certificate must be approved by the county engineer.
9. When the preliminary plan includes only a part of the tract on which the subdivider has an interest, the subdivider shall submit a tentative drainage and street plan for all of said tract.

(c) *Title sheet.*

1. Development name and phase (if applicable).
2. Owner's and engineer's name, address, and phone number.
3. Sheet content schedule with page numbers.
4. General location map.
5. Total number of lots, total acreage, total length of streets.

(d) *Staking and layout plan.*

1. Proposed road names; coordinate with director of public safety.
2. Centerline curve data and station numbers at 100 feet.
3. Location and purpose of all easements.
4. Locations relative to existing/future phases.
5. Adjacent property owners shown.
6. Flood elevation statement shown with zone limits.
7. Existing and proposed lot line dimensions; proposed lot numbers and block numbers.
8. Traffic signage and striping per MUTCD.
9. Location of proposed monuments and road signs.
10. Location of all buffers and landscaping.
11. Proposed major contour changes in areas where substantial cut and/or fill is to be done.
12. Designation of all lands (if any) to be reserved or dedicated for public use and areas proposed for use other than single-family residential use.

(e) *Grading, drainage, and paving plan.*

1. Contours shown at one foot intervals.
2. Topo information on adjacent property as appropriate.

3. Corps approved wetland jurisdictional delineation.
 4. Stormwater detention features.
 5. Invert elevations and size for all pipes, inlets, etc.
 6. Ditch and swale invert elevations.
 7. Detention basin profiles.
 8. Peak water elevation labeled.
 9. Maintenance access provided.
 10. Topo provided at pond discharge location.
 11. Easements for all pipes, ditches and swales.
 12. Easements provided for all canals.
 13. Detention basin responsibility.
 14. Access to county maintained right-of-way.
 15. Access approved to road.
 16. Sidewalk location.
 17. Temporary or permanent cul-de-sacs provided.
- (f) *Road and roadside drainage profile.*
1. Profile of existing and proposed grades.
 2. Centerline elevations and grades.
 3. Storm drain elevations shown on profile.
 4. Utility which cross profile.
- (g) *Water and sanitary sewer and profile.*
1. Location and size of all water lines, valves, fire hydrants and services.
 2. Location and size of all sewer mains, manholes, force mains, air release valves and laterals.
 3. Location of all utility lines and easements.
 4. Location of all improvements within ROW.
 5. Typical section of utility locations in ROW.
 6. Profile of proposed lines and grades.
 7. Location of all proposed features crossing lines.
- (h) *Neighborhood grading and drainage plan.*
1. Existing and proposed contours.
 2. Minimum house finish floor elevations.
 3. Minimum garage finish floor elevations.
 4. Lot drainage plan for each lot.
 5. Lot numbers labeled in bold.
 6. Proposed road centerline elevation every 100 feet.
- (i) *Soil erosion control.*
1. Land disturbing activity application.

2. Use of SCS Universal Codes.
3. Construction exit provided.
4. 24-hour contact provided.
5. Construction schedule.
6. Clearing limits indicated with trees shown.
7. Erosion control provided for all pipe outlets.
8. Temporary sediment basins.
9. Temporary and permanent grassing indicated.

(j) *Details.*

1. Construction details shown for all structures.
2. Details shown for all non-standard construction.
3. Typical cross-sections for roads; requirement for proof rolling.

(k) *Design calculations.*

1. Stamped by GA registered engineer.
2. Drainage map w/ areas shown.
3. "C" factor determined.
4. Length of travel shown on map.
5. Time of concentration determined.
6. Pipe sizing calculations determined.
7. Pond routing provided.
8. 100-year flood event shown for basins and outfalls.
9. Peak water elevation provided.

[Part] III. The following signed certifications must appear on final plats approved under the ordinance:

APPROVED UNDER ARTICLE XII:

_____	_____
County Engineer	Date of Approval
_____	_____
Health Department	Date of Approval

_____	_____
911 Address Director	Date of Approval

Approved by the Planning Director this _____ day of _____ / _____ / _____

Planning Director

ATTEST: _____

Clerk of County Commission

APPROVED UNDER ARTICLE XIII:

Approved in accordance with Bryan County Subdivision Regulations:

_____	_____
Planning Director	Date of Approval

_____	_____
911 Address Director	Date of Approval

APPROVED UNDER ARTICLE XIV:

Approved in accordance with Bryan County Subdivision Regulations:

_____	_____
-------	-------

Planning Director	Date of Approval
-------------------	------------------

_____	_____
911 Address Director	Date of Approval

APPROVED UNDER ARTICLE XV AND ARTICLE XVI:

Approved in accordance with Bryan County Subdivision Regulations:

_____	_____
Planning Director	Date of Approval
_____	_____
911 Address Director	Date of Approval

(Ord. of 10-8-1997; Ord. of 3-2-2010)

~~Appendix (b)~~

~~SCHEDULE OF FEES~~

Article XI preliminary plat/construction plan*	
Single-family residential	\$165.00 + \$35.00 per lot
Multi-family residential	\$165.00 + \$35.00 per lot

Non-residential	\$165.00 + \$77.00 per acre
Article XII final plat*	\$165.00 + \$15.00 per lot
Article XIII minor subdivision*	\$250.00
Article XIV subdivisions with no improvements	\$15.00 per lot
Article XV subdivision with no improvements and no permit for building	\$15.00 per lot
Article XVI revision or modification	\$5.00 per lot
NPDES permit. \$80.00 per disturbed acre, \$40.00 to state & \$40.00 to county	
Land disturbance activity permit	\$25.00 per acre
Resubmission fee**	\$10.00 per lot
Appeal fee	\$100.00
Plat recording fee is as required by clerk of court	
*One review of preliminary plat, construction plan or final plat and a second review of the revised plans by the county engineer are included in fees expressed above. Any additional reviews performed by the county engineer will be charged to the developer.	
**Fee is for reactivation of an application that was denied by the planning director, planning commission or county commission. Fee is valid only on application reactivation within 90 days of denial.	

(Ord. of 9-7-2004)

Appendix (eb)

ROAD CLASSIFICATION PLAN

Arterials:

Black Creek Church Road.
Eldora Road.
GA SPUR 144.
Olive Branch Road.
Belfast River Road.
Wilma Edwards Road from GA 119 to US 280.

Collectors:

Ash Branch Road.
Bacontown Road.
Belle Island Road.
Beulah Church Road.
Charles Shuman Road and Steve Bulloch Road from GA 67 to GA 204.
Bill Futch Road from Wilma Edwards Road to GA 119.
Brisbon Road.
Cartertown Road.
Daniel Siding Road from US 17 to Cartertown Road.
GA 67 from US 280 South to Ft. Stewart Line.
Groveland Nevils Road.
Mack English Road.
Port Royal Road.
Harris Trail Road from US 17 to Belfast River Road.
Rathlin Road.
Sims Road from GA 67 to GA 119.
Toni Branch Road.
Timber Trail Road.

Scenic parkways:

This designation removed from ordinance.

Approved private road systems:

Mill Run Drive, South of drainage canal.

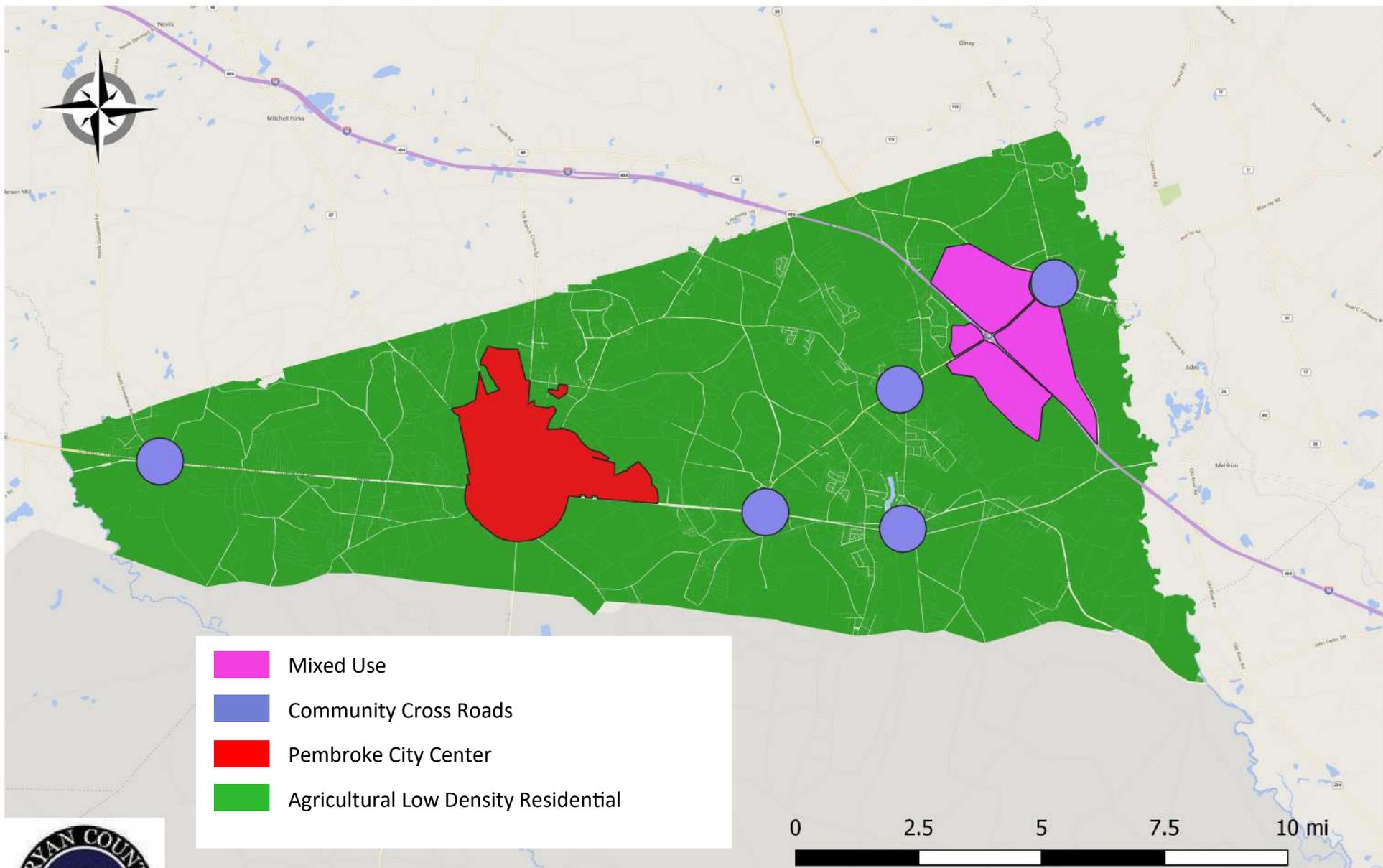
Mill Run Lane.

Mill Run Terrace.

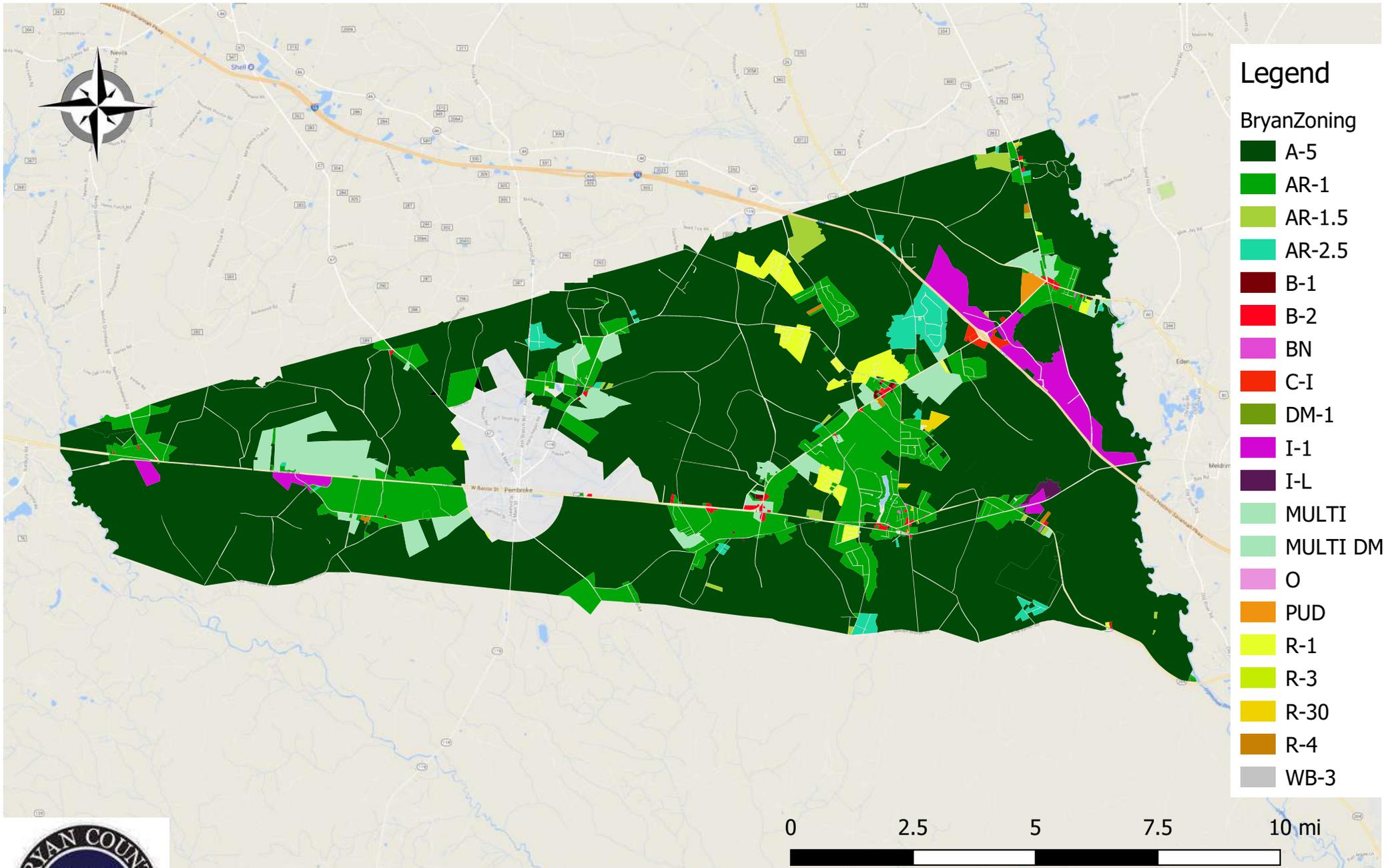
Mingarry Drive, West of boundary line between lots 5 and 6, Buckhead Subdivision.

(Ord. of 3-3-1998; Ord. of 12-10-2013; Ord. of 6-10-2014)

Adopted 6/6/95	_____
	Donna M. Waters, County Clerk



North Bryan County Character Areas & Future Land Use Map



North Bryan Zoning Map

HUSSEY GAY BELL

— Established 1958 —

July 3, 2018

Mr. Jeffrey S. Adams, PhD
Planning and Zoning Director
Bryan County Commission
51 North Courthouse Street
PO Box 1071
Pembroke, Georgia 31321

RE: REZONING OF A PORTION OF THE PLUM CREEK TIMBERLAND TRACT
HIGHWAY 204 (PARCEL 027 018)

Dear Mr. Adams:

The property proposed for rezoning is approximately 273 acres of an existing 1,566 acre tract located at the intersection of GA Highway 204 and Carlos Cowart Road in North Bryan County. The property is currently undeveloped and has been used for silvicultural purposes in the past. Beacon Builders, who have been an integral part in the development of residential tracts in North Bryan County for the past 20 years, wishes to develop this property in order to meet the high demand for single family housing in this area.

The property is situated such that it is well suited for an R-1 zoning. There are currently three developments to the north of the property which are zoned R-1 (Magnolia Creek, Magnolia Landing and Taylor Place) as well as one to the southeast (Victoria Place). These developments have seen great success with R-1 development and have positively impacted this area by meeting the need for single family living. As the population in Bryan County continues to dramatically increase, as it has in recent years, we see no reason that this location would not be equally successful. Further, with the increased success of job creation in locations such as Interstate Center and increased demand for industrial development in North Bryan, residential areas will be required to meet the growing demand.

As such, we are submitting the required information for the rezoning request a minimum of 30 days (as stated on the rezoning application) prior to the rezoning meeting in anticipation of being placed on the August 7, 2018 meeting. An analysis of impact of the proposed zoning change is included in this letter along with the rezoning application and required materials.

Should you have any questions please do not hesitate to contact me.

Regards,
Hussey Gay Bell


Jim Kopotic

ANALYSIS OF IMPACT OF PROPOSED ZONING CHANGE

Beacon Builders (Corde Wilson) desires to develop approximately 273 acres of the current Plum Creek Timberland Tract into single family residential development. Rezoning stems from the need for increased housing due to Bryan County's tremendous growth in population over the last ten years. According to Bryan County's 2018 Comprehensive Plan, the County has experienced a 21% growth in population since 2010 which is nearly three times that of the State of Georgia which saw just an 8% growth between 2010 and 2015.

Along with the County's significant need for more housing, the property's location is well suited for this type of development. The property is located at the intersection of GA Highway 204 and Carlos Cowart Road in North Bryan County. The surrounding properties are currently a mixture of residential and agriculture, and has ample room for growth within this region. The highways which will serve this development are GA Highway 204 (located directly to the south of the property) and US Highway 280 E (located to the north of the property). The future residents will be able to easily access either highways from the property using Carlos Cowart Rd. Ga Highway 204 and US Highway 280 E possess enough capacity to accommodate the increase in traffic from this development.

The property is situated such that it is well suited for an R-1 zoning. There are currently three developments to the north of the property which are zoned R-1 (Magnolia Creek, Magnolia Landing and Taylor Place) as well as one to the southeast (Victoria Place). These developments have seen great success with R-1 development and have positively impacted this area by meeting the need for single family living. As the population in Bryan County continues to dramatically increase, as it has in recent years, the demand for additional housing in the area will be increased.

In hope of rezoning this property for the future development, the following questions from the rezoning application are discussed in detail below:

- a. *Whether the proposed reclassification is in conformance with the comprehensive plan.*
Yes – As previously mentioned there are four different developments within one mile of the property zoned R-1, and the addition of this development will help fill the need for housing discussed in the comprehensive plan.

- b. *Whether the proposed reclassification improves the overall zoning scheme and helps carry out the purposes of this ordinance.*
Yes – The proposed reclassification improves the zoning scheme by allowing a greater supply of housing options in an area that is considered mostly agricultural while increasing the value of the land. The rezoning will provide for greater mix of zoning in the area.

- c. *Whether the proposed reclassification is compatible with or would negatively impact the overall character and land use pattern or a particular piece of property or neighborhood within one (1) mile of the subject Lot.*

The proposed reclassification is compatible with the land use pattern surrounding the property. Near the subject Lot, there is a mix of land used for agriculture, low-density housing and other residential districts.

- d. *The adequacy of public facilities and services intended to serve the Lot proposed to be reclassified, including but not limited to: Roads, parks and recreational facilities, police and fire protection, Schools, stormwater drainage systems, water supplies, wastewater treatment, and solid waste services.*

1. Roads – Public paved access is already available to the site as well as easily accessible state-maintained highways which can accommodate the addition of the development to this area.
2. Parks and Recreational Facilities – The development itself will be designed to have areas designated for use by residents for recreational purposes. The development is also located in approximately a 3-mile radius from North Bryan Recreation’s Hendrix Park.
3. Police and Fire Protection – This development will provide for similar uses that are in the area. Considering they are located closer to public safety facilities than the existing residentially zoned areas, no increase risk or deficiency will be created.
4. Schools – This development’s impact would be very similar to the other four nearby developments. This development will be phased to allow for slower growth to this concentrated area rather than the mass development of the proposed reclassification. Bryan Count Public School System has plans for expansions to accommodate the increased growth that is sure to continue.
5. Stormwater Drainage Systems – The proposed reclassification will include the installment of stormwater drainage systems and stormwater detention ponds within the development.
6. Water Supplies – The proposed reclassification will include the installment of the required infrastructure to supply water to the development which will connect to the existing water supply system for Magnolia Landing.
7. Wastewater Treatment – The proposed reclassification will be designed to include individual septic systems per dwelling.
8. Solid Waste Services - This development’s impact would be very similar to the other four nearby developments. This development will be phased to allow for slower, accommodating, growth to this concentrated area rather than mass development of the proposed reclassification.

- e. *Whether the proposed reclassification will adversely affect a known archaeological, historical, cultural or environmental resource, such as water or air quality, ground water recharge areas, drainage, soil erosion and sedimentation and flooding.*
The proposed reclassification will not affect a known archaeological, historical, cultural or environmental resource. As a part of the Article XII process, the consultant will provide for an ESA and wetland assessment.
- f. *Whether the proposed reclassification will adversely affect existing uses or usability of adjacent or nearby Lots or the preservation of the integrity of any adjacent neighborhoods.*
The proposed reclassification will not affect existing uses or usability of adjacent or nearby Lots or the preservation of the integrity of any adjacent neighborhoods. The zoning that is proposed will be the same as much of the surrounding residential areas.
- g. *Whether the proposed reclassification could adversely affect market values of nearby Lots.*
The proposed reclassification is consistent with the four nearby developments and should positively affect the market values of nearby Lots by the continuation of the trend for this area. The increase in availability should proportionately match the increase in demand for the use.
- h. *Whether the proposed reclassification would require an increase in existing levels of public services, including, but not limited to: schools, parks and recreational facilities, stormwater drainage systems, water supplies, wastewater treatment, solid waste services, roads or police and fire protection beyond the existing ability of the County or Board of Education to provide.*
1. Roads – Public paved access is already available to the site as well as easily accessible state-maintained highways which can accommodate the addition of the development to this area.
 2. Parks and Recreational Facilities – The development itself will be designed to have areas designated for use by residents for recreational purposes. The development is also located in approximately a 3-mile radius from North Bryan Recreation’s Hendrix Park.
 3. Police and Fire Protection – This development will provide for similar uses that are in the area. Considering they are located closer to public safety facilities than the existing residentially zoned areas, no increase risk or deficiency will be created.
 4. Schools – This development’s impact would be very similar to the other four nearby developments. This development will be phased to allow for slower growth to this concentrated area rather than the mass development of the proposed reclassification. Bryan Count Public School System has plans for expansions to accommodate the increased growth that is sure to continue.

5. **Stormwater Drainage Systems** – The proposed reclassification will include the installment of stormwater drainage systems and stormwater detention ponds within the development.
6. **Water Supplies** – The proposed reclassification will include the installment of the required infrastructure to supply water to the development which will connect to the existing water supply system for Magnolia Landing.
7. **Wastewater Treatment** – The proposed reclassification will be designed to include individual septic systems per dwelling.
8. **Solid Waste Services** - This development's impact would be very similar to the other four nearby developments. This development will be phased to allow for slower accommodating, growth to this concentrated area rather than the mass development of the proposed reclassification.

- i. *Whether there are other existing or changing conditions affecting the use and development of the Lot proposed to be reclassified which give supporting grounds for either approval or disapproval to the proposed reclassification.*

The demand continues to be high for residential property in North Bryan. It is expected that this would increase with new job creation in North Bryan County and the support housing will benefit the industrial growth as well.

- j. *The existing uses and zoning of nearby lots.*

Nearby lots consists of low density agriculture, low density residential and other residential districts. The concept plan attached contains nearby lot information.

- k. *The extent to which the value of the Lot proposed to be reclassified is diminished by its existing zoning restrictions.*

The existing zoning restriction only allows for one dwelling per 217,800 square feet compared to the proposed one dwelling per 21,780 square feet. Not allowing the proposed reclassification will result in nearly an 80% reduction of proposed available housing for the development.

- l. *The extent that any diminished property value of the Lot proposed to be reclassified resulting from its existing zoning restrictions promotes the health, safety, morals or general welfare of the public.*

No – The proposed reclassification does not possess any portion of property which will decrease in value due to the reclassification.

- m. *The relative gain to the public, as compared to the hardship imposed upon Petitioner, by the existing conditions.*
This community will greatly benefit from an increase in affordable, quality housing that aims to maintain the small-town atmosphere discussed in the Comprehensive Plan. Further, the increased housing will support the inevitable growth of North Bryan County in a controlled manner.
- n. *The suitability of the Lot proposed to be reclassified for its current and proposed zoned purposes.*
As discussed briefly in the introduction of this analysis, the location of this property is very well suited for an R-1 zoning. The transportation infrastructure surrounding this property has enough capacity to accommodate the development. In addition, the soils within the property consist primarily of Stilson Loamy Sand (according to the NRCS soil maps). This is considered good soil for development and onsite septic systems. The northern and western boundary is wooded and contains wetlands; however, this should have very little impact on the development.
- o. *The length of time the Lot proposed to be reclassified has been nonincome producing as zoned.*
The Lot proposed to be reclassified produced an income approximately five years ago by the harvesting of timber. This land has no other known income production other than silva-culture.
- p. *Whether the proposed reclassification would create an isolated District unrelated to adjacent and nearby districts.*
There are four existing developments within one mile of the proposed reclassification. The proposed reclassification would be similar to these developments. Two neighborhoods are immediately adjacent (north) of the proposed reclassification.
- q. *Whether there are substantial reasons why the Lot cannot be used in accordance with this existing zoning classification.*
The existing zoning classification only allows for one dwelling per 217,800 square feet compared to the proposed one dwelling per 21,780 square feet. Not allowing the proposed reclassification will result in nearly an 80% reduction of proposed available housing for the development.
- r. *Applications for a Zoning Map Reclassification which do not contain specific site plans carry a rebuttable presumption that such rezoning shall adversely affect the zoning scheme.*
The applicant acknowledges this presumption.

APPLICATION FOR ZONING
CASE Z# 191-18

Date Received: _____

Meeting Date: Sept. 4, 2018

Applicant: BEACON BUILDERS, INC. - CORDE WILSON

Applicant's Address: 7370 HODGSON MEMORIAL DR. SUITE D-10
SAVANNAH, GA, 31406

Applicant's Phone No: (912)313-0873

Applicant's Email Address: beaconcorde@aol.com

Owner(s) of the Property: WEYERHAEUSER COMPANY

Owners' Address: 100 PROFESSIONAL CENTER DRIVE
BRUNSWICK, GA 31525

Owner's Telephone No.: (206)539-3000 Fax No.: _____

Contact Person's Name: JEFFREY TEAL

Contact Person's Phone No.: (206)539-3000 Fax No.: _____

Address of Property selected for reclassification: _____

CARLOS COWART ROAD, ELLABELL, GA, 31308
(Please provide access road if no address is available)

Tax Parcel Number (PIN): 027 018 Acreage: 272.5

Present Zoning: A-5 Requested Zoning: R-1

Existing Structure and/or Use of Property: LAND CURRENTLY USED FOR
SILVICULTURAL PURPOSES.

Proposed Use including the number of lots: SINGLE FAMILY RESIDENTIAL
DEVELOPMENT CONSISTING OF 240 +/- LOTS

Proposed date of completion: PHASE 1 - JULY 2019


Signature of applicant

JULY 3, 2018
Date

DISCLOSURE STATEMENT

Title 3, chapter 67A-3 of O.C.G.A. requires an applicant for rezoning action, within two years immediately preceding the filing of the applicant's application for the rezoning action, to disclose campaign contributions aggregating \$250.00 or more to a local government official who will consider the application.

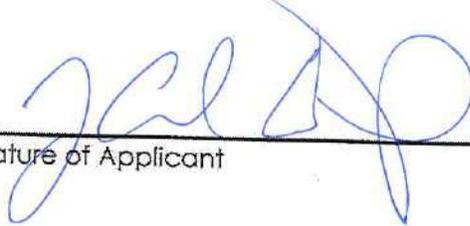
- No, I have not made any campaign contributions to County Officials voting on this application exceeding \$250 in the past two years.
- Yes, I have made campaign contributions to County Officials voting on this application exceeding \$250 in the past two years.

To Whom: _____

Value of Contribution: _____

Date of Contribution: _____

I have read and understand the above and hereby agree to all that is required by me as the applicant.



Signature of Applicant

Personally appeared before me

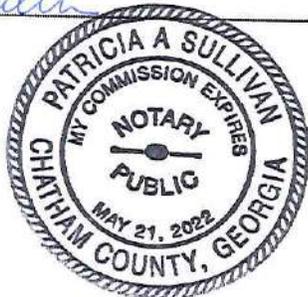
J CORDE WILSON
Applicant (Print)

Who on oath deposes and says that the above is true to the best of his or her knowledge and belief.

This 5th day of JULY, 2013. 2018

Patricia A Sullivan
Notary Public

(Notary Seal)



AUTHORIZATION BY PROPERTY OWNER

I, Weyerhaeuser Company, being duly sworn upon his/her oath, being of sound mind and legal age deposes and states; That he/she is the owner of the property which is subject matter of the attached application, as is shown in the records of Bryan County, Georgia.

He/She authorizes the person named below to act as applicant in the pursuit of a rezoning of this property.

I hereby authorize the staff of the Bryan County Department of Planning and Zoning to inspect the premises which are subject of this zoning application.

Name of Applicant: James Corde Wilson, III

Address: 7370 Hodgson Memorial Drive, Suite D10

City: Savannah State: GA Zip Code: 31406

Telephone Number: 912-313-0873 Fax Number: _____

[Signature]
Signature of Owner

7/3/18
Date

Jeffrey Teal
Owners Name (Print) So Land Asset Manager

Personally appeared before me

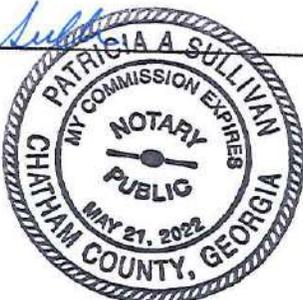
James Corde Wilson, III
Applicant (Print)

Who swears before that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

This 3rd day of JULY, 2018

Patricia A Sullivan
Notary Public

(Notary Seal)



7

BRYAN COUNTY
CLERK OF COURTS

839 0243 2008 DEC 23 PM 12:27

BOOKED BY T.P.
CLERK OF SUPERIOR COURT
BRYAN COUNTY, GA
12/23/08 10:40:00

015-2008-001591

After recording, please return to:
First American Title Insurance Company
National Commercial Services
Attn: Kara M. Grassl
7370 College Parkway, Suite 104
Ft. Myers, FL 33907

Bryan County, Georgia
Real Estate Records Tax

12/23/08
K. Simmons
Clerk of Superior Court

STATE OF GEORGIA
COUNTY OF BRYAN

QUITCLAIM DEED

FOR AND IN CONSIDERATION of the sum of Ten Dollars (\$10.00), cash in hand paid, and other good and valuable consideration, the receipt and sufficiency of all of which is hereby acknowledged, BLUE SKY TIMBER PROPERTIES LLC, a Delaware limited liability company, duly authorized to do business in the State of Georgia, with an address of 6400 Poplar Avenue, Tower I, 8th Floor, Memphis, Tennessee 38197, ("Grantor"), does hereby sell, convey and quitclaim unto PLUM CREEK TIMBERLANDS, L.P., a Delaware limited partnership, with an address of 999 Third Avenue, Suite 4300, Seattle, Washington 98104-4096, ("Grantee"), any minerals and any sand, clay and gravel rights owned by Grantor, lying in, on or under the following described land and property situated in Bryan County, Georgia, said Property being more particularly described on Exhibit A attached hereto and made a part hereof for all purposes.

TO HAVE AND TO HOLD the said bargained premises, together with all and singular the rights, members, easements, hereditaments and appurtenances thereof, to the same being, belonging, or in anywise appertaining to the only proper use, benefit and behoof of Grantee, its successors and assigns.

Exhibit A: Legal Description

BRYAN COUNTY
CLERK OF SUPERIOR COURTS

GA 7117

Tax Parcel 036-012

839

0245

2008 DEC 23 P112-27

All those certain tracts or parcels of land containing in the aggregate 58.32 acres of land located in the 1380th. G. M. District of Bryan County, Georgia, and more specifically described as consisting of those tracts of land heretofore conveyed by Leslie A. Blich to M. L. McDaniel by deed recorded in Deed Book 3-D, Page 526 of the Deed Records of Bryan County, Georgia, wherein the same was described in two tracts as follows:

All that tract or parcel of land lying and being in the 1380th. G. M. District, Bryan County, Georgia, containing thirty-six and 85/100 (36.85) acres, more or less, and described on a plat made by J. D. Ham, Surveyor of Bryan County, Georgia, on the 11th day of March, 1939, and revised by W. M. Sheppard, Surveyor on the 7th, day of January, 1952, as being bound on the North by lands of Mrs. W. L. Hursey; on the East by lands of A. J. Blich (now the tract hereinafter described); on the South by lands of Mrs. Lois Blich Pearce and on the West by Smith lands. Said plat and the description thereon is by reference incorporated herein.

Also, that certain tract or lot of land situate, lying and being in the 1380th. G. M. district, Bryan County, Georgia, containing thirty and eight-tenths (30.8) acres, more or less, and described according to the courses and distances on a map thereof made by W. M. Sheppard, surveyor, on the 27th day of December, 1951. Said map and the description thereon is by reference incorporated herein. Said lot of land is bound on the North by lands of Mrs. W. L. Hursey; on the East by lands of Mrs. E. Pierce and on the West by lands of Mrs. E. Pierce and the first above described tract of land.

The said two tracts of land lying and being in one body and totalling 58.32 acres of land as more fully described and delineated upon a boundary map of a transit survey of said lands, made and prepared under the direction of and certified by J. Dean Gowan, Georgia Registered Surveyor No. 6, March 26, 1952 and having such boundaries, metes, courses, distances and controls as fixed and determined in accordance with the grid coordinates of the Georgia Coordinate System, East Zone, as established by the U. S. Coast and Geodetic Survey, a copy of which map is recorded in Plat Book C, Page 8, in the Office of the Clerk of Superior Court of Bryan County, Georgia, and made a part hereof and reference to which is hereby expressly made for a more full and complete description of said tract.

GA 7313

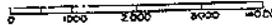
Tax Parcel 027-018

All that certain tract or parcel of land situate, lying and being in the 1380th G. M. District of Bryan County, Georgia, containing 1567.78 acres, more or less, and being known locally as Scott/Mead's "Smith-Kerr Tract", and being the same property conveyed to Brunswick Pulp & Paper Company by deed of Ann S. Dunaway, Robert C. Smith, John E. Kerr, K. B. Forther, William K. Kerr and John E. H. Kerr, Jr., dated June 14, 1985 and recorded in the public records of Bryan County, Georgia in Book 6-C, Page 313, and being the same property shown upon a map or plat prepared by R. J. Bagaria, R.L.S. No. 1199, dated April 16, 1986 and recorded in the public records of Bryan County, Georgia in Plat Slide 364, Page 2.

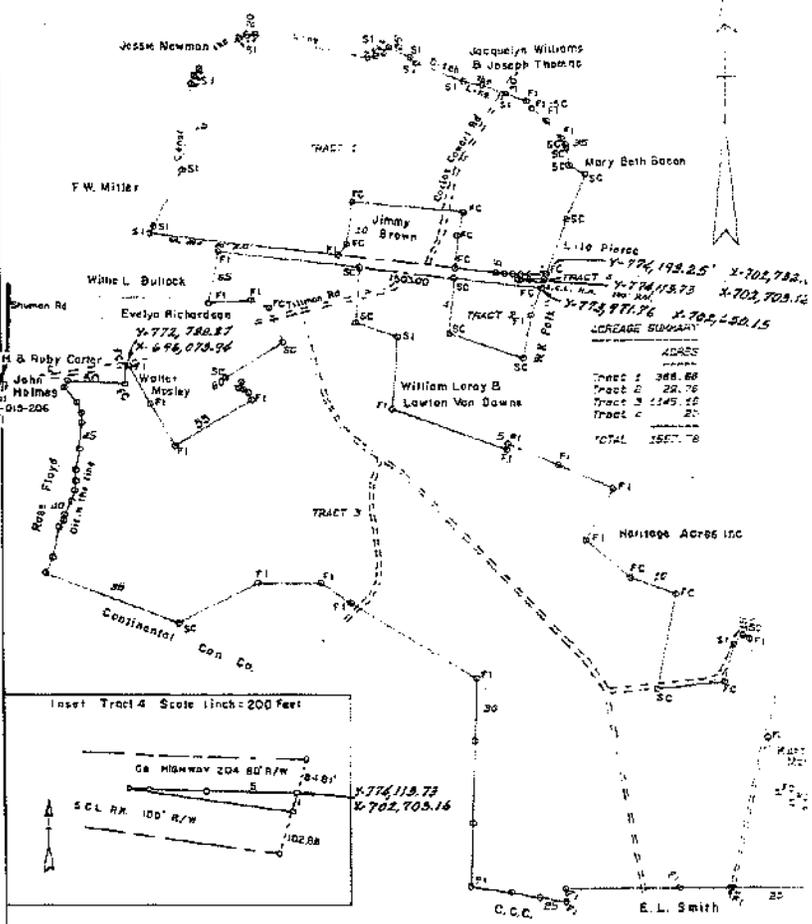
Saving and excepting that certain property conveyed by Union Camp Corporation to Georgia Department of Transportation by Right of Way Deed dated May 18, 1990 and recorded in Deed

LAND OF
MEAD TIMBER CO. & SCOTT TIMBER CO.

FORMERLY
SMITH, KEAR, DUNAWAY & PARTNER
LOCATED IN
1880 E.M.D.
BRYAN COUNTY, GEORGIA
APRIL 16, 1926
SCALE: 1 INCH = 1920 FEET.

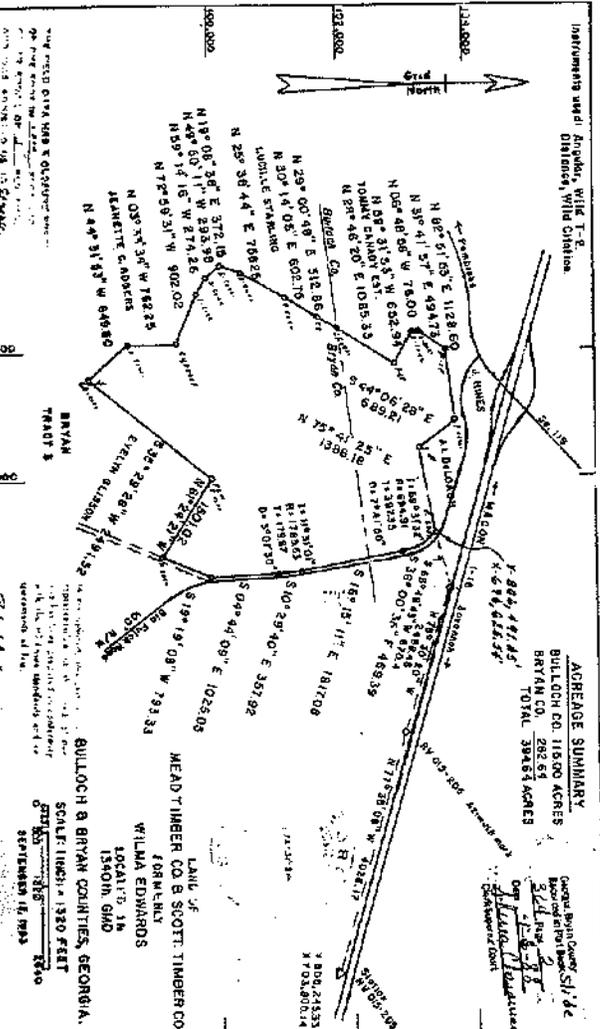
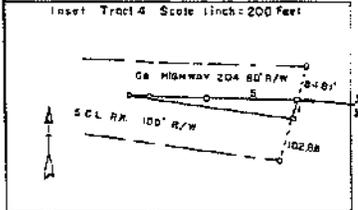


BRYAN
TRACT 1



ACREAGE SUMMARY

TRACT	ACRES
TRACT 1	368.89
TRACT 2	29.76
TRACT 3	1245.12
TRACT 4	21
TOTAL	1564.78



ADREAGE SUMMARY

TRACT	ACRES
BULLOCK CO.	11500 ACRES
BRYAN CO.	282.61
TOTAL	3943.45 ACRES

MEAD TIMBER CO. & SCOTT TIMBER CO.
FORMERLY
WILMA EDWARDS
LOCALITY IN
BRYAN COUNTY, GEORGIA.
SCALE: 1 INCH = 1920 FEET
DECEMBER 16, 1926

TRACT 2

1.	N 05 37' 20" E	200.01
2.	N 02 30' 07" N	131.98
3.	N 08 47' 34" N	132.26
4.	N 05 52' 02" N	132.08
5.	N 09 53' 53" E	134.00
6.	N 02 36' 35" N	650.54
7.	N 04 30' 10" E	333.06
8.	N 10 51' 28" E	309.07
9.	N 03 18' 28" N	1758.57
10.	S 00 22' 21" N	600.60
11.	S 07 21' 20" N	234.38
12.	N 05 28' 00" E	2553.03
13.	N 41 11' 12" E	132.01
14.	N 27 22' 37" E	1005.89
15.	N 06 24 12" E	1354.30
16.	N 31 48 04" E	134.03
17.	N 41 11' 12" E	132.01
18.	N 54 03 54" E	782.09
19.	N 67 07 24" E	132.02
20.	N 08 35 04" E	132.02
21.	N 78 13 57" W	1000.01
22.	N 03 30 54" E	132.02
23.	N 67 02 56" E	132.02
24.	N 47 40 40" E	122.11
25.	S 64 54 02" E	370.03
26.	S 43 50 36" E	137.64
27.	S 68 20 23" E	792.07
28.	S 67 52 49" E	300.29
29.	S 68 00 00" E	1064.80
30.	S 68 50 40" E	345.21
31.	S 35 31 42" E	154.43
32.	S 30 23 40" E	207.77
33.	S 28 47 33" E	307.96
34.	S 28 00 00" E	1064.80
35.	S 18 02 10" N	50.00
36.	S 07 52 13" E	283.33
37.	S 53 38 50" E	207.78
38.	S 08 48 51" E	700.10
39.	S 20 20 02" W	352.57

TRACT 3

1.	S 20 32 17" N	456.86
2.	S 09 49 13" N	703.26
3.	N 09 48 05" N	1231.90
4.	N 04 54 55" E	692.64
5.	S 02 20 17" E	1378.07

TRACT 4

1.	S 20 20 52" N	48.54
2.	N 02 12 47" N	387.56
3.	S 08 47 33" E	46.97
4.	S 08 38 55" E	114.16
5.	S 06 20 26" E	231.48

TRACT 5

1.	S 04 23 08" N	890.45
2.	S 70 02 12" E	696.97
3.	S 68 27 45" N	1164.26
4.	S 68 27 44" E	1016.80
5.	N 09 53 57" E	20.64
6.	S 65 33 30" E	692.32
7.	S 65 35 10" E	371.36
8.	N 04 11 25" E	4056.27
9.	S 49 53 10" E	800.08
10.	S 68 36 52" E	62.07
11.	S 11 40 15" N	1806.70
12.	N 04 11 25" E	4056.27
13.	N 14 41 54" E	607.95
14.	N 44 20 10" E	210.35
15.	S 58 35 39" E	213.56
16.	S 09 47 46" E	387.80
17.	S 00 40 40" E	820.16
18.	S 55 50 40" E	261.60
19.	S 22 09 30" E	1443.37
20.	N 09 35 08" N	1493.40
21.	N 08 33 48" N	31.09
22.	S 09 30 25" W	807.12
23.	S 09 44 13" W	477.84
24.	S 00 35 07" E	209.79
25.	N 00 39 35" N	418.26
26.	N 79 34 22" N	444.79
27.	N 01 22 12" N	847.23
28.	N 02 42 12" E	990.69
29.	N 02 20 15" E	133.58
30.	N 01 47 20" E	861.01
31.	N 50 22 54" N	2306.00
32.	N 05 30 14" N	371.78
33.	N 09 20 34" N	325.86
34.	S 63 34 12" N	1400.52
35.	N 68 47 24" N	2228.40
36.	N 24 45 20" E	278.04
37.	N 12 19 07" E	486.25
38.	N 30 28 52" E	133.80
39.	N 10 53 15" E	20.61
40.	N 27 00 13" E	226.07
41.	N 15 07 32" E	126.49
42.	N 07 34 15" E	149.20
43.	N 00 19 08" E	478.20
44.	N 10 01 10" E	350.10
45.	N 05 49 35" E	408.84
46.	N 01 43 03" N	165.10
47.	N 25 53 42" N	166.20
48.	N 35 54 48" N	321.16
49.	N 20 05 57" E	116.85
50.	S 06 34 46" E	680.71
51.	N 02 38 16" E	282.61
52.	N 00 25 14" E	65.93
53.	S 27 53 14" E	699.78
54.	S 30 12 34" E	787.93
55.	N 59 35 39" E	1407.14
56.	N 23 03 12" N	121.16
57.	N 02 48 05" N	102.54
58.	N 15 47 04" N	115.60
59.	S 27 31 14" N	104.12

The field data has a closure precision of one foot in 5200 feet and an angular error of 4" per angle point, and was adjusted using compass rule. The plat closure is one foot in 5255 feet.

NOTE: Instruments used: Angular measurement with a T-B theodolite. Distance measurement with a Wild C 2112.

In my opinion, this plat is a correct representation of the land platted and has been prepared in conformity with the highest standards and requirements of law.

NOTE: This tract is used into the East Zone Can of the U.S.C. & G.S. of Georgia by corner 01-015-206 DOT. Y772-7026 K094102.90

NOTE: Witness road shown as Estelle-Beck Road.

TIE LINE
A S 12 54' 12" E 72.53
B N 60 43' 31" E 323.23
C N 85 06' 18" E 1631.41

FC = FOUND CONCRETE MON
SC = SET CONCRETE MON
PI = FOUND IRON
SI = SET IRON

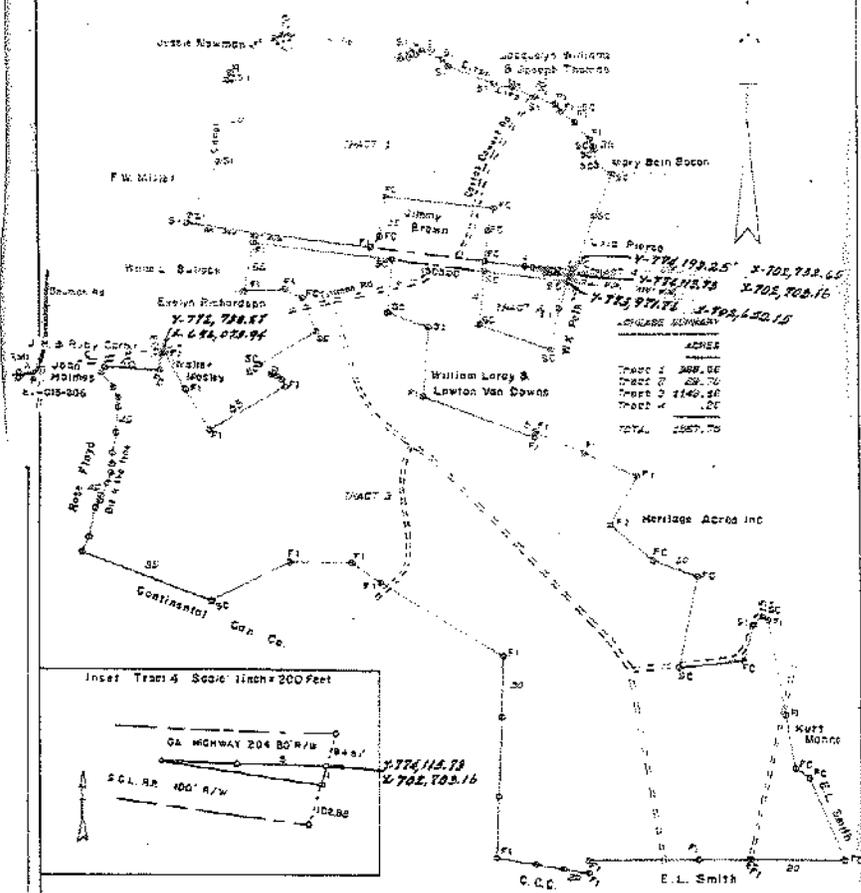


MEAD TIMBER CO. & SCOTT TIMBER CO.

FORMERLY
SMITH, KERR, DUNBAR & FORTNER
LOCATED IN
1880 S.W. 1/4
BRYAN COUNTY, GEORGIA
APRIL 28, 1888
SCALE: 1 INCH = 100 FEET.

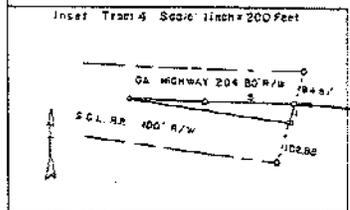


BRYAN
TRACT 1



ACRES

Tract 1	388.06
Tract 2	29.70
Tract 3	1149.26
Tract 4	1.00
TOTAL	1567.70



TRACT 1			TRACT 2			TRACT 3			TRACT 4		
1.	N 89° 18' 20" W	892.01	1.	S 04° 02' 03" N	690.45	1.	S 20° 20' 12" E	450.57	1.	S 20° 20' 12" E	450.57
2.	N 89° 30' 07" N	173.58	2.	S 04° 27' 25" E	490.87	2.	S 04° 27' 25" E	490.87	2.	N 89° 18' 20" W	892.01
3.	N 89° 47' 34" N	102.04	3.	N 89° 27' 44" E	1920.89	3.	N 89° 27' 44" E	1920.89	3.	N 89° 47' 34" N	102.04
4.	N 89° 52' 53" N	103.06	4.	N 89° 58' 57" E	26.54	4.	N 89° 58' 57" E	26.54	4.	N 89° 52' 53" N	103.06
5.	N 89° 59' 35" N	103.88	5.	S 89° 36' 36" E	892.02	5.	S 89° 36' 36" E	892.02	5.	N 89° 59' 35" N	103.88
6.	N 89° 59' 35" N	650.64	6.	S 89° 36' 36" E	892.02	6.	S 89° 36' 36" E	892.02	6.	N 89° 59' 35" N	650.64
7.	N 89° 59' 35" N	333.03	7.	S 89° 36' 36" E	892.02	7.	S 89° 36' 36" E	892.02	7.	N 89° 59' 35" N	333.03
8.	N 89° 59' 35" N	379.07	8.	S 89° 36' 36" E	892.02	8.	S 89° 36' 36" E	892.02	8.	N 89° 59' 35" N	379.07
9.	N 89° 59' 35" N	2729.87	9.	S 89° 36' 36" E	892.02	9.	S 89° 36' 36" E	892.02	9.	N 89° 59' 35" N	2729.87
10.	N 89° 59' 35" N	680.89	10.	S 89° 36' 36" E	892.02	10.	S 89° 36' 36" E	892.02	10.	N 89° 59' 35" N	680.89
11.	N 89° 59' 35" N	2934.58	11.	S 89° 36' 36" E	892.02	11.	S 89° 36' 36" E	892.02	11.	N 89° 59' 35" N	2934.58
12.	N 89° 59' 35" N	2263.05	12.	S 89° 36' 36" E	892.02	12.	S 89° 36' 36" E	892.02	12.	N 89° 59' 35" N	2263.05
13.	N 89° 59' 35" N	132.01	13.	S 89° 36' 36" E	892.02	13.	S 89° 36' 36" E	892.02	13.	N 89° 59' 35" N	132.01
14.	N 89° 59' 35" N	1926.85	14.	S 89° 36' 36" E	892.02	14.	S 89° 36' 36" E	892.02	14.	N 89° 59' 35" N	1926.85
15.	N 89° 59' 35" N	4734.20	15.	S 89° 36' 36" E	892.02	15.	S 89° 36' 36" E	892.02	15.	N 89° 59' 35" N	4734.20
16.	N 89° 59' 35" N	132.01	16.	S 89° 36' 36" E	892.02	16.	S 89° 36' 36" E	892.02	16.	N 89° 59' 35" N	132.01
17.	N 89° 59' 35" N	230.02	17.	S 89° 36' 36" E	892.02	17.	S 89° 36' 36" E	892.02	17.	N 89° 59' 35" N	230.02
18.	N 89° 59' 35" N	788.03	18.	S 89° 36' 36" E	892.02	18.	S 89° 36' 36" E	892.02	18.	N 89° 59' 35" N	788.03
19.	N 89° 59' 35" N	132.01	19.	S 89° 36' 36" E	892.02	19.	S 89° 36' 36" E	892.02	19.	N 89° 59' 35" N	132.01
20.	N 89° 59' 35" N	132.01	20.	S 89° 36' 36" E	892.02	20.	S 89° 36' 36" E	892.02	20.	N 89° 59' 35" N	132.01
21.	N 89° 59' 35" N	1625.01	21.	S 89° 36' 36" E	892.02	21.	S 89° 36' 36" E	892.02	21.	N 89° 59' 35" N	1625.01
22.	N 89° 59' 35" N	132.01	22.	S 89° 36' 36" E	892.02	22.	S 89° 36' 36" E	892.02	22.	N 89° 59' 35" N	132.01
23.	N 89° 59' 35" N	720.07	23.	S 89° 36' 36" E	892.02	23.	S 89° 36' 36" E	892.02	23.	N 89° 59' 35" N	720.07
24.	N 89° 59' 35" N	132.01	24.	S 89° 36' 36" E	892.02	24.	S 89° 36' 36" E	892.02	24.	N 89° 59' 35" N	132.01
25.	N 89° 59' 35" N	370.03	25.	S 89° 36' 36" E	892.02	25.	S 89° 36' 36" E	892.02	25.	N 89° 59' 35" N	370.03
26.	N 89° 59' 35" N	107.01	26.	S 89° 36' 36" E	892.02	26.	S 89° 36' 36" E	892.02	26.	N 89° 59' 35" N	107.01
27.	N 89° 59' 35" N	720.07	27.	S 89° 36' 36" E	892.02	27.	S 89° 36' 36" E	892.02	27.	N 89° 59' 35" N	720.07
28.	N 89° 59' 35" N	360.03	28.	S 89° 36' 36" E	892.02	28.	S 89° 36' 36" E	892.02	28.	N 89° 59' 35" N	360.03
29.	N 89° 59' 35" N	360.03	29.	S 89° 36' 36" E	892.02	29.	S 89° 36' 36" E	892.02	29.	N 89° 59' 35" N	360.03
30.	N 89° 59' 35" N	164.02	30.	S 89° 36' 36" E	892.02	30.	S 89° 36' 36" E	892.02	30.	N 89° 59' 35" N	164.02
31.	N 89° 59' 35" N	287.77	31.	S 89° 36' 36" E	892.02	31.	S 89° 36' 36" E	892.02	31.	N 89° 59' 35" N	287.77
32.	N 89° 59' 35" N	237.95	32.	S 89° 36' 36" E	892.02	32.	S 89° 36' 36" E	892.02	32.	N 89° 59' 35" N	237.95
33.	N 89° 59' 35" N	124.04	33.	S 89° 36' 36" E	892.02	33.	S 89° 36' 36" E	892.02	33.	N 89° 59' 35" N	124.04
34.	N 89° 59' 35" N	59.00	34.	S 89° 36' 36" E	892.02	34.	S 89° 36' 36" E	892.02	34.	N 89° 59' 35" N	59.00
35.	N 89° 59' 35" N	269.03	35.	S 89° 36' 36" E	892.02	35.	S 89° 36' 36" E	892.02	35.	N 89° 59' 35" N	269.03
36.	N 89° 59' 35" N	287.77	36.	S 89° 36' 36" E	892.02	36.	S 89° 36' 36" E	892.02	36.	N 89° 59' 35" N	287.77
37.	N 89° 59' 35" N	789.79	37.	S 89° 36' 36" E	892.02	37.	S 89° 36' 36" E	892.02	37.	N 89° 59' 35" N	789.79
38.	N 89° 59' 35" N	612.97	38.	S 89° 36' 36" E	892.02	38.	S 89° 36' 36" E	892.02	38.	N 89° 59' 35" N	612.97
39.	N 89° 59' 35" N	450.57	39.	S 89° 36' 36" E	892.02	39.	S 89° 36' 36" E	892.02	39.	N 89° 59' 35" N	450.57
40.	N 89° 59' 35" N	107.01	40.	S 89° 36' 36" E	892.02	40.	S 89° 36' 36" E	892.02	40.	N 89° 59' 35" N	107.01
41.	N 89° 59' 35" N	107.01	41.	S 89° 36' 36" E	892.02	41.	S 89° 36' 36" E	892.02	41.	N 89° 59' 35" N	107.01
42.	N 89° 59' 35" N	178.82	42.	S 89° 36' 36" E	892.02	42.	S 89° 36' 36" E	892.02	42.	N 89° 59' 35" N	178.82
43.	N 89° 59' 35" N	340.18	43.	S 89° 36' 36" E	892.02	43.	S 89° 36' 36" E	892.02	43.	N 89° 59' 35" N	340.18
44.	N 89° 59' 35" N	340.18	44.	S 89° 36' 36" E	892.02	44.	S 89° 36' 36" E	892.02	44.	N 89° 59' 35" N	340.18
45.	N 89° 59' 35" N	340.18	45.	S 89° 36' 36" E	892.02	45.	S 89° 36' 36" E	892.02	45.	N 89° 59' 35" N	340.18
46.	N 89° 59' 35" N	340.18	46.	S 89° 36' 36" E	892.02	46.	S 89° 36' 36" E	892.02	46.	N 89° 59' 35" N	340.18
47.	N 89° 59' 35" N	340.18	47.	S 89° 36' 36" E	892.02	47.	S 89° 36' 36" E	892.02	47.	N 89° 59' 35" N	340.18
48.	N 89° 59' 35" N	340.18	48.	S 89° 36' 36" E	892.02	48.	S 89° 36' 36" E	892.02	48.	N 89° 59' 35" N	340.18
49.	N 89° 59' 35" N	340.18	49.	S 89° 36' 36" E	892.02	49.	S 89° 36' 36" E	892.02	49.	N 89° 59' 35" N	340.18
50.	N 89° 59' 35" N	340.18	50.	S 89° 36' 36" E	892.02	50.	S 89° 36' 36" E	892.02	50.	N 89° 59' 35" N	340.18
51.	N 89° 59' 35" N	340.18	51.	S 89° 36' 36" E	892.02	51.	S 89° 36' 36" E	892.02	51.	N 89° 59' 35" N	340.18
52.	N 89° 59' 35" N	340.18	52.	S 89° 36' 36" E	892.02	52.	S 89° 36' 36" E	892.02	52.	N 89° 59' 35" N	340.18
53.	N 89° 59' 35" N	340.18	53.	S 89° 36' 36" E	892.02	53.	S 89° 36' 36" E	892.02	53.	N 89° 59' 35" N	340.18
54.	N 89° 59' 35" N	340.18	54.	S 89° 36' 36" E	892.02	54.	S 89° 36' 36" E	892.02	54.	N 89° 59' 35" N	340.18
55.	N 89° 59' 35" N	340.18	55.	S 89° 36' 36" E	892.02	55.	S 89° 36' 36" E	892.02	55.	N 89° 59' 35" N	340.18
56.	N 89° 59' 35" N	340.18	56.	S 89° 36' 36" E	892.02	56.	S 89° 36' 36" E	892.02	56.	N 89° 59' 35" N	340.18
57.	N 89° 59' 35" N	340.18	57.	S 89° 36' 36" E	892.02	57.	S 89° 36' 36" E	892.02	57.	N 89° 59' 35" N	340.18
58.	N 89° 59' 35" N	340.18	58.	S 89° 36' 36" E	892.02	58.	S 89° 36' 36" E	892.02	58.	N 89° 59' 35" N	340.18
59.	N 89° 59' 35" N	340.18	59.	S 89° 36' 36" E	892.02	59.	S 89° 36' 36" E	892.02	59.	N 89° 59' 35" N	340.18
60.	N 89° 59' 35" N	340.18	60.	S 89° 36' 36" E	892.02	60.	S 89° 36' 36" E	892.02	60.	N 89° 59' 35" N	340.18
61.	N 89° 59' 35" N	340.18	61.	S 89° 36' 36" E	892.02	61.	S 89° 36' 36" E	892.02	61.	N 89° 59' 35" N	340.18
62.	N 89° 59' 35" N	340.18	62.	S 89° 36' 36" E	892.02	62.	S 89° 36' 36" E	892.02	62.	N 89° 59' 35" N	340.18
63.	N 89° 59' 35" N	340.18	63.	S 89° 36' 36" E	892.02	63.	S 89° 36' 36" E	892.02	63.	N 89° 59' 35" N	340.18
64.	N 89° 59' 35" N	340.18	64.	S 89° 36' 36" E	892.02	64.	S 89° 36' 36" E	892.02	64.	N 89° 59' 35" N	340.18
65.	N 89° 59' 35" N	340.18	65.	S 89° 36' 36" E	892.02	65.	S 89° 36' 36" E	892.02	65.	N 89° 59' 35" N	340.18
66.	N 89° 59' 35" N	340.18	66.	S 89° 36' 36" E	892.02	66.	S 89° 36' 36" E	892.02	66.	N 89° 59' 35" N	340.18
67.	N 89° 59' 35" N	340.18	67.	S 89° 36' 36" E	892.02	67.	S 89° 36' 36" E	892.02	67.	N 89° 59' 35" N	340.18
68.	N 89° 59' 35" N	340.18	68.	S 89° 36' 36" E	892.02	68.	S 89° 36' 36" E	892.02	68.	N 89° 59' 35" N	340.18
69.	N 89° 59' 35" N	340.18	69.	S 89° 36' 36" E	892.02	69.	S 89° 36' 36" E	892.02	69.	N 89° 59' 35" N	340.18
70.	N 89° 59' 35" N	340.18	70.	S 89° 36' 36" E	892.02	70.	S 89° 36' 36" E	892.02	70.	N 89° 59' 35" N	340.18
71.	N 89° 59' 35" N	340.18	71.	S 89° 36' 36" E	892.02	71.	S 89° 36' 36" E	892.02	71.	N 89° 59' 35" N	340.18
72.	N 89° 59'										

HUSSEY GAY BELL

Established 1958

PROPERTY OWNERS WITHIN 300 FT OF PROPOSED RECLASSIFICATION

1. SMITH, CHARLES WELDON
120 BONNIE CIRCLE, ELLABELL, GA 31308
2. SMITH, GARRETT DEVON & SMITH ANDREA LAUREN
110 BONNIE CIRCLE, ELLABELL, GA 31308
3. RUARKS, JASON L
100 BONNIE CIRCLE, ELLABELL, GA 31308
4. GRIFFIN, RONNIE & GRIFFIN NANCY
90 BONNIE CIRCLE, ELLABELL, GA 31308
5. LEE, RICHARD D & EASON ASHIA
80 BONNIE CIRCLE, ELLABELL, GA 31308
6. GUSMAN, ALLEN P
70 BONNIE CIRCLE, ELLABELL, GA 31308
7. SAMUELSON, CONNOR & SAMUELSON KELSEY
50 BONNIE CIRCLE, ELLABELL, GA 31308
8. HOOVER, TIMOTHY & O'HARA KELLI ANN
40 BONNIE CIRCLE, ELLABELL, GA 31308
9. SHADRICK, KARA E
20 BONNIE CIRCLE, ELLABELL, GA 31308
10. JONES, LUCRETIA D.H.
55 BONNIE CIRCLE, ELLABELL, GA 31308
11. OGGS, LENNI & SUZANNE NICHOLE
10900 ENGLAND PLACE, EL PASO, TX 79934
12. MARKS, MELINDA M
167 CARLOS COWART, ELLABELL, GA 31308
13. MARKS, WILLIAM R & STACEY
1702 B HWY 17, RICHMOND HILL, GA 31324
14. MARKS, BILL
1175 HWY 204, PEMBROKE, GA 31321
15. MARKS, STACEY
1179 GA HWY 204, PEMBROKE, GA 31321
16. LEWIS, ELLA MILES & BLOCKER LILA MILES
PO BOX 1364, PEMBROKE, GA 31321
17. MORGAN, LILLIAN V
30 MORGAN ROAD, PEMBROKE, GA 31321
18. DOWNS, WILLIAM L & L VANN
PO BOX 988, PEMBROKE, GA 31321
19. WINTERS, SUSAN M
69 ROGERS ST, BELLVILLE, GA 30414
20. MILLER, FRED WARREN JR & WINTERS SUSAN M
PO BOX 801, PEMBROKE, GA 31321
21. NEWMAN, DERRELL & DEBBIE
860 PARADISE LANE, PEMBROKE, GA 31321
22. DOWD, MILTON & DORIS
535 DOWD ROAD, PEMBROKE, GA 31321

BRYAN COUNTY PLANNING & ZONING COMMISSION

Public Hearing Date: November 6, 2018

<p>REGARDING THE APPLICATION OF: Corde Wilson, applicant, on behalf of Beacon Builders, Inc., for a two hundred and forty (240) lot rezone application, for a 272.5 acre subdivision of parcel, PID# 027-018, of the Weyerhaeuser Company owned property, to be known as Plum Creek Subdivision, off of Carlos Cowart Rd. and Georgia Highway 204, Ellabell, GA, 31308, in unincorporated Bryan County, Georgia. The applicant is requesting the property be rezoned R-1, from its current A-5 zoning.</p>	<p>Staff Report by Sara Farr-Newman Dated: November 6, 2018</p>
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I. Application Summary

Requested Action: Public hearing and consideration of a rezone map amendment for Bryan County. The application by Beacon Builders, Inc. on behalf of Weyerhaeuser Company, proposes to change the A-5, Agricultural District, zoning for a 272.5 acre subdivision, to be known as Plum Creek, located off of Carlos Cowart Rd. and Georgia Highway 204, PID# 027-018, in unincorporated Bryan County, Georgia, to R-1, Single Family Residential.

Representative: Jim Kopotic
Hussey Gay Bell
Applicant: Corde Wilson
Beacon Builders, Inc.
Owner: WEYERHAEUSER COMPANY
C/O JEFFREY TEAL
100 PROFESSIONAL CENTER DRIVE
BRUNSWICK, GA 31325

Applicable Regulations:

- The State of Georgia, Title 36. Local Government Provisions Applicable to Counties and Municipal Corporations, Chapter 67. Zoning Proposal Review Procedures, Georgia Code O.C.G.A. 36-67

- Bryan County Zoning Ordinance, Chapter 12, Article VI, Amendments, Sec. 610. Standards Governing the Exercise of Zoning Power & Sec. 612. Provisional Zoning

II. General Information

1. Application: A rezoning application was placed by Corde Wilson, on behalf of the property owner, Weyerhaeuser Company, 100 Professional Center Drive, Brunswick, GA 31325, on July 3, 2018. After reviewing the application, the Administrator certified the application as being generally complete on July 6, 2018. The application was tabled at the August P&Z Meeting to allow time to update the Comprehensive Plan, which has not been completed. The applicant requested it to be heard at the November 2018 P&Z meeting.

2. Notice: Public notice for this application was as follows:

- A. Legal notice was published in the Bryan County News on October 18, 2018.
- B. Notice was sent to Surrounding Land Owners on October 15, 2018.
- C. The site was posted for Public Hearing on October 16, 2018.
- D. The Agenda and notice of the Hearing was posted on the County's website on October 19, 2018.

3. Any disclosures (i.e. conflicts of interest, site visits or ex parte communications)?

4. Background: The 272.5 acre property is currently undeveloped and was historically used for silvaculture purposes. The intersection of Carlos Cowart Rd. and Georgia Highway 204 has no major development or commercial activity. The property located to the southeast includes single family residential on large lots zoned AR-1 and AR-1.5. The remaining surrounding land, with the exception of several developments north and southeast of the subject property, is zoned AR-1 or AR-5.

There are three developments to the north of the property, Magnolia Creek, Magnolia Landing, and Taylor Place, as well as a development to the southeast, Victoria Place. These developments are zoned R-1.

The Bryan County Comprehensive Plan's Character area and Future Land Use Map identifies this area as Agricultural Low Density Residential, which has been the traditional character for most of the land area in North Bryan County. This crossroad, of Hwy 204 and Carlos Cowart Rd., according to the latest Georgia Department of Transportation count, has an Annual Average Daily Traffic of 3,050 vehicles according to the GDOT online map (gdottrafficdata.drakewell.com, 2016). The crossroad of US Hwy 280 E and Toni Branch Rd. located to the north has an Annual Average Daily Traffic of 5,380 vehicles.

Site access is proposed from a single access point off of Carlos Cowart Rd. Carlos Cowart Rd. is a paved County road to Georgia Highway 204 to the south and US Highway 280 E to the north via Toni Branch Rd. Most of the proposed access will be generated from the south, off of Highway 204, and the north, off of US Highway 280 E.

The water supply is proposed to be provided by connecting to the existing water supply for Magnolia Landing. Individual septic systems are proposed for each dwelling. Septic locations will have to be approved by the County Health Department prior to any Certificate of Occupancy. The County Engineer and Fire Chief have been provided application materials, and as of the date of this report, no comment has been received.

5. Exhibits: The following Exhibits are attached hereto as referenced. All application documents were received at the Bryan County Planning office on July 3, 2018 unless otherwise noted.

“A” Exhibits- Application:

A-1 Rezone Application

A-2 Site Plan 1, prepared for Beacon Builders, by Hussey, Gay & Bell

A-3 Site Plan 2, prepared for Beacon Builders, by Hussey, Gay & Bell

“B” Exhibits- Agency Comments:

None provided by date of report.

“C” Exhibits- Bryan County Supplements

C-1 Vicinity Map

C-2 Current North Bryan Zoning Map

C-3 Comprehensive Plan North Bryan Character Area Map

“D” Exhibits- Public Comment:

No Public Comments Received

III. Ch. 12, Sec. 610 STANDARDS GOVERNING THE EXERCISE OF ZONING POWER FOR A REZONE:

(a) In considering any Zoning Map Reclassifications, the following Standards shall be considered, as they may be relevant to the application, by the Planning Director, Planning Commission and County

Commission. Such considerations shall be based on the most intensive Uses and maximum density permitted in the requested Reclassification, unless limitations to be attached to the zoning action are requested by the applicant:

(i) Whether the proposed reclassification is in conformance with the Comprehensive Plan;

► **Staff comment:** The Comprehensive Plan Character Area Map of North Bryan County shows that the area is projected as Agricultural Low Density Residential, which would call into question the term Agricultural in the designation.

(ii) Whether the proposed reclassification improves the overall zoning scheme and helps carry out the purposes of this Ordinance.

► **Staff comment:** While the rezoning is not in keeping with the projected use as Agricultural Low Density Residential, there are several existing developments zoned R-1 in the area. Rezoning this parcel to R-1 should be considered under a reconsideration of the Comprehensive Plan and the character areas provided. Any extension of smaller-lot residential should take into consideration the continued impact of traffic and environmental change and the systems provided to protect public health and safety.

(iii) Whether the proposed reclassification is compatible with or would negatively impact the overall character and land use pattern or a particular piece of property or neighborhood within one (1) mile of the subject Lot;

► **Staff comment:** As projected in the Comprehensive Plan, the area has historically been low density residential and agricultural area. The proposed rezone would likely alter the character of the area; however, the land use pattern of the area is already shifting to single family residential as proposed. A one-mile radius from the site stretches from just before the intersection of Highway 204 and Little Creek Road and just after the intersection of Highway 204 and Toni Branch Road and takes in a wide spread of low density residential dwellings, R-1 zoned developments, and agriculturally timbered properties.

(iv) The adequacy of public facilities and services intended to serve the Lot proposed to be reclassified, including but not limited to: Roads, parks and recreational facilities, police and fire protection, Schools, stormwater drainage systems, water supplies, wastewater treatment, and solid waste services;

► **Staff comment:** The property is proposed to be served by the existing water system in Magnolia Landing and individual septic for each dwelling. The development will include installation of storm water management systems. Approval of any site development will be contingent upon Health District approval. The residential use will impact schools and services at a level comparable to the nearby developments.

There is only one access point proposed along Carlos Cowart Rd., which is a concern due to emergency and fire access. The updated Ordinance will require a minimum of two access points, and staff recommends this development, due to its size and location, set a standard by providing two access point.

(v) Whether the proposed reclassification will adversely affect a known archaeological, historical, cultural or environmental resource, such as water or air quality, ground water recharge areas, drainage, soil erosion and sedimentation and flooding.

► **Staff comment:** No known impacts. A consultant for the applicant will provide an ESA and wetland assessment.

(vi) Whether the proposed reclassification will adversely affect the existing Uses or usability of adjacent or nearby Lots or the preservation of the integrity of an adjacent neighborhoods;

► **Staff comment:** No adverse impact is anticipated due to the rezoning.

(vii) Whether the proposed reclassification could adversely affect market values of nearby Lots;

► **Staff comment:** No adverse impact is anticipated by the plans provided and redevelopment should in fact have a positive impact to market values.

(viii) Whether the proposed reclassification would require an increase in existing levels of public services, including, but not limited to: Schools, parks and recreational facilities, stormwater drainage systems, water supplies, wastewater treatment, solid waste services, roads or police and fire protection beyond the existing ability of the County or Board of Education to provide;

► **Staff comment:** The proposed rezoning and development will increase demand on public systems, such as an anticipated 2,400 additional travel trips directly on Carlos Cowart Rd. There has been no evidence provided of traffic improvements to mitigate these added trips. Individual septic tanks are proposed for each dwelling, which is a concern as this means the introduction of 240 new septic tanks that, as they age, are prone to increased risk of failure. There is also minimal information provided regarding the soils and other requirements for septic tanks. Additionally, underground utilities are encouraged.

(ix) Whether there are other existing or changing conditions affecting the use and development of the

Lot proposed to be reclassified which give supporting grounds for either approval or disapproval of the proposed reclassification;

► **Staff comment:** None anticipated.

(x) The existing Uses and zoning of nearby Lots;

► **Staff comment:** Adjacent properties are a mixture of low density residential, single family residential, and agricultural zoning.

(xi) The extent to which the value of the Lot proposed to be reclassified is diminished by its existing zoning restrictions;

► **Staff comment:** The existing zoning restrictions permit one dwelling per 217,800 square feet. The proposed R-1 zoning permits one dwelling per 21,780 square feet with a central water system or central sewage. The proposed zoning permits an 800% increase in development.

(xii) The extent that any diminished property value of the Lot proposed to be reclassified resulting from its existing zoning restrictions promotes the health, safety, morals or general welfare of the public;

► **Staff comment:** Not applicable.

(xiii) The relative gain to the public, as compared to the hardship imposed upon Petitioner, by the existing zoning restrictions.

► **Staff comment:** Not applicable.

(xiv) The suitability of the Lot proposed to be reclassified for its current and proposed zoned purposes; and

► **Staff comment:** Site is suitable, as it is a well-travelled State route and several developments zoned R-1 exist nearby; however, as development density increases in the area it will place additional pressure on the roads. The applicant has also not presented any evidence that the soils are adequate for the demands that will be asked for individual septic.

(xv) The length of time the Lot proposed to be reclassified has been non-income producing as zoned.

► **Staff comment:** The lot produced income approximately five years ago through the harvesting of timber. No other known income production has occurred on the property since that time.

(xvi) Whether the proposed reclassification would create an isolated District unrelated to adjacent and nearby Districts;

► **Staff comment:** There are four existing developments zoned R-1 within one mile of the property, including immediately to the north.

(xvii) Whether there are substantial reasons why the Lot cannot be used in accordance with this existing zoning classification;

► **Staff comment:** The lot can be used as it is currently zoned, but the proposed zoning is a valid classification for its future use. The continued development of the area will put pressure on the roads and services in the area. The Comprehensive Plan serves as a guiding document for the development of the County, so it may need to be restudied particularly in terms of the future land use in order to ensure it can effectively guide development.

(xviii) Applications for a Zoning Map Reclassification which do not contain specific site plans carry a rebuttable presumption that such rezoning shall adversely affect the zoning scheme.

► **Staff comment:** The applicant acknowledges this presumption.

IV. APPENDIX A. SUBDIVISIONS. ARTICLE V. DESIGN STANDARDS:

In order that various purposes of this ordinance may be accomplished, all subdivisions shall be developed, improved and constructed in accordance with the minimum design standards set forth in this article V. All subdivision improvements shall be designed and constructed in accordance with this ordinance and other applicable laws.

Section 501. Except where otherwise specified in this ordinance, the minimum required road frontage for a lot shall not be less than the minimum lot width at building line required for the zoning district within which the lot is situated, except that road frontage for exterior corner lots or lots abutting a cul-de-sac turn-around shall be at least 35 percent of the otherwise required road frontage and road frontage for exterior curve lots shall be at least 70 percent of the otherwise required road frontage.

► **Staff comment:** The applicant did not provide this information.

Section 501.01. Where the road frontage of a tract which is an existing lot of record is not continuous ("non-continuous tract") and where the road frontage of any part of a non-continuous tract ("non-continuous part") does not meet the minimum road frontage as required by section 502, such non-continuous tract may still be subdivided, provided:

(i) The number of lots does not exceed the number of non-continuous parts;

(ii) The space and bulk of the lots meet the minimum requirements set forth in the Bryan County zoning ordinance; and

(iii) All of the road frontage of a non-continuous part is utilized as a lot.

► **Staff comment:** The standard is not applicable. The lot does not qualify as a non-continuous tract.

Section 502.01. - Roads to be constructed.

All roads to be constructed in a subdivision must comply with the following provisions:

General. All roads must be designed and constructed in accordance with the engineering standards.

County maintained or approved private road system. All roads must be either: (i) accepted by the county commission as a county maintained road; or (ii) designated and approved as an approved private road system.

► **Staff comment:** The roads within the proposed subdivision shall be designated and approved as an approved private road system.

Continuation of existing road pattern. The arrangement of roads in a subdivision shall provide for the alignment with, or the continuation of, or the appropriate projection of existing roads in surrounding areas.

► **Staff comment:** The standard is met by the proposed design, which only connects to one road.

Road jogs. Road jogs or centerline offsets in the horizontal alignment of roads across intersections of less than 150 feet shall be prohibited.

► **Staff comment:** Road jogs are not proposed in the subdivision.

Intersections. The centerline of no more than two roads shall intersect at any one point. Roads shall be laid out so as to intersect as nearly as possible at right angles and no roads shall intersect any other road at less than 75 degrees. Curbed roads shall have a minimum tangent of 100 feet at intersections.

► **Staff comment:** The road intersections appear to meet these requirements; however, more detailed road information should specify this information.

Subdivisions on arterial roads. Where a subdivision abuts or contains an existing or proposed arterial road, the county commission may require local roads, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

► **Staff comment:** This standard is not applicable.

Permanent dead-end roads. Dead-end roads, designed to be such permanently, except cul-de-sacs built pursuant to section 504, shall be provided at the closed end with a turn-around having an outside roadway diameter of not less than 100 feet, and a right-of-way diameter of not less than 120 feet.

► **Staff comment:** This standard is not applicable.

Temporary dead-end roads. Temporary dead-end roads shall only be allowed in connection with phased construction of subdivisions within a development according to an approved master plan.

► **Staff comment:** This standard is not applicable.

Road names. All roads within a subdivision shall be named in accordance with the 911 Manual.

► **Staff comment:** The applicant shall provide final road names for approval.

Road name markers. Road name markers which shall be constructed to county specifications shall be installed at all road intersections.

► **Staff comment:** The applicant must provide road name markers that meet the standard.

Paving. All roads must be paved, except those roads exempt from paving pursuant to article XIII. (Ord. of 11-7-1995; Ord. of 10-8-1997)

► **Staff comment:** All roads are proposed to be paved.

Section 504. - Cul-de-sacs.

All cul-de-sacs as defined below must be designed and constructed as follows:

Cul-de-sacs. A local road with a 60 foot right-of-way and a minimum 18-foot pavement width which does not exceed 600 feet in length ending with a permanent turn-around that is 80 feet in diameter with a 100-foot diameter right-of-way. The length of such road is measured from the point of intersection of the centerline of the intersecting road and the cul-de-sac to the center point of the cul-de-sac turn-around.

Minor cul-de-sac. A local road with a 60-foot right-of-way and a minimum 18-foot pavement width which does not exceed 300 feet in length ending with a permanent turn-around that is 66 feet in diameter with a 100-foot diameter right-of-way. The length of such road is measured from the point of intersection of the centerline of the intersecting road and the cul-de-sac to the center point of the cul-de-sac turn-around.

Alternative designs. A local road with a 60-foot right-of-way which does not exceed 300 feet in length may terminate in accordance with the examples shown below.

► **Staff comment:** The applicant did not provide road details.

Section 505. - Lanes.

Lanes shall be provided in commercial and industrial zoning districts, except that the planning director, after recommendation by the county engineer, may waive this requirement if other definite and assured provisions are made for service access, such as off-street loading, unloading, and parking consistent with and adequate for the uses proposed. All lanes must be designed and constructed in accordance with this ordinance and other applicable laws.

(Ord. of 10-8-1997)

► **Staff comment:** The applicant did not provide road details.

Section 507. - Pedestrian ways.

Pedestrian ways shall be required within subdivisions as follows:

Subdivisions of ten or more lots or subdivisions which are part of a phased subdivision with ten or more potential lots shall provide pedestrian ways within the subdivision totaling a minimum of 200 square feet for each lot within the subdivision.

► **Staff comment:** The subdivision will have 240 lots which requires a minimum of 200 square feet for pedestrian ways within the subdivision. This is not shown on the site plans.

The proposed locations and widths of pedestrian ways must be shown on preliminary plats.

► **Staff comment:** These items must be provided on the preliminary plat.

Except as modified under section 507(e), pedestrian ways shall be required as follows within subdivisions:

On both sides of arterial roads within subdivisions;

On one side of arterial roads abutting subdivisions;

On one side of collector and marginal access roads within or abutting subdivisions;

Subdivisions adjacent to schools, parks or playgrounds must provide pedestrian ways from such subdivisions to the adjacent school, park or playground, unless prohibited by the governmental authority owning such facilities; and

On one side of local roads or cul-de-sacs which exceed 300 feet in length.

Pedestrian ways must be designed and constructed in accordance with the engineering standards.

► **Staff comment:** The proposed pedestrian ways must meet these standards and Staff suggests, along exterior arterials and collectors, 10’ paved multi-use paths, for the benefit of the public be provided.

Section 508. - Lots.

All lots shall comply with the following design standards:

Road access. Each lot shall abut a road as required by section 502 herein.

► **Staff comment:** All lots abut a road.

Lot lines. Side lot lines shall be as nearly as practical at right angles to straight road lines and radial to curved road lines.

► **Staff comment:** The proposed lot lines meet this standard.

Corner lots. Corner lots shall have sufficient width and depth to permit the establishment of appropriate building lines from both roads.

► **Staff comment:** Corner lots meet this standard.

Lot sizes. The area and dimensions of lots shall meet the greater of the minimum lot sizes set forth in this ordinance, the Bryan County zoning ordinance or other applicable laws.

► **Staff comment:** The lots are proposed to be a minimum of 22,000 square feet.

Section 509. - Block lengths.

In order: (a) that there may be convenient access between various parts of a subdivision and between the subdivision and surrounding areas; and (b) to help prevent traffic congestion and traffic hazards, the length of blocks shall not exceed 1,800 feet.

► **Staff comment:** The applicant did not provide block lengths.

Section 510. - Easements.

All easements within subdivisions must be designed in accordance with the engineering standards and must be shown on a final plat. The following types of easements shall be required within subdivisions:

Drainage. Where a proposed subdivision is traversed by a watercourse, drainage way, channel, or stream, the developer of such proposed subdivision shall offer the county a stormwater easement or drainage right-of-way which shall conform substantially with the lines of such watercourse, drainage way, channel, or stream and shall be of such additional width as deemed necessary for maintenance purposes by the county engineer.

County maintenance easement. Maintenance easements shall be provided when deemed necessary by the county engineer. All easements to the county shall, in addition to being shown on a final plat, be evidenced by a written easement agreement recorded in the clerk's office.

Utilities. Easements for utilities serving a proposed subdivision must be shown on the final plat. (Ord. of 10-8-1997)

► **Staff comment:** The applicant must ensure these easements are shown on the final plat.

Section 511. - Required water supply and sanitary sewerage.

All subdivisions must provide water supply and sewerage disposal systems pursuant to the following requirements:

Public water and sewerage systems.

Where a public water system is available and located within one mile of a proposed subdivision, of ten or more lots or subdivisions which are part of a phased subdivision with ten or more potential lots, the subdivision must be served by such public water system.

► **Staff comment:** Water will be provided from an existing system in the Magnolia Landings development; however, additional information is needed to ensure this water system is adequate and it addresses all fire and safety needs.

Where a public sewerage system is available and located within one mile of a proposed subdivision, of ten or more lots or subdivisions which are part of a phased subdivision with ten or more potential lots, the subdivision must be served by such public sewerage system.

► **Staff comment:** There is not a public sewerage system within one mile of the proposed subdivision. Individual septic tanks are proposed on each lot; however, since the subdivision is greater than ten lots a single community system for the entire development is preferable.

Private water and sewerage.

Where, under section 511.01(a), a subdivision is not required to be served with public water, the subdivision must be served with a private water system designed and constructed in accordance with this ordinance and other applicable laws and approved as to such compliance by the health department and the county engineer.

► **Staff comment:** Water will be provided from an existing system in the Magnolia Landings development.

The requirements for sewer and water are now governed by chapter 30, Sewer and Water Ordinance of Bryan County.

Prior to the submittal to the planning director of the final plat of a subdivision served by a private water system or private sewerage system, an applicant must submit to the planning director a trust indenture relating to each system, as required by section 1703.

► **Staff comment:** The applicant is proposing a private septic system, so they must provide a trust indenture.

Section 512. - Environmental site assessment ("ESA").

All applications for subdivision approval, except those described in section 512.(b), must be accompanied by an ESA for the property to be subdivided.

► **Staff comment:** The applicant will provide an ESA.

No subdivision requiring an ESA shall be approved until the ESA has been reviewed and approved by the county engineer. Until such approval is given, no plat or construction plans shall be approved for any subdivision requiring an ESA until the ESA has been reviewed and approved by the county engineer. Until such approval is given, no work shall occur within the proposed subdivision.

If during construction within a subdivision, a previously undiscovered landfill or other environmentally dangerous situation shall be discovered, the existence of such landfill or situation shall be immediately disclosed by the developer to the county engineer. In such situations, the county engineer may require a revised ESA for the subdivision and, if necessary to protect the health, safety or welfare of residents of Bryan County, the county engineer may order that all construction be halted and all construction shall be so halted. After review of the revised ESA, the county engineer shall make a determination as to the necessity of revision to the construction plans and preliminary plat.

► **Staff comment:** The applicant must adhere to these standards.

Section 513. - General suitability.

Soils.

No lot(s) shall be approved where the health department determines that the soil conditions at the site of the septic tank absorption field serving a lot(s) are wetlands or classified as Soil Groups 5 or 6 in either the "Manual For Onsite Sewage Management Systems" of the environmental health section of the Georgia Department of Natural Resources or the United States Department of Agriculture Soil Conservation Service (SCS) publication, known as Soil Survey of Bryan and Chatham County, Georgia (March 1974).

The health department shall certify its findings under section 513.01(a), to the planning director.

An applicant who disputes the determinations of the health department under section 513.01(a) shall have the right to retain a soils scientist to prepare an on-site soil mapping of the proposed lot(s). The health department will then reconsider his determinations under section 513.01(a) based on such soil mapping.

When soil mapping of a lot has been performed, a copy of such mapping shall accompany the certification described in section 513.01(b).

► **Staff comment:** The applicant plans to install individual septic tanks, so they must meet the requirements set by the health department.

513.02. Access.

No proposed subdivision with an entrance on, or lots accessed from, an unpaved road shall be approved where the county commission makes a determination, based on the engineering standards, that such unpaved road is inadequate to serve the additional traffic to be generated by the proposed subdivision.

► **Staff comment:** The standard is not applicable.

513.03. Subdivision entrances and driveways.

Entrances and driveways to subdivisions shall be designed and constructed in accordance with the engineering standards.

Entrances and driveways to subdivisions abutting state and federal roads shall also be designed and constructed in accordance with all applicable laws, including, but not limited to, the rules and regulations of the Georgia Department of Transportation.

When driveways and entrances are limited under this section 513.03, the approved locations of such driveways and entrances shall be shown on the final plat.

► **Staff comment:** This information must be provided on the final plat.

Section 514. - Buffers.

Buffers established in dedicated buffer parcels shall be required along the following subdivision boundaries:

Subdivisions of ten or more lots or subdivisions which are part of a phased subdivision with a potential for ten or more lots;

Subdivisions of three or more lots which abut an arterial/connector road;

Any subdivisions which abut a major thoroughfare or a scenic parkway; or
Where a marginal access road is constructed to provide access to a subdivision, the buffers required by section 514 shall be situated between the existing road and the marginal access road.
(Ord. of 9-7-2004; Ord. of 6-6-2006)

► **Staff comment:** Buffers in dedicated buffer parcels will be required.

Section 514.02. - Width of buffers along roads.

When required by section 502.03 or section 514, buffers along roads must be the following minimum widths:

70 feet along a scenic parkway;

50 feet along a major thoroughfare or an arterial road; and

30 feet along all other existing roads.

► **Staff comment:** Buffers are shown along Highway 204, but the width is not specified.

Section 514.03. - Width of buffers within subdivisions.

The outer perimeter buffers around subdivisions shall be at least 30 feet in depth. Such buffers may be platted as part of the lot/parcel. The same buffer requirement applies to any parcel being zoned to a

commercial, business or industrial use. The county engineer is authorized to modify or waive this requirement for I-L zones.
(Ord. of 9-2-2008)

► **Staff comment:** Buffers are shown around the subdivision, but the width is not specified.

Section 514.05. - Buffer requirements.

Buffers required under section 502.03 or section 514 must consist of undisturbed vegetation (planted or natural); and

Prior to approval of a final plat of a subdivision with buffers, the planning director must approve a plan submitted by the applicant for the preservation of the buffers.
(Ord. of 6-6-2006)

► **Staff comment:** This information must be submitted with the final plat.

Section 516. - Flood damage prevention ordinance.

All subdivisions shall comply with the provisions of the flood damage prevention ordinance of Bryan County and any other state or federal laws relating to flooding. All final plats must show the limits of flood zones and contain all matters relating to flooding or flood zones required by any applicable laws.

► **Staff comment:** The applicant must include this information in the final plat.

Section 517. - Recreation.

Subdivisions of ten or more lots or subdivisions which are part of a phased subdivision with ten or more potential lots must include the following for recreational purposes for the residents of such subdivision:

A parcel designed for recreational purposes which is the greater of one-half acre or five percent of the total acreage of the land subdivided ("recreation tract");

► **Staff comment:** 13.65 acres of open space are required and 35.5 acres are proposed.

No more than 20 percent of the recreation tract may be wetlands;

► **Staff comment:** This information is not specified.

The recreation tract must be accessible from within the subdivision, by all lots in the subdivision, by way of a public road, an approved private road system or a pedestrian way approved by the county engineer; and

Prior to approval of the final plat of a subdivision which includes a recreation tract:

The recreation tract must be improved by the applicant in accordance with the engineering standards;

The planning director must approve a plan submitted by the applicant for the continued maintenance of the recreation tract; and

Prior to the construction of 30 percent of the lots in any phase of a subdivision, the approved improvements must be completed and installed on the recreation tract for that phase. (Ord. of 10-8-1997; Ord. of 2-14-2006)

► **Staff comment:** The applicant must ensure this information is included with the final plat.

STAFF RECOMMENDATION

Staff recommends tabling the application until a proper Comprehensive Plan amendment can be considered and all information on why a community sewerage system is not being provided.

V. Recommendation

Recommendation: The Commission may recommend that the amendment be granted as requested, or it may recommend approval of the amendment requested subject to provisions, or it may recommend that the amendment be denied.

The Commission may continue the hearing for additional information from the applicant, additional public input or for deliberation.

► **Motion Regarding Compliance with Comprehensive Plan:** Having considered the evidence in the record, upon motion by Commissioner _____, second by Commissioner _____, and by vote of __ to __, the Commission hereby finds the proposed rezone map amendment is/is not in accordance with the Comprehensive Plan.

If found in accordance with the Plan, the Commission may recommend the amendment be granted as requested, or it may recommend approval of the amendment requested subject to provisions, or it may recommend that the amendment be denied.

► **Motion Regarding Recommendation:** Having considered the evidence in the record, upon motion by Commissioner _____, second by Commissioner _____, and by vote of __ to __, the Commission hereby recommends approval as proposed/approval with provisions/denial of the proposed amendment.

Recommended Conditions of Approval:

1. Provide ESA and wetland assessment;
2. If feasible, use a single system as opposed to individual septic systems;
3. A trust indenture is provided for any septic system;
4. All design standards are addressed with the final plat including, but not limited to, pedestrian ways, buffers, and utility easements.



Summary

Parcel Number 027018
 Location Address CROSS SWAMP RD
 Legal Description 1380GDMMEAD SCOTT TRACT PS 364/2
 (Note: Not to be used on legal documents)
 Class A5-Agricultural
 (Note: This is for tax purposes only. Not to be used for zoning.)
 Zoning A-5
 Tax District County Unincorporated (District 03)
 Millage Rate 25.375
 Acres 1566.68
 Neighborhood ELLABELL AREA (ELLAB)
 Homestead Exemption No (S0)
 Landlot/District N/A

[View Map](#)

Owner

PLUM CREEK TIMBERLANDS, LP.
 NKA: WEYERHAEUSER
 ATTN: TAX DEPARTMENT
 100 PROFESSIONAL CENTER DRIVE
 BRUNSWICK, GA 31525-6743

Rural Land

Type	Description	Calculation Method	Soil Productivity	Acres
RUR	Woodlands	Rural	8	59
RUR	Woodlands	Rural	6	295.93
RUR	Easements	Rural	5	19
RUR	Road Frontage	Rural	8	130
RUR	Woodlands	Rural	4	870.78
RUR	Woodlands	Rural	1	191.97

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
12/19/2008	839 243	364 2	\$0	QUIT CLAIM	BLUE SKY TIMBER PROPERTIES LLC	PLUM CREEK TIMBERLANDS, LP.
3/21/2003	315 311	364 2	\$2,217,745	MULTIPLE PARCEL SALE	SOUTHLAND TIMBER PROPERTIES	BLUE SKY TIMBER PROPERTIES LLC
2/14/2003	315 303	364 2	\$15,995	MULTIPLE PARCEL SALE	SUSTAINABLE FORESTS	SOUTHLAND TIMBER PROPERTIES
6/1/1999	00750041		\$3,481,000	UQ		SUSTAINABLE FORESTS
12/1/1987	07-E0735		\$934,900	UQ		
8/1/1985	06-E0102		\$768,900	UQ		
6/1/1985	06-C0313		\$768,900	UQ		
4/1/1953	03-E0350		\$0	UQ		

Valuation

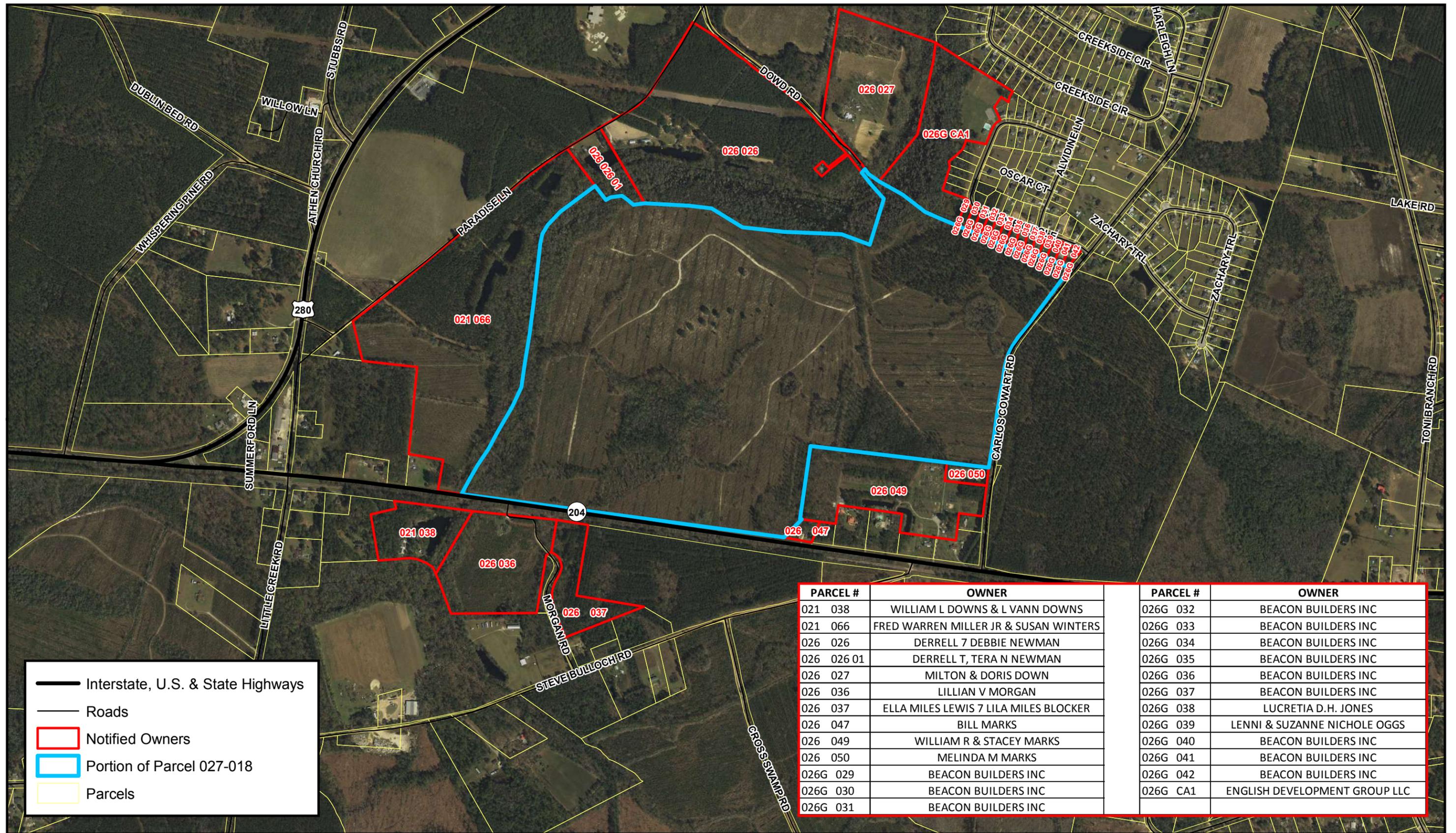
	2018	2017	2016
Previous Value	\$777,400	\$897,000	\$897,000
Land Value	\$727,900	\$777,400	\$897,000
+ Improvement Value	\$0	\$0	\$0
+ Accessory Value	\$0	\$0	\$0
= Current Value	\$727,900	\$777,400	\$897,000

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

The Bryan County Board of Assessors makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. This webpage is not live data. Values and Ownership indicated are from the last Georgia Department of Revenue certified tax roll and reflect property values as of the tax lien date which, in Georgia, is January 1st of each year. Other data changes will be updated throughout the year.



Last Data Upload: 10/29/2018 7:01:11 AM



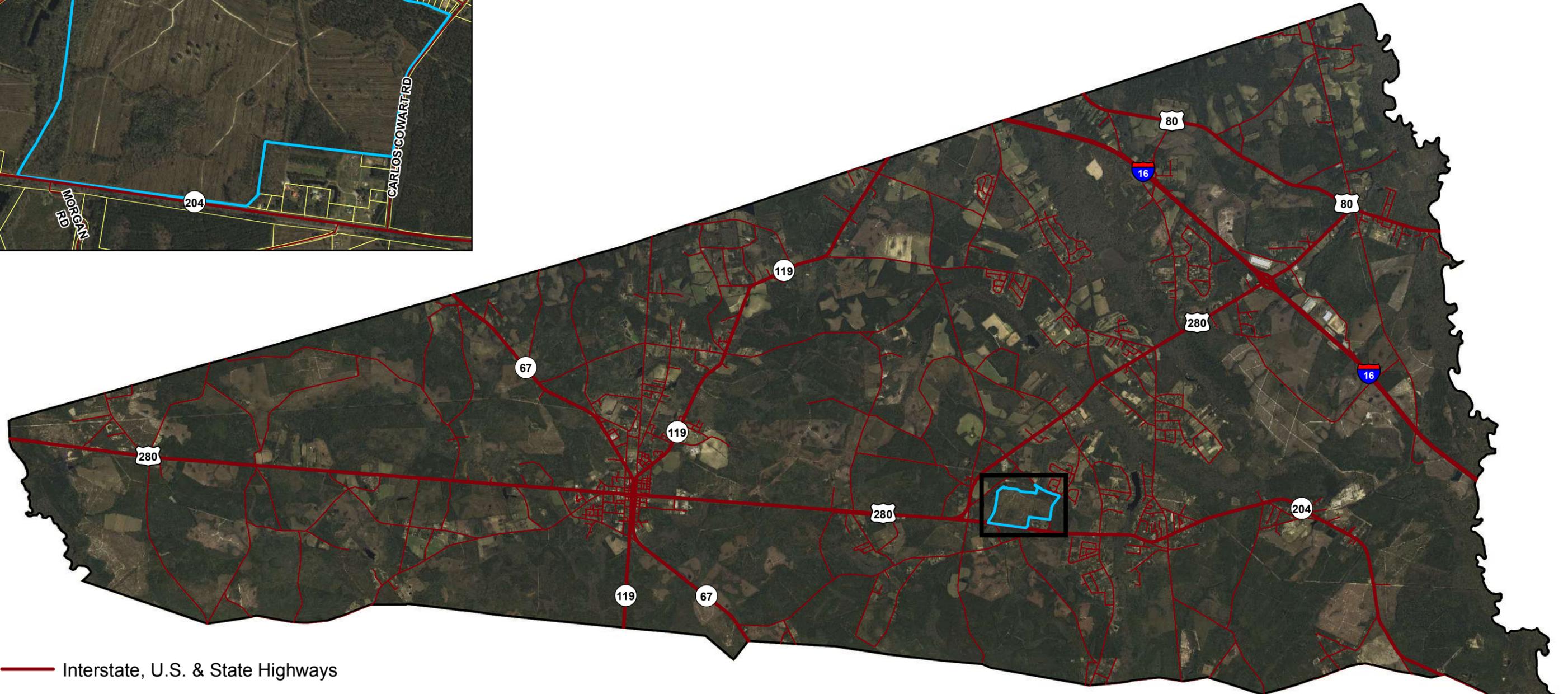
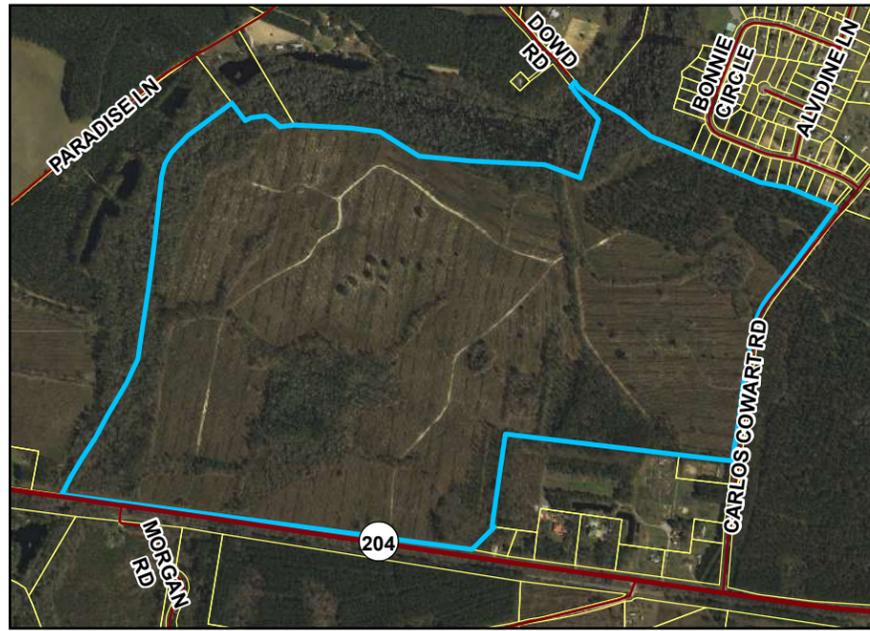
— Interstate, U.S. & State Highways
 — Roads
 [Red Outline] Notified Owners
 [Blue Outline] Portion of Parcel 027-018
 [Yellow Outline] Parcels

PARCEL #	OWNER	PARCEL #	OWNER
021 038	WILLIAM L DOWNS & L VANN DOWNS	026G 032	BEACON BUILDERS INC
021 066	FRED WARREN MILLER JR & SUSAN WINTERS	026G 033	BEACON BUILDERS INC
026 026	DERRELL 7 DEBBIE NEWMAN	026G 034	BEACON BUILDERS INC
026 026 01	DERRELL T, TERA N NEWMAN	026G 035	BEACON BUILDERS INC
026 027	MILTON & DORIS DOWN	026G 036	BEACON BUILDERS INC
026 036	LILLIAN V MORGAN	026G 037	BEACON BUILDERS INC
026 037	ELLA MILES LEWIS 7 LILA MILES BLOCKER	026G 038	LUCRETIA D.H. JONES
026 047	BILL MARKS	026G 039	LENNI & SUZANNE NICHOLE OGGS
026 049	WILLIAM R & STACEY MARKS	026G 040	BEACON BUILDERS INC
026 050	MELINDA M MARKS	026G 041	BEACON BUILDERS INC
026G 029	BEACON BUILDERS INC	026G 042	BEACON BUILDERS INC
026G 030	BEACON BUILDERS INC	026G CA1	ENGLISH DEVELOPMENT GROUP LLC
026G 031	BEACON BUILDERS INC		



Notification Map
Beacon Builders, INC. - Plum Creek
Case Number: Z# 191-18

DISCLAIMER:
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- Interstate, U.S. & State Highways
- Roads
- Portion of Parcel 027-018
- Surrounding Parcels



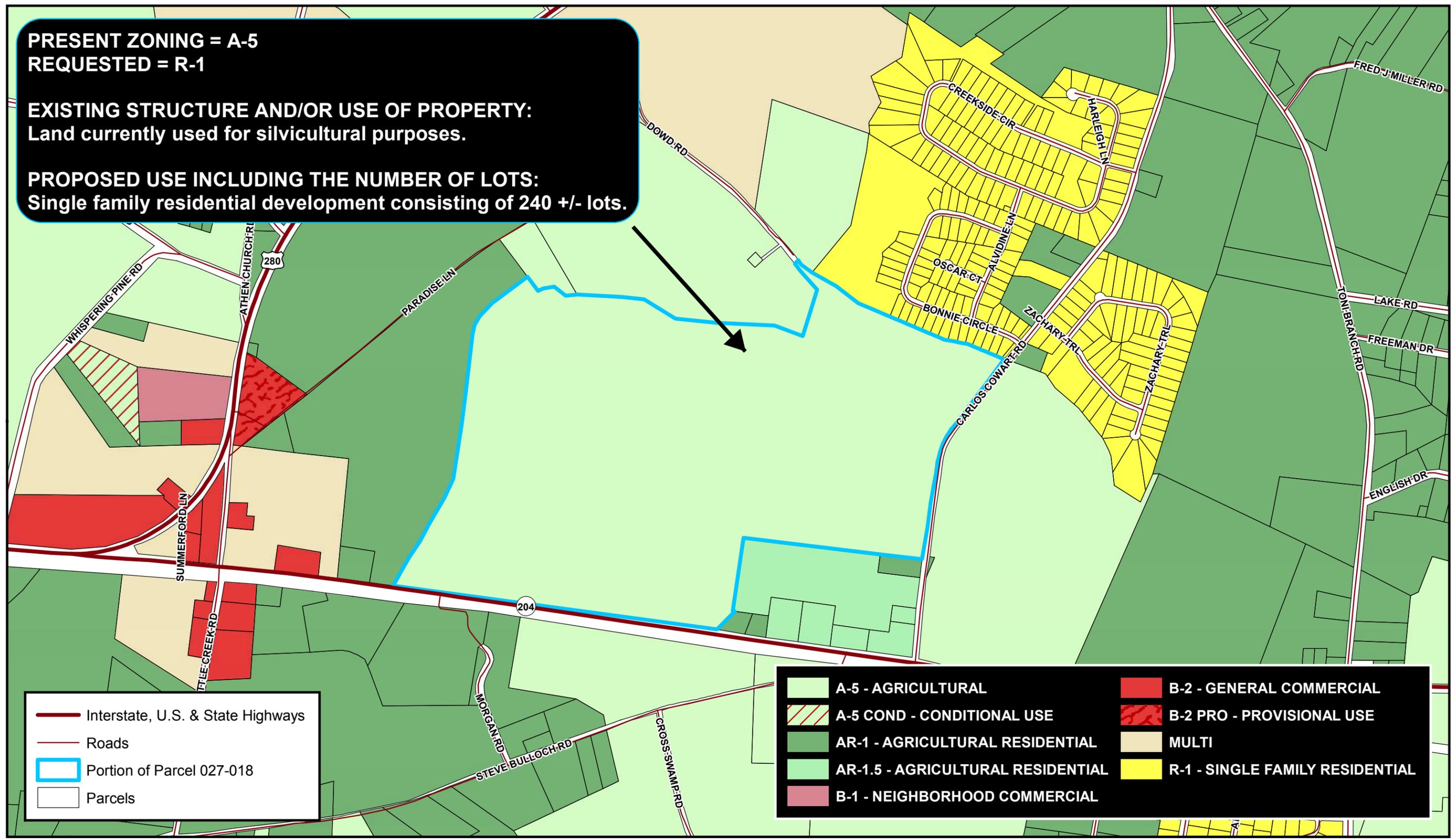
Overview Map
Beacon Builders, INC. - Plum Creek
Case Number: Z# 191-18

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**PRESENT ZONING = A-5
REQUESTED = R-1**

**EXISTING STRUCTURE AND/OR USE OF PROPERTY:
Land currently used for silvicultural purposes.**

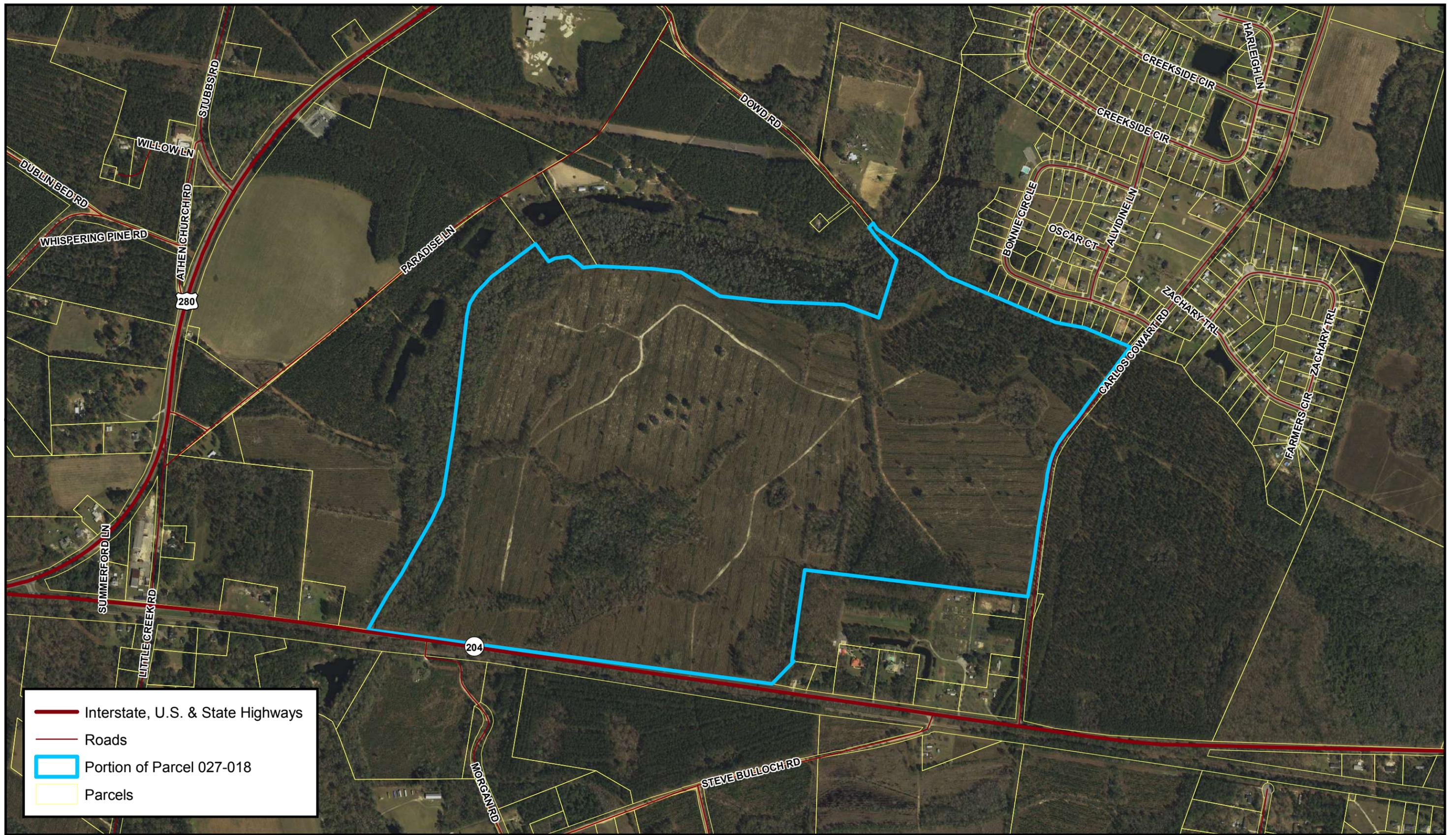
**PROPOSED USE INCLUDING THE NUMBER OF LOTS:
Single family residential development consisting of 240 +/- lots.**



— Interstate, U.S. & State Highways
— Roads
 Portion of Parcel 027-018
 Parcels

<ul style="list-style-type: none"> A-5 - AGRICULTURAL A-5 COND - CONDITIONAL USE AR-1 - AGRICULTURAL RESIDENTIAL AR-1.5 - AGRICULTURAL RESIDENTIAL B-1 - NEIGHBORHOOD COMMERCIAL 	<ul style="list-style-type: none"> B-2 - GENERAL COMMERCIAL B-2 PRO - PROVISIONAL USE MULTI R-1 - SINGLE FAMILY RESIDENTIAL
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- Interstate, U.S. & State Highways
- Roads
- Portion of Parcel 027-018
- Parcels



Location Map
Beacon Builders, INC. - Plum Creek
Case Number: Z# 191-18

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DRAFT Planning & Zoning Commission Bylaws

**Bryan County Planning & Zoning Commission
Draft Bylaws
October 2018**

Article I – Purpose

1. The Bryan County Planning & Zoning Commission (“the Commission”) was established on March 3, 1956 by resolution of the Bryan County Board of County Commissioners (“County Board”).
2. The Commission’s purpose is to promote the orderly development of Bryan County (“the County”) and its environs and to advise the County Board on that subject.
3. The Commission is governed by the Code of Georgia.

Article II – Members

1. The Commission shall consist of up to 7 members.
2. All members of the Commission shall be residents of the County.
3. At least one-half of members shall be owners of real property within the County.
4. Members shall be qualified by knowledge and experience to make decisions on questions of community growth and development.
5. Members of the Commission shall be appointed by the County Board for a term not to exceed four years. The County Board may reappoint members for additional terms.
6. When a term is not completed and a vacancy on the Commission results, it shall be filled by County Board appointment for the unexpired portion of the term only.
7. The County Board may remove members for malfeasance in office. The County Board also may remove members without limitation in the event that a member is absent from any three consecutive meetings of the Commission or is absent from any four meetings of the Commission within any 12-month period.

Article III – Officers

1. There shall be two officers of the Commission, a chair and a vice chair.
2. Election of officers shall be held at the final regular Commission meeting of each calendar year. The newly elected officers shall take office on January 1 of the succeeding year.
3. Elected officers shall serve in this capacity for one year.
4. The Vice Chair shall preside in the absence of the Chair. In the absence of both, the members shall elect an acting Chair from among those members present.
5. If the Chair vacates the office prior to completing his or her term, the Vice Chair shall assume the office and serve the remainder of the term. A new Vice Chair shall then be elected at the next regular meeting to fill out the remainder of the term for that year.

Article IV – Meetings

1. The Commission shall hold at least one regular meeting every two months and may schedule one or more special meetings or work sessions each month.

2. Special meetings of the Commission may be called by the chair or by any two members upon written request to the Chair. Notice of a special meeting shall be given in accordance with Chapter 50 of the Code of Georgia, none as the Georgia Open Meetings Law (OCGA 50-14 & -18). Written notice of a special meeting is not required if the time of the special meeting has been fixed at a regular meeting or all members are present at the special meeting or file a written waiver of notice.
3. The Commission shall prepare and adopt an annual schedule of regular meetings at its first meeting following the meeting at which the County Board adopts its annual schedule. The Commission's schedule shall be coordinated with the County Board's schedule so referrals of reports and plans to the County Board can be timely.
4. A quorum shall be required for the Commission to hold an official meeting and to take action on any matter before it. A majority (one-half plus one) of the members entitled to vote shall constitute a quorum. No action of the Planning Commission shall be valid unless authorized by a majority vote of those present and voting.
5. In the absence of a quorum, the members present may discuss matters on the agenda and report the discussion to the Commission for action.
6. The right of the permanent or acting Chair to vote, if he or she so desires, shall not be questioned.
7. No member shall vote on a subject in which he or she has a financial interest or other conflict. The State and Local Government Conflict of Interests Act applies to all members.
8. In the case of major differences of opinion among members, the minority shall have the right to file a separate report to accompany the majority recommendation or action.

Article V – Sub-Committees

1. The Planning Commission may create sub-committees, as it deems necessary.
2. For matters that come before the Commission where committee jurisdiction is not obvious, the Commission Chair shall assign these matters to the Committee of his or her choice.
3. At the option of its chair, a committee of the Commission may draw upon one or more citizens of Bryan County who are qualified to help with particular assignments.

Article VI – Records

1. All meetings of the Commission and its sub-committees are subject to the Freedom of Information Act and the Open Records Act. A record of the transactions shall be kept of all meetings of any type. After approval by the Commission, these records shall be entered in the Commission's Book of Minutes and placed on the Commission's website, as a public record. When a scheduled meeting is held and a quorum is not present, the discussions shall form a report only and shall be filed with the other Commission material.
2. The votes of the members shall be recorded by name.

Article VII – Publicity

1. No release to the public media shall be made unless it has the Commission's approval or unless the Commission has authorized the Chair to make an appropriate release to the public.

Article VIII – Amendments

1. These Rules and Bylaws may be added to, amended, or revised at any meeting of the Planning Commission by a majority of a quorum of the Planning Commission, provided that notice of any proposed amendment is given to each member in writing at least two weeks prior to an official meeting.

Article IX – Parliamentary Authority

1. In all matters of parliamentary procedure not specifically governed by these Bylaws or otherwise required by law, the current edition of *Robert's Rules of Order (Newly Revised)* shall apply.

2019 Planning & Zoning Public Meeting Schedule

Submission Deadline (Fridays)	PC Public Meeting (Tuesdays)	Location (Alternating)
November 30, 2018	January 2, 2019*	Pembroke
January 4, 2019	February 5, 2019	Richmond Hill
February 1, 2019	March 5, 2019	Pembroke
March 1, 2019	April 2, 2019	Richmond Hill
April 5, 2019	May 7, 2019	Pembroke
May 3, 2019	June 4, 2019	Richmond Hill
May 31, 2019	July 2, 2019	Pembroke
July 5, 2019	August 6, 2019	Richmond Hill
August 2, 2019	September 3, 2019	Pembroke
August 30, 2019	October 1, 2019	Richmond Hill
October 4, 2019	November 5, 2019	Pembroke
November 1, 2019	December 3, 2019	Richmond Hill

*Meeting day moved to Wednesday on account of New Year's Day holiday