

**BEAUFORT–PORT ROYAL
METROPOLITAN PLANNING COMMISSION**

AGENDA

1911 Boundary Street, Beaufort, SC 29902

Phone: 843-525-7011 ~ Fax: 843-986-5606

Monday, December 20, 2021, 5:00 P.M.

City Hall, Council Chambers, 2nd Floor – 1911 Boundary Street, Beaufort, SC

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88397424291?pwd=NzEvZkcZSGxtYVFsNmNxUldWek13Zz09>

Password: 973980 Meeting ID: 883 9742 4291 Call in Phone #: 1+929 205 6099

STATEMENT OF MEDIA NOTIFICATION: "In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media were duly notified of the time, date, place and agenda of this meeting."

I. **Call to Order**

II. **Pledge of Allegiance**

III. **Review Commission Meeting Minutes:**

A. **November 15, 2021 Meeting Minutes**

IV. **Questions Relating to Military Operations**

V. **Review of Projects for the City of Beaufort:**

A. **1026 Ribaut Road Sketch Plan.** The applicant, Whitehall Point Holdings (Sam Levin), is requesting sketch plan approval for the major subdivision of three parcels totaling +/- 11.95 acres and located at the southwest corner of Ribaut Road and Allison Road. The subject parcels are R120 005 000 0236 0000 (T5-UC and T3-S districts), R120 005 000 0266 0000 (T4-N district), and R120 005 000 0278 0000 (T3-S district).

B. **442 Robert Smalls Parkway Sketch Plan and Street Names.** The applicant, Homes Urban Development (Robert Morgan), is requesting sketch plan and street name approval for the major subdivision of a parcel located on the north side of Robert Smalls Parkway (SC Route 170) approximately 1000' west of the intersection of Robert Smalls Parkway and W K Alston Drive. The subject parcel is a portion of R120 028 000 0138 0000 (IC district).

C. **City of Beaufort 2021 Comprehensive Plan Draft - Final**

VI. **Review of Projects for the Town of Port Royal:**

A. **None.**

VII. Review of Projects for Beaufort County:

- A. Map Amendment Request for 6.26 Zoning Acres (R100 027 000 0387 0000) 186 Cherokee Farms Road from T2 Rural to T4 Hamlet Center Open”.

VIII. Discussion

IX. Adjournment

Note: If you have special needs due to a physical challenge, please call Julie Bachety at (843) 525-7011.



Metropolitan Planning Commission Meeting Minutes – November 15, 2021

1. CALL TO ORDER

0:40

A meeting of the Metropolitan Planning Commission was held in person on November 15, 2021, at 5:00 pm.

2. ATTENDEES

Members in attendance: Michael Tomy (Chairman), Judy Alling (Vice-Chair), Sue Cosner, Caroline Fermin, Jason Hinchler and Wendy Zara.

Staff in attendance: Dan Frazier, (City of Beaufort Senior Planner) and Noah Krepps (Town of Port Royal Director of Planning)

3. REVIEW OF MINUTES

1:39

Motion: Ms. Cosner made a motion to approve the October 18, 2021 meeting minutes; seconded by Ms. Fermin. The motion passed unanimously.

Disclaimer: All Metropolitan Planning Commission Meeting minutes are recorded and can be found on the City's website at <http://www.cityofbeaufort.org/AgendaCenter>. Audio recordings are available upon request by contacting the City Clerk, Traci Guldner at 843-525-7024 or by email at tguldner@cityofbeaufort.org

4. QUESTIONS RELATING TO MILITARY OPERATIONS

1:51

None.

5. CITY OF BEAUFORT 2021 COMPREHENSIVE PLAN DRAFT

Mr. Frazier spoke about the City of Beaufort 2021 Comprehensive Plan Draft and recommending revisiting the Comp Plan with another Work Session.

6. REVIEW OF PROJECTS OF BEAUFORT COUNTY

15:30

-
- A. Map Amendment Request for 6.26 Zoning Acres (R100 027 000 0387 0000) 186 Cherokee Farms Road from T2 Rural to T4 Hamlet Center Open”.

Motion: Ms. Zara made a motion to deny the project. Motion failed for lack of a second.

Motion: Mr. Tomy made a motion to table the project for a month; seconded by Ms. Cosner. The motion passed unanimously.

7. ADJOURN

1:00:25

Mr. Tomy made a motion to adjourn the meeting; seconded by Mr. Hincer. The motion passed unanimously. The meeting ended at 6:30 pm.

Chair

Date of approval

CITY OF BEAUFORT
AGENDA ITEMS



MAJOR SUBDIVISION PROCESS
SKETCH PLAN APPLICATION

Community & Economic Development Department
1911 Boundary Street, Beaufort, South Carolina, 29902
p. (843) 525-7011 / f. (843) 986-5606
email: development@cityofbeaufort.org website: www.cityofbeaufort.org

Application Fee: \$0

OFFICE USE ONLY: Date Filed: 11/8 Application #: 22855 Zoning District: T4-N + T3S
Site Area: Meeting Date: 12/20/21

Schedule: The Metropolitan Planning Commission (MPC) typically meets the 3rd Monday of each month at 5:00 pm. The complete schedule can be found here - http://www.cityofbeaufort.org/metropolitan-planning-commission.aspx

Submittal Requirements: 7 hard copies and 1 digital copy of all forms and information are required.

Conceptual Request: Sketch Plan as described in Section 9.3.1.B, Conceptual Plat showing lots, roads and street sections, sidewalks, existing/proposed trees, open space.

Applicant Name: Whitehall Point Holdings

Applicant Address: 156 Spanish Point Drive, Beaufort SC 29902

Applicant E-mail: sam.levin234@gmail.com Applicant Phone Number: 843-345-0824

Applicant Title: [] Homeowner [] Tenant [] Architect [] Engineer [X] Developer [] Contractor

Owner (if other than the Applicant):

Owner Address:

Project Name: 1026 Ribaut

Property Address: Corner of Ribaut and Allison Roads

Property Identification Number (s):(Tax Map & Parcel Number): R120 005 000 0266 0000, R120 005 000 0278 0000, R 120 005 000 236 0000

Meeting Date Requested: November 15, 2021

Pursuant to Section 6-29-1145 of the South Carolina Code of Laws, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in this application? [] Yes [] No

Certification of Correctness: I/we certify that the information in this application is correct.

Applicant's Signature: [Signature] Date: October 18, 2021



MAJOR SUBDIVISION PROCESS
SKETCH PLAN APPLICATION

Department of Planning & Development Services
1911 Boundary Street, Beaufort, South Carolina, 29902
p. (843) 525-7011 / f. (843) 986-5606

Application Fee: \$0

email: development@cityofbeaufort.org website www.cityofbeaufort.org

Project Information

Project Name: 1026 Ribaut

Site Area in Acres: 11.95 Zoning District: T5UC AND T4N

Proposed Allocations (in acres and gross %):

Developed Area: 11.95 ACRES Civic/Open Space: +/-1.2 ACRES / 10%

Provide a brief Project Narrative:

The sketch site plan includes subdivision of the +/-11.95 acre property at the intersection of Ribaut and Allison Road. Proposed streets to include extension of Oakhaven running east-west and improvement to Myrtle Island running north-south. The streetscapes will include on-street parking, street trees, lighting and sidewalks.

The plan includes relocating the existing Beaufort Memorial surface parking (+/-100 spaces) to the north-west corner of the property. The parking is located to accommodate a Day Care building and allow future buildings to front along Allison Road.

The proposed buildings fronting Allison Road and Ribaut Road will include a mix of uses as allowed by the Beaufort Code. Parking and associated service areas will be located behind the building. Final parking summary will be provided based on allocated building square footages, uses and site engineering.

The buildings fronting Oakhaven Road will include townhomes, duplex or other residential building types as allowed by the T5 zoning. Lot sizes and building types will be outlined on the final plat.

The landmark live oaks along Ribaut Road will be preserved within an open neighborhood park. The remaining plan is designed to prioritize the preservation trees within the site.

Stormwater management will include a series of treatment methods to include permeable paving, rain gardens, and a retention pond.

The site is currently served by local utilities include sewer, water, power and cable.

E-Mail: development@cityofbeaufort.org | Phone: (843) 525-7011 | Fax: (843) 986-5606

NOTE: See page 3 for Major Subdivision Process and Sketch Plan Checklist



MAJOR SUBDIVISION PROCESS SKETCH PLAN APPLICATION

Community & Economic Development Department
1911 Boundary Street, Beaufort, South Carolina, 29902
p. (843) 525-7011 / f. (843) 986-5606
email: development@cityofbeaufort.org website: www.cityofbeaufort.org

Application Fee: \$0

MAJOR SUBDIVISION PROCESS

STEP 1 (Consultation):

- ✓ Schedule a Pre-Application conference with a City of Beaufort Planner

STEP 2 (Sketch Plan Approval):

- ☐ Submit 'Sketch plan' application along with items required on checklist (may need to be submitted to Metropolitan Planning Commission (MPC) by staff for approval)

STEP 3 (Preliminary Plat Approval):

- Submit 'Preliminary Plat' application along with items required on checklist (fee based on the number of lots)
- Letter from Beaufort-Jasper Water & Sewer Authority (BJWSA) certifying availability of service
- Preliminary and TIA (as required) approvals from SC Dept. of Transportation (843) 524-7255
- Topographical Survey
- Preliminary plat approval prior to site work/infrastructure construction plans being submitted (or bonded)

STEP 4 (Project Permit Issuance):

- Submit 'Project Permit' for site work/infrastructure along with items required on checklist - complete work (can be bonded)

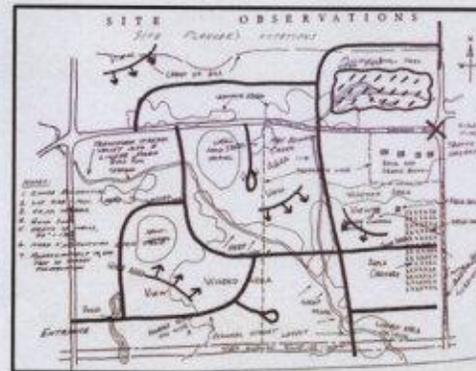
STEP 5 (Final Plat Approval):

- Complete 'Final Plat' application along with items on checklist once site work/infrastructure has been completed/approved.
- Submit five (5) copies of final plat labeled "Subdivision Plat."
- Final plat will be reviewed, approved, and stamped for recording.

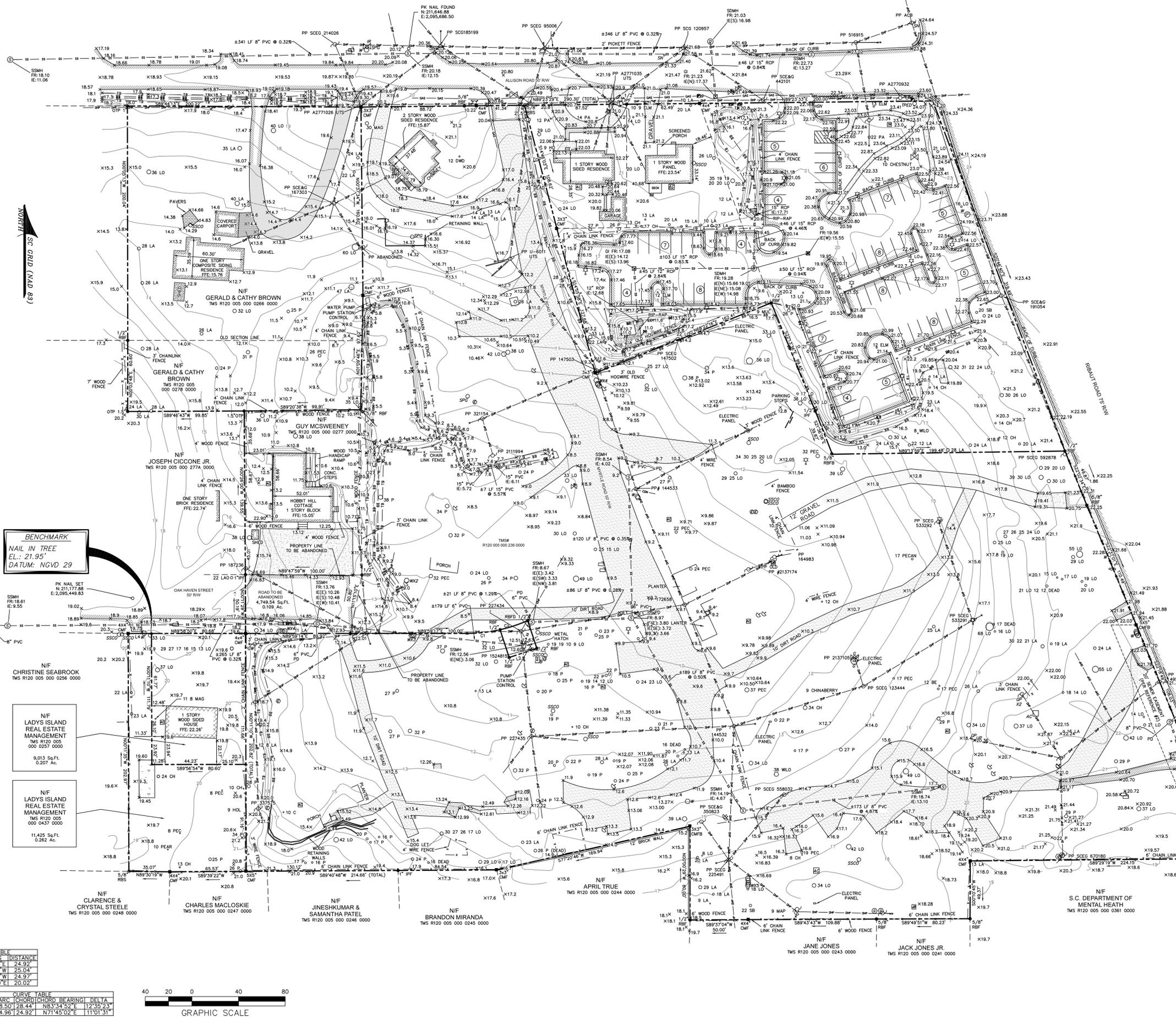
SKETCH PLAN CHECKLIST

Plan can be a simple line drawing form showing the following:

- ☐ Proposed layout of streets
- ☐ Proposed layout of lots
- ☐ Proposed layout of buildings (general)
- ☐ Proposed layout of civic spaces
- ☐ Proposed tree coverage and other features in relation to existing conditions



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- LEGEND**
- CMF ■ CONC. MONUMENT FOUND
 - CMFB ■ CONC. MONUMENT FOUND BROKEN
 - OTF ○ OPEN TOP PIPE
 - RBF ● IRON REBAR FOUND
 - RBS ○ IRON REBAR SET
 - XS x SCRIBED X
 - ACU AIR CONDITIONING UNIT
 - OCJ Cable Junction Box
 - EM Electric Meter
 - FH Fire Hydrant
 - GI Grate Inlet
 - GM Gas Meter
 - GW GUY WIRE
 - ICV IRRIGATION CONTROL VALVE
 - JB Junction Box
 - LP Light Pole
 - MB Mail Box
 - PP Power Pole
 - SDM Storm Drain Manhole
 - SE Spot Elevation
 - SP Spigot
 - SSCO Sanitary Sewer Clean Out
 - SV Gas Valve
 - SM Sanitary Sewer Manhole
 - SP Gas Pipe
 - UP Utility Pole
 - TEL TELEPHONE JUNCTION BOX
 - TE Transformer-Electric
 - UGM Underground Gas Marker
 - WM Water Meter
 - FFE Finished Floor Elevation
 - IE Invert Elevation
 - PVC Polyvinyl Chloride Pipe
 - RCP Reinforced Concrete Pipe
 - F Fence Line
 - OPH Overhead Power Line
 - OLF Old Hogwire Fence
 - UGS Underground Gas Line
 - UDM Underground Communications Line
 - USD Underground Storm Drain Line
 - P Pine
 - LA Laurel Oak
 - LO Live Oak
 - MAP Red Maple
 - PEC Pecan
 - CH Cherry
 - DWD Dogwood
 - WLO Willow Oak
 - SB Sugar Berry
 - MUL Mulberry
 - HO Holly
 - EP Edge of Pavement
 - CON Concrete
 - OPED Telephone Pedestal
 - PD Pipe Direction

BENCHMARK
 NAIL IN TREE
 EL.: 21.95'
 DATUM: NGVD 29

N/F CHRISTINE SEABROOK
 TMS R120 005 000 0256 0000

N/F LADY'S ISLAND REAL ESTATE MANAGEMENT
 TMS R120 005 000 0257 0000
 9.013 SdFl.
 0.207 Ac.

N/F LADY'S ISLAND REAL ESTATE MANAGEMENT
 TMS R120 005 000 0437 0000
 11.425 SdFl.
 0.392 Ac.

N/F CLARENCE & CRYSTAL STEELE
 TMS R120 005 000 0248 0000

N/F CHARLES MACLOSKE
 TMS R120 005 000 0247 0000

N/F JINESHKUMAR & SAMANTHA PATEL
 TMS R120 005 000 0246 0000

N/F BRANDON MIRANDA
 TMS R120 005 000 0245 0000

N/F APRIL TRUE
 TMS R120 005 000 0244 0000

N/F JANE JONES
 TMS R120 005 000 0243 0000

N/F JACK JONES JR.
 TMS R120 005 000 0241 0000

N/F S.C. DEPARTMENT OF MENTAL HEALTH
 TMS R120 005 000 0361 0000

LINE TABLE

LABEL	BEARING	DISTANCE
L1	S19°27'16"E	24.37'
L2	S71°38'15"W	25.04'
L3	N18°10'57"W	24.97'
L4	N89°58'50"E	20.02'

CURVE TABLE

LABEL	RADIUS	ARC (CHORD)	CHORD BEARING	DELTA
C1	129.69'	28.50'	N83°34'52"E	12°35'23"
C2	129.69'	24.96'	N71°45'02"E	11°01'31"



SSMH FR 20.14
 IE: 12.79

CONCEPTUAL SITE PLAN



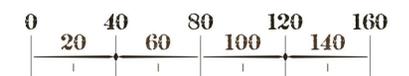
DEVELOPMENT SUMMARY

PARCEL 'A' ±1.6 AC

PARCEL 'B' ±10.4 AC
±56,800 SF TOTAL

RETAIL, RESTAURANT, OFFICE,
MEDICAL -
REQUIRES 1 SPACE/400 SF

±142 PARKING SPACES REQUIRED
±150 PARKING SPACES PROVIDED



Scale 1" = 40'

1026 RIBAUT ROAD

BEAUFORT, SOUTH CAROLINA



Staff Report for Metropolitan Planning Commission

From the Department of Community and Economic Development

December 20, 2021

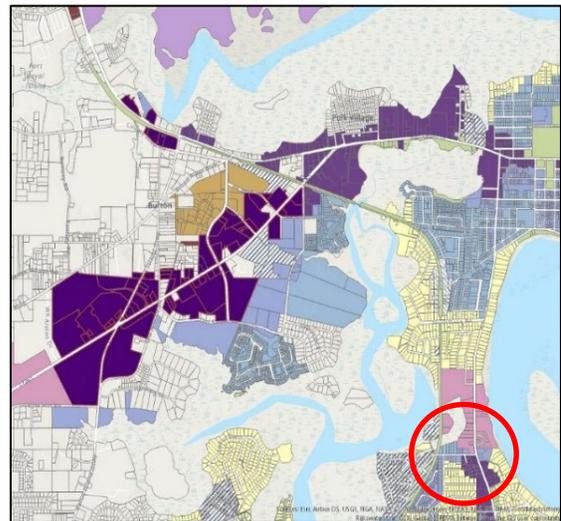
1 SUMMARY OF REQUEST

The applicant, Whitehall Point Holdings (Sam Levin), is requesting sketch plan approval for the major subdivision of three parcels totaling +/- 11.95 acres and located at the southwest corner of Ribaut Road and Allison Road. The subject parcels are R120 005 000 0236 0000 (T5-UC and T3-S districts), R120 005 000 0266 0000 (T4-N district), and R120 005 000 0278 0000 (T3-S district).

The applicant has submitted a Major Subdivision Sketch Plan application, a Conceptual Site Plan (serving as Sketch Plan) and an existing conditions survey including existing trees and topography. The applicant has stated that a Traffic Impact Analysis (TIA) has been ordered and is in progress, however it will not be finalized in time to include it as supplemental information for this application. It should be noted that a TIA is not a required document for Sketch Plan approval.

Per the provided Sketch Plan and project narrative, proposed streets will include the eastward extension of existing Oak Haven Street to Ribaut Road and improvements to existing Myrtle Street extending from Allison Road to Oak Haven Street. Existing on-site Beaufort Memorial Hospital (BMH) parking (+/- 100 spaces) will be relocated to the north of the property adjacent to a proposed new +/-4,800 s.f. commercial day care facility that will serve the needs of BMH employees. The daycare facility is a conditionally allowed use in the T4-N district.

Proposed 2-story buildings fronting Allison Road and Ribaut Road will include a mix of uses (retail, restaurant, office and medical) as allowed by the Beaufort Code, with the required parking located behind the buildings. The Sketch Plan identifies the total square footage of these mixed-use buildings as +/-52,000 square feet. The buildings fronting Oak Haven Street will include townhomes, duplex and other residential building types as allowed by the T5-UC district. The Sketch Plan proposes a total of 39 residential units and the applicant notes that lot sizes and building types will be outlined on the final plat. The Sketch Plan and project narrative also identify the preservation of landmark live oaks along Ribaut Road being preserved within an open neighborhood park, and the remainder of the plan



designed to prioritize the preservation of trees within the site. Stormwater management is proposed to include a series of treatment methods to include permeable paving, rain gardens and a retention pond.

Adjacent parcels to the north of the subject properties across Allison Road are zoned IC and T4-N, and adjacent parcels to the south are zoned T3-S and T5-UC. Adjacent parcels to the east across Ribaut Road are zoned T4-N and T5-UC, and adjacent parcels to the west are zoned T4-N, T3-S and T5-UC.

Sketch Plan Review Process

Since the project involves the creation of new streets and the subdivision of a parcel more than 10 acres in size, it is considered a Major subdivision. Per Section 9.9.3 of the Beaufort Code, Major subdivisions require sketch plan review approval by the MPC. A sketch plan review is a ministerial decision; the MPC determines that the provisions of the code regarding the subdivision of land have been met.

Sketch plans are to provide the general layout of lots and streets, reviewed by the MPC, for the sole purpose of subdividing the land. The intent is to provide the applicant confirmation that the “simple line drawing” is consistent with the development code in terms of lot dimensions, street connectivity, street dimensions, and the allocation of required open space, in order for the applicant to confidently proceed with investing in technical drawings. It is not a building development plan.

In accordance with Section 9.9.3.E, the MPC “shall approve, approve with conditions, or disapprove the sketch plan within 60 days after submission”. If the MPC approves the sketch plan, the applicant will submit a preliminary plat incorporating any conditions required by the MPC. The preliminary plat will inform the site plan for the development and will be reviewed by the Technical Review Committee (TRC).

2 STAFF ASSESSMENT AND COMMENTS

Staff has reviewed the proposed development subject to the Sketch Plan requirements set forth in Section 9.3.1.B and 9.9.3, with the following findings:

Project Overview

The applicant proposes the subdivision of 3 parcels totaling +/-11.95 acres and the extension and improvements of two existing roads. The Sketch Plan and narrative propose a Parcel ‘A’ that will contain a +/- 4,800 s.f. daycare facility and +/- 100 BMH surface parking spaces being relocated from proposed Parcel ‘B’. Parcel ‘B’ is proposed to contain approximately 52,000 s.f. of mixed-use development (retail, restaurant, office and medical) in three 2-story buildings fronting Allison Road and Ribaut Road, the associated parking as required by the Beaufort Code, and 39 residential units as permitted under the T5-UC zoning district. The sketch plan graphically depicts the location of proposed trees, sidewalks, alleys and on-street parking, and the project narrative notes that the streetscapes will include on-street parking, street trees, lighting and sidewalks.

Per Section 9.8.2, any non-residential development having more than a 10,000 s.f. building footprint and any single family attached or multi-family developments containing more than 24 units shall be subject to review and approval by the Design Review Board (DRB). Building form, orientation, landscaping, and access will be evaluated as part of development design review.

A. Section 2.4.1 Transect-based District Standards

The sketch plan meets Transect-based District Standards for Development as identified in Section 2.4.1. It should be noted that the Sketch Plan meets the requirement of Footnote 8 of Section 2.4.1.D.1, which requires 2-story buildings within 250 feet of significant intersections.

B. Section 2.5.1 Building Placement and Orientation

The Sketch Plan meets the requirements of Section 2.5.1.A.1.a by proposing buildings that are arranged to break up the site into smaller blocks defined by streets and pedestrian walkways.

C. Section 2.6.3 and Appendix C3

The Allison Road and Ribaut Road intersection is designated a significant intersection per Beaufort Code Appendix C.3.2. (Attachment A). The proposed mixed-use buildings on the Sketch Plan meet the Section 2.6.3 two-story height requirements for buildings in the T5-UC district and within 250 feet of a designated significant intersection.

D. Section 3.2 Table of Permitted Uses

All proposed development depicted on the Sketch Plan is permitted by right, or conditionally, with the exception of proposed residential units 37, 38 and 39. These lots appear to be new single-family residential units, and no new single family dwelling units are allowed in the T5-UC District. A portion of Parcel 'B' is currently zoned T3-S and depicted on the Sketch Plan as future 2-3 Unit dwelling or Rowhome, neither of which is permitted in the T3-S district. Future Design Review submittals shall meet all requirements of Section 3.2 Table of Permitted Uses.

E. Connectivity and Section 7.2 Street Network and Design Standards

All streets and street stubs shall meet the requirements of Section 7.2.2 Street Network Requirements. The extension and improvement of Oak Haven Street and Myrtle Street will enhance local vehicle and pedestrian connectivity. Per Section 7.2.2.C, the proposed development is exempt from providing additional street stubs to adjacent properties due to incompatible adjacent land uses.

F. Section 7.3 Street Engineering Standards

A TIA based on the proposed development is pending. Per Section 7.3.2.G "The TRC shall review all TIAs as part of the applicable design review phase. Final TIAs shall be approved prior to the applicant submitting a Project Permit application".

G. Street Sections and Beaufort Code Appendix C: Street Infrastructure Plans

The Sketch Plan application does not identify the proposed street sections. Future Design Review submittals shall include street sections for Oak Haven Street and Myrtle Street that meet the requirements of Beaufort Code Appendix C: Street Infrastructure Plans.

H. Section 7.4 – Community Green Space and Open Space Requirement

Per Section 7.4.2, Community Green Space and Open Space Requirements the subject properties are exempt from open/civic space requirements. The Sketch Plan application states that existing landmark live oaks along Ribaut Street will be preserved within an open neighborhood park.

Technical Review Committee (TRC)

The Suitability and adequacy of required infrastructure will be assessed during preliminary plat review by the Technical Review Committee in accordance with the Beaufort Development Code Chapter 7 (Land Development), Chapter 8 (Environmental & Resource Protection) and Chapter 9 (Development Review Procedures).

3 STAFF CONDITIONS

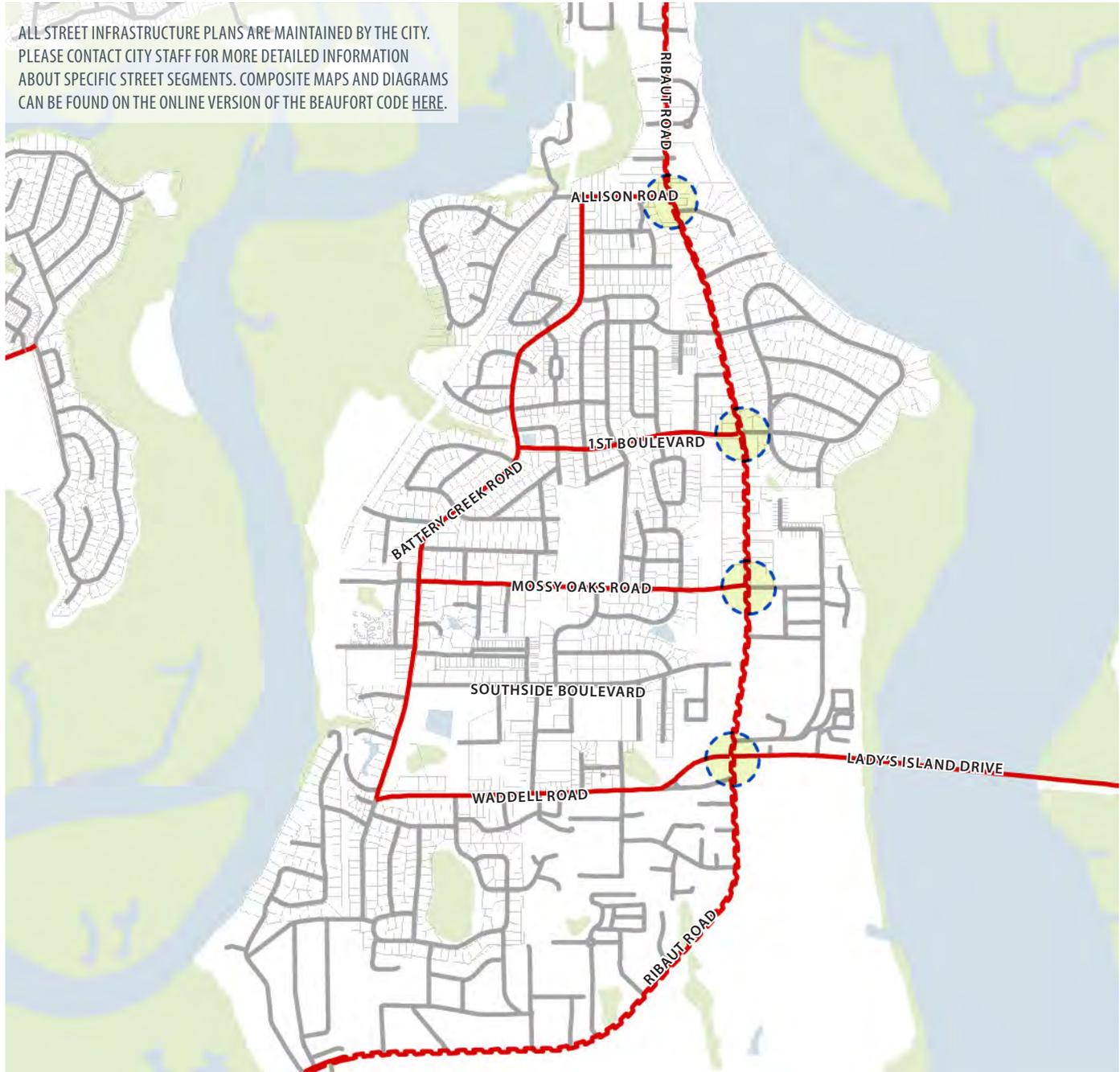
1. Future design review submittals shall incorporate any traffic mitigation measures identified in the forthcoming Traffic Impact Analysis.
2. Future design review submittals shall include street sections for Oak Haven Street and Myrtle Street that meet the requirements of Beaufort Code Appendix C: Street Infrastructure Plans.
3. Future design review submittals shall meet the two-story building height requirements of Section 2.6.3 for all buildings within 250 feet of the significant intersection of Allison Road and Ribaut Road.

4 STAFF RECOMMENDATION

Recommendation: Sketch Plan approval with noted conditions

C.3.2 STREET HIERARCHY DIAGRAM - SECTOR 3

ALL STREET INFRASTRUCTURE PLANS ARE MAINTAINED BY THE CITY. PLEASE CONTACT CITY STAFF FOR MORE DETAILED INFORMATION ABOUT SPECIFIC STREET SEGMENTS. COMPOSITE MAPS AND DIAGRAMS CAN BE FOUND ON THE ONLINE VERSION OF THE BEAUFORT CODE [HERE](#).



STREET NETWORK DIAGRAM - SECTOR 3

LEGEND

- Primary Street
- Secondary Street
- Significant Intersection



MAJOR SUBDIVISION PROCESS
SKETCH PLAN APPLICATION

Community & Economic Development Department
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p. (843) 525-7011 / f. (843) 986-5606
email: development@cityofbeaufort.org website: www.cityofbeaufort.org

Application Fee: \$0

OFFICE USE ONLY: Date Filed: 11/22 Application #: 22874 Zoning District: IC
Site Area: Meeting Date: 12/20/21

Schedule: The Metropolitan Planning Commission (MPC) typically meets the 3rd Monday of each month at 5:00 pm. The complete schedule can be found here - http://www.cityofbeaufort.org/metropolitan-planning-commission.aspx

Submittal Requirements: 7 hard copies and 1 digital copy of all forms and information are required.

Conceptual Request: Sketch Plan as described in Section 9.3.1.B, Conceptual Plat showing lots, roads and street sections, sidewalks, existing/proposed trees, open space.

Applicant Name: Homes Urban Development (Robert Morgan)

Applicant Address: 988 Equestrian Drive, Mt Pleasant, SC 29464

Applicant E-mail: robert.morgan@homesurban.com Applicant Phone Number: 843-860-5676

Applicant Title: [] Homeowner [] Tenant [] Architect [] Engineer [x] Developer [] Contractor

Owner (if other than the Applicant):

Owner Address:

Project Name: Gray Tract A - Multifamily Development

Property Address: 442 Robert Smalls Parkway

Property Identification Number (s):(Tax Map & Parcel Number): portion of R120 028 000 0138 0000

Meeting Date Requested: 12/20/2021

Pursuant to Section 6-29-1145 of the South Carolina Code of Laws, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in this application? [] Yes [x] No

Certification of Correctness: I/we certify that the information in this application is correct.

Applicant's Signature: [Signature] Date: 11/19/2021



MAJOR SUBDIVISION PROCESS SKETCH PLAN APPLICATION

Community & Economic Development Department
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p. (843) 525-7011 / f. (843) 986-5606
email: development@cityofbeaufort.org website: www.cityofbeaufort.org

Application Fee: \$0

MAJOR SUBDIVISION PROCESS

STEP 1 (Consultation):

- ✓ Schedule a Pre-Application conference with a City of Beaufort Planner

STEP 2 (Sketch Plan Approval):

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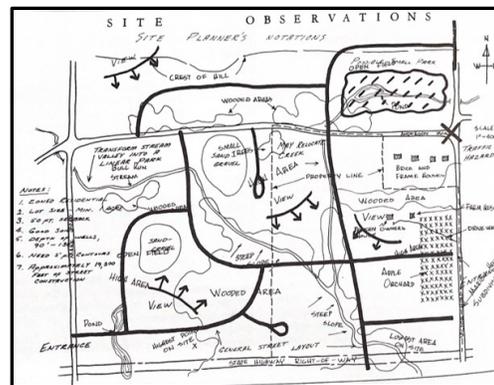
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- Final plat will be reviewed, approved, and stamped for recording.

SKETCH PLAN CHECKLIST

Plan can be a simple line drawing form showing the following:

- Proposed layout of streets
- Proposed layout of lots
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- Proposed layout of civic spaces
- Proposed tree coverage and other features in relation to existing conditions



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GRAY TRACT A, BEAUFORT, SC

MPC Narrative:

The proposed subdivision of a larger +/- 70-acre parcel along Robert Smalls Parkway will create a site for a new multifamily development project.

The proposed multifamily project will be served by an entry off of Robert Smalls Parkway and will include an internal network of drive aisles. Drive aisles will be designed to accommodate interconnectivity to adjacent parcels.

The proposed multifamily project is zoned IC. The development consists of constructing 11 3-story walk up apartment buildings, which contain a total of 264 units, as well as 8 rowhouse buildings, which contain a total of 48 rowhouse units. The project will also consist of a clubhouse and several accessory buildings, including garages and amenity structures. The project will have a significant amount of open space.

This application is requesting sketch plan approval for a major subdivision and street name approval. The pertinent information related to this request is included on the attached plat and site plan. Proposed street names are:

- Street A – Charlotte Street
- Street B – Hudson Street
- Alley 1 – Lucas Alley
- Alley 2 – Whitaker Alley
- Alley 3 – Margaret Alley
- Alley 4 – Miller Alley



Note: This plan is conceptual in nature and subject to change.

Gray Tract A

Beaufort, SC
Concept Plan

21-143-01 | 11/22/21

ADJOINING PROPERTY KEY

- 1- MYRTLE BUSH FARMS, LP
R120 028 000 0138 0000
DEED BOOK 1244, PAGE 2347
PLAT BOOK 68, PAGE 52
PLAT BOOK 72, PAGE 135
PLAT BOOK 103, PAGE 81
- 2- CLIFTON MAJOR
and LAURIE MAJOR
R120 028 000 122C 0000
DEED BOOK 533, PAGE 2476
DEED BOOK 1942, PAGE 1950
- 3- ETTA MAE GRANT
and EDWARD SINGLETON
R120 028 000 0122 0000
DEED BOOK 1330, PAGE 150
- 4- RANDI KINNUNEN
and PAUL SOMERO
R120 028 000 0123 0000
DEED BOOK 3658, PAGE 634
PLAT BOOK 115, PAGE 153
- 5- GENNETTE BROWN
R120 028 00A 0186 0000
DEED BOOK 1034, PAGE 1032
PLAT BOOK 25, PAGE 124
- 6- HENRY BING
R120 028 000 129A 0000
DEED BOOK 601, PAGE 1946
PLAT BOOK 123, PAGE 84
- 7- HENRY BING
R120 028 000 0129 0000
DEED BOOK 601, PAGE 1948
- 8- HERLENE WASHINGTON
R120 028 000 130A 0000
DEED BOOK 1664, PAGE 804
DEED BOOK 170, PAGE 105(PLAT)
- 9- ANTHONY JENKINS
R120 028 000 130B 0000
DEED BOOK 316, PAGE 3035
DEED BOOK 170, PAGE 105(PLAT)
DEED BOOK 1412, PAGE 322(PLAT)
- 10- PATRICIA PORTER
R120 028 000 0130 0000
DEED BOOK 390, PAGE 1043
PLAT BOOK 31, PAGE 244
- 11- KAREN JENKINS SINGLETON
R120 028 000 0138 0000
DEED BOOK 3799, PAGE 1919
PLAT BOOK 31, PAGE 244
PLAT BOOK 127, PAGE 143
- 12- ERNESTINE REED
R120 028 000 132A 0000
DEED BOOK 834, PAGE 2100
PLAT BOOK 31, PAGE 244
PLAT BOOK 55, PAGE 81
- 13- TERRY HARPER
R120 028 000 132B 0000
DEED BOOK 834, PAGE 2115
PLAT BOOK 55, PAGE 81
- 14- ELIZABETH WILLIAMS
R120 028 000 0274 0000
DEED BOOK 834, PAGE 2115
PLAT BOOK 55, PAGE 81
- 15- PRISCILLA CLAYTON
R120 028 00A 0275 0000
DEED BOOK 834, PAGE 1997
PLAT BOOK 55, PAGE 81
- 16- DENNIS HARPER
R120 028 00A 0276 0000
DEED BOOK 834, PAGE 2012
PLAT BOOK 55, PAGE 81
- 17- JOHN A MURKEY
and THERESA A MURKEY
R120 028 00A 0133 0000
DEED BOOK 2252, PAGE 2110
- 18- CREG GREEN
R120 028 00A 0381 0000
DEED BOOK 3283, PAGE 1181
PLAT BOOK 105, PAGE 122
PLAT BOOK 113, PAGE 194
- 19- BEAUFORT COUNTY SCHOOL DISTRICT
R120 028 00A 137A 0000
DEED BOOK 4, PAGE 3414
- 20- GLORIA JEAN WHITE
R120 028 00A 0128 0000
DEED BOOK 3411, PAGE 2929
PLAT BOOK 141, PAGE 47
PLAT BOOK 24, PAGE 85

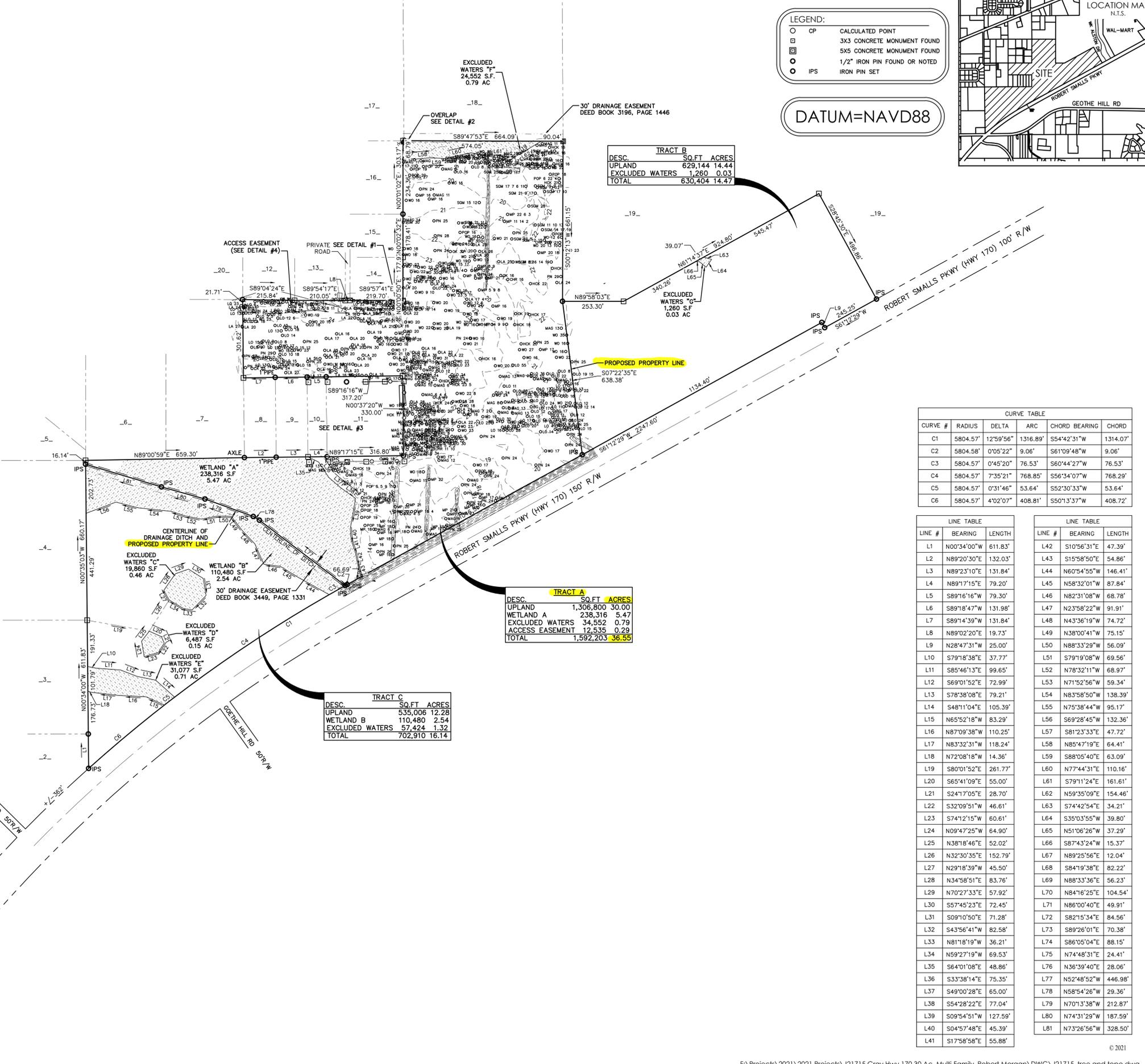
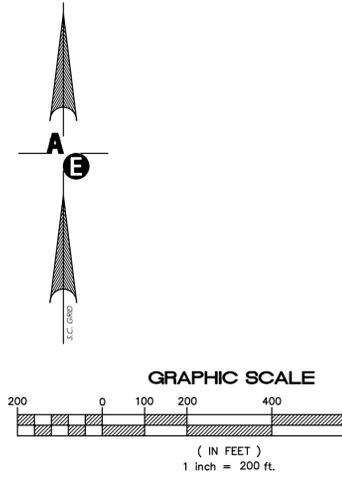
TREE LEGEND

AL	ALDER
AP	APPLE
AS	PUMPKIN ASH
AZ	AZALEA
BE	BOX ELDER
BG	BLACK GUM
BH	BEECH
BI	BIRCH
BM	BAY MAGNOLIA
BO	BLACK OAK
BP	BRADFORD PEAR
CBW	CAROLINA BASS WOOD
CED	EASTERN RED CEDAR
CHB	CHINA BERRY
CHO	CHESTNUT OAK
CHR	CHERRY
CMY	CREPE MYRTLE
CRA	CRABAPPLE
CSH	CASHEW
CW	COTTONWOOD
CY	BALD CYPRESS
DEAD	DEAD TREE
DW	DOGWOOD
ELM	ELM
FB	FLOWER BED
HAW	HAWTHORN
HB	HACK BERRY
HCK	PIGNOT HICKORY
HEM	HEMLOCK
HL	HONEYLOCUST
HO	AMERICAN HOLLY
IW	IRONWOOD
JU	JUNIPER
LA	LAUREL OAK
LC	LEYLAND CYPRESS
LLP	LONG LEAF PINE
LO	LIVE OAK
LOB	LOBLOLLY PINE
MAG	SOUTHERN MAGNOLIA
MP	ASHLEAF MAPLE
MJ	MULBERRY
MY	MYRTLE
OK	OAK
PAL	PALMETTO PALM
PEC	PECAN
PLM	PALM
PN	PINE
POK	PIN OAK
POP	POPULAR
RO	SOUTHERN RED OAK
RT	RED TIP
SAS	SASSAFRAS
SGM	SWEETGUM
SHB	SHRUB
SO	SHUMARD OAK
SP	SPRUCE
SUG	SUGAR BERRY
SYC	SYCAMORE
TAL	TALLOW
TREE	UNKNOWN SPECIES
TT	TULIP TREE
TU	WATER TUPELO
WAL	WALNUT
WAX	WAX MYRTLE
WHO	WHITE OAK
WLO	WILLOW OAK
WO	WATER OAK
WW	WEeping WILLOW
YP	YAUPON

DESC.	SQ.FT	ACRES
TRACT A	1,592,203	36.55
TRACT B	630,404	14.47
TRACT C	702,910	16.14
TOTAL	2,925,517	67.16

I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

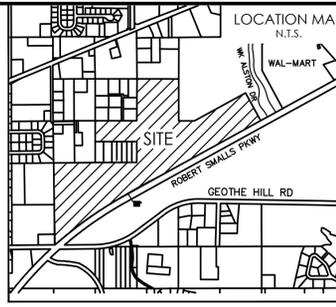
- NOTES:
- BEARINGS ARE BASED ON THE SC STATE PLANE COORDINATE SYSTEM NAD 83(2011).
 - VERTICAL DATUM: NAVD88
 - FIELD WORK COMPLETED: 09/10/2021.
 - TAX MAP No.: R120 028 000 0138 0000
 - THIS PARCEL IS LOCATED IN FLOOD ZONE "X" (AREAS OF MINIMAL FLOODING & 0.2% ANNUAL CHANCE FLOOD HAZARD) AS SHOWN ON PANEL NO. 45013C0181G EFFECTIVE MARCH 22, 2021 - FEDERAL INSURANCE ADMINISTRATION FLOOD INSURANCE RATE MAPS.
 - OWNER OF RECORD: MYRTLE BUSH FARMS, LP
 - TOTAL AREA IS: 36.55 ACRES (1,592,203 SQ.FT).
 - THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS AND/OR RIGHT OF WAYS OF RECORD.
 - REFERENCES:
DEED BOOK 1244, PAGE 2347
DEED BOOK 3449, PAGE 1331
DEED BOOK 3196, PAGE 1446
PLAT BOOK 68, PAGE 52
PLAT BOOK 72, PAGE 135
PLAT BOOK 103, PAGE 81



LEGEND:

- CP CALCULATED POINT
- 3X3 CONCRETE MONUMENT FOUND
- 5X5 CONCRETE MONUMENT FOUND
- 1/2" IRON PIN FOUND OR NOTED
- IPS IRON PIN SET

DATUM=NAVD88



DESC.	SQ.FT	ACRES
UPLAND	629,144	14.44
EXCLUDED WATERS	1,260	0.03
TOTAL	630,404	14.47

DESC.	SQ.FT	ACRES
UPLAND	1,306,800	30.00
WETLAND A	238,316	5.47
EXCLUDED WATERS	34,552	0.79
ACCESS EASEMENT	12,535	0.29
TOTAL	1,592,203	36.55

DESC.	SQ.FT	ACRES
UPLAND	535,006	12.28
WETLAND B	110,480	2.54
EXCLUDED WATERS	57,424	1.32
TOTAL	702,910	16.14

CURVE TABLE					
CURVE #	RADIUS	DELTA	ARC	CHORD BEARING	CHORD
C1	5804.57'	12°59'56"	1316.89'	S54°42'31"W	1314.07'
C2	5804.58'	0°05'22"	9.06'	S61°09'48"W	9.06'
C3	5804.57'	0°45'20"	76.53'	S60°44'27"W	76.53'
C4	5804.57'	7°35'21"	768.85'	S56°34'07"W	768.29'
C5	5804.57'	0°31'46"	53.64'	S52°30'33"W	53.64'
C6	5804.57'	4°02'07"	408.81'	S50°13'37"W	408.72'

LINE TABLE			LINE TABLE		
LINE #	BEARING	LENGTH	LINE #	BEARING	LENGTH
L1	N00°34'00"W	611.83'	L42	S10°56'31"E	47.39'
L2	N89°20'30"E	132.03'	L43	S15°58'50"E	54.86'
L3	N89°23'10"E	131.84'	L44	N60°54'55"W	146.41'
L4	N89°17'15"E	79.20'	L45	N58°32'01"W	87.84'
L5	S89°16'18"W	79.30'	L46	N82°31'08"W	68.78'
L6	S89°18'47"W	131.98'	L47	N23°58'22"W	91.91'
L7	S89°14'39"W	131.84'	L48	N43°36'19"W	74.72'
L8	N89°02'20"E	19.73'	L49	N38°00'41"W	75.15'
L9	N28°47'31"W	25.00'	L50	N88°33'29"W	56.09'
L10	S79°18'38"E	37.77'	L51	S79°19'08"W	69.56'
L11	S85°46'13"E	99.65'	L52	N78°32'11"W	68.97'
L12	S69°01'52"E	72.99'	L53	N71°52'56"W	59.34'
L13	S78°38'08"E	79.21'	L54	N83°58'50"W	138.39'
L14	S48°11'04"E	105.39'	L55	N75°38'44"W	95.17'
L15	N65°52'18"W	83.29'	L56	S69°28'45"W	132.36'
L16	N87°09'38"W	110.25'	L57	S81°23'33"E	47.72'
L17	N83°32'31"W	118.24'	L58	N85°47'19"E	64.41'
L18	N72°08'18"W	14.36'	L59	S88°05'40"E	63.09'
L19	S80°01'52"E	261.77'	L60	N77°44'31"E	110.16'
L20	S65°41'09"E	55.00'	L61	S79°11'24"E	161.61'
L21	S24°17'05"E	28.70'	L62	N59°35'09"E	154.46'
L22	S32°09'51"W	46.61'	L63	S74°42'54"E	34.21'
L23	S74°12'15"W	60.61'	L64	S35°03'55"W	39.80'
L24	N09°47'25"W	64.90'	L65	N51°06'26"W	37.29'
L25	N38°18'46"E	52.02'	L66	S87°43'24"W	15.37'
L26	N32°30'35"E	152.79'	L67	N89°25'56"E	12.04'
L27	N29°18'39"W	45.50'	L68	S84°19'39"W	82.22'
L28	N34°58'51"E	83.76'	L69	N88°33'36"E	56.23'
L29	N70°27'33"E	57.92'	L70	N84°16'25"E	104.54'
L30	S57°45'23"E	72.45'	L71	N86°00'40"E	49.91'
L31	S09°10'50"E	71.28'	L72	S82°15'34"E	84.56'
L32	S43°56'41"W	82.58'	L73	S89°26'01"E	70.38'
L33	N81°18'19"W	36.21'	L74	S86°05'04"E	88.15'
L34	N59°27'19"W	69.53'	L75	N74°48'31"E	24.41'
L35	S64°01'08"E	48.86'	L76	N36°39'40"E	28.06'
L36	S33°38'14"E	75.35'	L77	N52°48'52"W	446.98'
L37	S49°00'28"E	65.00'	L78	N58°54'26"W	29.36'
L38	S54°28'22"E	77.04'	L79	N70°13'38"W	212.87'
L39	S09°54'51"W	127.59'	L80	N74°31'29"W	187.59'
L40	S04°57'48"E	45.39'	L81	N73°26'56"W	328.50'
L41	S17°58'58"E	55.88'			

PLAN REVISIONS	
NO.	DESCRIPTION:
1	
2	
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Beaufort, SC 29902
843.379.2222
843.643.3792

Andrews Engineering & Surveying

TREE & TOPO & SUBDIVISION SURVEY
Prepared for
THE MORGAN COMPANIES

TAX MAP No.
R120 028 000 0138 0000
CITY OF BEAUFORT
BEAUFORT COUNTY
SOUTH CAROLINA

Date Drawn: 01/26/2021
Last Revised: 09/14/2021
Drawn By: J. Hayes
Surveyor: J. Hayes

SHEET #:
1
of 2
JOB: J21715

TREE LEGEND	
AL	ALDER
AP	APPLE
AS	PUMPKIN ASH
AZ	AZALEA
BE	BOX ELDER
BG	BLACK GUM
BH	BEECH
BI	BIRCH
BM	BAY MAGNOLIA
BO	BLACK OAK
BP	BRADFORD PEAR
CBW	CAROLINA BASS WOOD
CED	EASTERN RED CEDAR
CHB	CHINA BERRY
CHO	CHESTNUT OAK
CHR	CHESTNUT OAK
CHY	CHERRY
CRA	CREPE MYRTLE
CSH	CRABAPPLE
CW	CASHW
CY	COTTONWOOD
DA	BALD CYPRESS
DEAD	DEAD TREE
DW	DOGWOOD
ELM	ELM
FB	FLOWER BED
HAW	HAWTHORN
HB	HACK BERRY
HCK	PIGNOLE HICKORY
HEM	HEMLOCK
HL	HONEYLOCUST
HO	AMERICAN HOLLY
IW	IRONWOOD
JU	JUNIPER
LA	LAUREL OAK
LC	LEYLAND CYPRESS
LLP	LONG LEAF PINE
LO	LIVE OAK
LOB	LOBLOLLY PINE
MAG	SOUTHERN MAGNOLIA
MP	ASHLEAF MAPLE
MU	MULBERRY
MY	MYRTLE
OK	OAK
PAL	PALMETTO PALM
PEC	PECAN
PLM	PALM
PN	PINE
POK	PIN OAK
POP	POPULAR
RO	SOUTHERN RED OAK
RT	RED TIP
SAS	SASSAFRAS
SGM	SWEETGUM
SHB	SHRUB
SO	SHUMARD OAK
SP	SPRUCE
SUG	SUGAR BERRY
SYC	SYCAMORE
TAL	TALLOW
TREE	UNKNOWN SPECIES
TT	TULIP TREE
TU	WATER TUPELO
WAL	WALNUT
WAX	WAX MYRTLE
WHO	WHITE OAK
WLO	WILLOW OAK
WO	WATER OAK
WW	WEeping WILLOW
YP	YAUPOIN

ADJOINING PROPERTY KEY

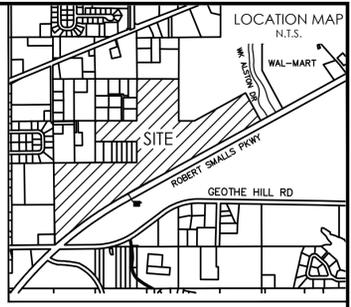
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 - FIELD WORK COMPLETED: 09/10/2021.
 - TAX MAP No.: R120 028 000 0138 0000
 - THIS PARCEL IS LOCATED IN FLOOD ZONE "X" (AREAS OF MINIMAL FLOODING & 0.2% ANNUAL CHANCE FLOOD HAZARD) AS SHOWN ON PANEL NO. 450130161G EFFECTIVE MARCH 22, 2021 - FEDERAL INSURANCE ADMINISTRATION FLOOD INSURANCE RATE MAPS.
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 - TOTAL AREA IS: 36.55 ACRES (1,592,203 SQ.FT.)
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 - REFERENCES:
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- LEGEND:
- CP CALCULATED POINT
 - 3X3 CONCRETE MONUMENT FOUND
 - 5X5 CONCRETE MONUMENT FOUND
 - 1/2" IRON PIN FOUND OR NOTED
 - IPS IRON PIN SET

DATUM=NAVD88



PLAN REVISIONS

NO.	DESCRIPTION:	DATE:	BY:
1			
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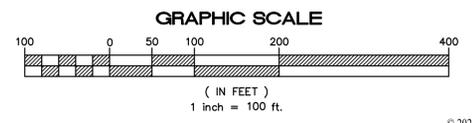
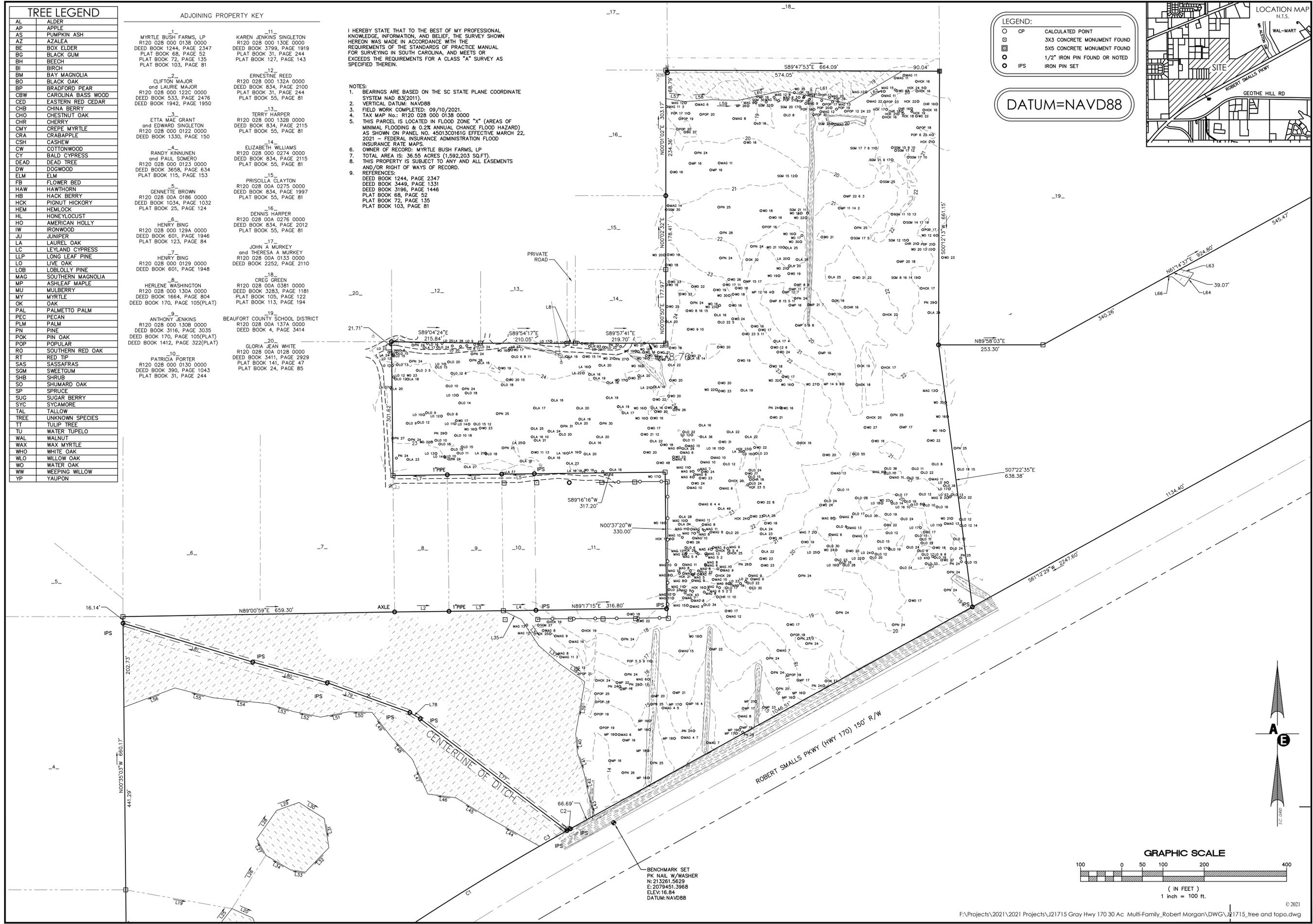
TREE & TOPO SURVEY
Prepared for
THE MORGAN COMPANIES

TAX MAP No.
R120 028 000 0138 0000
CITY OF BEAUFORT
BEAUFORT COUNTY
SOUTH CAROLINA

Date Drawn: 01/26/2021
Last Revised: 09/14/2021
Drawn By: J. Hayes
Surveyor: J. Hayes

SHEET #:
2
of 2

JOB: J21715



REGIONAL ZONING MAP (CITY OF BEAUFORT)



INSTITUTIONAL & CAMPUS DISTRICT (IC)

The IC district supports generally non-residential institutions and employment areas that are designed in a campus-like setting, such as hospitals, universities, research facilities, and offices. It is intended to ensure that these unique institutions are designed to be compatible with their surroundings and the rest of the city.



Staff Report for Metropolitan Planning Commission

From the Department of Community and Economic Development

December 20, 2021

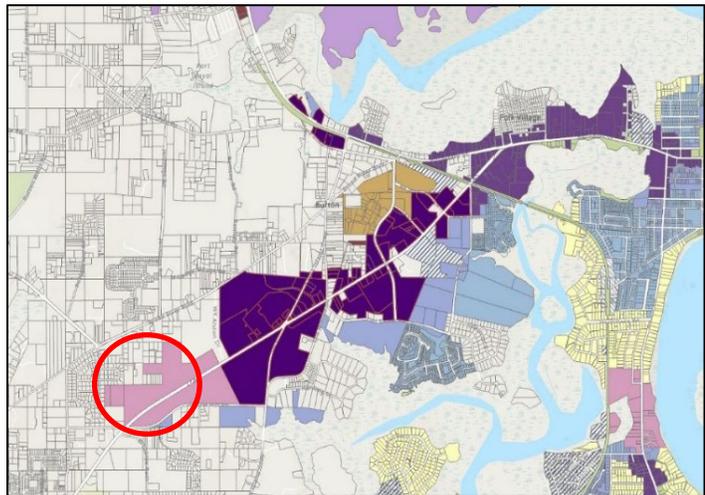
1 SUMMARY OF REQUEST

The applicant, Homes Urban Development (Robert Morgan), is requesting sketch plan and street name approval for the major subdivision of a parcel located on the north side of Robert Smalls Parkway (SC Route 170) approximately 1000' west of the intersection of Robert Smalls Parkway and W K Alston Drive. The proposed development, currently referred to as Gray Tract A, will be a large multifamily development that totals 35.8 acres subdivided out of the 263.03-acre parent parcel identified as R120 028 000 0138 0000.

The property is in the Institutional & Campus (IC) District. Adjacent zoning to the north and west are in unincorporated Beaufort County and zoned Neighborhood Mixed-Use (C3NMU). Property to the south (across Robert Smalls Parkway) and the east adjacent to the parent parcel are also in unincorporated Beaufort County and zoned Neighborhood Mixed-Use (C3NMU).

The submittal includes the Sketch Plan application, project narrative, Concept Plan, Tree and Topo Survey, Tree and Topo and Subdivision Survey, and a Traffic Impact and Access Study prepared by EPC, LLC and dated July 2021. The Tree and Topo and Subdivision Survey describes only the portion of parent parcel R120 028 000 0138 0000 that is north of Robert Smalls Parkway (approximately 67.16 acres total) and proposes subdividing this portion into three lots described as central Tract A (36.55 ac.), eastern Tract B (14.47 ac.) and western Tract C (16.14 ac.). Tract A is the subject property for the submitted Sketch Plan.

The Sketch Plan application describes the project as a multifamily development consisting of eleven 3-story walk up apartment buildings, containing a total of 264 units, as well as 8 rowhouse buildings, containing a total of 48 rowhouse units. The project will also include a clubhouse, several accessory buildings, and a significant amount of open space. The project narrative includes proposed street names identified as available by the Emergency Management Division of the Beaufort County Sheriff's Office.



Sketch Plan Review Process

Since the project involves the creation of new streets and the subdivision of a parcel more than 10 acres in size, it is considered a Major subdivision. Per Section 9.9.3 of the Beaufort Code, Major subdivisions require sketch plan review approval by the MPC. A sketch plan review is a ministerial decision; the MPC determines that the provisions of the code regarding the subdivision of land have been met.

Sketch plans are to provide the general layout of lots and streets, reviewed by the MPC, for the sole purpose of subdividing the land. The intent is to provide the applicant confirmation that the “simple line drawing” is consistent with the development code in terms of lot dimensions, street connectivity, street dimensions, and the allocation of required open space, in order for the applicant to confidently proceed with investing in technical drawings. It is not a building development plan.

In accordance with Section 9.9.3.E, the MPC “shall approve, approve with conditions, or disapprove the sketch plan within 60 days after submission”. If the MPC approves the sketch plan, the applicant will submit a preliminary plat incorporating any conditions required by the MPC. The preliminary plat will inform the site plan for the development and will be reviewed by the Technical Review Committee (TRC).

2 STAFF ASSESSMENT

Staff has reviewed the proposed development subject to the Sketch Plan requirements set forth in Section 9.3.1.B and 9.9.3, with the following findings:

Project Overview

The applicant proposes the subdivision of a 263.03-acre parcel along Robert Smalls Parkway to create a site for a new multifamily development project. The development will contain 11 apartment buildings containing 264 apartment buildings, 8 rowhouse buildings containing 48 rowhouse units, a clubhouse, garages, and amenity structures. Approximately 58% of the project will be allocated to civic/open space.

Per Section 9.8.2, any single family attached or multi-family developments containing more than 24 units shall be subject to review and approval by the Design Review Board (DRB). Building form, orientation, landscaping, and access will be evaluated as part of development design review. On November 16, 2021, the City of Beaufort Design Review Board (DRB) granted conceptual approval of the proposed new construction multi-family development subject to staff conditions. The Decision Letter describing the staff conditions is included as Attachment A to this staff report.

A. Section 2.4.2 Conventional District Standards (RMX, LI, IC and MH Districts)

The sketch plan meets all IC District General Standards for Development.

B. Section 2.5.1 Building Placement and Orientation

1. Section 2.5.1.A.1.a

The Sketch Plan meets the requirements of Section 2.5.1.A.1.a by proposing buildings that are arranged to break up the site into smaller blocks by a series of alleys.

2. Section 2.5.1.A.1.c

The applicant's primary frontage is on civic open space, streets, and alleys per Section 2.5.1.A.1.c with the buildings' Primary frontage complying with 2.5.1.D commentary (civic space, alley, or pedestrian pathways).

C. Section 4.5.7.B.3 Apartment House

Apartment house building frontage was the subject of DRB Conceptual Approval staff condition 2:

Buildings 6 and 7 do not comply with Section 4.5.7.B.3, as they are currently fronting a parking lot. Staff recommends that these buildings be rotated 90 degrees so that one fronts Street B and the other fronts a pedestrian path facing the west property line and pond with parking placed between the two buildings.

D. Connectivity and Section 7.2 Street Network and Design Standards

All streets and street stubs shall meet the requirements of Section 7.2.2 Street Network Requirements. The Sketch Plan identifies a development entrance from Robert Smalls Parkway along the south property line. Based on the Conceptual Plan submitted to, and approved by the DRB on November 16, 2021, vehicular design of the development entrance includes the mitigation measures described on pages 6 and 7 of the Traffic Impact and Access Study included as an attachment to this staff report. The Sketch Plan also shows two street stubs to the east property line in accordance with Section 7.2.2. Per Section 7.2.2.C, the proposed development is exempt from providing street stubs to the west property line due to environmental conditions and incompatible adjacent land uses.

A street stub to the north property line was the subject of DRB Conceptual Approval staff condition 1.b:

While staff is in support of Alley 1, 2, 3, 4 and Street A, as designed, staff recommends Street B be planned in such a manner that it could be retrofitted to an SCDOT street standard and provide a possible future connection to Jennings Road.

E. Section 7.3 Street Engineering Standards

The proposed development conceptual plan used for the Traffic Impact and Access Study included the multi-family residential development that is the subject parcel for this sketch plan application, as well as a proposed medical office building (MOB) to be located to the east of the subject parcel (identified as Tract B on the Tree and Topo and Subdivision Survey). Page 6 and 7 of the Traffic Impact and Access Study describe mitigation measures specific to the subject parcel that were incorporated into the Concept Plan that received DRB Conceptual approval on November 16, 2021.

It should be noted that per Section 7.3.2.G "The TRC shall review all TIAs as part of the applicable Design Review phase. Final TIAs shall be approved prior to the applicant submitting a Project Permit application".

F. Street Sections and Beaufort Code Appendix C: Street Infrastructure Plans

The Sketch Plan application does not identify the proposed street sections, however the DRB application for conceptual approval identified Street A as a parkway and Street B as a boulevard. Street sections for these streets were submitted as part of the DRB application and meet the parkway and boulevard street section requirements of Beaufort Code Appendix C: Street Infrastructure Plans (Attachment B).

Section 7.4 – Community Green Space and Open Space Requirement

Per Section 7.4.2, Community Green Space and Open Space Requirements properties in the IC District are exempt from open/civic space requirements. The Sketch Plan application states that 20.8 acres (58% of the site area) has been allocated to open space.

Technical Review Committee (TRC)

The Suitability and adequacy of required infrastructure will be assessed during preliminary plat review by the Technical Review Committee in accordance with the Beaufort Development Code Chapter 7 (Land Development), Chapter 8 (Environmental & Resource Protection) and Chapter 9 (Development Review Procedures).

3 STAFF RECOMMENDATION

Recommendation: Approval of the sketch plan and street names as submitted.

TRAFFIC IMPACT AND ACCESS STUDY

SC 170 APARTMENT COMPLEX & MEDICAL OFFICE CITY of BEAUFORT/BEAUFORT COUNTY, SOUTH CAROLINA

Prepared for:

**RLM Development LLC
dba Homes Urban
Greenville, SC**

**Submitted
July, 2021**

Prepared by:



EPC, LLC

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July 21, 2021

Mr. Blake Muldrow
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Dbas Homes Urban
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Email: blake.muldrow@homesurban.com
Phone: 843 557 4708

RE: Traffic Impact and Access Study
SC 170 Apartments and Medical Office Building
City of Beaufort/Beaufort County, SC

As requested, Encroachment Permit Clearinghouse (EPC) has completed an assessment of the traffic impacts associated with the development of a new residential sub-division and medical office building to be located on the north side of SC 170 (Robert Smalls Parkway) midway between the intersections of WK Alston Drive and Goethe Hill Road in the City of Beaufort/Beaufort County, SC. The following provides a summary of this study's findings.

PROJECT DESCRIPTION

The project site is a portion of the overall Gray property defined as Tracts A and B by the Gray Master Plan. The site is an approximately 51-acre tract generally located west of the WK Alston Drive intersection and east of the Goethe Hill Road intersection in Beaufort County, SC. **Figure 1** depicts the site location in relation to the regional roadway system (Figures located at end of report.).

The project proposal is to construct a multi-family residential neighborhood on Tract A which will provide a total of 340 apartment units with on-site parking spaces and an amenity area (club house, pool, etc.). Tract B is being planned as an 80,000 square-foot medical office building (MOB).

As planned, direct access to/from the site will be provided via one full-movement access to/from SC 170 which will provide access to both Tracts A & B. A second limited access drive (right-in/right-out (RIRO)) is planned which will be oriented towards the MOB (tract B only). Build-out of the site is estimated at the future year of 2024. **Figure 2** illustrates the planned development concept.

EXISTING CONDITIONS

A comprehensive field inventory of the project study area was conducted during the months of May and July 2021. The field inventory included a collection of geometric data, traffic volumes and traffic control 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.

Study Area Intersections

The following intersections have been analyzed in order to determine project impact on the surrounding roadway network:

- SC 170 at WK Alston Drive;
- SC 170 at Goethe Hill Road;
- SC 170 at full-movement shared site access; and
- SC 170 at RIRO access (MOB only).

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. Weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak period turning movement specific counts were conducted. Counts were conducted in May 2021 for the WK Alston Drive intersection and July 2021 for the Goethe Hill Road intersection.

In accordance with SCDOT District #6, it was defined that traffic studies could be performed as long as the following factors are utilized:

- May 2021: AM peak-hour 15-percent increase PM peak-hour 2-percent increase; and
- July 2021: AM peak-hour 16-percent increase PM peak-hour 11-percent increase

This methodology has been used for this report and is reflected in all peak-hour volume figures and analyses presented within this report.

Summarized count sheets for the study area intersection are included in the Appendix of this report. **Figure 4** graphically depicts the respective Existing AM and PM peak-hour traffic volumes at the study area intersections to be used for analytical purposes.

FUTURE CONDITIONS

Traffic analyses for future conditions have been conducted for two separate scenarios: first, 2024 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, 2024 Build conditions, which account for all No-Build conditions PLUS traffic generated by the proposed development.

Future No-Build Traffic Conditions

Background Developments

Based on the requirement of SCDOT staff, the adjacent commercial retail development planned on the south side of SC 170 opposite the Wal*Mart Center has been included in all future year analyses (No-Build and Build). This adjacent development plans a mix of commercial uses including general retail, gas/c-store, drive-up coffee shop, and both fast-food and high turnover restaurants.

In addition to this commercial development, an apartment complex (Burtonwoods Apartments) is planned along Broad River Road at the WK Alston Drive intersection. This 528-unit facility has been accounted for using information contained in the completed study prepared in April, 2020.

Information on both of these background developments has been obtained from the respective TIAS's which is presented in the Appendix.

Planned Roadway Improvements

Two projects are planned in the study area by the SCDOT. The first is a safety improvement project which will add a raised concrete median within both US 21 and SC 170 along the frontage of the CrossCreek Center. This improvement is combined with the signalizing of SC 170 at WK Alston Drive along with some minor geometric improvements which will aid in U-turn movements. This project is underway and nearing completion however when the counts were conducted at the WK Alston Drive intersection the construction had not yet started. Concept drawings of this these improvements are located in the appendix.

In addition to these SCDOT improvements, the planned commercial development will also provide improvements to the SC 170 at WK Alston Drive intersection by constructing a new northbound approach leg which will access the site, construct an eastbound right-turn deceleration lane and make other striping improvements to accommodate the new geometrics/signing phasing/timing.

Annual Growth Rate

Based on SCDOT count data gathered from a count station located along SC 170 (#175), a 5½-percent per year growth was defined based on the comparison of historical volumes between 2019 and 2017. This annual growth rate has been applied to all existing volumes. This annual growth rate which will account for all unspecified traffic growth, was applied to the Existing peak-hour traffic volumes.

The anticipated 2024 No-Build AM and PM peak-hour traffic volumes, which reflect the specified annual growth rate and traffic generated by the adjacent developments are shown in **Figure 5**.

Site-Generated Traffic

Traffic volumes expected to be generated by the proposed project were forecasted using the Tenth Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. Land-use Codes (LUC) #220 (Multi-Family: Low Rise) and #720 (Medical Office) have been utilized. **Table 1** depicts the anticipated site-generated traffic.

Table 1
PROJECT TRIP-GENERATION SUMMARY¹
SC 170 Apartments & Medical Office
Beaufort County, SC

Time Period	340 Units	80,000 sf	Total Trips
	Multi-Family	Medical Office	
	(a)	(b)	(a+b)
Weekday Daily	2,530	2,990	5,520
AM Peak-Hour			
Enter	36	173	209
Exit	<u>120</u>	<u>49</u>	<u>169</u>
Total	156	222	378
PM Peak-Hour			
Enter	120	78	198
Exit	<u>70</u>	<u>199</u>	<u>269</u>
Total	190	277	467

1. ITE TRIP GENERATION 10th Ed. LUC's 220 & 720.

As shown, the proposed development at build-out can be expected to generate 5,520 two-way daily trips of which a total of 378 trips (209 entering and 169 exiting) are expected during the AM peak-hour. During the PM peak-hour, a total of 467 trips (198 entering, 269 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 along SC 170. These anticipated patterns are 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 **Figure 6**.

Table 2
TRIP DISTRIBUTION PATTERN
SC 170 Apartments & Medical Office
Beaufort County, SC

Roadway	Directional Flow	Residential	MOB
		Percent Enter/Exit	Percent Enter/Exit
SC 170	East	45	65
	West	55	35
Total		100	100

Note: Based on the existing traffic patterns within the study area.

Future Build Traffic Conditions

The site-generated traffic, as depicted in Figure 6, has been added to the respective 2024 No-Build traffic volumes shown in Figure 5. This results in the peak-hour Build traffic volumes, which are graphically depicted in **Figure 7**. 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 SUMMARY¹
SC 170 Apartments & Medical Office
Beaufort County, SC

<u>Signalized Intersection</u>	<u>Time</u> <u>Period</u>	<u>Existing</u>		<u>2023 No-Build</u>		<u>2023 Build</u>	
		<u>Delay^a</u>	<u>LOS^b</u>	<u>Delay</u>	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>
SC 170 at WK Alston Drive ³	AM	See Unsignalized		23.2	C	23.3	C
	PM	Below		21.7	C	23.6	C
<u>Unsignalized Intersections</u>							
SC 170 at WK Alston Drive ³	AM	146.6	F	See Signalized Above			
	PM	256.8	F				
SC 170 at Geothe Hill Road	AM	24.9	C	36.5	E	40.6	E
	PM	21.0	C	31.8	D	36.7	E
SC 170 at Apartment/MOB Full-Mvt Access	AM	To be Constructed by Project				73.5	F
	PM					>300.0	F
SC 170 at MOB RIRO Access	AM	To be Constructed by Project				13.2	B
	PM					18.0	C

a. Delay in seconds-per-vehicle.

b. LOS = Level-of-Service.

c. Intersection to be signalized by SCDOT, Build conditions reflect the addition of a northbound approach leg (site access).

GENERAL NOTES:

1. Signalized intersections, Delay is a weighted average of each lane group/approach.
2. For unsignalized intersections, Delay is representative of critical movement/lane group/approach.
3. Intersection to be signalized by SCDOT and new NB approach leg to be constructed by adjacent retail project.

As shown in Table 3, under Existing conditions, as an unsignalized intersection, the SC 170 at WK Alston Drive intersection operates poorly. This was expected as this intersection is currently being prepared/constructed to be placed under traffic signal control as defined earlier in this report. The unsignalized intersection of SC170 at Goethe Hill Road operates at a LOS C during both peak-hours. This is due to the relatively low volume of traffic (especially left-turns) approaching SC 170 from Goethe Hill Road.

Future 2024 No-Build conditions include growth expected in the area (annual percentage rate, SC 170 commercial development and apartment complex on Broad River Road) as well as the signalization and improvements to the SC 170 and WK Alston Drive intersection. Due to the SCDOT safety project and signalization, the SC 170 at WK Alston Drive intersection improves to very good service levels (LOS C) during both peak hours (Note this intersection now has a new NB approach leg serving the commercial retail development.). The unsignalized intersection of SC 170 at Goethe Hill Road will slightly degrade in delay service levels resulting in a LOS E during the AM peak-hour and a LOS D during the PM peak-hour.

Under Build 2024 conditions, the SC 170 at WK Alston Drive intersection will remain at a LOS C during both the AM and PM peak hours. The unsignalized intersection of SC 170 at Goethe Hill Road will operate at a LOS E during both the AM and PM peak hours. As identified under Existing conditions, the number of left-turn movements is relatively minor from Goethe Hill Road at less than 50 vehicles during either peak-hour.

The full-movement site access drive along SC 170 will operate under STOP sign control with expected service levels F during both peak hours. The access will serve both the apartment complex as well as the MOB. The RIRO access, which will serve mainly the MOB is expected to operate at good service levels during both peak hours.

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 Drives

As planned, access to the site will be provided via two drives: one main full-movement access which will serve both the apartments and medical offices and one right-in/right-out (RIRO) access which will be oriented towards the MOB. The following present recommended geometries and traffic control for each of these drives:

SC 170 Full-Movement: Access to be located approximately 1,300-feet west of WK Alston Drive and 1,880-feet east of Goethe Hill Road. This access should be constructed to provide the following:

- ***Southbound (Site Access) Approach:*** Construct site access as a three-lane cross-section with a single inbound lane and two lanes exiting the site designated as a separate left-turn lane and a separate right-turn;
- ***Eastbound (SC 170) Approach:*** Based on the current 5-lane cross-section of SC 170, the existing two-way left-turn lane will accommodate left-turn vehicles entering the site;

- **Westbound (SC 170) Approach:** Based on the projected peak-hour volumes, a separate right-turn lane (*ref. Design Manual Fig. 9.5-B*) is suggested for this future intersection. This lane should provide a 100-foot full width lane (*ref. Table 5-8*) and a 200-foot taper (*ref. Fig 5-21*); and
- **Traffic Control:** Place intersection under STOP sign control where traffic exiting the site will be required to stop.

RIRO Access Drive- Access to be located at least 325-feet west of WK Alton Drive. This access should be constructed to provide the following:

- **Southbound (Site Access) Approach:** Construct site access as a two-lane cross-section with a single inbound lane and a single lane exiting the site designated as a right-turn;
- **Westbound (SC 170) Approach:** Based on the projected peak-hour volumes, a separate right-turn lane (*ref. Design Manual Fig. 9.5-B*) is suggested for this future intersection. This lane should provide a 100-foot full width lane (*ref. Table 5-8*) and a 200-foot taper (*ref. Fig 5-21*); and
- **Traffic Control:** Place intersection under STOP sign control where traffic exiting the site will be required to stop.

SC 170 Cross-Section: Starting at the termini of the SCDOT's safety project west of WK Alton Drive, extend the raised median within SC 170 through/past this RIRO access which will geometrically prohibit all left-turn movements at this location.

Sight Distance Considerations

The access drive intersections should be designed/constructed to meet current applicable SCDOT standards and/or guidelines in terms of sight distance. It is assumed that this will be the responsibility of the project's civil engineer and will be depicted by the site plan/submittal information.

Off-Site Study Area Intersections

As shown in Table 3, the off-site study area intersection of SC 170 at WK Alton Drive operates at good service levels under the Build condition during both peak hours. Based on this, no improvements are recommended at this time.

The unsignalized SC 170 at Goethe Hill Road intersection will operate at poorly under future No-Build and Build conditions studied. The volume of left-turn movements from Goethe Hill Road are not sufficient to meet MUTCD warrants so signalization is not an option at this time. Since separate turning lanes are provided on both the major approaches and minor approach there is no added geometry feasible to improve service levels. It should be noted however that this intersection is a part of the City of Beaufort's SC 170 study and is currently being reviewed for re-alignment and possible intersection with a fourth (SB) approach leg from Joe Frazier Road.

SUMMARY

EPC has completed a Traffic Impact and Access Study relative to the development of a new apartment complex and medical office development to be located on the north side of SC 170, west of WK Alston Drive in the City of Beaufort/Beaufort County, SC. As planned, this complex will provide 340 for rent units and an 80,000-sf medical office complex which will be provided access to/from SC 170. This project is expected to be constructed and operational in 2024.

Detailed analyses have been conducted for the adjacent study area intersections of SC 170 at WK Alston Drive and Goethe Hill Road and also include the site access drives. Analyses for the SC 170 WK Alston Drive intersection have included the SCDOT planned Safety Improvement project which entails signalization of this intersection as well as geometric improvements but also additional improvements planned by the adjacent retail center to be located on the south side of SC 170.

Recommendations have been made for the site access drives which include the separation of the RIRO access from WK Alton Drive as well as the cross-sections/deceleration lanes needed to accommodate the site-generated traffic.

If you have any questions, please contact me at 803 361 3265.



Todd E. Salvagin
EPC, LLC

Attachments





NOT TO SCALE

Figure 1
SITE LOCATION MAP
SC 170 Apartments/Medical Office
Beaufort, SC



EPC, LLC

DEVELOPMENT SUMMARY

MULTIFAMILY UNITS PROVIDED: 264
 PARKING SPACES PROVIDED: 416
 (INCLUDES 12 ADA)

TOWNHOUSE UNITS PROVIDED: 48



TRACT	DESC	SQ. FT.	ACRES
WETLAND	WETLAND	535,006	12.28
WETLAND B	WETLAND B	110,480	2.54
EXCLUDED WATERS	EXCLUDED WATERS	57,424	1.32
TOTAL	TOTAL	702,910	16.14

Note: This plan is conceptual in nature and subject to change.

Gray Tract A
 Beaufort, SC
 Concept Plan

21-143-01 | 6/9/21

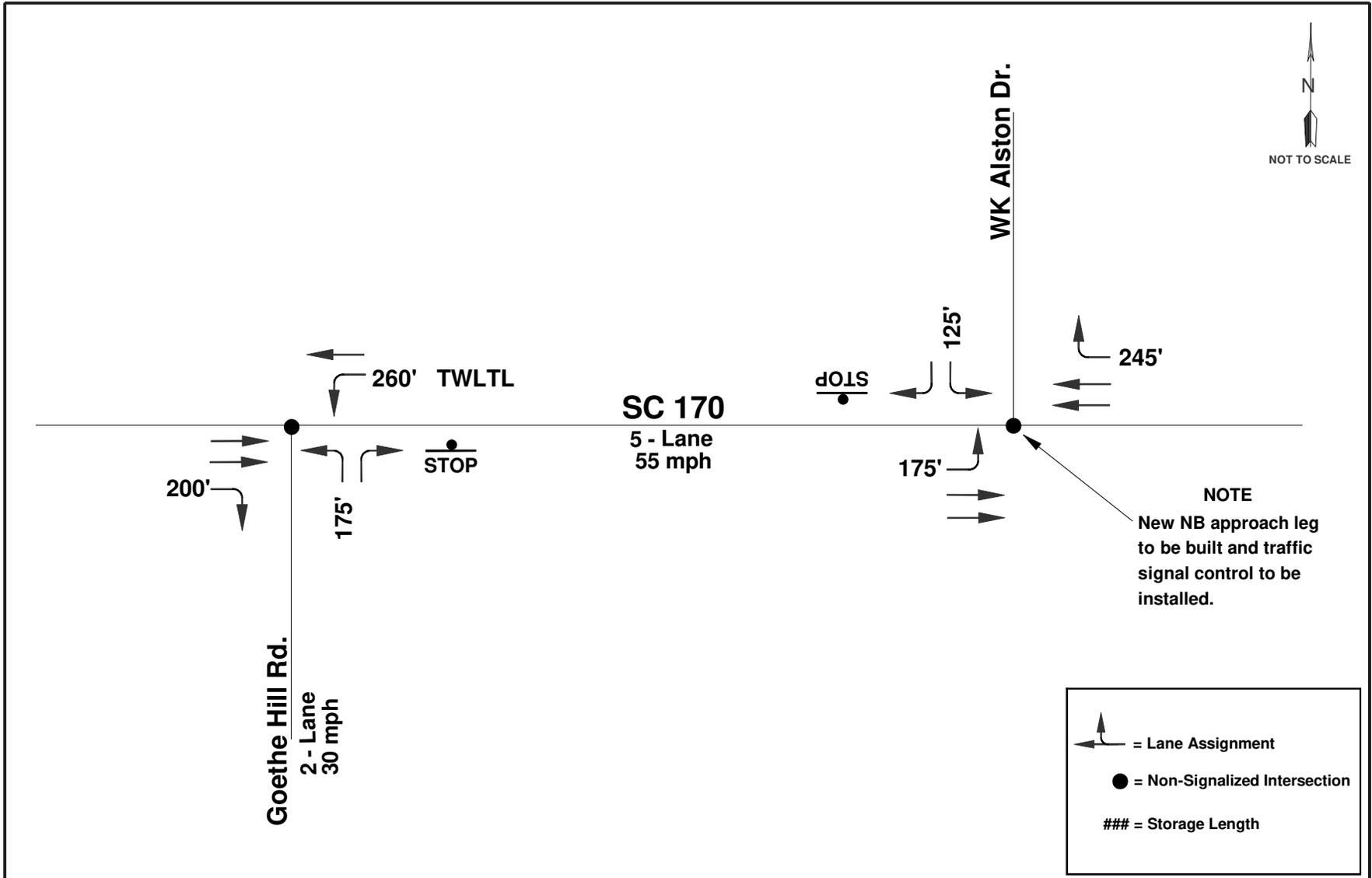
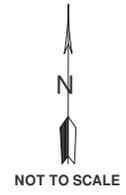


Figure 3

EXISTING GEOMETRICS & TRAFFIC CONTROL

SC 170 Apartments & Medical Buildings, Beaufort, S.C.

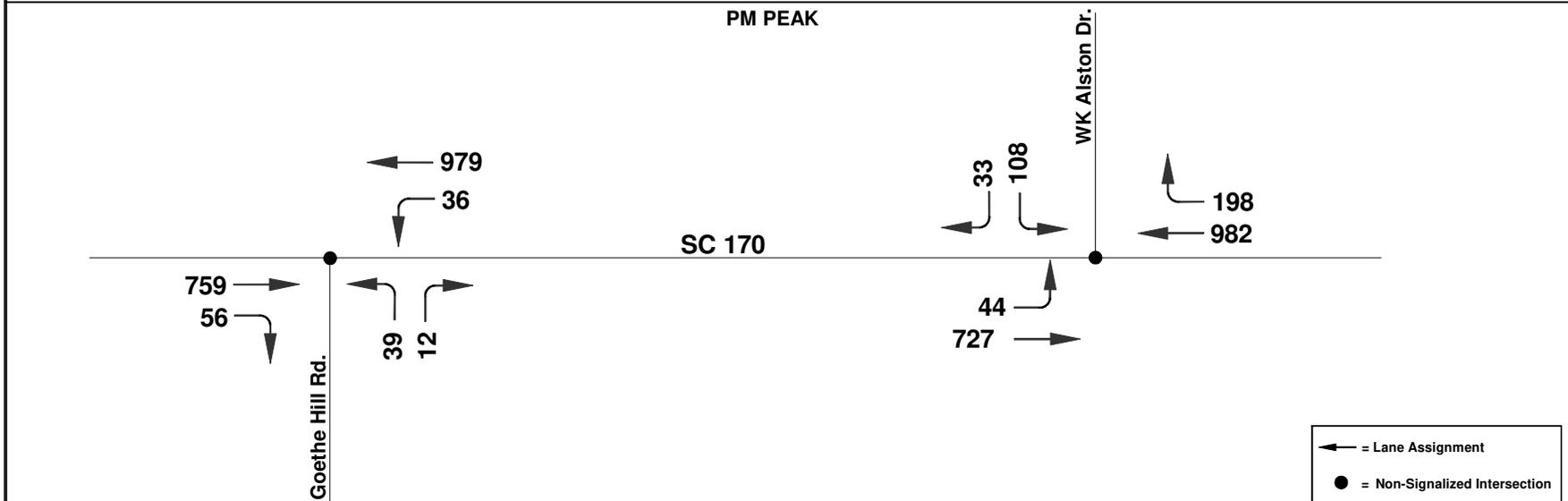
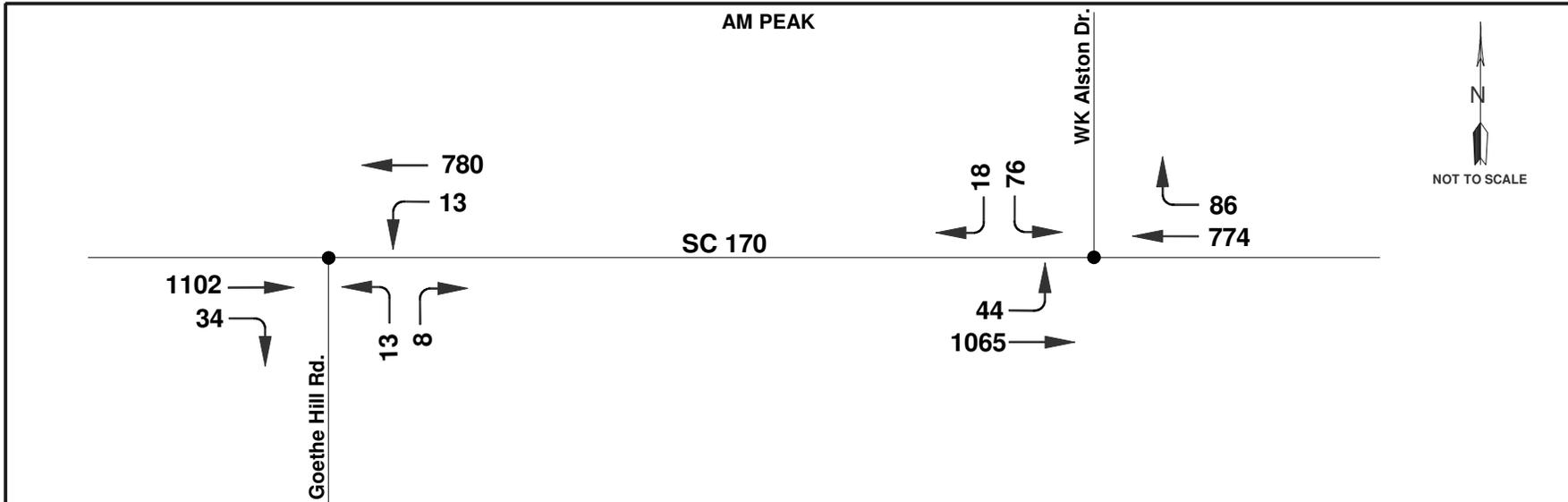


Figure 4
2021 EXISTING TRAFFIC VOLUMES
AM & PM PEAK HOURS
SC 170 Apartments & Medical Buildings, Beaufort, S.C.

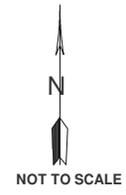
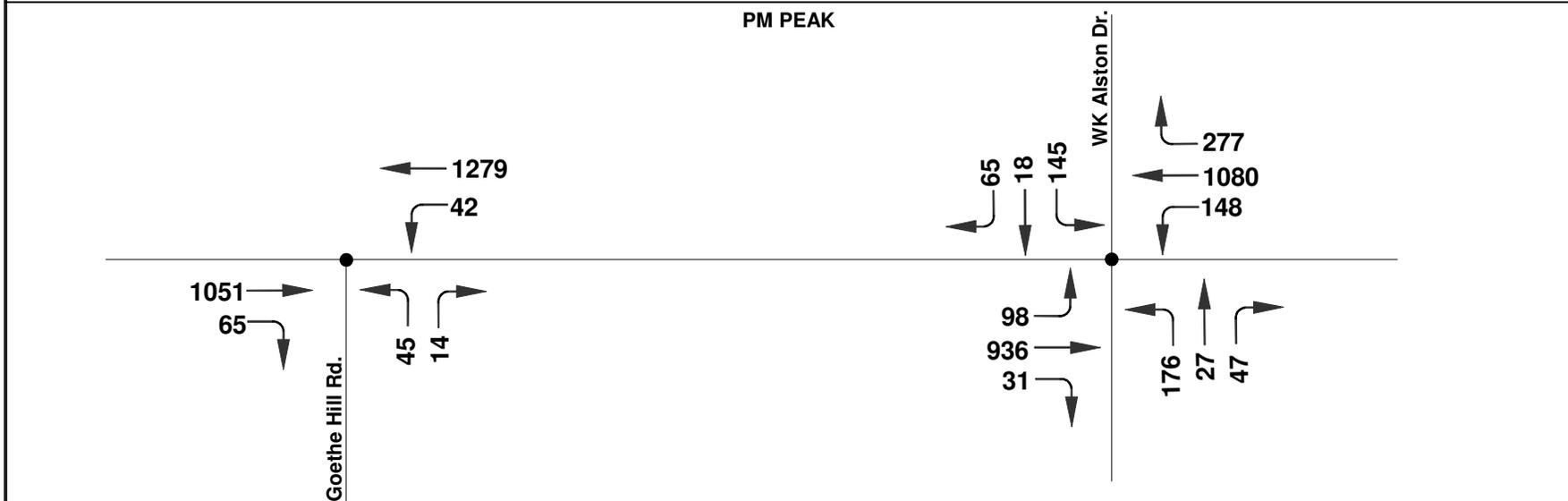
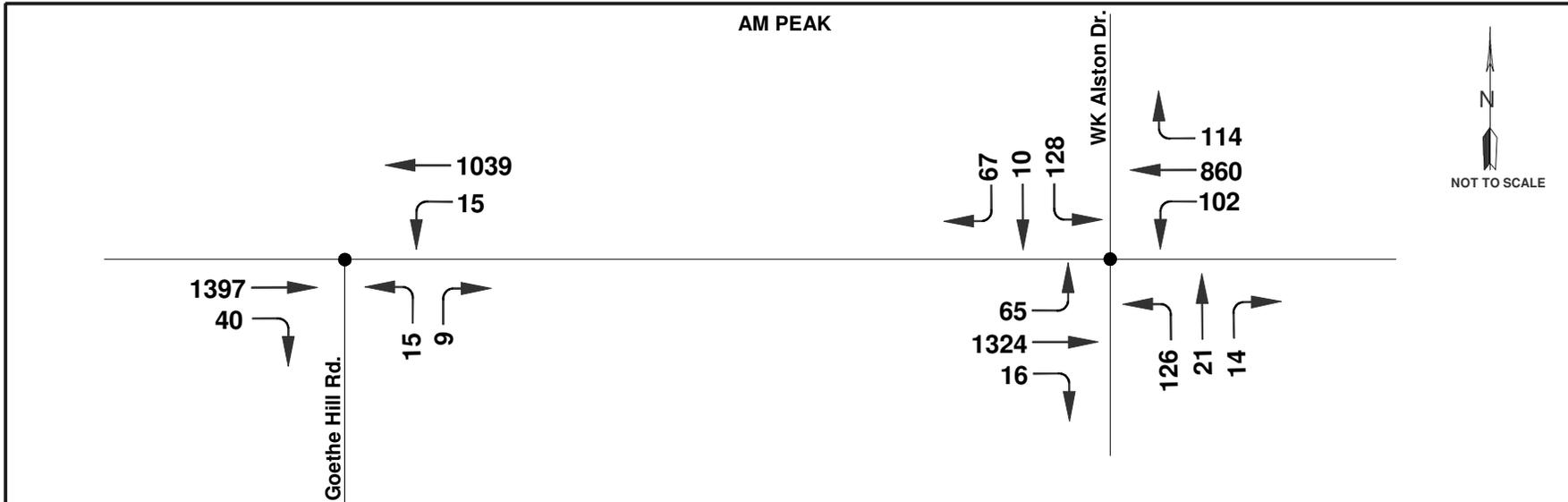


Figure 5
2024 NO-BUILD TRAFFIC VOLUMES
AM & PM PEAK HOURS
SC 170 Apartments & Medical Buildings, Beaufort, S.C.

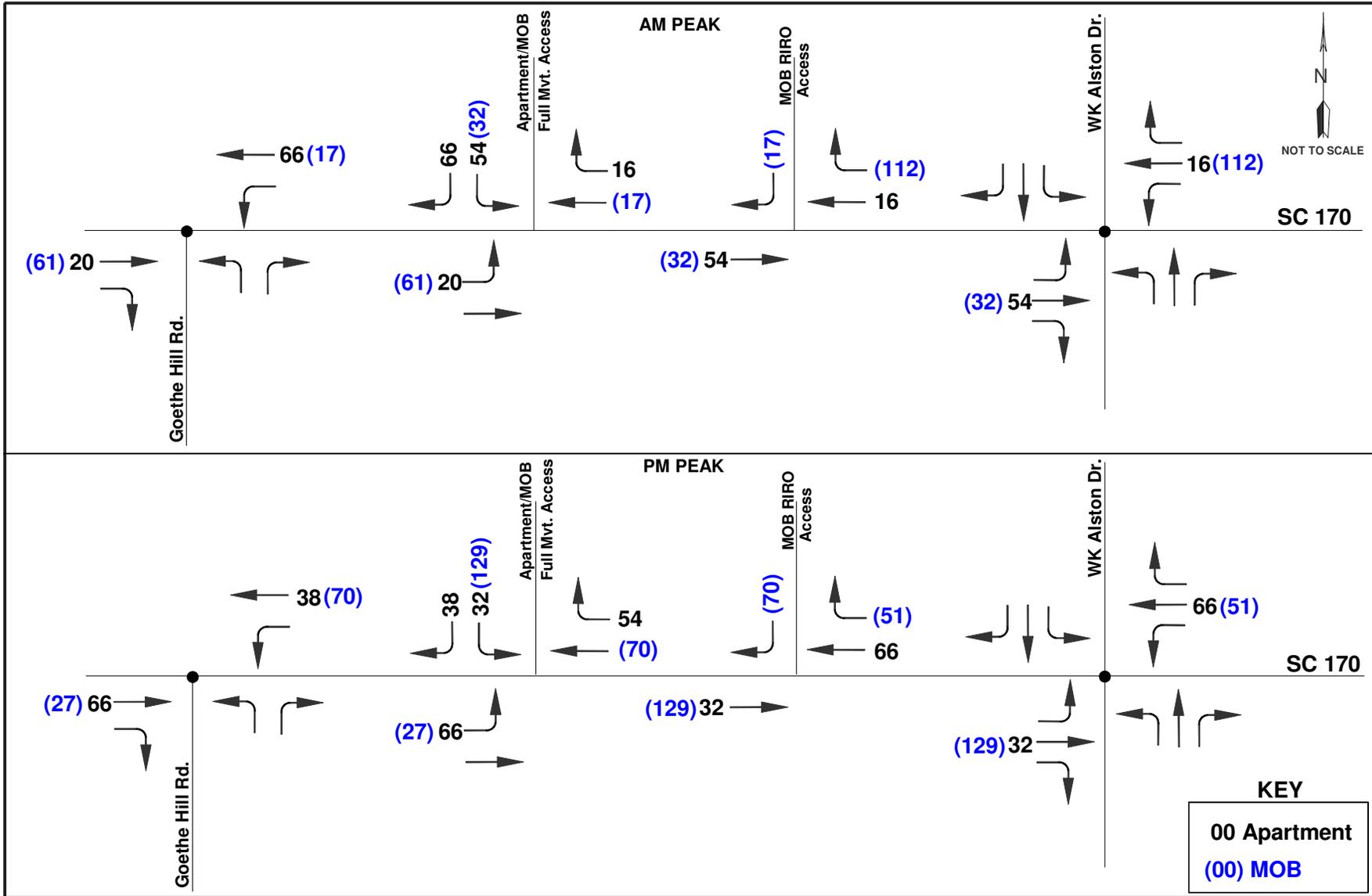


Figure 6
SITE-GENERATED TRAFFIC VOLUMES
AM & PM PEAK HOURS
SC 170 Apartments & Medical Buildings, Beaufort, S.C.

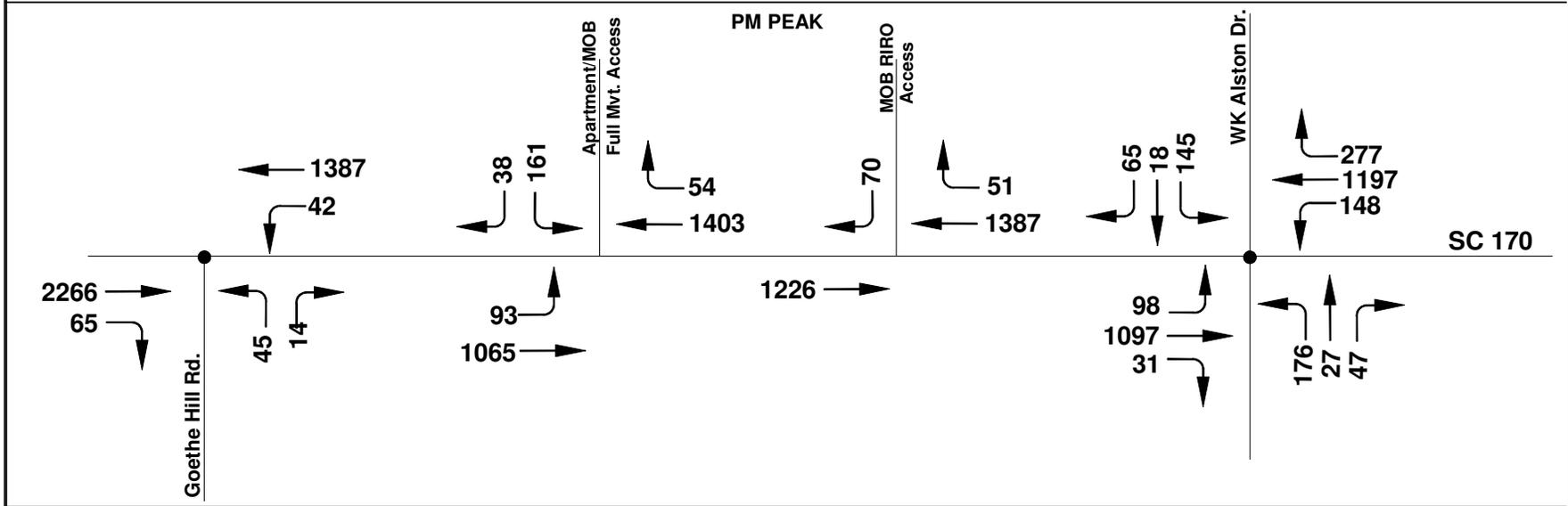
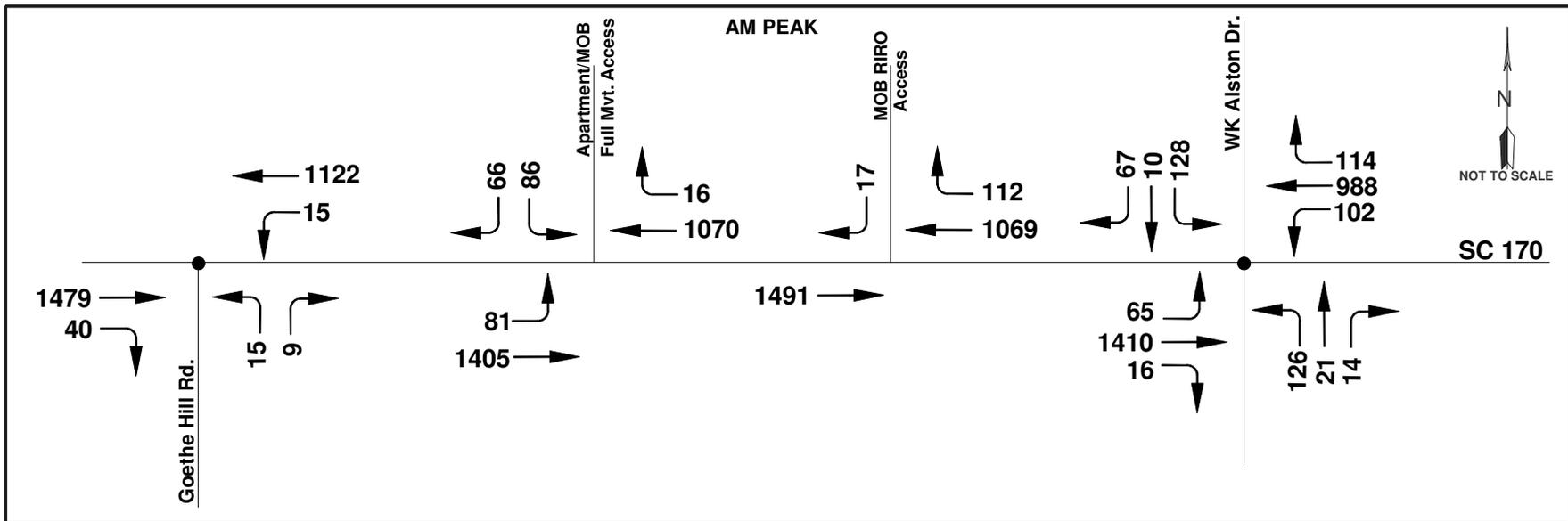


Figure 7
2024 BUILD TRAFFIC VOLUMES
AM & PM PEAK HOURS
SC 170 Apartments & Medical Buildings, Beaufort, S.C.

COUNT DATA

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	SC 170 at WK Alston Dr AM PK			1794	
	Location			% Bank 1	% Bank 2
	Beaufort SC, Not Available			94.3%	5.7%
	Performed By			% Bank 3	% Bank 4
	Scott Brewer			0.0%	0.0%
	Date			Pedestrians Volume	
Tuesday May 18, 2021	0				

Peak Hour Data

Time Period	EB SC 170							WB SC 170							WK Alston Dr SB							Total Vehicles	Total Pedestrians	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh			
7:15 AM	0	5	209	0	0	0	214	0	0	193	14	0	0	207	0	0	0	0	0	0	0	17	438	0
7:30 AM	0	8	259	0	0	0	267	0	0	168	15	0	0	183	0	0	0	0	0	0	0	19	469	0
7:45 AM	0	11	275	0	0	0	286	0	0	166	24	0	0	190	0	0	0	0	0	0	0	24	500	0
8:00 AM	0	14	183	0	0	0	197	0	0	146	22	0	0	168	0	0	0	0	0	0	0	22	387	0

Vehicle Movement Summary

Movement / Details	EB SC 170							WB SC 170							WK Alston Dr SB							Entire Intersection		
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians	
Movement Volume	0	38	926	0	0	0	964	0	0	673	75	0	0	748	0	0	0	0	0	0	0	82	1794	0
PHF	-	0.68	0.84	-	-	-	0.84	-	-	0.87	0.78	-	-	0.90	-	-	-	-	-	-	-	0.85	0.90	-
% Bank 1	0.0%	94.7%	95.7%	0.0%				0.0%	0.0%	92.9%	92.0%				0.0%	0.0%	0.0%	0.0%					Need a custom report? Contact: support@portablestudies.com	
% Bank 2	0.0%	5.3%	4.3%	0.0%				0.0%	0.0%	7.1%	8.0%				0.0%	0.0%	0.0%	0.0%						
% Bank 3	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%						
% Bank 4	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%						

Turning Movement Count Report

Report Generated Using Turning Movement Count for Android by PortableStudies.com

Study Information

Study Summary	Count Name	Notes	U = U Turn L = Left Turn T = Thru R = Right Turn P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2 Veh = Total Vehicles for Approach	Peak Hour Volume	
	SC 170 at WK Alston Drive PM Peak			2051	
	Location			% Bank 1	% Bank 2
	Beaufort SC, Not Available			97.3%	2.7%
	Performed By			% Bank 3	% Bank 4
	Scott Brewer			0.0%	0.0%
	Date			Pedestrians Volume	
Tuesday May 18, 2021	0				

Peak Hour Data

Time Period	EB SC 170							WB SC 170							SB WK Alston Dr							Total Vehicles	Total Pedestrians	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh			
4:15 PM	0	2	172	0	0	0	174	0	0	223	33	0	0	256	0	0	0	0	0	0	0	41	471	0
4:30 PM	0	12	185	0	0	0	197	0	0	250	51	0	0	301	0	0	0	0	0	0	0	36	534	0
4:45 PM	0	10	185	0	0	0	195	0	0	210	46	0	0	256	0	0	0	0	0	0	0	36	487	0
5:00 PM	0	19	171	0	0	0	190	0	0	280	64	0	0	344	0	0	0	0	0	0	0	25	559	0

Vehicle Movement Summary

Movement / Details	EB SC 170							WB SC 170							SB WK Alston Dr							Entire Intersection		
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians	
Movement Volume	0	43	713	0	0	0	756	0	0	963	194	0	0	1157	0	0	0	0	0	0	0	138	2051	0
PHF	-	0.57	0.96	-	-	-	0.96	-	-	0.86	0.76	-	-	0.84	-	-	-	-	-	-	-	0.84	0.92	-
% Bank 1	0.0%	100.0%	96.2%	0.0%				0.0%	0.0%	97.7%	99.0%				0.0%	0.0%	0.0%	0.0%						
% Bank 2	0.0%	0.0%	3.8%	0.0%				0.0%	0.0%	2.3%	1.0%				0.0%	0.0%	0.0%	0.0%						
% Bank 3	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%						
% Bank 4	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%						

Need a custom report?
 Contact: support@portablestudies.com

SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

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

File Name : SC 170 @ Goethe Hill Rd N
Site Code :
Start Date : 06/30/2021
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				SC 170 Westbound				Goethe Hill Rd N Northbound				SC 170 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	1	110	0	0	9	0	0	0	0	142	7	0	269
07:15	0	0	0	0	0	115	0	0	0	0	1	0	0	151	8	0	275
07:30	0	0	0	0	2	127	0	0	1	0	2	0	0	190	4	0	326
07:45	0	0	0	0	4	110	0	0	5	0	2	0	0	187	4	0	312
Total	0	0	0	0	7	462	0	0	15	0	5	0	0	670	23	0	1182
08:00	0	0	0	0	2	99	0	0	8	0	1	0	0	137	15	0	262
08:15	0	0	0	0	3	137	0	0	3	0	2	0	0	162	6	0	313
08:30	0	0	0	0	1	119	0	0	11	0	2	0	0	150	14	0	297
08:45	0	0	0	0	2	104	0	0	8	0	1	0	0	167	10	0	292
Total	0	0	0	0	8	459	0	0	30	0	6	0	0	616	45	0	1164
16:00	0	0	0	0	6	207	0	0	8	0	2	0	0	189	10	0	422
16:15	0	0	0	0	3	212	0	0	13	0	5	0	0	143	11	0	387
16:30	0	0	0	0	13	199	0	0	9	0	2	0	0	183	13	0	419
16:45	0	0	0	0	10	235	0	0	8	0	2	0	0	192	14	0	461
Total	0	0	0	0	32	853	0	0	38	0	11	0	0	707	48	0	1689
17:00	0	0	0	0	8	240	0	0	11	0	6	0	0	175	18	0	458
17:15	0	0	0	0	4	244	0	0	11	0	2	0	0	193	8	0	462
17:30	0	0	0	0	10	212	0	0	5	0	1	0	0	182	10	0	420
17:45	0	0	0	0	5	217	0	0	9	0	2	0	0	180	15	0	428
Total	0	0	0	0	27	913	0	0	36	0	11	0	0	730	51	0	1768
Grand Total	0	0	0	0	74	2687	0	0	119	0	33	0	0	2723	167	0	5803
Apprch %	0	0	0	0	2.7	97.3	0	0	78.3	0	21.7	0	0	94.2	5.8	0	
Total %	0	0	0	0	1.3	46.3	0	0	2.1	0	0.6	0	0	46.9	2.9	0	
Passenger Vehicles	0	0	0	0	73	2615	0	0	114	0	33	0	0	2653	162	0	5650
% Passenger Vehicles	0	0	0	0	98.6	97.3	0	0	95.8	0	100	0	0	97.4	97	0	97.4
Heavy Vehicles	0	0	0	0	1	69	0	0	5	0	0	0	0	68	5	0	148
% Heavy Vehicles	0	0	0	0	1.4	2.6	0	0	4.2	0	0	0	0	2.5	3	0	2.6
Buses	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
% Buses	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0.1

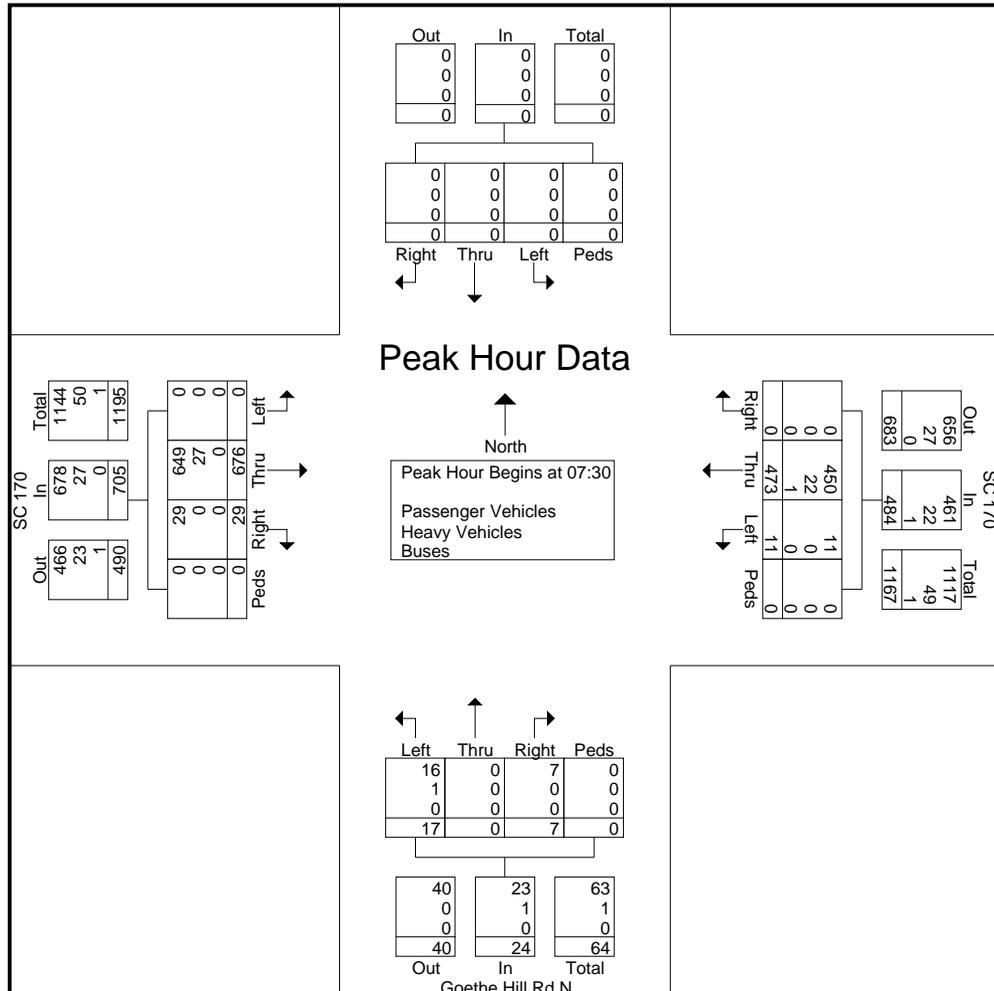
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File Name : SC 170 @ Goethe Hill Rd N
Site Code :
Start Date : 06/30/2021
Page No : 3

Start Time	Southbound					SC 170 Westbound					Goethe Hill Rd N Northbound					SC 170 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 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	2	127	0	0	129	1	0	2	0	3	0	190	4	0	194	326
07:45	0	0	0	0	0	4	110	0	0	114	5	0	2	0	7	0	187	4	0	191	312
08:00	0	0	0	0	0	2	99	0	0	101	8	0	1	0	9	0	137	15	0	152	262
08:15	0	0	0	0	0	3	137	0	0	140	3	0	2	0	5	0	162	6	0	168	313
Total Volume	0	0	0	0	0	11	473	0	0	484	17	0	7	0	24	0	676	29	0	705	1213
% App. Total	0	0	0	0	0	2.3	97.7	0	0		70.8	0	29.2	0		0	95.9	4.1	0		
PHF	.000	.000	.000	.000	.000	.688	.863	.000	.000	.864	.531	.000	.875	.000	.667	.000	.889	.483	.000	.909	.930
Passenger Vehicles	0	0	0	0	0	11	450	0	0	461	16	0	7	0	23	0	649	29	0	678	1162
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	0	27	0	0	27	50
% Heavy Vehicles	0	0	0	0	0	0	4.7	0	0	4.5	5.9	0	0	0	4.2	0	4.0	0	0	3.8	4.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



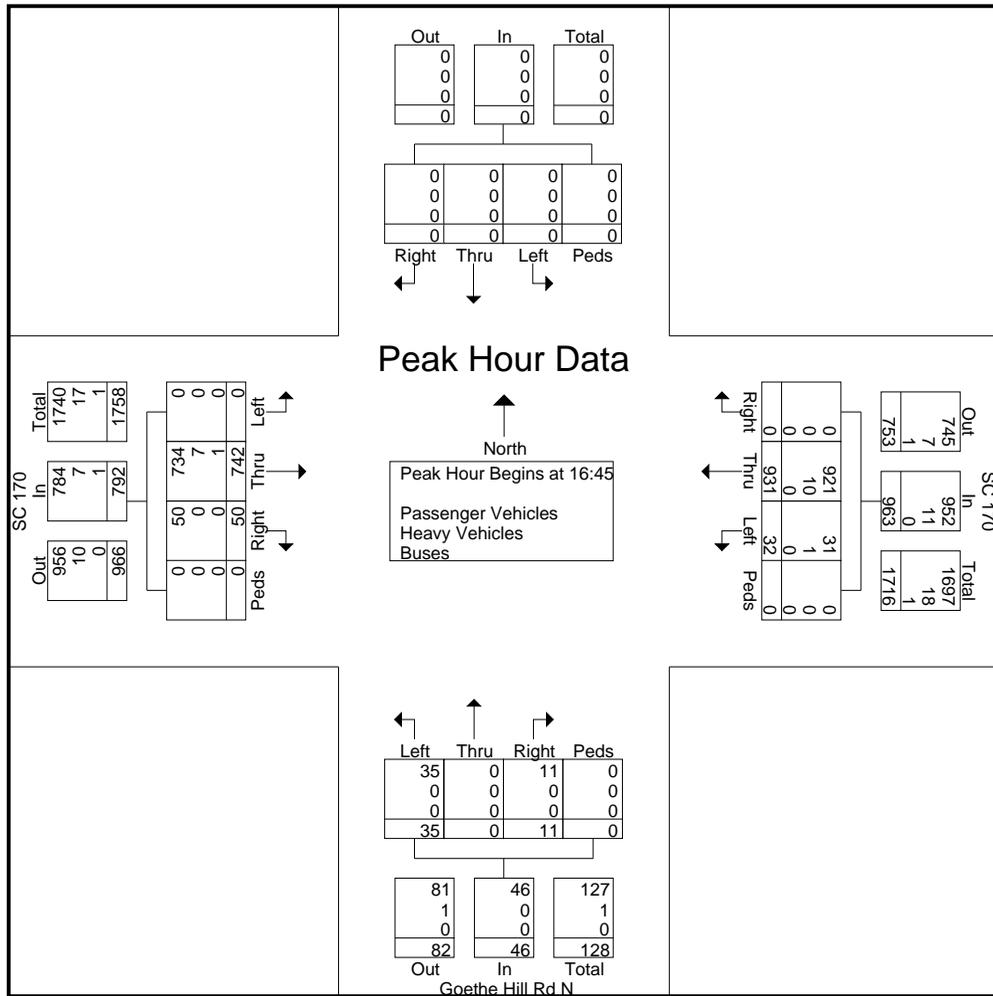
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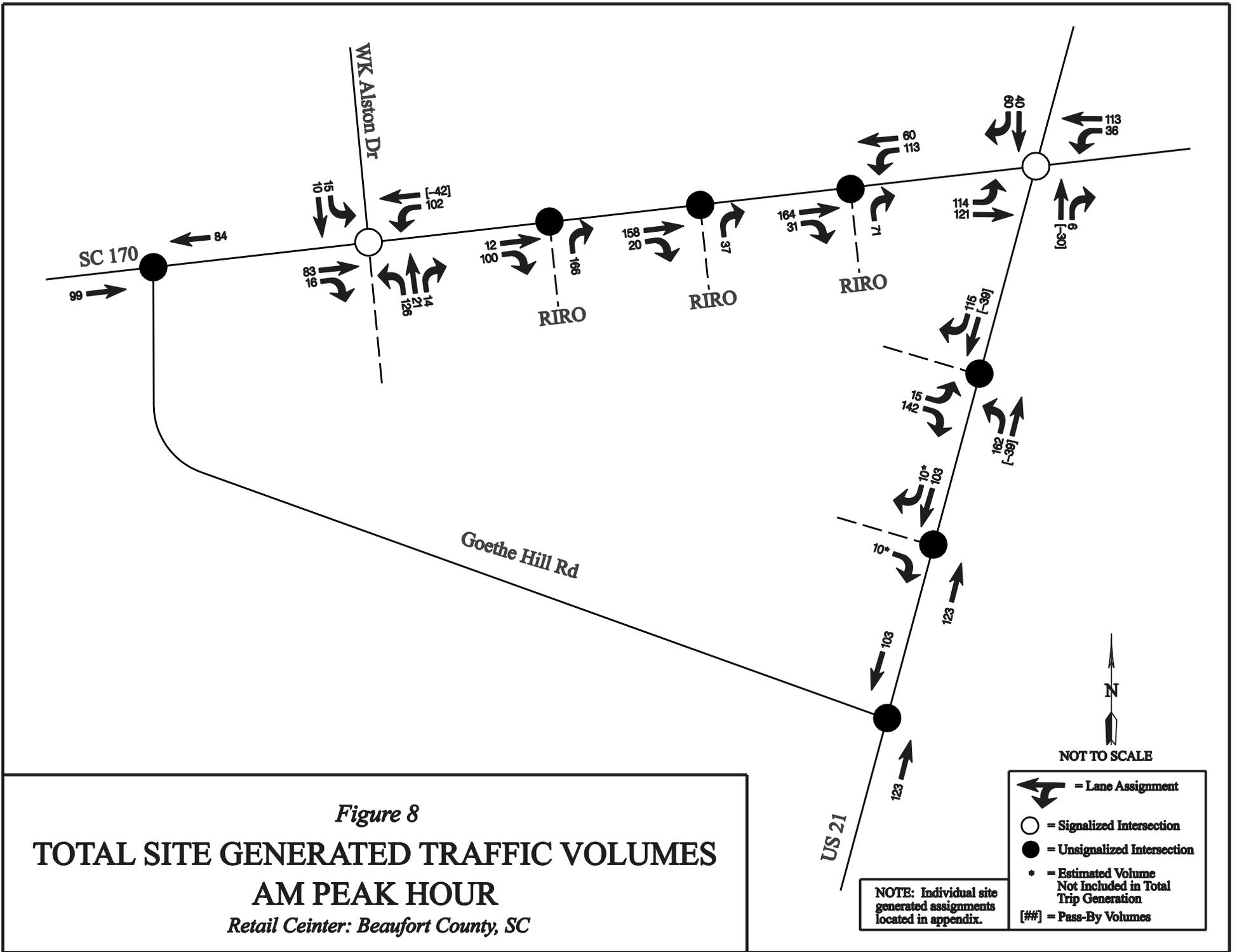
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File Name : SC 170 @ Goethe Hill Rd N
Site Code :
Start Date : 06/30/2021
Page No : 4

Start Time	Southbound					SC 170 Westbound					Goethe Hill Rd N Northbound					SC 170 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 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	10	235	0	0	245	8	0	2	0	10	0	192	14	0	206	461
17:00	0	0	0	0	0	8	240	0	0	248	11	0	6	0	17	0	175	18	0	193	458
17:15	0	0	0	0	0	4	244	0	0	248	11	0	2	0	13	0	193	8	0	201	462
17:30	0	0	0	0	0	10	212	0	0	222	5	0	1	0	6	0	182	10	0	192	420
Total Volume	0	0	0	0	0	32	931	0	0	963	35	0	11	0	46	0	742	50	0	792	1801
% App. Total	0	0	0	0	0	3.3	96.7	0	0		76.1	0	23.9	0		0	93.7	6.3	0		
PHF	.000	.000	.000	.000	.000	.800	.954	.000	.000	.971	.795	.000	.458	.000	.676	.000	.961	.694	.000	.961	.975
Passenger Vehicles	0	0	0	0	0	31	921	0	0	952	35	0	11	0	46	0	734	50	0	784	1782
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	7	0	0	7	18
% Heavy Vehicles	0	0	0	0	0	3.1	1.1	0	0	1.1	0	0	0	0	0	0	0.9	0	0	0.9	1.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1



BACKGROUND DEVELOPMENT ASSIGNMENTS



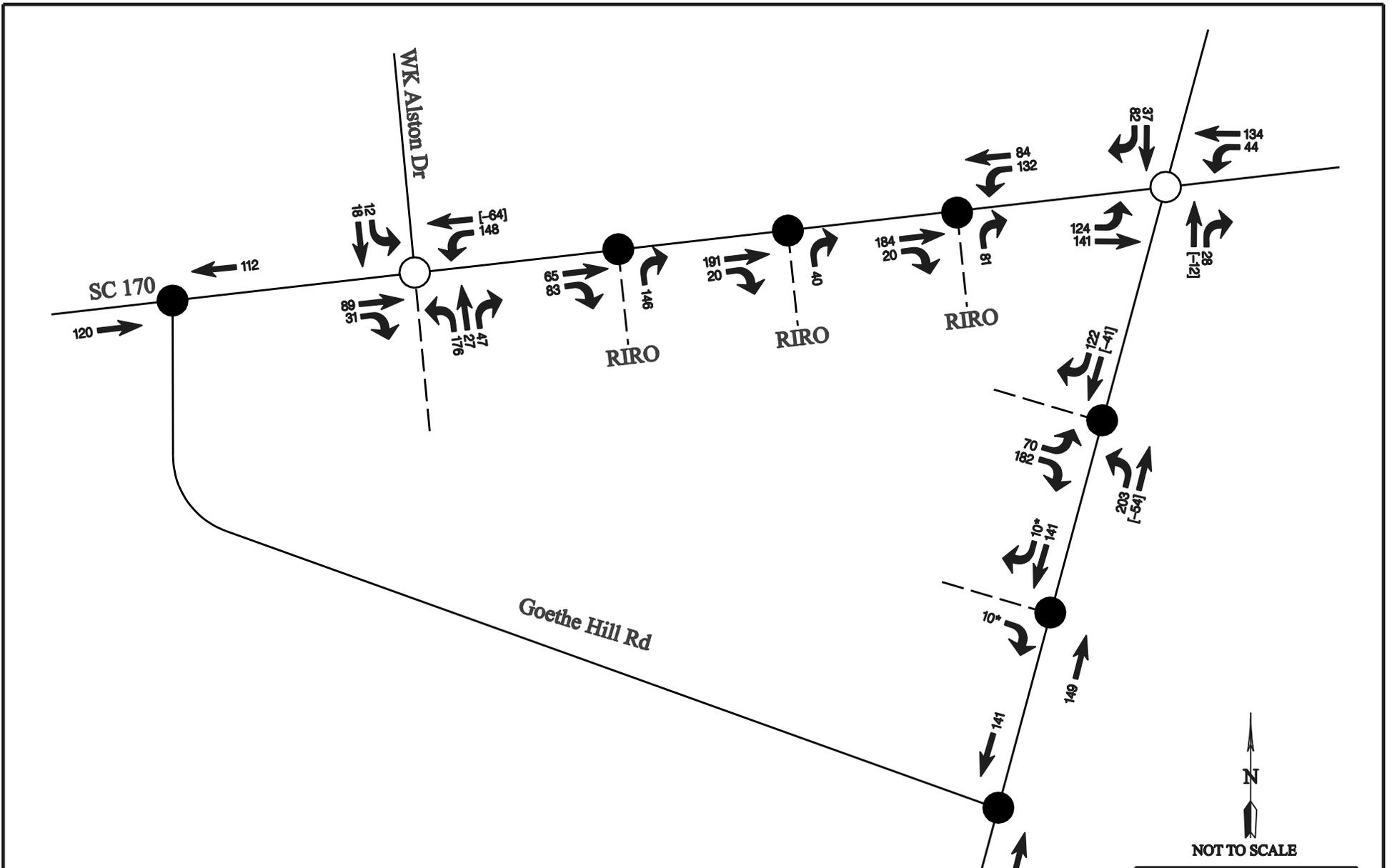


Figure 9
TOTAL SITE GENERATED TRAFFIC VOLUMES
PM PEAK HOUR
Retail Ceinter: Beaufort County, SC

- = Lane Assignment
- = Signalized Intersection
- = Unsignalized Intersection
- * = Estimated Volume Not Included in Total Trip Generation
- [##] = Pass-By Volumes

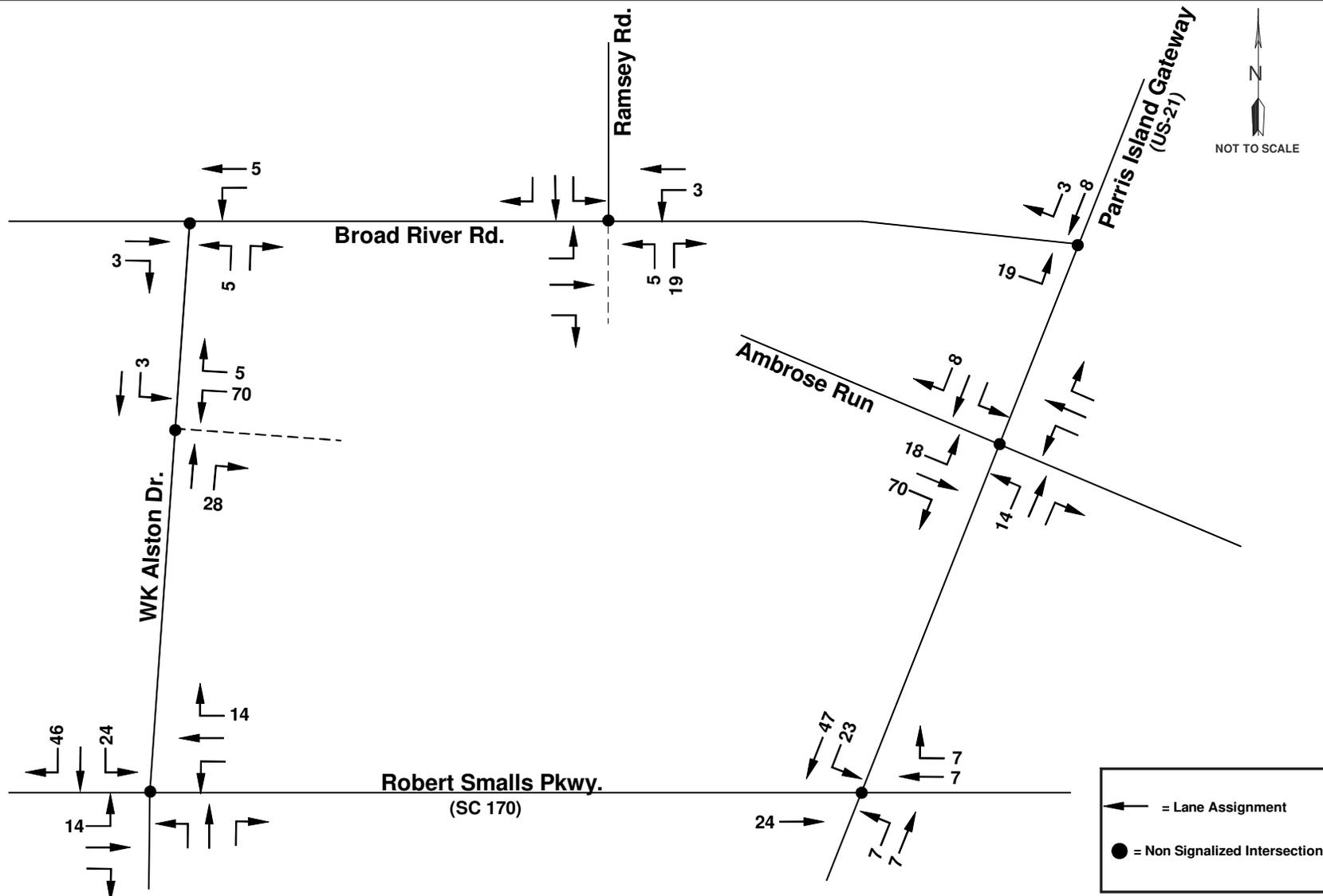


Figure 8
SITE GENERATED TRAFFIC VOLUMES
AM PEAK HOUR
 Burtonwoods Apartments, City of Beaufort/Beaufort County, S.C.

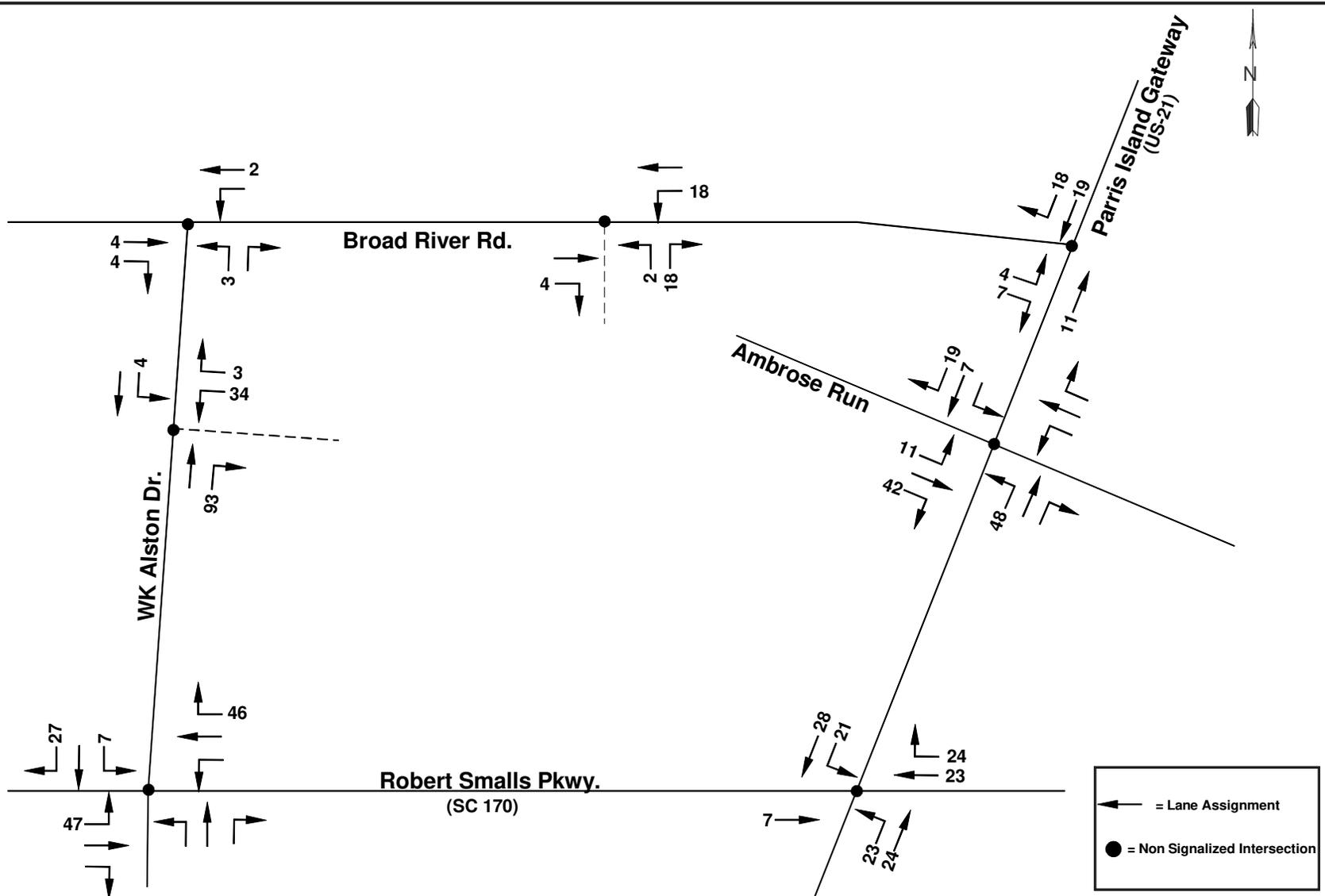
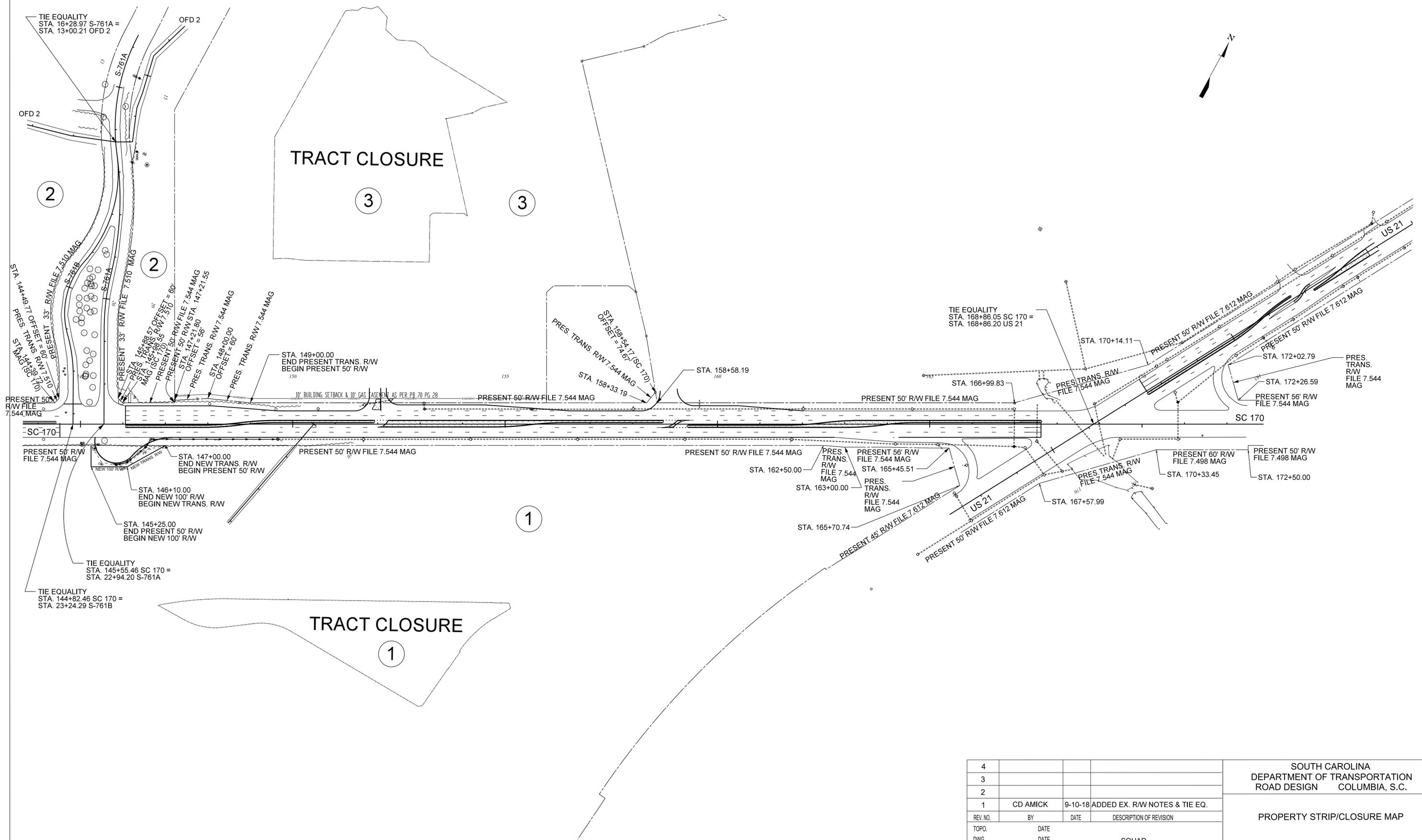


Figure 9
SITE GENERATED TRAFFIC VOLUMES
PM PEAK HOUR
 Burtonwoods Apartments, City of Beaufort/Beaufort County, S.C.

SCDOT PROJECTS

FED. ROAD DIST. NO.	STATE	COUNTY	PROJECT ID	PROJECT NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	SC	BEAUFORT	P028659		SC 170	4A	



4				SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION ROAD DESIGN COLUMBIA, S.C.
3				
2				
1	CD AMICK	9-10-18	ADDED EX. R/W NOTES & TIE EQ.	
REV. NO.	BY	DATE	DESCRIPTION OF REVISION	PROPERTY STRIP/CLOSURE MAP
TOPO.		DATE		
DWG.		DATE	SQUAD	
R/W		DATE		SCALE 1"= 100' RTE. DWG. NO.

GemenskyTD
028659_Beaufort_SC 170_US 21_Sheet4A_Stripmap.dgn
05-MAR-2020

CAPACITY ANALYSIS

- **Existing**
- **2024 No-Build**
- **2024 Build**

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	38	926	673	75	66	16
Future Vol, veh/h	38	926	673	75	66	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	245	125	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	5	8	8	5	19
Mvmt Flow	49	1183	860	96	84	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	956	0	-	0	1550 430
Stage 1	-	-	-	-	860 -
Stage 2	-	-	-	-	690 -
Critical Hdwy	4.22	-	-	-	6.9 7.28
Critical Hdwy Stg 1	-	-	-	-	5.9 -
Critical Hdwy Stg 2	-	-	-	-	5.9 -
Follow-up Hdwy	2.26	-	-	-	3.55 3.49
Pot Cap-1 Maneuver	691	-	-	-	101 529
Stage 1	-	-	-	-	367 -
Stage 2	-	-	-	-	451 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	691	-	-	-	94 529
Mov Cap-2 Maneuver	-	-	-	-	94 -
Stage 1	-	-	-	-	341 -
Stage 2	-	-	-	-	451 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	120.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	691	-	-	-	94	529
HCM Lane V/C Ratio	0.07	-	-	-	0.897	0.039
HCM Control Delay (s)	10.6	-	-	-	146.6	12.1
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	5.1	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	950	29	11	672	11	7
Future Vol, veh/h	950	29	11	672	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	100	-	180	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1185	36	14	838	14	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1221	0	1632
Stage 1	-	-	-	-	1185
Stage 2	-	-	-	-	447
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	567	-	92
Stage 1	-	-	-	-	253
Stage 2	-	-	-	-	611
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	567	-	90
Mov Cap-2 Maneuver	-	-	-	-	195
Stage 1	-	-	-	-	253
Stage 2	-	-	-	-	596

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	195	449	-	-	567	-
HCM Lane V/C Ratio	0.07	0.019	-	-	0.024	-
HCM Control Delay (s)	24.9	13.2	-	-	11.5	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	13.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	44	727	982	198	108	33
Future Vol, veh/h	44	727	982	198	108	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	245	125	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	48	790	1067	215	117	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1282	0	-	0	1558 534
Stage 1	-	-	-	-	1067 -
Stage 2	-	-	-	-	491 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	537	-	-	-	~ 103 491
Stage 1	-	-	-	-	292 -
Stage 2	-	-	-	-	581 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	537	-	-	-	~ 94 491
Mov Cap-2 Maneuver	-	-	-	-	~ 94 -
Stage 1	-	-	-	-	266 -
Stage 2	-	-	-	-	581 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	199.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	537	-	-	-	94	491
HCM Lane V/C Ratio	0.089	-	-	-	1.249	0.073
HCM Control Delay (s)	12.4	-	-	-	256.3	12.9
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.3	-	-	-	8.3	0.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	684	50	32	882	35	11
Future Vol, veh/h	684	50	32	882	35	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	180	100	-	180	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	783	57	37	1009	40	13

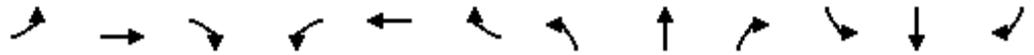
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	840	0	1362
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	579
Critical Hdwy	-	-	4.18	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.24	-	3.52
Pot Cap-1 Maneuver	-	-	778	-	139
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	524
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	778	-	132
Mov Cap-2 Maneuver	-	-	-	-	265
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	499

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	265	607	-	-	778	-
HCM Lane V/C Ratio	0.151	0.021	-	-	0.047	-
HCM Control Delay (s)	21	11.1	-	-	9.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗		↘	↗↗	↗	↘	↗		↘	↗	
Traffic Volume (veh/h)	65	1324	16	102	860	114	126	21	14	128	10	67
Future Volume (veh/h)	65	1324	16	102	860	114	126	21	14	128	10	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1870	1870	1781	1781	1870	1870	1870	1826	1870	1618
Adj Flow Rate, veh/h	72	1471	17	111	956	127	137	23	15	142	11	74
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	6	5	2	2	8	8	2	2	2	5	2	19
Cap, veh/h	327	1808	21	231	1761	785	284	211	138	324	42	282
Arrive On Green	0.05	0.51	0.51	0.05	0.52	0.52	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1725	3513	41	1781	3385	1510	1313	1057	689	1337	209	1408
Grp Volume(v), veh/h	72	726	762	111	956	127	137	0	38	142	0	85
Grp Sat Flow(s),veh/h/ln	1725	1735	1819	1781	1692	1510	1313	0	1746	1337	0	1617
Q Serve(g_s), s	1.7	31.4	31.5	2.6	17.0	4.0	8.9	0.0	1.6	8.7	0.0	4.0
Cycle Q Clear(g_c), s	1.7	31.4	31.5	2.6	17.0	4.0	12.9	0.0	1.6	10.3	0.0	4.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.39	1.00		0.87
Lane Grp Cap(c), veh/h	327	893	936	231	1761	785	284	0	349	324	0	323
V/C Ratio(X)	0.22	0.81	0.81	0.48	0.54	0.16	0.48	0.00	0.11	0.44	0.00	0.26
Avail Cap(c_a), veh/h	343	893	936	257	1761	785	284	0	349	324	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.8	18.2	18.3	17.0	14.4	11.3	35.8	0.0	29.4	33.7	0.0	30.4
Incr Delay (d2), s/veh	0.3	8.0	7.7	1.5	1.2	0.4	5.7	0.0	0.6	4.3	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	12.1	12.7	0.9	5.6	1.2	3.2	0.0	0.7	3.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	26.3	26.0	18.6	15.6	11.7	41.6	0.0	30.1	37.9	0.0	32.4
LnGrp LOS	B	C	C	B	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1560			1194			175				227
Approach Delay, s/veh		25.4			15.5			39.1				35.9
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	53.3		25.0	11.2	53.8		25.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	6.0	45.0		18.0	5.0	46.0		18.0				
Max Q Clear Time (g_c+I1), s	4.6	33.5		12.3	3.7	19.0		14.9				
Green Ext Time (p_c), s	0.0	6.6		0.4	0.0	6.9		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				23.2								
HCM 6th LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	98	936	31	148	1080	277	176	27	47	145	18	65
Future Volume (veh/h)	98	936	31	148	1080	277	176	27	47	145	18	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1017	34	161	1174	301	191	29	51	158	20	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	1609	718	329	1672	746	357	155	273	368	92	327
Arrive On Green	0.05	0.45	0.45	0.07	0.47	0.47	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1306	608	1070	1319	360	1280
Grp Volume(v), veh/h	107	1017	34	161	1174	301	191	0	80	158	0	91
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1306	0	1678	1319	0	1640
Q Serve(g_s), s	2.9	19.7	1.1	4.3	23.5	11.2	12.2	0.0	3.4	9.6	0.0	3.9
Cycle Q Clear(g_c), s	2.9	19.7	1.1	4.3	23.5	11.2	16.1	0.0	3.4	12.9	0.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.64	1.00		0.78
Lane Grp Cap(c), veh/h	247	1609	718	329	1672	746	357	0	429	368	0	419
V/C Ratio(X)	0.43	0.63	0.05	0.49	0.70	0.40	0.54	0.00	0.19	0.43	0.00	0.22
Avail Cap(c_a), veh/h	274	1609	718	383	1672	746	357	0	429	368	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	18.9	13.8	14.4	18.8	15.6	32.7	0.0	26.2	31.2	0.0	26.4
Incr Delay (d2), s/veh	1.2	1.9	0.1	1.1	1.3	0.4	5.7	0.0	1.0	3.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.3	0.4	1.5	8.4	3.5	4.3	0.0	1.4	3.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	20.8	13.9	15.5	20.2	15.9	38.4	0.0	27.1	34.9	0.0	27.6
LnGrp LOS	B	C	B	B	C	B	D	A	C	C	A	C
Approach Vol, veh/h		1158			1636			271				249
Approach Delay, s/veh		20.2			18.9			35.1				32.2
Approach LOS		C			B			D				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	47.7		30.0	10.7	49.3		30.0				
Change Period (Y+Rc), s	6.0	7.0		7.0	6.0	7.0		7.0				
Max Green Setting (Gmax), s	9.0	38.0		23.0	6.0	41.0		23.0				
Max Q Clear Time (g_c+I1), s	6.3	21.7		14.9	4.9	25.5		18.1				
Green Ext Time (p_c), s	0.1	5.8		0.6	0.0	7.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				21.7								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1397	40	15	1039	15	9
Future Vol, veh/h	1397	40	15	1039	15	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	100	-	180	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1502	43	16	1117	16	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1545	0	2093
Stage 1	-	-	-	-	1502
Stage 2	-	-	-	-	591
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	426	-	45
Stage 1	-	-	-	-	171
Stage 2	-	-	-	-	516
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	426	-	43
Mov Cap-2 Maneuver	-	-	-	-	130
Stage 1	-	-	-	-	171
Stage 2	-	-	-	-	496

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	28.7
HCM LOS			D

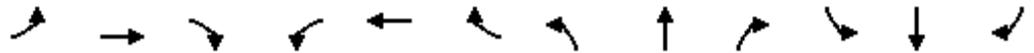
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	130	353	-	-	426	-
HCM Lane V/C Ratio	0.124	0.027	-	-	0.038	-
HCM Control Delay (s)	36.6	15.5	-	-	13.8	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1051	65	42	1279	45	14
Future Vol, veh/h	1051	65	42	1279	45	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	180	100	-	180	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	1084	67	43	1319	46	14

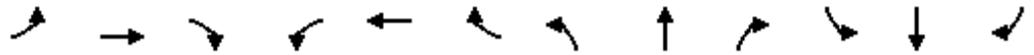
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1151	0	1830
Stage 1	-	-	-	-	1084
Stage 2	-	-	-	-	746
Critical Hdwy	-	-	4.18	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.24	-	3.52
Pot Cap-1 Maneuver	-	-	591	-	68
Stage 1	-	-	-	-	286
Stage 2	-	-	-	-	430
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	591	-	63
Mov Cap-2 Maneuver	-	-	-	-	180
Stage 1	-	-	-	-	286
Stage 2	-	-	-	-	399

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	180	485	-	-	591	-
HCM Lane V/C Ratio	0.258	0.03	-	-	0.073	-
HCM Control Delay (s)	31.8	12.7	-	-	11.6	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	1	0.1	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	65	1410	16	102	988	114	126	21	14	128	10	67
Future Volume (veh/h)	65	1410	16	102	988	114	126	21	14	128	10	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1870	1870	1781	1781	1870	1870	1870	1826	1870	1618
Adj Flow Rate, veh/h	72	1567	17	111	1098	127	137	23	15	142	11	74
Peak Hour Factor	0.90	0.90	0.92	0.92	0.90	0.90	0.92	0.92	0.92	0.90	0.92	0.90
Percent Heavy Veh, %	6	5	2	2	8	8	2	2	2	5	2	19
Cap, veh/h	288	1785	816	210	1761	785	284	211	138	324	42	282
Arrive On Green	0.05	0.51	0.51	0.05	0.52	0.52	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1725	3469	1585	1781	3385	1510	1313	1057	689	1337	209	1408
Grp Volume(v), veh/h	72	1567	17	111	1098	127	137	0	38	142	0	85
Grp Sat Flow(s),veh/h/ln	1725	1735	1585	1781	1692	1510	1313	0	1746	1337	0	1617
Q Serve(g_s), s	1.7	36.0	0.5	2.6	20.7	4.0	8.9	0.0	1.6	8.7	0.0	4.0
Cycle Q Clear(g_c), s	1.7	36.0	0.5	2.6	20.7	4.0	12.9	0.0	1.6	10.3	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		0.87
Lane Grp Cap(c), veh/h	288	1785	816	210	1761	785	284	0	349	324	0	323
V/C Ratio(X)	0.25	0.88	0.02	0.53	0.62	0.16	0.48	0.00	0.11	0.44	0.00	0.26
Avail Cap(c_a), veh/h	323	1785	816	216	1761	785	284	0	349	324	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	19.3	10.7	19.2	15.3	11.3	35.8	0.0	29.4	33.7	0.0	30.4
Incr Delay (d2), s/veh	0.5	6.5	0.0	2.3	1.7	0.4	5.7	0.0	0.6	4.3	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	13.2	0.1	1.1	6.9	1.2	3.2	0.0	0.7	3.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	25.8	10.8	21.5	17.0	11.7	41.6	0.0	30.1	37.9	0.0	32.4
LnGrp LOS	B	C	B	C	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1656			1336			175				227
Approach Delay, s/veh		25.1			16.9			39.1				35.9
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	53.3		25.0	11.2	53.8		25.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	5.0	46.0		18.0	6.0	45.0		18.0				
Max Q Clear Time (g_c+I1), s	4.6	38.0		12.3	3.7	22.7		14.9				
Green Ext Time (p_c), s	0.0	5.6		0.4	0.0	7.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				23.3								
HCM 6th LOS				C								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	98	1097	31	148	1080	277	176	27	47	145	18	65
Future Volume (veh/h)	98	1097	31	148	1080	277	176	27	47	145	18	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1192	34	161	1174	301	191	29	51	158	20	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	1626	725	255	1637	730	323	142	250	335	84	299
Arrive On Green	0.05	0.46	0.46	0.05	0.46	0.46	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1306	608	1070	1319	360	1280
Grp Volume(v), veh/h	107	1192	34	161	1174	301	191	0	80	158	0	91
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1306	0	1678	1319	0	1640
Q Serve(g_s), s	3.0	25.7	1.1	4.6	25.0	11.9	13.1	0.0	3.6	10.3	0.0	4.2
Cycle Q Clear(g_c), s	3.0	25.7	1.1	4.6	25.0	11.9	17.3	0.0	3.6	13.9	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.64	1.00		0.78
Lane Grp Cap(c), veh/h	235	1626	725	255	1637	730	323	0	393	335	0	384
V/C Ratio(X)	0.45	0.73	0.05	0.63	0.72	0.41	0.59	0.00	0.20	0.47	0.00	0.24
Avail Cap(c_a), veh/h	241	1626	725	255	1637	730	323	0	393	335	0	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.22	0.22	0.22	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	20.8	14.1	17.8	20.4	16.9	36.2	0.0	29.0	34.5	0.0	29.2
Incr Delay (d2), s/veh	0.3	0.7	0.0	5.0	1.5	0.4	7.7	0.0	1.2	4.7	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	9.3	0.4	1.9	9.2	3.8	4.8	0.0	1.6	3.7	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	21.5	14.2	22.8	21.9	17.2	43.9	0.0	30.1	39.3	0.0	30.6
LnGrp LOS	B	C	B	C	C	B	D	A	C	D	A	C
Approach Vol, veh/h		1333			1636			271				249
Approach Delay, s/veh		20.9			21.2			39.8				36.1
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0		29.0	14.7	50.3		29.0				
Change Period (Y+Rc), s	10.0	7.0		7.0	10.0	7.0		7.0				
Max Green Setting (Gmax), s	5.0	40.0		22.0	5.0	43.1		22.0				
Max Q Clear Time (g_c+I1), s	6.6	27.7		15.9	5.0	27.0		19.3				
Green Ext Time (p_c), s	0.0	5.9		0.5	0.0	7.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				23.6								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1479	40	15	1133	15	9
Future Vol, veh/h	1479	40	15	1133	15	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	100	-	180	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	5	2	2
Mvmt Flow	1590	43	16	1218	16	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1633	0	2231
Stage 1	-	-	-	-	1590
Stage 2	-	-	-	-	641
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	393	-	36
Stage 1	-	-	-	-	153
Stage 2	-	-	-	-	487
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	393	-	35
Mov Cap-2 Maneuver	-	-	-	-	117
Stage 1	-	-	-	-	153
Stage 2	-	-	-	-	467

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	31.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	117	330	-	-	393	-
HCM Lane V/C Ratio	0.138	0.029	-	-	0.041	-
HCM Control Delay (s)	40.6	16.2	-	-	14.6	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	1144	65	42	1387	45	14
Future Vol, veh/h	1144	65	42	1387	45	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	180	100	-	180	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	1179	67	43	1430	46	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1246	0	1980
Stage 1	-	-	-	-	1179
Stage 2	-	-	-	-	801
Critical Hdwy	-	-	4.18	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.24	-	3.52
Pot Cap-1 Maneuver	-	-	544	-	54
Stage 1	-	-	-	-	254
Stage 2	-	-	-	-	402
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	544	-	50
Mov Cap-2 Maneuver	-	-	-	-	159
Stage 1	-	-	-	-	254
Stage 2	-	-	-	-	370

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	31.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	159	451	-	-	544	-
HCM Lane V/C Ratio	0.292	0.032	-	-	0.08	-
HCM Control Delay (s)	36.7	13.2	-	-	12.2	-
HCM Lane LOS	E	B	-	-	B	-
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.3	-

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	81	1405	1070	16	86	66
Future Vol, veh/h	81	1405	1070	16	86	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	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	88	1527	1163	17	93	72

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1180	0	-	0	2103 582
Stage 1	-	-	-	-	1163 -
Stage 2	-	-	-	-	940 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	588	-	-	-	~ 44 456
Stage 1	-	-	-	-	260 -
Stage 2	-	-	-	-	340 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	588	-	-	-	~ 37 456
Mov Cap-2 Maneuver	-	-	-	-	138 -
Stage 1	-	-	-	-	221 -
Stage 2	-	-	-	-	340 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	47.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	588	-	-	-	138	456
HCM Lane V/C Ratio	0.15	-	-	-	0.677	0.157
HCM Control Delay (s)	12.2	-	-	-	73.5	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.5	-	-	-	3.8	0.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	28.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	93	1065	1403	54	161	38
Future Vol, veh/h	93	1065	1403	54	161	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	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	1158	1525	59	175	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1584	0	-	0	2306 763
Stage 1	-	-	-	-	1525 -
Stage 2	-	-	-	-	781 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	411	-	-	-	~ 32 347
Stage 1	-	-	-	-	~ 166 -
Stage 2	-	-	-	-	412 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	411	-	-	-	~ 24 347
Mov Cap-2 Maneuver	-	-	-	-	~ 95 -
Stage 1	-	-	-	-	~ 125 -
Stage 2	-	-	-	-	412 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	\$ 401.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	411	-	-	-	95	347
HCM Lane V/C Ratio	0.246	-	-	-	1.842	0.119
HCM Control Delay (s)	16.6	-	-	-	\$ 491.8	16.8
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1	-	-	-	14.5	0.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	1491	1069	112	0	17
Future Vol, veh/h	0	1491	1069	112	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	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	0	1621	1162	122	0	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	457
HCM Lane V/C Ratio	-	-	-	0.04
HCM Control Delay (s)	-	-	-	13.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

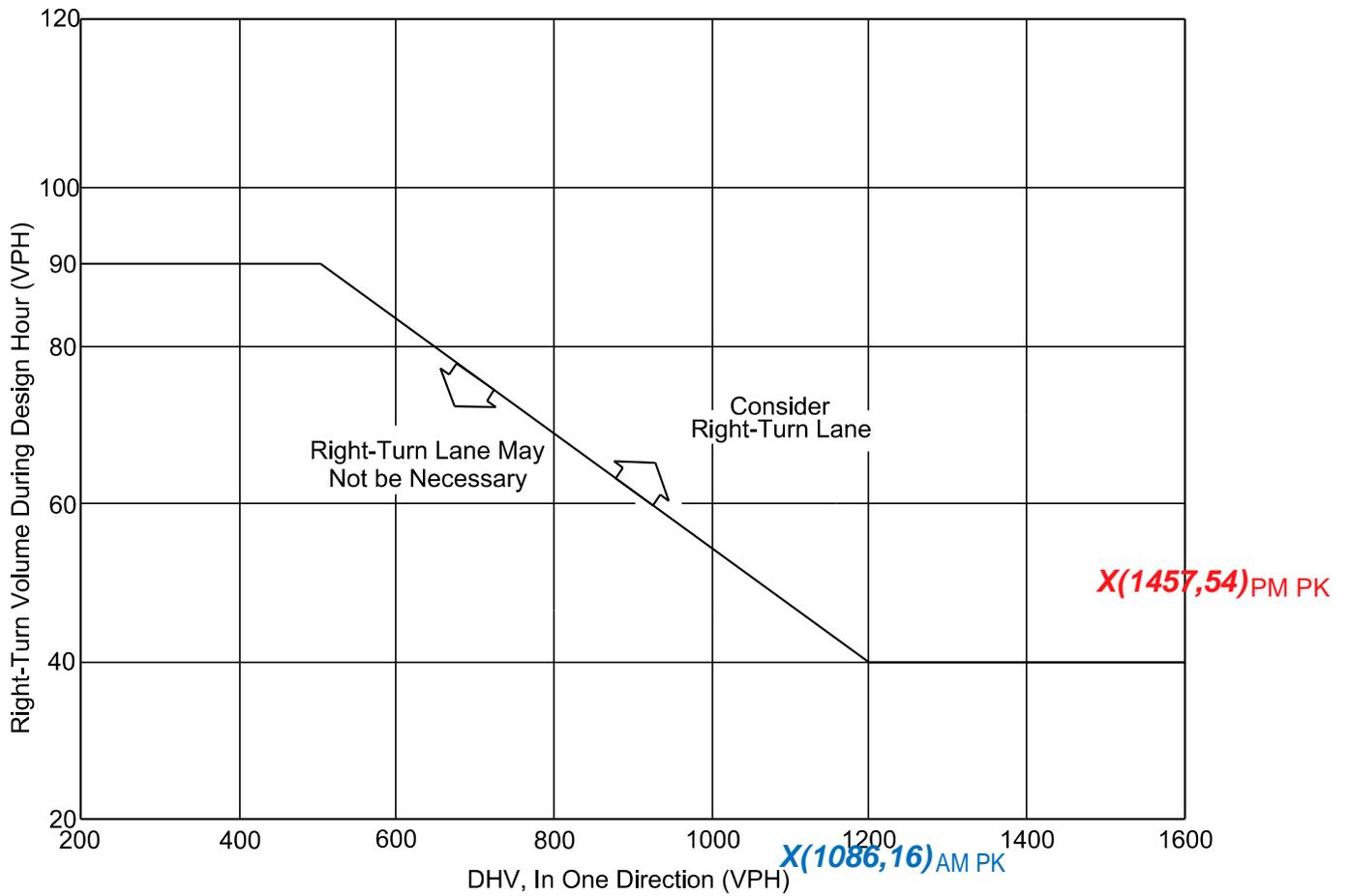
Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	1226	1387	51	0	70
Future Vol, veh/h	0	1226	1387	51	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	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	0	1333	1508	55	0	76

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	754
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	352
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	352
HCM Lane V/C Ratio	-	-	-	0.216
HCM Control Delay (s)	-	-	-	18
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.8

TURNING LANE WARRANT

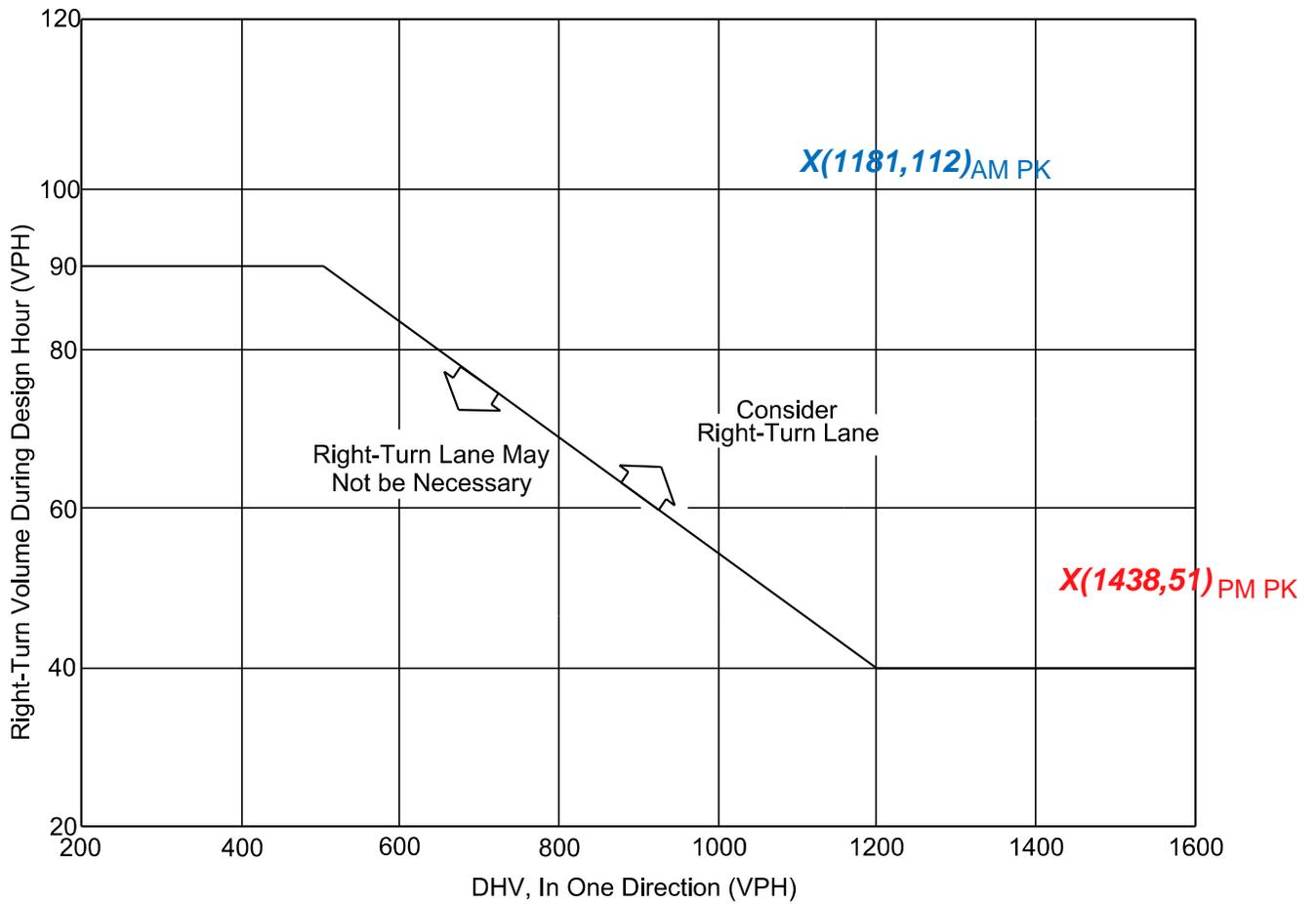


SC 170 @ APT & MOB FULL-MVT ACCESS

Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS
ON FOUR-LANE HIGHWAYS**

Figure 9.5-B



SC 170 @ RIRO ACCESS

Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS
ON FOUR-LANE HIGHWAYS**

Figure 9.5-B



**CITY OF BEAUFORT
DESIGN REVIEW BOARD
1911 BOUNDARY STREET
BEAUFORT, SOUTH CAROLINA 29902
(843) 525-7011 FAX: (843) 986-5606**

DECISION LETTER

November 24, 2021

Bill Eubanks, FASLA, LEED AP
SGA NarmourWright Design
804 Meeting Street, Suite 103
Charleston, SC 29403

RE: 21-16 DRB.1 442 Robert Smalls Parkway, Gray Tract A – Multi-family Development

Dear Mr. Lyle:

On November 16, 2021, the City of Beaufort Design Review Board (DRB) met to review your application for approval of new construction of a multi-family development to be located at 442 Robert Smalls Parkway. The DRB voted to grant conceptual approval with staff conditions noted below:

Site

1. In continuation of Acknowledgement A above, see Staff Diagram 1:
 - a. Staff is in support of Alleys A, B, and C, D, and E as designed.
 - b. Staff recommends Street B (Staff Diagram 1) be planned in such a manner that it could be retrofitted to an SCDOT street standard and provide a possible future connection to Jennings Road.
2. Buildings 6 and 7 do not comply with Section 4.5.7.B.3, as they are currently fronting a parking lot. Staff recommends that these buildings be rotated 90 degrees so that one fronts Street B and the other fronts a pedestrian path facing the west property line and pond with parking placed between the two buildings.

Clubhouse, Pavilion, Garage Structures

3. Staff finds the clubhouse, pavilion, and garage structures frontage types, their relationship to grade, and their relationship to parking location to meet the intent of the Beaufort Code.
4. The clubhouse side elevation does not match the proposed clubhouse plan. Applicant to ensure all drawings are consistent and coordinated in future submissions.

Apartment Houses

5. Staff recommends the applicant incorporate constructed garden walls into the Forecourt/courtyard design in addition to the landscape hedges currently proposed.
6. Staff is not in support of the size and massing of Apartment House Type III and believes it to be out of scale. Applicant to consider eliminating this building type and replacing it with two Type I buildings instead on the site plan or work to reduce the size, massing, height, and scale.
7. Staff recommends that the applicant consider lowering the roof pitches of the apartment houses (all three types), bringing the main roof to a 4"/12" slope, to reduce the overall height and scale of the structures.
8. Staff recommends installing the brick veneer base at the same height on all three apartment house building types (Building I, II, and III) to simplify materials and their interactions with other materials around the building.

Rowhomes

9. Regarding the Rowhouse Elevations, the side elevation appears to not be fully resolved. Staff recommends simplifying the relationship between the front brick veneer wall and the band of trim between the first and second stories on the side elevations.
10. Staff recommends simplifying the relationship between the door to the garage and the termination of the lower-level roof above it. Staff recommends moving the pedestrian door fully into the single-story portion of the building and terminating the lower-level roof at the second story wall of the front portion of the rowhomes.

If you have any questions, feel free to call the Development of Community & Economic Development at (843) 525-7011.

Sincerely,

Benjie Morillo, Chair
Design Review Board

Via beubanks@sganwdesign.com

cc: file copy

Beaufort Code Appendix C.5

Street Sections

C.5.6	Parkway (PW: 52 ft - 68ft)	
Description	Parkways are intended to be fronted on at least one side by a park, square, plaza, river or marsh. If such park/natural spaces front only one side of the street, Parkways are suitable to support a broad range of development types on the opposite side, including residential, commercial, mixed-use and civic buildings. Parkways accommodate pedestrians and bicyclists through a multi-use path located on any one side of the street which is fronted by a park/natural space. Where right-of-way is sufficient, Parkways provide parallel parking on both sides of the street. If the right-of-way is constrained, parallel parking is required on one side of the street only, preferably on the side of the street with fronting development. A sidewalk/multi-use path may not be required on the park side.	
Curb Type	Curb	
Right-of-Way Width	52 to 68 feet	
Traffic Lanes (Pavement Width)	2 lanes (9 to 10 feet each)	
Movement (Design Speed)	Slow (25 MPH)	
Parking Lanes (Width)	2 sides parallel parking (8 feet each) where R.O.W is sufficient, OR 1 side parallel parking (8 feet, preferably on development side). Pervious pavement preferred for all parallel parking; angled parking may be permitted if sufficient R.O.W. exists	
Bike Facilities	Multi-use path	
Sidewalk (Width)	1 sides (5 to 8 feet, or 8 to 10 feet multi-use path)	
Planter Type (Width)	Planting strip (5 to 7 feet each)	
Street Trees	40 feet on-center max., overstory; 24 feet on-center max., understorey or palms	
Specific Applicability	See Street Regulating Plan	

Adopted - June 27, 2017 | Amended July 10, 2018

The Beaufort, SC Code | 299

C.5.2	Boulevard (BV: 54 ft - 74 ft)	
Description	This street type is most commonly applied to neighborhood connectors where on-street parking is not necessary and at entrances to residential neighborhoods. It can be adapted to both urban and suburban conditions depending on the access needs of fronting properties. This street type is also appropriate for use in industrial areas and is applied throughout the Commerce Park area of Beaufort.	
Curb Type	Curb	
Right-of-Way Width	54 to 74 feet	
Traffic Lanes (Pavement Width)	2 lanes (10 feet each OR 14 feet each w/ sharrows)	
Movement (Design Speed)	Moderate (30 MPH)	
Parking Lanes (Width)	N/A	
Bike Facilities	Sharrows as needed (14 feet shared lanes)	
Sidewalk (Width)	2 sides (5 to 8 feet each)	
Planter Type (Width)	Planting strip (6 to 8 feet) & Planted median (12 to 14 feet)	
Street Trees	40 feet on-center average in planting strips and median	
Specific Applicability	For Hermitage Road, the only proposed improvements are the installation of sharrow markings. For other usage of this section, please refer to the Street Regulating Plan.	

Adopted - June 27, 2017 | Amended July 10, 2018

The Beaufort, SC Code | 297

Resolution 2021-01

A RESOLUTION OF THE METROPOLITAN PLANNING COMMISSION TO RECOMMEND ADOPTION OF THE CITY OF BEAUFORT 2021 COMPREHENSIVE PLAN AS REQUIRED UNDER SOUTH CAROLINA CODE OF LAWS, SECTION 6-29-510(E)

WHEREAS, the Metropolitan Planning Commission (MPC) recognizes the importance of planning for the future growth and development of the City of Beaufort; and,

WHEREAS, the City of Beaufort solicited input from the public, and incorporated relevant goals and objectives from the previous comprehensive plan, the civic master plan, and the strategic plan as well as the Beaufort 2030 vision exercise, to develop a vision for the City's future; and,

WHEREAS, the MPC, working in concert with City staff and other stakeholders, developed the City of Beaufort 2021 Comprehensive Plan as a guide for the City's future growth and development, by examining existing and future conditions, best planning practices, and input from stakeholders; and,

WHEREAS, the City of Beaufort 2021 Comprehensive Plan outlines overarching goals to accomplish City Council's vision, provides assessments of existing conditions, identifies objectives, and provides an implementation strategy consisting of specific initiatives; and,

WHEREAS, achieving the City's vision for the future will be accomplished through the implementation of the City of Beaufort 2021 Comprehensive Plan; and,

NOW THEREFORE, BE IT RESOLVED by the Metropolitan Planning Commission that the request for a recommendation to Beaufort City Council for adoption of the City of Beaufort 2021 Comprehensive Plan, the comprehensive plan for the City of Beaufort, including the Future Land Use Plan map, plan text, and all plan recommendations, is hereby APPROVED.

MICHAEL TOMY, CHAIRMAN

Attest:

JULIE BACHETY, ADMIN. ASSISTANT

BEAUFORT COUNTY

AGENDA ITEMS



MEMORANDUM

TO: Metropolitan Planning Commission
FROM: Robert Merchant, AICP, Director, Beaufort County Planning and Zoning Department
DATE: November 8, 2021
SUBJECT: Zoning Map Amendment Request for 6.26 Acres (R100 027 000 0387 0000) 186 Cherokee Farms Road from T2 Rural to T4 Hamlet Center Open; Applicant: Randall R. Mikals.

A. BACKGROUND:

Case No. ZMA-2021-06
Applicant/Owner: FTB Real Estate Company, LLC (Randall R. Mikals)
Property Location: Located on Port Royal Island on the south side of Cherokee Farms Road approximately 600 feet from the entrance to Habersham.
District/Map/Parcel: R100 027 000 0387 0000
Property Size: 6.26 acres
Future Land Use Designation: Urban Mixed Use and Air Installation Compatible Use Zone (AICUZ)
Current Zoning District: T2 Rural
Proposed Zoning District: T4 Hamlet Center Open

B. SUMMARY OF REQUEST:

The applicant is requesting to rezone approximately 6.26 acres of land located on Port Royal Island on the south side of Cherokee Farms Road 600 feet east of Habersham from T2 Rural to T4 Hamlet Center Open (See Attachment A). The property fronts approximately 1,100 feet along Cherokee Farms Road and contains a 12,000 square foot building that as recent as 2016 housed a landscaping business. The current property owner is interested in developing the site in a manner that is similar to neighboring Habersham and Cherokee Farms. The existing T2 Rural zoning limits residential development to 1 dwelling unit per three acres and allows for some limited non-residential uses, such as agricultural support services, meeting facilities and places of worship.

Habersham/Cherokee Farms Community: The proposed rezoning adjoins the Habersham/Cherokee Farms community, a 427 acre traditional neighborhood development approved for 1,437 residential units and 228,000 square feet of commercial (See Attachment B). At the center of the community is a main street business district made up of approximately 110,000 square feet of mixed use (retail, office, residential) along Market Street. This business district has the capacity to expand north of Cherokee Farms Road with an additional 150,000 square feet of commercial space approved as part of the Cherokee Farms development. This existing and future business district is thoroughly defined in the Habersham and Cherokee Farms master plans.

Zoning Request Change: The item was originally scheduled for the September 9 Beaufort County Planning Commission meeting. The applicant requested to pull the item from the agenda in order to have time to coordinate with the Habersham Land Company on a shared vision for the 6.26 acre parcel. The applicant met with Habersham on September 15 where they agreed to modify their request from T4 Neighborhood Center to T4 Hamlet Center Open. The main difference between the two districts is that T4NC allows 4 story buildings with no limitation on total square footage. T4HCO allows 2 ½ story buildings with a maximum square footage of 50,000 square feet per building. The applicant has provided two conceptual plans to show how the property could be developed with the T4HCO zoning (see attached). The applicant and Habersham also agreed that development along the 6.26 acre parcel should not compete with, but complement the existing Habersham “main street” along Market Street. Therefore, the concept plans show a mix of uses (large scale brewery and beer garden, medical office buildings, animal services) that may not be appropriate in a main street setting.

MCAS Airport Overlay District: The entire property is located within the MCAS Airport Overlay District (MCAS-AO). The overlay includes all lands underlying the noise zones of 65 DNL (day-night average sound level) and above, and accident potential zones as designated in the most recent Air Installations Compatible Use Zones (AICUZ) Report for MCAS-Beaufort as authorized for use by the Department of the Navy, and as adopted by the County Council of Beaufort County. This property’s location within noise zone 2a (65 to 70 DNL) limits gross residential density to 2 dwelling units per acre. MCAS Beaufort responded to the original zoning request to state that without a specific development proposal, they were unable to adequately evaluate the proposed zoning amendment. MCAS Beaufort has provided their official response in Appendix E of this report.

C. **ANALYSIS:** Section 7.3.40 of the Community Development Code states that a zoning map amendment may be approved if the proposed amendment:

1. ***Is consistent with and furthers the goals and policies of the Comprehensive Plan and the purposes of this Development Code.***

The future land use plan of the Comprehensive Plan designates this property as Urban Mixed-Use which is anticipated to be similar to the type and mix of land use currently found in the municipalities. Commercial uses providing neighborhood retail and services are limited to collectors and arterials and within master planned mixed-use developments. This rezoning of this property to a mixed-use district meets the broader goals of the future land use plan, but it is important that any development on this property not compete with the existing Habersham/Cherokee Farms main street which has the capacity to grow by an additional 150,000 square feet.

2. ***Is not in conflict with any provision of this Development Code, or the Code of Ordinances.***

This is addressed in the response to question 1.

3. ***Addresses a demonstrated community need.***

This parcel has the potential to serve the Habersham/Cherokee Farms community with supporting businesses that may not be appropriate in the existing Market Street main street commercial district. This would be better achieved with a less-intense mixed-use zoning district, such as T2 Rural Center.

4. ***Is required by changing conditions.***

Not applicable

5. ***Is compatible with existing and proposed uses surrounding the land subject to the application, and is the appropriate zone and uses for the land.***

North of the site is the Cherokee Farms community which is compatible with this rezoning, with the exception of the issues stated in question 1. To the south and east of the property is a rural residential community that is not comparable to the requested T4HCO district.

6. *Would not adversely impact nearby lands.*

There is a rural residential community centered around Caravan Road and Franklin Drive that adjoin this site to the south and west. These communities have the potential to be adversely impacted by future development on this site, especially if it is built out at full capacity.

7. *Would result in a logical and orderly development pattern.*

See discussion under items 5 and 6.

8. *Would not result in adverse impacts on the natural environment – including, but not limited to, water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.*

Environmental impacts are minimal. The proposed rezoning affects 6.26 acres, of which roughly 40% is already disturbed. Any future development would need meet the County’s natural resources protection and stormwater requirements.

9. *Would result in development that is adequately served by public facilities (e.g. streets, potable water, sewerage, storm water management, solid waste collection and disposal, schools, parks, police, and fire and emergency facilities)*

The site is currently served by public sewer and water. The Burton Fire District Station #5 is located nearby at the entrance to Habersham. Since residential density is limited to two dwelling units per acre, impacts on the school district are minimal.

D. STAFF RECOMMENDATION:

Staff recommends approval. This parcel has the potential to serve the Habersham/Cherokee Farms community with supporting businesses that may not be appropriate in the existing Market Street main street commercial district.

E. BEAUFORT COUNTY PLANNING COMMISSION RECOMMENDATION:

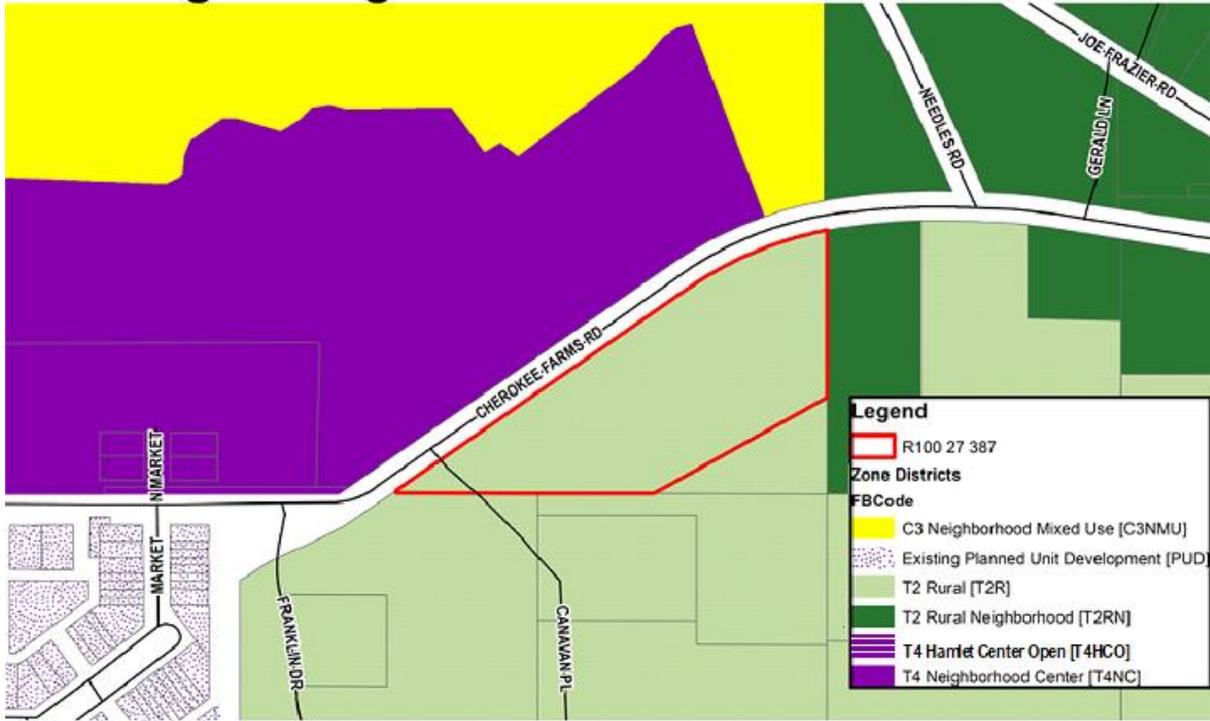
The Beaufort County Planning Commission reviewed this rezoning at their November 1 meeting. At that time, a motion to recommend approval of the rezoning failed to pass with two voting for and three voting against.

F. ATTACHMENTS:

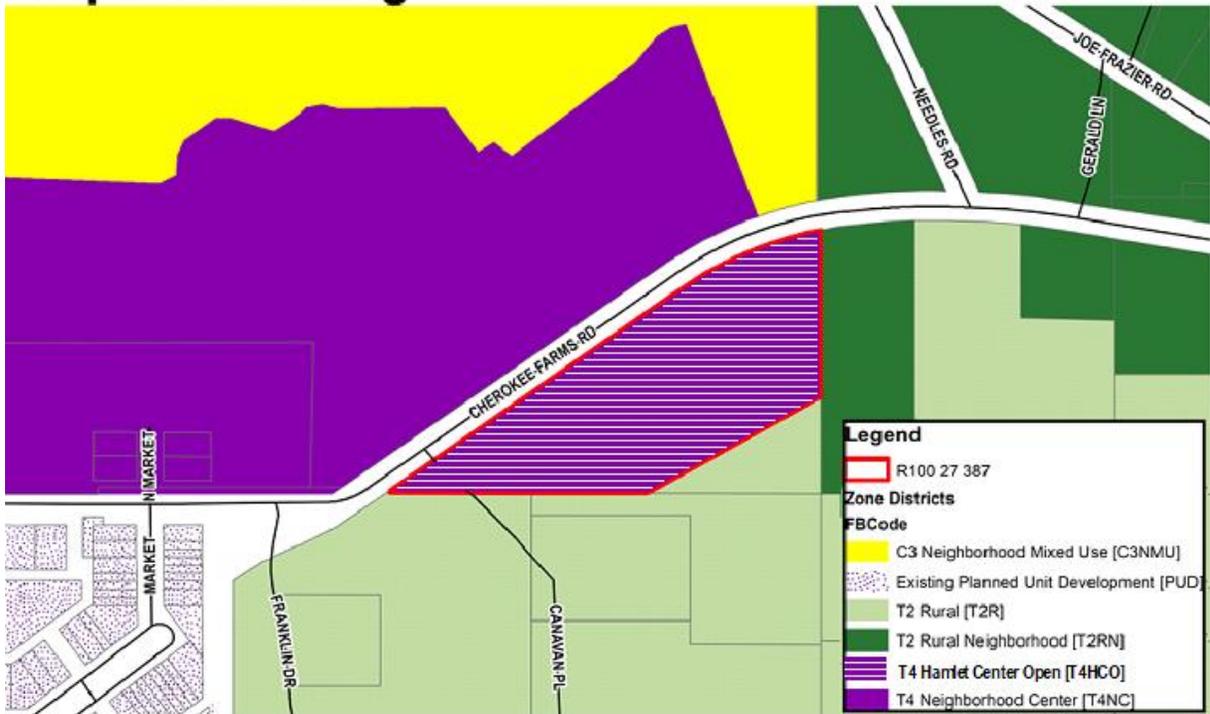
- Attachment A: Existing and Proposed Zoning Map (ZDSO)
- Attachment B: Habersham/Cherokee Farms Community
- Attachment C: Concept Plan A
- Attachment D: Concept Plan B
- Attachment E: MCAS Beaufort Letter

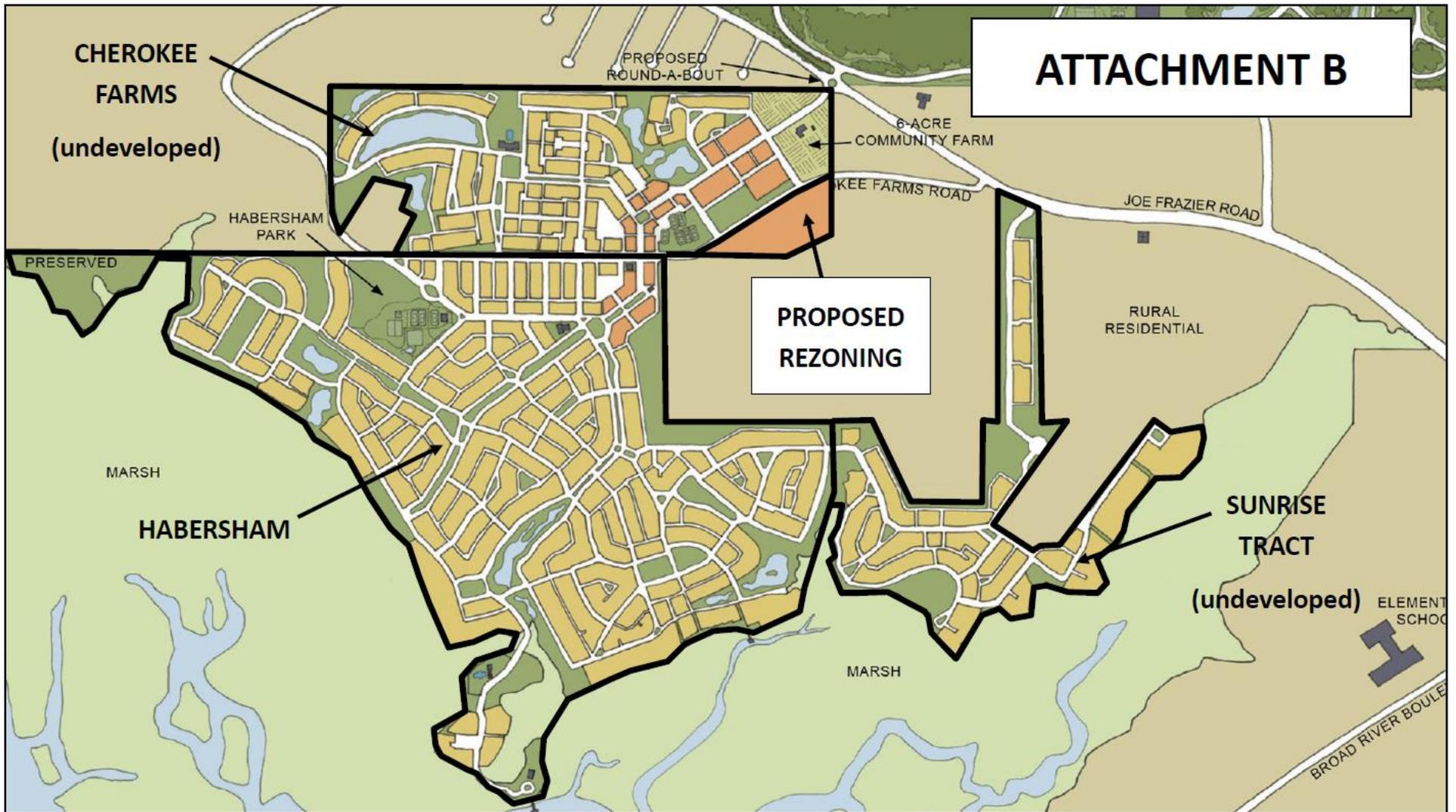
ATTACHMENT A

Existing Zoning



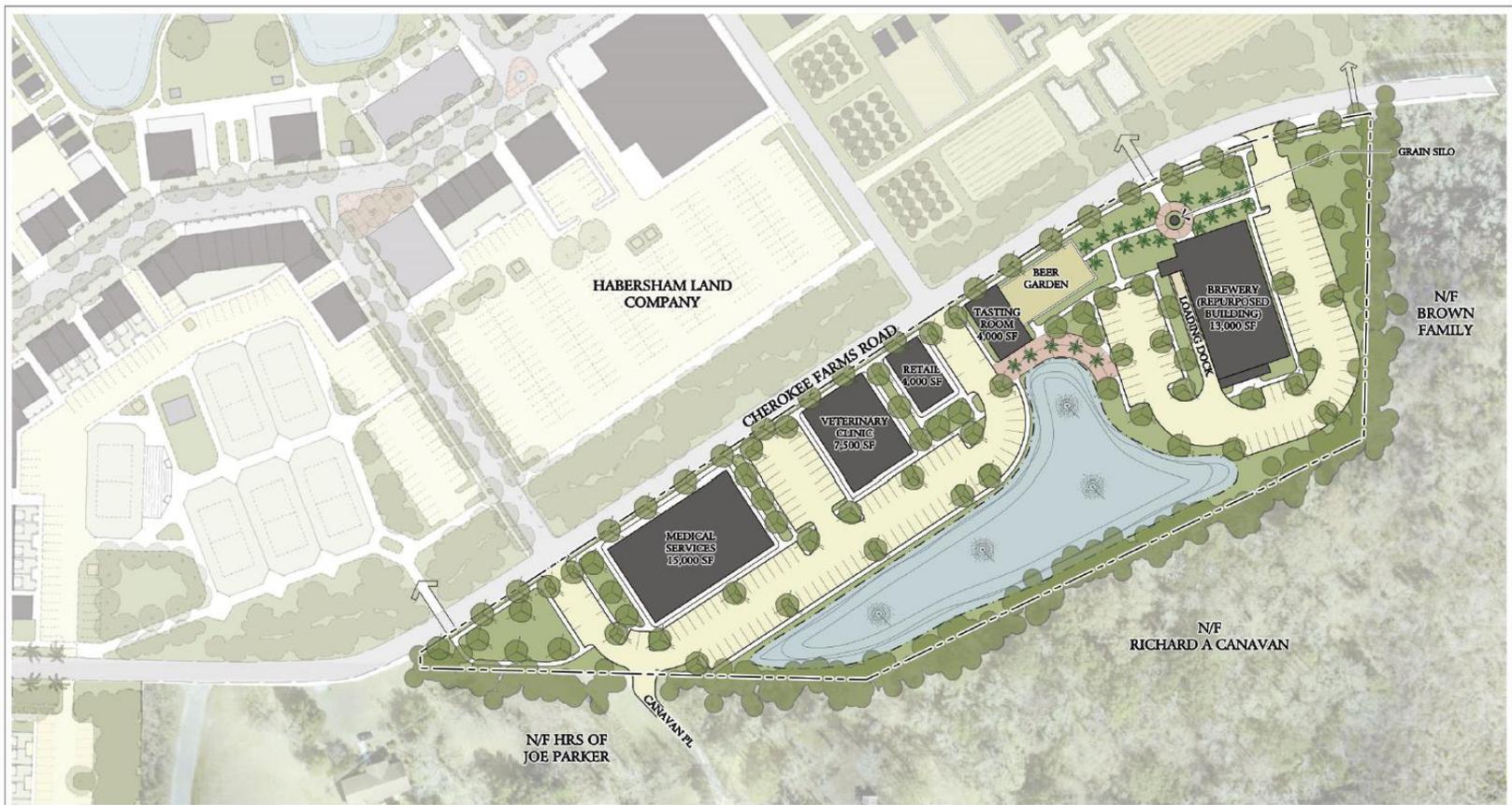
Proposed Zoning





Development	Development Type	Area	Residential Units	Commercial SF
Habersham	Planned Unit Development (PUD) approved in 1996.	275 acres	1000	78,000
Sunrise Tract	Amendment to Habersham PUD approved in 2005.	47 acres	131	0
Cherokee Farms	Traditional Neighborhood Development approved under the ZDSO. Commercial portion rezoned to T4NC in 2015 to allow light industrial uses.	105 acres	306	150,000

ATTACHMENT C



S:\PROJECTS\2021\186 Cherokee Farms\Concepts\01.dwg, 11/17/21, 9:29:20 AM

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FTB REAL ESTATE CO LLC

PREPARED BY:
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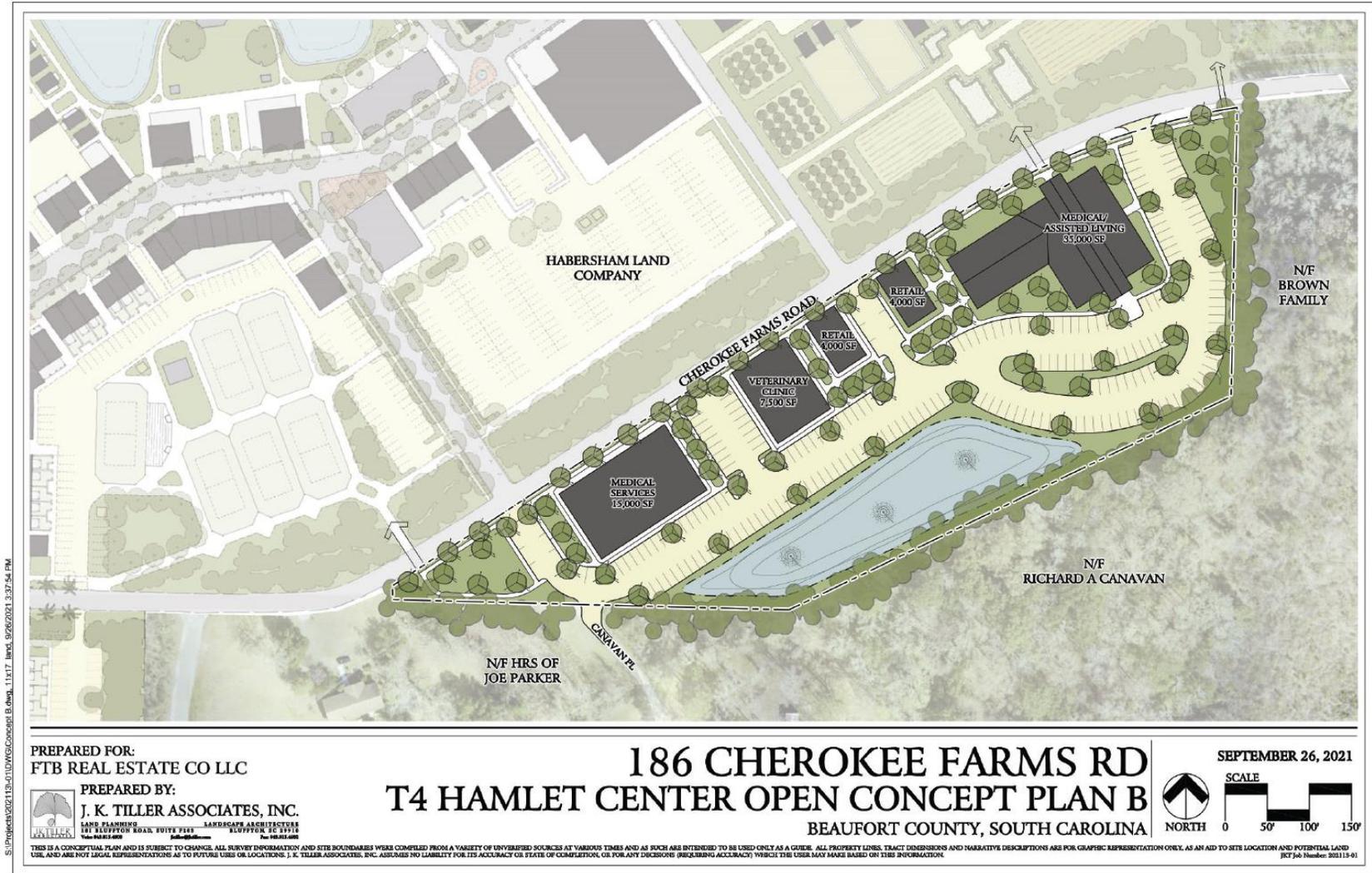
186 CHEROKEE FARMS RD
T4 HAMLET CENTER OPEN CONCEPT PLAN A-2
BEAUFORT COUNTY, SOUTH CAROLINA

SEPTEMBER 24, 2021

NORTH  SCALE 

THIS IS A CONCEPTUAL PLAN AND IS SUBJECT TO CHANGE. ALL SURVEY INFORMATION AND SITE BOUNDARIES WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES AND AS SUCH ARE INTENDED TO BE USED ONLY AS A GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND NARRATIVE DESCRIPTIONS ARE FOR GRAPHIC REPRESENTATION ONLY, AS AN AID TO SITE LOCATION AND POTENTIAL LAND USE, AND ARE NOT LEGAL REPRESENTATIONS AS TO FUTURE USES OR LOCATIONS. J. K. TILLER ASSOCIATES, INC. ASSUMES NO LIABILITY FOR ITS ACCURACY OR STATE OF COMPLETION, OR FOR ANY DECISIONS (REGARDING ACCURACY) WHICH THE USER MAY MAKE BASED ON THIS INFORMATION. (REV 7/06 Number: 202113-01)

ATTACHMENT D



ATTACHMENT E

From: Trail CIV David J <david.j.trail@usmc.mil>
Sent: Monday, November 1, 2021 3:24 PM
To: Merchant, Robert
Cc: Krieger CIV Mary R
Subject: RE: Rezoning - 186 Cherokee Farms

Good Afternoon Sir,

Thanks for the notification on the rezoning proposal. The facts regarding the development proposal for 186 Cherokee Farms Rd (R100 027 000 0387 0000), as MCAS Beaufort knows them, are as follows:

The Property is:

- 6.26 acres (based on Beaufort County Property data),
- Currently zoned as T2 Rural Neighborhood (T2RN)
- in the MCAS Overlay District, and
- in the 65-70 decibel (dB) Day-Night Average Sound Level (DNL) noise contour

Request: Rezone the parcel as T4 Hamlet Center Open (T4HC-O). Based on the application, there are two conceptual plans for the Property, however those plans simply envision how the property *could* be used, and do not actually identify how the property will be used.

- According to the Beaufort County zone standards, the Hamlet Center (T4HC) Zone is intended to integrate appropriate, medium-density residential building types, such as duplexes, townhouses, small courtyard housing, and mansion apartments in an environment conducive to walking and bicycling. The T4 Hamlet Center is appropriate for more rural areas, implementing the Comprehensive Plan goals of creating areas of medium intensity residential in portions of Beaufort County, the City of Beaufort and Town of Port Royal. The intent of the T4HC-O (Open) Sub-Zone is to provide neighborhoods with a broader amount of retail and service uses in the scale and character of the T4HC zone.
- In the interest of efficiency, we have analyzed the conceptual plans. If either of those plans end up being the final plan, without any changes, then the following analysis is valid. If the plans change in any way, then MCAS Beaufort objects until we have had sufficient time to review the plans and conduct analysis.

- Concept Plan A-2
 - o Medical Services Building (15,000SF)
 - o Veterinary Clinic (7,500SF)
 - o Retail (4,000SF)
 - o Brewery (Repurposed Building, 12,000SF?)
 - o Beer Garden
 - o Tasting Room (4,000SF)

OR

- Concept Plan B
 - o Medical Services Building (15,000SF)
 - o Veterinary Clinic (7,500SF)
 - o Retail (4,000SF)
 - o Retail (4,000SF)
 - o Medical/Assisted Living (35,000SF)

In determining whether or not the proposal is compatible with MCAS Beaufort's mission and operations, the proposal was evaluated with regards to airfield operations, noise standards, and potential compatibility problems as well as reviewed in the context of the following references:

- Air Installations Compatible Use Zone (AICUZ) Study, Marine Corps Air Station (MCAS) Beaufort, 2013
- Department of Defense Instruction 4165.57
- Chief of Naval Operations and the Commandant of the Marine Corps OPNAVINST 11010.36C/MCO 11010.16 (Joint Instruction)
- Standard Land Use Coding Manual; and

- Beaufort County Community Development Code.

Based on this review and information provided, MCAS Beaufort has determined the following:

- Concept Plan A-2 – MCAS Beaufort does not object, with the following two caveats: (1) as long as noise mitigation measures are implemented and demonstrated prior to construction and (2) the plan does not deviate from this conceptual plan.
 - Brewery: compatible.
 - Beer Garden: compatible.
 - Tasting Room: compatible.
 - Medical Services: compatible; measures to achieve noise level reduction (NLR) of 25 must be incorporated into design and construction of structure.
 - Veterinary Clinic: compatible; measures to achieve NLR of 25 must be incorporated into design and construction of structure.
 - Retail (exact type undetermined): compatible.
- Concept Plan B - MCAS Beaufort Objects.
 - **Assisted Living Facility: Incompatible.**
 - Medical Services: compatible; measures to achieve noise level reduction (NLR) of 25 must be incorporated into design and construction of structure.
 - Veterinary Clinic: compatible; measures to achieve NLR of 25 must be incorporated into design and construction of structure.
 - Retail (exact type undetermined): compatible.

Beaufort County Community Development Code. The Code requires measures to achieve noise level reduction (NLR) of 25 be incorporated into design and construction of structures within this zone.

Concept Plan A-2 – Based on the review and information provided, MCAS Beaufort does not object to the proposal to rezone the Tax parcel R100 027 000 0387 0000 from T2 Rural Neighborhood to T4 Hamlet Center Open, determined using the referenced Concept Plan A-2 with the caveat that the requirements listed are met. If any additional changes occur to the proposal and conceptual plans, please let us know. We may need to re-evaluate our analysis.

Concept Plan B – Based on the review and information provided, MCAS Beaufort objects to the proposal to rezone the Tax parcel R100 027 000 0387 0000 from T2 Rural Neighborhood to T4 Hamlet Center Open, determined using the referenced Concept Plan B.

If you have any further questions please let me know.

Thank you!

David J. Trail
Director, Government and External Relations (S-7) |
Community Plans and Liaison Officer
Marine Corps Air Station Beaufort, South Carolina
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