

Revised
BEAUFORT

PLANNING COMMISSION

1911 Boundary Street, Beaufort, SC 29902

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

Monday, December 16, 2024, 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/85035984835?pwd=PyqODatA6vwtVa5j8C1bLtkn5iYkOL.1>

Password: 846258 Meeting ID: 850 3598 4835 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 18, 2024 Meeting Minutes

B. December 3, 2024 Worksession Minutes

IV. **Questions Relating to Military Operations**

V. **New Business:**

A. 101 Whitehall Drive. The applicant, Bill Chambers, is requesting site plan approval for a mixed-use building.

B. 2513 Boundary Street. The applicant, Jarrett Senkbell, agent for Mandeep Singh, is requesting site plan approval for a new car wash.

C. Broad River Boulevard. The applicant, Eric Walsnovich, agent for Edmund Waddill Chaucer Creek Capital, is requesting sketch plan approval for a new 261-unit multi-family development.

VI. **Old Business:**

A. Beaufort Development Code Changes: Amendments to the open space, land Development and subdivision requirements of Section 7 and Section 9 of the Beaufort Development Code.

VII. **Discussion:**

A. 2025 Planning Commission Meeting Schedule

VIII. **Adjournment**

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



Planning Commission

Meeting Minutes – November 18, 2024

CALL TO ORDER

3:48

A meeting of the Planning Commission was called to order by Chairman, Benjie Morillo, and was held in-person on November 18, 2024, at 5:00 PM.

ATTENDEES

Members in attendance: Benjie Morillo, Chairman, Mike Tomy, Vice-Chairman, Bill Bardenwerper, Clinton Hallman, Kim McFann, Bill Suter, and Paul Trask.

Staff in attendance: Curt Freese, Community Development Department Director, and Nick Navia, Community Development Planner I.

REVIEW OF MINUTES – OCTOBER 21, 2024

4:30

Motion: Mr. Suter made a motion to approve the October 21, 2024, minutes. Ms. McFann seconded the motion. The motion passed unanimously.

All Planning Commission meeting minutes are recorded and can be found on the City's website at <http://www.cityofbeaufort.org/AgendaCenter>.

The Assistant City Manager introduced the City's new Capital Improvements Program Director, Raul Dominquez. Mr. Dominquez joins the City after 20 years in the private sector and HOA and POA management. He has spent the last month getting up to speed on all of the City's capital projects and he will be working directly with the assistant City Manager and the Planning Commission as we move forward with updating a capital improvements plan this year. The process will include a lot of public engagement and bringing that to the Planning Commission; prior to that going to Council for adoption. Mr. Dominquez introduced himself to the Commission.

5:02

QUESTIONS RELATING TO MILITARY OPERATIONS

6:16

None.

Mr. Freese reminded the Commission that there was an amended agenda sent out showing that the Annexation/Rezoning application at 14 Katie Rivers Road, 101 Broad River Boulevard, and 114 Parris Island Gateway was off the agenda at the request of the applicant, CCC Reserve at Broad River, LLC, and that the applicant also requested it be considered at the next Planning Commission meeting.

Motion: Mr. Hallman made a motion to continue the annexation and rezoning applications to the next meeting.

Mr. Bardenwerper asked Mr. Hallman to amend his motion to include that staff sends out the mail notice as soon as possible.

Mr. Hallman **amended his motion** to include that staff sends out the mail notice as soon as possible. Mr. Bardenwerper seconded the motion. The motion passed unanimously.

Rezoning. The applicant, the City of Beaufort, requests rezoning of the property known as Cuthbert Park located off of Lafayette Street, behind the National Cemetery in Beaufort, SC, identified as R120 001 000 0293 0000 from T3-Neighborhood District (T3-S) to T1-Natural Preserve District (T-1).

Mr. Freese presented the staff report.

Public Comment:

Kay Merrill, 813 Audusta Place, Chairman of Pigeon Point neighborhood association spoke in favor of the request. She gave some background information about this property. Her uncle, Mills Kinghorn, was born in Beaufort in 1914 and referred to the park property in his written recollections of growing up in Beaufort. He built a house on Pigeon Point Road and referred to this area as Horse Hole Park. Almost every household in those days had livestock such as a horse, or a cow and when an animal passed away, they were carted to this park and thrown over into the river, thus the name. Since then and today it is a treasure to our neighborhood and City and a lovely piece of property. It is not legally located in Pigeon Point but is legally in Higginsville. It would be a tragedy to see it developed.

Linda Bird, 2005 Cuthbert Street, said she made this request for rezoning because lots of people in the neighborhood and the City enjoy the park. She stated she believed it was error for the park property to have been labeled as a "residential" for zoning purposes. She stated she hoped this could be corrected to protect the park property. She thanked Nate Farrow from public works for installing the swings, and dog station. She would like the park property protected and keep it as a park use. She also suggested looking at the zoning for all parks in the City.

Frances Akerman, 2215 Wilson Drive, she said five/six years ago she was taking friends for their weekly ride in her golf cart to Cuthbert Park. They met an older couple that were Beaufortonians. The wife had cancer, and they said the space gave them solace. The couple said there was no better place to visit than this park. This park is enjoyed by other people than the ones from Pigeon Point and Higginsville. She too hoped the zoning change could protect the park.

Public Comment closed.

Board discussion ensued and Mr. Trask stated he opposed the rezoning at this time because he felt that the City should keep all its options open regarding City owned properties in light of current issues with the Waterfront Park and other issues.

Motion: Mr. Bardenwerper made a motion to recommend to City Council that they rezone this property to the T-1 zoning district based on the staff report and the comments of the public and the comments of the Commissioners that it complies with the Comprehensive Plan. The motion was seconded by Mr. Tomy. The motion carried with a vote of 6 in favor and one (Mr. Trask) opposed

Mr. Freese stated for the public that the first hearing on this matter before City Council will be on January 14, 2025 at 7:00 p.m.

OLD BUSINESS

37:58

Beaufort Development Code Changes: Amendments to the open space, land Development and subdivision requirements of Section 7 and Section 9 of the Beaufort Development Code.

The Planning Commission reviewed and took Public Comment on proposed changes to Chapter 7.

Mr. Freese stated that goals of what the PC is doing regarding the proposed Code changes is to clarify and strengthen the infrastructure requirements, street requirements, park and open space requirements, and to create a process that is more transparent in that all of the planning processes are now being heard and approved with public hearings by the Planning Commission with clear standards to be applied throughout the processes. .

Mr. Freese recommended going to each PC member to see what additional issues they have for Chapter 7 and have the final document completed by their worksession in December.

Ms. McFann sated it may be more efficient and easier to go by the Code section for the minutes.

Mr. Hallman stated on page 8 of the packet under the subheading, Design, 3.a. change the word constructability to connection. After further discussion, the PC and staff agreed to keep the word constructability.

Mr. Hallman also referred to page 12 under Traffic Control and Signs and said near the end red inserted language that reads, *that the developer shall be responsible for all or a portion of the signal installation*. Mr. Hallman asked, "how do we determine whether it's all, who determines that and how does that get figured out".

After further discussion, to keep the wording as it is now.

Mr. Trask stated on page 6 under b under the title Dedication of Right-of-Way where it refers to Section 7.2.1.E, it should be changed to 7.2.1.D.

Mr. Trask also referred to page 30 under Major Subdivision B.2, the word five should be changed to six.

7.5.2 Minor Subdivision Process and 7.5.3 Major Subdivision Process 7.5.4 goes through the same type of plans and then 7.5.5 Preliminary Plats and 7.5.6 Final Plats. Mr. Trask, asked, “can some of this be combined or is it just redundant”.

After further discussion, staff and the PC agreed with Mr. Trask’s comments with the exception with keeping 7.5.2.

Mr. Bardenwerper stated on page 31 that the Pre-Application Conference should be done in the Sketch Plan process, too.

Mr. Bardenwerper also referred to a Preliminary Traffic on page 35.

Mr. Tomy referred page 33 under B.III and said if we change it to say, a current preliminary traffic study, which evaluates proposed access points rather than going through the full TIA and that would be consistent with page 35.

Mr. Trask recommended this area also include a reference to the other sections where it is defined that you need it.

Mr. Freese stated what the changes so far were for clarification.

Ms. McFann read her comments that she sent via email to staff and the members.

P.1: 7.1.2.C — delete “or by City Policy”?

After further discussion, staff and the PC agreed with to take out “or by City Policy” but leave “agreement”.

P.1: 7.1.2.D — line 3 should refer to “improvements”.

After further discussion, staff and the PC agreed to change “improvement” to “improvements”.

P.2: 7.1.3.B — DHEC is now split into 2 agencies and the applicable one is “South Carolina Department of Environmental Services”.

After further discussion, staff and the PC agreed to change.

P.4: 7.3.1.B.2 — Planning Commission is supposed to review Official Street Network Plan about every 6 months — She noted the Commission had not done this so far and asked is it scheduled?

After further discussion, staff and the PC agreed remove the sentence.

P.30: 7.5.3 — at end of sentence add “other than minor subdivisions”?

Mr. Freese stated it was already agreed to remove this section in connection with a planned rewrite to streamline and remove redundancies Also, it was agreed to add the Major Subdivision definition in 7.5.2 under Major Subdivision.

P.31: 7.5.3.A.4 — the language of this section is not consistent with the language used for or timeframes

for prelim plat (P.32) and final plat (P.33) , and in this section does not make it clear that extension approval must be sought before termination. Similar language should be used in all 3 sections and timeliness issue fixed in this section.

After further discussion, staff and the PC agreed this comment doesn't need to be addressed since section 7.5.3 is being dealt with as a part of the agreed upon rewrite. .

P.36: — She noted G referring to 24 months with 18 month extension approved by the planning commission is correct, but 7.5.3.A.4 says p.31 says extensions are approved by Code Administrator, as does the final plat approval on p.33.

See - proposed work session minutes for 11/5 work session. I believe consensus was all phases were 24 months with one 18 month discretionary extension by the Commission after timely application, whatever it is all the timeliness sections should use similar language and should reflect proper entity to approve extension.

After further discussion, staff and the PC agreed this comment doesn't need to be addressed as a result of the agreed upon rewrite. since section 7.5.3 is going away as far as duplications.

P.36: "F" re review criteria refers to "The City" — should this refer to the Code Administrator, the Planning Commission or both?

After further discussion, staff and the PC agreed to this comment.

P.36: F 1 "goal and policies of the Comprehensive Plan" should it be Objectives and Initiatives of the Land Use section of the City's Comprehensive Plan, see language on page LU-7.

After further discussion, staff and the PC agreed to this comment.

Also, should the 2022 - 2025 Strategic plan be referenced?

P.40: This does refer to Criteria for the planning commission approval of prelim plat. But should it refer to the code Admin and to the Planning Comm? Should the same criteria apply for both?

After further discussion, staff and the PC agreed to this comment.

Mr. Bardenwerper made comments on the following:

P.42: Final Plat Standards under IV and feels some of the items under IV should be in II.

After further discussion, staff and the PC agreed to these comments.

7.5.8: Site Plan the list doesn't refer to a (Traffic Impact Analysis (TIA)). Needs to Tree Protection Plan.

After further discussion, staff and the PC agreed to these comments.

P.50: G.2.1.a – change the sentence to read, "consistent with the Comprehensive Plan, the Civic Masterplan, instead of "adopted plans and policies".

After further discussion, staff and the PC agreed to these comments.

P.51: G.2.1.d – do we want to give ourselves more authority?

After further discussion, staff and the PC agreed to leave this as it is now.

Mr. Trask do we want to consider change the word “satisfactorily” to “reasonably”?

After further discussion, staff and the PC agreed to remove the “satisfactorily” and add the word “reasonably”

Public Comment:

Chairman Morillo stated the members does have Ms. Farrelly’s written comments.

Diane Farrelly stated that a number of her comments were not considered in public comment portion at the worksession, so some were not addressed.

Ms. Farrelly referred to section 7.5.6.C.1. E in terms of when there’s an allowance to change a certain percentage of density loss of actual lots in a sketch plan and then in a preliminary plat. If it’s cumulative that means it could represent over 25% increase overall from the initial sketch plan. Ms. Farrelly asked if the commission thought about this or would consider it. This is in several places throughout the code. Staff said Ms. Farrelly is referring to p. 36. Staff clarified that the sketch plan limits someone to change it when they go to preliminary plat or even when doing a minor change of 10% for anything.

After further discussion, staff and the PC agreed that “E” should be clarified that administrator is not increasing density.

Mr. Farrelly said to please note that, in her opinion, section 7.5.8. Site Plan is not clear because "Minor" subdivision is sometimes referenced, and "Major" subdivision is sometimes referenced, and it is difficult to ascertain if everything else applies to both unless specifically called out.

After further discussion, Ms. Farrelly is fine with the above.

Ms. Farrelly commented that the commission spent a lot of time on the idea of the TIA utilities in the sketch plan and she agrees with Mr. Bardenwerper comments about the Pre-Application.

Ms. Farrelly went to the City of Beaufort Neighborhood Association meeting last week. She referred to Beaufort-Jasper Water Sewer Authority (BJWSA) presentation and was able to speak with them. She thinks the letter that is required for verification to see if BJWSA can supply the utilities isn’t going to solve the problem. Ms. Farrelly said the woman she spoke to from BJWSA told her they are mandated to provide utility service if you approve it for development. We are approving development faster than they can supply the infrastructure. Mr. Bardenwerper suggested clarified that the letter will need to say whether or not utilities are available currently and address any timeframe for availability.

Ms. Farrelly spoke about the site preparation that can start before approvals before preliminary approval, on page 40 under the title Early Grading. This concerns her. Mr. Freese stated that the preliminary landscaping, engineering and infrastructure plans are supposed to be followed. The preliminary plat has to be approved before doing this.

Ms. Farrelly said this is a very long process with a lot of changes and there is still more changes to be made. She recommends the PC see a final revised clean copy before saying a final yes [to](#) a draft and moving it to Council..

Public comment closed

DISCUSSION ITEMS

2:18:33

A. Public Comment Policy for Planning Commission Regular Meetings and Work Sessions

Ms. McFann suggested there be no changes to the policy for the regular meetings, but that at the work sessions the policy should be to continue to encourage advance written comment from the public and that to also allow a period time at the beginning of the work session for public comment; thereafter, more public comment during the worksession could also be had at the request of any commissioner.

Motion: Ms. McFann made a motion in accordance with her suggestion and . Ms. Suter seconded the motion. The motion passed unanimously.

B. Timelines

Motion: Ms. McFann made a motion that the Commission members receive packets a week ahead of meetings and work sessions and that the public also have access a week ahead online. Public comments received prior to meetings should be emailed to members of the commission are received. Mr. Suter seconded the motion. The motion passed unanimously.

C. December PC meeting Day and Time

Mr. Freese stated the next Planning Commission meeting is scheduled for 12/16 with a number of items and wanted to make sure there would be a quorum for that meeting. Commission members confirmed attendance.

Mr. Freese asked if the commission was interested in having a holiday/teambuilding meeting . The commission agreed to this, details to be forthcoming.

Mr. Freese also let the commission know that a Senior Planner has been hired and will begin work on Monday, December 2nd.

ADJOURNMENT

2:26:55

Motion: Ms. McFann made a motion for adjournment at 7:26 pm seconded by Mr. Suter. The motion passed unanimously.



Planning Commission

Work Session Minutes – December 3, 2024

CALL TO ORDER

A work session of the Planning Commission was called to order by Chairman, Benjie Morillo and was held in-person on December 3 2024, at 3:00 PM. An audio recording of the meeting was commenced.

ATTENDEES

Members in attendance: Benjie Morillo, Chairman, Mike Tomy, Vice-Chairman, Bill Bardenwerper, Clinton Hallman, Kim McFann, Secretary, Bill Suter, and Paul Trask.

Mr. Tomy left the meeting early due to concerns passing along a bad cold, but left notes with Chairman Morillo to be shared as the Commission worked through the code sections. Prior to his departure a planned Holiday social engagement was discussed, scheduled for 12/12 at the Tomy residence. All confirmed that no City business will be discussed at this purely social event.

Staff in attendance: Curt Freese, Community Development Department Director, and Christopher Klement City Planner and Julie Bachety, Administrative Assistant II.

Diane Farrelly, 2145 Oakhaven Street was present as a member of the public.

Documents used at the work session were Diane Farrelly's previously submitted comments re: Chapter 9, Ms. McFann's email of 12/3/2024 (copy attached) , a three page document entitled "9.3.1 APPLICATION ELEMENTS (UPDATE)" (copy attached) and the material in the meeting package posted on the City website, including "clean" and "redline" versions of revised Chapter 7, as referenced below regarding additional edits.

Mr. Suter raised a question regarding tree issues in relation to projects and it was confirmed that such issues will be up for discussion when the PC reviews Chapter 5.

The commission continued its discussion of proposed revisions to be included in the proposed draft to be acted upon at Regular Meetings and ultimately submitted to City Council for consideration.

As to Chapter 7, the PC reviewed the most recent revised clean and redline drafts.

Mr. Bardenwerper suggested and consensus was reached to change the sketch plan provisions on pp 33 and 34 of redline to require a meeting resulting in feedback/comments from the PC rather than a hearing with a decision, to allow public comment at the meeting and to state that if no application for preliminary approval was forthcoming from the applicant after 12 months from the meeting, that the Code administrator would

have the discretionary authority to extend the time for same or require an updated sketch plan and meeting. The PC declined to place a cap on the extension authority beyond the 12 month standard. The PC agreed to omit reference to the comprehensive plan and the civic master plan on p.41 clean copy omit "prior" and add 'shall be a condition of final plat approval on p 5 of redline --

The commission discussed Mr. Tomy's suggestion to add language on page 30 of clean copy, and ultimately there was consensus to instead add language equivalent to F.4 on page 32 as 12 on p 36.

The PC further reached consensus that Omit "prior" and add "shall be a condition of final plat approval" on p 5 of redline as to redline pp 43 – 47, add "shall include the following to B pa 43, , to fix lettering and numbering, (C on p 45 becomes 4, etc., add a 7 on p.45 re TIA, and change meeting to hearing in 2 places on p 46, and to omit "g" on p 46.

Mr. Trask noted and there was consensus regarding multiple typos and that the minor subdivision references must be five and fewer lots that the box on p 23 in chart needed "exempt in the box under LI.

Mr. Morillo suggested, and consensus was reached that the PC should wait until chapter 9 was also complete prior to concluding work on chapter 7.

Mr. Freese reminded the PC that they had already conducted review of HRB sections of Chapter 9.

Re: 9.1.4 chart, it was agreed Staff would review, correct references within it and adjust configuration to make more readable.

Re 9.1.3, it was agreed to omit the second sentence of the section.

Re 9.1.5, extended discussion occurred re notice issues. Ms. McFann agreed to provide a proposed redraft reflecting consensus and suggestions to Staff for circulation.

Likewise extended discussion occurred re 9.1.6 and 9.1.7 re decision and required notice. Mr. Bardenwerper agreed to provide a proposed redraft addressing concerns and suggestions to staff for circulation.

Additional discussion of Chapter 9 will occur at next PC meeting on 12/16/24

It was agreed that work session minutes from November and December would be on the agenda for approval along with outstanding meeting minutes at the next PC meeting.

ADJOURNMENT

The work session adjourned at 5:___ p.m.



STAFF REPORT: Development Design Review

101 Whitehall Drive

DATE: December 16th, 2024

GENERAL INFORMATION		
Applicant:	Bill Chambers agent for Tidal Creek Ventures	
Address/Parcel Number:	101 Whitehall Drive,	
Applicant's Request:	To obtain Site Plan approval for a mixed use building at 101 Whitehall Drive.	
ZONING DISTRICT INFORMATION		
	<u>T4-N</u>	
Lot Width at Setback:	N/A	
Max Lot Coverage:	70%	
Min. Frontage Build Out	60% minimum; 85 % max	
Front Setback	0'-15' max	
Side Setback	0'-10' max	
Rear Setback	10'	
Building Height:	2 stories min; 4 stories max (100' building width on frontage max)	
SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS		
<u>Adjacent Zoning</u>	<u>Adjacent Land Uses</u>	<u>Adjacent Buffer Required</u>
North: T-1	Marina/River	N/A
South: T-4	Whitehall Mixed Use Development	N/A
East: T-4	Whitehall Mixed Use Development	N/A
West: T-4	Whitehall park	N/A

Background: The applicant is seeking approval from the Planning Commission to develop a mixed use building. The mixed use building includes a first floor office/retail consisting of 2,545 sq. ft., a 2545 sq. ft. residential second floor, and a residential 1470 sq. ft. residence on the third floor. The mixed use building is being proposed at Lot 34 of the Whitehall development.

TRC/Past Submittals

A pre-design meeting was held on October 1, 2024. The application received minor comments, as the overall project, stormwater, etc. had all been approved and installed with the overall Whitehall Development.

Overall Development Plan

This is lot 34 of the overall Whitehall development Plan. All streets, parking, stormwater improvements, to water and sewer stubs, have already been constructed and installed.

Access:

The site utilizes the existing access built as part of the Whitehall Park and development, which includes access points from HWY 21, Meridian, and Harborview Drive. As the original submittal and density was part of that overall submittal, the TIA is not required for this request.

Compatibility with Adjacent Zoning:

The site in question was part of the overall Whitehall development, which included a county owned, city-maintained park. The entire Whitehall development was zoned T-4N.

Parking:

Parking is provided as part of 121 parking spaces for the overall Whitehall Development. However, handicap parking and a number of additional spaces are provided next to the building and the remainder of parking is within the 400' parking requirement of Section 5 of the Development Code. As development in Whitehall continues, parking will be deducted from the overall amount.

Trees:

The Applicant is removing just one specimen tree, a 23" Live Oak, which is being mitigated. The majority of the existing trees were protected in a 20' wide open space strip along HWY 21.

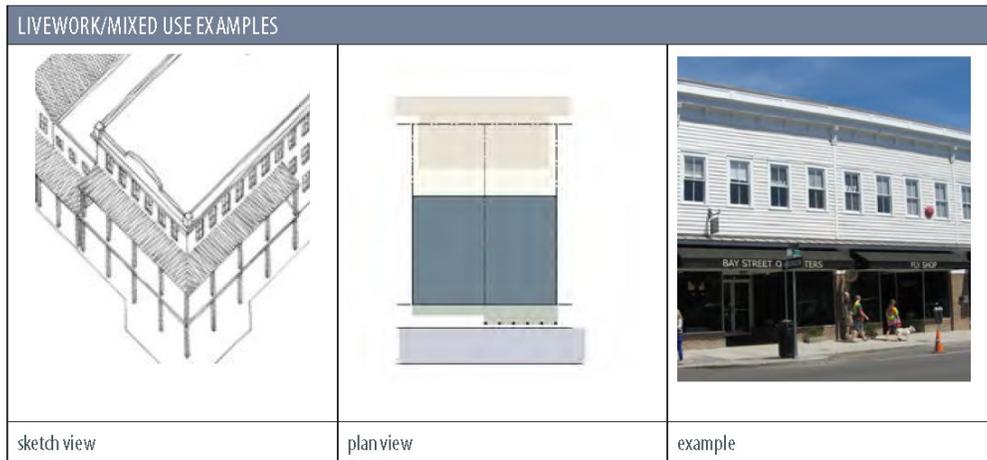
Flood Zone:

The project is within an X zone, with a 12' elevation. The final elevation proposed is 15.3' which will comply with the City's flood ordinance.

Frontage:

The project has ~80% frontage along HWY 21.

4.5.8 - LIVEWORK/MIXED-USE



A. Description: This is a building that buildings contains commercial space, typically at grade, with office or residential living, typically located on the upper level(s). They are typically attached but may be freestanding structures. The ground floor has a substantial amount of glazing, and often utilizes the shopfront frontage type.

B. Special Requirements:

- 1. Frontage Types:** Forecourt, balcony, Shopfront/Awning, Gallery/Colonnade, Arcade.
- 2. Parking:** Parking must be located behind the building, and accessed off a rear alley.
- 3. Specific to T4-N and T4-NA:** When no retail frontage overlay exists, the ground floor is limited to office, artisan and trail-related uses only.
- 4. Specific to LI:** Drive-thru facilities are prohibited.

Staff Analysis:

- ✓ The project proposed satisfies all requirements of Section 4.5.8.

Findings of Fact:

<u>9.8.2.1 Finding of Fact</u>	<u>Rationale Present (yes/no)</u>	<u>Staff Analysis of Rationale</u>

<p>a. The plan is consistent with the adopted plans and policies of the City.</p>	<p>Yes</p>	<ul style="list-style-type: none"> ➤ The project is consistent with all adopted plan and policies of the City.
<p>b. The plan complies with all applicable requirements of this Code.</p>	<p>Yes</p>	<ul style="list-style-type: none"> ➤ The Plan conforms to Section 4.5.8 mixed use buildings. ➤ The plan complies with all other section of this code.
<p>c. There exists adequate infrastructure (transportation and utilities) to support the plan as proposed.</p>	<p>Yes</p>	<ul style="list-style-type: none"> ➤ There are utilities, road access points built and installed on the site to support the plan.
<p>d. The proposed plan conforms to the character of the neighborhood, considering the location, type and height of buildings or structures and the type and extent of landscaping on the site.</p>	<p>Yes.</p>	<ul style="list-style-type: none"> ➤ The use is allowed in T-4 N and encouraged as part of a Mixed Use neighborhood such as Whitehall.
<p>e. The proposed plan conforms to the Building Design Standards in Article 4.</p>	<p>Yes</p>	<ul style="list-style-type: none"> ➤ The project conforms to the Building Design Standards of Article 4.
<p>f. The application will not substantially lessen the value of adjoining or abutting property and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.</p>	<p>Yes</p>	<ul style="list-style-type: none"> ➤ See previous comments of a-e.

FINDINGS AND RECOMMENDATIONS

Staff Recommendation: Staff recommends final approval of the request, with the following conditions:

- 1. The second floor balcony adjacent to the fabric awning on the north façade appears to terminate in a metal awning roof for the floor below – staff has concerns this may be an awkward connection where the balcony meets the metal awning. Staff recommends removing the metal awning at this area and extending the balcony to the wall so that it mirrors the footprint of the third-floor balcony above.**
- 2. Staff recommends adding windows to the two areas of blank wall on the first floor of the north façade. This façade should have consistent fenestration since it faces the most significant right-of-way.**
- 3. Staff recommends removing the fabric awning on the north façade as it is only used in one place.**
- 4. Applicant to replace the ground-face CMU with brick on the first floor, north façade. Staff believes this is a graphic error.**
- 5. Provide a lighting plan**



DEVELOPMENT DESIGN REVIEW
SITE PLANS (COMMERCIAL AND MULTI-FAMILY)
MAJOR CHANGE OF USE, MAJOR RENOVATION

Community 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:
see attached schedule

OFFICE USE ONLY: Date Filed: Application #:
Zoning District:

- HAS PROJECT ATTENDED TRC MEETING? (REQUIRED) YES NO

TYPE OF APPLICATION (Check all that apply):

- Site Plan Commercial Multi-family
Major Change of Use
Vehicle Related Use
Improvements to existing non-residential or multi-family structures that do not exceed 50% of the assessed value of the existing improvement

SUBMITTAL REQUIREMENTS: Please provide Site Plan which includes: survey, utility plans, tree survey, landscape plan, building elevations and materials, lighting plan and details, parking plan, and stormwater plan.

All forms and information shall be submitted one digitally + 3 hardcopies for Staff Review and 5 hardcopies for Board Review of all documents. In addition to a complete application form, applicants shall submit the required items according to the checklists on the subsequent page.

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

APPLICANT, PROPERTY, AND PROJECT INFORMATION:

APPLICANT NAME: Bill Chambers / Isom Ham Design Group

APPLICANT ADDRESS: 135 East Depot Alley. Elkin, NC 28621

APPLICANT E-MAIL: rwchambersarchitect@gmail.com APPLICANT PHONE NUMBER: 843-812-9666

APPLICANT TITLE: Homeowner Tenant Architect Engineer Developer

OWNER (IF OTHER THAN THE APPLICANT): Tidal Creek Ventures

OWNER ADDRESS: 1551 Sea Island Parkway St. Helena Island SC 29920

PROPERTY ADDRESS: 101 Whitehall Drive

PROPERTY IDENTIFICATION NUMBER (TAX MAP & PARCEL NUMBER): R1230140000183000



**DEVELOPMENT DESIGN REVIEW
SITE PLANS (COMMERCIAL AND MULTI-FAMILY)
MAJOR CHANGE OF USE, MAJOR RENOVATION**

Community 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:
see attached schedule

REQUIRED PROJECT INFORMATION:

PROJECT NAME: Mixed Use Building for Tidal Creek Ventures

PROPERTY SIZE IN ACRES: _____ **PROPOSED BUILDING USE:** Mixed Use

BUILDING SQUARE FOOTAGE (if multiple buildings, please list each one and their square footage by floor):
6400 SF GROSS

OF PARKING SPACES REQUIRED: per approved development **# OF PARKING SPACES PROVIDED:** 121

IS THIS PROJECT A REDEVELOPMENT PROJECT: YES NO **PROPERTY VALUATION:** _____

ARE THERE EXISTING BUILDINGS ON THE SITE? YES NO **IF YES, WILL THEY REMAIN?** YES NO

DEVELOPED UNDER: T4N **DISTRICT/ZONE (FOR COMMERCIAL ONLY)** _____

PROVIDE A BRIEF PROJECT NARRATIVE: (Attach any necessary documentation, spec sheets, pictures, paint swatches, etc.):
SEE ATTACHED

CERTIFICATION OF CORRECTNESS: I/we certify that the information in this application is correct.

APPLICANT'S SIGNATURE: Roscoe W. Chambers **DATE:** 11-5-2024

OWNER'S SIGNATURE: JS, RA **DATE:** 11-5-2024

(The owner's signature is required if the applicant is not the owner.)

SCHEDULE:

The Planning Commission (PC) typically meets the 3rd Monday of each month at 5:00 pm. Staff will schedule PC meeting after TRC and review of application submittal for completeness and compliance with the City of Beaufort Development Code, Comprehensive Plan and Civic Master Plan.

CONTACT INFORMATION:

City of Beaufort Community Development Department
1911 Boundary Street, Beaufort, South Carolina 29902
E-Mail: development@cityofbeaufort.org | Phone: (843) 525-7011 | Fax: (843) 986-5606

CITY OF BEAUFORT DEVELOPMENT DESIGN REVIEW Application Requirements

DIGITAL SUBMITTAL OF ALL DOCUMENTS ONLY

The *Beaufort Code* applies to all projects.

The *Civic Master Plan*, Adopted February 2014, shall be used as guidance for all projects.

The *Comprehensive Plan*, Adopted December 2021, shall be used as guidance for all projects.

All documents can be found online at www.cityofbeaufort.org

- The Beaufort Code can be found here: <http://www.cityofbeaufort.org/zoning-map-ordinance.aspx>
- The Civic Master Plan can be found here: <http://www.cityofbeaufort.org/345/Forms>
- The Comprehensive Plan can be found here:
<https://www.cityofbeaufort.org/491/Comprehensive-Plan>

General Notes:

- A complete application form, including a written narrative (both in digital form) and applicable fee, shall be submitted for each review. Application fees may be paid online or in person with a credit card or with a check made out to The City of Beaufort.
- Plans must be submitted in digital format only.
- All plans must be drawn to-scale and shall include a scale bar on each drawing.
 - All plans for preliminary and final review shall have the following information:
 - Cover or Index Sheet with project title, developer name, consultant name, an index to drawings by title and sheet number, a project location map and if applicable a graphic key.
 - North Arrow (as appropriate) on all site plans;
 - Written and Graphic Scale on all plans; and
 - Appropriate Legends, Notes and Labels on all plans.
- An incomplete application will not be reviewed.
- Most projects submitted for Planning Commission Review should attend the TRC/Pre-Design conference held every Wednesday at 10 am prior to proceeding past the conceptual submission. A separate application form for the TRC/Pre-Design along with submission instructions, can be found here:
<http://www.cityofbeaufort.org/345/Forms>.

City of Beaufort Development Design Review Checklist

Submission Requirements for Planning Commission Review Board or Staff Level Planning Commission Review New Construction / Additions where Planning Commission Review is Required

Conceptual Review

- **Existing Context:** Color photographs of the existing structure, if applicable, and adjacent structures.
- **Plat:** A plat indicating the tax map and parcel number, and providing boundary information, setbacks and all existing items on the property including: existing structure(s), pavement, setbacks, existing trees 8” caliper DBH and greater, and fences.
- **Site Plan:** A site plan, to scale, indicating general design elements; this may be in sketch form, or a hard-lined drawing is acceptable as well. The site plan should include:
 - Proposed Buildings
 - Vehicular and Pedestrian Circulation
 - Parking Areas
 - Planting Areas, including existing trees
 - Connections to the public right-of-way and adjacent sites
 - Parking Requirement Calculation
 - Impervious Surface Calculation
 - Delivery and Service Areas
- **Floor Plans:** Floor Plans, showing the general interior layout of all
- **Building Elevations:** Conceptual Elevations of the front and sides. They should display massing and scale of new construction and how it relates to the surrounding context and existing structure (if applicable). For infill construction, this drawing should include a street elevation and/or a street section showing height and width relationships to existing adjacent buildings.
- **Survey:** Tree and topographical survey overlaid on conceptual design plans, including which trees will remain or be removed.

Preliminary Review: All of the documents required for Conceptual Review, PLUS:

- **Detailed Site Plan:** A hard-lined site plan, including the following *additional* information: turning radii, all trees and trees to be removed marked with an “X”, pavement materials, existing grading, and conceptual proposed grading
- **Landscaping Plan:** Landscaping plan to include all proposed vegetation, screening, retention ponds, etc., as well as street sections where applicable.
- **Floor Plans:** Floor plans of all levels of the building, including square footage. For Alterations or Additions, existing conditions drawings of the floor plan are also required, showing the area and square footage affected by the addition
- **Building Elevations:** Elevation drawings of all sides of the building, including heights – height above grade, floor-to-floor heights, eave height and ridge height (if applicable). Mechanical equipment should be dashed-in on elevations.
- **Color Rendering:** A colored version of at least one elevation, noting proposed materials and colors.
- **3-D Rendering:** A 3-D rendering showing the height, mass and scale of the proposed building in its context may be required for structures in infill contexts
- A Certified Arborist report is required for all grand trees (24” DBH and greater) which are affected by the project

Final Review: see the next sheet

City of Beaufort Development Design Review Checklist

Submission Requirements New Construction / Additions where Planning Commission Review is Required Districts *(ctd.)*

Final Review: All of the documents required for Preliminary Review, PLUS:

- **Detailed Site Plan:** A hard-lined site plan(s), including the following *additional* information: utilities, mechanical equipment, stormwater, outdoor merchandise or vending
- **Landscaping Plan:** A landscaping plan is required for commercial projects. It shall include A schedule detailing materials and colors of all plants and landscape materials, all existing trees, with the trees to be removed noted, existing and proposed grading, and any exterior lighting proposed.
- **Building Elevations:** Elevations should be updated to include: mechanical equipment, lighting, location of signage, materials labeled, gutters and downspouts
- **Details:** A typical wall section, window details, eave details, colonnade/awning details, and any other details characteristic to the building are required
- **Material Samples:** Samples of windows, lighting and building materials may be required
- **Final Materials List:** A final list, including colors, is required.
- **Lighting:** A lighting and photometric should be prepared for the site. All exterior building lighting should be shown on the building elevations. If lights exceed 5500 lumens, they should be indicated on the photometric plan. Cut sheets are required for all site and exterior building lighting.

Submission Requirements New Construction / Additions where Planning Commission Review is NOT Required

- **Existing Context:** Color photographs of the adjacent structures and existing structure, if applicable.
- **Plat:** A plat indicating the tax map and parcel number, and providing boundary information, setbacks and all existing items on the property including: existing structure(s), pavement, setbacks, existing trees 8” caliper DBH and greater, and fences.
- **Site Plan:** A site plan, to scale, indicating general design elements; this may be in sketch form, or a hard-lined drawing is acceptable as well. The site plan should include:
 - Proposed Buildings
 - Vehicular and Pedestrian Circulation
 - Delivery and Service Areas
 - Parking Areas
 - Planting Areas
 - All existing 8”+ caliper DBH trees
 - Trees to be removed marked with “X”
 - Mechanical Equipment
 - Connections to the public right-of-way and adjacent sites
 - Parking Requirement Calculation
 - Existing and Proposed Grading
 - Impervious Surface Calculation
 - Turning Radii
 - Pavement Materials
 - Utilities & Stormwater
 - Outdoor Merchandise or Vending
- **Floor Plans:** Floor plans of all levels of the building, including square footage.
- **Elevations:** Complete elevations including building heights – height above grade, floor-to-floor heights, eave height and ridge height (if applicable) - materials labeled, colors, downspouts and gutters, lighting, mechanical equipment dashed in, signage



DEVELOPMENT DESIGN REVIEW FEE SCHEDULE

Created 05/14/2024

COMMISSION REVIEW FEES:

Single-family residential projects (board review)	\$100.00
Multifamily and commercial projects (board review)	\$250.00
Special Board Meeting	\$500.00

Post facto applications shall be triple the normal fee.

STAFF REVIEW FEES:

Single Family and 2/3-unit buildings not in a historic district are exempt.

Type 1

Renovations/Improvements (not including additions) \leq 50% of the value of the structures

<u>Value</u>	<u>Fee</u>
Improvements \leq \$5,000	\$100
Improvements $>$ \$5,000 but \leq \$25,000	$\$150 + 0.25\% \times$ value above \$5,000
Improvements $>$ \$25,000	$\$125 + 0.20\% \times$ value above \$25,000

Type 2

- All other additions: \$500 base fee + \$0.05/square foot of addition.

Type 3

Review for new construction and for renovations/improvements totaling over 50% of the value of the structure:

Single-family and 2-3 unit residential in the historic district

- \leq 10,000 square feet: \$500 base fee + 0.05/square foot of building
- $>$ \$10,000 square feet: \$1,000 base fee + \$0.05/square foot of building for the first 100,000 square feet of building. For additional square footage over 100,000, \$0.02/square foot.

DISTRICT	T3-S	T3-N	T4-HN	T4-N	T5-DC	T5-UC
A. LOT CONFIGURATION						
1. Lot Width at Front Setback	75 ft min; for waterfront lots see Section 2.5.4	40 ft min, 60 ft min in the Hundred Pines neighborhood	40 ft min, 60 ft min in The Point	n/a	n/a	n/a
2. Lot Size	9,000 sf min; for waterfront lots see Section 2.5.4	4,000 sf min; 3,000 sf min for alley-served lots	4,000 sf min; 6,000 sf min in The Point	n/a	n/a	n/a
3. Maximum Lot Coverage ¹	30% of lot area	45% of lot area	55% of lot area	70% of lot area	100%	100%
4. Frontage Build-Out ²	n/a	n/a	75% max	60% min; 85% max	75% min	60% min
¹ This percentage indicates maximum lot coverage by roofs; total impervious coverage may be an additional 10%. Parcels may also be subject to Section 8.3 (Stormwater). ² See Section 2.5.1 B. for additional frontage build-out standards.						
B. PRIMARY BUILDING PLACEMENT						
1. Front Setback; for infill lots also see Section 2.5.2	20 ft min	15 ft min	Average Prevailing Setback on Block	0 ft min	0 ft min	0 ft min
	No max	30 ft max ³		15 ft max	Max. Prevailing Setback on Block	15 ft max
2. Side Setback—Corner/Alley	15 ft min	6 ft min	5 ft min	0 ft min	0 ft min	0 ft min
	No max	No max	No max	10 ft max	15 ft max	15 ft max
3. Side Setback—Interior	10 ft min	6 ft min	6 ft min, 10 ft min in The Point	5 ft min, or 0 ft if attached	0 ft min	0 ft min
4. Rear Setback ⁴	15 ft min	15 ft min	15 ft min	10 ft min	0 ft min	5 ft min
5. Rear Setback from Alley ⁴	n/a	0 ft	0 ft	0 ft	0 ft	0 ft
6. Attached Garage/Carport Setback (from front facade) ^{5, 6}	5 ft min	5 ft min	Attached garages shall only be accessed via an alley; garage doors shall not face the street			

1 Cit of Beaufort Zoning T4N

SCALE: 1" = 1'-0"

PROJECT DATA:

OWNER: TIDAL CREEK VENTURES
BEAUFORT, S. C.

PROJECT DESCRIPTION: MIXED USE THREE STORY
THIS PROPERTY IS LOCATED IN "X" ZONE.

FLOOD ELEVATION IS 13
FIN FLR IS 15.3'
GRADE AT SEA ISLAND IS 12.0

BUILDING CODE: IBC 2021

SQUARE FOOTAGE:
FIRST FLOOR HEATED 2545 ROUNDED UP
SECOND FLOOR HEATED 2545 ROUNDED UP
THIRD FLOOR HEATED 1470
TOTAL HEATED

BUILDING USE AND OCCUPANCY: M, R

BUILDING TYPE : II

ALLOWABLE AREA: n/a

OCCUPANT LOAD: MERCANTILE OR BUSINESS
60 GROSS OR 150 GROSS
41 OR 16
RESIDENTIAL 200 GROSS
19.85

CITY OF BEAUFORT T4N

SETBACKS Per T4N

HEIGHT 42' FROM SIDEWALK

LOT COVERAGE Site 17, 971.00 s.f.
TOTAL BUILDINGS COVERAGE 3500 19% FOR BUILDING
Total coverage 48% allowed 70% coverage
DRAINAGE AND PARKING IS COMPLETED BY DEVELOPMENT

MIXED USE BUILDING
LOT 34
101 WHITEHALL DR
TIDAL CREEK VENTURES
LADYS ISLAND, SOUTH CAROLINA

isom ham DESIGN GROUP
135 East Depot Alley
Elkin, NC 28621
Office: 336.526.0038 (ext. 105)
Mobile: 336.200.4308

CONSULTANTS



PLANNING REVIEW PLANS

NOV 5, 2024 PC

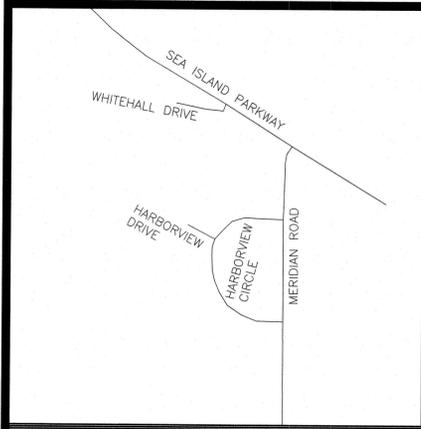
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SHEET TITLE

Notes & Legends

G-002



LOCATION MAP (N.T.S.)

LEGEND OF SYMBOLS & ABBREVIATIONS

- FIRE HYDRANT
- CLEAN OUT
- TELEPHONE PEDESTAL
- UTILITY MONUMENT
- WATER VALVE
- GRATE INLET
- ELECTRIC BOX
- 1/2" ROD SET
- TREE SIZE & TYPE
- ELEVATION
- STORM DRAIN
- SANITARY SEWER
- GUY WIRE
- CABLE BOX
- OVERHEAD POWERLINE
- EDGE OF PAVEMENT
- BACK OF CURB
- ★ LIGHTPOLE
- GAS LINE
- CENTER LINE
- CONTOUR LINE
- CONCRETE HATCH



TREE LEGEND

CODE	COMMON NAME	BOTANICAL NAME
PNS	PINE SHORTLEAF	Pinus echinata
PNL	PINE LONGLEAF	Pinus palustris
LO	LIVE OAK	Quercus virginiana
O	OAK	Quercus spp.
MAG	SOUTHERN MAGNOLIA	Magnolia grandiflora
PA	PALMETTO	Sabal palmetto
SUB	SUGARBERRY	Celtis laevigata
EL	ELM	Ulmus spp.
HI	MOCKERNUT HICKORY	Coryl. spp.
BAY	BAY MAGNOLIA	Gordonia spp.
WX	WAX MYRTLE	Myrica cerifera
CH	BLACK CHERRY	Prunus spp.
CE	EASTERN RED CEDAR	Juniperus virginiana
TA	CHINESE TALLOW-TREE	Sapium sebiferum
PO	YELLOW POPLAR	Liriodendron tulipifera
BI	BIRCH	Betula spp.
CY	BALDOPRESS	Taxodium distichum
ST	AMERICAN SYCAMORE	Platanus occidentalis
PE	PECAN	Carya illinoensis
CR	CRAPPEMYRTLE	Lagarstemonia indica
FR	FRUIT TREE	
MP	MAPLE	Morus spp.
DW	DOGWOOD	Cornus florida
QU	QUERCUS	Quercus spp.
WO	WATER OAK	Quercus nigra
LA	LAUREL OAK	Quercus laurifolia
TUL	TULIP TREE	Liriodendron
BJD	BLACKJACK OAK	Quercus marilandica
UNK	UNKNOWN	
CRA	CRAB APPLE	Malus sylvestris
MUL	MULBERRY	Morus
MM	MINOZA TREE	Albizia julibrissin
WH	WHITE OAK	Quercus alba
TO	TURKEY OAK	Quercus coccinea
RD	RED OAK	Quercus rubra
HOL	HOLLY	Aquifoliales
WL	WILLOW TREE	Salix alba
TJ	TUPELO	Nyssa yunnanensis
CHB	CHINA BERRY	Melia azadirach
CW	COTTONWOOD	Populus
CL	CHERRY LAUREL	Prunus laurocerasus

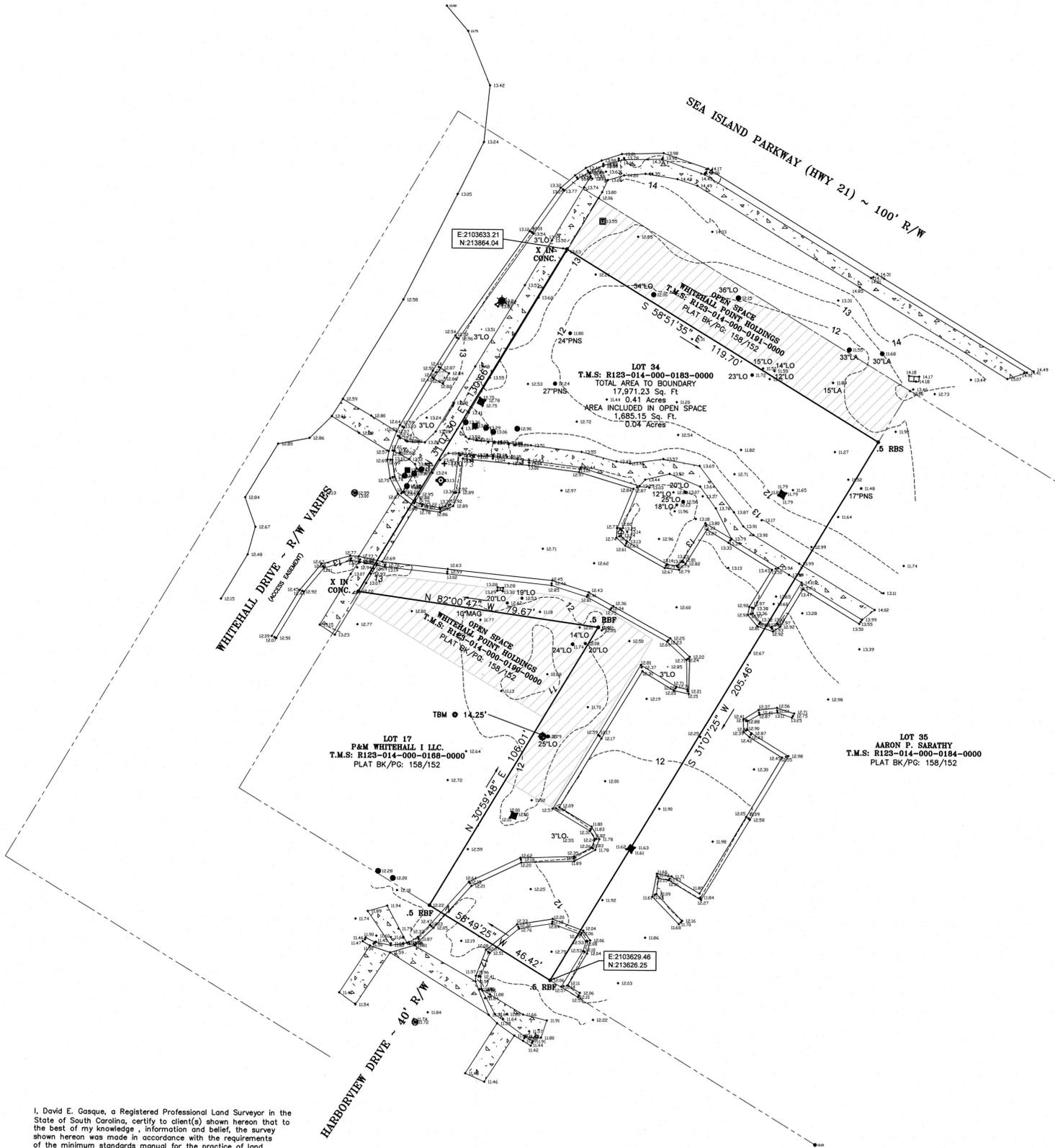
ALL TREES ARE LOCATED TO THE FACE OF THE TREE TRUNK, THEREFORE TOLERANCE OF THE TREE LOCATED IS PLUS OR MINUS THE DIAMETER OF THE TREE PLUS 0.9 FEET. ALL TREES ARE MEASURED AT CHEST HEIGHT WHICH IS APPROXIMATELY 40 INCHES ABOVE GROUND. GROUND ELEVATION AT TREE LOCATIONS MAY OR MAY NOT ACCURATELY REPRESENT ELEVATIONS BETWEEN TREE SHOTS DUE TO THE GROUND BUTTRESS AT THE BASE OF THE TREE. *NOT ANY TREE LOCATION THAT IS CRITICAL BEYOND THE TOLERANCE STATED ABOVE FOR DESIGN MUST BE POINTED OUT AND A TIGHTER TOLERANCE MUST BE AGREED UPON.

NOTES:

- 1.) THE BEARINGS SHOWN HEREON ARE MAGNETIC AND AS SUCH ARE SUBJECT TO LOCAL ATTRACTION.
- 2.) THIS PLAT DOES NOT CERTIFY THE PRESENCE OR ABSENCE OF U.S. ARMY CORPS OF ENGINEERS JURISDICTIONAL WETLANDS.
- 3.) METHOD OF AREA CALCULATION BASED ON COORDINATE METHOD.
- 4.) LOCATION OF UNDERGROUND UTILITIES ARE FROM SURFACE INDICATIONS ONLY AND ARE NOT CERTIFIABLE.
- 5.) THIS PLAT REPRESENTS A SURVEY BASED ON THE LISTED REFERENCES ONLY AND IS NOT THE RESULT OF A TITLE SEARCH.
- 6.) CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
- 7.) THE CERTIFIER HAS NOT INVESTIGATED OR BEEN INSTRUCTED TO INVESTIGATE THE EXISTENCE OR NONEXISTENCE OF ANY OVERLAY DISTRICTS, SUCH AS: AIRPORT, MILITARY, NOISE, CRASH POTENTIAL OR ENVIRONMENTAL ISSUES.
- 8.) BEFORE ANY DESIGN WORK OR CONSTRUCTION ON THIS SITE IS STARTED FLOOD ZONE INFORMATION MUST BE VERIFIED BY PROPER BUILDING CODES OFFICIAL.
- 9.) SETBACKS SHOWN AS PER PLAT OF RECORD AND MUST BE VERIFIED WITH OFFICIAL AGENCY BEFORE PURCHASE AND OR CONSTRUCTION ON SUBJECT PROPERTY.
- 10.) THIS PROPERTY APPEARS TO LIE IN ZONE X SHADED AS DETERMINED BY FEMA, FIRM COMMUNITY-PANEL NUMBER 45013C01666 DATED: MARCH 23, 2021
- 11.) CONTOUR INTERVAL IS 1'.
- 12.) VERTICAL DATUM IS 1988 NAVD.

REFERENCES:

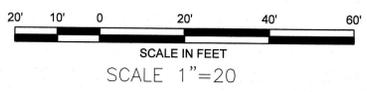
- 1.) T.M.S. R123-014-000-0183-0000
- 2.) PLAT BY: DAVID E. GASQUE DATED: DECEMBER 17, 2021 PLAT BK/PG: 158/152 RMC BEAUFORT COUNTY, SOUTH CAROLINA



GASQUE & ASSOCIATES INC.
 LAND SURVEYORS · PLANNERS
 28 PROFESSIONAL VILLAGE CIRCLE, BEAUFORT, S.C.
 P.O. BOX 1363, BEAUFORT, S.C.
 (843) 522-1798

I, David E. Gasque, a Registered Professional Land Surveyor in the State of South Carolina, certify to client(s) shown hereon that to the best of my knowledge, information and belief, the survey shown hereon was made in accordance with the requirements of the minimum standards manual for the practice of land surveying in South Carolina, and meets or exceeds the requirements for a CLASS A survey as specified therein, also there are no encroachments or projections other than shown. This survey is not valid unless it bears the original signature and has an embossed seal.

David E. Gasque 12-21-23
 David E. Gasque, R.L.S.
 S.C. Registration Number 10506

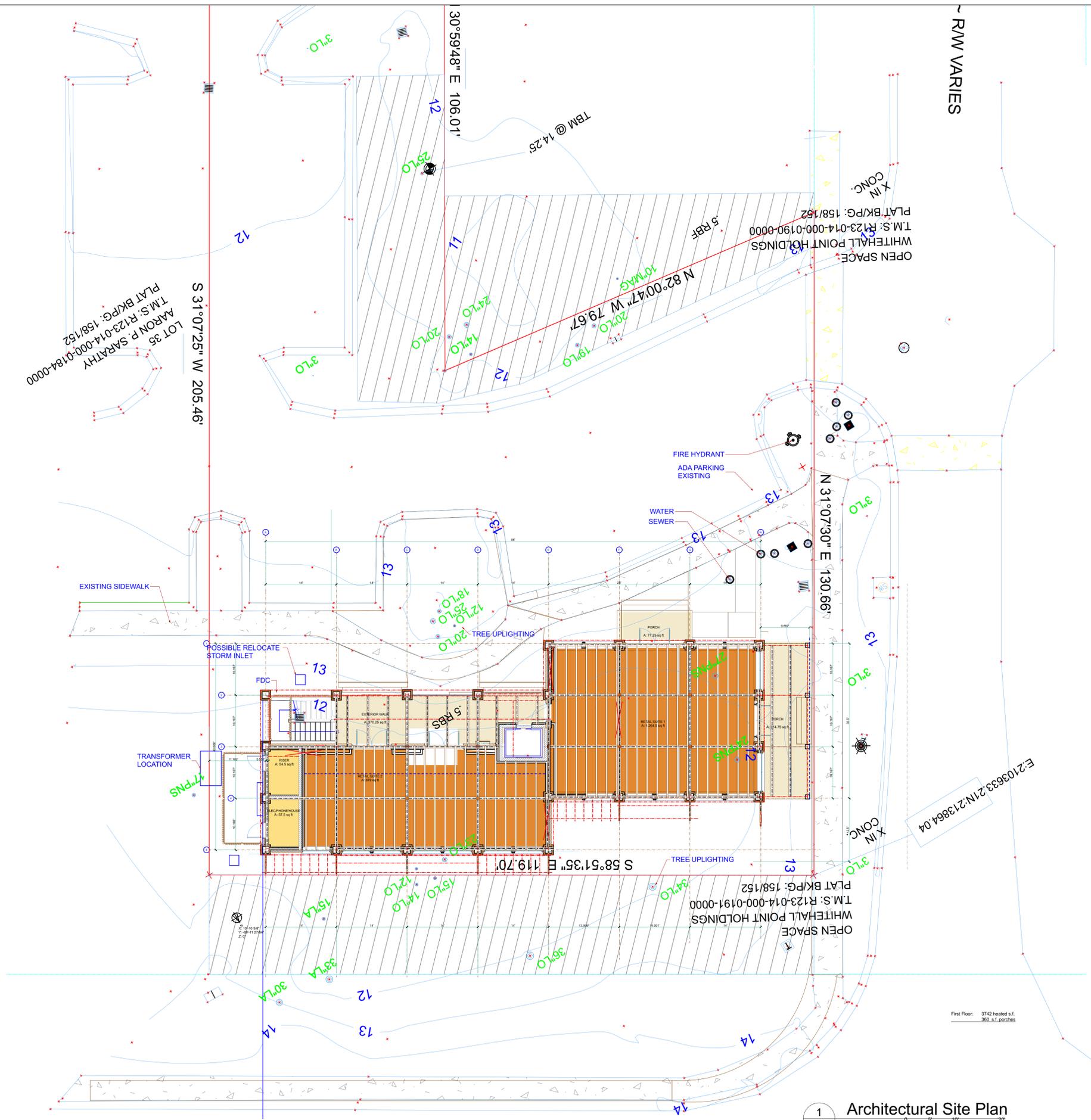


TREE AND TOPOGRAPHICAL SURVEY
LOT 34, WHITEHALL PLANTATION
 PREPARED FOR
TIDAL CREEK VENTURES
 LADYS ISLAND
 BEAUFORT COUNTY, SOUTH CAROLINA

DATE: NOVEMBER 30/2023 SCALE 1"=20

THIS PLAT IS COPYRIGHTED AND IS ONLY INTENDED FOR THE USE OF THE ENTITY OR PERSON(S) SHOWN HERE ON.

JOB#59005 F.B.# 1141/32-MH DRAWN BY: CMG



First Floor: 3742 heated s.f.
390 s.f. porches

1
AS-001
Architectural Site Plan
SCALE: 1" = 10'



MIXED USE BUILDING
LOT 34
101 WHITEHALL DR
TIDAL CREEK VENTURES
LADYS ISLAND, SOUTH CAROLINA

isom ham DESIGN GROUP
135 East Depot Alley
Elkin, NC 28621
Office: 336.526.0038 (ext. 105)
Mobile: 336.200.4308

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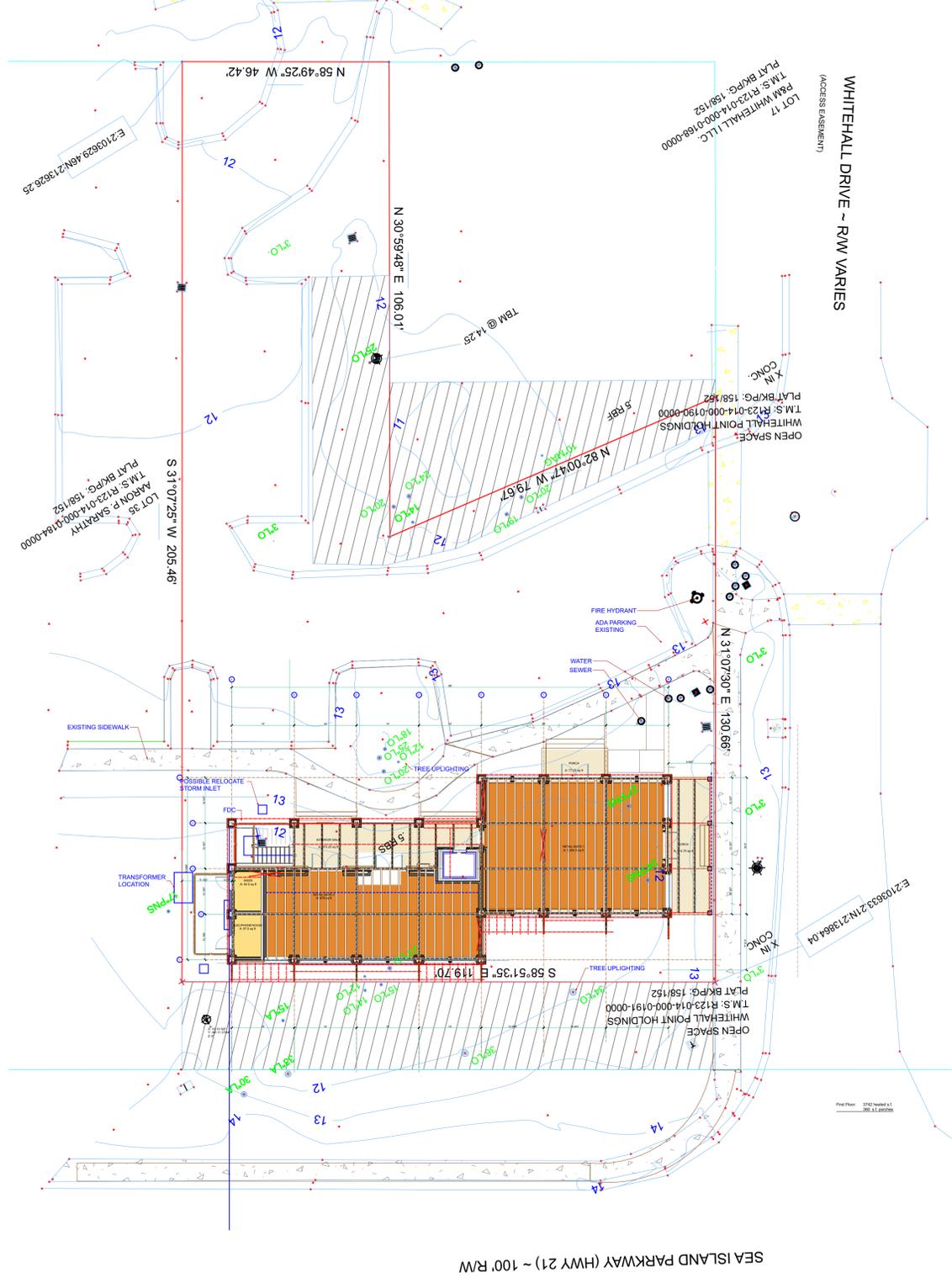
PLANNING REVIEW PLANS

MARK	DATE	DESCRIPTION
	NOV 5, 2024	PC

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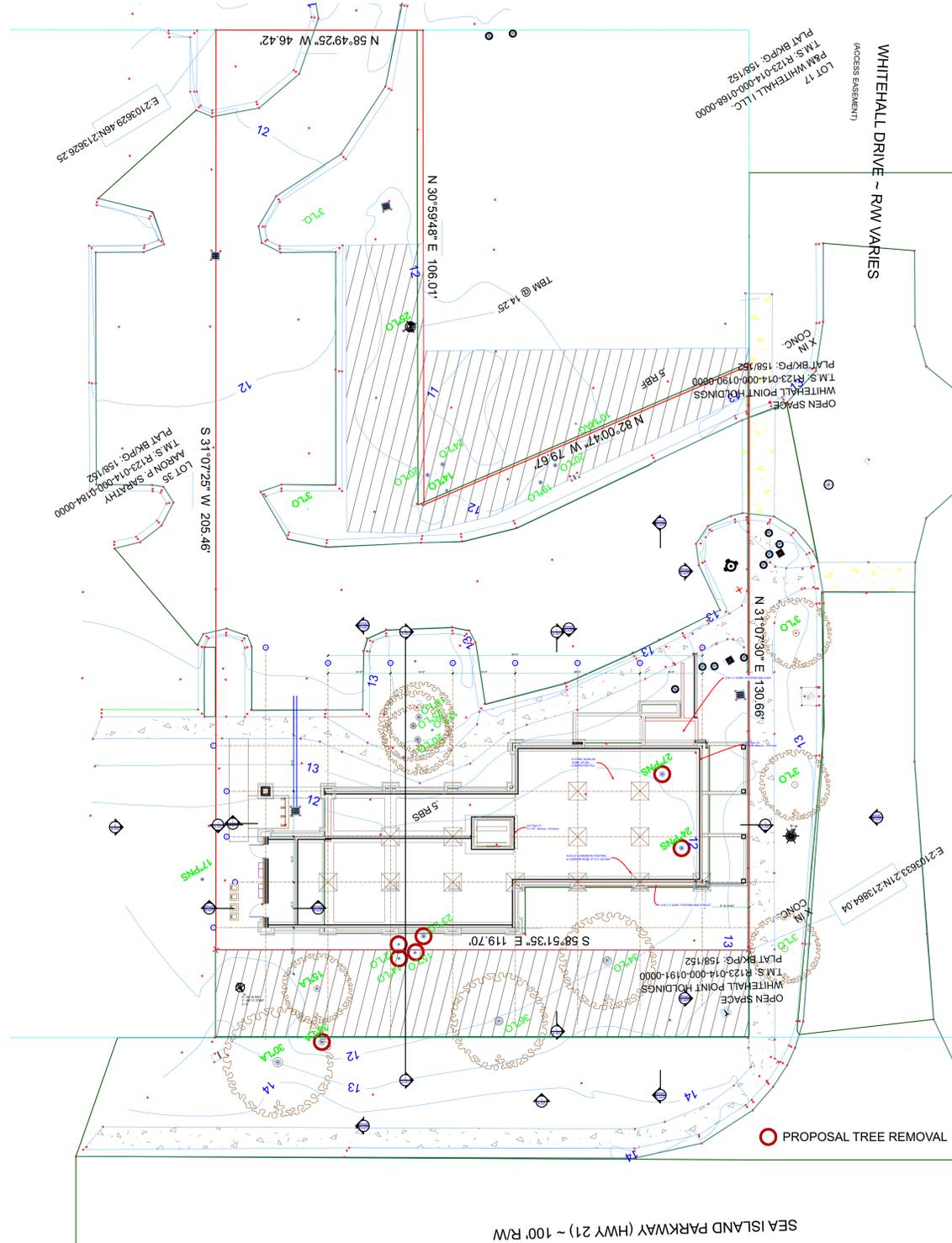
SHEET TITLE
Architectural Site
Plan

AS-001
SHEET 8 OF 44



2 Architectural Site Plan

SCALE: 1/16" = 1'-0"



1 Tree Removal

SCALE: 1/16" = 1'-0"

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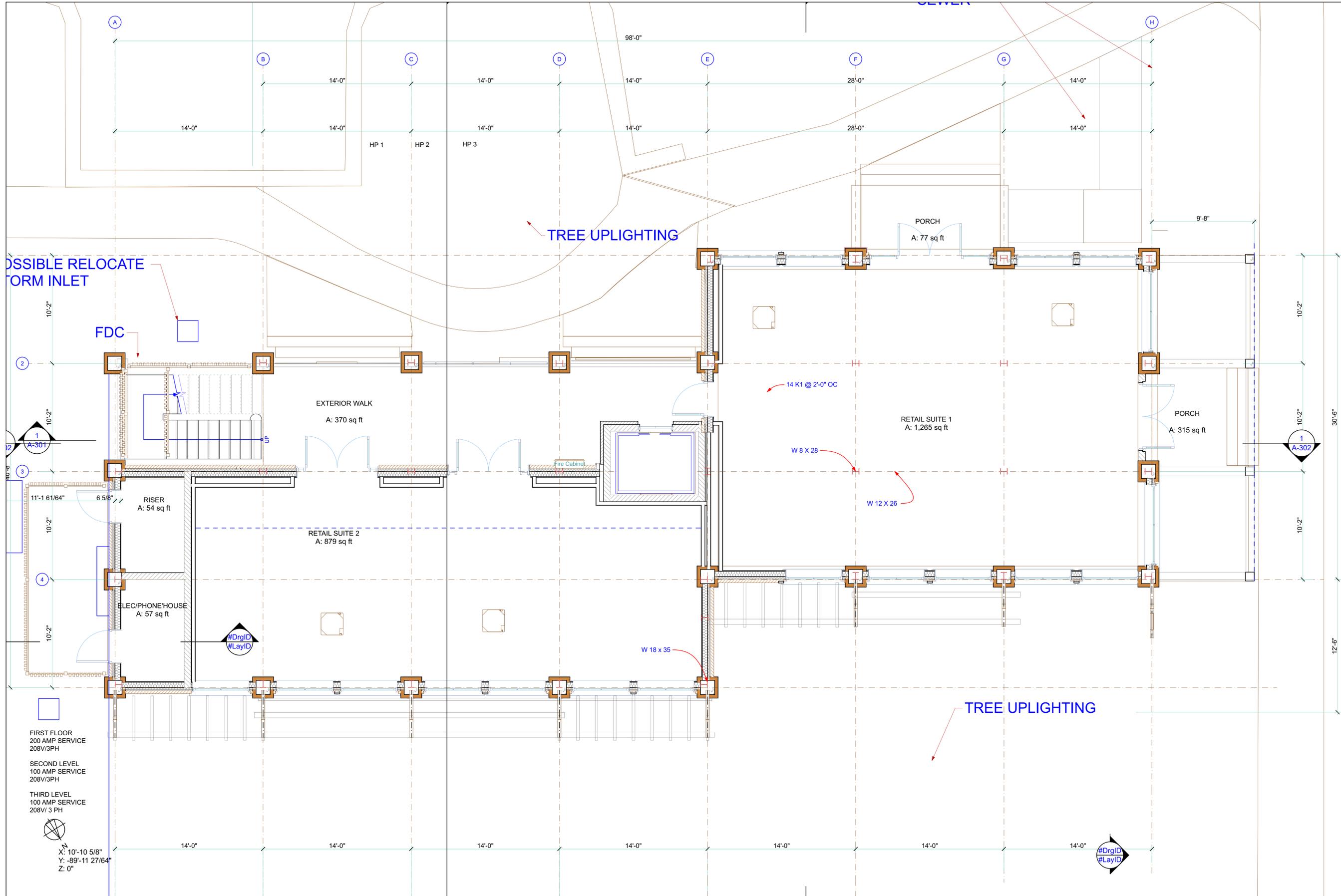
PLANNING REVIEW PLANS

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	NOV 5, 2024	PC

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SHEET TITLE
Tree Removal

AS-002



POSSIBLE RELOCATE FORM INLET

TREE UPLIGHTING

TREE UPLIGHTING

FIRST FLOOR
200 AMP SERVICE
208V/3PH

SECOND LEVEL
100 AMP SERVICE
208V/3PH

THIRD LEVEL
100 AMP SERVICE
208V/3PH

X: 10'-10 5/8"
Y: -89'-11 27/64"
Z: 0"

1 First Floor Plan



MIXED USE BUILDING
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PLANNING REVIEW PLANS

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	NOV 5, 2024	PC

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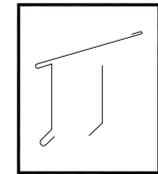
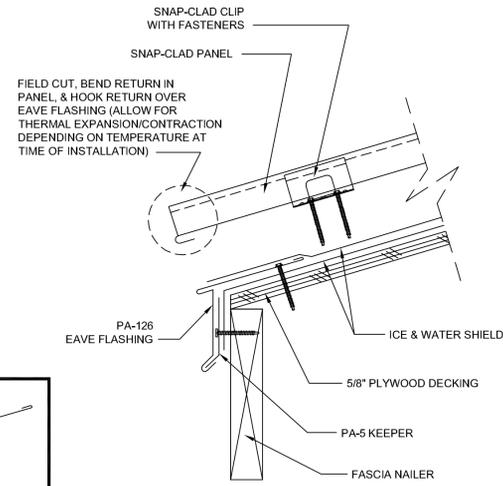
SHEET TITLE

First Floor Plan

A-103



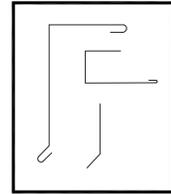
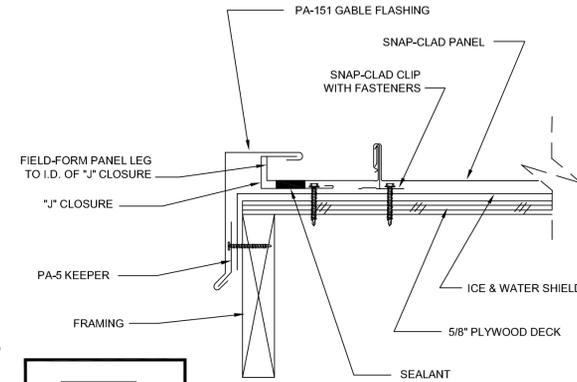
SNAP-CLAD - PLYWOOD DECK EAVE DETAIL 2



FLASHING COMPONENTS



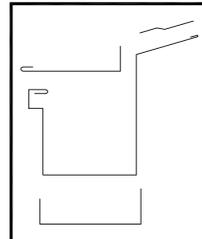
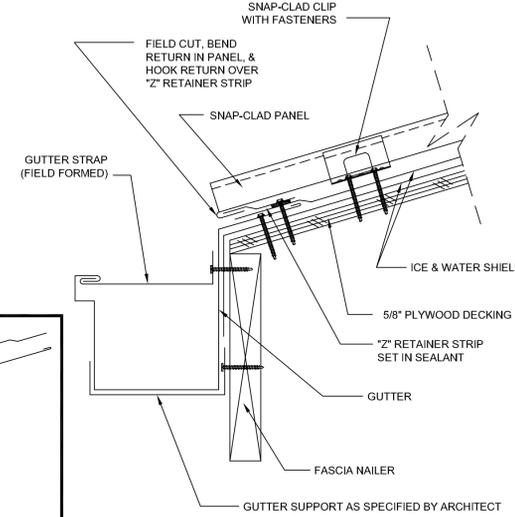
SNAP-CLAD - PLYWOOD DECK GABLE DETAIL



FLASHING COMPONENTS



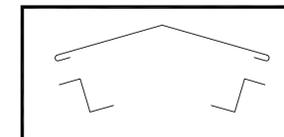
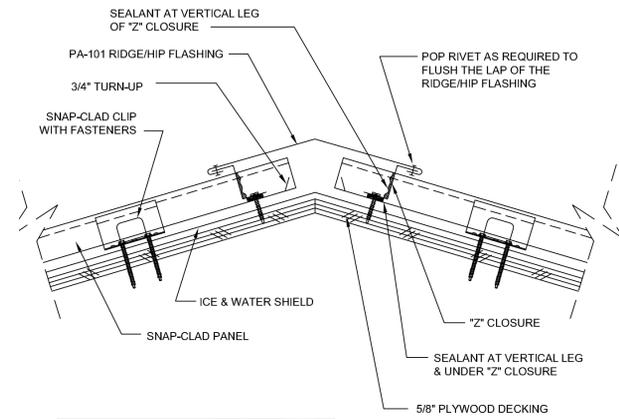
SNAP-CLAD - PLYWOOD DECK GUTTER DETAIL 1



FLASHING COMPONENTS



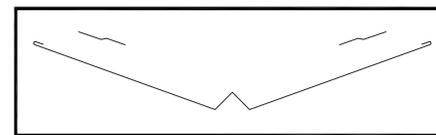
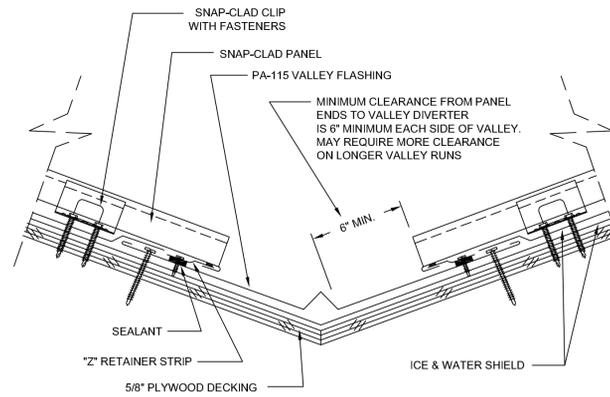
SNAP-CLAD - PLYWOOD DECK HIP/RIDGE DETAIL



FLASHING COMPONENTS

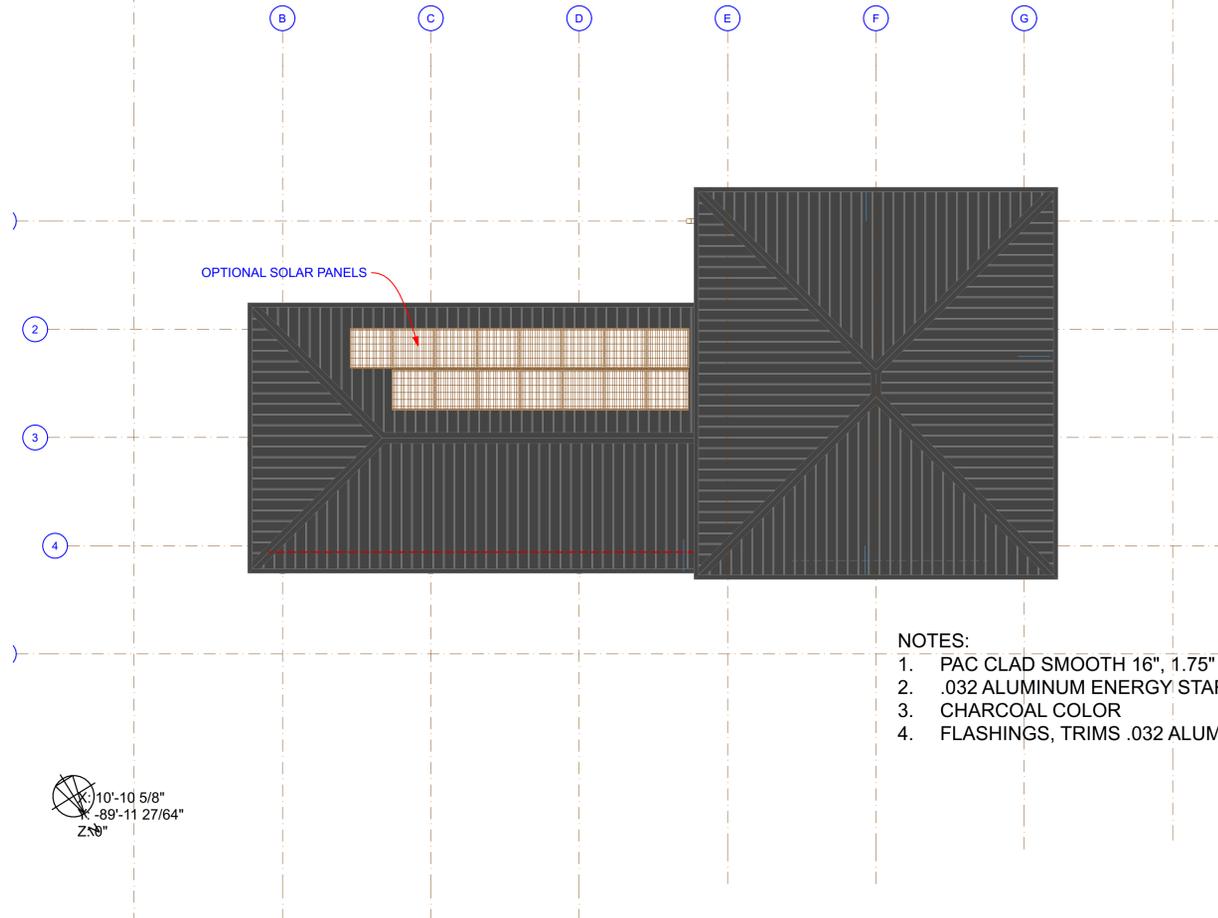
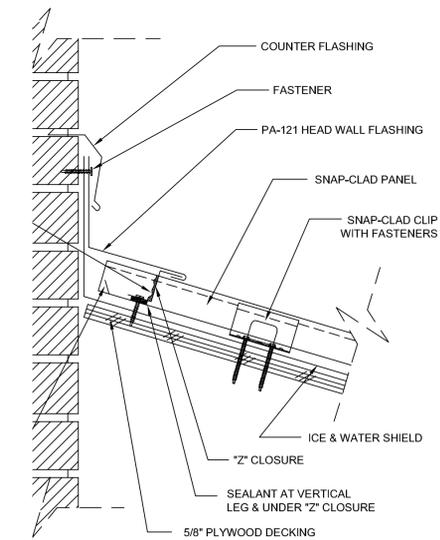


SNAP-CLAD - PLYWOOD DECK VALLEY DETAIL



FLASHING COMPONENTS

SNAP-CLAD - PLYWOOD DECK HEAD WALL DETAIL



- NOTES:
1. PAC CLAD SMOOTH 16", 1.75" F
 2. .032 ALUMINUM ENERGY STAR
 3. CHARCOAL COLOR
 4. FLASHINGS, TRIMS .032 ALUMI

10'-10 5/8"
89'-11 27/64"
Z=0

1 Upper Roof Plan

SCALE: 1/8" = 1'-0"

Job Name _____ Contractor _____

Date _____ Notes _____

PETERSEN ALUMINUM CORPORATION PAC-CLAD.COM SALES@PETERSENMAIL.COM

102 1005 Torrey Road, Elk River, MN 55331 P: 800-222-7150 F: 952-222-7150
 9000 Junction Drive, Annapolis Junction, MD 20711 P: 800-344-1400 F: 301-953-7627
 15551 PAC Road, Tyngs, VA 22152 P: 800-441-8661 F: 903-981-8692
 102 Northpoint Parkway, Alameda, CA 94502 P: 800-272-4482 F: 925-426-2533
 1800 S. 7th Ave., Suite 130, Phoenix, AZ 85007 P: 833-750-1935 F: 602-294-6004
 1885 Stratton Parkway NW, Suite B, Andrews, MN 55009 P: 877-971-2025 F: 888-901-2025

MIXED USE BUILDING
 LOT 34
 101 WHITEHALL DR
 TIDAL CREEK VENTURES
 LADYS ISLAND, SOUTH CAROLINA

isom ham DESIGN GROUP
 135 East Depot Alley
 Elkin, NC 28621
 Office: 336.526.0038 (ext. 105)
 Mobile: 336.200.4308

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NOV 5, 2024 PC

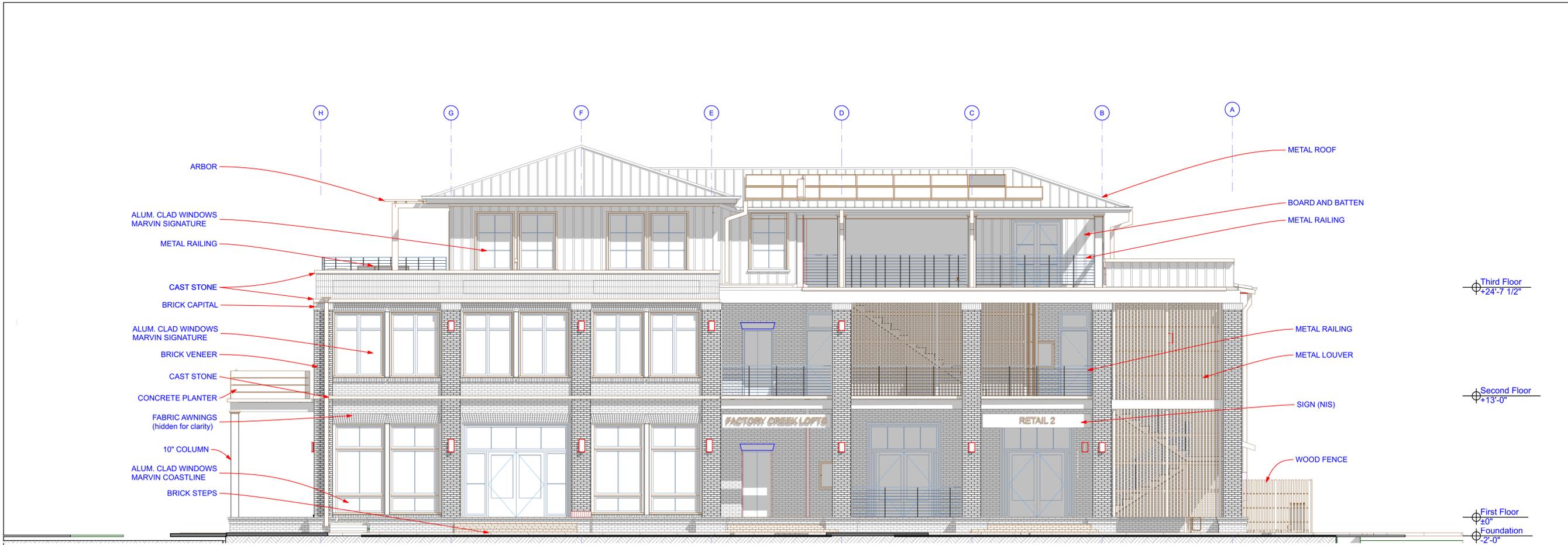
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PROJECT NO:
 MODEL FILE:
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 CHK'D BY:
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SHEET TITLE

Roof Plan

A-109



1 South Elevation
A-201 SCALE: 3/16" = 1'-0"



2 West Elevation
A-201 SCALE: 3/16" = 1'-0"

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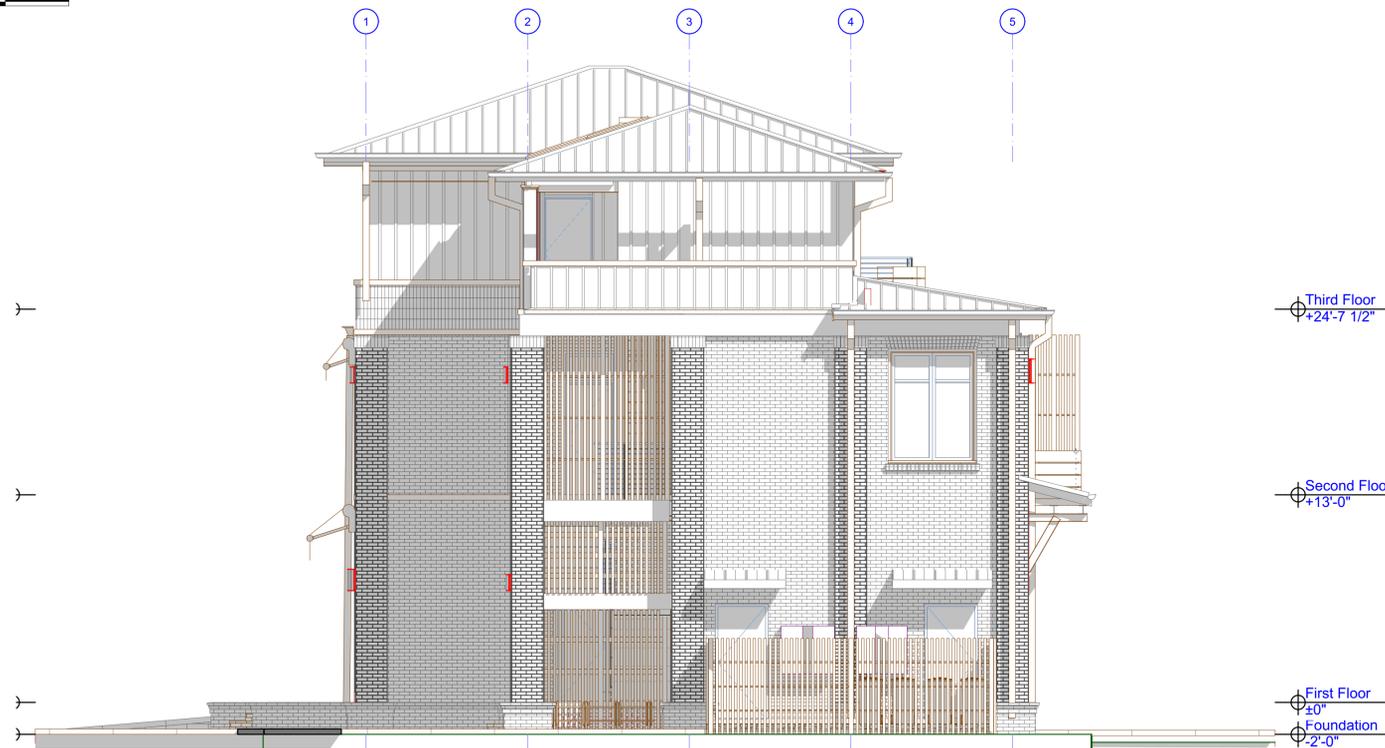
SHEET TITLE

Exterior Elevations

A-201



1 North Elevation
SCALE: 3/16" = 1'-0"



2 East Elevation
SCALE: 3/16" = 1'-0"

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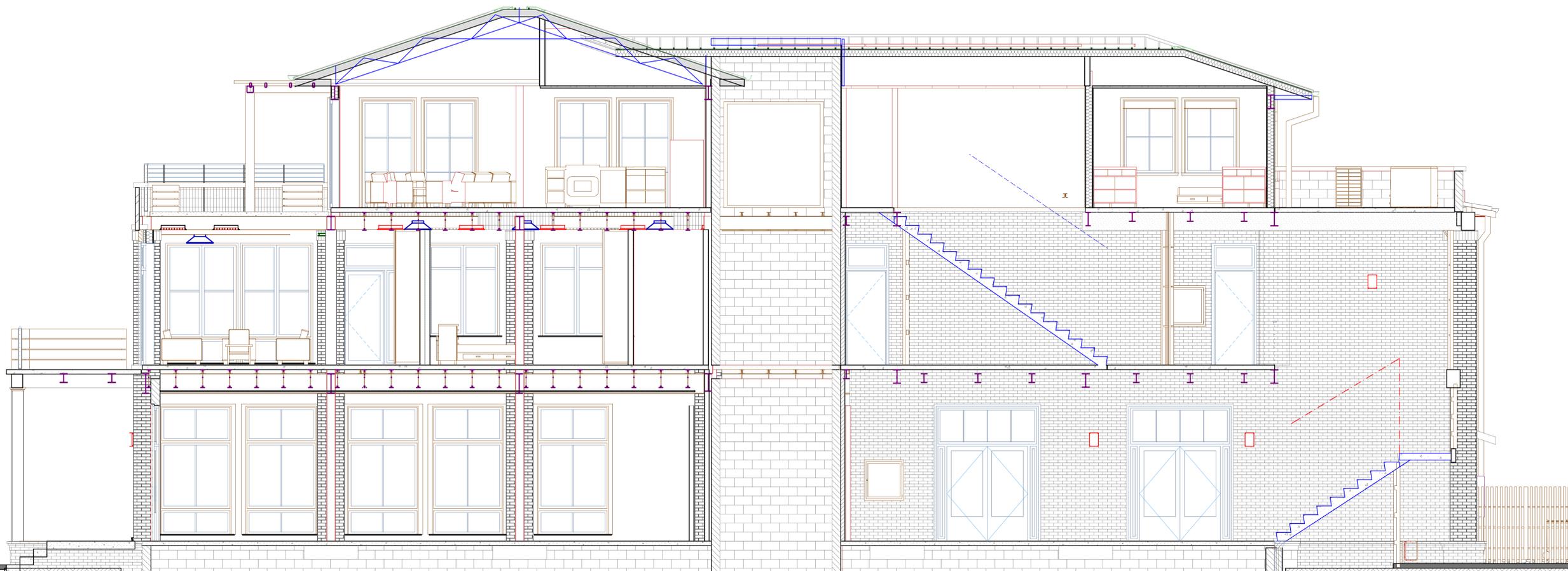
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	NOV 5, 2024	PC

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MODEL FILE:
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SHEET TITLE

Exterior Elevations

A-202



1 Building Section D
 SCALE: 1/4" = 1'-0"
 0 2' 4' 8'

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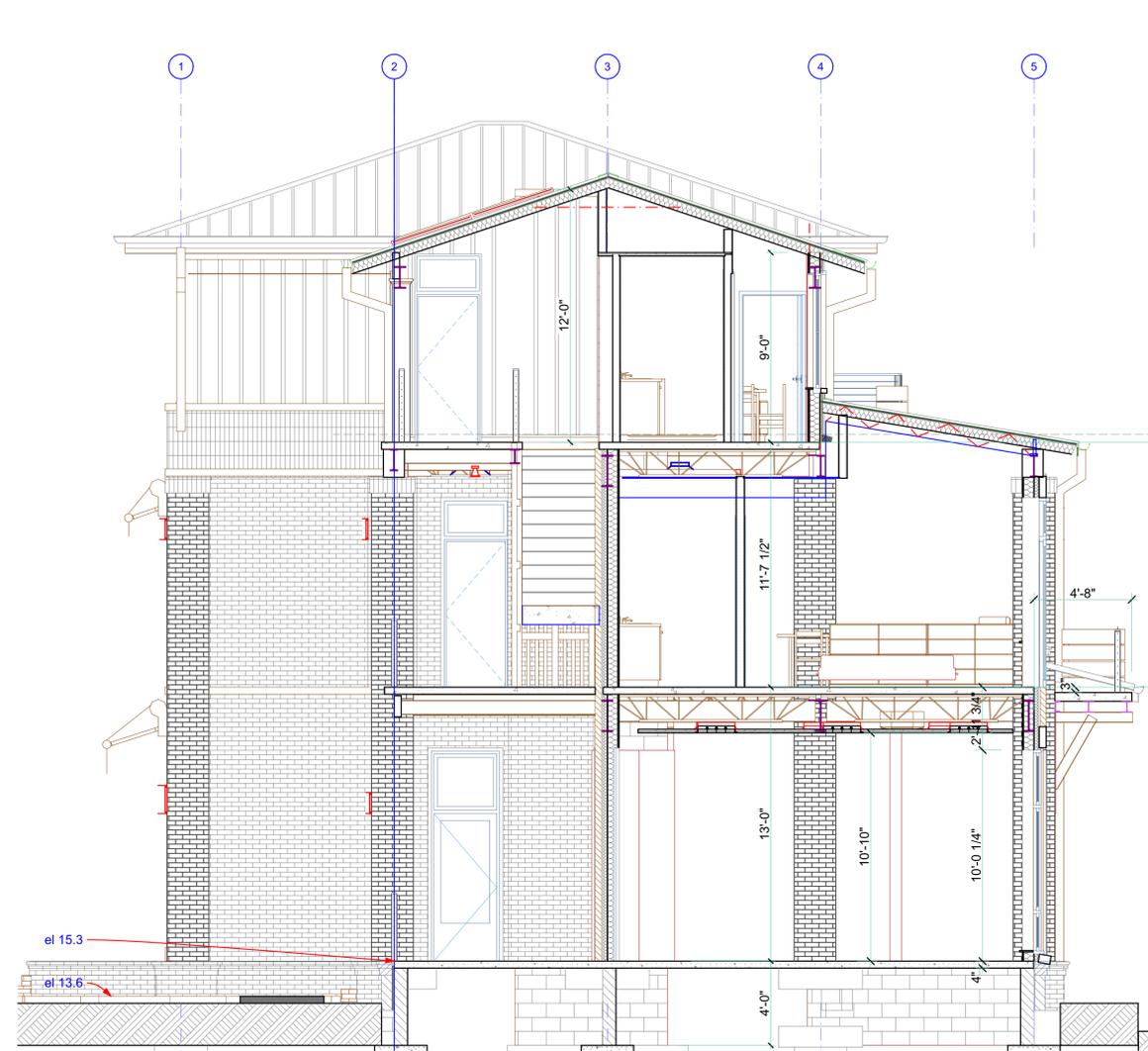
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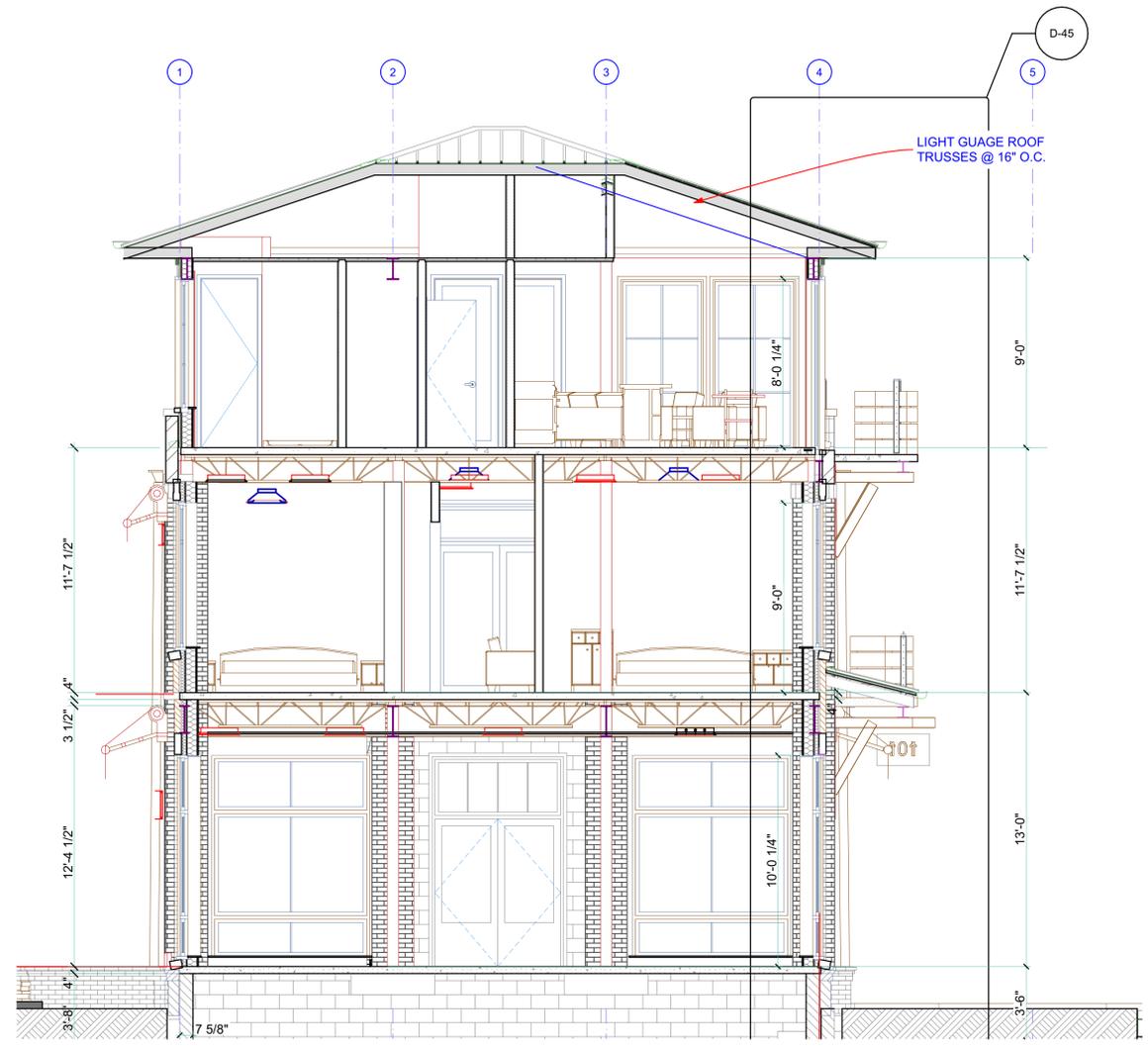
PROJECT NO:
 MODEL FILE:
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SHEET TITLE
 Building Section

A-302



2 Building Section C
SCALE: 1/4" = 1'-0"



1 Building Section
SCALE: 1/4" = 1'-0"

MIXED USE BUILDING
LOT 34
101 WHITEHALL DR
TIDAL CREEK VENTURES
LADYS ISLAND, SOUTH CAROLINA

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SHEET TITLE
Building Section

A-303



1 HWY 21 VIEW



3 VIEW FROM ABOVE



2 VIEW FROM SOUTH



4 VIEW FROM SOUTH

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NOV 5, 2024 PC

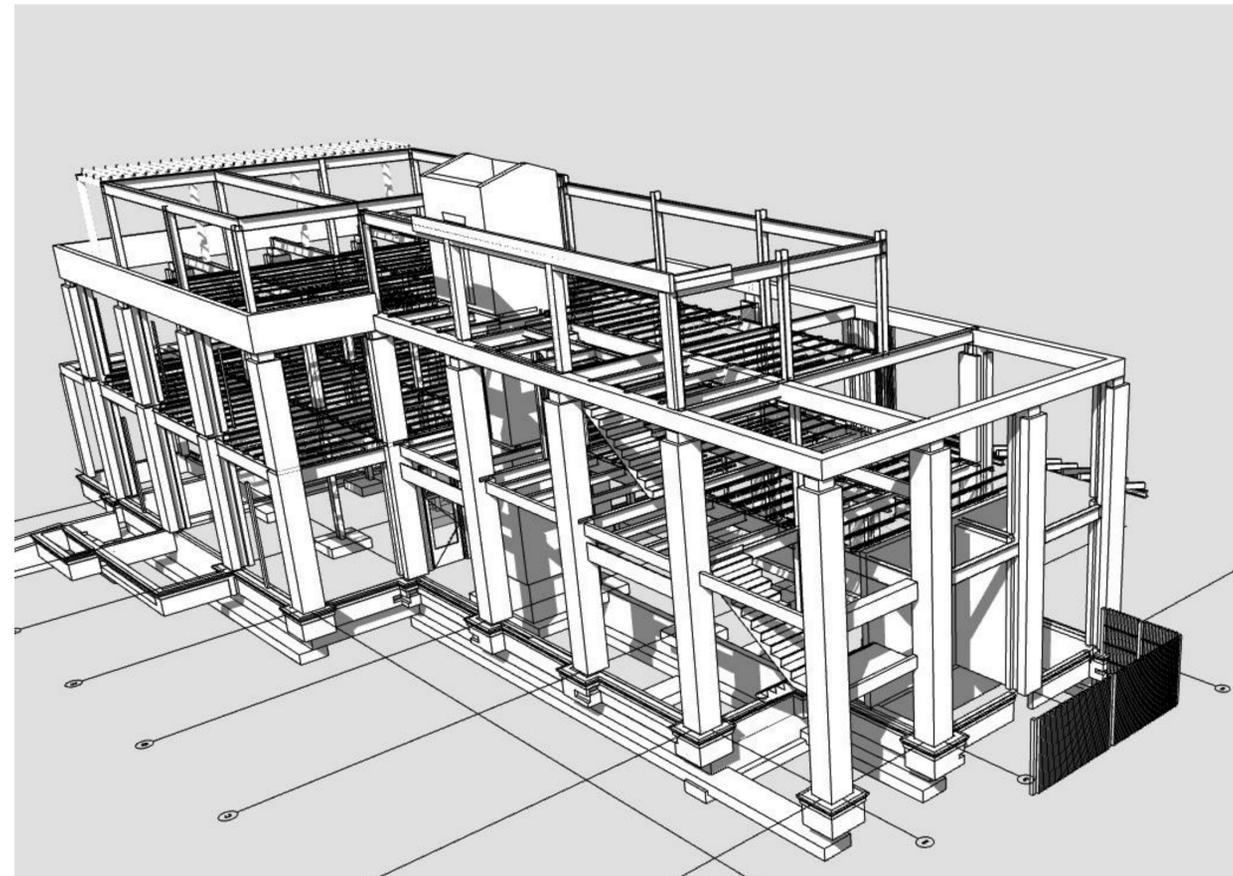
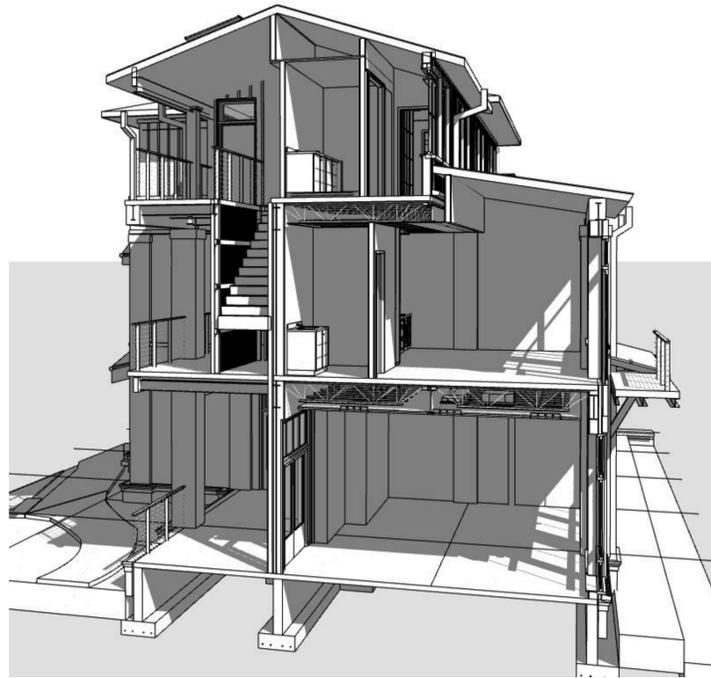
MARK	DATE	DESCRIPTION

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SHEET TITLE

Sketches

A-801



MIXED USE BUILDING
 LOT 34
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SHEET TITLE
 Section Sketches



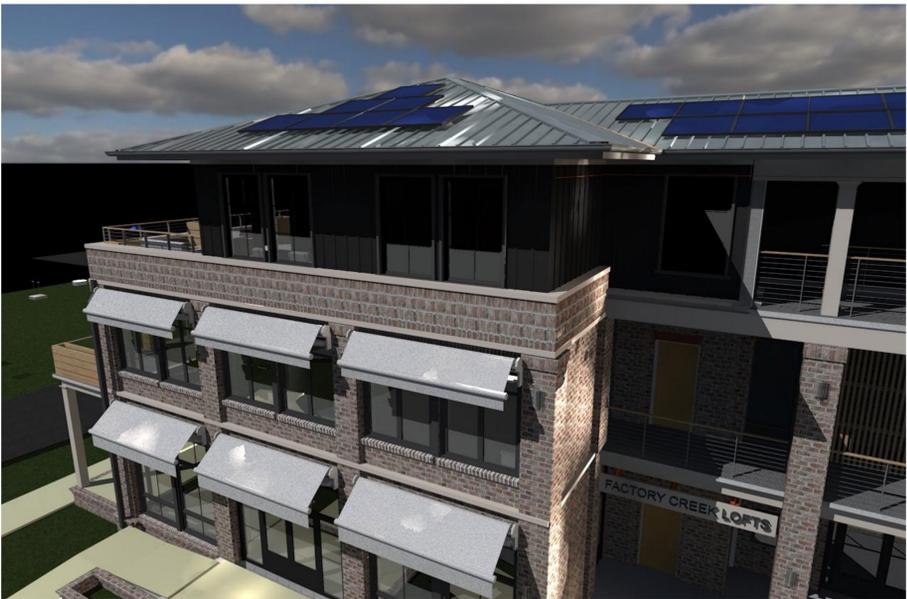
2 Color Elevation Picture3

NOT TO SCALE



1 Picture4

NOT TO SCALE



3 - Picture6

NOT TO SCALE

MIXED USE BUILDING
 LOT 34
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 TIDAL CREEK VENTURES
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	NOV 5, 2024	PC

PROJECT NO:
 MODEL FILE:
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SHEET TITLE

Color Sketches

A-803

ELEMENT ID	W -101	W -102
WINDOW TYPE	---	---
VIEW		
DIMENSIONS	7'-6" x 9'-8"	5'-4" x 9'-8"
QUANTITY	2	16
NOTES	---	---

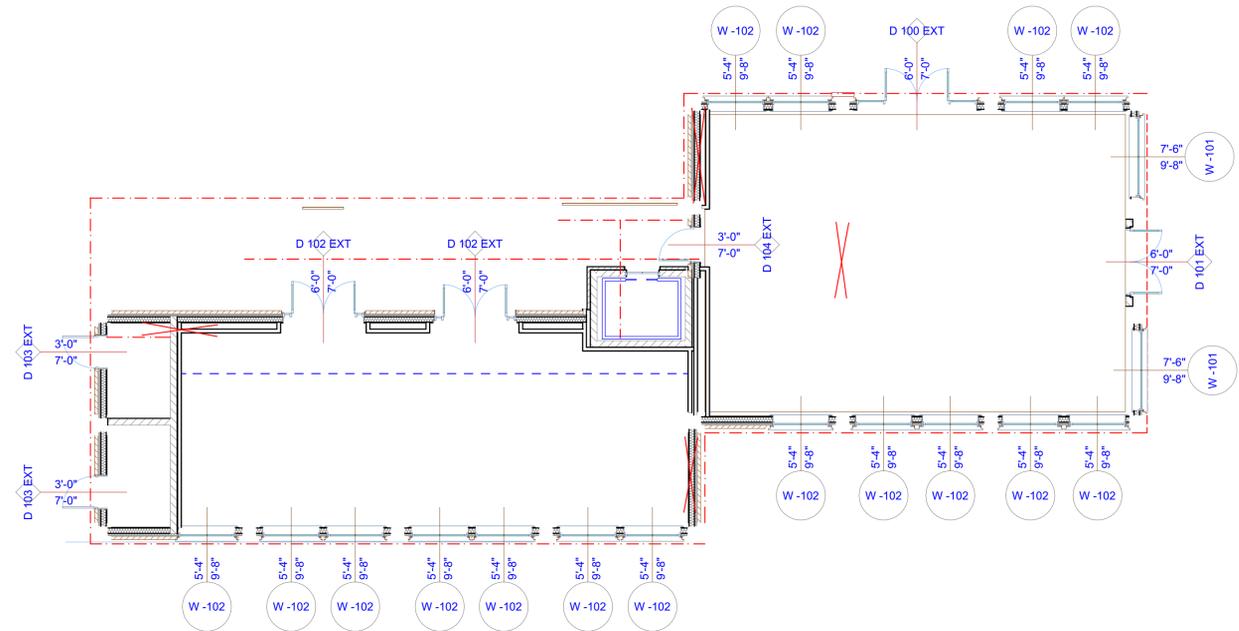
1 Window Legend

SCALE: 1" = 1'-0"

MARK	D 100 EXT	D 101 EXT	D 102 EXT	D 103 EXT	D 104 EXT
TYPE	No Grid	No Grid	No Grid	Flush	No Grid
VIEW					
DIMENSIONS	6'-0" x 7'-0"	6'-0" x 7'-0"	6'-0" x 7'-0"	3'-0" x 7'-0"	3'-0" x 7'-0"
NOTES	---	---	---	---	---
QUANTITY	1	1	2	2	1
FIRE RATING					

2 Door Legend

SCALE: 1" = 1'-0"



10'-10 5/8"
R0.11 27/R4"

5 First Floor Door Window

SCALE: 1/8" = 1'-0"

WINDOW NOTES:

- ALL WINDOWS ARE FIXED MARVIN SIGNATURE OR EC
- WIND LOAD IS 140 MPH RISK CAT. II
- WINDOW SHALL MEET IBC 2024 IMPACT LOADING
- GLAZING SHALL BE INSUL LOW E 2 IMPACT SHGC 0.25 U-FACTOR 0.610
- COLOR SHALL BE GUN SMOKE

ALL METAL AND WOOD DOORS AND FRAMES SHALL MEET THE FOLLOWING:

- FINISH FOR INTERIOR WOOD DOORS SHALL BE PRIMER + TWO COATS SEMI GLOSS
- FINISH FOR INTERIOR HOLLOW METAL DOORS SHALL BE SATIN ENAMEL - THREE COATS.

DOOR HARDWARE:

- SCHLAGE OR EQUAL - LEVER STYLE: 07
- COLOR ADGED BRONZE BLACK
- HINGES : BLACK
- PRIVACY SETS FOR BATHS
- OFFICE SETS FOR OFFICE AND OFFICE TO SHOP.
- ENTRANCE DEAD BOLTS

- PROVIDE 10" KICK GUARD ON STORAGE
- PROVIDE DOOR STOP - FLOOR EA DOOR
- ROBE HOOK ON TOILET ROOM DOORS, OFFICE AREA
- EXAM ROOMS

MIXED USE BUILDING
LOT 34
101 WHITEHALL DR
TIDAL CREEK VENTURES
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NOV 5, 2024 PC

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SHEET TITLE

Door & Window
Schedules

A-601

SHEET 34

OF 44

WINDOW LEGEND			
ELEMENT ID	W-200	W-201	W-202
WINDOW TYPE	---	---	---
VIEW			
DIMENSIONS	6'-0" x 9'-0"	5'-4" x 7'-0"	5'-4" x 9'-0"
QUANTITY	2	16	2
NOTES	---	---	---

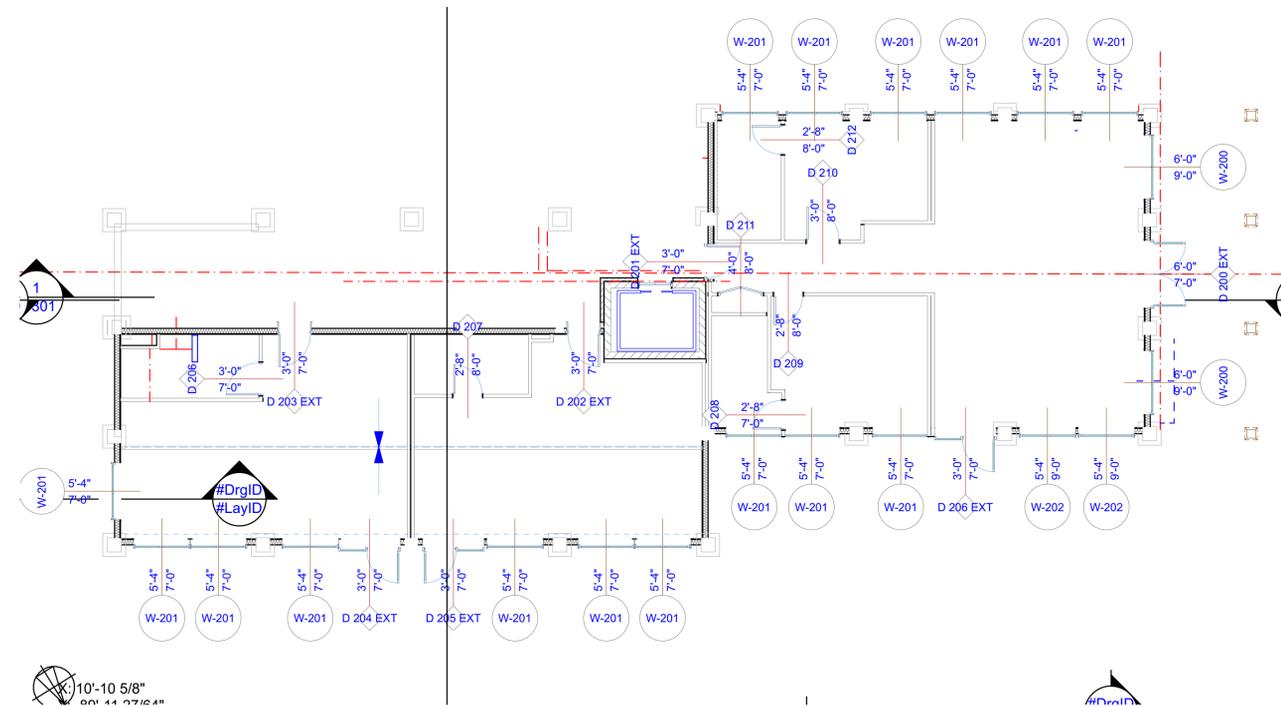
2 Window Legend

SCALE: 1" = 1'-0"

DOOR LEGEND														
MARK	D 200 EXT	D 201 EXT	D 202 EXT	D 203 EXT	D 204 EXT	D 205 EXT	D 206	D 206 EXT	D 207	D 208	D 209	D 210	D 211	D 212
TYPE	No Grid	Flush	Flush	Flush	No Grid	No Grid	Flush	No Grid	Flush	Flush	Flush	Flush	Flush	Flush
VIEW														
DIMENSIONS	6'-0" x 7'-0"	3'-0" x 7'-0"	2'-8" x 8'-0"	2'-8" x 7'-0"	2'-8" x 8'-0"	3'-0" x 8'-0"	4'-0" x 8'-0"	2'-8" x 8'-0"						
NOTES	---	---	---	---	---	---	---	---	---	---	---	---	---	---
QUANTITY	1	1	1	1	1	1	1	1	1	1	1	1	1	1
FIRE RATING														

3 Door Legend

SCALE: 1" = 1'-0"



1 Second Floor Door and Window

SCALE: 1/8" = 1'-0"

MIXED USE BUILDING
LOT 34
101 WHITEHALL DR
TIDAL CREEK VENTURES
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SHEET TITLE

Door and Windw
Schedule Second
Floor

A-602

SHEET 35

OF 44

WINDOW LEGEND									
ELEMENT ID	W-101	W-102	W-200	W-201	W-202	W-300	W-301	W-302	W-303
WINDOW TYPE	---	---	---	---	---	---	---	---	---
VIEW									
DIMENSIONS	7'-6"×9'-8"	5'-4"×9'-8"	6'-0"×9'-0"	5'-4"×7'-0"	5'-4"×9'-0"	4'-0"×8'-4"	4'-0"×8'-4"	4'-0"×5'-8"	4'-0"×6'-4"
QUANTITY	2	16	2	16	2	3	5	6	5
NOTES	---	---	---	---	---	---	---	---	---

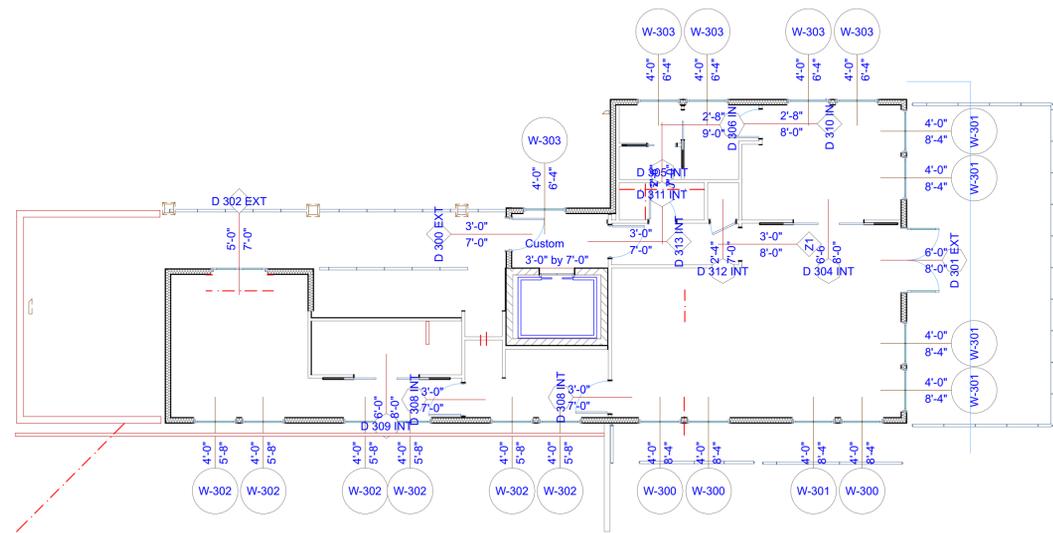
3 Window Legend

SCALE: 1" = 1'-0"

MARK	D 300 EXT	D 301 EXT	D 302 EXT	D 304 INT	D 305 INT	D 306 INT	D 308 INT	D 309 INT	D 310 INT	D 311 INT	D 312 INT	D 313 INT
TYPE	Flush	No Grid	H-V Grid	Flush								
VIEW												
DIMENSIONS	3'-0"×7'-0"	6'-0"×8'-0"	5'-0"×7'-0"	6'-6"×8'-0"	2'-6"×7'-0"	2'-8"×9'-0"	3'-0"×7'-0"	6'-0"×8'-0"	2'-8"×8'-0"	2'-6"×7'-0"	2'-4"×7'-0"	3'-0"×7'-0"
NOTES	---	---	---	---	---	---	---	---	---	---	---	---
QUANTITY	1	1	1	1	1	1	2	1	1	1	1	1
FIRE RATING												

2 Door Legend

SCALE: 1:0.92



1 Third Floor Door and Window

SCALE: 1/8" = 1'-0"

MIXED USE BUILDING
LOT 34
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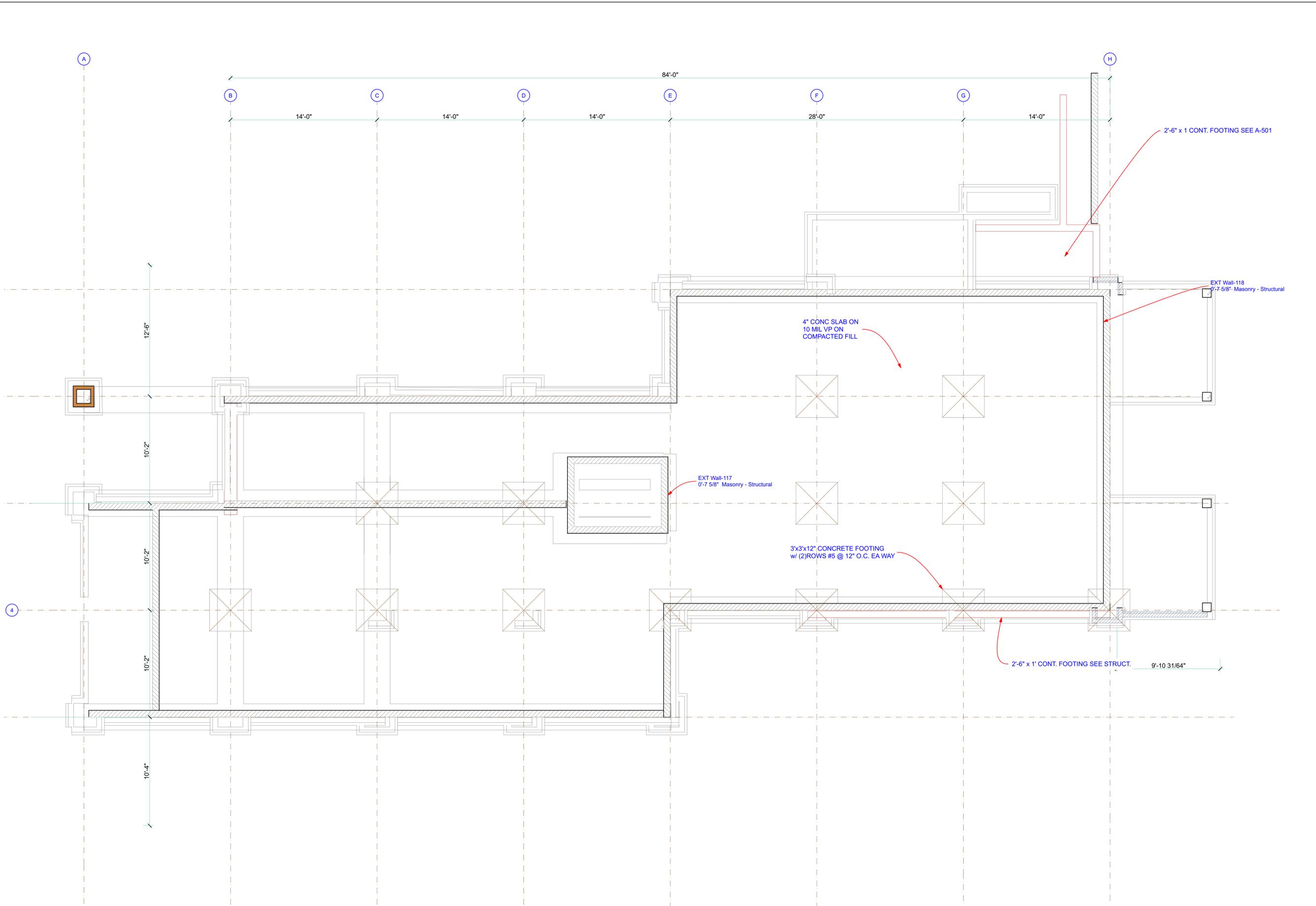
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SHEET TITLE

Door and Window
Schedule Third
Floor

A-603



MIXED USE BUILDING
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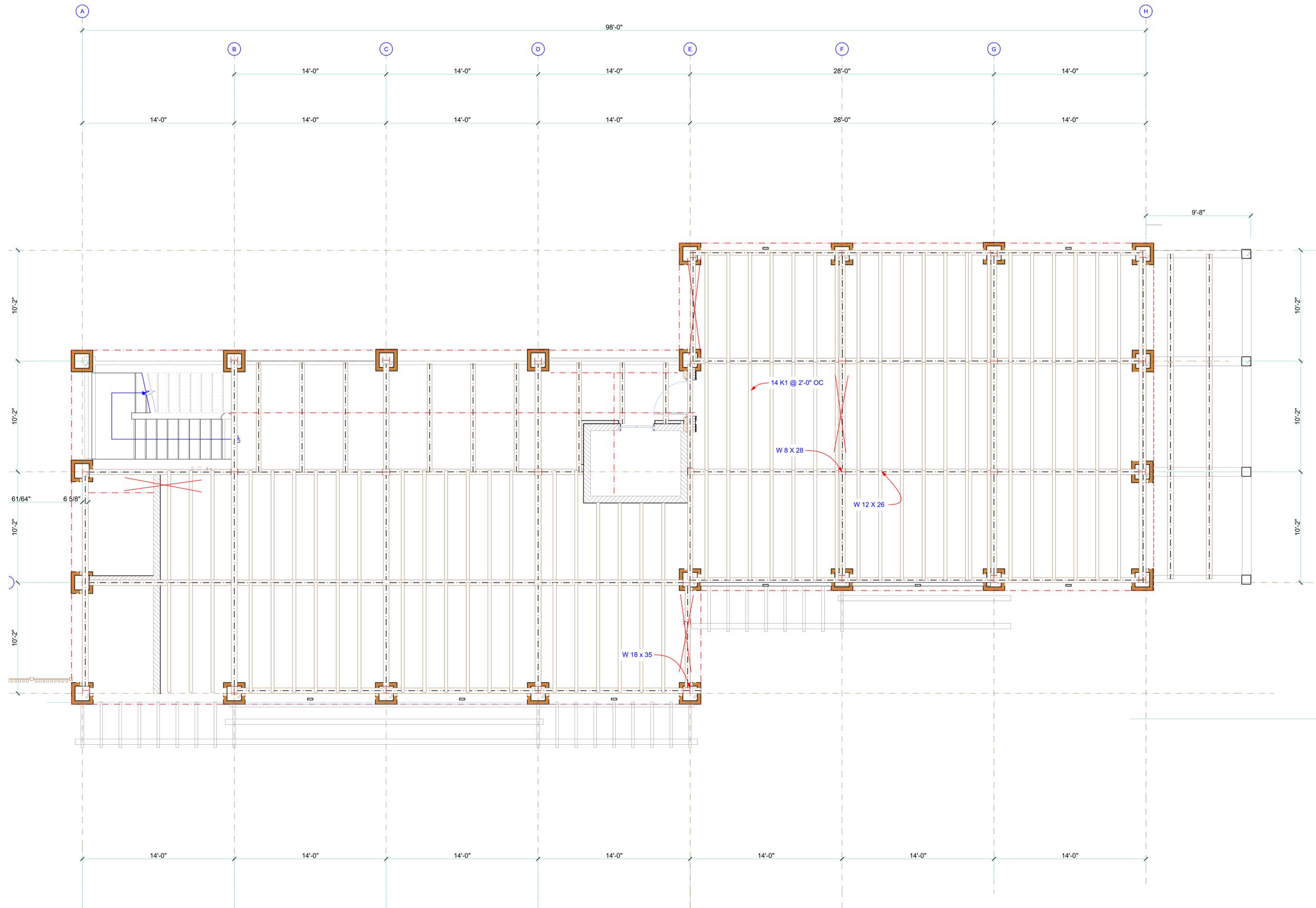
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MARK	DATE	DESCRIPTION

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SHEET TITLE
 Foundation Plan

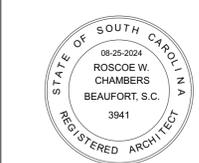
S-001



MIXED USE BUILDING
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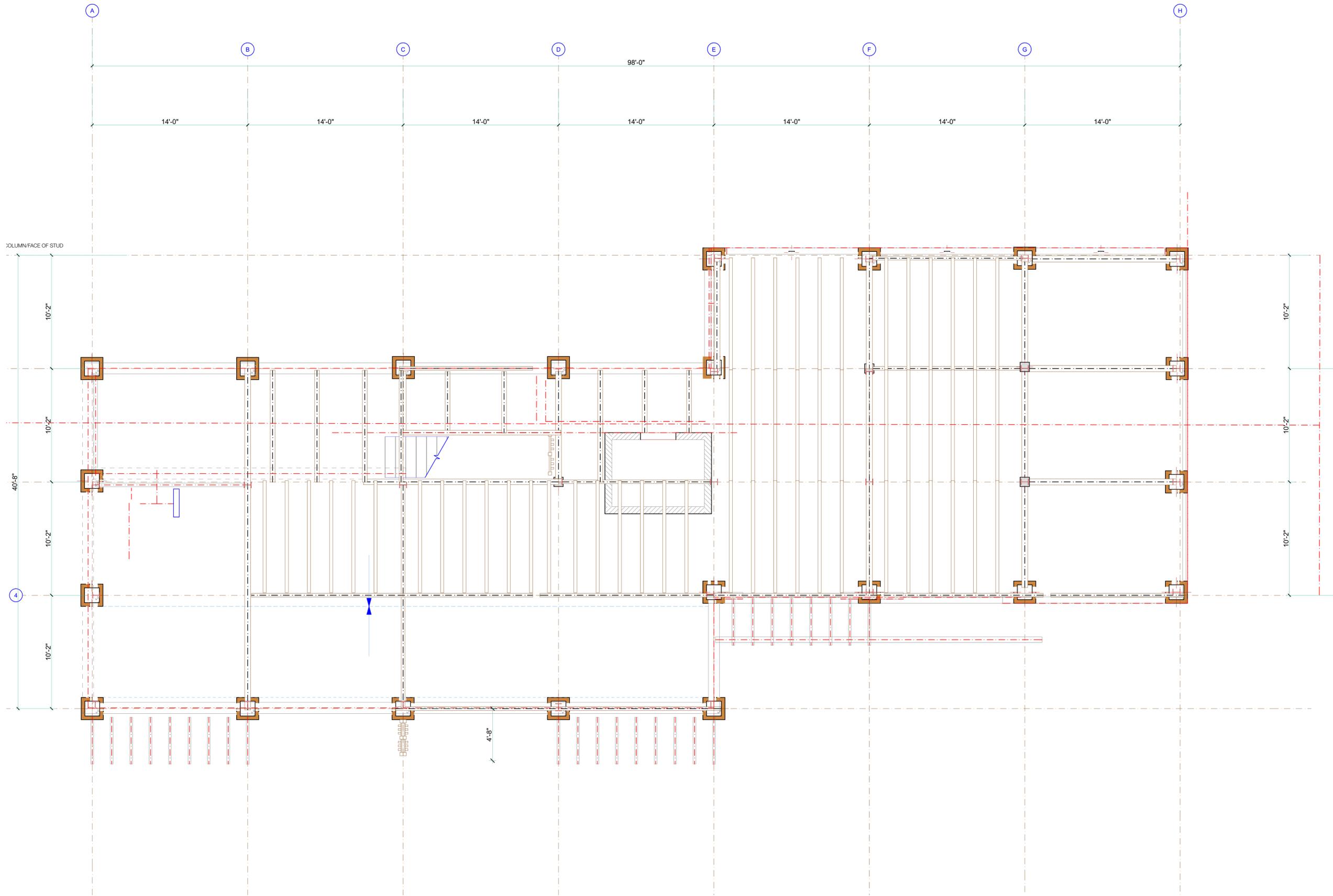
SHEET TITLE

Second Floor
 Framing

S-002

SHEET 5 OF 44

1 Structural Second Floor Framing



1 Structural Second Floor

SCALE: 1/4" = 1'-0"

MIXED USE BUILDING
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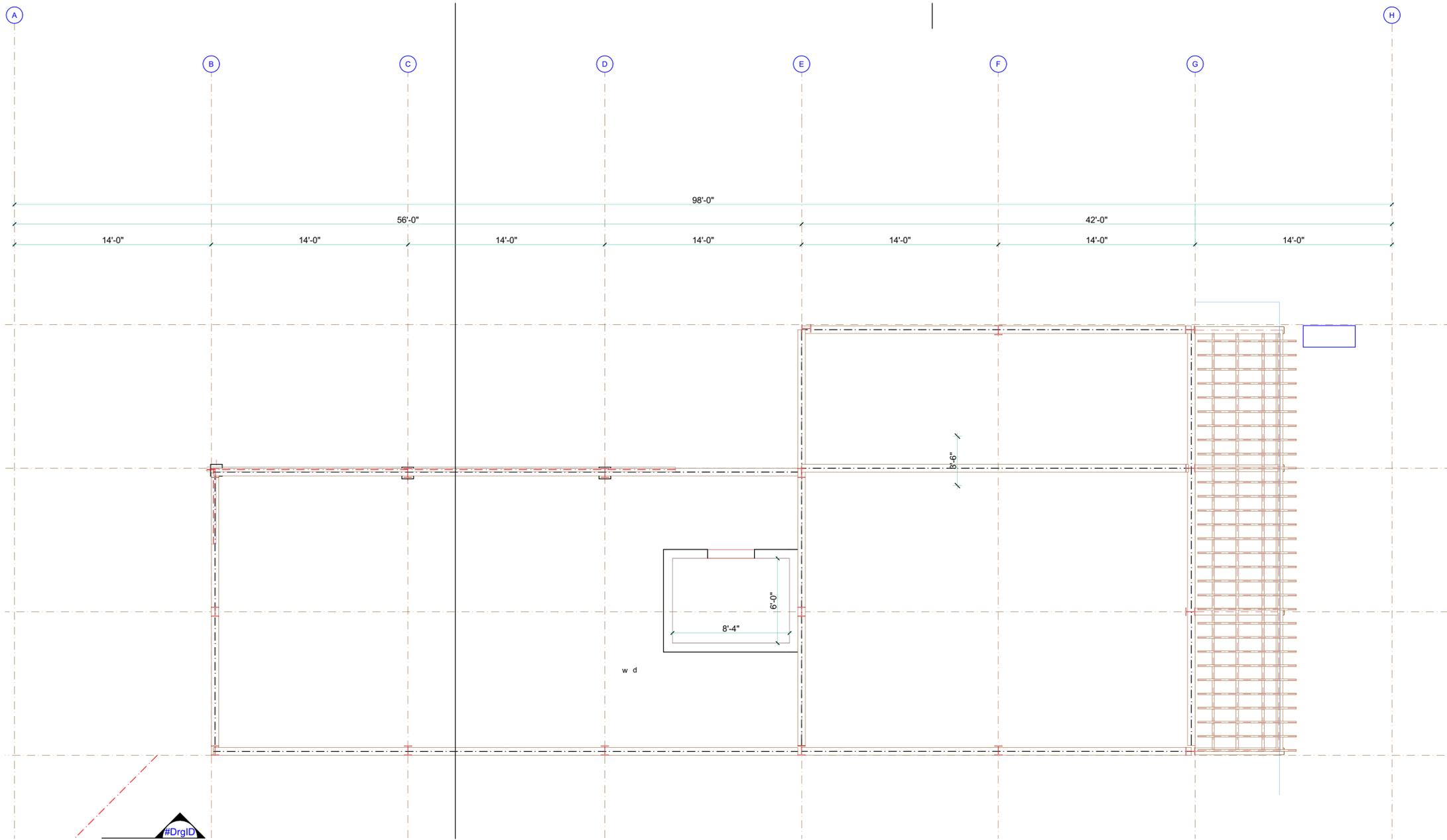
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SHEET TITLE

Third Floor
 Framing

S-003



1 Third Floor
 SCALE: 1/4" = 1'-0"

MIXED USE BUILDING
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SHEET TITLE
 Roof Framing

S-004



STAFF REPORT: Development Design Review

2513 Boundary Street

DATE: December 16th, 2024

GENERAL INFORMATION		
Applicant:	Jarrett Senkbeil agent for Mandeep Singh	
Address/Parcel Number:	2513 Boundary Street/R120 026 000 126B 0000	
Applicant's Request:	To obtain site plan approval for a new car wash.	
ZONING DISTRICT INFORMATION		
	<u>T5-UC</u>	
Lot Width at Setback:	N/A	
Max Lot Coverage:	100%	
Min. Frontage Build Out	60% minimum	
Front Setback	0'-15' max	
Side Setback	0 ft; 0-15 ft corner/alley	
Rear Setback	5 ft	
Building Height:	2 stories min; 5 stories max	
SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS		
<u>Adjacent Zoning</u>	<u>Adjacent Land Uses</u>	<u>Adjacent Buffer Required</u>
North: Water	N/A	N/A
South: C5RMNU	Barber shop/Wendys	N/A
East: T5-UC	Pawn Shop/appliances	N/A
West: T-5 UC	Motel	N/A

Background: The applicant is seeking approval from the Planning Commission to redevelop the site into a drive thru car wash, with an additional undeveloped outlot for future retail. The proposal includes a 8,686 sq. ft drive thru car wash building which includes a roughly ~2,000 sq. ft total portion as storage, and a detached 2,050 sq. ft. building listed as storage as liner buildings. As per the Development Code, all new commercial buildings require site plan/major design approval as per Section 9.8.2.

Access: The site utilized an existing curb cut on Boundary Street/US 21. The existing curb cut would allow both an in and out. No improvements, or turning restrictions are proposed. The Applicant has not provided a TIA. Staff has raised the concern that a drive thru car wash can pass the 50 trip peak hour threshold on a major thoroughfare. There is a detached sidewalk along Boundary Street, this project would retain.

Compatibility with Adjacent Zoning:

The site in question is adjacent to retail uses to the East, and South, and a motel to the West. Should the liner storage buildings be utilized for storage, they will be considered an industrial use and allowed in the T5-UC zone with the conditions outlined in 3.8.2.A. *The Beaufort Code* does not call for any additional side or rear buffers with the adjacent uses or zones.

Parking:

The applicant is providing 22 parking spaces behind the liner building. The parking spaces provided, apart from the handicap spot, all have overhead vacuums. Staff has inquired if the vacuum pumps will be enclosed with a roof or canopy, and the applicant has thus far stated they will be open. Staff has concerns that all the parking spots are to be utilized for vacuum pumps. Staff parking within the pumps does not seem appropriate. Moreover, should the liner buildings ever be utilized, it is also not practical or appropriate to provide all of the parking in these vacuum pump spaces.

TRC/Past Submittals

A pre-design meeting was held on January 11, 2024. In the meantime, the project has been through a number of reviews and was scheduled by a former Staff Planner for a hearing in the Summer, including a Sketch Plan hearing. This meeting was canceled by the Director after the Staff Planner took another position. Moreover, as the property is utilizing an existing curb cut, there is no need for a Sketch Plan approval. The primary issues covered with past reviews were the liner buildings, their lack of depth (which was corrected in a November submittal), the future or storage use of the liner building, and traffic. The applicant has requested a hearing, now that the revised site plan has addressed many of Staff's concerns, Staff feels the Board's direction on the project is appropriate as this moves forward.

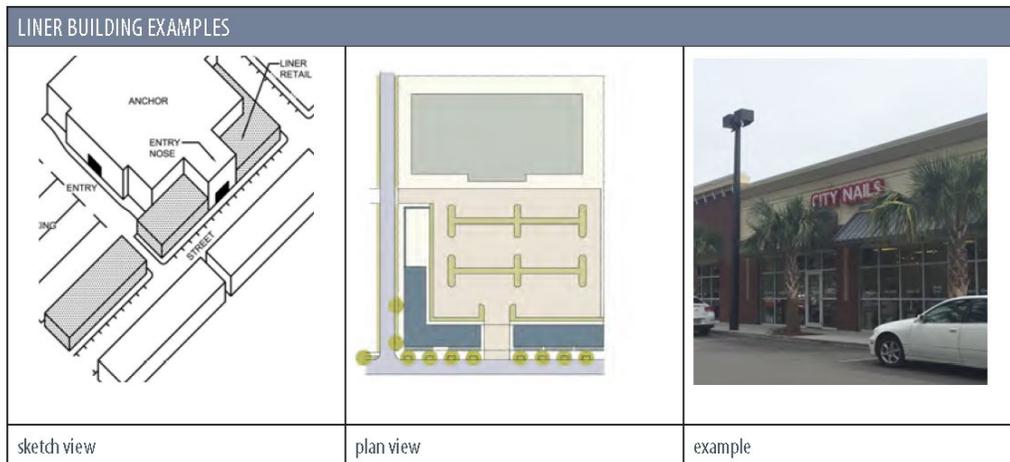
Code References

Staff has provided code references to Section 4.5.9 Liner Buildings, Section 4.5.12 Gas Stations and Car Washes, and Section 3.8.2.A.2.c.

- Staff would note that the proposed site plan may not fulfill the Section 4.5.9 liner building standards, as it creating a false façade with no proposed future use.
- Storage as a use in T-5 UC Section 3.8.2.A.2.c, cannot be met with the current site plan. As per comments in review, the Applicant has not clarified the storage use, and appears to be proposing

the storage as accessory to the Car Wash. Staff has concerns about approving storage in almost ~4,000 sq. ft. as an accessory use to a car wash, as Staff believes this are will either be empty or be utilized in a manner which is not allowed as per the aforementioned reference in the T-5 UC district.

4.5.9 - LINER BUILDING

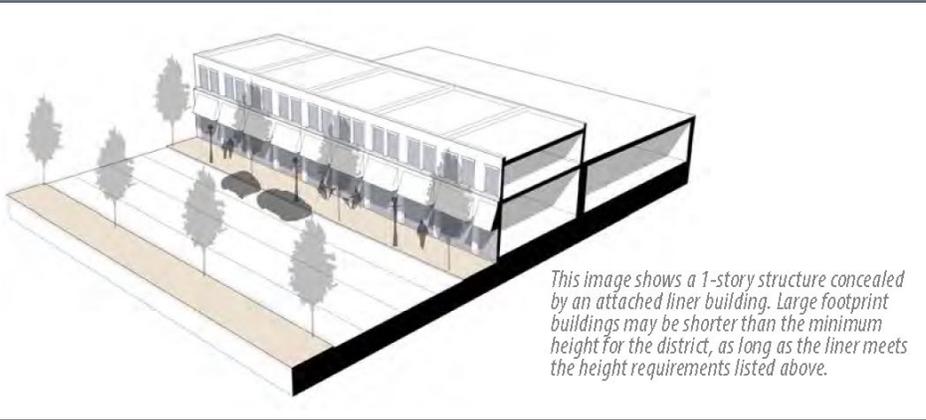


A. Description: This is a shallow structure, typically 25—30 feet deep, which is placed close to the street frontage. It is typically used in conjunction with other Liner Buildings to conceal surface or structured parking, or large-scale commercial buildings. These buildings may contain a variety of uses, including ground floor commercial, and upper-level offices or residential.

B. Special Requirements:

1. Frontage Types: Balcony, Shopfront/Awning, Gallery/Colonnade, Arcade.
2. Frontage Build-Out: 75% minimum.
3. Height: The minimum height for Liner Buildings is 1 story; however, when attached to another structure, it must be tall enough to conceal the building it is screening. Where Liner Buildings conceal a parking structure, the Liner Building shall be a minimum of 1 story; however it is preferred that it be built to such a height that the structure cannot be seen from the right-of-way.
4. Connection: Liner Buildings may either be detached from or attached to the building they are lining.

EXAMPLE: LINER BUILDINGS



4.5.12 GAS/FUEL STATIONS AND CAR WASHES

GAS/FUEL STATION DIAGRAMS



D. Car Wash:

- 1.The bay door(s) to the garage or car wash bay(s) shall not be visible from the Primary Street frontage.
- 2.For a stand-alone car wash not associated with a fuel station, the opening of the bay door shall either face away from the Primary Street or be screened from the street with a Liner Building (Section 4.5.9).

E. Colors: Buildings and canopies shall not be painted in a color or pattern that expresses corporate identify, to the extent that the paint color or pattern is not consistent with the design standards of the district. The use of highly reflective or glossy materials is prohibited.

F. Consistency: All sides of a building shall express consistent architectural detailing and character. All site walls, screen walls, pump island and canopies, and other outdoor covered areas shall be architecturally integrated with the building by using similar material, color, and detailing.

3.8.2 A 2 c (Self Storage in T-5 UC).

Specific to T5-UC and RMX: Such use shall be setback a minimum of 300 feet from the public right-of-way, with the following exceptions:

- i. **Multi-Story:** Multi-story structures, with two or more habitable floors, may comply with the standard setbacks if the ground floor contains an office and/or retail component and meets all of the design standards in Section 4.6.
- ii. **Liner Building:** If a Liner Building exists between the storage units and the right-of-way, these uses may be located less than 300 [feet] from the public right-of-way. See [Section 4.5.9](#) for more requirements and standards for Liner Buildings.

Findings of Fact:

<u>9.8.2.1 Finding of Fact</u>	<u>Rationale Present (yes/no)</u>	<u>Staff Analysis of Rationale</u>
a. The plan is consistent with the adopted plans and policies of the City.	No	<ul style="list-style-type: none"> ➤ The plan does not meet the adopted plans and policies of the city as per Section 3.8.2 A 2 c, or 4.5.9. ➤ The liner buildings are unusable and cannot be used as storage per code. In addition, the parking provided is not appropriate for any future use of the liner buildings.

<p>b. The plan complies with all applicable requirements of this Code.</p>	<p>No</p>	<ul style="list-style-type: none"> ➤ The Plan does not conform with Section 4.5.9 liner buildings. ➤ The plans do not comply with <i>The Beaufort Code</i>. 3.8.2.A.2.c which calls for self-storage facilities to be a minimum of 300 feet from public Right-of-Way unless the building has a liner building or a Multi-story structure with a habitable floor with an office component on the ground floor.
<p>c. There exists adequate infrastructure (transportation and utilities) to support the plan as proposed.</p>	<p>No</p>	<ul style="list-style-type: none"> ➤ There are utilities, road access points and on the site to support the plan. ➤ A TIA as per Section 7.3.2 should be considered as to whether turn restrictions, etc. are necessary.
<p>d. The proposed plan conforms to the character of the neighborhood, considering the location, type and height of buildings or structures and the type and extent of landscaping on the site.</p>	<p>No.</p>	<ul style="list-style-type: none"> ➤ The use is allowed in T-5 UC with specific design requirements such as a liner building. However, the liner building does not satisfy the specific requirements of 4.5.9.
<p>e. The proposed plan conforms to the Building Design Standards in Article 4.</p>	<p>No</p>	<ul style="list-style-type: none"> ➤ The use is allowed in T-5 UC with specific design requirements such as a liner building to screen the bays and parking. Unfortunately, the liner building design as presented does not create a useable liner building for future use. ➤ Additional landscaping to soften the use from the motel, and street trees along boundary Street should be considered. the site. ➤ Bahama metal shutters must be operable per the Beaufort Code section 4.6.3.D.1.a. This should be noted on the elevations and

		<p>subsequent details.</p> <ul style="list-style-type: none"> ➤ It is recommended that all EIFS stucco be smooth finished. ➤ It is recommended that the faux fenestration on the west and east elevations be constructed out of smooth sided fiber cement panels and batten trim rather than EIFS. Generally, staff doesn't support faux fenestration, but these elevations do not face a street or public way and help to break up an otherwise long blank facade. ➤ As the project moves forward, more information on specific finishes, colors, lights, etc. need to be provided. Note: exterior lights must comply with section 5.8, paying attention to light shielding and illumination direction.
<p>f. The application will not substantially lessen the value of adjoining or abutting property and will not be detrimental to the use or development of adjacent properties or other neighborhood uses.</p>	<p>No.</p>	<ul style="list-style-type: none"> ➤ See previous comments of a-e.

FINDINGS AND RECOMMENDATIONS

Staff Recommendation: Staff recommends discussion of the request, with a motion to table to a future date with the following recommendations:

Architecture

1. The applicant should note that the louvered window treatments on A200 (two story structure) are interior applied behind the glass, that read like closed exterior shutters. The applicant's sections on sheet A300 and A400 accurately illustrate the condition, but a simple note on the elevations may eliminate confusion.
2. Bahama metal shutters must be operable per the Beaufort Code section 4.6.3.D.1.a. This should be noted on the elevations and subsequent details.
3. It is recommended that all EIFS stucco be smooth finished.
4. It is recommended that the faux fenestration on the west and east elevations be constructed out of smooth sided fiber cement panels and batten trim rather than EIFS. Generally, staff doesn't support faux fenestration, but these elevations do not face a street or public way and help to break up an otherwise long blank facade.
5. As the project moves forward, more information on specific finishes, colors, lights, etc. need to be provided. Note: exterior lights must comply with section 5.8, paying attention to light shielding and illumination direction.

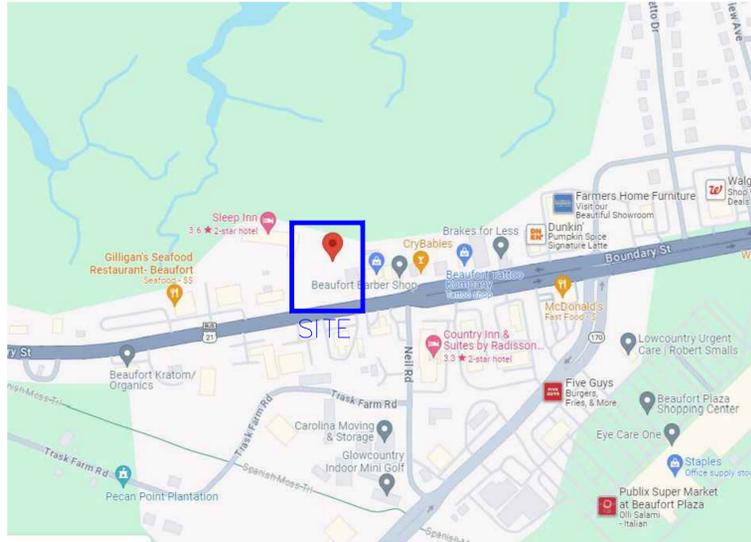
Planning

6. The applicant must clarify where the storage shall be used as a standalone business, or as storage accessory to the car wash. If the storage is to be used utilized as a business, the site plan does not satisfy the requirements of Section 3.8.2 A 2 c (Self Storage in T-5 UC).
7. The code Section 4.5.9 intends for liner buildings, such as what is proposed as storage in the site plan, to be useable. As per finding #6, the applicant has not clarified the use. Staff recommends the use be recategorized as retail or office to satisfy Section 4.5.9.
8. Staff recommends the Applicant reconsider the parking area which is currently covered

with overhead vacuum devices and how it will provide practical parking to the liner building use and staff.

- 9. A final lighting plan will be required with the site plan for approval.**
- 10. A standalone car wash on a major arterial may exceed 50 trips per hour on certain peak hours which would trigger a TIA per Section 7.3.2 of the Development Code. No TIA was provided. This may trigger restrictions of the turn lane, or other improvements important to the safety of the public and future customers**
- 11. Staff questions what the adjoining future use will be, as per recommendation #9 above, a retail use at said location will certainly trigger a TIA when paired with a car wash.**
- 12. Staff does not support the long blank west elevation of the carwash building. This will be visible from Boundary Street. The applicant should study ways to introduce plane shifts, material changes, and create a rhythm of bays like the east side. We would recommend an enhanced landscape buffer, including a living fence on this side.**
- 13. A better existing tree survey as per Section 5.3 of the Development Code should be provided. The current submittal is within the civil documents, and hard to decipher. Staff and the PC highly value landmark and specimen trees, please be prepared to explain why the design dictates any existing trees must be removed.**

CIVIL CONSTRUCTION PLANS FOR: PALMETTO SHINE BEAUFORT



2513 BOUNDARY STREET
R122 026 000 126B 0000
BOOK 1281 PG 631
BEAUFORT,
BEAUFORT COUNTY, SC

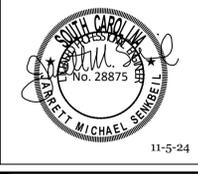


PROJECT INFORMATION	
ZONING	T5-UC
SETBACKS	FRONT 40', SIDE 15'
BUFFERS	5' MIN SIDE AND REAR BUFFER
OVERALL SITE AREA	1.89 ACRES
TOTAL DISTURBED AREA	1.64 ACRES
EXISTING IMPERVIOUS AREA	0.18 ACRES
EX. IMPERVIOUS TO BE REMOVED	0.18 ACRES
PROPOSED NEWLY FORMED IMPERVIOUS AREA	1.18 ACRES
NEW NET IMPERVIOUS AREA	1.18 ACRES
PARKING REQUIRED	1 SPACES 400 GROSS SQ FEET = 33 SPACES
PARKING PROVIDED	34 SPACES > 33 REQUIRED

SHEET INDEX	
C101	COVER SHEET
C201	GENERAL NOTES AND LEGEND
C202	EXISTING CONTEXT
C203	PLAT
C300	TOPOGRAPHIC SURVEY
C301	EXISTING CONDITIONS
C302	DEMOLITION PLAN
C401	SITE PLAN
C402	TREE SURVEY PLAN
C403	SUBDIVISION EXHIBIT
C501	GRADING AND DRAINAGE PLAN
C502	POND BMP DETAIL PLAN
C503	STORM DRAINAGE PLAN
C504	STORM PROFILES
C601	UTILITY PLAN
C602	UTILITY PROFILES
C701-C703	EROSION CONTROL PLANS
C704	EROSION CONTROL NOTES
C801-807	CONSTRUCTION DETAILS
CS, L1-L7	LANDSCAPE PLAN

PROJECT CONTACTS	
OWNER/ DEVELOPER:	SIG MANAGEMENT 523 PLEASANT HOME RD AUGUSTA, GA 30907 MANDEEP SINGH 706-396-5700
CIVIL ENGINEER	ONSITE CIVIL GROUP, LLC 980 BIRMINGHAM RD, SUITE 501-340 MILTON, GA 678-615-3347
LANDSCAPE ARCHITECT	J.K. TILLER ASSOCIATES, INC. 181 BLUFFTON RD, SUITE B104, BLUFFTON, SOUTH CAROLINA 29910 KATHLEEN DUNCAN 843-815-4800 EXT.3#

24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700



REVISIONS		
No.	DATE	DESCRIPTION

SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

COVER SHEET

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: C 101

CONSTRUCTION SEQUENCE NOTES:

PHASE I

- 1. OBTAIN COVERAGE UNDER THE CONSTRUCTION GENERAL PERMIT SCR 100000 FROM DHEC. OBTAIN GRADING/EROSION CONTROL PLAN APPROVAL FROM CITY OF BEAUFORT.
2. SET UP A PRE-CONSTRUCTION CONFERENCE WITH CITY OF BEAUFORT.
3. NOTIFY DHEC EQC REGIONAL OFFICE 48 HOURS PRIOR TO BEGINNING LAND-DISTURBING ACTIVITIES.
4. INSTALL CONSTRUCTION ENTRANCE AND SILT FENCE AS SHOWN ON PLANS. PERFORM AS LITTLE DEMOLITION AND CLEARING AS NECESSARY TO INSTALL THESE DEVICES.
5. CALL FOR ON-SITE INSPECTION BY INSPECTOR. WHEN APPROVED, CLEARING AND GRUBBING MAY BEGIN.

PHASE II

- 1. CONTRACTOR SHALL MEET WITH EROSION CONTROL INSPECTOR PRIOR TO COMMENCING WITH EACH PHASE OF EROSION CONTROL MEASURES.
2. THE CONTRACTOR SHALL DILIGENTLY AND CONTINUOUSLY MAINTAIN ALL EROSION CONTROL DEVICES AND STRUCTURES. TEMPORARILY SEED DENUDEED AREAS THROUGH CONSTRUCTION THAT WILL BE INACTIVE FOR 14 DAYS OR MORE.
3. BEGIN CLEARING AND GRUBBING THE REMAINDER OF THE SITE.
4. BEGIN GRADING THE SITE.
5. INSTALL STORM SEWERS AS SHOWN.
6. INSTALL SEDIMENT TRAPS AT ALL INLET POINTS.
7. INSTALL TUNNEL PORTION OF CARWASH INCLUDING CONCRETE AND PREPARE BUILDING PAD TO GRADE.
8. PERMANENTLY STABILIZE SITE AS AREAS ARE BROUGHT TO FINISHED GRADE.

PHASE III

- 1. CONTRACTOR SHALL MEET WITH EROSION CONTROL INSPECTOR PRIOR TO COMMENCING WITH EACH PHASE OF EROSION CONTROL MEASURES.
2. THE CONTRACTOR SHALL DILIGENTLY AND CONTINUOUSLY MAINTAIN ALL EROSION CONTROL DEVICES AND STRUCTURES. TEMPORARILY SEED DENUDEED AREAS THROUGH CONSTRUCTION THAT WILL BE INACTIVE FOR 14 DAYS OR MORE.
3. CONTINUE SITE GRADING.
4. INSTALL REMAINING BUILDING PAD AND REMAINING UTILITIES.
5. PREPARE SITE FOR PAVING. PAVE SITE.
6. COMPLETE GRADING AND STABILIZATION OVER ALL AREAS.
7. COORDINATE WITH EROSION CONTROL INSPECTOR PRIOR TO REMOVAL OF EROSION CONTROL MEASURES.
8. INSTALL PERMANENT SEEDING AND EROSION BLANKETS. REMOVE ANY REMAINING TEMPORARY BMPS.
9. PERMANENTLY STABILIZE AREAS DISTURBED BY REMOVAL OF BMPS.
10. OBTAIN FINAL APPROVAL FROM EROSION CONTROL INSPECTOR, FILE NOTICE OF TERMINATION WITH DHEC.

SDHEC STANDARD NOTES:

- 1. IF NECESSARY, SLOPES, WHICH EXCEED EIGHT (8) VERTICAL FEET SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS, IN ADDITION TO HYDROSEEDING. IT MAY BE NECESSARY TO INSTALL TEMPORARY SLOPE DRAINS DURING CONSTRUCTION. TEMPORARY BERMS MAY BE NEEDED UNTIL THE SLOPE IS BROUGHT TO GRADE.
2. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN FOURTEEN (14) DAYS AFTER WORK HAS CEASED, EXCEPT AS STATED BELOW.
3. ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE CALENDAR EVERY WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATES THAT A BMP HAS BEEN INAPPROPRIATELY, OR INCORRECTLY, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION REQUIRED TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.
4. PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED, AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION, FILL, COVER, AND TEMPORARY SEEDING AT THE END OF EACH DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE SEDIMENT BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.
5. ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
6. THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO PAVED ROADWAY(S) FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.
7. RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING CONSTRUCTION OR OBTAIN APPROVAL OF AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C REG. 72-300 ET SEQ. AND SCR100000.
8. TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.
9. ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CANT BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.
10. LITTER, CONSTRUCTION DEBRIS, OILS, FUELS, AND BUILDING PRODUCTS WITH SIGNIFICANT POTENTIAL FOR IMPACT (SUCH AS STOCKPILES OF FRESHLY TREATED LUMBER) AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.
11. A COPY OF THE SWPPP, INSPECTIONS RECORDS, AND RAINFALL DATA MUST BE RETAINED AT THE CONSTRUCTION SITE OR A NEARBY LOCATION EASILY ACCESSIBLE DURING NORMAL BUSINESS HOURS, FROM THE DATE OF COMMENCEMENT OF CONSTRUCTION ACTIVITIES TO THE DATE THAT FINAL STABILIZATION IS REACHED.
12. INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.
13. MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
14. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
15. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES AND EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMPS (SEDIMENT BASIN, FILTER BAG, ETC.).
16. THE FOLLOWING DISCHARGES FROM SITES ARE PROHIBITED:
- WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL;
- WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS;
- FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE; AND
- SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING.
17. AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK AND MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE.
18. IF EXISTING BMPS NEED TO BE MODIFIED OR IF ADDITIONAL BMPS ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT AND/OR SC'S WATER QUALITY STANDARDS, IMPLEMENTATION MUST BE COMPLETED BEFORE THE NEXT STORM EVENT WHENEVER PRACTICABLE. IF IMPLEMENTATION BEFORE THE NEXT STORM EVENT IS IMPRACTICABLE, THE SITUATION MUST BE DOCUMENTED IN THE SWPPP AND ALTERNATIVE BMPS MUST BE IMPLEMENTED AS SOON AS REASONABLY POSSIBLE.
19. A PRE-CONSTRUCTION CONFERENCE MUST BE HELD FOR EACH CONSTRUCTION SITE WITH AN APPROVED ON-SITE SWPPP PRIOR TO THE IMPLEMENTATION OF CONSTRUCTION ACTIVITIES. FOR NON-LINEAR PROJECTS THAT DISTURB 10 ACRES OR MORE THIS CONFERENCE MUST BE HELD ON-SITE UNLESS THE DEPARTMENT HAS APPROVED OTHERWISE.
20. CONTRACTORS ARE REQUIRED TO HAVE RAIN GAUGES AT THE CONSTRUCTION SITE AND THE RAIN TOTALS DOCUMENTED FOR REVIEW BY SPARTANBURG COUNTY AND SCDHEC.
21. A PRE-CONSTRUCTION CONFERENCE MUST BE HELD WITH SPARTANBURG COUNTY AT LEAST 48 HOURS PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES. THE OWNER, DESIGN ENGINEER AND CONTRACTOR MUST BE PRESENT AND HAVE OBTAINED THE STORMWATER PERMIT, STAMPED APPROVED PLANS AND THE N.O.I APPROVAL LETTER FROM SCDHEC BEFORE CALLING SPARTANBURG COUNTY AT 864-595-5320 TO SCHEDULE THIS MEETING.

SURVEY NOTE: EXISTING CONDITIONS BASED OF A GROUND RUN TOPOGRAPHIC SURVEY PREPARED BY GASQUE & ASSOCIATES INC., DATED 9/11/17. THE BASIS OF BEARING FOR THIS SURVEY IS NAVD 88. THE VERTICAL DATUM IS S.C. VRS NETWORK. ONSITE CIVIL GROUP LLC TAKES NO LIABILITY FOR THE ACCURACY OF THIS SURVEY. CONTRACTORS AND SUB-CONTRACTORS A RESPONSIBLE FOR VERIFICATION OF FIELD CONDITIONS.

STORM DRAINAGE NOTES:

- 1. ENGINEER: ONSITE CIVIL GROUP, LLC 980 BIRMINGHAM RD, SUITE 501-340 MILTON, GA 30004 PHONE: (404) 822-9147 CONTACT: JARRETT SENKBEIL, P.E., LEED AP
2. TOTAL SITE AREA: 1.89 ACRES DISTURBED AREA: 1.64 ACRES PRE-DEVELOPMENT IMPERVIOUS SITE AREA: 0.06 ACRES PRE-DEVELOPED IMPERVIOUS AREA TO BE REMOVED: 0.06 ACRES PROPOSED IMPERVIOUS AREA: 1.18 ACRES TOTAL POST-DEVELOPMENT IMPERVIOUS SITE AREA: 1.18 ACRES
3. ALL STORMWATER INFRASTRUCTURES ON THIS SITE ARE PRIVATELY OWNED, AND ANY MAINTENANCE OR REPLACEMENT IS THE OWNER'S RESPONSIBILITY.
4. ACCORDING TO FEMA FLOOD INSURANCE RATE MAP COMMUNITY NO. 45013C0154G MARCH 23, 2021 THIS PROPERTY IS LOCATED WITHIN ZONE X (NOT A SPECIAL FLOOD HAZARD AREA).

NOTES:

- 1. ALL DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED IN ACCORDANCE WITH THE LANDSCAPE PLAN. SEE EROSION CONTROL PLANS FOR TEMPORARY MEASURES.
2. TOTAL SITE ACREAGE: 1.89 ACRES. DISTURBED AREA: 1.64 ACRES
3. ACCORDING TO SOIL SURVEY OF BEAUFORT, SC THE SITE CONSISTS OF: SEE C706 FOR SOIL MAP
4. ESTIMATED RUNOFF COEFFICIENT: A. PRIOR TO CONSTRUCTION: .37 B. AFTER CONSTRUCTION: .81
5. POTENTIAL SOURCES OF POLLUTION THAT MAY AFFECT THE QUALITY OF STORM WATER DISCHARGE FROM THE CONSTRUCTION SITE INCLUDE:
A. OFF-SITE VEHICLE TRACKING OF DIRT, SOILS AND SEDIMENT AND THE GENERATION OF DUST
B. PETROLEUM SPILLS AND LEAKS
PRACTICES TO REDUCE THESE POLLUTANTS DURING CONSTRUCTION INCLUDE THE USE OF A CONSTRUCTION EXIT, TEMPORARY AND PERMANENT VEGETATION, MEASURES THAT WILL BE INSTALLED DURING CONSTRUCTION THAT WILL CONTROL POLLUTANTS IN STORM WATER RUNOFF THAT OCCURS AFTER CONSTRUCTION IS COMPLETE INCLUDE PERMANENT VEGETATION.
6. WASHOUT OF THE CONCRETE TRUCK DRUM ON-SITE IS PROHIBITED. WASHOUT OF TOOLS, CONCRETE MIXER CHUTES, HOPPERS, AND THE REAR WHEELS OF VEHICLES SHALL BE HANDLED BY EITHER A PRE-FABRICATED CONCRETE WASHOUT BIN OR A BELOW GRADE SUMP 10'X10' WITH 6" OF FREEBOARD. EITHER BMP SHALL BE LINED WITH 10MIL PLASTIC, OVERLAPPING 4", WITH NO HOLES OR TEARS THAT ALLOW LEAKAGE. A WASHOUT SHOULD BE LOCATED 50' AWAY FROM STORM DRAINS, OPEN DITCHES, OR WATER COURSES. BELOW GRADE WASHOUTS SHALL BE LINED ON THE DOWNSTREAM SIDE WITH HAY BALES.
7. SILT FENCE MUST BE IN PLACE PRIOR TO AND DURING ALL LAND DISTURBING ACTIVITIES UNTIL FINAL STABILIZATION OF THE SITE HAS BEEN ACHIEVED.
8. THE ENTIRE SITE IS WITHIN THE SAME ULTIMATE DRAINAGE BASIN AND THE DISTURBED ACREAGE IS 1.64 ACRES. THE DRAINAGE BASIN DOES NOT CHANGE WITH THE PROPOSED CONSTRUCTION. THE POST CONSTRUCTION DRAINAGE AREA FOR THE SITE IS 1.89 ACRES WHICH FLOWS TO ALBERGOTTIE CREEK.

UTILITY NOTES:

- 1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITIES AND THEIR ELEVATIONS PRIOR TO STARTING CONSTRUCTION.
2. THE CONTRACTOR SHALL CONTACT PUBLIC UTILITIES INSPECTIONS AT LEAST 24 HOURS IN ADVANCE PRIOR TO ANY ACTIVITY.
3. CONTRACTOR TO COORDINATE TYPE AND INSTALLATION OF DOMESTIC AND IRRIGATION WATER METERS, BACKFLOW PREVENTORS, AND DETECTOR CHECK VALVES WITH UTILITY COMPANY.
4. ONSITE CIVIL GROUP WILL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
5. ALL WORK TO BE DONE IN STRICT ACCORDANCE WITH LOCAL GOVERNING CODES.
6. A MINIMUM OF 10' HORIZONTAL SEPARATION AND 1.5' VERTICAL SEPARATION SHALL BE PROVIDED BETWEEN SEWER LINES AND WATER LINES AT ALL TIMES. SEE SPECIFICATIONS FOR MORE DETAIL.

LEGEND table with columns for EXISTING and PROPOSED symbols for various features like BENCHMARK, BUILDING, CONCRETE, etc.

ABBREVIATIONS table with columns for AC, AGGR, ASPH, CB, etc. and their corresponding symbols.

ONSITE CIVIL GROUP logo and contact information: 980 BIRMINGHAM RD, SUITE 501-340, MILTON, GA 30004. PHONE: 678-616-1111. WWW.ONSITECIVIL.COM. INFO@ONSITECIVIL.COM

Professional Engineer seals for Jarrett Senkbeil, P.E. (No. 004511) and Jarrett Michael Senkbeil, P.E. (No. 28875) from the State of South Carolina.

REVISIONS table with columns for No., DATE, and DESCRIPTION.

SIG MANAGEMENT 523 PLEASANT HOME RD AUGUSTA, GA 30907 MANDEEP SINGH 706-396-5700

PALMETTO SHINE, BEAUFORT 2513 BOUNDARY STREET BEAUFORT, SC 29906

GENERAL NOTES & LEGEND

DATE: NOVEMBER 5, 2024 PROJECT: 23-038

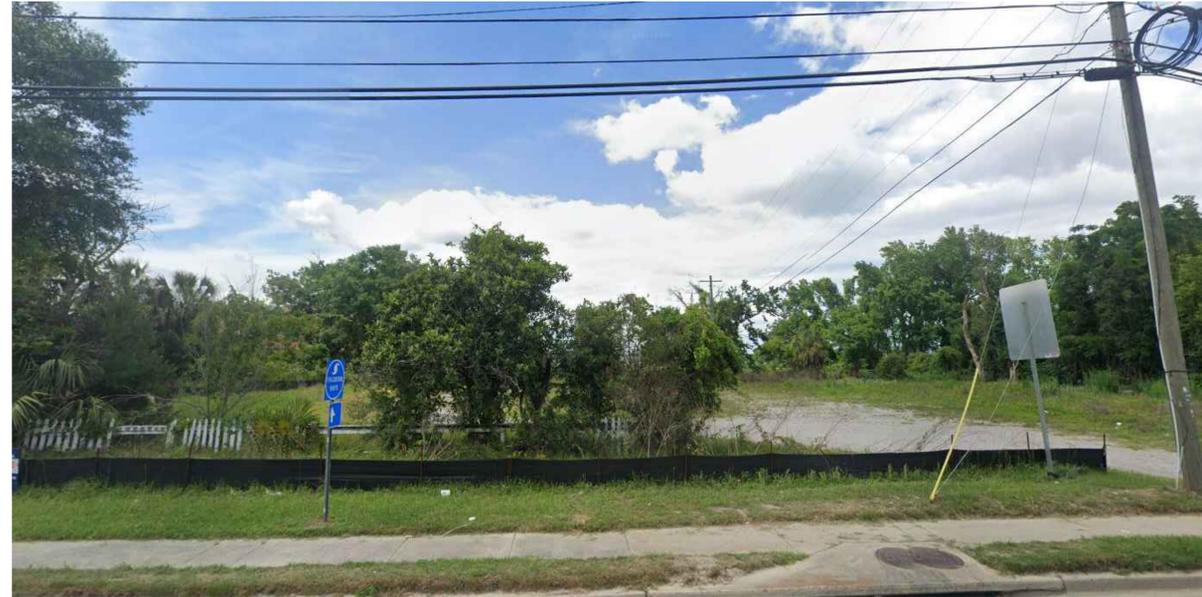
SHEET: C 201

The Palmetto Utility Protection Service, Inc. 3 DAYS BEFORE DIGGING IN SOUTH CAROLINA CALL 1-888-721-7877. UNDERGROUND LOCATORS CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS. Call BEFORE you DIG!

24 HOUR CONTACT: MANDEEP SINGH 706-396-5700

C:\USERS\BLAKE\ON-SITE DRAGBOX\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT SC\DWG\10-31-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY BLAKE WATSON

C:\USERS\BLAKE\ONSITE DROPBOX\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT SC\DWG\10-11-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY BLAKE WATSON



EXISTING SITE



ADJACENT STRUCTURE WEST OF EXISTING SITE



ADJACENT STRUCTURE EAST OF EXISTING SITE

24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700

ON SITE
CIVIL GROUP
980 BIRMINGHAM RD, SUITE 603-940 MILTON, GA 30004
PHONE: 678-611-1111
WWW.ONSITECIVIL.COM
INFO@ONSITECIVIL.COM



REVISIONS		
No.	DATE	DESCRIPTION

SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

EXISTING
CONTEXT

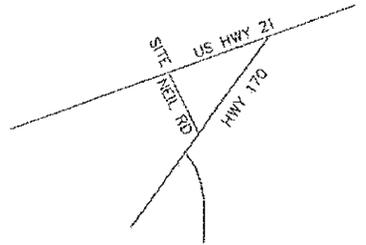
DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: C 202

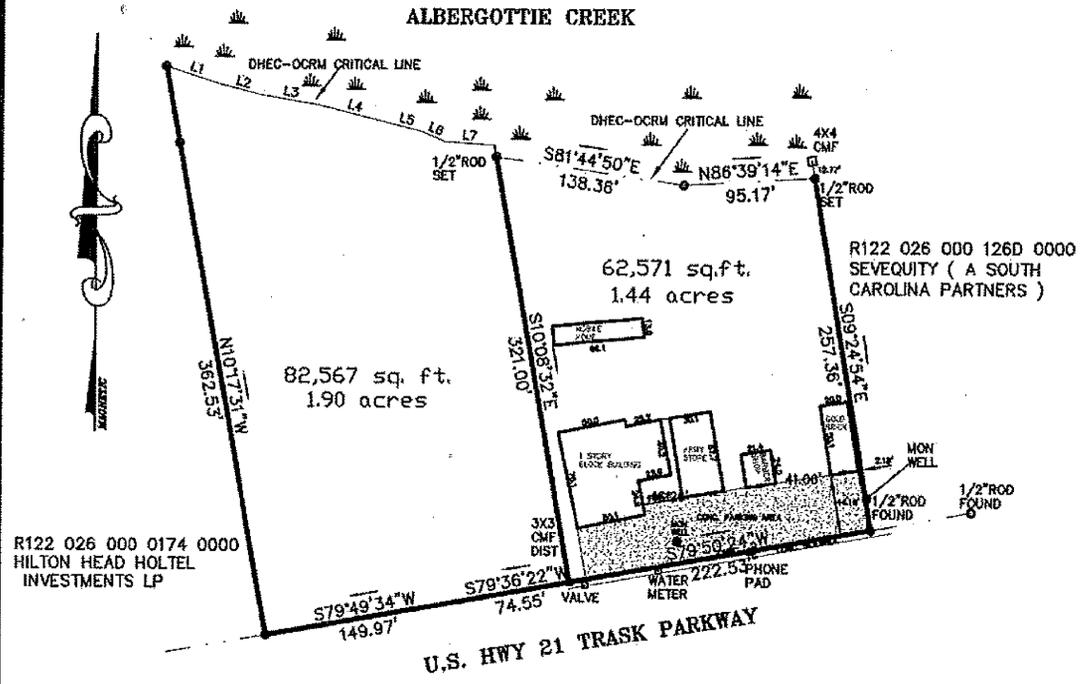
C:\USERS\BLAKE\ONSTIE_DROPBOX\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT SC.DWG\10-11-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY BLAKE WATSON



GASQUE & ASSOCIATES INC.
LAND SURVEYORS & PLANNERS
28 PROFESSIONAL VILLAGE CIRCLE, BEAUFORT, S.C.
P.O. BOX 1363, BEAUFORT, S.C.
PHONE (843) 522-1798



VICINITY MAP NOT TO SCALE



R122 026 000 0174 0000
HILTON HEAD HOTTEL
INVESTMENTS LP

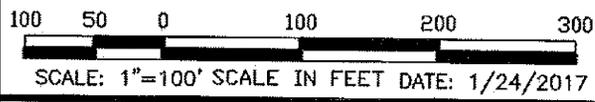
R122 026 000 126D 0000
SEVEQUITY (A SOUTH
CAROLINA PARTNERS)

U.S. HWY 21 TRASK PARKWAY

DHEC-OCRM CRITICAL LINE
THE AREA SHOWN ON THIS PLAT IS A PRESENTATION OF DEPARTMENT PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS BY THEIR NATURE ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME. BY DELINEATING THE PERMIT AUTHORITY OF THE DEPARTMENT, THE DEPARTMENT IN NO WAY WAIVES ITS RIGHT TO ASSERT PERMIT JURISDICTION AT ANY TIME IN ANY CRITICAL AREA ON THE SUBJECT PROPERTY, WHETHER SHOWN HEREON OR NOT.

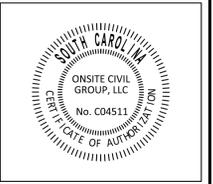
COMPOSITE MAP PREPARED FOR
JLM INVESTMENT GROUP
BEING TAX PARCELS R122 026 126C & 126B AS SHOWN ON A PLAT BY DAVID E. GASQUE DATED 9/14/05 AND A PLAT BY DAVID S YOUMANS DATED 7/27/05 RECORDED IN BOOK 118, PAGE 108 BEAUFORT COUNTY R.M.C. OFFICE LOCATED ON PORT ROYAL ISLAND, BEAUFORT COUNTY SOUTH CAROLINA TAX MAP R122-026-126C & 126B
THE CERTIFIER HAS NOT INVESTIGATED OR BEEN INSTRUCTED TO INVESTIGATE THE EXISTENCE OR NONEXISTENCE OF ANY OVERLAY DISTRICTS, SUCH AS: AIRPORT, MILITARY, NOISE, CRASH POTENTIAL OR ENVIRONMENTAL ISSUES.
CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
THIS PLAT IS COPYRIGHTED AND IS INTENDED ONLY FOR THE ENTITY OR PERSON(S) SHOWN HERE ON.
THIS PLAT REPRESENTS A SURVEY BASED ON THE LISTED REFERENCES ONLY AND IS NOT THE RESULT OF A TITLE SEARCH.
SETBACKS SHOWN AS PER PLAT OF RECORD AND MUST BE VERIFIED WITH OFFICIAL AGENCY BEFORE PURCHASE AND OR CONSTRUCTION ON SUBJECT PROPERTY.
BEFORE ANY DESIGN WORK OR CONSTRUCTION ON THIS SITE IS STARTED FLOOD ZONE INFORMATION MUST BE VERIFIED BY PROPER BUILDING CODES OFFICIAL.
THIS PROPERTY APPEARS TO LIE IN FLOOD ZONE 'C' & A11 EL. 13.00' AS DETERMINED BY F.E.M.A. FIRM COMM-PANBL NUMBER 450026 0006 D. DATED 09/29/88 (INDEX DATE 11/04/92)
THE UNDERSIGNED DOES NOT CERTIFY THAT THE PROPERTY SHOWN HEREON COMPLIES WITH ANY RESTRICTIVE COVENANTS OR ANY CITY AND/OR COUNTY ORDINANCES.

I, DAVID E. GASQUE, HEREBY CERTIFY TO JLM INVESTMENT GROUP THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS SURVEY AS SPECIFIED THERE IN. ALSO THERE ARE NO ENCROACHMENTS OR PROJECTIONS OTHER THEN SHOWN. THIS SURVEY IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE AND HAS AN EMBOSSED SEAL. AREA DETERMINED BY COORDINATE METHOD.



DAVID E. GASQUE, R.L.S. JOB # 46165
S.C. REGISTRATION NUMBER 10500 FB#NA/NA DSGN#7
THIS PLAT IS NOT BINDING UNLESS ACCOMPANIED BY AN ORIGINAL SIGNATURE AND AN EMBOSSED SEAL.

ON SITE
CIVIL GROUP
980 BIRMINGHAM RD, SUITE 205-240 MILTON, GA 30004
PHONE: 678-611-1111
WWW.ONSTECIVIL.COM
INFO@ONSTECIVIL.COM



REVISIONS

No.	DATE	DESCRIPTION

SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

PLAT

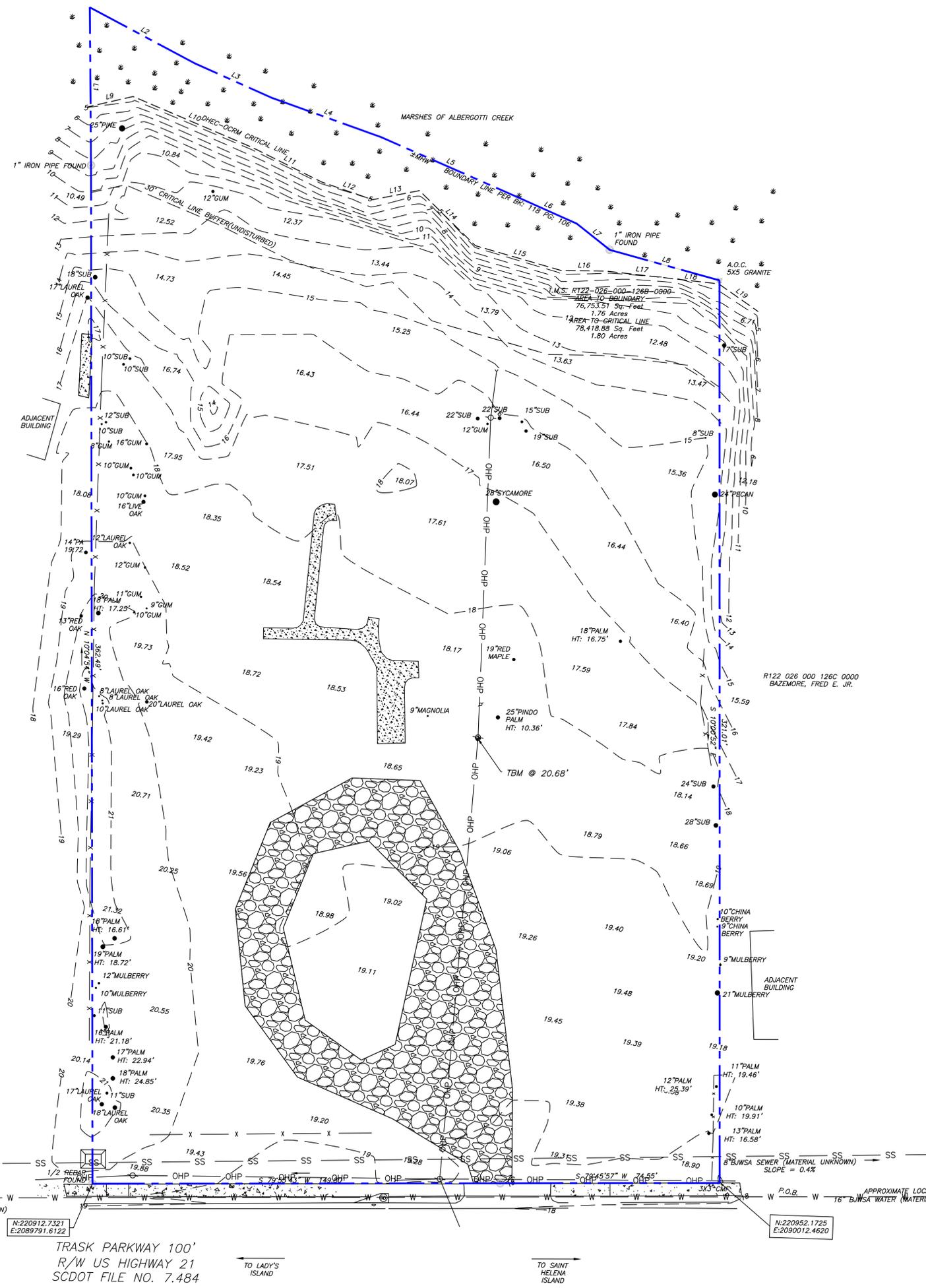
24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: C 203

C:\USERS\BLAKE\ONSITE DROP\BOX PROJECTS\2023\23-028 SIG CARWASH BEAUFORT SC.DWG\10-11-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY
 NAME: MARCONI

SURVEY NOTE:
 EXISTING CONDITIONS BASED ON A GROUND RUN TOPOGRAPHIC SURVEY PREPARED BY GASQUE & ASSOCIATES INC., DATED 1/24/2017. THE BASIS OF BEARING FOR THIS SURVEY IS NAVD 88. THE VERTICAL DATUM IS S.C. VRS NETWORK. ONSITE CIVIL GROUP LLC TAKES NO LIABILITY FOR THE ACCURACY OF THIS SURVEY. CONTRACTORS AND SUB-CONTRACTORS ARE RESPONSIBLE FOR VERIFICATION OF FIELD CONDITIONS.

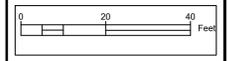


ONSITE CIVIL GROUP
 980 BIRMINGHAM RD, SUITE 205-240 MILTON, GA 30004
 PHONE: 678-612-1122
 WWW.ONSITECIVIL.COM
 INFO@ONSITECIVIL.COM



REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
 523 PLEASANT HOME RD
 AUGUSTA, GA 30907
MANDEEP SINGH
 706-396-5700

PALMETTO SHINE BEAUFORT
 2513 BOUNDARY STREET
 BEAUFORT, SC 29906

The Palmetto Utility Protection Service, Inc.
 1219 Knox Abbott Drive, Suite 100 Cayce, South Carolina 29033 Voice: (803) 939-1117 Fax: (803) 939-0704
 3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 1-888-721-7877
 UNDERGROUND LOCATORS: CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.
Call BEFORE you DIG!

24 HOUR CONTACT:
MANDEEP SINGH
 706-396-5700

EXISTING CONDITIONS

DATE: NOVEMBER 5, 2024
 PROJECT: 23-038

SHEET: **C 301**

SSMH
 RIM 20.14'
 8" I.E. (NE) = 9.13'
 8" I.E. (SW) = 9.04'
 4" I.E. (SE) = 11.30'

8" BWSA SEWER (MATERIAL UNKNOWN)
 APPROXIMATE LOCATION
 16" BWSA WATER (MATERIAL UNKNOWN)

N:220912.7321
 E:2089791.8122
TRASK PARKWAY 100'
R/W US HIGHWAY 21
SCDOT FILE NO. 7.484

R122 026 000 126C 0000
 BAZEMORE, FRED E. JR.

ADJACENT BUILDING

ADJACENT BUILDING

APPROXIMATE LOCATION
 16" BWSA WATER (MATERIAL UNKNOWN)

N:220952.1725
 E:2090012.4620

C:\USERS\BLAKE\ONSITE DROPBOX\PROJECTS\2023\23-028 SIG CARWASH BEAUFORT SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY BLAKE WATSON

SURVEY NOTE:
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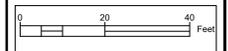


ON SITE CIVIL GROUP
 980 BIRMINGHAM RD, SUITE 202-240 MILTON, GA 30004
 PHONE: 678-612-9612
 WWW.ONSITECIVIL.COM
 INFO@ONSITECIVIL.COM



REVISIONS

No.	DATE	DESCRIPTION



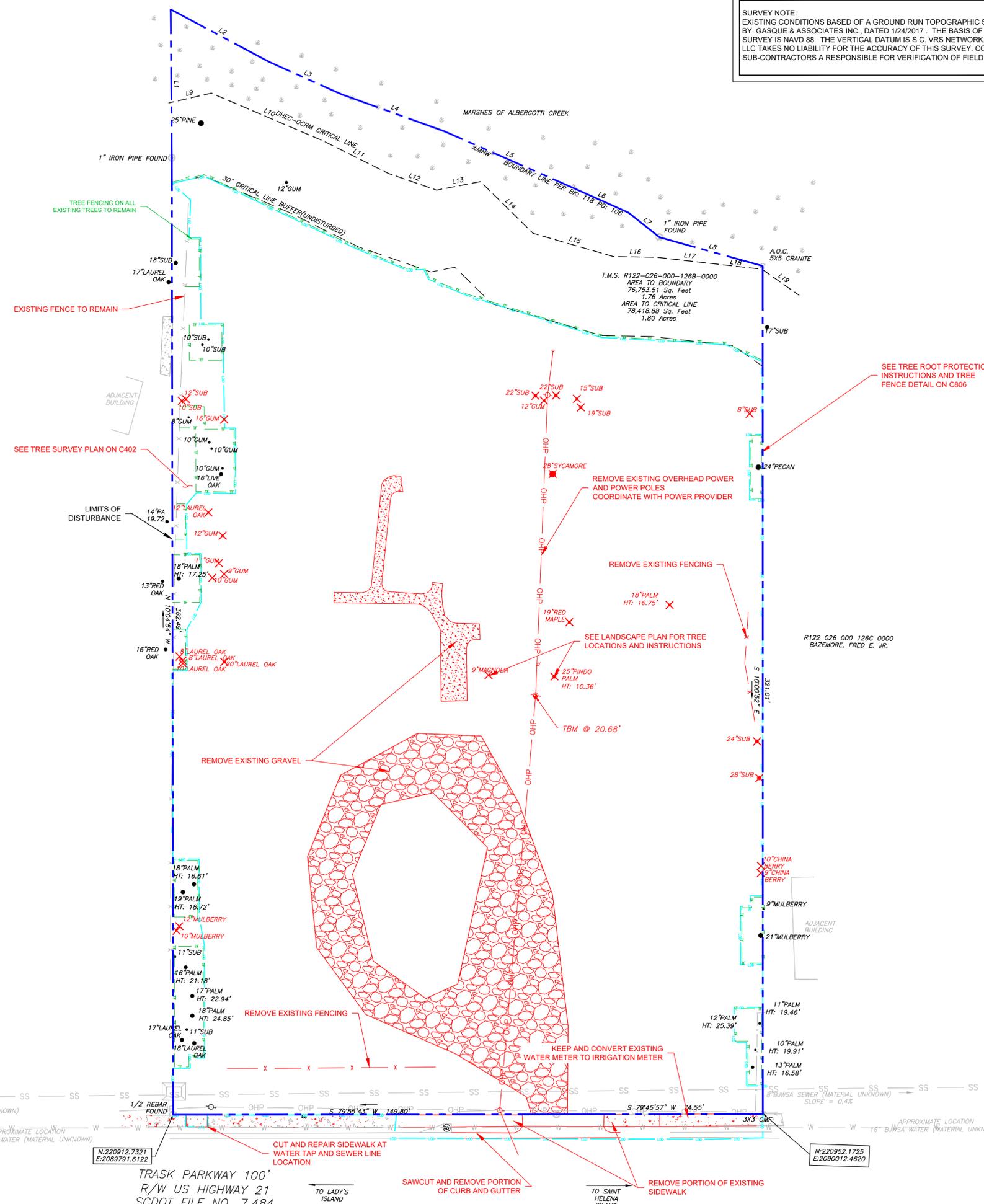
SIG MANAGEMENT
 523 PLEASANT HOME RD
 AUGUSTA, GA 30907
 MANDEEP SINGH
 706-396-5700

PALMETTO SHINE BEAUFORT
 2513 BOUNDARY STREET
 BEAUFORT, SC 29906

DEMOLITION PLAN

DATE: NOVEMBER 5, 2024
 PROJECT: 23-038

SHEET: **C 302**



The Palmetto Utility Protection Service, Inc.
 1219 Ross Abbott Drive, Suite 100 Cape Fear, South Carolina 29033 Voice: (803) 939-1117 Fax: (803) 939-6704

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 1-888-721-7877

UNDERGROUND LOCATORS CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.
Call BEFORE you DIG!

24 HOUR CONTACT:
MANDEEP SINGH
 706-396-5700

SSMH
 RIM 20.14'
 8" I.E. (NE) = 9.13'
 8" I.E. (SW) = 9.04'
 4" I.E. (SE) = 11.30'

N:220912.7321
 E:20897911.6122

N:220952.1725
 E:2090012.4620

TRASK PARKWAY 100'
 R/W US HIGHWAY 21
 SCDOT FILE NO. 7484

SAWCUT AND REMOVE PORTION OF CURB AND GUTTER

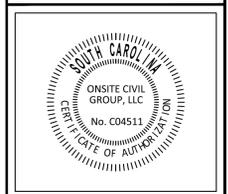
REMOVE PORTION OF EXISTING SIDEWALK

C:\USERS\BLAKE\ON SITE\PROJECTS\2023\23-028 SIG CARWASH BEAUFORT, SC\DWG\10-01-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY BLAKE WATSON



ON SITE
CIVIL GROUP

980 BIRMINGHAM RD, SUITE 603-940 MILTON, GA 30004
PHONE: 678-611-1111
WWW.ONSITECIVIL.COM
INFO@ONSITECIVIL.COM



REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

SITE PLAN

DATE: NOVEMBER 5, 2024
PROJECT: 23-038
SHEET: **C 401**

STACKING REQUIREMENTS:
PER 3.7.2.B.C THERE IS NO MINIMUM OR MAXIMUM STACKING REQUIREMENT IN PLACE. 11 STACKING PROVIDED

PARKING REQUIREMENTS
(TRANSECT DISTRICT) PER 5.7.4:
PROPOSED CAR WASH: 1 PER 400 GROSS SQ FT REQUIRED: 7,366 / 400 = 18.4 => 19 SPACES

PROPOSED RETAIL: 1 PER 400 GROSS SQ FEET REQUIRED: 3,970 / 400 = 9.9 => 10 SPACES

TOTAL REQ'D: 19+10 = 29,
TOTAL PROPOSED: 34 + 12 SERVICE SPACES

MAX PARKING: 29 x 140% = 40.6 => 41 SPACES
29 REQ'D < 34 PROP. < 41 MAX.

ADDITIONAL STANDARDS FOR VEHICLE USES PER 3.7.2.B DRIVE-THRU FACILITIES (TS-UC DISTRICT):
1. DESIGN REVIEW
A. SERVICE WINDOW LOCATION: EXTERNAL ORDER STATIONS ARE LOCATED AT THE REAR OF THE PROPERTY FACING NORTH
B. DRIVE-THRU LOCATION: LANES DO NOT CIRCULATE AROUND PRIMARY STREETS
i. SPECIFIC TO TC-U5: DRIVE THRU LANES SHIELDED BY CARWASH BUILDING EXCEPT AT DRIVEWAY
VEGETATIVE SCREENING PROVIDED IN ISLAND SOUTH OF DRIVE THRU LANES ON LANDSCAPE PLAN SHEET L2
C. STACKING: 11 PROVIDED AND ALL ARE SCREENED BY BUILDING OR VEGETATION
D. MENU BOARD LOCATED AT REAR OF PROPERTY UNDER CANOPY. SIZE/HEIGHT NOTE SHOWN ON THIS PAGE ALONG WITH MENU BOARD LOCATION CALL OUT

TOTAL DISTURBED AREA: 1.64 ACRES
EXISTING IMPERVIOUS AREA: 0.18 ACRES (7,701 SQ FT)
PROPOSED IMPERVIOUS AREA: 1.18 ACRES (51,221.4 SQ FT)
PROPOSED PERVIOUS AREA: 0.46 ACRES (19,166.4 SF)

T.M.S. R122-026-000-126B-0000
AREA TO BOUNDARY
76,753.51 Sq. Feet
1.76 Acres
AREA TO CRITICAL LINE
76,418.69 Sq. Feet
1.80 Acres

R122 026 000 126C 0000
BAZEMORE, FRED E. JR.

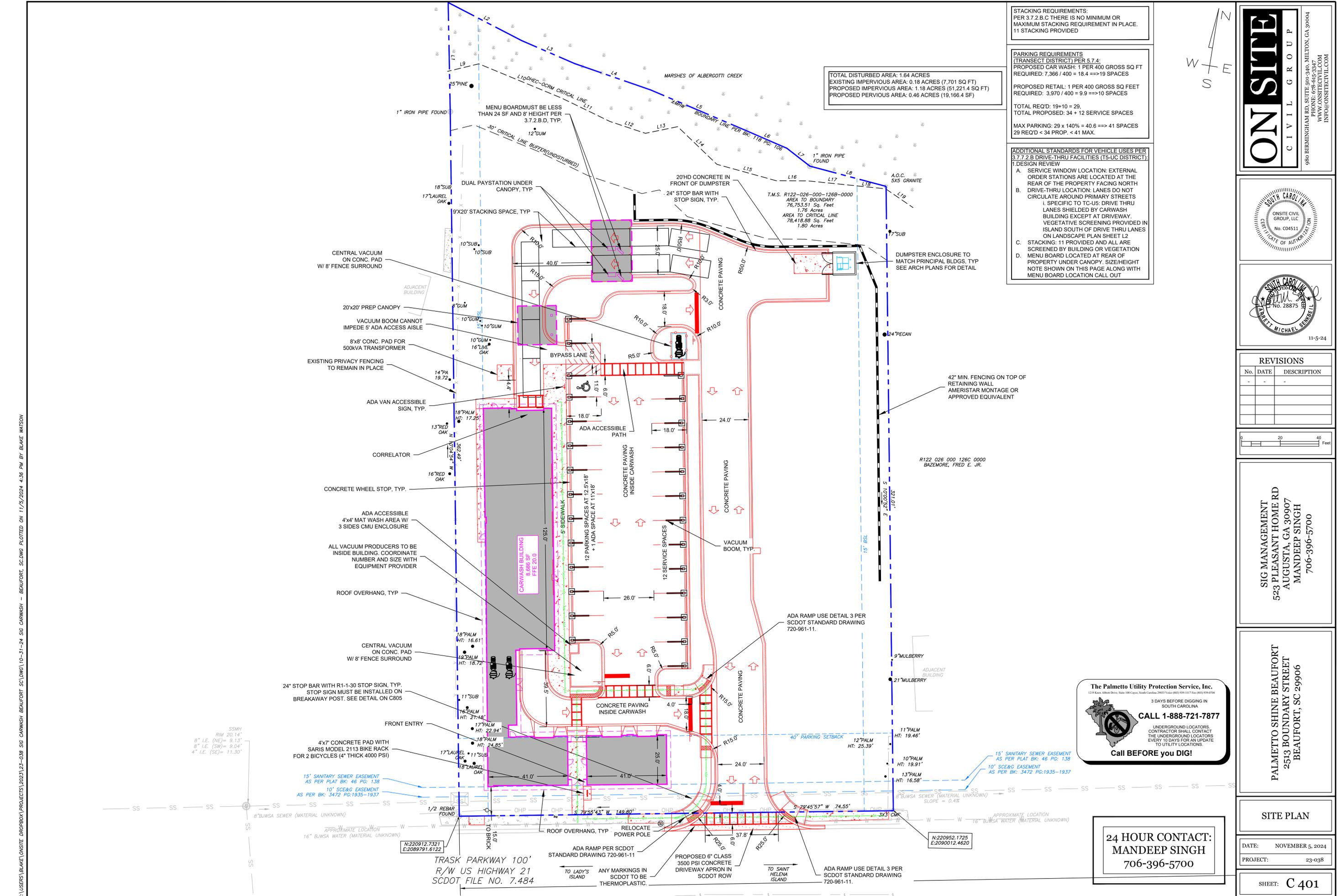
The Palmetto Utility Protection Service, Inc.
1219 Kane Abbott Drive, Suite 108 Cayce, South Carolina 29033 Voice: (803) 939-1117 Fax: (803) 939-0704

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 1-888-721-7877

UNDERGROUND LOCATORS:
CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.

Call BEFORE you DIG!

24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700



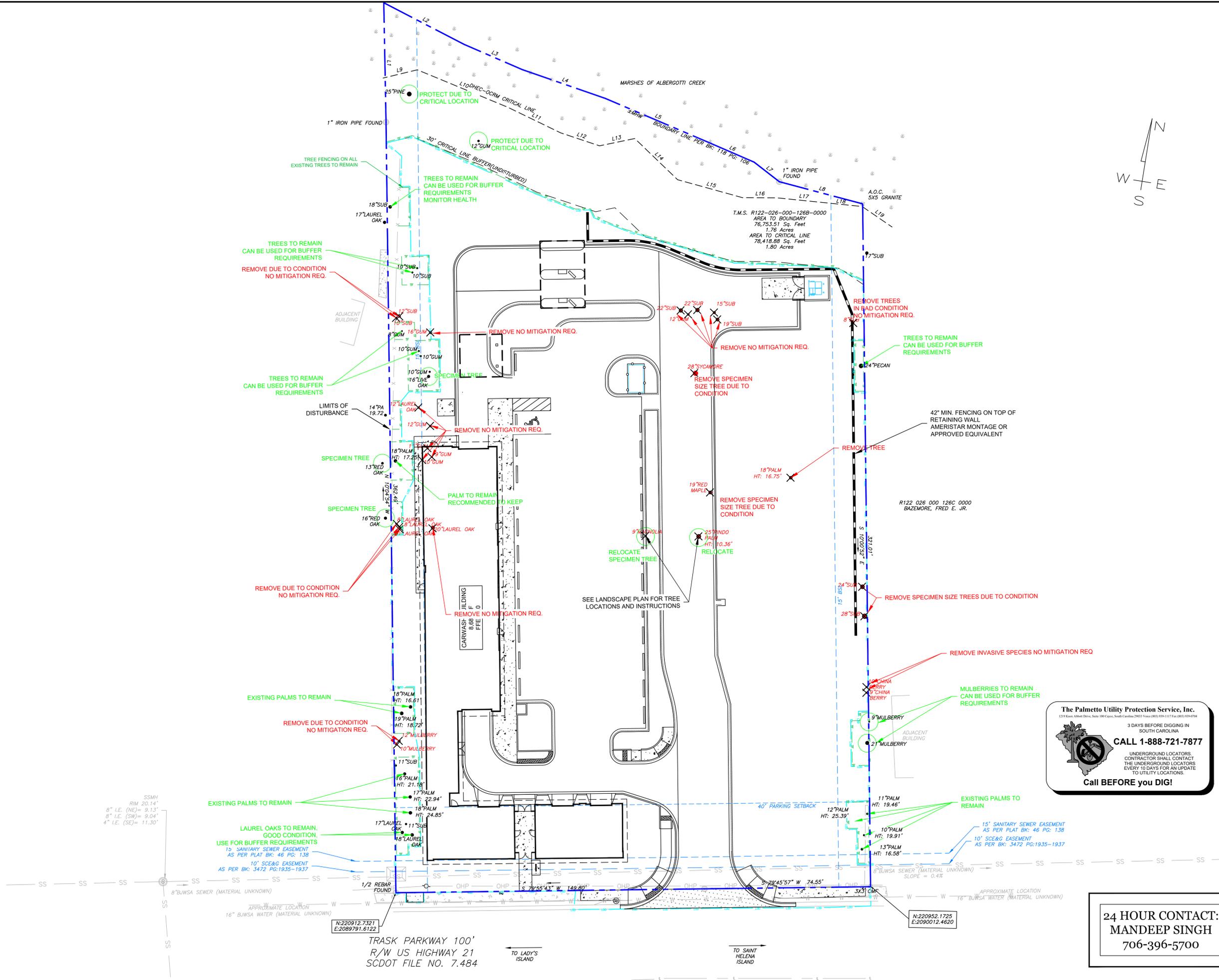
SSMH
RIM 20.14'
8" I.E. (NE) = 9.13'
8" I.E. (SW) = 9.04'
4" I.E. (SE) = 11.30'

15' SANITARY SEWER EASEMENT AS PER PLAT BK: 46 PG: 138
10' SCE&G EASEMENT AS PER BK: 3472 PG:1935-1937

TRASK PARKWAY 100'
R/W US HIGHWAY 21
SCDOT FILE NO. 7.484

N:220952.1725
E:2090012.4620

C:\USERS\BLAKE\ONSITE DROPBOX\PROJECTS\2023\23-028 SIG CARWASH BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY BLAKE WATSON



ON SITE
CIVIL GROUP

980 BIRMINGHAM RD, SUITE 202-240 MILTON, GA 30004
PHONE: 678-612-2402
WWW.ONSITECIVIL.COM
INFO@ONSITECIVIL.COM

STATE OF SOUTH CAROLINA
ONSITE CIVIL GROUP, LLC
No. C04511

STATE OF SOUTH CAROLINA
MICHAEL SEIBEL
No. 28875
11-5-24

REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

TREE SURVEY PLAN

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: C 402

The Palmetto Utility Protection Service, Inc.
1219 Kean Aikens Drive, Suite 100 Cayce, South Carolina 29033 Voice: (803) 939-1117 Fax: (803) 939-0704

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MANDEEP SINGH
706-396-5700**

SSMH
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8" I.E. (NE) = 9.13'
8" I.E. (SW) = 9.04'
4" I.E. (SE) = 11.30'

LAUREL OAKS TO REMAIN,
GOOD CONDITION,
USE FOR BUFFER REQUIREMENTS
13' SANITARY SEWER EASEMENT
AS PER PLAT BK: 46 PG: 138
10' SCE&G EASEMENT
AS PER BK: 3472 PG:1935-1937

N:220912.7321
E:2089791.6122

TRASK PARKWAY 100'
R/W US HIGHWAY 21
SCDOT FILE NO. 7.484

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C:\USERS\BLAKE\ONSITE DROPBOX\PROJECTS\2023\23-028 SIG CARWASH BEAUFORT, SC.DWG\10-11-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY BLAKE WATSON

FRONTAGE BUILD-OUT (CARWASH PARCEL):
 75% REQUIRED PER 4.5.9.2 FOR LINER BUILDING
 DRIVEWAY + SIDEWALK ALLOWED TO BE REMOVED FROM TOTAL WIDTH PER 2.5.1.B.5
 TOTAL DRIVEWAY @ PROPERTY LINE: 35.7'
 CALCULATIONS: 145.8' - 35.7' = 110.1' x 75% = 82.6'
 PROVIDED: xx + yy + zz = ??.'?.' > 82.6' REQ'D

TOTAL DISTURBED AREA: 1.64 ACRES
 EXISTING IMPERVIOUS AREA: 0.18 ACRES (7,701 SQ FT)
 PROPOSED IMPERVIOUS AREA: 1.18 ACRES (51,221.4 SQ FT)
 PROPOSED PERVIOUS AREA: 0.46 ACRES (19,166.4 SF)

STACKING REQUIREMENTS:
 PER 3.7.2.B.C THERE IS NO MINIMUM OR
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 11 STACKING PROVIDED

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 (TRANSECT DISTRICT) PER 5.7.4:
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 NOTE SHOWN ON THIS PAGE ALONG WITH
 MENU BOARD LOCATION CALL OUT

ON SITE
CIVIL GROUP
 980 BIRMINGHAM RD, SUITE 203-240 MILTON, GA, 30004
 PHONE: 678-611-1111
 WWW.ONSITECIVIL.COM
 INFO@ONSITECIVIL.COM

ONSITE CIVIL
 GROUP, LLC
 No. C04511
 STATE OF ALABAMA
 MICHAEL SEIBEL
 No. 28875
 11-5-24

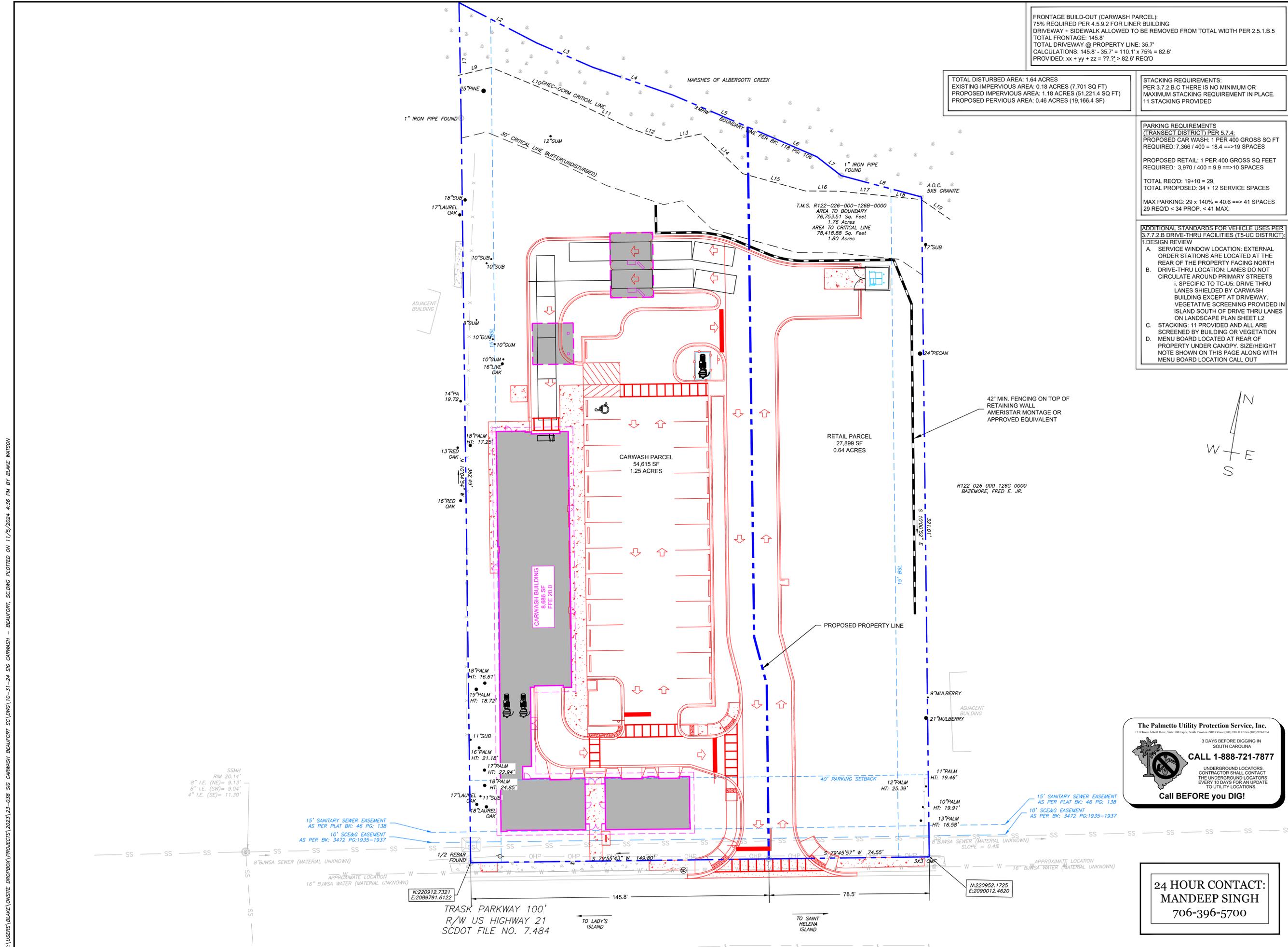
REVISIONS

No.	DATE	DESCRIPTION

SIG MANAGEMENT
 523 PLEASANT HOME RD
 AUGUSTA, GA 30907
 MANDEEP SINGH
 706-396-5700

PALMETTO SHINE BEAUFORT
 2513 BOUNDARY STREET
 BEAUFORT, SC 29906

SUBDIVISION
 EXHIBIT
 DATE: NOVEMBER 5, 2024
 PROJECT: 23-038
 SHEET: C 403



The Palmetto Utility Protection Service, Inc.
 1219 Koon Abbott Drive, Suite 100 Cayce, South Carolina 29033 Voice: (803) 939-1117 Fax: (803) 939-0704
 3 DAYS BEFORE DIGGING IN
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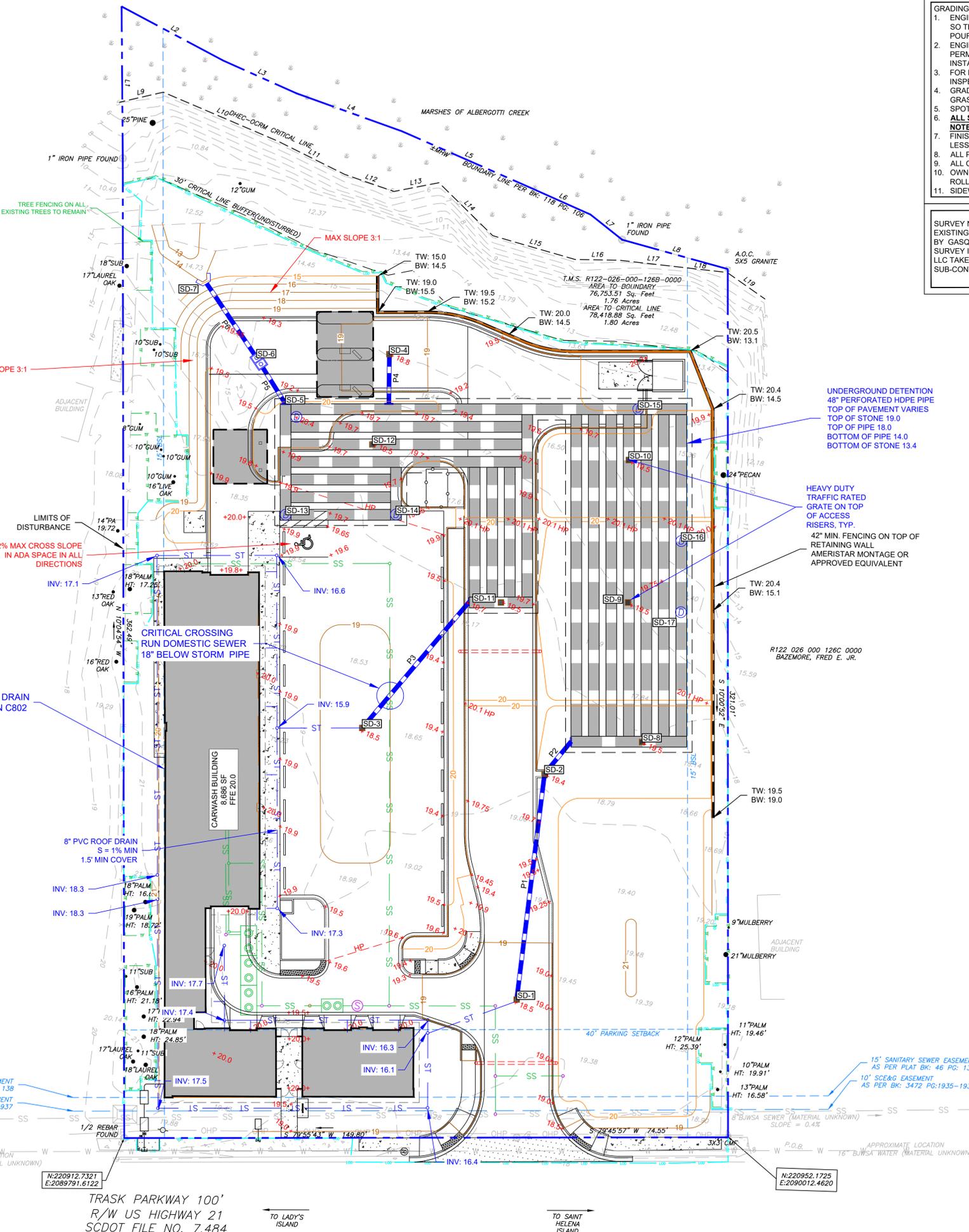
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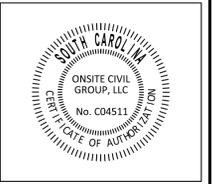
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- GRADING NOTES:**
- ENGINEER WILL BE NOTIFIED WHEN CURB IS STAKED AND STRING LINE IS IN PLACE SO THAT ENGINEER CAN PERFORM DRAINAGE INSPECTION BEFORE CURB IS POURED.
 - ENGINEER SHALL PERFORM INSPECTION OF ALL AREAS TO BE TREATED WITH PERMANENT GROUND COVER BEFORE ANY MULCH, SEEDING, OR SOD IS INSTALLED.
 - FOR ITEMS 1 & 2 ABOVE CONTRACTOR PROCEEDS AT THEIR OWN RISK IF INSPECTIONS ARE NOT PERFORMED.
 - GRADE ALL AREAS TO DRAIN TO INLETS AT 1% MINIMUM ON PAVEMENT, 2% ON GRASS, 3% IN MULCH/STRAWED AREAS.
 - SPOT ELEVATIONS ARE SHOWN AS +800.00
 - ALL SPOT ELEVATIONS ARE GUTTER/PAVEMENT AND NOT TOP OF CURB UNLESS NOTED**
 - FINISHED GRADE IN LANDSCAPED AREAS (TOP OF MULCH, ETC.) SHALL NOT BE LESS THAN 8" BELOW FINISHED FLOOR ELEVATION.
 - ALL PROPOSED CURB HEIGHT TO BE 6" UNLESS SPECIFICALLY NOTED.
 - ALL CURB TO BE 24" UNLESS OTHERWISE NOTED.
 - OWNERS REPRESENTATIVE OR CIVIL ENGINEER SHALL BE PRESENT AT PROOF ROLL OF SUB GRADE AND/OR GAB (IF APPLICABLE).
 - SIDEWALK AT ENTRY POINTS TO BUILDING SHALL BE 0.5" BELOW FFE MAX., TYP.

SURVEY NOTE:
 EXISTING CONDITIONS BASED OF A GROUND RUN TOPOGRAPHIC SURVEY PREPARED BY GASQUE & ASSOCIATES INC., DATED 1/24/2017. THE BASIS OF BEARING FOR THIS SURVEY IS NAVD 88. THE VERTICAL DATUM IS S.C. VRS NETWORK. ONSITE CIVIL GROUP LLC TAKES NO LIABILITY FOR THE ACCURACY OF THIS SURVEY. CONTRACTORS AND SUB-CONTRACTORS A RESPONSIBLE FOR VERIFICATION OF FIELD CONDITIONS.

ON SITE CIVIL GROUP
 980 BIRMINGHAM RD, SUITE 603-940 MILTON, GA 30004
 PHONE: 678-611-3900
 WWW.ONSITECIVIL.COM
 INFO@ONSITECIVIL.COM



REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
 523 PLEASANT HOME RD
 AUGUSTA, GA 30907
 MANDEEP SINGH
 706-396-5700

PALMETTO SHINE BEAUFORT
 2513 BOUNDARY STREET
 BEAUFORT, SC 29906

The Palmetto Utility Protection Service, Inc.
 3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 1-888-721-7877
 UNDERGROUND LOCATORS. CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.
Call BEFORE you DIG!

24 HOUR CONTACT:
MANDEEP SINGH
 706-396-5700

GRADING AND DRAINAGE PLAN

DATE: NOVEMBER 5, 2024
 PROJECT: 23-038

SHEET: **C 501**

C:\USERS\BLAKE\ONSITE\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT, SC.DWG\10-11-24 SIG CARWASH BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:36 PM BY BLAKE WATSON

ON SITE
CIVIL GROUP

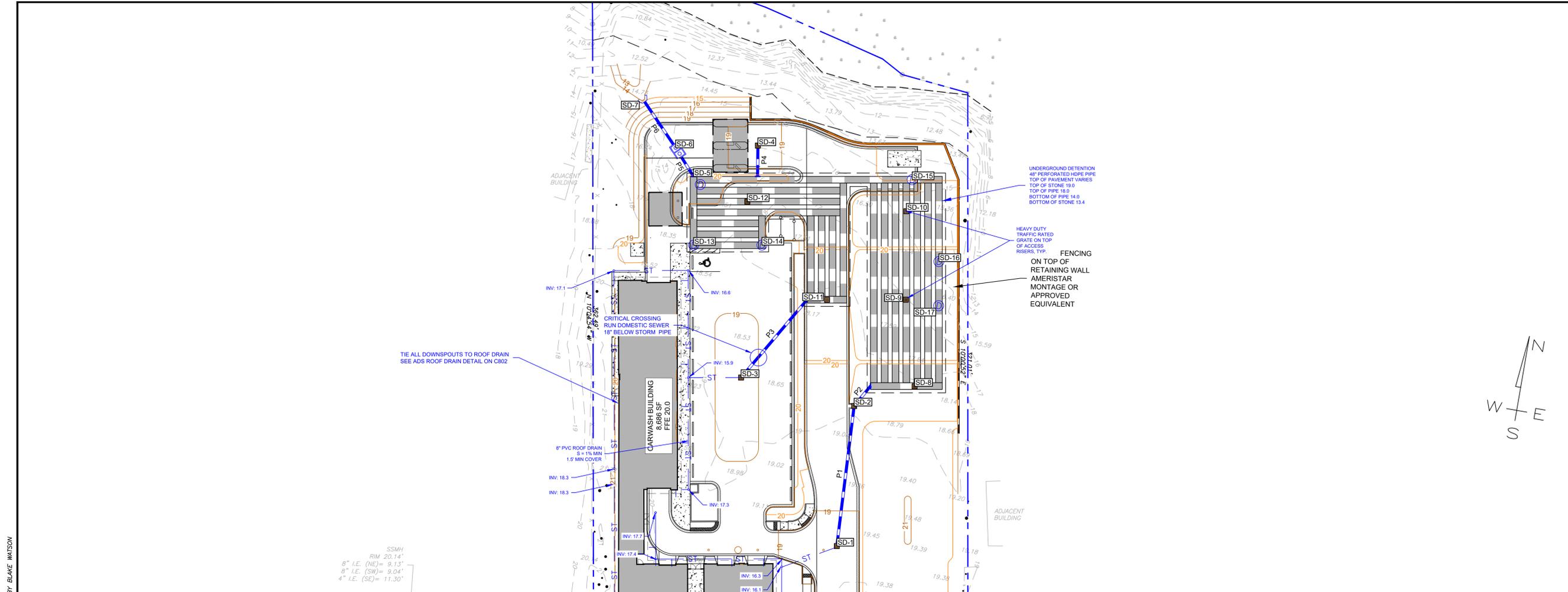
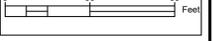
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PHONE: 678-611-1111
WWW.ONSITECIVIL.COM
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STATE OF SOUTH CAROLINA
ONSITE CIVIL GROUP, LLC
No. C04511
STATE OF SOUTH CAROLINA

STATE OF SOUTH CAROLINA
MICHAEL SEIBERL
No. 28875
STATE OF SOUTH CAROLINA
11-5-24

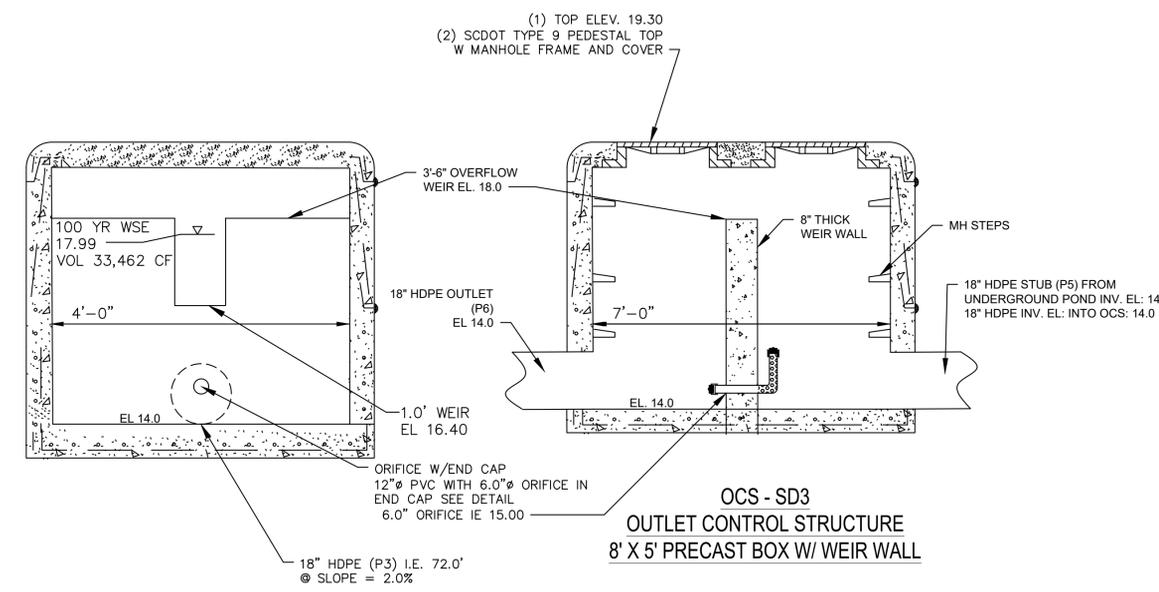
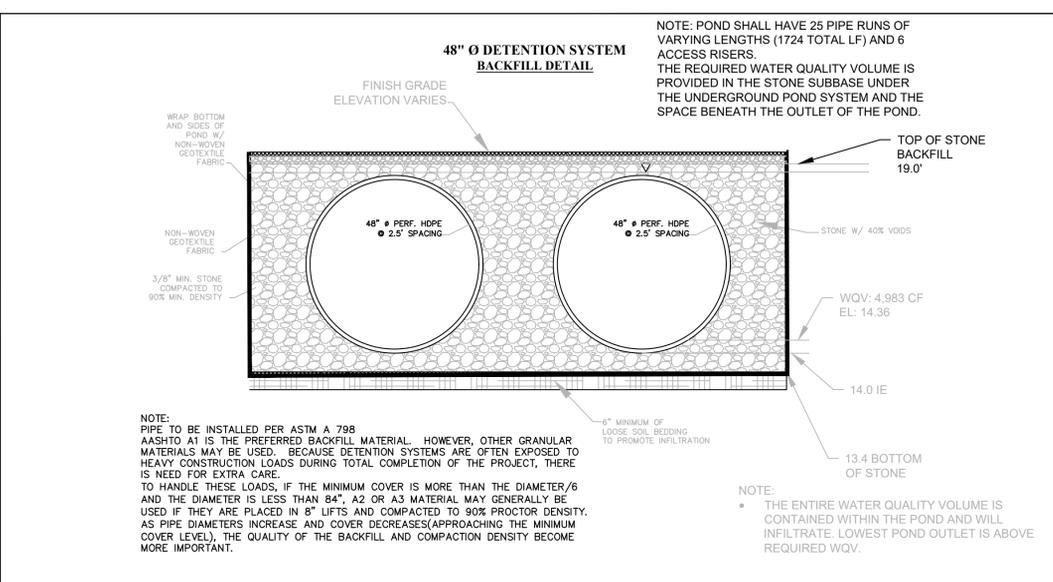
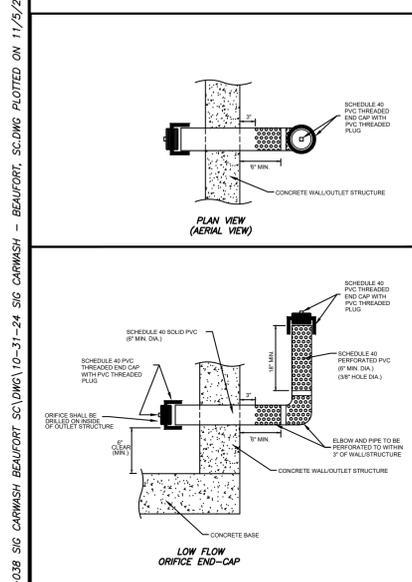
REVISIONS

No.	DATE	DESCRIPTION



PLAN VIEW
HORIZONTAL SCALE: 1"=30'

- STORMWATER POND NOTES:**
1. ALL STRUCTURES AND LIDS SHALL BE HEAVY DUTY TRAFFIC RATED.
 2. ALL CONNECTIONS AT CONCRETE STRUCTURES SHALL BE GROUTED INSIDE AND OUTSIDE WITH TYPE S LOW SHRINK GROUT.
 3. ALL DIMENSIONS ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
 4. ALL SEALANTS FOR STRUCTURES, VAULTS, PIPES ETC SHALL MEET ASTM C-990
 5. SHOP DRAWINGS FOR ALL PROPOSED STRUCTURES, PIPES, LIDS, VAULTS, ETC SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEER BEFORE ORDERING OR THE CONTRACTOR ASSUMES ANY RISK WITH INCORRECT MATERIALS.



- NOTES (TO APPLY TO ALL):**
1. FILL GAP BETWEEN STRUCTURE & PVC WITH MORTAR OR INSTALL A FIBERED ADAPTER.
 2. SLOE ORIFICE ALL REQUIRED.
 3. FASTEN END CAP TO SYSTEM WITH PVC GROUT.
 4. PIPE SIZES SHALL BE SPECIFIED PER TABLE BELOW. PIPE SIZES SHALL BE CONSISTENT FOR EACH END-CAP ASSEMBLY.

The Palmetto Utility Protection Service, Inc.
1219 Knox, Altamonte Drive, Suite 1000 Cayce, South Carolina 29033 Voice (803) 939-1117 Fax (803) 939-0704

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UNDERGROUND LOCATORS CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.

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SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

**POND BMP
DETAIL PLAN**

**24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700**

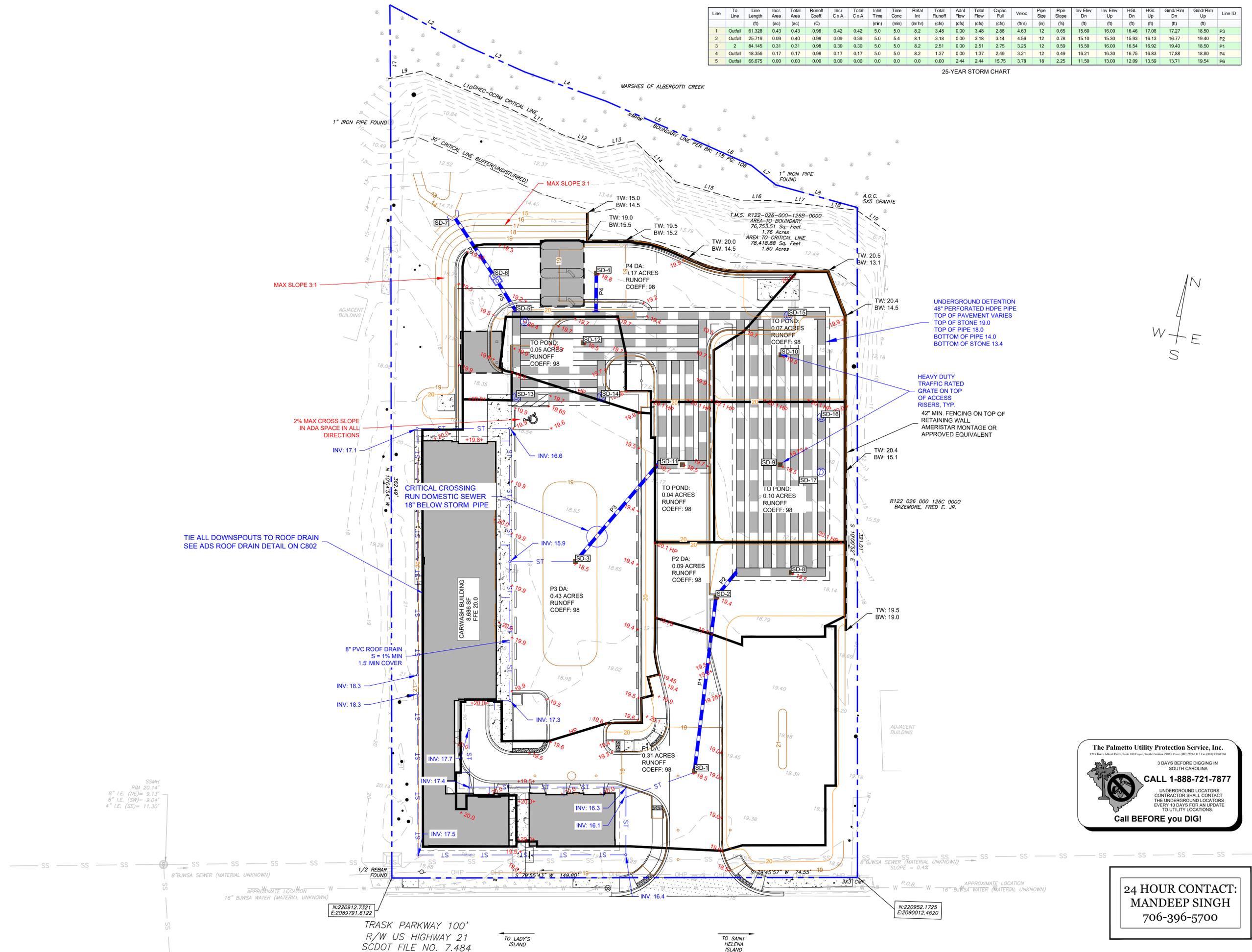
DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: **C 502**

Line	To Line	Line Length (ft)	Incr Area (ac)	Total Area (ac)	Runoff Coeff. (C)	Incr C x A	Total C x A	Inlet Time (min)	Time Conc. (min)	Rifal Int. (hr/hr)	Total Runoff (cfs)	Adnl Flow (cfs)	Total Flow (cfs)	Capac Full (cfs)	Veloc. (ft/s)	Pipe Size (in)	Pipe Slope (%)	Inv Elev Dn (ft)	Inv Elev Up (ft)	HGL Dn (ft)	HGL Up (ft)	Gndl/Rim Dn (ft)	Gndl/Rim Up (ft)	Line ID
1	Outfall	61.328	0.43	0.43	0.98	0.42	0.42	5.0	5.0	8.2	3.48	0.00	3.48	2.88	4.63	12	0.65	15.60	16.00	16.46	17.08	17.27	18.50	P3
2	Outfall	25.719	0.09	0.40	0.98	0.09	0.39	5.0	5.4	8.1	3.18	0.00	3.18	3.14	4.56	12	0.78	15.10	15.30	15.93	16.13	16.77	19.40	P2
3	2	84.145	0.31	0.31	0.98	0.30	0.30	5.0	5.0	8.2	2.51	0.00	2.51	2.75	3.25	12	0.59	15.50	16.00	16.54	16.92	19.40	18.50	P1
4	Outfall	18.356	0.17	0.17	0.98	0.17	0.17	5.0	5.0	8.2	1.37	0.00	1.37	2.49	3.21	12	0.49	16.21	16.30	16.75	16.83	17.88	18.80	P4
5	Outfall	66.675	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.00	2.44	2.44	15.75	3.78	18	2.25	11.50	13.00	12.09	13.59	13.71	19.54	P6

25-YEAR STORM CHART

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ON SHINE
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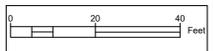
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PHONE: 678-611-1122
WWW.ONSTIECIVIL.COM
INFO@ONSTIECIVIL.COM

SOUTH CAROLINA
ONSTIE CIVIL GROUP, LLC
No. C04511
STATE OF SOUTH CAROLINA

SOUTH CAROLINA
MICHAEL SEIBERL
No. 28875
STATE OF SOUTH CAROLINA

REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

The Palmetto Utility Protection Service, Inc.
1219 Kern Abbey Drive, Suite 100 Cayce, South Carolina 29033 Voice (803) 939-1117 Fax (803) 939-0704

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706-396-5700

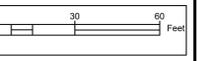
STORM DRAINAGE PLAN

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: C 503

REVISIONS

No.	DATE	DESCRIPTION



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AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

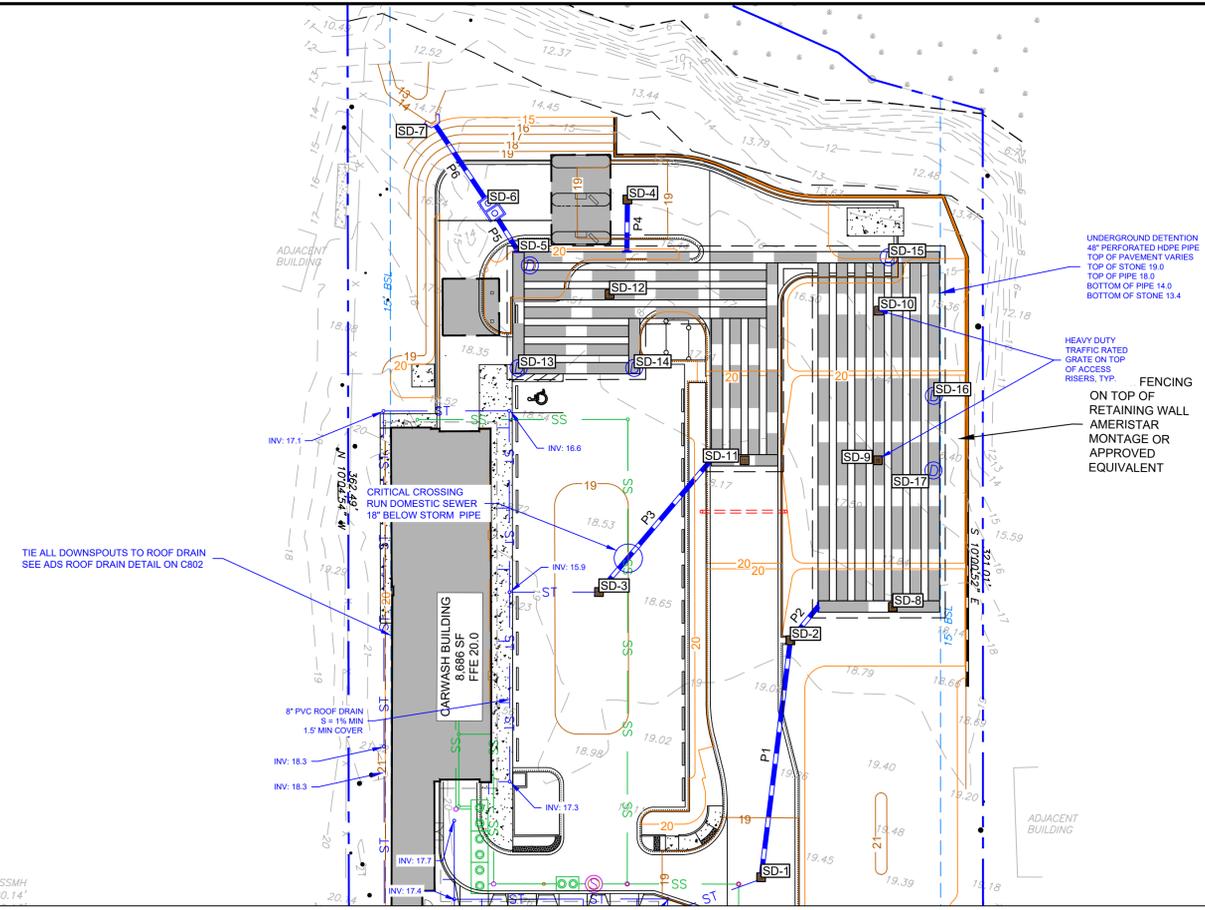
PALMETTO SHINE, BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

STORM PLAN & PROFILES

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

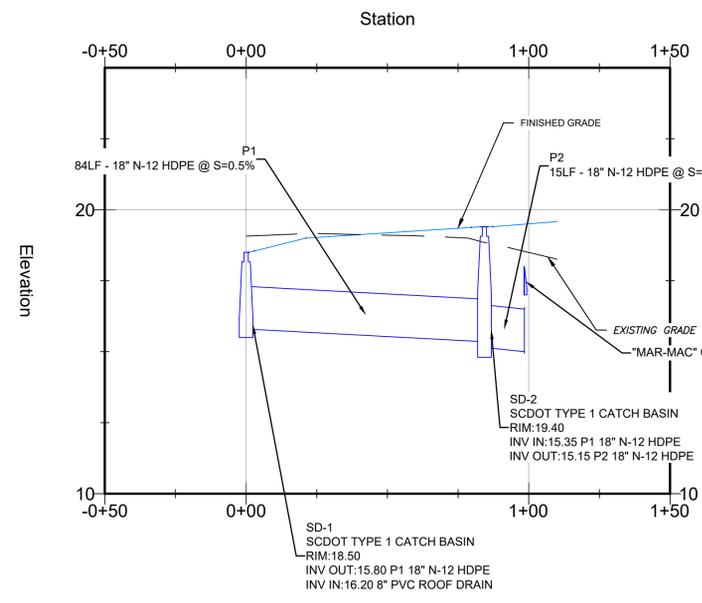
The Palmetto Utility Protection Service, Inc.
1215 South Main Street, Suite 100, Beaufort, South Carolina 29501
3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
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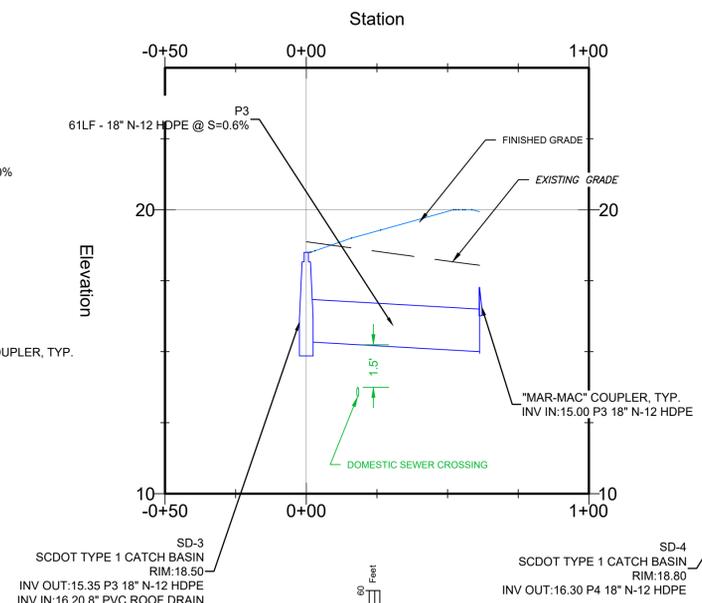


- STORM PROFILE NOTES:**
- ALL STRUCTURES AND LIDS SHALL BE HEAVY DUTY TRAFFIC RATED.
 - ALL PIPE JOINTS SHALL BE WATER TIGHT AND NOT SOIL TIGHT UNLESS NOTED.
 - ALL CONNECTIONS AT CONCRETE STRUCTURES SHALL BE GROUTED INSIDE AND OUTSIDE WITH TYPE S LOW SHRINK GROUT.
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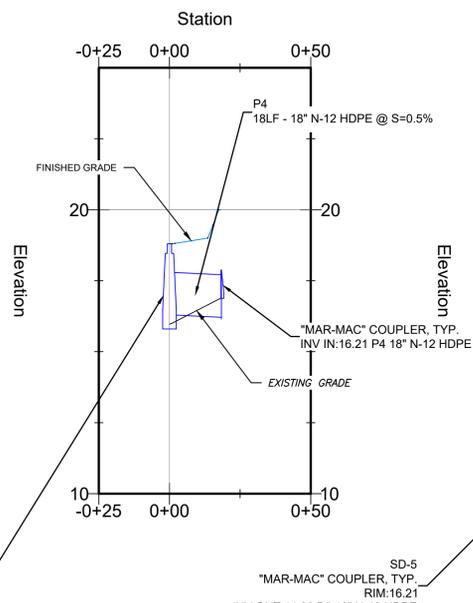
SD-1 - POND PROFILE



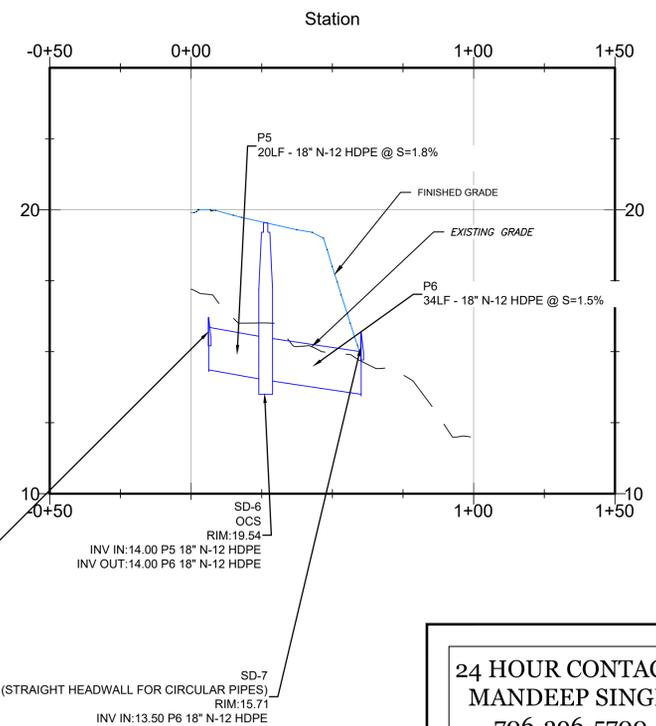
SD-3 - POND PROFILE



SD-4 - POND PROFILE



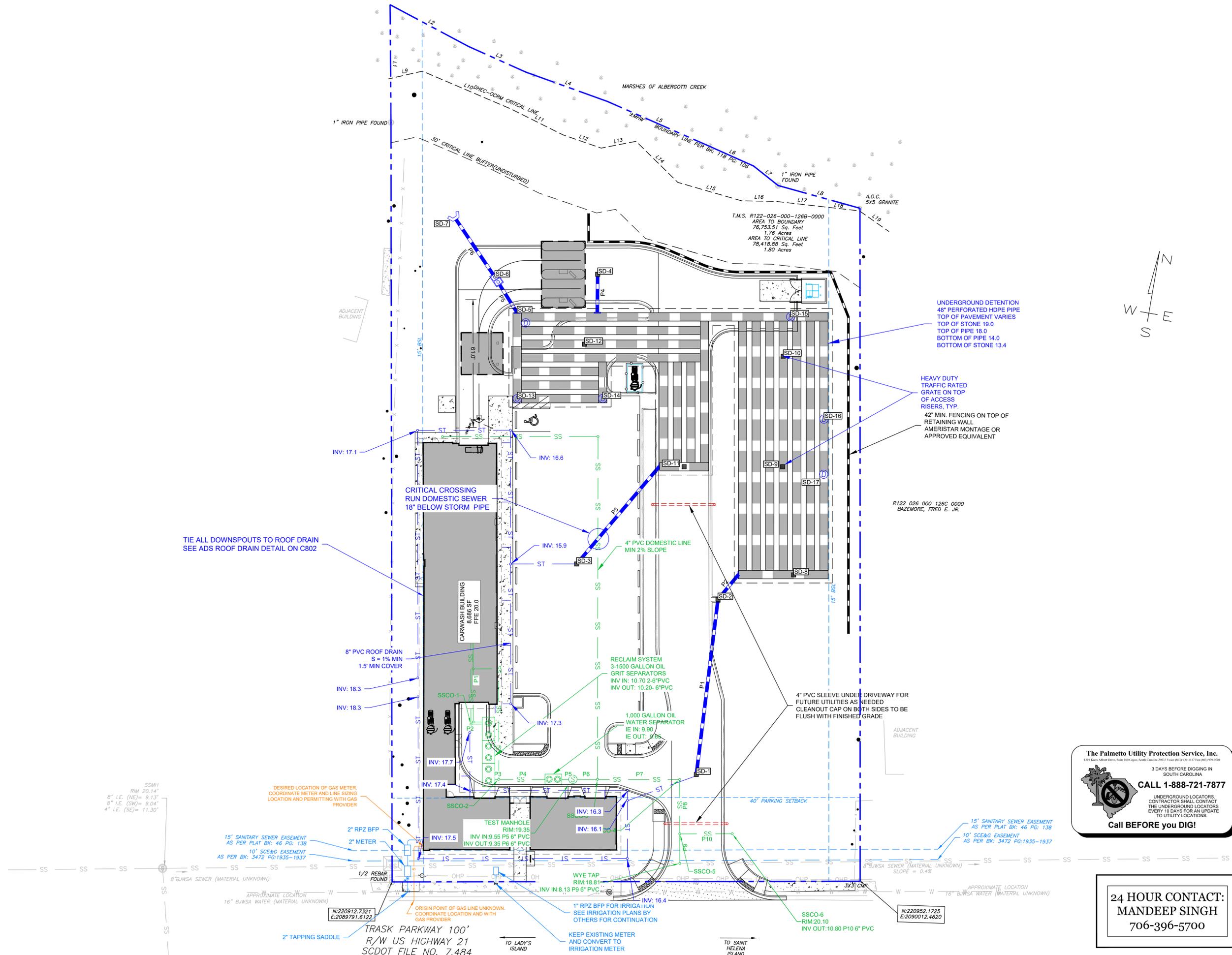
SD-5 - SD-7 PROFILE



PROFILE VIEW
HORIZONTAL SCALE: 1" = 30'
VERTICAL SCALE: 1" = 3'

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TIE ALL DOWNSPOUTS TO ROOF DRAIN
SEE ADS ROOF DRAIN DETAIL ON C802

UNDERGROUND DETENTION
48" PERFORATED HDPE PIPE
TOP OF PAVEMENT VARIES
TOP OF STONE 19.0
TOP OF PIPE 18.0
BOTTOM OF PIPE 14.0
BOTTOM OF STONE 13.4

HEAVY DUTY
TRAFFIC RATED
GRATE ON TOP
OF ACCESS
RISERS, TYP.
42" MIN. FENCING ON TOP OF
RETAINING WALL
AMERISTAR MONTAGE OR
APPROVED EQUIVALENT



ON SITE
CIVIL GROUP
980 BIRMINGHAM RD, SUITE 605-940 MILTON, GA 30004
PHONE: 678-611-1122
WWW.ONSITECIVIL.COM
INFO@ONSITECIVIL.COM

SOUTH CAROLINA
ON SITE CIVIL
GROUP, LLC
No. C04511
STATE OF SOUTH CAROLINA

SOUTH CAROLINA
MICHAEL SEIBERL
No. 28875
11-5-24

REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

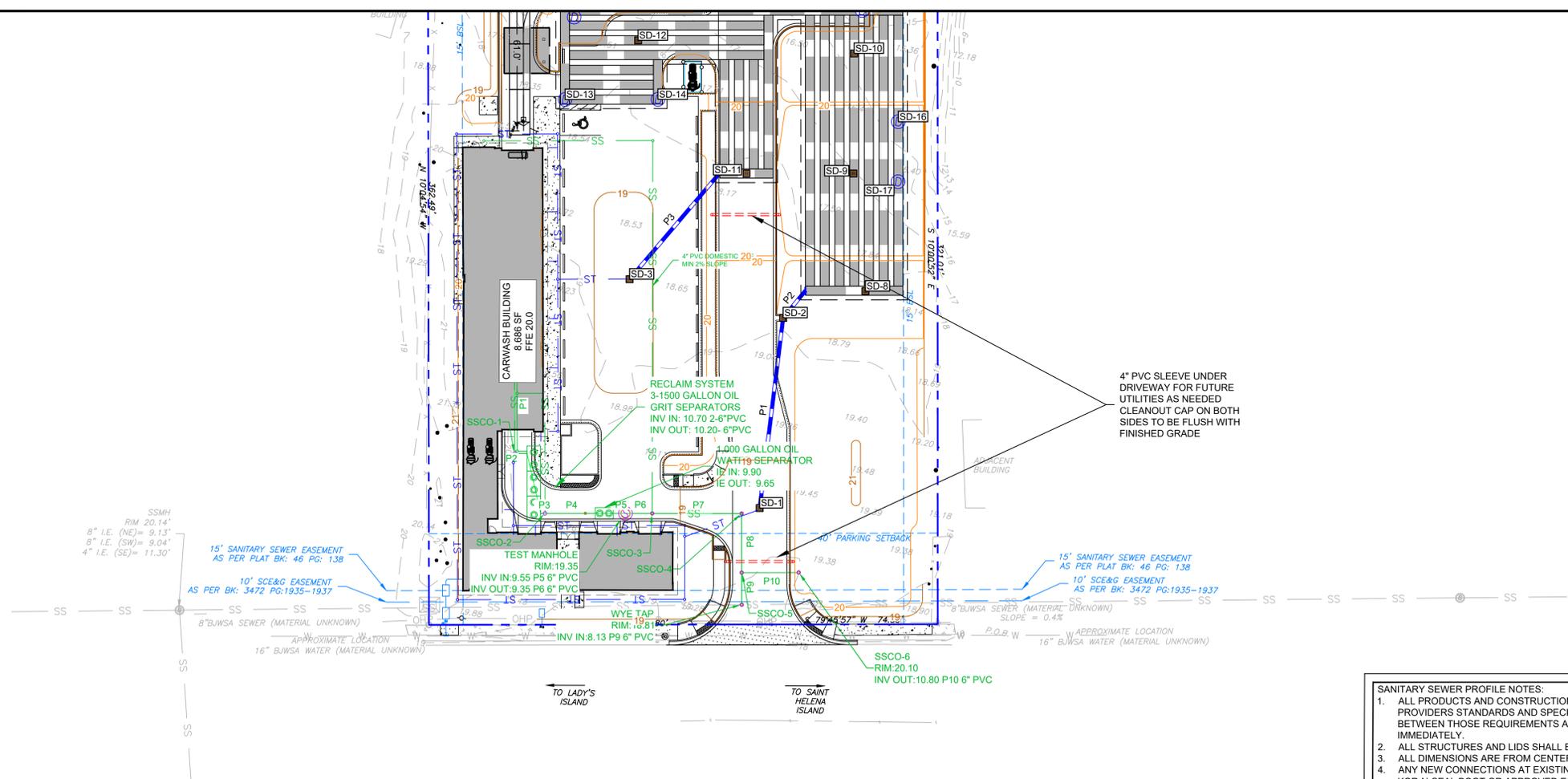
PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

The Palmetto Utility Protection Service, Inc.
1215 East Ashley Drive, Suite 100, Cayce, South Carolina 29929 (910) 293-8938
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706-396-5700

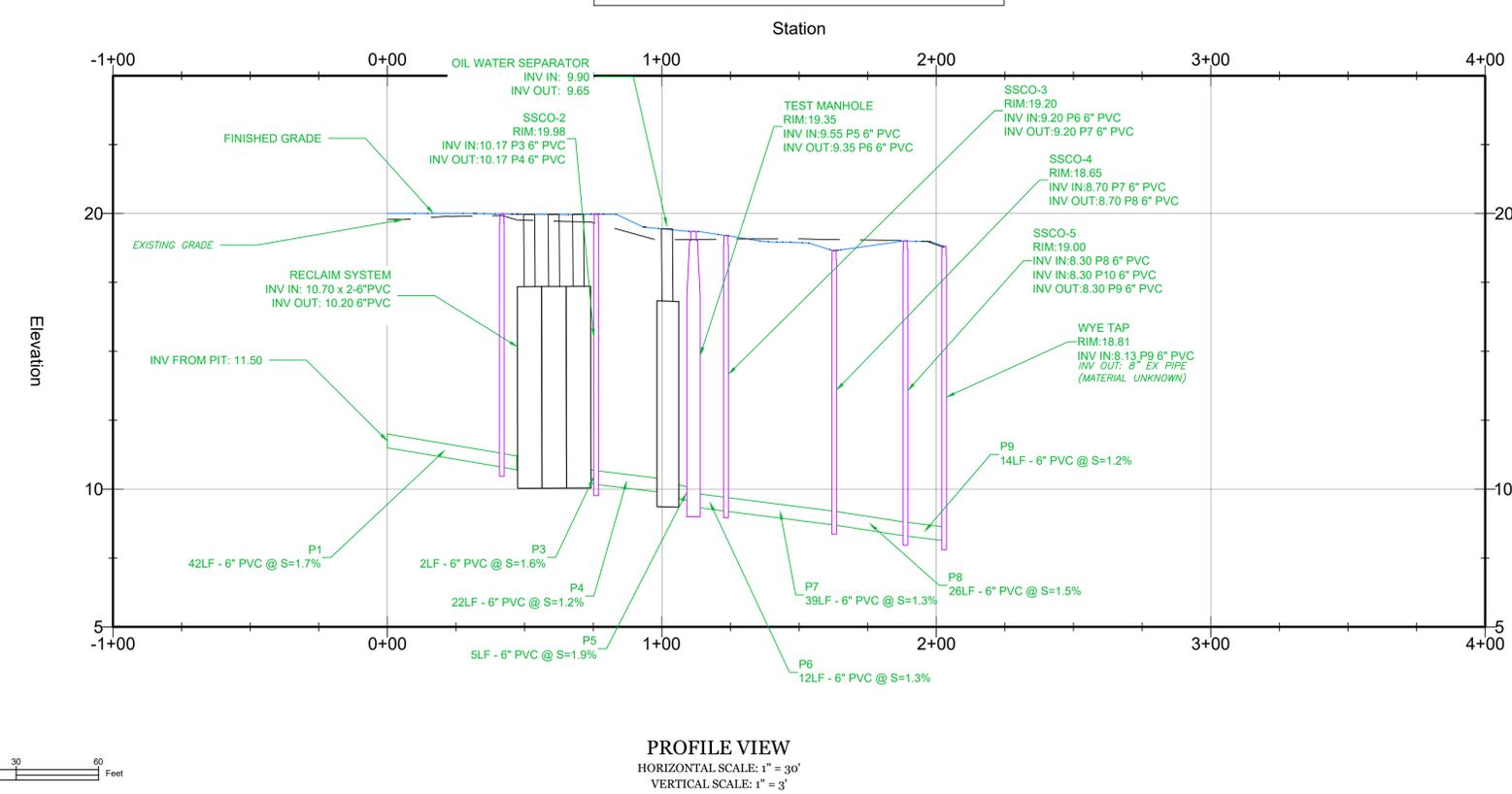
UTILITY PLAN
DATE: NOVEMBER 5, 2024
PROJECT: 23-038
SHEET: C 601

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PLAN VIEW
HORIZONTAL SCALE: 1" = 30'

SANITARY SEWER PROFILE



- SANITARY SEWER PROFILE NOTES:**
1. ALL PRODUCTS AND CONSTRUCTION WORK SHALL BE PERFORMED TO THE UTILITY PROVIDERS STANDARDS AND SPECIFICATIONS. IF THERE IS A DISCREPANCY BETWEEN THOSE REQUIREMENTS AND THESE PLANS PLEASE NOTIFY ENGINEER IMMEDIATELY.
 2. ALL STRUCTURES AND LIDS SHALL BE HEAVY DUTY TRAFFIC RATED.
 3. ALL DIMENSIONS ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
 4. ANY NEW CONNECTIONS AT EXISTING MANHOLES SHALL BE MADE WITH A KOR-N-SEAL BOOT OR APPROVED EQUIVALENT UNLESS OTHERWISE NOTED.
 5. ALL SEALANTS FOR STRUCTURES, VAULTS ETC SHALL MEET ASTM C-990
 6. SHOP DRAWINGS FOR ALL PROPOSED STRUCTURES, PIPES, LIDS, VAULTS, ETC SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEER BEFORE ORDERING OR THE CONTRACTOR ASSUMES ANY RISK WITH INCORRECT MATERIALS.

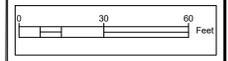
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PHONE: 678-611-1111
WWW.ONSITECIVIL.COM
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ONSITE CIVIL GROUP, LLC
No. C04511
STATE OF ALABAMA

STATE OF SOUTH CAROLINA
No. 28875
MICHAEL SEWELL
11-5-24

REVISIONS

No.	DATE	DESCRIPTION



SG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

The Palmetto Utility Protection Service, Inc.
1219 East Ashford Drive, Suite 100 Cape, South Carolina 29031 Voice: (803) 939-1177 Fax: (803) 939-0704
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24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700

UTILITY PLAN & PROFILES

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: **C 602**

ACTIVITY	MONTH 1				MONTH 2				MONTH 3				MONTH 4			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
SEDIMENT CONTROL																
ROUGH GRADING																
STORM STRUCTURES																
FINAL GRADING																
TEMPORARY VEGETATION																
PAVING & DRESSING																
PERMANENT VEGETATION																
CLEARING & GRUBBING																
TREE PROTECTION INSTALL/MAINTENANCE																

BMP LEGEND:

TEMPORARY SEEDING (TS)

PERMANENT SEEDING (PS)

SILT FENCE (SF)

TYPE A INLET PROTECTION

DANDY SACK INLET PROTECTION

CONSTRUCTION ENTRANCE

ROCK CHECK DAM/ RIP RAP

EROSION CONTROL MATTING

DIVERSION SWALE

ROCK OUTLET (RO)

TEMPORARY SEDIMENT POND:
DRAINAGE AREA = 1.09 ACRES
REQUIRED STORAGE = DRAINAGE AREA (ACRE) * 67 CY / ACRE
REQUIRED STORAGE = 1.09 ACRES * 67 CY / ACRE = 73.3 CY = 1,980 CF
STORAGE PROVIDED = 10,914 CF = 404 CY > 73.3 CY REQUIRED

CONTRACTOR SHALL INSTALL
TEMPORARY AND PERMANENT
GRASSING.
DUST CONTROL SHALL
BE MAINTAINED AT ALL TIMES.

PERMANENT STRUCTURES
PS#P6 AND SD6#SD7 ARE
TO BE INSTALLED AND
USED AS THE OUTFALL FOR
THE SEDIMENT BASIN

SURVEY NOTE:
EXISTING CONDITIONS BASED OF A GROUND RUN TOPOGRAPHIC SURVEY PREPARED BY GASQUE & ASSOCIATES INC., DATED 1/24/2017. THE BASIS OF BEARING FOR THIS SURVEY IS NAVD 88. THE VERTICAL DATUM IS S.C. VRS NETWORK. ONSITE CIVIL GROUP LLC TAKES NO LIABILITY FOR THE ACCURACY OF THIS SURVEY. CONTRACTORS AND SUB-CONTRACTORS A RESPONSIBLE FOR VERIFICATION OF FIELD CONDITIONS.

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PHONE: 678-611-1111
WWW.ONSITECIVIL.COM
INFO@ONSITECIVIL.COM

ONSITE CIVIL GROUP, LLC
No. 004511
STATE OF ALABAMA
CARET MICHAEL SEMBELL
No. 28875
11-5-24

REVISIONS

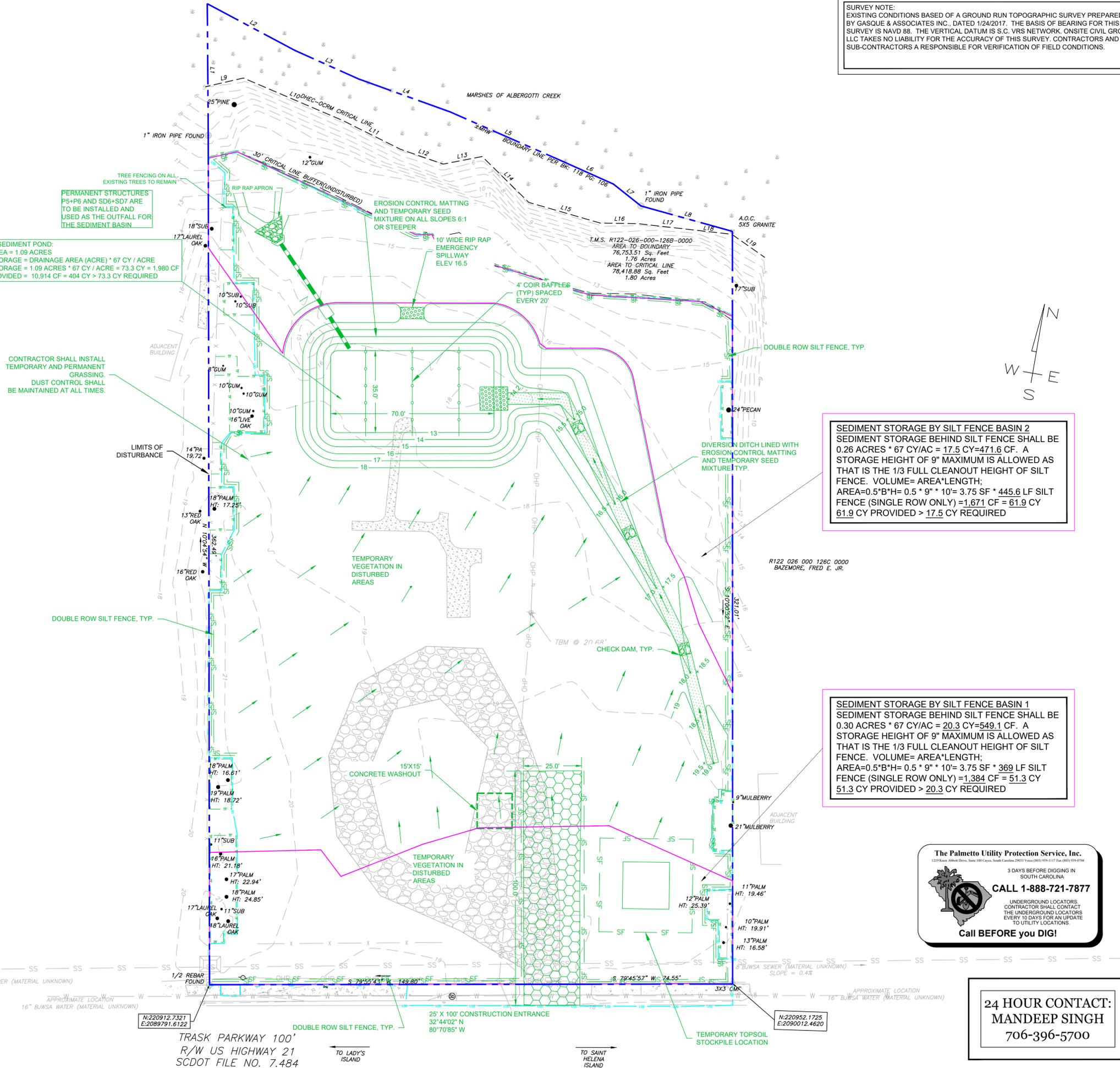
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SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

EROSION CONTROL PLAN - PHASE I

DATE: NOVEMBER 5, 2024
PROJECT: 23-038
SHEET: **C 701**



SEDIMENT STORAGE BY SILT FENCE BASIN 2
SEDIMENT STORAGE BEHIND SILT FENCE SHALL BE 0.26 ACRES * 67 CY/AC = 17.5 CY=471.6 CF. A STORAGE HEIGHT OF 9" MAXIMUM IS ALLOWED AS THAT IS THE 1/3 FULL CLEANOUT HEIGHT OF SILT FENCE. VOLUME= AREA*LENGTH; AREA=0.5*B*H= 0.5 * 9' * 10'= 3.75 SF * 445.6 LF SILT FENCE (SINGLE ROW ONLY) = 1,671 CF = 61.9 CY 61.9 CY PROVIDED > 17.5 CY REQUIRED

SEDIMENT STORAGE BY SILT FENCE BASIN 1
SEDIMENT STORAGE BEHIND SILT FENCE SHALL BE 0.30 ACRES * 67 CY/AC = 20.3 CY=549.1 CF. A STORAGE HEIGHT OF 9" MAXIMUM IS ALLOWED AS THAT IS THE 1/3 FULL CLEANOUT HEIGHT OF SILT FENCE. VOLUME= AREA*LENGTH; AREA=0.5*B*H= 0.5 * 9' * 10'= 3.75 SF * 369 LF SILT FENCE (SINGLE ROW ONLY) = 1,384 CF = 51.3 CY 51.3 CY PROVIDED > 20.3 CY REQUIRED

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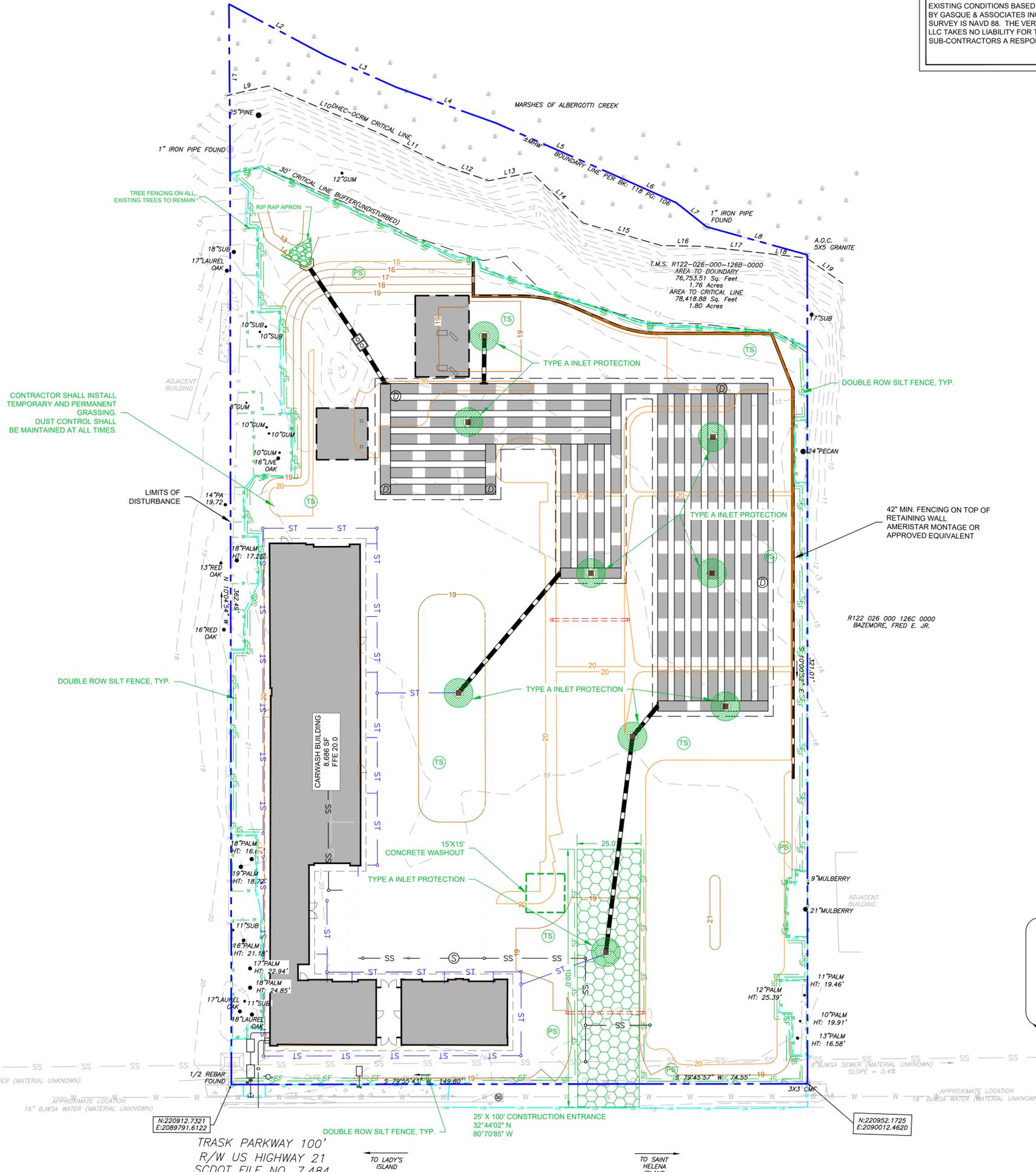
SEDIMENT STORAGE BY SILT FENCE
 SEDIMENT STORAGE BEHIND SILT FENCE SHALL BE 1.64 ACRES * 67 CY/AC = 109.8 CY=2,967 CF. A STORAGE HEIGHT OF 9" MAXIMUM IS ALLOWED AS THAT IS THE 1/3 FULL CLEANOUT HEIGHT OF SILT FENCE. VOLUME= AREA*LENGTH; AREA=0.5*B*H= 0.5 * 9' * 10'= 3.75 SF * 1,351 LF SILT FENCE (SINGLE ROW ONLY) =5,066 CF = 187.6 CY 187.6 CY PROVIDED > 109.8 CY REQUIRED

ACTIVITY	MONTH 1				MONTH 2				MONTH 3				MONTH 4			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
SEDIMENT CONTROL																
ROUGH GRADING																
STORM STRUCTURES																
FINAL GRADING																
TEMPORARY VEGETATION																
PAVING & DRESSING																
PERMANENT VEGETATION																
CLEARING & GRUBBING																
TREE PROTECTION																
INSTALL/MAINTENANCE																

BMP LEGEND:

- TEMPORARY SEEDING (TS)
- PERMANENT SEEDING (PS)
- SILT FENCE (SF)
- TYPE A INLET PROTECTION
- DANDY SACK INLET PROTECTION (OR)
- CONSTRUCTION ENTRANCE
- ROCK CHECK DAM/ RIP RAP (OR)
- EROSION CONTROL MATTING
- DIVERSION SWALE
- ROCK OUTLET (RO)

CONTRACTOR SHALL INSTALL TEMPORARY AND PERMANENT GRASSING. DUST CONTROL SHALL BE MAINTAINED AT ALL TIMES.



SURVEY NOTE:
 EXISTING CONDITIONS BASED OF A GROUND RUN TOPOGRAPHIC SURVEY PREPARED BY GASQUE & ASSOCIATES INC., DATED 1/24/2017. THE BASIS OF BEARING FOR THIS SURVEY IS NAVD 88. THE VERTICAL DATUM IS S.C. VRS NETWORK. ONSITE CIVIL GROUP LLC TAKES NO LIABILITY FOR THE ACCURACY OF THIS SURVEY. CONTRACTORS AND SUB-CONTRACTORS A RESPONSIBLE FOR VERIFICATION OF FIELD CONDITIONS.

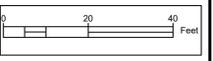
ON SITE CIVIL GROUP
 980 BIRMINGHAM RD, SUITE 205-240 MILTON, GA 30004
 PHONE: 678-611-1912
 WWW.ONSITECIVIL.COM
 INFO@ONSITECIVIL.COM

ONSITE CIVIL GROUP, LLC
 No. C04511
 STATE OF ALABAMA

LABELET MICHAEL SEMBELL
 No. 28875
 STATE OF ALABAMA

REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
 523 PLEASANT HOME RD
 AUGUSTA, GA 30907
 MANDEEP SINGH
 706-396-5700

PALMETTO SHINE BEAUFORT
 2513 BOUNDARY STREET
 BEAUFORT, SC 29906

The Palmetto Utility Protection Service, Inc.
 3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 1-888-721-7877
 UNDERGROUND LOCATORS. CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.
Call BEFORE you DIG!

24 HOUR CONTACT:
MANDEEP SINGH
 706-396-5700

EROSION CONTROL PLAN - PHASE II

DATE: NOVEMBER 5, 2024
 PROJECT: 23-038

SHEET: **C 702**

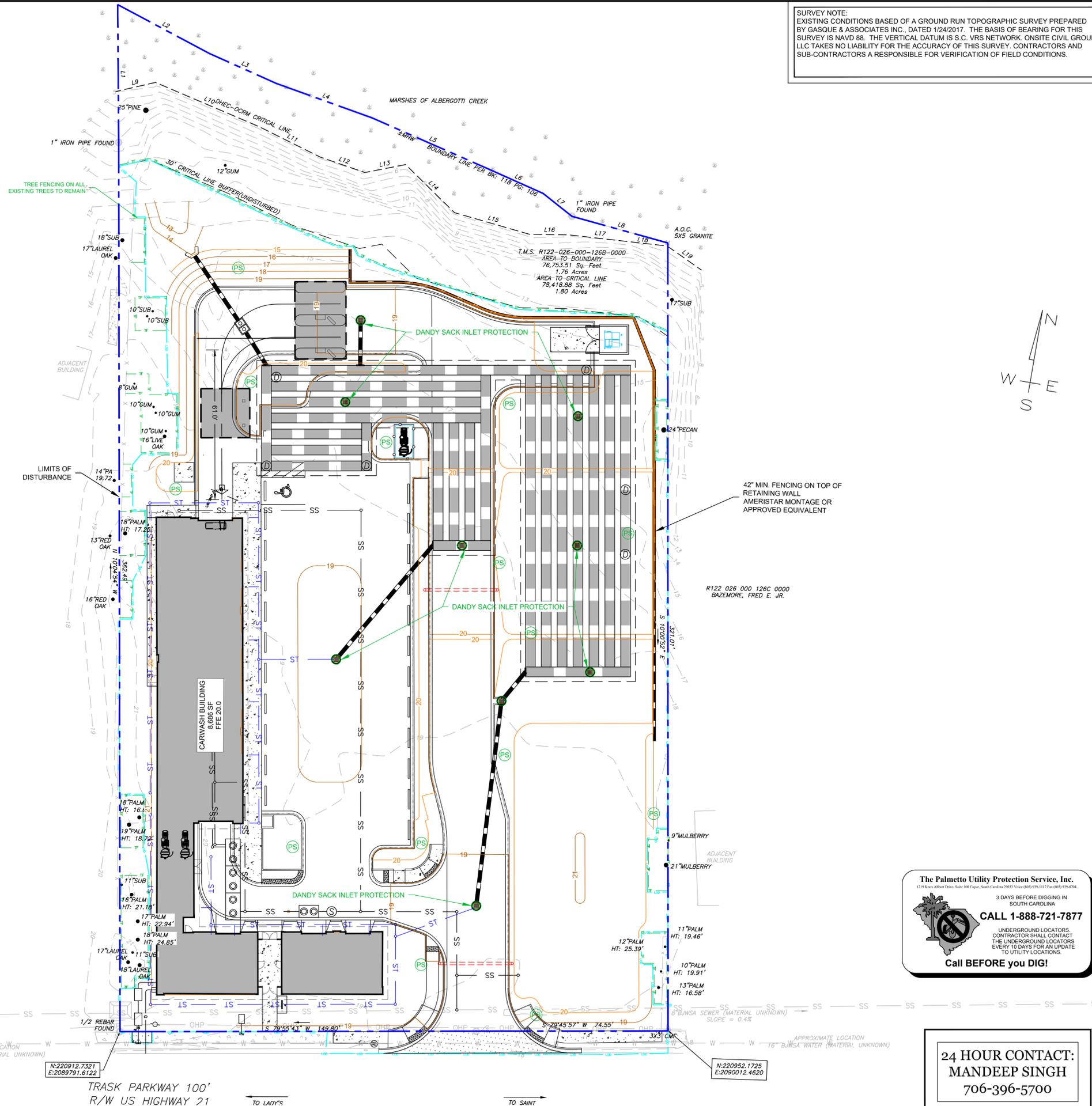
C:\USERS\BLAKE\ON SITE\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT SC\DWG\10-11-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:37 PM BY BLAKE WATSON

SEDIMENT STORAGE BY SILT FENCE
 SEDIMENT STORAGE BEHIND SILT FENCE SHALL BE 1.64 ACRES * 67 CY/AC = 109.8 CY=2,967 CF. A STORAGE HEIGHT OF 9" MAXIMUM IS ALLOWED AS THAT IS THE 1/3 FULL CLEANOUT HEIGHT OF SILT FENCE. VOLUME= AREA*LENGTH;
 AREA=0.5*B*H= 0.5 * 9" * 10' = 3.75 SF * 1,351 LF SILT FENCE (SINGLE ROW ONLY) =5,066 CF = 187.6 CY
 187.6 CY PROVIDED > 109.8 CY REQUIRED

ACTIVITY	MONTH 1				MONTH 2				MONTH 3				MONTH 4			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
SEDIMENT CONTROL																
ROUGH GRADING																
STORM STRUCTURES																
FINAL GRADING																
TEMPORARY VEGETATION																
PAVING & DRESSING																
PERMANENT VEGETATION																
CLEARING & GRUBBING																
TREE PROTECTION INSTALL/MAINTENANCE																

BMP LEGEND:

- TEMPORARY SEEDING (TS)
- PERMANENT SEEDING (PS)
- SILT FENCE (SF)
- TYPE A INLET PROTECTION
- DANDY SACK INLET PROTECTION
- CONSTRUCTION ENTRANCE
- ROCK CHECK DAM/ RIP RAP
- EROSION CONTROL MATTING
- DIVERSION SWALE
- ROCK OUTLET (RO)



SURVEY NOTE:
 EXISTING CONDITIONS BASED ON A GROUND RUN TOPOGRAPHIC SURVEY PREPARED BY GASQUE & ASSOCIATES INC., DATED 1/24/2017. THE BASIS OF BEARING FOR THIS SURVEY IS NAVD 88. THE VERTICAL DATUM IS S.C. VRS NETWORK. ONSITE CIVIL GROUP LLC TAKES NO LIABILITY FOR THE ACCURACY OF THIS SURVEY. CONTRACTORS AND SUB-CONTRACTORS A RESPONSIBLE FOR VERIFICATION OF FIELD CONDITIONS.

ON SITE CIVIL GROUP
 980 BIRMINGHAM RD, SUITE 205-240 MILTON, GA 30004
 PHONE: 678-611-1111
 WWW.ONSITECIVIL.COM
 INFO@ONSITECIVIL.COM

ONSITE CIVIL GROUP, LLC
 No. C04511
 STATE OF ALABAMA

LABARETT MICHAEL SEMBELL
 No. 28875
 STATE OF ALABAMA

REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
 523 PLEASANT HOME RD
 AUGUSTA, GA 30907
 MANDEEP SINGH
 706-396-5700

PALMETTO SHINE, BEAUFORT
 2513 BOUNDARY STREET
 BEAUFORT, SC 29906

EROSION CONTROL PLAN - PHASE III

DATE: NOVEMBER 5, 2024
 PROJECT: 23-038

SHEET: **C 703**

The Palmetto Utility Protection Service, Inc.
 1219 Kline Street Drive Suite 100 Cape Fear, South Carolina 29405-1000 Phone: 803-959-0748

CALL 1-888-721-7877

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA

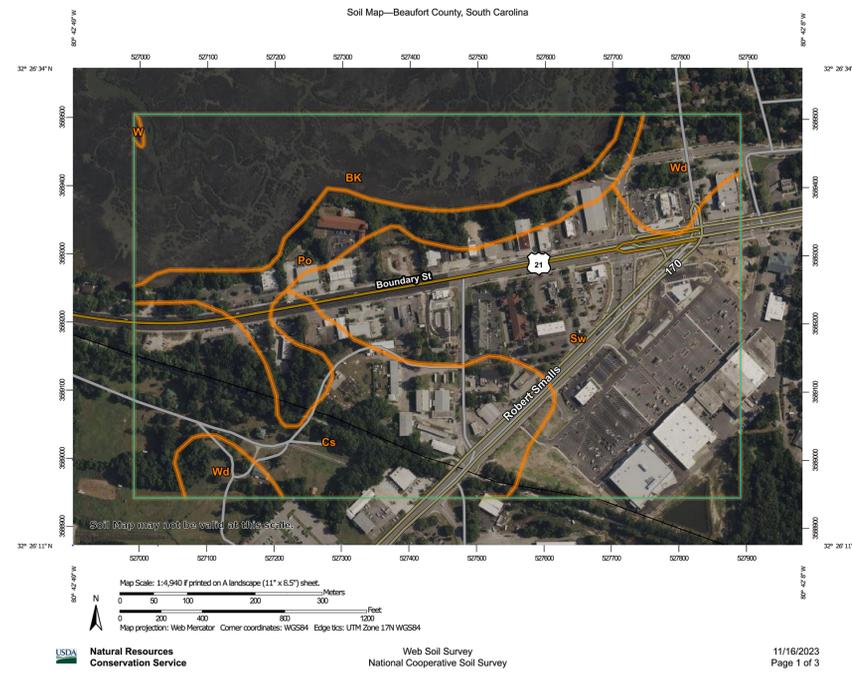
UNDERGROUND LOCATORS. CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.

Call BEFORE you DIG!

24 HOUR CONTACT:
MANDEEP SINGH
 706-396-5700

C:\USERS\BLAKE\ON SITE DROPBOX\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT SC\DWG\10-11-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:37 PM BY BLAKE WATSON

C:\USERS\BLAKE\ONSITE\DRG\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT SC.DWG PLOTTED ON 11/5/2024 4:37 PM BY BLAKE WATSON



Soil Map—Beaufort County, South Carolina

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BK	Bohicket association	27.4	21.8%
Cs	Coosaw loamy fine sand	30.7	24.5%
Po	Polawana loamy fine sand	13.7	10.9%
Sw	Seewee fine sand	45.1	36.0%
W	Water	0.1	0.1%
Wd	Wando fine sand, 0 to 6 percent slopes	8.4	6.7%
Totals for Area of Interest		125.5	100.0%

ON SITE
CIVIL GROUP

980 BIRMINGHAM RD, SUITE 205-240 MILTON, GA 30004
PHONE: 678-611-1100
WWW.ONSITECIVIL.COM
INFO@ONSITECIVIL.COM

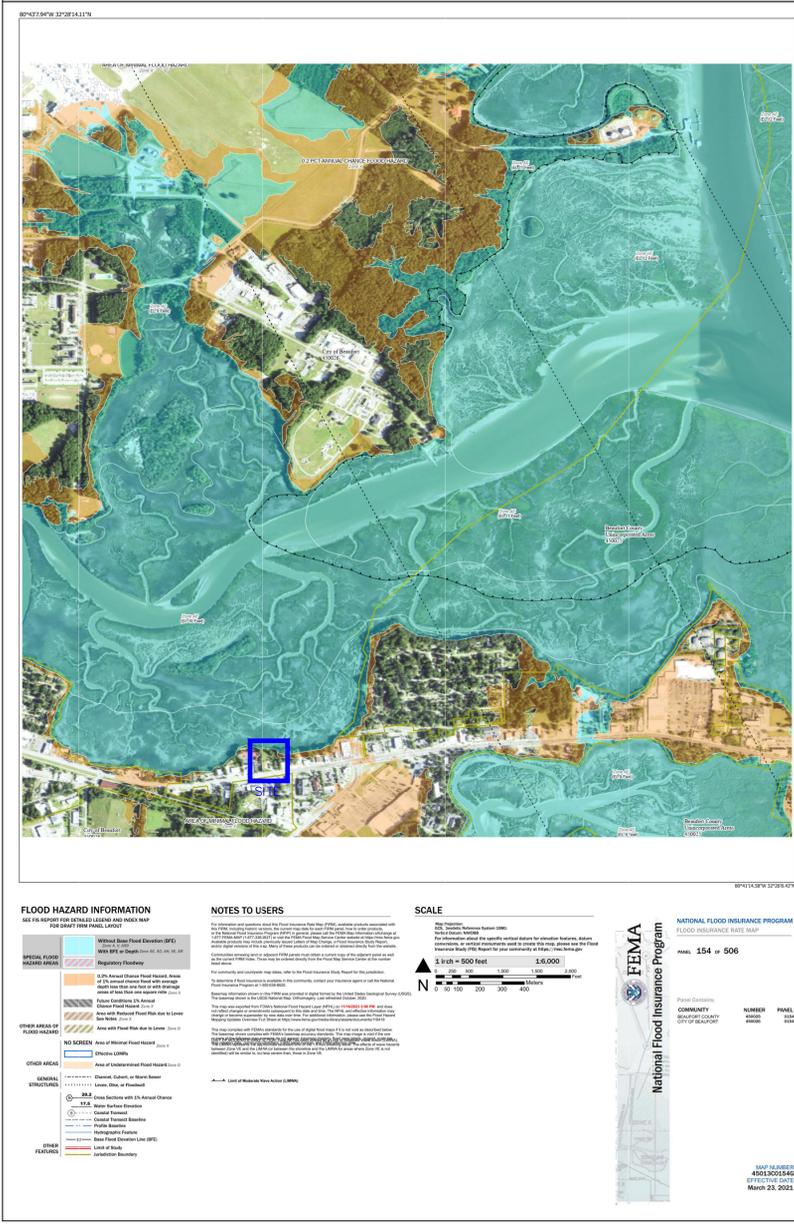


REVISIONS

No.	DATE	DESCRIPTION

SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906



24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700

EROSION CONTROL PLAN - NOTES

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: C 704

REFERENCES

MINOR REVISIONS

DETAIL DRAWINGS & EXTENSIONS
150-205-01, 150-205-02

PRECONSTRUCTION SUPPORT ENGINEER

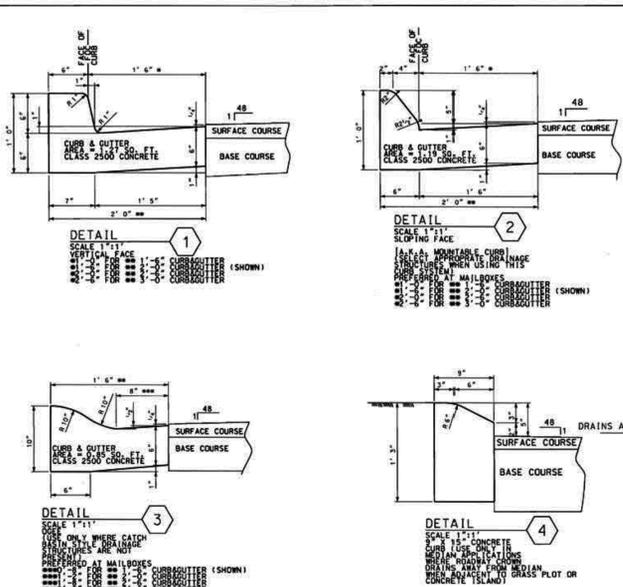
SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER
No. 21244

James W. Kendall, Jr.
SIGNATURE
AUGUST 23, 2012
DATE

SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING
CURB & GUTTER
(CONCRETE)

720-105-01
EFFECTIVE LISTS DATE: 2008, 2015



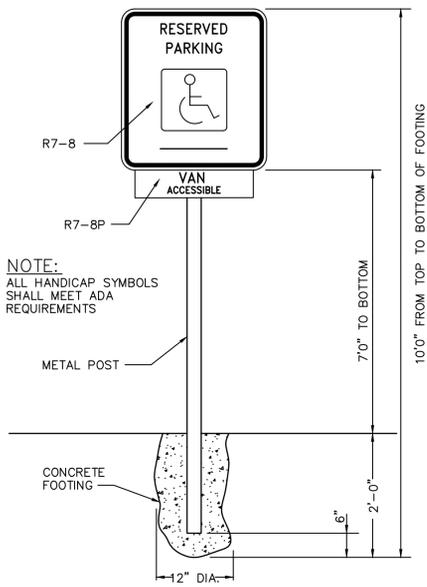
NOTES:

- USE CONCRETE CURB AND GUTTER WITH VERTICAL FACE UNLESS OTHERWISE NOTED.
- USE MINIMUM CLASS 2500 CONCRETE.
- USE 3" TRANSITION AT END OF RADIUS AT INTERSECTING STRAIGHTS AND WHERE CURB IS 6 FEET OR GREATER FROM MAINLINE TRAVEL LANE.
- USE 10" TRANSITION WHERE CURB IS LESS THAN 6 FEET FROM MAINLINE TRAVEL LANE.
- INCLUDE COST OF WORK TO CONSTRUCT TRANSITIONS IN THE COST PER LF OF CURB AND GUTTER.
- DEVELOP SLOPE ON HIGH SIDE OF SUPERELEVATION AS SHOWN ON STANDARD DRAWING 150-205-01, EXCEPT ON OGE CURB & GUTTER.
- USE DETECTABLE WARNINGS AS REQUIRED ON STANDARD DRAWING 150-205-01.
- WHEN MAILBOXES ARE PRESENT, USE APPROPRIATE CURB TYPE. INSTALL MAILBOXES BEHIND CURB OR SIDEWALK AS SHOWN ON STANDARD DRAWING 200-100-01.
- PAY ITEMS MAY NOT BE COMPLETE LIST OF PAY ITEMS:

720110	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720111	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720112	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720113	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720114	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720115	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720116	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720117	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720118	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720119	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720120	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720121	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720122	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720123	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720124	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720125	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720126	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720127	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720128	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720129	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF
720130	CONCRETE CURB AND GUTTER (1'-4" VERTICAL FACE)	LF

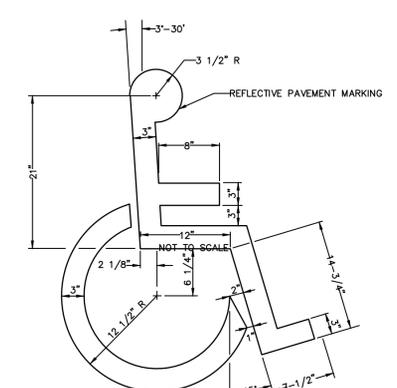
FOR CURB ONLY
720100 CONCRETE CURB (9" x 15")
720101 CONCRETE CURB (9" x 15")
720102 CONCRETE CURB (9" x 15")
720103 CONCRETE CURB (9" x 15")
720104 CONCRETE CURB (9" x 15")
720105 CONCRETE CURB (9" x 15")
720106 CONCRETE CURB (9" x 15")
720107 CONCRETE CURB (9" x 15")
720108 CONCRETE CURB (9" x 15")
720109 CONCRETE CURB (9" x 15")
720110 CONCRETE CURB (9" x 15")

FOR CONCRETE MEDIAN
720200 CONCRETE MEDIAN
720201 CONCRETE MEDIAN
720202 CONCRETE MEDIAN OVERLAY

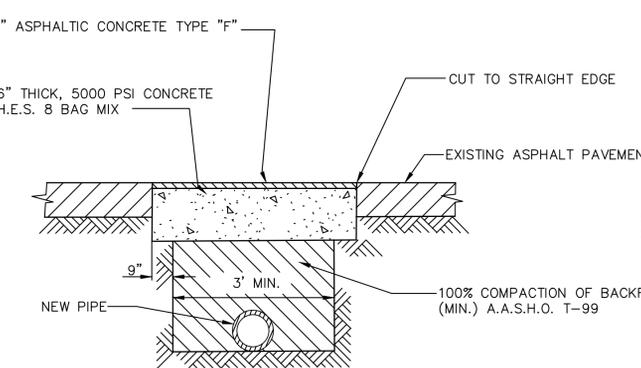


NOTE:
ALL HANDICAP SYMBOLS SHALL MEET ADA REQUIREMENTS

HANDICAPPED PARKING SIGN
NOT TO SCALE



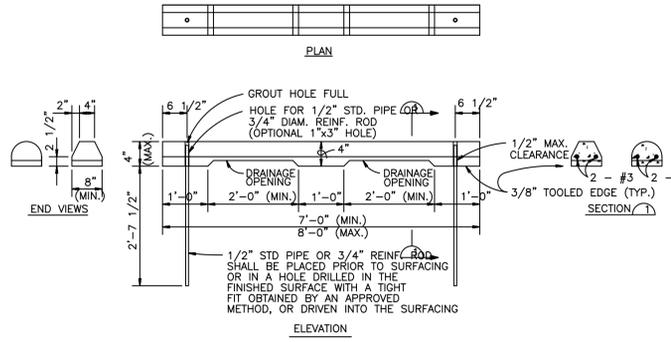
WHEELCHAIR SYMBOL DESIGN
NOT TO SCALE



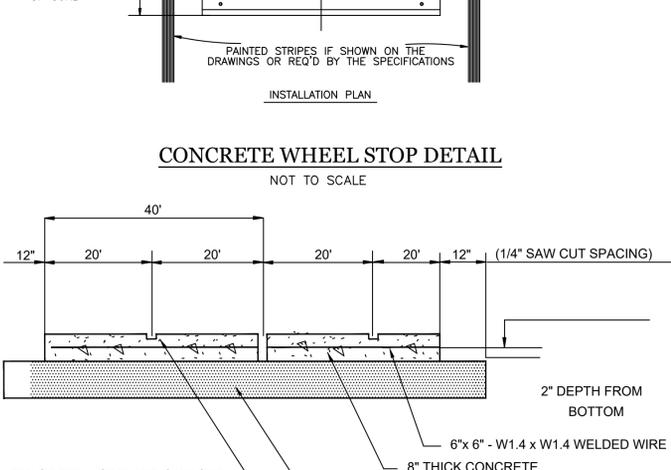
CUT AND PATCH
NOT TO SCALE

NOTES:

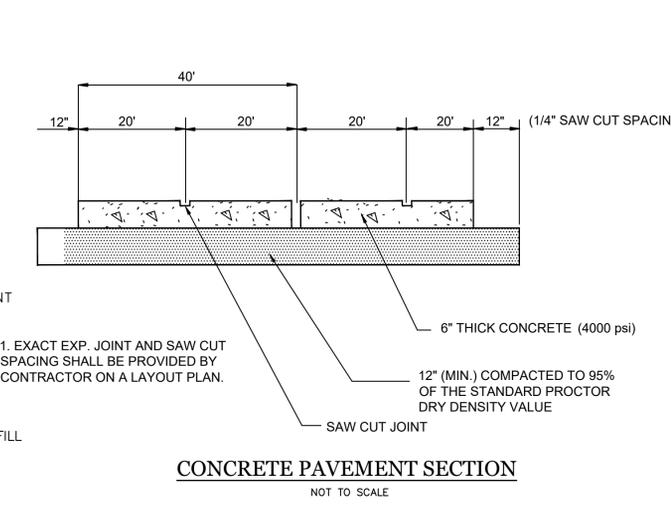
- ALL LATERAL STREET CUTS MUST BE COVERED WITH STEEL PLATES OF SUFFICIENT THICKNESS TO SPAN THE CUT WITHOUT NOTICEABLE DEFLECTION. THESE PLATES SHALL REMAIN IN PLACE UNTIL THE CONCRETE BASE HAS GAINED SUFFICIENT STRENGTH TO WITHSTAND TRAFFIC LOADS (24 HOUR MINIMUM).
- FOR LONGITUDINAL CUTS EXCEEDING 150 FT. IN LENGTH, THE CONCRETE IN THE TRENCH SHALL BE BROUGHT FLUSH WITH THE EXISTING PAVEMENT AND THE ENTIRE WIDTH OF ROADWAY SHALL BE RESURFACED WITH A MINIMUM OF 1" OF TYPE "F" ASPHALT TOPPING OR SURFACE COURSE.



CONCRETE WHEEL STOP DETAIL
NOT TO SCALE



HEAVY DUTY CONCRETE PAVEMENT SECTION
NOT TO SCALE



CONCRETE PAVEMENT SECTION
NOT TO SCALE

RECOMMENDED MINIMUM TRENCH WIDTHS

PIPE DIAM.	MIN. TRENCH WIDTH
4"	21"
6"	23"
8"	26"
10"	28"
12"	30"
15"	34"
18"	39"
24"	48"
30"	56"
36"	64"
42"	72"
48"	80"
60"	96"
150mm	2438mm

MINIMUM RECOMMENDED COVER BASED ON VEHICLE LOADING CONDITIONS**

PIPE DIAM.	SURFACE LIVE LOADING CONDITION	
	H-25	HEAVY CONSTRUCTION (75T AXLE LOAD) *
12" - 48"	12"	48"
(300mm - 1200mm)	(305mm)	(1219mm)

*VEHICLE 60' IN EXCESS OF 24T MAY REQUIRE ADDITIONAL COVER
**SEE EXISTING REQUIREMENTS IN NOTE 6.(1524mm)

MAXIMUM RECOMMENDED COVER BASED ON VEHICLE LOADING CONDITIONS

PIPE DIAM.	CLASS I			CLASS II			CLASS III		
	COMPACTED	DUMPED	95%	90%	95%	95%	95%	95%	
4"	34	16	23	16	17	17	17	17	
(100mm)	(10.4m)	(4.9m)	(7.0m)	(4.9m)	(5.2m)	(5.2m)	(5.2m)	(5.2m)	
6"	40	19	27	19	20	20	20	20	
(150mm)	(12.2m)	(5.8m)	(8.2m)	(5.8m)	(6.1m)	(6.1m)	(6.1m)	(6.1m)	
8"	30	14	21	14	15	15	15	15	
(200mm)	(9.1m)	(4.3m)	(6.4m)	(4.3m)	(4.6m)	(4.6m)	(4.6m)	(4.6m)	
10"	34	16	23	16	17	17	17	17	
(250mm)	(10.4m)	(4.9m)	(7.0m)	(4.9m)	(5.2m)	(5.2m)	(5.2m)	(5.2m)	
12"	35	17	24	17	18	18	18	18	
(300mm)	(10.7m)	(5.2m)	(7.3m)	(5.2m)	(5.5m)	(5.5m)	(5.5m)	(5.5m)	
15"	37	18	25	18	19	19	19	19	
(375mm)	(11.3m)	(5.5m)	(7.6m)	(5.5m)	(5.8m)	(5.8m)	(5.8m)	(5.8m)	
18"	32	15	22	15	16	16	16	16	
(450mm)	(9.8m)	(4.6m)	(6.7m)	(4.6m)	(4.9m)	(4.9m)	(4.9m)	(4.9m)	
24"	27	13	19	13	14	14	14	14	
(600mm)	(8.2m)	(4.0m)	(5.8m)	(4.0m)	(4.3m)	(4.3m)	(4.3m)	(4.3m)	
30"	22	11	16	11	11	11	11	11	
(750mm)	(6.7m)	(3.4m)	(4.9m)	(3.4m)	(3.4m)	(3.4m)	(3.4m)	(3.4m)	
36"	26	12	17	12	13	13	13	13	
(900mm)	(7.9m)	(3.7m)	(5.5m)	(3.7m)	(4.0m)	(4.0m)	(4.0m)	(4.0m)	
42"	24	11	17	11	12	12	12	12	
(1050mm)	(7.3m)	(3.4m)	(5.2m)	(3.4m)	(3.7m)	(3.7m)	(3.7m)	(3.7m)	
48"	23	11	16	11	12	12	12	12	
(1200mm)	(7.0m)	(3.4m)	(4.9m)	(3.4m)	(3.7m)	(3.7m)	(3.7m)	(3.7m)	
60"	26	12	18	12	13	13	13	13	
(1500mm)	(7.9m)	(3.7m)	(5.5m)	(3.7m)	(4.0m)	(4.0m)	(4.0m)	(4.0m)	

FILL HEIGHT TABLE GENERATED USING AASHTO SECTION 12. LOAD RESISTANCE FACTOR DESIGN (LRFD) PROCEDURE WITH THE FOLLOWING ASSUMPTIONS:
NO HYDROSTATIC PRESSURE.
UNIT WEIGHT OF SOIL (γs) = 120 PCF

REVISIONS

No.	DATE	DESCRIPTION

ADVANCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON INFORMATION PROVIDED TO ADS. THIS DRAWING IS INTENDED TO DEPICT THE COMPONENTS AS REQUESTED. ADS HAS NOT PERFORMED ANY ENGINEERING OR DESIGN SERVICES FOR THIS PROJECT. NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THE INSTALLATION DETAILS PROVIDED HEREIN ARE GENERAL RECOMMENDATIONS AND ARE NOT SPECIFIC FOR THIS PROJECT. THE DESIGN ENGINEER SHALL REVIEW THESE DETAILS PRIOR TO CONSTRUCTION. IT IS THE DESIGN ENGINEER'S RESPONSIBILITY TO ENSURE THE DETAILS PROVIDED HEREIN MEETS OR EXCEEDS THE APPLICABLE NATIONAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS PROJECT.

TRENCH INSTALLATION DETAIL (ASTM F2648)

DRAWING NUMBER: STD-101A

ADS 4640 TRUHEMAN BLVD
HILLIARD, OHIO 43026

DATE: 8/15/13
BY: NTS
CHK'D: NTS
1 OF 1

ONSITE CIVIL GROUP

980 BIRMINGHAM RD, SUITE 603-940, MILTON, GA 30004
PHONE: 678-611-1100
WWW.ONSITECIVIL.COM
INFO@ONSITECIVIL.COM

SOUTH CAROLINA

ONSITE CIVIL GROUP, LLC
No. C04511
STATE OF SOUTH CAROLINA

SOUTH CAROLINA

MARKET MICHAEL SINGH
No. 28875
STATE OF SOUTH CAROLINA

REVISIONS

No.	DATE	DESCRIPTION

SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE, BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

CONSTRUCTION DETAILS

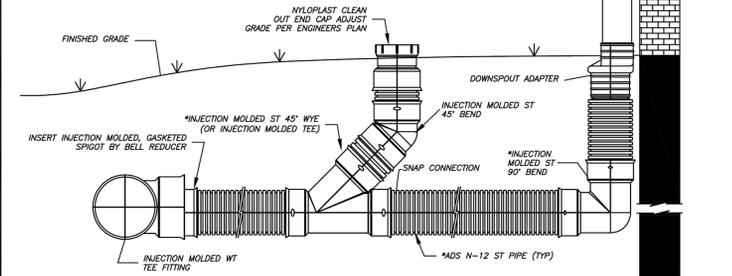
DATE: NOVEMBER 5, 2024
PROJECT: 23-038
SHEET: C 801

24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700

C:\USERS\BLAKE\ONSITE DROPBOX\PROJECTS\2023\23-038 SIG CARMASH BEAUFORT SC.DWG\10-31-24 SIG CARMASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:37 PM BY BLAKE WATSON

ROOF DRAIN DETAIL WITH CLEANOUT

NOTE:
 * INJECTION MOLDED FITTINGS ARE AVAILABLE IN TEES, WYES, REDUCERS, 45° BENDS AND BELL/BELL COUPLERS.
 * WT INJECTION MOLDED FITTINGS AND WT PIPE CAN BE SUBSTITUTED FOR WATER TIGHT APPLICATIONS



ALL STANDARD SIGNAL DEVICESMANUFACTURED BY SIGNAL SYSTEMS, INC. ("SS") HAS PROVIDED THIS STANDARD SIGNAL TO CONFORM TO THE RECOMMENDED INSTALLATION OF ITS PRODUCTS FOR THE SPECIFIC APPLICATION. IN ACCORDANCE WITH RECOMMENDATIONS, THERE MAY BE OTHER NATIONAL, STATE OR LOCAL SPECIFICATIONS THAT ARE PERTINENT TO THE APPLICATION. ALL STANDARD SIGNALS ARE NOT LIMITED TO SUPERSEDE ANY MANUFACTURER'S SPECIFICATIONS. SPECIFICATIONS ARE THE RESPONSIBILITY OF THE USER. THE USER SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL PRODUCTS. SS HAS NOT AUTHORIZED, AND IT MAKES NO REPRESENTATION FOR, ANY REISSUES, ALTERATIONS OR DEVIATIONS FROM THIS STANDARD SIGNAL.

ISSUED BY	DATE	REVISIONS
KSK	04.02.03	
KMM	04.02.03	
STD-1001		
BY	DATE	
ATM	05.12.03	

BIKE DOCK

The bike dock is a simple and intuitive design that provides space efficient, high security bike parking, supporting them at two points and allowing for u-lock compatibility of both the wheel and bike frame.

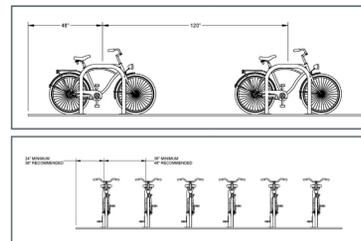


Model #	# Bikes	Typical Mount	Weight	Length	Width	Height	Footprint with Bikes
1.66" electrowelded steel tubing, 12 gauge							
6902	2	Below Grade Mount	17 lbs.	30"	2"	32"	48" x 72"
6903	2	Flange Mount	19 lbs.	34"	6"	32"	48" x 72"
2. 3/8" schedule 40 steel pipe, 9 gauge							
2112	2	Below Grade Mount	31 lbs.	30"	2.4"	32"	48" x 72"
2113	2	Flange Mount	33 lbs.	34"	6"	32"	48" x 72"
2" x 2" x 3/16" square tubing, 7 gauge							
2212	2	Below Grade Mount	38 lbs.	30"	2.4"	32"	48" x 72"
2213	2	Flange Mount	34 lbs.	34"	6"	32"	48" x 72"

Our Bike Fixation representatives can assist with custom layout and spacing to meet your room dimensions and desired bike capacity.

Bike Dock

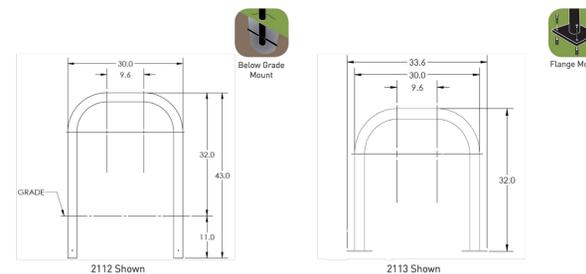
Recommended Spacing



Product Details

- 1.66", 12 gauge schedule 40 pipe -- most affordable solution
- 2. 3/8", 9 gauge schedule 40 pipe -- larger diameter pipe leaves less space between the lock and rack, which provides better security
- 2" square, 7 gauge schedule 40 pipe -- square tubing resists efforts from thieves using pipe cutters
- Offers 2 points of contact for bike stability

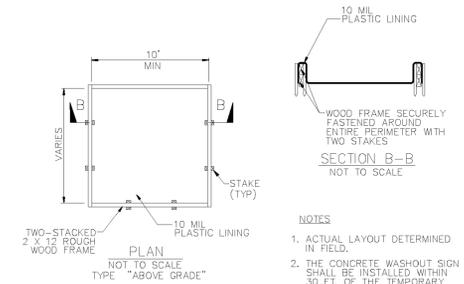
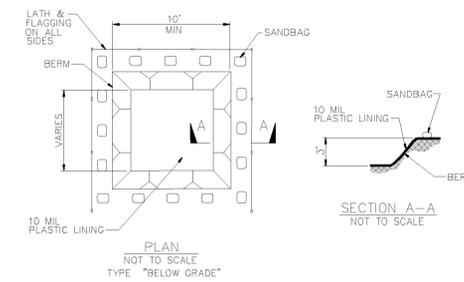
Product Dimensions



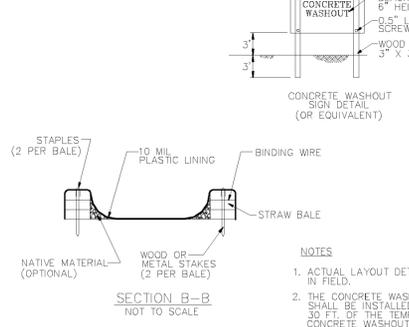
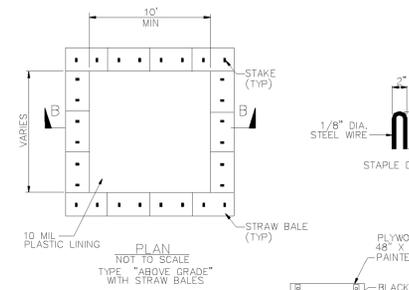
Bike Fixation by Saris 800.783.7257 www.bikefixation.com

- Product Information: Manufactured by Bike Fixation
- # of Bikes: 2 bikes per rack
- Materials: 1.66", 12 gauge; 2. 3/8" 9 gauge; 2" Square, 7 gauge
- Finish: Powder Coat Galvanized
- Hardware: Flange Mount recommended anchor; Temporary Mount: #6263; Permanent Mount: #6260
- Spacing: 48" recommended between perpendicular racks; 120" recommended between racks (center to center)
- Meets APBP standards

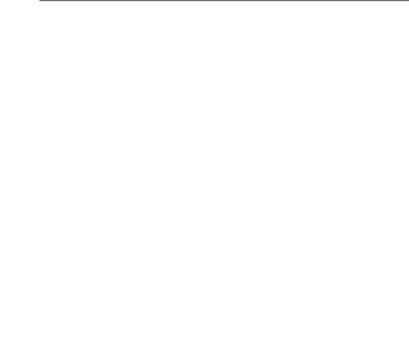
Anchors must be purchased separately



CONCRETE WASHOUT - BELOW GRADE



CONCRETE WASHOUT - ABOVE GRADE



ON SITE CIVIL GROUP
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ONSITE CIVIL GROUP, LLC
 No. C04511
 STATE OF ALABAMA

ONSITE CIVIL GROUP, LLC
 No. 28875
 STATE OF ALABAMA
 11-5-24

No.	DATE	DESCRIPTION

REVISIONS

SIG MANAGEMENT
 523 PLEASANT HOME RD
 AUGUSTA, GA 30907
MANDEEP SINGH
 706-396-5700

PALMETTO SHINE BEAUFORT
 2513 BOUNDARY STREET
 BEAUFORT, SC 29906

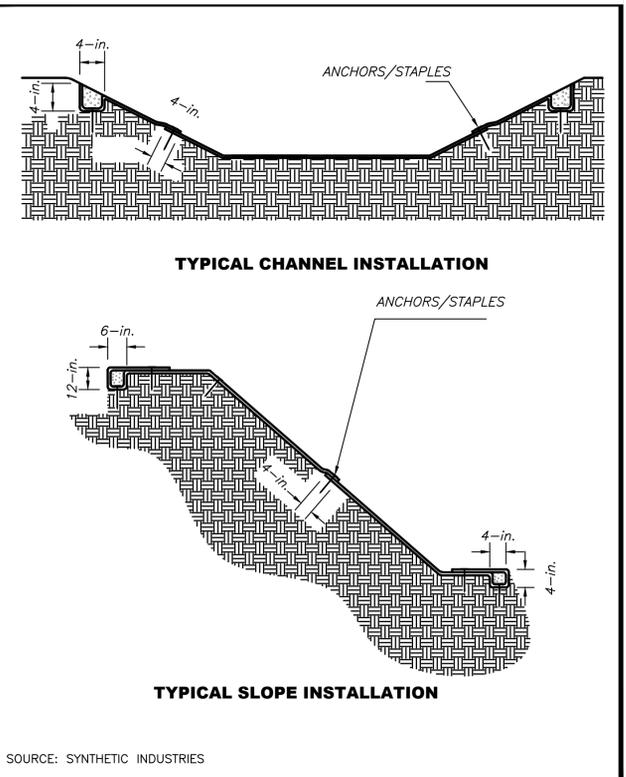
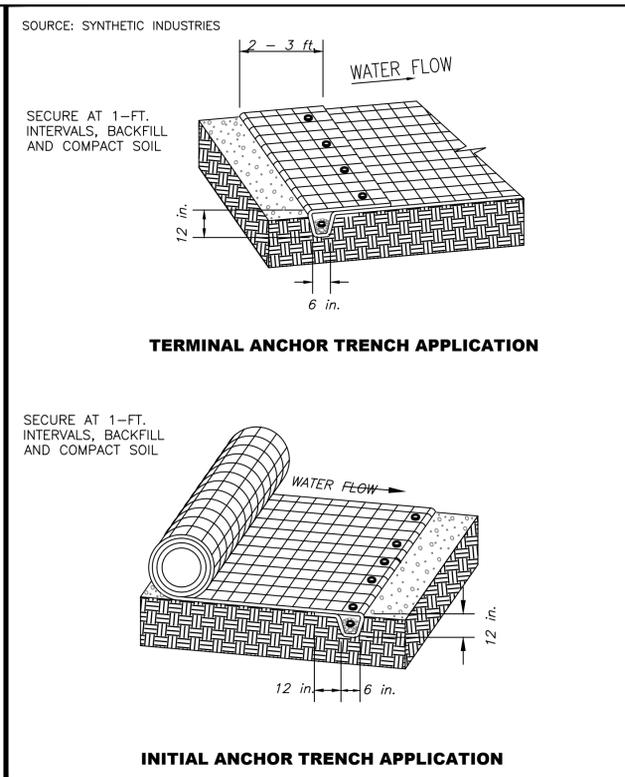
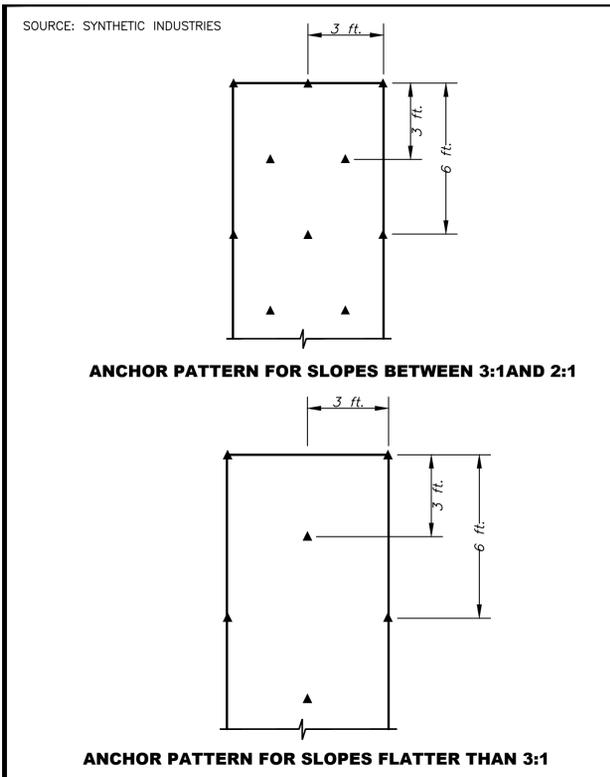
CONSTRUCTION DETAILS

DATE: NOVEMBER 5, 2024
 PROJECT: 23-038

SHEET: **C 802**

24 HOUR CONTACT:
MANDEEP SINGH
 706-396-5700

EROSION CONTROL MATTING NOTE:
EAST COAST ECS-2 EROSION BLANKETS ARE TO BE USED. ANY SUBSTITUTE MUST BE SCDOT AND SCDHEC APPROVED AND NOTED BY THE CONTRACTOR IN THE OS-SWPPP



EASTCOAST
erosion blankets

443 Bricker Road, Bernville, PA 19506
1.800.582.4005
+1.610.488.8496 Fax +1.610.488.8494
www.eastcoasterosion.com

Material and Performance Specification

ECS-2® Double Net Straw Rolled Erosion Control Product

Description: The ECS-2® is made with uniformly distributed 100% agricultural straw and two polypropylene nets securely sewn together with degradable thread. The tightly compressed blankets are wrapped and include a product label, code and installation guide. The blankets are palletized for easy transportation. The ECS-2® has functional longevity of approximately 12 months, but will vary depending on soil and climatic conditions, and is suitable for slopes 2:1 or less and low to medium flow channels. The ECS-2® meets Type 2-D specification requirements established by the Erosion Control Technology Council (ECTC) and Federal Highway Administration's (FHWA) FP-03 Section 713.17.

Materials:	Netting - Top and Bottom		Matrix	Thread
	Lightweight Photodegradable Polypropylene 0.5" x 0.5" Opening	100% Agricultural Straw 0.53 lbs yd ² 287.5 g/m ²	Degradable 1.50" stitch spacing	

Roll Sizes:	Standard		
	Width:	3.75 ft (1.15 m)	7.5 ft (2.3 m)
Length:	240.0 ft (73.1 m)	120.0 ft (36.6 m)	120.0 ft (36.6 m)
Weight ±10%:	53.1 lbs (24.1 kg)	53.1 lbs (24.1 kg)	106.2 lbs (48.1 kg)
Area:	100 yd ² (83.6 m ²)	100 yd ² (83.6 m ²)	200 yd ² (167.2 m ²)
#/Pallet:	9	20	16 & 20

Index Value Properties*:		
Property	Test Method	Typical
Mass/Unit Area	ASTM D6475	8.50 oz/yd ² (288.2 g/m ²)
Thickness	ASTM D6525	.32 in (8.1 mm)
Tensile Strength-MD	ASTM D6818	169 lb/ft (2.5 kN/m)
Elongation-MD	ASTM D6818	27.6 %
Tensile Strength-TD	ASTM D6818	107 lb/ft (1.6 kN/m)
Elongation-TD	ASTM D6818	29.4 %
Light Penetration	ASTM D6567	19 %
Water Absorption	ASTM D1117	390 %

Bench-Scale Testing* (NTEP***):		
Test Method	Parameters	Results
ECTC Method 2-Rainfall	50mm (2in) / hr-30 min	SLR***5.84
	100mm (4in) / hr-30 min	SLR***6.87
ECTC Method 3-Shear Resistance	150mm (6in) / hr-30 min	SLR***8.09
	Shear at 50 % soil loss	1.61 lb/ft ²
ECTC Method 4-Germination	Top soil; Fescue;	45% improvement
	21 day incubation	

*Bench scale tests should not be used for design purposes.
***The preceding test data excerpts were reproduced with the permission of AASHTO, however, this does not constitute endorsement or approval of the product, material or device by AASHTO.

Slope Performance Design Values*:			
Property	Test Method	Value	
Manning's N		0.029	
C-Factors	ASTM D6459		
Slope Length (L)	≤ 3:1	3:1-2:1	≥ 2:1
< 50 ft (15 m)	0.014	0.077	NA
50 ft - 100 ft	0.048	0.084	NA
> 100 ft (30 m)	0.086	0.125	NA

*Large Scale Results obtained by 3rd Party GAI Accredited Independent Laboratory

Channel Performance Design Values*:		
Property	Test Method	Value
Unvegetated Shear Stress	ASTM D 6460	2.05 lbs/ft ² (98 Pa)
Unvegetated Velocity	ASTM D 6460	9.3 ft/s (2.8 m/s)
Vegetated Shear Stress	NA	NA
Vegetated Velocity	NA	NA

*Large Scale Results obtained by 3rd Party GAI Accredited Independent Laboratory

Proud Member of:

Product Participant of:

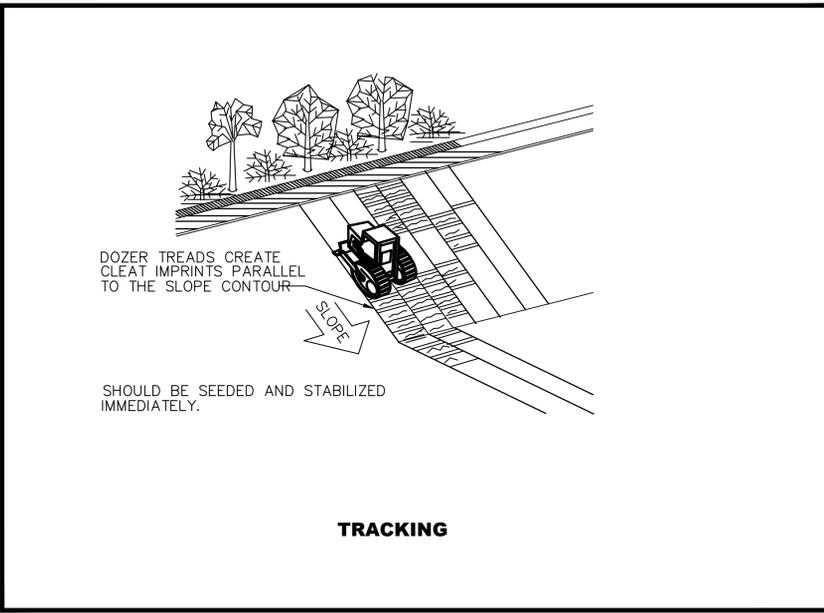
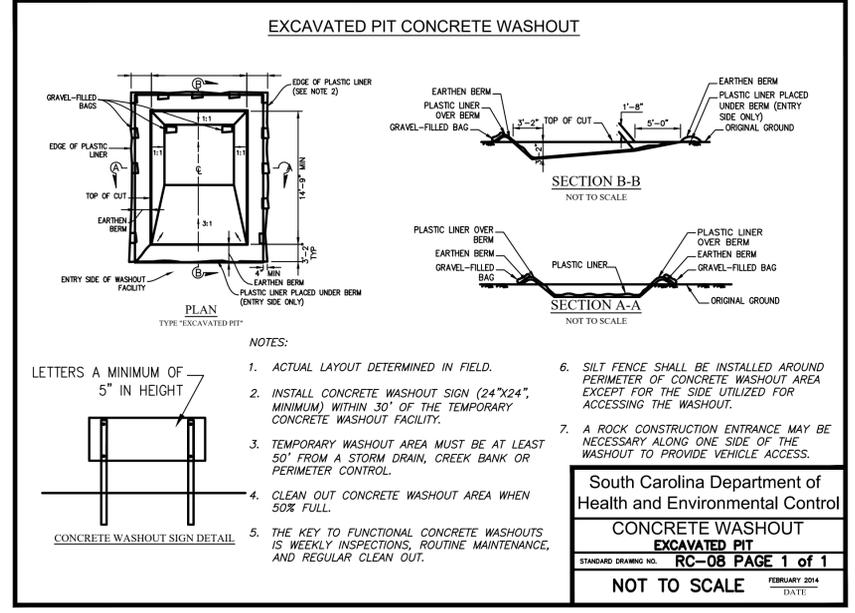
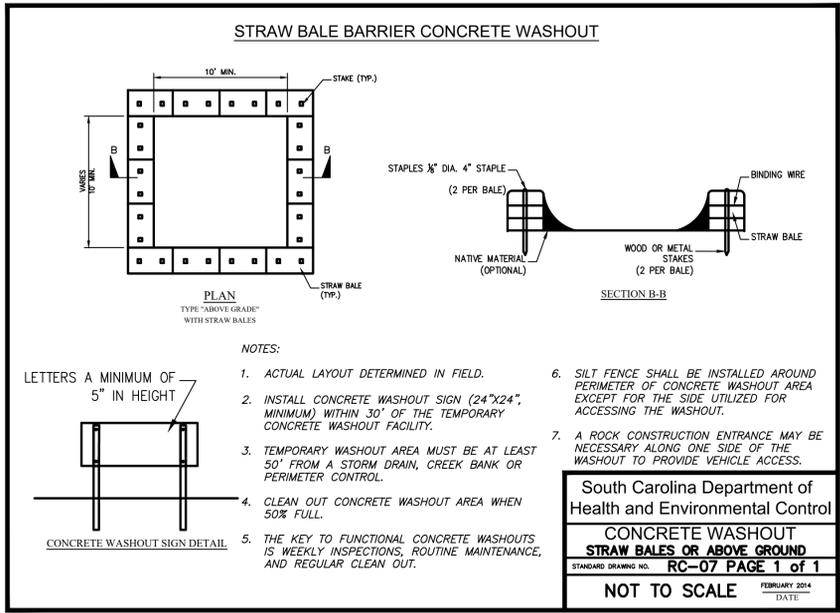
The values presented are for guidance purposes and do not constitute the practice of engineering. East Coast Erosion Blankets LLC (ECEB) warrants that at the time of manufacture, all information presented herein is accurate and reliable and will follow the ECEB manufacturing product specification variances. If the product does not meet the stated values and ECEB is notified in writing prior to installation, the product will be replaced at no cost to the purchaser. ECEB will not be held liable for any type of damage or losses, directly, or indirectly for failure of this product. Current revision supersedes all previous versions for this product.

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WWW.ONSITECIVIL.COM
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REVISIONS

No.	DATE	DESCRIPTION



SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

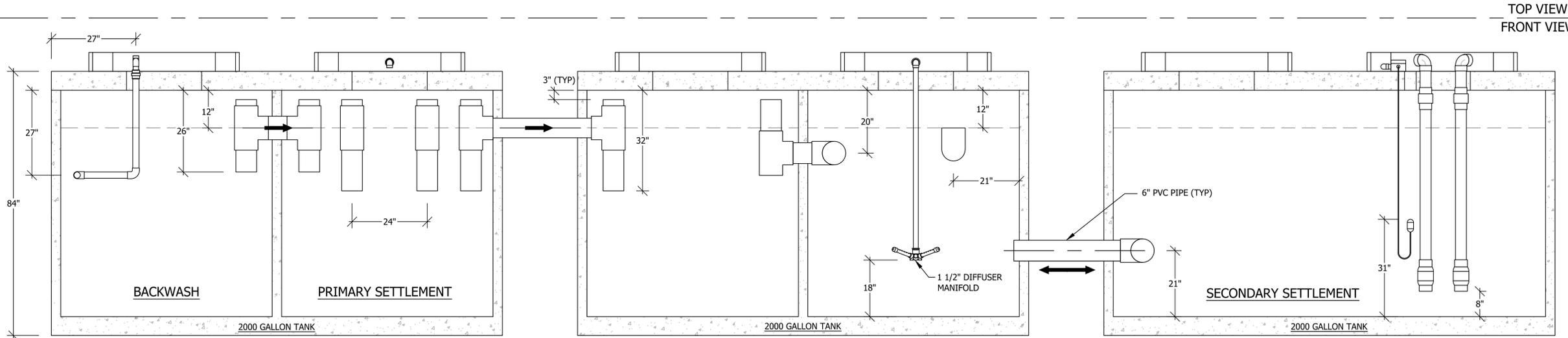
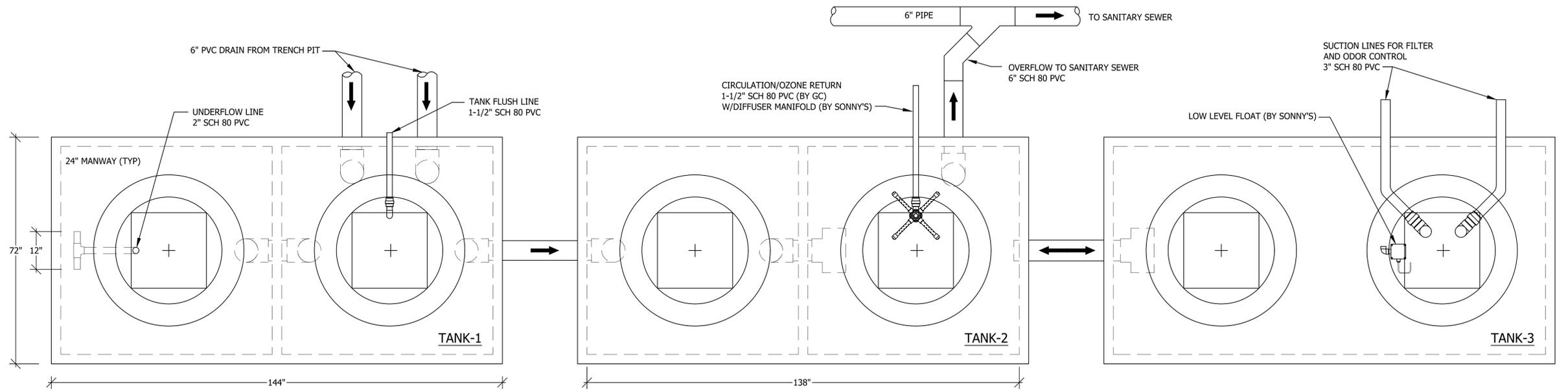
PALMETTO SHINE, BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

CONSTRUCTION DETAILS

DATE: NOVEMBER 5, 2024
PROJECT: 23-038
SHEET: C 803

24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700

C:\USERS\BLAKE\ON SITE DROPBOX\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT, SC\DWG\10-01-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:37 PM BY BLAKE WATSON



CAR WASH VELOCITY RECLAIM SYSTEM STANDARD 3 TANK

- NOTES:**
1. PLUMBING MUST BE RUN BELOW THE FROST LINE. IN REGIONS WHERE FREEZING MAY OCCUR, POSITION TANKS TO ENSURE COMPLIANCE. IF NECESSARY, LINES MAY BE RUN INTO THE SIDES OF THE TANKS SHOULD THE TOPS BE TOO CLOSE TO THE FROST LINE.
 2. ALL TANK BOTTOMS MUST BE LEVEL.
 3. LOCATE TANKS SUCH THAT PLUMBING CAN BE INSTALLED WITH THE REQUIRED SLOPES THROUGHOUT THE LENGTH OF THE PIPING, FROM TANK ENTRY POINT TO EQUIPMENT ROOM. AIR TRAPS ARE FORMED WHERE LINES SLOPE UP AND BACK DOWN ARE NOT PERMITTED. ALL SUCTION LINES REQUIRE A CONTINUOUS UPWARD SLOPE TO THE EQUIPMENT ROOM AND RECLAIM UNIT.
 4. DRAWINGS ARE FOR REFERENCE ONLY. CONSULT WITH TANK MANUFACTURER TO IDENTIFY STANDARD CONFIGURATIONS FOR APPROVED APPLICATIONS.
 5. SEAL ALL PENETRATIONS TO PREVENT LEAKAGE INTO THE SOIL.
 6. IN APPLICATIONS THAT ARE AT RISK OF A SEWAGE BACKUP INTO THE RECLAIM SYSTEM, INSTALLATION OF A BACK FLOW PREVENTER IS RECOMMENDED.
 7. APPROXIMATE TANK VOLUME IS 2000 GALLONS EACH. THE FIRST 2000 GALLONS IS FOR THE SEPARATION OF HEAVY SOLIDS WITH THE REMAINING 4000 RESERVED FOR SETTING OF FINER CONTAMINANTS.
 8. AN ADDITIONAL SAND/OIL SEPARATOR SHALL BE ADDED TO TANKING CONFIGURATION PER CITY/STATE REQUIREMENTS.
 9. ALL UNDERGROUND TANKS AND PIPING BY CONTRACTOR.
 10. PIPES MAY BE LOCATED ON EITHER SIDE OF TANKS (SEE P-102 FOR LOCATIONS).
 11. UNLESS OTHERWISE NOTED, ALL INTERNAL TANK PLUMBING TO BE 6" SCH 40 PVC.
 12. IN REGIONS THAT MAY INCLUDE DIRT ROADS, OFF-ROAD OPERATIONS, OR FARMING CONDITIONS, THE ADDITION OF A MUD/HEAVY SOLIDS SEPARATION TANK TO THE STANDARD CONFIGURATION IS RECOMMENDED.

**24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700**

ON SITE
CIVIL GROUP

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INFO@ONSITECIVIL.COM

SOUTH CAROLINA
ONSITE CIVIL GROUP, LLC
No. C04511
STATE OF SOUTH CAROLINA

SOUTH CAROLINA
MICHAEL S. SINGH
No. 28875
STATE OF SOUTH CAROLINA
11-5-24

REVISIONS		
No.	DATE	DESCRIPTION

SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE, BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

**CONSTRUCTION
DETAILS**

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: **C 804**

C:\USERS\BLAKE\ON SITE\PROJECTS\2023\23-038 SIG CARWASH BEAUFORT SC\DWG\10-11-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:37 PM BY BLAKE WATSON

PLANTS, PLANTING RATES, & PLANTING DATES FOR PERMANENT COVER												
BROADCAST RATES 1/2" PER 1000 SQ. FT.	PLANTING DATES BY RESOURCE AREA				SPECIES	REMARKS	BROADCAST RATES 1/2" PER 1000 SQ. FT.	PLANTING DATES BY RESOURCE AREA				REMARKS
	RESOURCES	SOLID LINES INDICATE PERMISSIBLE PLANTING DATES	DOTTED LINES INDICATE PERMISSIBLE PLANTING DATES	MARGINAL DATES				RESOURCES	SOLID LINES INDICATE PERMISSIBLE PLANTING DATES	DOTTED LINES INDICATE PERMISSIBLE PLANTING DATES	MARGINAL DATES	
60 lbs. 1.4 lb.	J	F	M	A	M	J	J	J	J	J	J	A CUBIC FOOT CONTAINS APPROXIMATELY 650 SPRINGS. A BUSHEL CONTAINS 1.25 CUBIC FEET OR APPROXIMATELY 600 SPRINGS.
30 lbs. 0.7 lb.	J	F	M	A	M	J	J	J	J	J	J	16,000 SEED PER POUND. USE GRASS SEED FORMING, SLOW TO ESTABLISH. PLANT IN A COMPANION CROP. WILL SPREAD INTO BERMUDA PASTURES & LAIKS. MEXICAN CASTLE, COMMON, OR TIFT 44 OR SERICIA LESPEDEZA OR TIFT 44 OR NETTING LOVEGRASSES.
60 lbs. 1.4 lb.	J	F	M	A	M	J	J	J	J	J	J	40 cu. ft. 0.9 cu. ft. OR 500 PLUS 3" X 3"
30 lbs. 0.7 lb.	J	F	M	A	M	J	J	J	J	J	J	BERMUDA SPRIGS (COMMON DACTYLOM OR 500 PLUS 3" X 3")
10 lbs. 0.2 lb.	J	F	M	A	M	J	J	J	J	J	J	1,287,000 SEED PER POUND. QUICK COVER. LOW GROWING & SOO GOOD FOR ATHLETIC FIELDS.
6 lbs. 0.1 lb.	J	F	M	A	M	J	J	J	J	J	J	ESPERIDE (ERODIOLA PHYLLOIDES)
10 lbs. 0.2 lb.	J	F	M	A	M	J	J	J	J	J	J	227,000 SEED PER POUND. USE ALONE ONLY ON BETTER SITES. NOT FOR DROUGHTY SITES. MIX WITH PERENNIAL CEREALS OR CROWNWEED. APPLY SPRING FOLLOWING FALL PLANTING. NOT FOR HEAVY USE AREAS OR PARKING FIELDS.
6 lbs. 0.1 lb.	J	F	M	A	M	J	J	J	J	J	J	FESCUE, TALL (FESTUCA ARUNDINACEA)
10 lbs. 0.2 lb.	J	F	M	A	M	J	J	J	J	J	J	50 lbs. 1.1 lb.
6 lbs. 0.1 lb.	J	F	M	A	M	J	J	J	J	J	J	30 lbs. 0.7 lb.

PERMANENT GRASSING

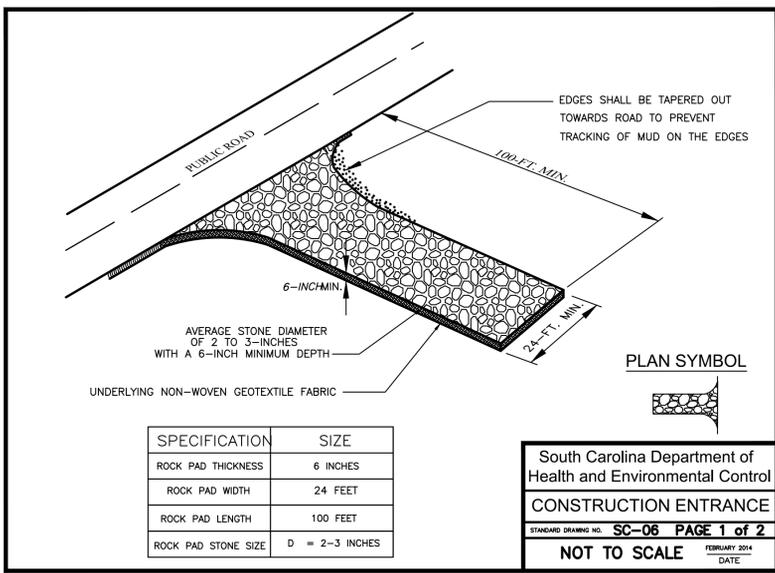
APPLICATION OF MULCH

DRY STRAW OR HAY APPLIED TO DEPTH OF 2 - 4 INCHES
WOOD CHIPS, BARK, SHALUST APPLIED TO DEPTH OF 2 - 3 INCHES

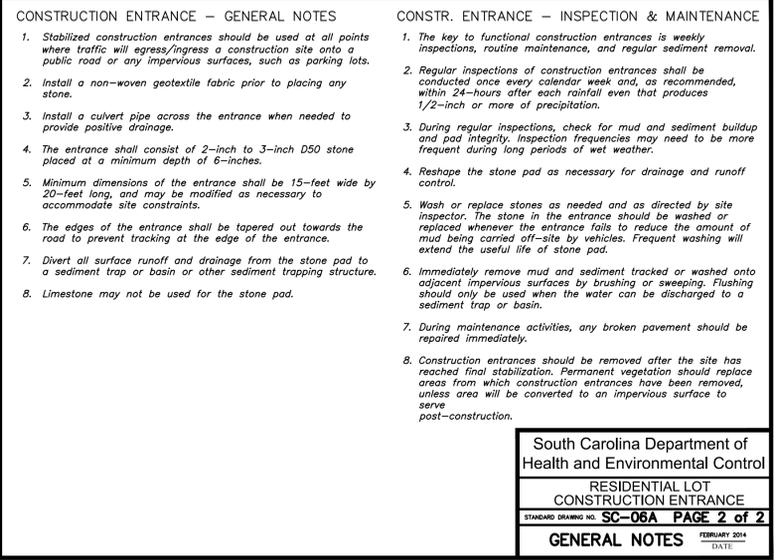
PLANTS, PLANTING RATES, & PLANTING DATES FOR TEMPORARY COVER OR COMPANION CROPS													
SPECIES	BROADCAST RATES 1/2" PER 1000 SQ. FT.	PLANTING DATES BY RESOURCE AREA				REMARKS	SPECIES	BROADCAST RATES 1/2" PER 1000 SQ. FT.	PLANTING DATES BY RESOURCE AREA				REMARKS
		RESOURCES	SOLID LINES INDICATE PERMISSIBLE PLANTING DATES	DOTTED LINES INDICATE PERMISSIBLE PLANTING DATES	MARGINAL DATES				RESOURCES	SOLID LINES INDICATE PERMISSIBLE PLANTING DATES	DOTTED LINES INDICATE PERMISSIBLE PLANTING DATES	MARGINAL DATES	
BARLEY (HORDEUM VULGARE)	3 bu. 3.3 lb.	J	F	M	A	M	J	J	J	J	J	14,000 SEED PER POUND. WINTERHARDY. USE ON PRODUCTIVE SOILS.	
ALONE	124 lb.	J	F	M	A	M	J	J	J	J	J	MILLET, PURLE (PENNISTETUM BLAUDON)	
IN MIXTURES	1/2 bu. 0.6 lb.	J	F	M	A	M	J	J	J	J	J	50 lbs. 1.1 lb.	
LESPEDeza, ANNUAL (LESPEDeza STRATA)	4 bu. 2.9 lb.	J	F	M	A	M	J	J	J	J	J	13,000 SEED PER POUND. USE ON PRODUCTIVE SOILS. NOT AS WINTERHARDY AS PEE OR HAYLEY.	
ALONE	128 lb.	J	F	M	A	M	J	J	J	J	J	20,000 SEED PER POUND. MAY VOLUNTARILY FOR SEVERAL YEARS. USE INOCULANT EL.	
IN MIXTURES	10 lb. 0.2 lb.	J	F	M	A	M	J	J	J	J	J	18,000 SEED PER POUND. QUICK COVER. BROUGHT TOLERANT AND WINTERHARDY.	
RYE (SECALE CEREALE)	3 bu. 3.9 lb.	J	F	M	A	M	J	J	J	J	J	1,500,000 SEED PER POUND. MAY LAST FOR SEVERAL YEARS. MIX WITH SERICIA LESPEDEZA	
ALONE	168 lb.	J	F	M	A	M	J	J	J	J	J	157,000 SEED PER POUND. QUICK COVER. WILL SUPPRESS COMPETITION IN MIXTURES IF SEED AT HIGH RATES.	
IN MIXTURES	2 bu. 0.9 lb.	J	F	M	A	M	J	J	J	J	J	157,000 SEED PER POUND. QUICK COVER. WILL SUPPRESS COMPETITION IN MIXTURES IF SEED AT HIGH RATES.	

TEMPORARY GRASSING

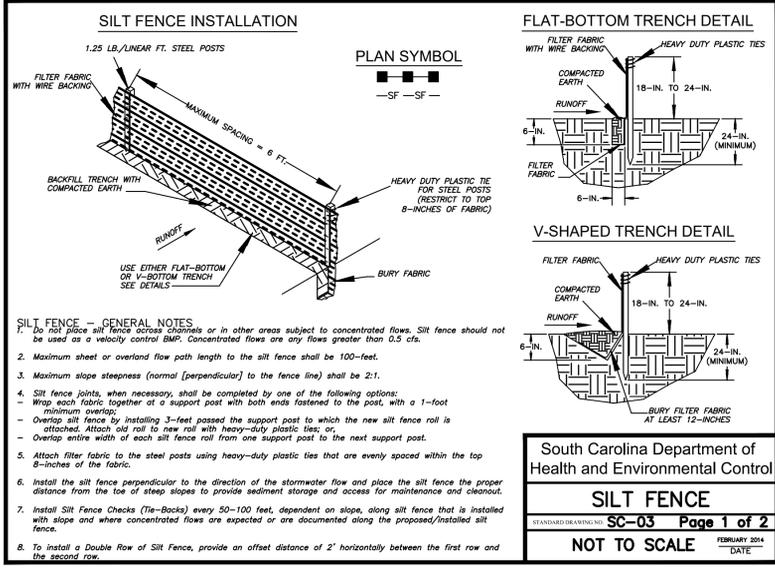
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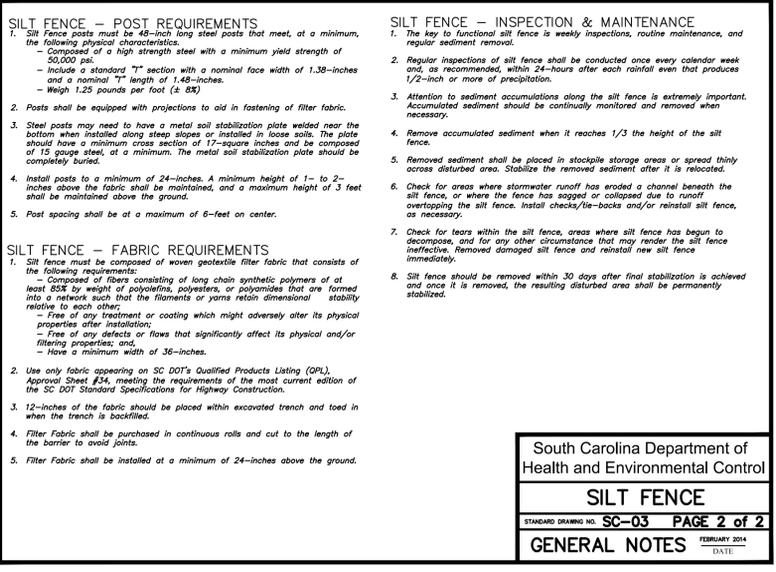
South Carolina Department of Health and Environmental Control
CONSTRUCTION ENTRANCE
STANDARD DRAWING NO. SC-06 PAGE 1 of 2
NOT TO SCALE
FEBRUARY 2014 DATE



South Carolina Department of Health and Environmental Control
RESIDENTIAL LOT CONSTRUCTION ENTRANCE
STANDARD DRAWING NO. SC-06A PAGE 2 of 2
GENERAL NOTES
FEBRUARY 2014 DATE



South Carolina Department of Health and Environmental Control
SILT FENCE
STANDARD DRAWING NO. SC-03 Page 1 of 2
NOT TO SCALE
FEBRUARY 2014 DATE



South Carolina Department of Health and Environmental Control
SILT FENCE
STANDARD DRAWING NO. SC-03 PAGE 2 of 2
GENERAL NOTES
FEBRUARY 2014 DATE

C:\USERS\BLAKE\ONSTIE\DRAWBOX\PROJECTS\2023\23-028 SIG CARWASH BEAUFORT, SC\DWG\10-11-24 SIG CARWASH BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:37 PM BY BLAKE WATSON

ON SITE
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PHONE: 678-611-1100
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ON SITE CIVIL GROUP, LLC
No. C04511
STATE OF ALABAMA

ON SITE CIVIL GROUP, LLC
No. 28875
MICHAEL SINGH

REVISIONS

No.	DATE	DESCRIPTION

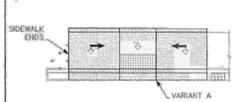
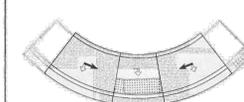
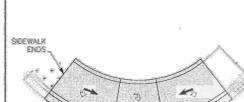
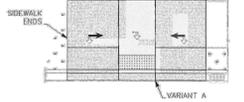
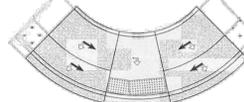
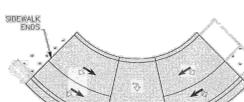
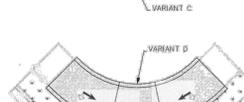
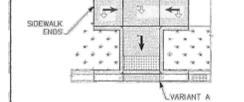
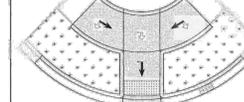
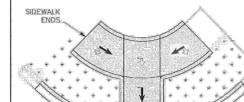
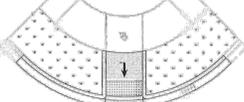
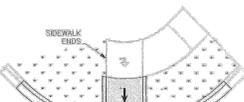
SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE, BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

CONSTRUCTION DETAILS
DATE: NOVEMBER 5, 2024
PROJECT: 23-038
SHEET: C 805

24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700

C:\USERS\BLAKE\ONSITE DROPBOX\PROJECTS\2023\23-028 SIG CARWASH BEAUFORT SC.DWG\10-24 SIG CARWASH - BEAUFORT, SC.DWG PLOTTED ON 11/5/2024 4:38 PM BY BLAKE WATSON

PARALLEL RAMP VARIANTS WITH 5'-0" SIDEWALK SEE 720-951-11	COMBINED RAMP VARIANTS WITH 5'-0" SIDEWALK SEE 720-961-11	PERPENDICULAR RAMP VARIANTS WITH 5'-0" SIDEWALK SEE 720-971-24	PERPENDICULAR RAMP VARIANTS WITH 5'-0" SIDEWALK SEE 720-981-36
 <p>Variant A</p>  <p>Variant B</p>  <p>Variant C</p>  <p>Variant D</p>	 <p>Variant A</p>  <p>Variant B</p>  <p>Variant C</p>  <p>Variant D</p>	 <p>Variant A</p>  <p>Variant B</p>  <p>Variant C</p>  <p>Variant D</p>	 <p>Variant A</p>  <p>Variant B</p>  <p>Variant C</p>  <p>Variant D</p>
<p>DETAIL 1 SCALE: 3/32" = 1'-0" STANDARD DRAWING 720-951-11 PARALLEL RAMP VARIANTS NO GRASS STRIP SEE 720-901-03 FOR SYMBOLS</p>	<p>DETAIL 2 SCALE: 3/32" = 1'-0" STANDARD DRAWING 720-961-11 COMBINED RAMP VARIANTS WITH 3'-0" MAXIMUM GRASS STRIP SEE 720-901-03 FOR SYMBOLS</p>	<p>DETAIL 3 SCALE: 3/32" = 1'-0" STANDARD DRAWING 720-971-24 PERPENDICULAR RAMP VARIANTS WITH 3'-0" TO 6'-0" MAXIMUM GRASS STRIP SEE 720-901-03 FOR SYMBOLS</p>	<p>DETAIL 4 SCALE: 3/32" = 1'-0" STANDARD DRAWING 720-981-36 PERPENDICULAR RAMP VARIANTS WITH 6'-0" OR LARGER GRASS STRIP SEE 720-901-03 FOR SYMBOLS</p>

REFERENCES

NATIONAL DOCUMENTS
REVISED DRAFT GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY NOVEMBER, 2005 MUTCD 2009

SCDOT DOCUMENTS
SCDOT TRANSITION PLAN
OPL 61

RELATED DRAWINGS & KEYWORDS
720-952-11

THIS DRAWING IS ONLY VALID FOR CONSTRUCTION WHEN SEALED AND SIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF SOUTH CAROLINA. CHECK WWW.SCDOT.ORG FOR LATEST UPDATE.

SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING
PEDESTRIAN RAMP
STANDARD VARIANTS
720-929-02
EFFECTIVE LETTING DATE: JANUARY, 2015

Professional Engineer Seal: James W. Kendall, No. 21242, Date: 9/27/2012

REFERENCES

NATIONAL DOCUMENTS

SCDOT DOCUMENTS

RELATED DRAWINGS & KEYWORDS

THIS DRAWING IS ONLY VALID FOR CONSTRUCTION WHEN SEALED AND SIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF SOUTH CAROLINA. CHECK WWW.SCDOT.ORG FOR LATEST UPDATE.

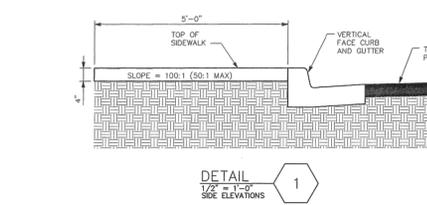
SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING
SIDEWALK ADJACENT TO CURB
720-150-00
EFFECTIVE LETTING DATE: JAN, 2014

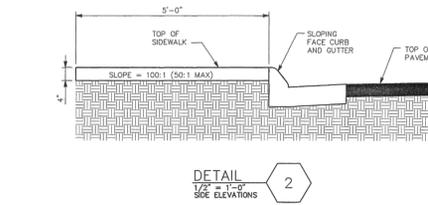
Professional Engineer Seal: James W. Kendall, No. 21242, Date: 10/30/2015

NOTES:

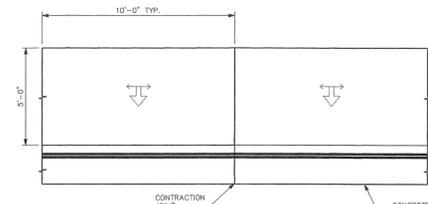
- SEE DRAWING 720-105-01 FOR STANDARD CURB AND GUTTER DETAILS.
- SEE DRAWING 720-105-03 FOR SYMBOLS AND CONSTRUCTION TOLERANCE.
- PLACE TRANSVERSE EXPANSION JOINTS (FULL DEPTH ACROSS THE ENTIRE SIDEWALK WIDTH) WHEN NEAR CURBS IN THE SIDEWALK, AND IN LONG CONTINUOUS RUNS OF SIDEWALK AS DIRECTED IN THE STANDARD SPECIFICATIONS.
- PLACE EXPANSION JOINTS BETWEEN THE SIDEWALK EDGE AND THE BACK OF CURB WHEN ALONG A RADIUS LESS THAN 100'.
- PLACE EXPANSION JOINTS BETWEEN THE SIDEWALK EDGE AND ANY ADJACENT STRUCTURE (RETAINING WALLS, BUILDINGS, ETC.).
- PLACE CONTRACTION JOINTS AT REGULAR INTERVALS BETWEEN EXPANSION JOINTS NOT TO EXCEED STANDARD SPECIFICATION SPACING.
- MEASURE SIDEWALK IN SQUARE YARDS BY THE ACTUAL PLACED AREA OF CONCRETE UP TO THE ADJACENT PAY ITEM LIMITS (CURBS, PEDESTRIAN RAMPS, DRIVEWAYS, ETC.).



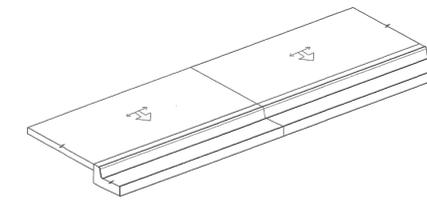
DETAIL 1
SCALE: 1/2" = 1'-0"
SIDE ELEVATIONS



DETAIL 2
SCALE: 1/2" = 1'-0"
SIDE ELEVATIONS



DETAIL 3
SCALE: 1/4" = 1'-0"
PLAN VIEW



DETAIL 4
ISOMETRIC VIEW

REFERENCES

NATIONAL DOCUMENTS
REVISED DRAFT GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY NOVEMBER, 2005 MUTCD 2009

SCDOT DOCUMENTS
SCDOT TRANSITION PLAN
OPL 61

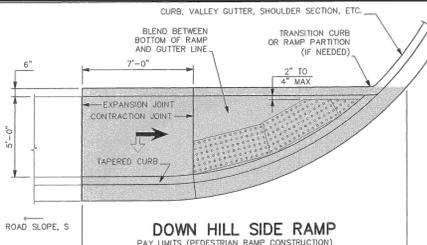
RELATED DRAWINGS & KEYWORDS

THIS DRAWING IS ONLY VALID FOR CONSTRUCTION WHEN SEALED AND SIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF SOUTH CAROLINA. CHECK WWW.SCDOT.ORG FOR LATEST UPDATE.

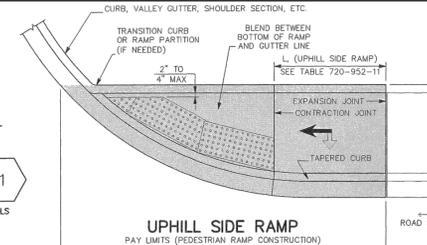
SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING
PEDESTRIAN RAMP
CONDENSED TERMINAL (PARALLEL RAMP)
720-952-11
EFFECTIVE LETTING DATE: JANUARY, 2015

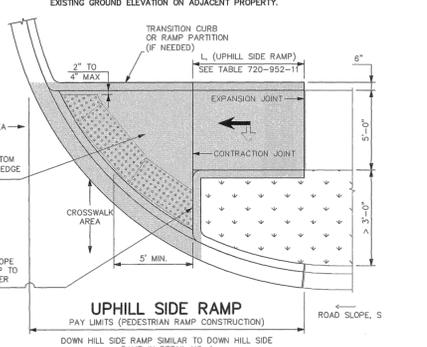
Professional Engineer Seal: James W. Kendall, No. 21242, Date: 10/30/2015



DETAIL 1
SCALE: 3/16" = 1'-0"
PLAN
NO GRASS STRIP
SEE 720-901-03 FOR SYMBOLS
SINGLE CROSSWALK



DETAIL 1
SCALE: 3/16" = 1'-0"
PLAN
NO GRASS STRIP
SEE 720-901-03 FOR SYMBOLS
SINGLE CROSSWALK



DETAIL 2
SCALE: 3/16" = 1'-0"
PLAN
> 3'-0" GRASS STRIP
SEE 720-901-03 FOR SYMBOLS
CONSIDER USING PERPENDICULAR RAMP TO CROSS MAIN LINE DUAL CROSSWALK

ROAD SLOPE, S (%)	L (UPHILL SIDE RAMP), [FT]
S ≤ 1%	7'-0"
1% > S ≤ 3%	10'-0"
S > 3%	15'-0"

NOTES:

- SEE STANDARD DRAWINGS 720-901-XX FOR GENERAL NOTES AND 720-901-03 FOR SYMBOLS.
- SEE STANDARD DRAWINGS 720-91X-XX FOR INSTALLATION PROCEDURES FOR DETECTABLE WARNING SURFACE MATERIALS.
- SEE STANDARD DRAWINGS 720-929-XX FOR VARIANTS TO THIS STANDARD.
- QUANTITIES IN TABLE 720-952-11 ASSUME THAT DOWN HILL SIDE RAMP IS ALWAYS AT LEAST 7'-0" LONG.
- CONSTRUCT RAMP PARTITION AT ALL LOCATIONS WHERE ROADWAY DRAINAGE COULD DISCHARGE ONTO ADJACENT PROPERTY. CONSTRUCT RAMP PARTITION IF NEEDED TO RETAIN EXISTING GROUND ELEVATION OR ADJACENT PROPERTY.

ONSITE CIVIL GROUP
980 BIRMINGHAM RD, SUITE 603-940 MILTON, GA 30004
PHONE: 678-611-1100
WWW.ONSITECIVIL.COM
INFO@ONSITECIVIL.COM

ONSITE CIVIL GROUP, LLC
No. C04511
STATE OF SOUTH CAROLINA
11-5-24

SCDOT
No. 28875
MICHAEL SEIBEL
11-5-24

REVISIONS

No.	DATE	DESCRIPTION

SIG MANAGEMENT
523 PLEASANT HOME RD
AUGUSTA, GA 30907
MANDEEP SINGH
706-396-5700

PALMETTO SHINE BEAUFORT
2513 BOUNDARY STREET
BEAUFORT, SC 29906

CONSTRUCTION DETAILS

DATE: NOVEMBER 5, 2024
PROJECT: 23-038

SHEET: **C 807**

**24 HOUR CONTACT:
MANDEEP SINGH
706-396-5700**

PERMIT SET

PALMETTO SHINE BEAUFORT LANDSCAPE PLAN

2513 BOUNDARY STREET, BEAUFORT, SC 29906
R122 026 000 126B 0000

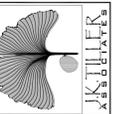
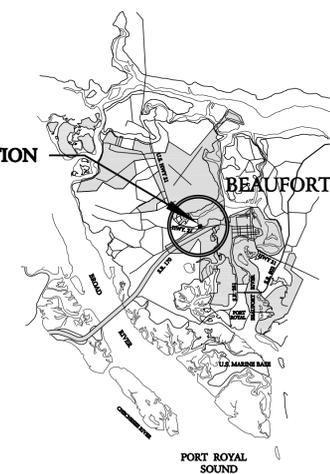
SHEET INDEX

C6	COVER SHEET
L1	SITE PLAN
L2	PLANTING PLAN
L3	PLANTING PLAN
L4	PLANTING SCHEDULE
L5	SPECIFICATIONS
L6	SPECIFICATIONS

GENERAL NOTES:

- ALL NOTES APPLY TO ALL DRAWINGS AND ALL TRADES.
- THIS IS A DESIGN DEVELOPMENT SET USED TO DESCRIBE THE DESIGN INTENT ONLY. ALL CONSTRUCTION DETAILS, LAYOUT, GRADING, UTILITIES, PROPERTY LINES, ETC. MUST BE FIELD VERIFIED WITH ANY DISCREPANCIES REPORTED TO THE OWNER OR OWNERS REPRESENTATIVE. ALL CONSTRUCTION MUST ADHERE TO ALL NATIONAL, STATE AND LOCAL CODES. JK TILLER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY WRONGFUL CONSTRUCTION PRACTICES.
- SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS. REPORT ANY DISCREPANCIES TO THE OWNER OR OWNERS REPRESENTATIVE.
- ALL SURVEY AND SITE INFORMATION HAS BEEN OBTAINED FROM (ON SITE CIVIL, RECEIVED 4/26/2024, FILE NAME 02-23-24 SIG CARWASH - BEAUFORT, SC.DWG).
- IT IS THE RESPONSIBILITY OF ALL CONTRACTORS AND TRADES TO COORDINATE THE INSTALLATION OF THEIR WORK WITH THE INSTALLATION OF WORK BY ALL OTHER CONTRACTORS AND TRADES.
- THE REQUIREMENTS OF THE SPECIFICATIONS, DRAWINGS, GENERAL REQUIREMENTS, AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE EQUALLY BINDING FOR ALL CONTRACTORS AND TRADES.
- EACH CONTRACTOR IS REQUIRED TO MAINTAIN FULL SETS OF THE CONTRACT DOCUMENTS FOR HIS EMPLOYEES USE ON THE PROJECT TO ASSURE THAT ALL WORK IS PROPERLY COORDINATED AND FOR REVIEWS BY COUNTY AND / OR MUNICIPALITY OFFICIALS FOR INSPECTIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS AND INSPECTIONS AS REQUIRED BY LOCAL PLANNING, ZONING AND BUILDING CODE AUTHORITIES.
- JK TILLER ASSOCIATES, INC., THE OWNER'S AND / OR OWNER'S REPRESENTATIVE SHALL BE NOTIFIED OF ANY SITE CONDITIONS WHICH MAY NECESSITATE MODIFICATION TO THE PLAN. THE OWNER OR OWNER'S REPRESENTATIVE SHALL, IF NECESSARY, MAKE 'INFIELD MODIFICATIONS'.
- THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES AND FOR ANY DAMAGE AND MAKE REPAIRS THAT MAY OCCUR TO EXISTING UTILITIES IN ACCORDANCE WITH THE UTILITY REQUIREMENTS.
- THE CONTRACTOR SHALL PROTECT ALL TREES AND VEGETATION THAT IS NOT SCHEDULED TO BE REMOVED.
- THE OWNER MAY REQUIRE FLAG MEN TO BE AVAILABLE DURING THE CONSTRUCTION PROCESS.
- ALL WORKMANSHIP AND INSTALLATION FOR ALL TRADES SHALL MEET OR EXCEED THE PRODUCT MANUFACTURER'S RECOMMENDATIONS AND/OR ALL NATIONAL, STATE, AND LOCAL CODES.
- ANY DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY JK TILLER ASSOCIATES, INC. AND THE OWNER OR OWNER'S REPRESENTATIVE.

PROJECT LOCATION



Sheet Title:
Cover Sheet

Job Number:
202321-01

Date:
05/17/2024

Drawn:
KD

Approved:

Revisions:
07/31/2024
CLIENT REVISION
11/01/2024
STAFF COMMENTS

Sheet

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Of 7

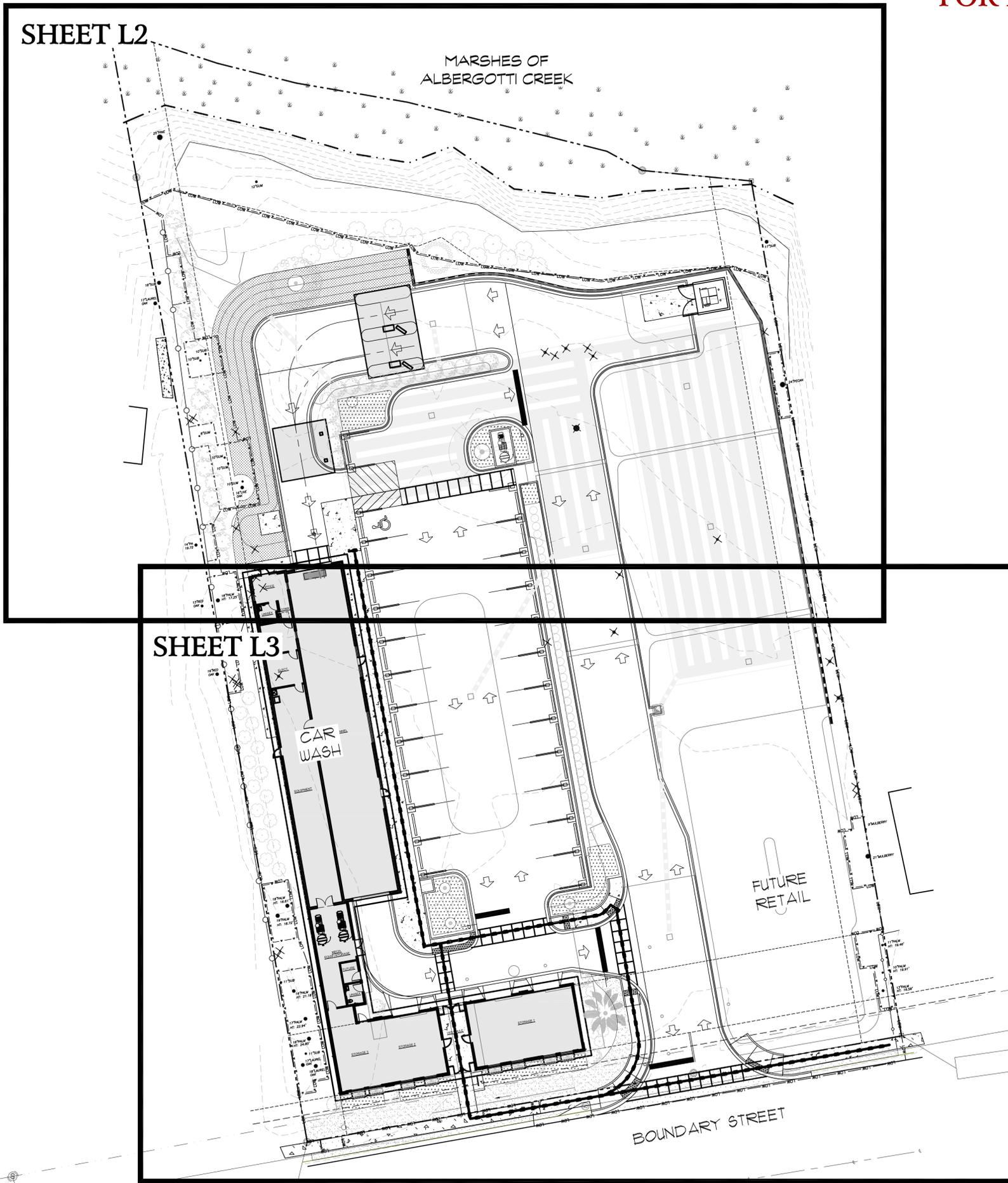
JKT JOB NUMBER:
202321-01

SITE PLAN NOTES:

1. ALL NOTES APPLY TO ALL DRAWINGS AND ALL TRADES.
2. THIS IS A DESIGN DEVELOPMENT SET USED TO DESCRIBE THE DESIGN INTENT ONLY. ALL CONSTRUCTION DETAILS, LAYOUT, GRADING, UTILITIES, PROPERTY LINES, ETC. MUST BE FIELD VERIFIED WITH ANY DISCREPANCIES REPORTED TO THE OWNER OR OWNER'S REPRESENTATIVE. ALL CONSTRUCTION MUST ADHERE TO ALL NATIONAL, STATE AND LOCAL CODES. JK TILLER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY WRONGFUL CONSTRUCTION PRACTICES.
3. ALL BASE INFORMATION HAS BEEN OBTAINED FROM (ON SITE CIVIL, RECEIVED 4/26/2024, FILE NAME 02-23-24 SIG CARWASH - BEAUFORT, SC.DWG).
4. ARBORIST REPORT PROVIDED BY PRESERVATION TREE, DATED 09/21/2023.

DEVELOPMENT INFORMATION

ADDRESS	2513 BOUNDARY STREET
AREA	125 ACRES WEST PARCEL, 0.64 EAST PARCEL
ZONING	T5-UC
ADJACENT ZONING	T5-UC
PERIMETER BUFFER (5.3.1)	NONE - BUFFER REQ. ONLY WHEN ABUTTING T3, T4-HN, AND COUNTY RESIDENTIAL DISTRICTS)
TREE COVERAGE (5.3.1)	N/A
PKG. SCREENING (5.1.0.4)	N/A - VISIBILITY FROM R/W SCREENED BY BLDGS.



FOR PERMITTING PURPOSES

J. K. TILLER ASSOCIATES, INC.
 LANDSCAPE ARCHITECTURE
 181 BLUFFTON ROAD, SUITE B04
 BLUFFTON, SC 29910
 Voice 843.815.4800
 jktiller@jktiller.com
 Fax 843.815.4802



PALMETTO SHINE BEAUFORT
 Landscape Plan
 City of Beaufort, South Carolina

Sheet Title:
 Site Plan

Job Number:
 202321-01

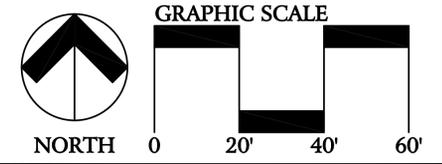
Date:
 05/17/2024

Drawn:
 KD

Approved:

Revisions:
 07/31/2024 CLIENT REVISION
 11/01/2024 STAFF COMMENTS

Sheet
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 Of 7



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Sheet Title:
Planting Plan

Job Number:
202321-01

Date:
05/17/2024

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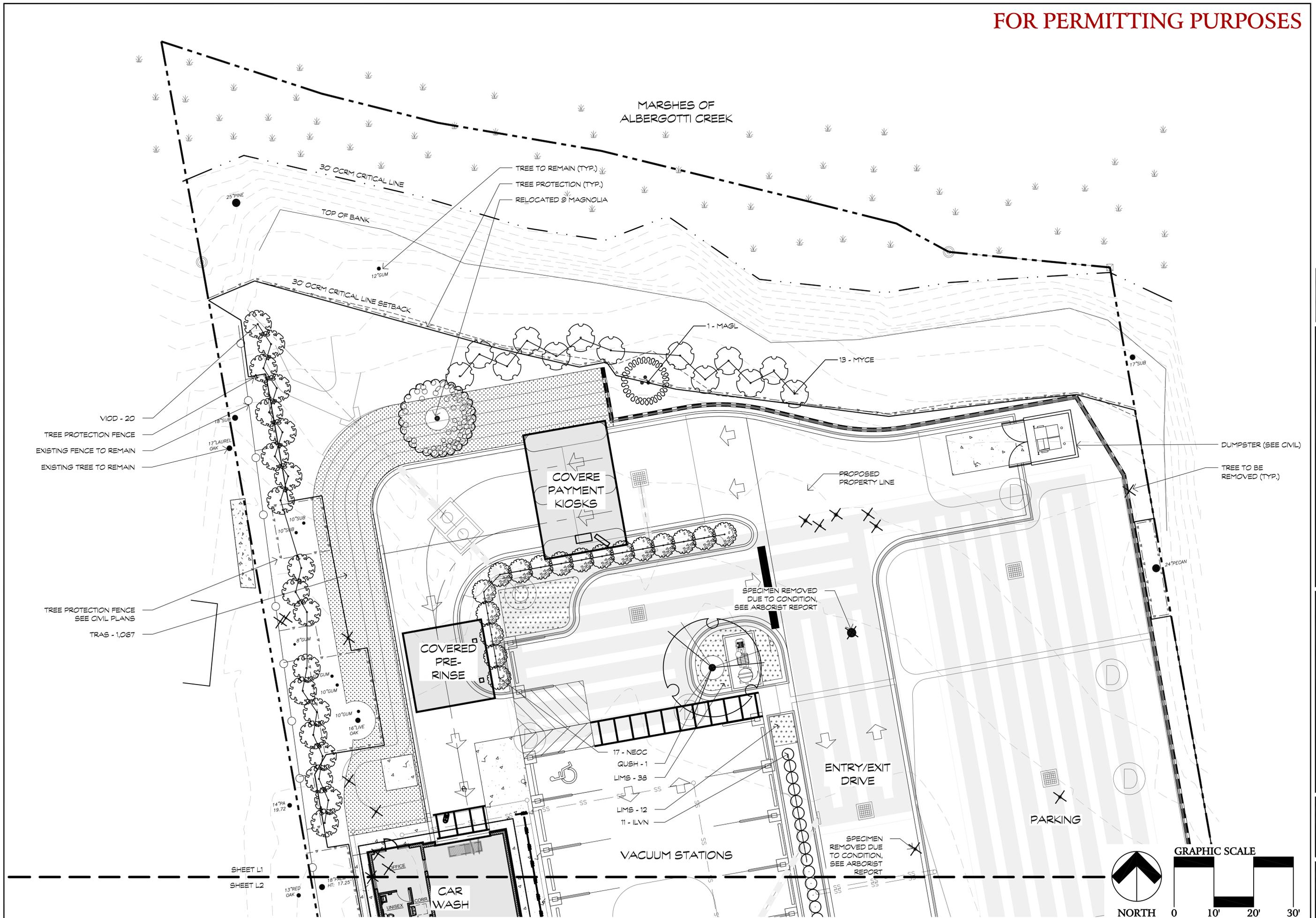
Approved:

Revisions:
 07/31/2024 CLIENT REVISION
 11/01/2024 STAFF COMMENTS

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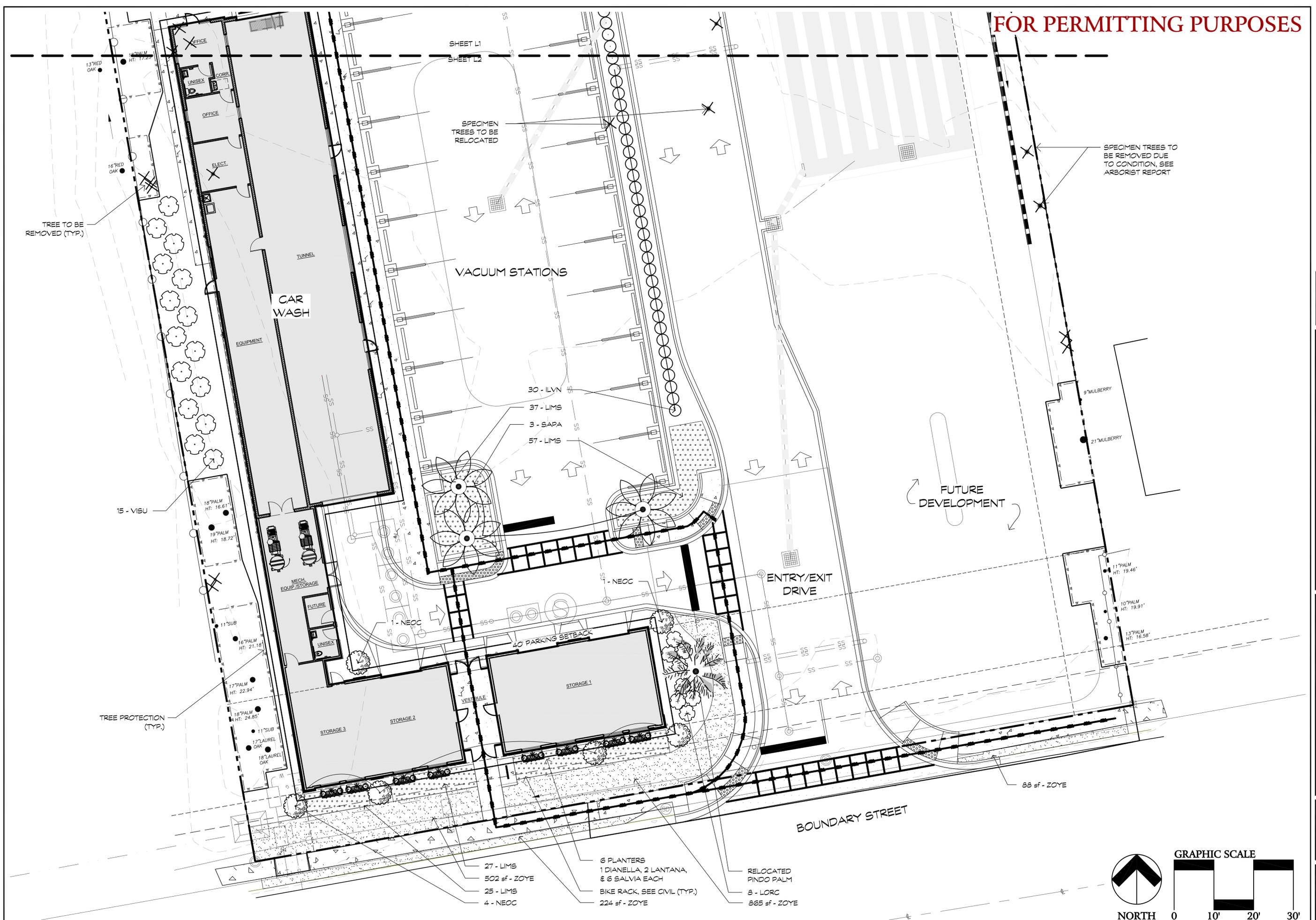
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Of 7

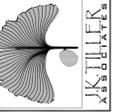


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FOR PERMITTING PURPOSES



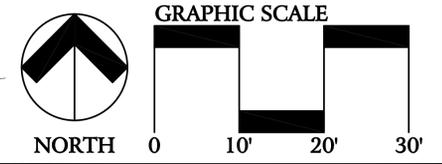
J. K. TILLER ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE B04
BLUFFTON, SC 29910
Voice 843.815.4800
jtiller@jktiller.com



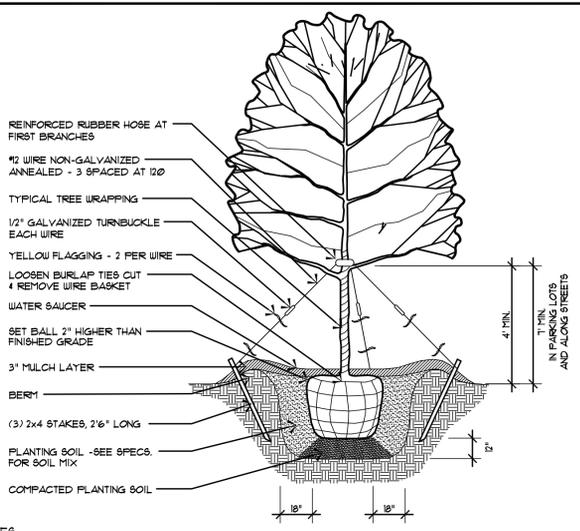
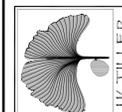
PALMETTO SHINE BEAUFORT
Landscape Plan
City of Beaufort, South Carolina

Sheet Title:
Planting Plan
Job Number:
202321-01
Date:
05/17/2024
Drawn:
KD
Approved:
Revisions:
07/31/2024
CLIENT REVISION
11/01/2024
STAFF COMMENTS

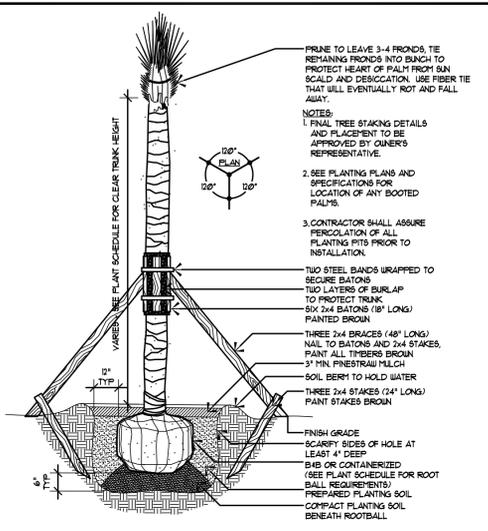
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L3
Of 7



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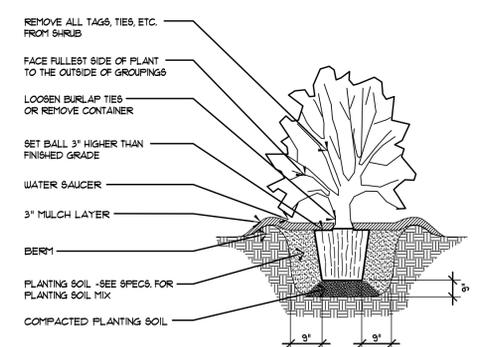
- NOTES:
- SEE LANDSCAPE NOTES FOR THE TYPE OF MULCH MATERIAL TO BE USED
 - ONLY GUY TREES WHEN SITE CONDITIONS REQUIRE IT.
 - PLANT ROOT BALL FLUSH WITH FINISHED GRADE UNLESS AREA HAS POOR DRAINAGE, IN WHICH CASE PLANT ROOTBALL 2" ABOVE GRADE.
 - REMOVE ALL BRANCHES THAT ARE DAMAGED, RUBBING OR CROSSING OTHER BRANCHES.
 - NEVER CUT A CENTRAL LEADER.
 - FINAL TREE STAKING AND PLACEMENT TO BE APPROVED BY OWNERS REP.
 - CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.



- NOTES:
- SEE LANDSCAPE NOTES FOR THE TYPE OF MULCH MATERIAL TO BE USED
 - PLANT ROOT BALL FLUSH WITH FINISHED GRADE UNLESS AREA HAS POOR DRAINAGE, IN WHICH CASE PLANT ROOTBALL 2" ABOVE GRADE.
 - SABAL PALMETTOS SHOULD BE DEFOLIATED, PROTECT CABBAGE HEAD FROM DAMAGE. ALL OTHER PALM SPECIES MUST HAVE FRONDS TIED W/Biodegradable STRAP OR TUNE.
 - FINAL TREE STAKING AND PLACEMENT TO BE APPROVED BY OWNERS REP.
 - CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

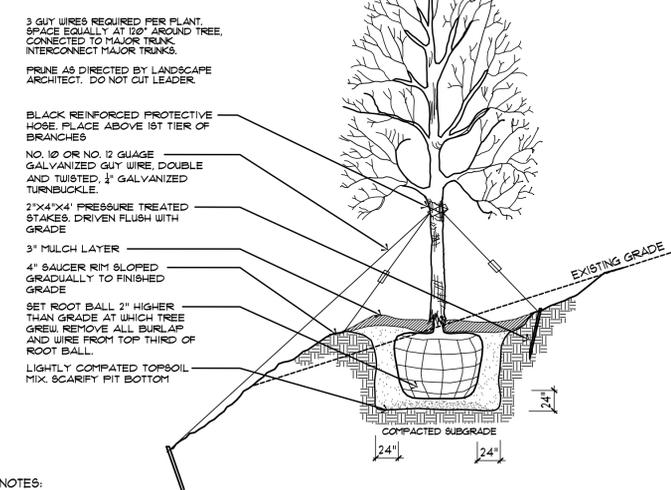
1 Tree Planting
 L4 Not to Scale

2 Palmetto Tree Planting
 L4 Not to Scale



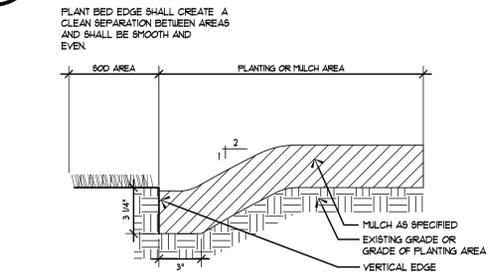
- NOTES:
- SEE LANDSCAPE NOTES FOR THE TYPE OF MULCH MATERIAL TO BE USED.
 - WHEN GROUNDCOVER AND SHRUBS ARE USED IN MASSING, DO NOT FORM SOIL BERMS ON INDIVIDUAL PLANTS AND ENTIRE PLANTBED SHALL BE EXCAVATED TO RECEIVE PLANTING SOIL AND PLANT MATERIAL.
 - PLANT ROOT BALL FLUSH WITH FINISHED GRADE UNLESS AREA HAS POOR DRAINAGE, IN WHICH CASE PLANT ROOTBALL 2" ABOVE GRADE. COORDINATE WITH OWNERS REP. PRIOR TO SETTING ROOTBALL ELEVATIONS.
 - CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

3 Shrub Planting
 L4 Not to Scale



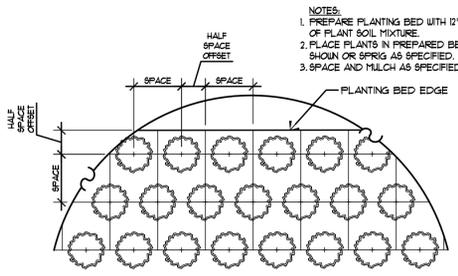
- NOTES:
- SEE LANDSCAPE NOTES FOR THE TYPE OF MULCH MATERIAL TO BE USED
 - ONLY GUY TREES WHEN SITE CONDITIONS REQUIRE IT.
 - PLANT ROOT BALL FLUSH WITH FINISHED GRADE UNLESS AREA HAS POOR DRAINAGE, IN WHICH CASE PLANT ROOTBALL 2" ABOVE GRADE.
 - REMOVE ALL BRANCHES THAT ARE DAMAGED, RUBBING OR CROSSING OTHER BRANCHES.
 - NEVER CUT A CENTRAL LEADER.
 - FINAL TREE STAKING AND PLACEMENT TO BE APPROVED BY OWNERS REP.
 - CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

4 Tree Planting on Slope
 L4 Not to Scale



- NOTES:
- TRENCH EDGE TO BE LOCATED BETWEEN PLANTING BEDS AND ALL LAWN AREAS.

5 Sod / Plant Bed Edge Detail
 L4 Not to Scale



6 Ground Covers & Perennials
 L4 Not to Scale

PLANTING NOTES:

- MATERIALS LIST WAS PREPARED FOR ESTIMATING PURPOSES, CONTRACTOR SHALL MAKE OWN QUANTITY TAKE-OFF USING DRAWINGS AND SPECIFICATIONS TO DETERMINE QUANTITIES TO HIS SATISFACTION, REPORTING PROMPTLY ANY DISCREPANCIES WHICH MAY EFFECT BIDDING.
- ROOT TYPES MAY BE FREELY SUBSTITUTED IN CASE OF BALLED AND BURLAPPED OR CONTAINER GROWN, ALL OTHER SPECIFICATIONS TO REMAIN UNCHANGED.
- CONTRACTOR TO VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSAL IS SUBMITTED.
- SEE TREE, SHRUB, AND GROUND COVER PLANTING DETAILS AND SPECIAL PROVISIONS FOR PLANTING SPECIFICATIONS.
- CONTRACTOR SHALL TEST SOIL PH AND CONDITIONS FOR ALL SOD AREAS TO INSURE THAT PROPER SOIL REQUIREMENTS ARE MET FOR THE SODDED LAWN. SOIL SHALL BE AMENDED BY CONTRACTOR AS INDICATED BY SOIL TEST AND SPECIFICATIONS TO ACHIEVE PROPER SOIL CONDITIONS.
- CONTRACTOR SHALL STAKE OUT ALL SHRUB BED LINES, TREE LOCATIONS, AND SHRUB GROUPINGS FOR APPROVAL BY LANDSCAPE ARCHITECT BEFORE BEGINNING PLANTING OPERATIONS. IF PLANTING OCCURS WITHOUT APPROVAL, RELOCATION OF PLANTINGS REQUESTED BY THE LANDSCAPE ARCHITECT SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
- ALL SHRUB BEDS TO RECEIVE 3" DEEP LONGLEAF PINE STRAW MULCH.
- CONTRACTOR TO MAINTAIN THE PLANTINGS AND CONTROL WEEDS IN MULCH AREAS THROUGH THE DURATION OF CONSTRUCTION UNTIL FINAL ACCEPTANCE.
- ALL PLANT BED AND SOD AREAS TO RECEIVE 100% IRRIGATION COVERAGE EXCEPT WHERE NOTED ON THE PLAN.
- IN THE PLANT SCHEDULE PLANTS NOTED AS "SPECIMEN" SHALL BE SELECTED BY THE LANDSCAPE ARCHITECT AT THE NURSERY OR PHOTOS OF THE PLANTING STOCK SHALL BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL.
- HERBICIDE SHALL BE APPLIED TO PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION.
- PLANT BED SHALL BE TESTED FOR PH AND AMENDED PRIOR TO INSTALLATION.
- PLANT SIZES AND SPECIES MAY VARY DUE TO AVAILABILITY. CHANGES TO PLANT SIZES AND SPECIES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT. SUBSTITUTED PLANT SPECIES SHALL HAVE SIMILAR CHARACTER AS ORIGINAL PLANT.
- THE PLANT BED AREAS LABELED AS "AN" SHALL BE PLANTED WITH ANNUALS AND PERENNIALS SELECTED BY THE LANDSCAPE ARCHITECT. SELECTIONS AND FINAL PLACEMENT OF ALL ANNUAL AND PERENNIAL BEDS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL.	HEIGHT	SPREAD	CONT.
TREES							
	GUSH	1	Quercus shumardii / Shumard Red Oak	2.5" min.	10' min.	5'-6'	
	SAPA	3	Sabal palmetto / Cabbage Palmetto Hurricane Cut	-	15'-16'		B&B
UNDERSTORY TREES							
	MAGL	1	Magnolia grandiflora 'Little Gem' / Dwarf Southern Magnolia	2'	8' min.	3'-4'	Cont.
SHRUBS							
	ILVN	42	Ilex vomitoria 'Nana' / Dwarf Yaupon	7 Gal.	12'-18'	18'-24'	
	LORC	8	Loropetalum chinense 'Ruby' / Ruby Loropetalum	3 Gal.	18'-24'	18'-24'	
	MYCE	13	Myrica cerifera / Wax Myrtle	7 Gal.	36'-42'	24'-36'	
	NEOC	23	Nerium oleander 'Calypso' / Calypso Oleander	7 Gal.	2'-3'	2'-3'	
	VIOD	20	Viburnum odoratissimum / Sweet Viburnum	7 Gal.	3'-4'	3'-4'	
	VISU	15	Viburnum suspensum / Sandankwa Viburnum	7 Gal.	30'-36'	30'-36'	
PLANTER							
	DITA	8	Dianella tasmanica 'Variegata' / Variegated Flax Lily	1 Gal.	6'-12'	12'-18'	
	LANG	16	Lantana x 'New Gold' / New Gold Lantana	1 Gal.	6'-12'	8'-12'	
	SAGP	48	Salvia guaranitica 'Purple Majesty' / Purple Majesty Sage	1 Gal.	6'-12'	6'-12'	
GROUND COVERS							
	LIMS	329	Liriope muscari 'Super Blue' / Super Blue Liriope	1 Gal.	12'-18'	8'-12'	24" o.c.
	TRAS	1,063	Trachelospermum asiaticum 'Aaiatic' / Asiatic Jasmine	1 Gal.	4' min.	6'-8'	18" o.c.
	ZOYE	1,501 sf	Zoysia japonica 'Empire' / Korean Grass				SOD
TREE PLANTING AND PROTECTION:							
SECTION 5.3.1 TREE COVERAGE REQUIREMENTS				TREE REMOVAL			
T5-UC NO MINIMUM				NO MITIGATION REQUIRED			
8 LA	10 GUM	10 SUB	9 CHB				
8 LA	11 GUM	12 SUB	10 CHB				
10 LA	12 GUM	15 SUB	10 MB				
12 LA	12 GUM	19 SUB	12 MB				
20 LA	16 GUM	22 SUB	18' PALM				
9 GUM	8 SUB	22 SUB	HT. 16.75'				
SECTION 5.3. SPECIMEN AND LANDMARK TREES				TREE PRESERVATION			
TREE	TYPE	STATUS					
16 LO	SPECIMEN	TO REMAIN					
16 RO	SPECIMEN	TO REMAIN					
10 PLM/ 19.91' H	SPECIMEN	TO REMAIN					
11 PLM/ 19.46' H	SPECIMEN	TO REMAIN					
12 PLM/ 25.39' H	SPECIMEN	TO REMAIN					
14 PLM/ 19.75' H	SPECIMEN	TO REMAIN					
16 PLM/ 21.8' H	SPECIMEN	TO REMAIN					
17 PLM/ 22.94' H	SPECIMEN	TO REMAIN					
18 PLM/ 24.85' H	SPECIMEN	TO REMAIN					
19 PLM/ 18.72' H	SPECIMEN	TO REMAIN					
9 MAG	SPECIMEN	RELOCATED ON SITE					
24 SUB	SPECIMEN	REMOVED DUE TO CONDITION*					
28 SUB	SPECIMEN	REMOVED DUE TO CONDITION*					
28 SYC	SPECIMEN	REMOVED DUE TO CONDITION*					
19 MAP	SPECIMEN	REMOVED DUE TO CONDITION*					
17 LA	12 GUM	9 MB**	18 PLM**				
17 LA	10 SUB**	21 MB**	HT. 16.61'				
18 LA	10 SUB**	24 FEC	18 PLM**				
8 GUM	11 SUB**	13 RO**	HT. 11.25'				
10 GUM	11 SUB**	25 FN	25' PINDO**				
10 GUM	17 SUB**	13 PLM**	HT. 10.36'				
10 GUM	18 SUB**	HT. 16.58'	RELOCATED				
** NOTE: TREES THAT CAN BE USED TOWARDS PRESERVATION CREDIT (218 CALIPER INCHES TOTAL)							

* NOTE: SEE ARBORIST REPORT (99 CALIPER INCHES REMOVED)

LANDSCAPING SPECIFICATIONS

PART 1- GENERAL

1.1 DESCRIPTION

- A. THE WORK COVERED IN THIS SECTION CONSISTS OF SOIL PREPARATION, FINE GRADING, LAWNS, TREES, SHRUBS AND GROUND COVER PLANTINGS, THEIR PROTECTION AND MAINTENANCE OF PLANTING AREAS UNTIL ACCEPTANCE.

1.2 RELATED WORK

- A. SEE CIVIL AND LANDSCAPE PLANS AND SPECIFICATIONS.

1.3 QUALITY ASSURANCE

- A. QUALIFICATIONS OF WORKMEN: CONTRACTOR SHALL PROVIDE AT LEAST ONE PERSON PRESENT AT ALL TIMES DURING EXECUTION OF WORK THAT IS THOROUGHLY FAMILIAR WITH THE TYPE OF MATERIALS BEING INSTALLED AND METHODS OF THEIR INSTALLATION AND WHO SHALL DIRECT ALL WORK PERFORMED UNDER THIS SECTION.
- B. STANDARDS: ALL SEED, SOD, TREES, SHRUBS AND GROUND COVERS SHALL MEET OR EXCEED THE SPECIFICATIONS OF FEDERAL, STATE, COUNTY AND/OR MUNICIPALITY LAWS REQUIRING INSPECTION FOR DISEASE AND INSECT CONTROL.

1. PLANTS AND PLANTING METHODS SHOULD CONFIRM TO THE LATEST EDITION OF AMERICAN STANDARDS FOR NURSERY STOCK, AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, 100 VERMONT AVENUE, NW, SUITE 300, WASHINGTON, DC 20005.
2. PLANTS SHOULD BE TRUE AND REPRESENTATIVE OF THEIR GENUS, SPECIES, CULTIVARS OR VARIETY. NURSERY STOCK SHIPPED IN THE ACCORDANCE WITH THE REQUIRED SPECIFICATIONS SHALL BE DEEMED TO BE ACCEPTABLE WITHIN THE TERMS OF THIS SECTION IF IT IS TYPICAL IN SIZE AND HABITS FOR THE SPECIES IN THE REGION OF THE COUNTRY IN WHICH IT IS GROWN UNLESS THE SPECIFICATIONS INCLUDE ADDITIONAL DETAILS.
3. PRIOR TO ORDERING ANY PLANT MATERIAL, REPRESENTATIVE PHOTOS OF EACH SPECIES SHALL BE PROVIDED FOR REVIEW AND ACCEPTANCE.
4. ONE OF EACH BUNDLE OR LOT SHALL BE TAGGED WITH NAME AND SIZE OF THE PLANT IN ACCORDANCE WITH AMERICAN NURSERY AND LANDSCAPE ASSOCIATION STANDARDS. IN ALL CASES BOTANICAL NAMES SHALL TAKE PRECEDENCE OVER COMMON NAMES. LANDSCAPE ARCHITECT SHOULD BE CONSULTED IN THE EVENT QUESTIONS ARISE ABOUT NOMENCLATURE OF PLANTS TO BE USED AND THEIR AVAILABILITY.

1.4 DELIVERY, STORAGE AND HANDLING

- A. DELIVER GRASS SEED IN ORIGINAL CONTAINERS SHOWING ANALYSIS OF SEED MIXTURE, PERCENTAGE OF PURE SEED, YEAR OF PRODUCTION, NET WEIGHT, DATE OF PACKAGING AND LOCATION OF PACKAGING. DAMAGED PACKAGES ARE NOT ACCEPTABLE.
- B. DELIVER FERTILIZERS IN WATERPROOF BAGS SHOWING WEIGHT, CHEMICAL ANALYSIS AND NAME OF MANUFACTURER.
- C. DELIVER SOD ON PALLETS.
- D. HANDLING OF PLANTS SHALL BE BY LIFTING THE ROOT MASS OR CONTAINER AND NOT BY LIFTING PLANT BY TRUNK OR BRANCHES. HANDLING OF PLANTS IN AN IMPROPER FASHION SHALL BE CAUSE FOR REJECTION OF PLANT MATERIALS. CARE MUST BE TAKEN DURING ALL PHASES OF THE LOCATION AND PLANTING PROCEDURES NOT TO DAMAGE THE ROOT SYSTEM, TRUNK OR BRANCHES. ALL PLANT MATERIALS SHOULD BE PLANTED AS SOON AFTER ARRIVAL AT THE SITE AS POSSIBLE. CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PLANTS SAFE FROM INJURY BY THE CONSTRUCTION ACTIVITY AND WATERED TO PREVENT DRYING OUT BEFORE PLANTING. BALLED AND BURLAPPED PLANTS SHALL BE "HEALED-IN" AND PROTECTED WITH BURLAP OR OTHER ACCEPTED MATERIAL IF THEY CANNOT BE PLANTED UPON DELIVERY. PLANTS WITH BROKEN MAJOR BRANCHES, BADLY BRUISED OR DAMAGED BARK ARE NOT ACCEPTABLE AND WILL BE REJECTED.

1.5 PLANTING DATES

- A. THE PLANTING SEASON FOR TREES, SHRUBS AND GROUND COVERS IS BETWEEN OCTOBER 1ST AND JUNE 1ST OF THE FOLLOWING YEAR. DO NOT PLANT IF TEMPERATURE IS BELOW FREEZING OR ABOVE 90 DEGREES. PLANTING AT ANY OTHER TIME OTHER THAN THE PLANTING SEASON IS THE CONTRACTOR'S OPTION AND FULL RESPONSIBILITY AND WITHOUT ADDITIONAL COMPENSATION. PLANTING MAY AT THE OPTION OF CONTRACTOR, BE POSTPONED INTO THE FOLLOWING PLANTING SEASON BUT WITHOUT ADDITIONAL COMPENSATION PROVIDED THE OWNER AND THE LOCAL GOVERNING JURISDICTION HAVE APPROVED.
- B. PLANTING DATES FOR SOD, SPRIGGING OR SEEDING SHALL BE PER THE GRASSING SPECIFICATION.

1.6 MEASUREMENT AND PAYMENT

- A. MEASUREMENT- THE ITEMS LISTED IN THE PROPOSAL SHALL BE CONSIDERED AS SUFFICIENT TO COMPLETE THE WORK IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. ANY PORTION OF WORK NOT LISTED IN BID FORM, BUT REQUIRED TO COMPLETE THE WORK, SHALL BE DEEMED TO BE A PART OF THE ITEM WITH WHICH IT IS ASSOCIATED AND SHALL BE INCLUDED IN THE COST OF THE UNIT SHOWN IN THE BID FORM.
- B. PAYMENT- PAYMENT FOR THE UNIT SHOWN ON THE BID FORM SHALL BE CONSIDERED TO COVER THE COST OF ALL LABOR, MATERIAL, EQUIPMENT AND PERFORMING ALL OPERATION NECESSARY TO COMPLETE THE WORK IN PLACE. NO PAYMENT WILL BE MADE FOR ANY MATERIAL WASTED, USE FOR THE CONVENIENCE OF THE CONTRACTOR UNUSED OR REJECTED.
 1. TREES, SHRUBS AND GROUND COVERS- WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR PLANTED/INSTALLED AND ACCEPTED TREES, SHRUBS AND GROUND COVERS.
 2. PAYMENT FOR GRASSING WILL BE MADE PER THE GRASSING SPECIFICATIONS.
 3. CLEARING: WILL BE PAID FOR AT THE LUMP SUM PRICE OF CLEARING.

PART 2- PRODUCTS

2.1 MATERIALS

- A. CONTRACTOR SHALL AT THE TIME OF DELIVERY, FURNISH OWNER AND/OR LANDSCAPE ARCHITECT WITH INVOICES OF ALL MATERIALS RECEIVED; IN ORDER THE QUALITY AND SOURCE OF MATERIALS MAY BE REVIEWED.

2.2 TOPSOIL

- A. TOPSOIL SHALL BE EXISTING SOIL ON SITE AMENDED PER SOIL TEST RECOMMENDATIONS.

2.3 SEED

- A. SEE GRASSING SPECIFICATION.

2.4 SPRIG

- A. SEE GRASSING SPECIFICATION.

2.5 SOD

- A. SEE GRASSING SPECIFICATION.

2.6 PLANT MATERIALS

- A. PROVIDE ALL PLANT MATERIALS AS INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES BETWEEN QUANTITIES OF PLANTS INDICATED ON THE PLANT SCHEDULE AND THOSE INDICATED ON THE PLAN, PLAN QUANTITIES SHALL GOVERN.
- B. PLANTS SHALL BE SOUND, HEALTHY AND VIGOROUS, WELL BRANCHED AND DENSELY FOLIATED WHEN IN LEAF. THEY SHALL BE FREE OF DISEASE, INSECTS, PESTS, EGGS OR LARVAE, AND SHALL HAVE HEALTHY WELL DEVELOPED ROOT SYSTEMS. PLANTS SHALL BE FROM A NURSERY 3000 MILES NORTH OR SOUTH OF THE PROJECT LOCATION AND SHALL HAVE BEEN GROWN UNDER CLIMATE CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE.
- C. PLANTS SHALL POSSESS A NORMAL BALANCE BETWEEN HEIGHT AND WIDTH. PLANTS SHALL BE MEASURED WHEN BRANCHES ARE IN THEIR NORMAL POSITION, HEIGHT AND SPREAD DIMENSIONS SPECIFIED REFER TO MAIN BODY OF PLANT AND NOT FROM BRANCH TIP TO TIP. PLANTS LARGER IN SIZE THAN SPECIFIED MAY BE USED WITH NO CHANGE IN CONTRACT PRICE.
- D. PLANTS SHALL BE DUG WITH FIRM NATURAL BALLS OF EARTH, OF DIAMETER NOT LESS THAN RECOMMENDED BY AMERICAN STANDARD FOR NURSERY STOCK AND OF SUFFICIENT DEPTH TO INCLUDE FIBROUS AND FEEDING ROOTS. PLANTS WILL NOT BE ACCEPTED IF BALL IS CRACKED OR BROKEN BEFORE OR DURING PLANTING OPERATIONS.

- E. TREES SPECIFIED FOR STREET TREE GRADE SHALL CONFIRM TO STANDARDS OF THE ANJA:
 1. SUITABLE FOR PLANTING AS STREET TREES.
 2. FREE OF BRANCHES TO APPROXIMATELY 50% OF HEIGHT FROM THE GROUND.
 3. CROWN OF TREE SHALL BE IN GOOD BALANCE WITH THE TRUNK.

2.7 FERTILIZERS

- A. COMMERCIAL FERTILIZER SHALL BE SLOW RELEASE 5-10-10 OR 6-12-12 (OR AS RECOMMENDED BY SOIL TEST), UNIFORM IN COMPOSITION, FREE FLOWING AND SUITABLE FOR APPLICATION WITH APPROPRIATE EQUIPMENT. DELIVER TO SITE UNOPENED IN MANUFACTURER'S STANDARD CONTAINERS SHOWING WEIGHT, ANALYSIS AND NAME OF THE MANUFACTURER. IF STORED ON SITE PROTECT FROM THE ELEMENTS.

2.8 PEAT MOSS

- A. PEAT MOSS SHALL BE FINELY SHREDDED, 90% ORGANIC MOSS PEAT, BROWN IN COLOR AND SUITABLE FOR HORTICULTURAL PURPOSES. PEAT SHALL BE MEASURED IN AIR DRY CONDITION, CONTAINING NOT MORE THAN 35% MOISTURE BY WEIGHT. ASH CONTENT SHALL NOT EXCEED 10%.

2.9 MULCH FOR TREES, SHRUBS AND GROUND COVERS

- A. MULCH FOR NON-BIO RETENTION AREAS SHALL BE AS SHOWN ON PLANS.
- B. MULCH FOR BIO RETENTION AREAS SHALL BE SHREDDED HARDWOOD.

2.10 STAKING EQUIPMENT

- A. TREES AND PALMS SHALL BE STAKED AS SHOWN IN LANDSCAPE PLANS.

2.11 WATER

- A. CONTRACTOR SHALL PROVIDE WATER TO THE PROJECT VIA THE INSTALLATION OF A NEW IRRIGATION SYSTEM CONNECTED TO POTABLE WATER SYSTEM FOR THE AREAS SHOWN ON THE PLANS. ANY TEMPORARY WATERING NEEDED SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE CONSIDERED AS INCLUDED IN THE BASE BID.

PART 3- EXECUTION

3.1 FINE GRADING

- A. ALL AREAS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE FINE GRADED TO THE DESIRED GRADES. ALL AREAS WITHIN THE THE LIMITS OF CONSTRUCTION ARE TO BE FINE GRADED FREE OF ROOTS, DEBRIS AND/OR OTHER OBJECTIONABLE MATERIAL, BEFORE PLANTING OR GRASSING COMMENCE. ANY ADDITIONAL FILL MATERIAL NEEDED TO FILL LOW OR UNEVEN AREAS SHALL BE PROVIDED BY THE CONTRACTOR. POSITIVE DRAINAGE AWAY FROM STRUCTURES SHALL BE PROVIDED IN ALL PLANT BEDS SO STANDING WATER DOES NOT OCCUR. PLANTING BEDS SHALL BE RAISED ABOVE ADJACENT LAWN AREAS TO PROVIDE GOOD DRAINAGE CONDITIONS.
- B. PLANTING AND GRASS AREAS IF NOT LOOSE, SHALL BE LOOSENED TO A MINIMUM DEPTH OF 3 INCHES BEFORE FERTILIZER, SEED OR SOD IS APPLIED.

3.2 FERTILIZERS AND SOIL AMENDMENTS

- A. CONTRACTOR SHALL PROVIDE TOPSOIL ANALYSIS TEST THAT HAS BEEN PROVIDED BY THE STATE AGRICULTURAL EXPERIMENT STATION, SOIL AND WATER CONSERVATION DISTRICT, STATE UNIVERSITY OR OTHER QUALIFIED PRIVATE TESTING LABORATORY AS APPROVED BY LANDSCAPE ARCHITECT.
- B. APPLY FERTILIZERS AND SOIL AMENDMENTS AFTER FINE GRADING AND MIX THOROUGHLY INTO UPPER TWO INCHES OF SOIL.
- C. FERTILIZERS AND OTHER NECESSARY SOIL AMENDMENTS SHALL BE APPLIED AT THE RATE RECOMMENDED BY TOP SOIL ANALYSIS TEST.

3.3 SODDING

- A. SEE GRASSING SPECIFICATION.

3.4 SPRIGGING

- A. SEE GRASSING SPECIFICATION.

3.5 SEEDING

- A. SEE GRASSING SPECIFICATION.

3.6 SEED PROTECTION

- A. SEE GRASSING SPECIFICATION.

3.7 LAYOUT OF TREES, SHRUBS AND GROUND COVERS.

- A. ALL PLANTS SHALL BE PLACED IN THE PROPER LOCATION AS SHOWN ON CONSTRUCTION PLANS, ALLOWING LANDSCAPE ARCHITECT TO REVIEW ALL PLANT LOCATIONS PRIOR TO ACTUAL PLANTING. LANDSCAPE ARCHITECT MAY MAKE MINOR ADJUSTMENTS WHICH SHALL NOT BE CAUSE FOR CHANGES TO THE CONTRACT PRICE.

3.8 OBSTRUCTIONS BELOW GROUND

- A. PRIOR TO EXCAVATING PLANTING HOLES, CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ELECTRICAL, PHONE OR TELEVISION CABLES OR CONDUITS, WATER, DRAINAGE OR SEWER LINES AND ANY OTHER SUBSURFACE STRUCTURES AND TAKE PRECAUTIONS TO PROTECT THEM. ANY DAMAGE TO UNDERGROUND UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- B. IN THE EVENT ROCK, UNDERGROUND CONSTRUCTION WORK, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED IN ANY PLANT HOLE EXCAVATION UNDER THIS CONTRACT, ALTERNATE LOCATIONS MAY BE SELECTED. WHERE LOCATIONS CANNOT BE CHANGED THE OBSTRUCTIONS SHALL BE REMOVED TO A DEPTH OF NOT LESS THAN THREE (3) FEET BELOW GRADE AND NOT LESS THAN SIX (6) INCHES BELOW BOTTOM OF BALL OR ROOTS WHEN PLANT IS PROPERLY SET AT REQUIRED GRADE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF SUCH ROCK OR OTHER UNDERGROUND OBSTRUCTIONS ENCOUNTERED.

3.9 PLANTING HOLES

- A. FOR TREES, SHRUBS AND GROUND COVERS, THE PLANTING HOLE SHALL BE AS SHOWN IN THE PLANTING DETAIL PLANS. DO NOT LEAVE PLANTING HOLES OPEN OVERNIGHT. IN A EVENT THAT PLANT HOLES ARE DUG AND NOT PLANTED IN A TIMELY MANNER, INSTALL FOUR (4) FOOT HIGH ORANGE SAFETY FENCING AROUND ALL EXCAVATED AREAS.

3.10 PLANTING TREES AND SHRUBS

- A. SHALL BE SAME AS GROWING THE THE NURSERY AND/OR CONTAINER SOIL LEVEL. ADJUST BOTTOM SOIL MIX TO INSURE PROPER PLANTING LEVEL WITH THE PROPOSED SURROUNDING GRADES. CHECK PLANTS TO INSURE PROPER VERTICAL ALIGNMENT.
- B. FILL HOLES TO PROPER HEIGHTS TO RECEIVE PLANT AND THOROUGHLY TAMP BEFORE SETTING THE PLANT. SET PLANT IN UPRIGHT POSITION IN THE CENTER OF THE HOLE, AND COMPACT THE BACKFILL MIXTURE AROUND THE BALL OR ROOTS. ADD SOIL AMENDMENTS AS REQUIRED TO IMPROVE THE FERTILITY OF EXISTING SOIL AND PLANT GROWING CONDITIONS.
 1. WHEN BALLED OR BURLAPPED PLANTS ARE SET, COMPACT TOPSOIL AROUND BASE OF BALL TO FILL ALL VOIDS. ALL BINDINGS SHALL BE REMOVED AND THE TOP HALF OF BURLAP REMOVED FROM AROUND THE ROOT BALL. IF BURLAP IS MADE OF NATURAL FIBRES, IT CAN BE LAID BACK FROM THE ROOT MASS OR CAN BE CUT AWAY.

2. CONTAINERIZED PLANTS SHALL HAVE THE CONTAINER REMOVED PRIOR TO PLANTING. CARE SHALL BE TAKEN TO PROTECT ROOT MASS FROM INJURY AND TO KEEP IT INTACT. IF ROOT MASS SHOWS EVIDENCE OF BEING BOUND OR MATTED, THREE VERTICAL 1/2" DEEP CUTS SHALL BE MADE ON ALTERNATE SIDES OF THE ROOT MASS AND ROOTS PULLED AWAY SLIGHTLY. THIS IS TO UNTANGLE ROOTS WHICH HAVE BEGUN TO CIRCLE THE ROOT MASS AND ENCOURAGE NEW ROOT GROWTH. ALL WEEDS GROWING IN THE ROOT MASS SHALL BE REMOVED PRIOR TO PLANTING.
3. ROOTS OF BARE ROOT PLANTS SHALL BE SPREAD OUT AND TOPSOIL CAREFULLY WORKED IN AMONG THEM. REMOVE WITH A CLEAN CUT ANY BROKEN OR FRAYED ROOTS.

3.11 PLANTING GROUND COVERS

- A. PLANTING BEDS SHALL BE THOROUGHLY WORKED TO A DEPTH OF TWELVE (12) INCHES INCORPORATING FERTILIZER AND OTHER SOIL IMPROVEMENTS AT THE RECOMMENDED RATE SUGGEST BY THE SOIL TEST. RAKE PREPARED PLANTING BED UNTIL LEVEL, SMOOTH AND FREE FROM ALL SOIL, LUMPS, ROCKS, STICKS AND OTHER DELETERIOUS MATERIALS. BED AREA SHOULD BE NEATLY OUTLINED. SPACE THE PLANTS EVENLY AS INDICATED BY THE DRAWINGS. PLANT ONLY IN SOIL THAT IS MOIST AND FRIABLE AND NOT WET OR SOGGY. IN THE CASE OF PLANTING IN OPEN ON HOT DAYS, SHORTEN THE TIME BETWEEN PLANTING AND WATERING.

3.12 WATERING

- A. THOROUGHLY WATER EACH PLANT WHEN THE HOLE IS 1/3 FULL, AGAIN AT 2/3 FULL AND THEN COMPLETE BACKFILLING. ONCE BACKFILLING IS COMPLETE WATER AGAIN, THEN TAMP THE SOIL IN PLACE UNTIL THE SURFACE OF THE BACKFILL IS LEVEL WITH SURROUNDING AREA AND THE PLANT BEARS THE SAME RELATION OF THE FINISHED GRADE AS IT BORE TO THE EXISTING GRADE BEFORE BEING DUG.
- B. EARTH SAUCERS SHALL BE CONSTRUCTED AROUND THE PERIMETER OF THE PLANTING HOLES OF ALL TREES AND ALL SINGLE PLANTED SHRUBS. EARTH SAUCERS SHALL BE MINIMUM 3" HIGH AND COMPACTED TO RETAIN WATER. EARTH SAUCERS SHALL NOT BE INSTALLED IN THE AREAS WHERE THE SUBSOIL IS VERY POORLY DRAINED OR AROUND MASS SHRUB/ GROUND COVER PLANTINGS.
- C. ALL TREES AND SHRUBS TO BE HAND WATERED ON A REGULAR BASIS AS NECESSARY DURING THE WARRANTY PERIOD.

3.13 SOIL MIX

- A. SHALL BE PER EXISTING SOILS ON SITE WITH RECOMMENDED AMENDMENTS FROM SOIL TESTS.

3.14 STAKING OF TALL PLANTS

- A. SHALL BE DONE ONLY IF SITE/ ENVIRONMENT CONDITIONS MAKE IF REQUIRED. IF REQUIRED, TREES AND PALMS SHALL BE STAKED AS INDICATED ON THE PLANS.

3.15 MULCHING

- A. ALL PLANTS SHALL BE MULCHED WITH AN EVENLY THICK LAYER OF CLEAN MULCH IMMEDIATELY AFTER PLANTING. MASS PLANT BEDS SHALL BE COMPLETELY MULCHED TO THE LIMITS OF BED AS SHOWN ON THE PLANS. LIMIT OF MULCHING FOR INDIVIDUAL TREES AND SHRUBS SHOULD BE SLIGHTLY BEYOND THE SAUCER BERM. THE AREAS MULCHED SHOULD BE TIDY AND CLEAN IN APPEARANCE.

3.16 PRUNING

- A. REMOVE DEAD, BROKEN OR BRUISED BRANCHES AFTER PLANTING USING CLEAN, SHARP TOOLS.

3.17 WEEDING

- A. ALL PLANTED AREAS SHALL BE KEPT FREE FROM WEEDS AND UNDESIRABLE GRASSES UNTIL FINAL ACCEPTANCE BY THE OWNER. SEE GENERAL NOTES ON PLANS FOR ADDITIONAL INFORMATION.

3.18 INSECT AND DISEASE CONTROL

- A. ALL PLANT MATERIALS SHALL BE DISEASE OR INSECT FREE UPON ARRIVAL TO THE SITE. HOWEVER SHOULD ANY PLANTS SHOW SIGNS OF INSECT OR DISEASE INFESTATIONS, CONTRACTOR SHALL IDENTIFY NATURE OF INFESTATION AND SUBMIT TO LANDSCAPE ARCHITECT A PROPOSED METHOD OF CONTROL. CONTRACTOR SHALL TREAT ALL INFESTED PLANTS AT ITS EXPENSE. SHOULD THE INFESTATION BE WIDE SPREAD AND UNCONTROLLABLE, PLANTS AFFECTED SHOULD BE REMOVED FROM SITE, FRESH PLANTS BROUGHT IN AND ALL OTHER PLANTS TREATED TO PREVENT INFESTATION OF REMAINING PLANTS AT CONTRACTOR'S EXPENSE.

3.19 CLEAN UP

- A. CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL THE TRASH, DEBRIS, RUBBISH AND ALL OTHER MATERIALS ASSOCIATED WITH THE CONSTRUCTION OF SITE ON A DAILY BASIS. ALL TAGS, FLAGS AND LABELS WILL BE REMOVED FROM PLANTS AND TREES. THE SITE SHALL BE KEPT BROOM CLEANED AND TIDY. CLEANUP OF THE SITE IS A PREREQUISITE TO FINAL ACCEPTANCE BY THE OWNER.

PART 4- MAINTENANCE AND WARRANTY

4.1 MAINTENANCE

- A. PROTECT ALL PLANTINGS (GRASS, PLANTS AND TREES) UNTIL ACCEPTED BY THE OWNER. ALL DAMAGE, REGARDLESS OF CAUSE, SHALL BE IMMEDIATELY REPAIRED AND PLANTS REPLACED IF NECESSARY. ERECT TEMPORARY FENCES, BARRICADES, SIGNS AND OTHER PROTECTION AS NEEDED TO PREVENT TRAMPLING. CONTRACTOR IS NOT RESPONSIBLE FOR REPLACEMENT OF DAMAGED OR MISSING PLANTS AND PLANT MATERIALS DUE TO VANDALISM OR OTHER ACTS BEYOND THE CONTROL OF THE CONTRACTOR IF PROPER BARRIERS OR OTHER SAFEGUARDS HAVE BEEN MAINTAINED.
- B. MAINTENANCE SHALL INCLUDE BUT IS NOT LIMITED TO WATERING, WEEDING, CULTIVATING, REMOVAL OF DEAD MATERIAL, MULCH REAPPLICATION, RESETTING PLANTS TO PROPER GRADES OR UPRIGHT POSITION, LAWN MOWING, FERTILIZING AND OTHER NECESSARY OPERATIONS.
- C. THE CONTRACTOR SHALL REPAIR IMMEDIATELY ANY AREAS DAMAGED AS A RESULT OF CONSTRUCTION OPERATIONS OR EROSIONS.
- D. THE CONTRACTOR SHALL MAINTAIN ALL PROPOSED PLANTINGS UNTIL FINAL ACCEPTANCE IS ISSUED BY THE OWNER.
- E. AT THE END OF THE MAINTENANCE PERIOD, ALL PLANTS SHALL BE IN A HEALTHY GROWING CONDITION. DURING THE MAINTENANCE PERIOD SHOULD THE APPEARANCE OF ANY PLANT INDICATE A WEAKNESS AND PROBABILITY OF DYING, IMMEDIATELY REPLACE WITHOUT ADDITIONAL COST TO THE OWNER. REPLACEMENTS REQUIRED BECAUSE OF VANDALISM OR OTHER CAUSES BEYOND THE CONTROL OF THE CONTRACTOR ARE NOT PART OF THIS CONTRACT.

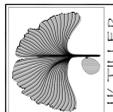
4.2 WARRANTY

- A. ALL SHRUBS, GROUND COVERS AND TREES SHALL BE GUARANTEED BY THE CONTRACTOR TO BE ALIVE AND HEALTHY FOR A ONE YEAR PERIOD AFTER SUBSTANTIAL COMPLETION IS ISSUED BY THE OWNER. A FINAL INSPECTION WITH THE OWNER SHALL BE CONDUCTED AT THE END OF THE WARRANTY PERIOD TO DETERMINE IF ANY PLANTS WILL BE REQUIRED TO BE REPLACED.
- B. ANY LAWN, PLANT OR TREE WHICH IS DEAD OR NOT SHOWING SATISFACTORY GROWTH SHALL BE REPLACED AT CONTRACTOR'S EXPENSE AT THE END OF WARRANTY PERIOD. ALL REPLACEMENTS SHALL BE OF ORIGINAL QUALITY AND OF A SIZE EQUAL TO ADJACENT PLANTS OR TREES OF SAME KIND.

END OF SECTION

FOR PERMITTING PURPOSES

J. K. TILLER ASSOCIATES, INC.
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PALMETTO SHINE BEAUFORT

Landscape Plan
City of Beaufort, South Carolina

Sheet Title:
Landscape
Specifications

Job Number:
202321-01

Date:
05/17/2024

Drawn:
KD

Approved:

Revisions:

Sheet

L5
Of 7

GRASSING SPECIFICATIONS

PART 1- GENERAL

1.1 SECTION INCLUDES

- A. SEEDING, PLANTING GRASS AND FERTILIZING GRADED AREAS AROUND BUILDINGS, STRUCTURES, SOCCER FIELD AND SIDEWALK SHOULDERS AND OTHER DISTURBED AREAS.
- B. SEED PROTECTION.
- C. MAINTAINING GRASSED AREAS UNTIL FINAL ACCEPTANCE.

1.2 RELATED WORK

- A. CIVIL AND LANDSCAPE PLANS AND SPECIFICATIONS.

1.3 DELIVERY, STORAGE AND HANDLING

- A. DELIVER GRASS SEED IN ORIGINAL CONTAINERS SHOWING ANALYSIS OF SEED MIXTURE, PERCENTAGE OF PURE SEED, YEAR OF PRODUCTION, NET WEIGHT, DATE OF PACKAGING AND LOCATION OF PACKAGING. DAMAGED PACKAGES ARE NOT ACCEPTABLE. STORE IN COOL, DRY LOCATIONS AWAY FROM CONTAMINANTS.
- B. DELIVER FERTILIZER IN WATERPROOF BAGS, SHOWING WEIGHT, CHEMICAL ANALYSIS AND NAME OF MANUFACTURER. DAMAGED BAGS ARE NOT ACCEPTABLE. STORE IN COOL DRY LOCATIONS AWAY FROM CONTAMINANTS.
- C. DELIVER SOD ON PALLETS.
- D. ALL MATERIAL SHOULD BE ACCEPTABLE TO THE LANDSCAPE ARCHITECT PRIOR TO THE USE.

1.4 PLANTING DATES.

- A. THIS SPECIFICATION PROVIDES OR ESTABLISHMENT OF A PERMANENT GRASS COVER BETWEEN THE DATES OF MARCH 1 AND SEPTEMBER 30. IF FINISHED EARTH GRADES ARE NOT COMPLETED IN TIME TO PERMIT PLANTING AND ESTABLISHMENT OF PERMANENT GRASS DURING THE FAVORABLE SEASON BETWEEN THE DATES SPECIFIED ABOVE UNLESS OTHERWISE ACCEPTED, CONTRACTOR WILL BE REQUIRED TO PLANT A TEMPORARY COVER TO PROTECT NEW GRADED AREAS FROM EROSION AND TO KEEP WINDBORNE DUST TO A MINIMUM. THE TEMPORARY COVER SHALL BE PLANTED BETWEEN OCTOBER 1 AND FEBRUARY 28 UNLESS OTHERWISE PERMITTED.

1.5 MEASUREMENT AND PAYMENT

- A. WHEN THE SEASON OR STAGE OF PROJECT IS SUCH RESULTS OF GRASSING WORK CANNOT BE DETERMINED, CONDITIONAL ACCEPTANCE WILL BE MADE ON WORK COMPLETED. WHEN CONDITIONAL ACCEPTANCE IS MADE FOR ITEMS OF WORK COVERED, CONTRACTOR SHALL BE ENTITLED TO 50% OF BID PRICE FOR THE ACTUAL WORK PLACED AND SHALL RECEIVE REMAINING 50% OF BID PRICE WHEN FINAL ACCEPTANCE IS MADE. CONDITIONAL ACCEPTANCE SHALL NOT APPLY TO REMAINING ITEMS OF WORK, AND FULL BID PRICE PAYMENT SHALL BE MADE WHEN WORK IS ACCEPTABLY PLACED AND COMPLETED IN ACCORDANCE WITH SPECIFICATIONS.
- B. PAYMENT FOR GRASSING WILL BE MADE AT CONTRACT UNIT PRICE FOR THE ITEM 'GRASSING' AND SUCH PAYMENT SHOULD CONSTITUTE FULL COMPENSATION FOR FURNISHING AND PLACING SEED AND FERTILIZER OR SOD WHERE DIRECTED AND PROTECTING AND MAINTAINING SEED AND SOD IN ALL GRADED AND DISTURBED AREAS.

PART 2- PRODUCTS

- A. CONTRACTOR SHALL SUBMIT SOURCE AND SPECIES CERTIFICATION DOCUMENTS TO LANDSCAPE ARCHITECT AND OWNER'S REPRESENTATIVE FOR REVIEW PRIOR TO INSTALLATION, SUPPLY COMPLETE INFORMATION ON ALL ANALYSIS/TEST METHODOLOGIES AND RESULTS: LABORATORY CERTIFICATIONS, MANUFACTURER'S SPECIFICATIONS AND AGENCY APPROVALS TO THE LANDSCAPE ARCHITECT PRIOR TO PLACEMENT OF SOIL MIXTURES. IN ADDITION PROVIDE THE LANDSCAPE ARCHITECT WITH THOROUGHLY MIXED SAMPLE OF SOIL MIXES FOR APPROVAL PRIOR TO PLACEMENT. LANDSCAPE CONTRACTOR SHALL MAKE MODIFICATIONS AND IMPROVEMENTS TO SOIL MIXES DEEMED NECESSARY BY THE SOIL ANALYSIS TO MEET REQUIREMENTS SPECIFIED HERE IN BEFORE AND TO ENSURE PROPER GROWING MEDIUM FOR PLANT MATERIAL.

2.1 SEED

- A. ALL SEED SHALL CONFORM TO ALL STATE LAWS AND TO ALL REQUIREMENTS AND REGULATIONS OF THE STATE DEPARTMENT OF AGRICULTURE.
- B. THE VARIETIES OF SEED AS SPECIFIED IN SECTION 2.2, SHALL BE INDIVIDUALLY PACKAGED OR BAGGED, AND TAGGED TO SHOW NAME OF SEED, NET WEIGHT, ORIGIN, GERMINATION, LOT NUMBER AND OTHER INFORMATION REQUIRED BY THE STATE DEPARTMENT OF AGRICULTURE.
- C. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO TEST, REJECT OR ACCEPT ALL SEEDS BEFORE SEEDING.

2.2 SEEDING SCHEDULE

SEED	RATE	PLANTING DATES
PRINCESS 11" BERMUDA	75 LBS / ACRE	MARCH 1 - SEPTEMBER 30
ANNUAL RYE (TEMP ONLY)	75 LBS / ACRE	OCTOBER 1 - FEBRUARY 28

2.3 FERTILIZER

- A. COMMERCIAL FERTILIZER OF APPROVED TYPE, CONFORMING TO STATE FERTILIZERS LAWS AT THE RATE AS RECOMMENDED BY SOILS TEST.

2.4 LIME

- A. AGRICULTURAL GRADE LIMESTONE AT RATE AS RECOMMENDED BY SOILS TEST.

2.5 SPRIG

- A. HEALTHY LIVING STEMS, STOLONS, OR RHIZOMES AND ATTACHED ROOTS OF LOCALLY ADAPTED GRASS WITHOUT ADHERING SOIL, INCLUDING TWO TO THREE NODES AND FROM FOUR TO SIX INCHES LONG. OBTAIN FROM HEAVY, DENSE, CERTIFIED SOD. PROVIDE SPRIGS WHICH HAVE BEEN GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT. COORDINATE HARVESTING AND PLANTING OPERATIONS TO PREVENT EXPOSURE OF SPRIGS TO THE SUN FOR MORE THAN 30 MINUTES BEFORE COVERING AND MOISTENING. SPRIGS SHOWING SIGNS OF WILT, MOLD, CONTAINING WEEDS OR OTHER DETRIMENTAL MATERIAL OR THAT ARE HEAT DAMAGED WILL BE REJECTED.
- B. THE VARIETIES OF SPRIG AS SPECIFIED IN SECTION 2.6 SHALL BE INDIVIDUALLY PACKAGED OR BAGGED AND TAGGED TO SHOW NAME OF SPRIG, NET WEIGHT, ORIGIN AND OTHER INFORMATION REQUIRED BY THE STATE DEPARTMENT OF AGRICULTURE.
- C. SPRIGS SHALL BE PURE TO THE VARIETY SPECIFIED AND SHALL BE FREE OF OTHER GRASS SPECIES, WEEDS OR FOREIGN MATTERS.
- D. SPRIGS SHALL BE HARVESTED BY DIGGING (NOT COLLECTED ABOVE SOIL LEVEL) SHREDDING SOD, BY ROTOTILLING SOD AND RAKING, BY VERICUTTING OR BY A SPRIG HARVESTER. SPRIGS SHALL CONSIST MOSTLY OF RHIZOMES AND GROWNS WITH ONLY A FEW GREEN LEAVES.

2.6 SPRIGGING SCHEDULE

SPRIG DATES	RATE	PLANTING
TIFWAY 419' BERMUDA (or approved equal)	1000 BUSHELS / AC. (coverage in 3 months)	APRIL 1 -MARCH

STABILIZE SITE WITH TEMPORARY GRASS SEED
(see section 2.2)

- B. IN AREAS WHERE EXISTING GRASS IS TO BE MATCHED, CONTRACTOR SHALL SPRIG AT THE RATE AND DATES RECOMMENDED BY SPRIG DISTRIBUTOR.

2.7 SOD

- A. SOD SHALL BE PREMIUM GRADE, DENSELY ROOTED, GOOD QUALITY GRASS OF THE SPECIES AND CERTIFIED VARIETY AS SHOWN ON THE PLANS, FREE FROM NOXIOUS WEEDS WITH NO SURFACE SOIL BEING VISIBLE. THE SOD SHALL BE OBTAINED FROM AREAS WHERE THE SOIL IS REASONABLY FERTILE. SOD OF SPECIFIED SPECIES WITH NOT LESS THAN 95% GERMINATION, NOT LESS THAN 85% PURE SEED AND NOT MORE THAN 0.5% WEED SEED. THE SOD SHOULD BE MACHINE CUT TO A UNIFORM SOIL THICKNESS, THAT SHOULD CONTAIN PRACTICALLY ALL OF THE DENSE ROOT SYSTEM AND NOT BE LESS THAN 1 INCH THICK.
- B. BEFORE CUTTING SOD SHOULD BE MOWED TO A HEIGHT OF NOT LESS THAN 1-1/2" OR MORE THAN 2". SOD SHALL BE CUT IN UNIFORM WIDTHS MIN. 12" AND LENGTH MIN. 24".
- C. SOD SHALL BE DELIVERED TO THE SITE IN A FRESH, MOIST CONDITION, WITH HEALTHY GREEN FOLIAGE. IT SHALL BE UNLOADED FROM DELIVERY TRUCKS ON PALLETS OR ROLLS AND PLACED IN FINAL POSITION WITHIN 24 HOURS OF DELIVERY. SOD SHALL BE PROTECTED FROM WIND AND SUN AND SHOULD NOT BE ALLOWED TO DRY OUT BEFORE PLANTING.
- D. SOD SHALL BE STRONG ENOUGH TO SUPPORT ITS OWN WEIGHT AND RETAIN ITS SIZE AND SHAPE WHEN SUSPENDED VERTICALLY FROM A FIRM GASP ON THE UPPER 10% OF THE SECTION.

2.8 ACCESSORIES

- A. STRAW MULCH: OAT OR WHEAT STRAW, REASONABLY FREE FROM WEEDS, FOREIGN MATTER DETRIMENTAL TO PLANT LIFE, AND IN DRY CONDITION.
- B. EXCELSIOR MULCH: EXCELSIOR MULCH SHALL CONSIST OF WOOD FIBRES CUT FROM SOUND, GREEN TIMBER. THE AVERAGE LENGTH OF FIBRES SHALL BE 4 TO 6 INCHES, CUT SHALL BE MADE IN SUCH A MANNER AS TO PROVIDE MAXIMUM STRENGTH OF FIBRE, BUT AT SLIGHT ANGLE TO NATURAL GRAIN OF WOOD TO CAUSE SPLINTERING OF FIBRES WHEN WEATHERING IN ORDER TO PROVIDE ADHERENCE TO EACH OTHER AND TO SOIL.
- C. WOOD CELLULOSE FIBRE SHALL BE MADE FROM CHIP PARTICLES MANUFACTURED PARTICULARLY FOR DISCHARGING UNIFORMLY ON THE GROUND SURFACE WHEN DISPERSED BY A HYDRAULIC WATER SPRAYER. IT SHALL REMAIN IN UNIFORM SUSPENSION IN WATER UNDER AGITATION AND BLEND WITH GRASS SEED AND FERTILIZER TO FORM A HOMOGENOUS SLURRY. MULCH FIBRES SHALL INTERTWINE PHYSICALLY TO FORM A STRONG MOISTURE HOLDING MAT ON THE GROUND SURFACE AND ALLOW RAINFALL TO PERCOLATE IN THE UNDERLYING SOIL. THE MULCH SHALL BE HEAT PROCESSED TO CONTAIN NO GERMINATION AND OR GROWTH INHIBITING FACTORS. IT SHALL BE DYED (NON-TOXIC) AN APPROPRIATE COLOR TO FACILITATE METERING OF MATERIAL.

2.9 PRODUCT REVIEW

- A. CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH A COMPLETE DESCRIPTION OF ALL PRODUCTS BEFORE ORDERING. THE LANDSCAPE ARCHITECT WILL REVIEW ALL PRODUCTS BEFORE THEY ARE ORDERED.

PART 3- EXECUTION

3.1 PREPARATION

- A. AREAS TO BE SEEDED OR SPRIGGED SHALL BE MADE SMOOTH AND UNIFORM AND SHALL CONFORM TO THE FINISHED GRADE INDICATED ON PLANS.
- B. REMOVE FOREIGN MATERIALS, PLANTS, ROOTS AND DEBRIS FROM SURFACES TO BE SEEDED.
- C. GRASSING AREAS, IF NOT LOOSE, SHALL BE LOOSENED TO A MINIMUM DEPTH OF 3 INCHES BEFORE FERTILIZER, SEED, SPRIG OR SOD IS APPLIED.
- D. AMENDMENTS TO SOILS SHALL BE INCORPORATED INTO LOOSENED 3 INCH TOP SOIL LAYER AS RECOMMENDED BY SOIL TESTS.

3.2 STAND OF GRASS

- A. BEFORE ACCEPTANCE OF SEEDING OR SPRIGGING IS PERFORMED FOR THE ESTABLISHMENT OF PERMANENT VEGETATION, CONTRACTOR WILL BE REQUIRED TO PRODUCE A SATISFACTORY STAND OF PERENNIAL GRASS WHOSE ROOT SYSTEM SHALL BE DEVELOPED SUFFICIENTLY TO SURVIVE DRY PERIODS AND WINTER WEATHER AND BE CAPABLE OF RE-ESTABLISHMENT IN SPRING.
- B. BEFORE ACCEPTANCE OF SEEDING PERFORMED FOR THE ESTABLISHMENT OF TEMPORARY VEGETATION, CONTRACTOR WILL BE REQUIRED TO PRODUCE A STAND OF GRASS SUFFICIENT TO CONTROL EROSION FOR A GIVEN AREA AND LENGTH OF TIME BEFORE THE NEXT PHASE OF CONSTRUCTION OR ESTABLISHMENT OF PERMANENT VEGETATION IS TO COMMENCE.

3.3 SEEDING AND SPRIGGING DATES

- A. SEEDING AND SPRIGGING SHALL BE PERFORMED DURING PERIODS AND AT RATES SPECIFIED IN THEIR RESPECTIVE SCHEDULES. SEEDING AND SPRIGGING WORK MAY, AT DISCRETION OF CONTRACTOR, BE PERFORMED THROUGHOUT THE YEAR USING SCHEDULE PRESCRIBED FOR A GIVEN PERIOD. SEEDING AND SPRIGGING WORK SHALL NOT BE CONDUCTED WHEN THE GROUND IS FROZEN OR EXCESSIVELY WET. CONTRACTOR SHALL BE REQUIRED TO PRODUCE A SATISFACTORY STAND OF GRASS REGARDLESS OF THE PERIOD OF YEAR WORK IS PERFORMED.

3.4 APPLYING LIME AND FERTILIZER

- A. FOLLOWING ADVANCE PREPARATION AND PLACING, SELECTED MATERIAL FOR SHOULDERS AND SLOPES, LIME AND FERTILIZER, IF CALLED FOR BASED ON SOIL TESTS, SHALL BE SPREAD UNIFORMLY OVER THE DESIGNATED AREAS AND SHALL BE THOROUGHLY MIXED WITH THE SOIL TO THE DEPTH OF APPROXIMATELY 2 INCHES. FERTILIZER AND LIME SHALL BE APPLIED AT THE RATE RECOMMENDED BY REQUIRED SOIL TESTS, UNLESS OTHERWISE PROVIDED, LIME WILL NOT BE APPLIED FOR TEMPORARY SEEDING. IN ALL CASES WHERE PRACTICABLE, ACCEPTABLE MECHANICAL SPREADERS SHALL BE USED FOR SPREADING FERTILIZERS. ON STEEP SLOPES SUBJECT TO SLIDES AND INACCESSIBLE TO POWER EQUIPMENT, THE SLOPES SHALL BE ADEQUATELY SCARIFIED. FERTILIZERS MAY BE APPLIED ON STEEP SLOPES BY HYDRAULIC METHODS AS A MIXTURE OF FERTILIZER AND SEED. WHEN FERTILIZER IS APPLIED WITH COMBINATION SEED AND FERTILIZER DRILLS, NO FURTHER INCORPORATION WILL BE NECESSARY. THE FERTILIZER AND SEED SHALL BE APPLIED TOGETHER WHEN WOOD CELLULOSE FIBRE MULCH IS USED. ANY STONES LARGER THAN 2-1/2" IN ANY DIMENSION, LARGER CLODS, ROOTS OR OTHER DEBRIS BROUGHT TO THE SURFACE SHALL BE REMOVED.

3.5 SEEDING

- A. SEED SHALL BE SOUN WITHIN 24 HOURS FOLLOWING APPLICATION OF FERTILIZERS AND LIME, AND PREPARATION OF THE SEEDBED AS SPECIFIED IN SECTION 3.4. SEED SHALL BE UNIFORMLY SOUN AT THE RATE SPECIFIED BY THE USE OF ACCEPTABLE MECHANICAL SEED DRILLS, ROTARY HAND SEEDERS, POWER SPRAYERS OR OTHER SATISFACTORY EQUIPMENTS MAY BE USED ON STEEP SLOPES OR ON OTHER AREAS INACCESSIBLE TO SEED DRILLS.
- B. SEEDS SHALL BE COVERED AND LIGHTLY COMPACTED BY MEANS OF CULTIPACKER OR LIGHT ROLLER IF THE DRILL DOES NOT PERFORM THIS OPERATION ON SLOPES INACCESSIBLE TO COMPACTING EQUIPMENT, THE SEED SHALL BE COVERED BY DRAGGING SPIKED CHAINS, BY LIGHT HARROWING OR BY OTHER SATISFACTORY METHODS.
- C. APPLY WATER WITH FINE SPRAY IMMEDIATELY AFTER EACH AREA HAS BEEN SOUN.
- D. DO NOT SOW SEEDS WHEN GROUND IS TOO DRY, DURING WINDY PERIODS OR IMMEDIATELY FOLLOWING A RAIN.
- E. IF PERMITTED BY SPECIAL PROVISIONS, WOOD CELLULOSE FIBRE MULCH MAY BE USED.

3.6 SEED PROTECTION (STRAW MULCH)

- A. ALL SEEDED AREAS SEEDED WITH PERMANENT GRASSES SHALL BE UNIFORMLY MULCHED IN A CONTINUOUS BLANKET IMMEDIATELY FOLLOWING SEEDING AND COMPACTING OPERATIONS, USING AT LEAST TWO TONS OF STRAW PER ACRE.

3.7 SEED PROTECTION (EXCELSIOR MULCH)

- A. SEED SHALL BE SOUN AS SPECIFIED IN SECTION 3.5, WITHIN 24 HOURS AFTER COVERING OF SEED. EXCELSIOR MULCH SHALL BE UNIFORMLY APPLIED AT THE RATE OF 2 TONS PER ACRE. THE MULCH MAY BE APPLIED HYDRAULICALLY OR BY OTHER ACCEPTABLE METHODS. SHOULD THE MULCH BE PLACED IN A DRY CONDITION, IT SHALL BE THOROUGHLY WETTED IMMEDIATELY AFTER PLACING. LANDSCAPE ARCHITECT MAY REQUIRE LIGHT ROLLING OF THE MULCH TO FORM A TIGHT MAT.

3.8 SEED PROTECTION (WOOD CELLULOSE FIBRE MULCH)

- A. AFTER THE LIME HAS BEEN APPLIED AND GROUND PREPARED AS SPECIFIED IN SECTION 3.4, WOOD CELLULOSE FIBRE MULCH SHALL BE APPLIED AT THE RATE OF 1500 POUNDS PER ACRE IN A MIXTURE OF SEED AND FERTILIZER. HYDRAULIC EQUIPMENT SHALL BE USED FOR APPLICATION OF FERTILIZER, SEED AND SLURRY OF THE PREPARED WOOD PULP. THE EQUIPMENT SHALL HAVE A BUILT IN AGITATION SYSTEM WITH AN OPERATING CAPACITY SUFFICIENT TO AGITATE, SUSPEND AND HOMOGENEOUSLY MIX A SLURRY OF THE SPECIFIED AMOUNT OF FIBRE, FERTILIZER, SEED AND WATER. THE SLURRY DISTRIBUTION LINES SHOULD BE LARGE ENOUGH TO PREVENT STOPPAGE. THE DISCHARGE LINE SHALL BE EQUIPPED WITH A SE OF HYDRAULIC SPRAY NOZZLES WHICH WILL PROVIDE AN EVEN DISTRIBUTION OF SLURRY ON VARIOUS AREAS TO BE SEEDED. THE SLURRY TANK SHALL HAVE A MINIMUM CAPACITY OF 1000 GALLONS.
- B. SEED, FERTILIZER, WOOD PULP MULCH AND WATER SHALL ALL BE COMBINED INTO THE SLURRY TANK FOR DISTRIBUTION OF ALL INGREDIENTS IN ONE OPERATION BY HYDRAULIC SEEDING METHOD SPECIFIED HEREIN. MATERIALS SHALL BE COMBINED IN A MANNER RECOMMENDED BY THE MANUFACTURER. THE SLURRY MIXTURE SHALL BE REGULATED SO AMOUNTS AND RATES OF APPLICATION SHALL RESULT IN UNIFORM APPLICATION OF ALL MATERIALS AT RATES NOT LESS THAN THE AMOUNT SPECIFIED. USING THE COLOR OF WOOD PULP AS A GUIDE, EQUIPMENT OPERATOR SHALL SPRAY PREPARED SEED BED WITH A UNIFORM VISIBLE COAT. THE SLURRY SHALL BE APPLIED IN A SWEEEPING MOTION, IN AN ARCHED STREAM, TO FALL LIKE RAIN, ALLOWING WOOD FIBRES TO BUILD UPON EACH OTHER UNTIL AN EVEN COAT IS ACHIEVED.

3.9 SPRIGGING

- A. SPRIGS SHALL BE PLACED AT THE DATES AND RATES AS SHOWN IN SECTION 2.6. THE SPRIGGING METHOD SHALL BE BY BROADCAST SPRIGGING, HYDROPLANTING OR ROW PLANTER SPRIGGING PROCEDURE SHALL ENSURE EVEN COVERAGE.
- B. SPRIGS APPLIED BY BROADCAST OVER THE SITE WITH A DISTRIBUTOR OR HYDROSEEDER SHALL BE PLANTED AT THE RATES LISTED IN SECTION 2.6. COVER BROADCAST SPRIGS WITH STRAW MULCH IMMEDIATELY AFTER BROADCAST AND WATER IN IMMEDIATELY (WITHIN 2 HOURS)
- C. SPRIGS INSTALLED BY ROW PLANTER CREATING A NARROW FURROW THAT COVERS 50 TO 80% OF THE SPRIG WITH SOIL MAY USE LESS SPRIG MATERIAL. RATE SHALL BE AS RECOMMENDED BY SPRIG SUPPLIER TO PROVIDE A SOLID STAND OF TURF WITHIN THE TIME REQUIRED IN SECTION 2.6. WATER IN IMMEDIATELY (WITHIN 1 HOUR)

3.10 SODDING

- A. SOD SHALL BE PLACED BETWEEN MARCH 1ST AND DECEMBER 1ST. HOWEVER IF SOD IS TO BE PLACED DURING PERIODS OF TEMPERATURES OVER 90 DEGREES F, THE CONTRACTOR SHALL TAKE EXTRA CARE FOR QUICK PLACEMENT OF SOD WITH ADEQUATE, CONSISTENT WATERING NECESSARY TO ENSURE SOD THRIVES AS PLANTED.
- B. SOD SHALL BE PLACED WITHIN 24 HOURS OF CUTTING.
- C. PLACE TOP ELEVATION OF OF SOD 1/2 INCH BELOW ADJOINING PAVING OR CURBS.
- D. ALL AREAS TO BE SODDED SHALL BE BROUGHT TO THE PROPER LINE GRADE OR CROSS SECTION AS WAS EXISTING PRIOR TO CONSTRUCTION. SOD SHALL BE PLACED SO THAT UPON COMPLETION, THE EDGES OF THE SODDED AREAS WILL BE SMOOTH AND CONFORM TO THE PROPOSED FINISHED GRADE. SOD SHALL BE LAID SMOOTH EDGE TO EDGE, WITH STAGGERED JOINTS. SOD SHALL BE IMMEDIATELY PRESSED FIRMLY INTO CONTACT WITH BED BY TAMPING OR ROLLING, TO ELIMINATE ANY AIR POCKETS. A TRUE AND EVEN SURFACE SHALL BE PROVIDED TO TO INSURE KNITTING WITHOUT DISPLACEMENT OF THE SOD OR DEFORMATION OF THE SURFACES OF THE SODDED AREAS. DO NOT STRETCH OR OVERLAP SOD PIECES. FOLLOWING COMPACTION SCREENED SOIL OF GOOD QUALITY SHALL BE USED TO FILL ALL CRACKS, AND EXCESS SOIL SHALL BE WORKED INTO THE GRASS WITH RAKES OR OTHER SUITABLE EQUIPMENT. ON SLOPES STEEPER THAN 4 TO 1, THE SOD SHALL BE FASTENED IN PLACE WITH SUITABLE WOOD OR METAL PINS TO HOLD THE SOD IN PLACE. ANY DAMAGE BY EROSION OR OTHER CAUSES, THAT MAY HAVE OCCURED AFTER COMPLETION OF GRADING OPERATIONS SHALL BE REPAIRED, BEFORE COMMENCING WITH THE SODDING OPERATIONS.
- E. IMMEDIATELY BEFORE SODDING, MOISTEN TOPSOIL WITH A FINE SPRAY TO A MINIMUM 1" DEPTH. SOD SHALL NOT BE LAID ON SOIL THAT IS DRY AND POWDERY.
- F. SOD SHALL BE MOIST WHEN LAID AND PLACED ON MOIST GROUND. SOD SHALL BE CAREFULLY PLACED BY HAND, BEGINNING AT THE TOE OF SLOPES AND WORKING UPWARDS. THE LENGTH OF THE STRIPS SHALL BE AT RIGHT ANGLES TO THE FLOW OF SURFACE WATER. ALL JOINTS SHOULD BE TIGHTLY BUTTED AND END JOINTS SHALL BE STAGGERED AT LEAST 12 INCHES. THE SOD SHALL BE IMMEDIATELY PRESSED FIRMLY INTO THE GROUND BY TAMPING OR ROLLING. FILL ALL JOINTS BETWEEN STRIPS WITH FINE SCREENED SOIL. SOD ON SLOPES SHALL BE PEGGED WITH SOD PEGS TO PREVENT MOVEMENT. THE SOD SHALL BE WATERED, MOWED, WEEDED, REPAIRED OR OTHERWISE MAINTAINED TO INSURE THE ESTABLISHMENT OF A UNIFORM HEALTHY STAND OF GRASS UNTIL ACCEPTANCE.
- G. WITHIN 2 HOURS AFTER SOD HAS BEEN PLACED, THOROUGHLY WATER TO A MINIMUM DEPTH OF 4". AFTER SOD AND SOIL HAVE DRIED, ROLL SODDED AREAS TO ENSURE GOOD BOND BETWEEN SOD AND SOIL AND TO REMOVE DEPRESSIONS AND IRREGULARITIES. ROLL SODDED AREAS WITH A ROLLER NOT EXCEEDING 150 LBS. PER FOOT OF ROLLER WIDTH. TOP DRESS AND ROLL AGAIN AS NECESSARY TO CREATE SMOOTH EVEN SURFACE.

PART 4- MAINTENANCE, WARRANTY AND ACCEPTANCE

4.1 MAINTENANCE

- A. MAINTENANCE SHALL CONSIST OF PROVIDING PROTECTION AGAINST TRAFFIC, WATERING TO ENSURE UNIFORM SEED GERMINATION AND TO KEEP SURFACE OF SOIL DAMP, AND REPAIRING ANY AREAS DAMAGED AS A RESULT OF CONSTRUCTION OPERATIONS OR EROSION. MAINTENANCE SHALL ALSO INCLUDE, BUT IS NOT LIMITED TO WATERING, WEEDING, CULTIVATING, REMOVAL OF DEAD MATERIAL, LAWN MOWING, FERTILIZING AND OTHER NECESSARY OPERATIONS.
- B. THE CONTRACTOR SHALL MAINTAIN ALL PROPOSED PLANTINGS UNTIL THE DATE OF FINAL ACCEPTANCE BY THE OWNER.

4.2 WARRANTY

- A. ALL GRASSED AREAS SHALL BE GUARANTEED BY THE CONTRACTORS TO BE ALIVE AND HEALTHY FOR A ONE YEAR PERIOD FROM THE DATE OF SUBSTANTIAL COMPLETION ISSUED BY THE OWNER. A FINAL INSPECTION WITH THE OWNER SHALL BE CONDUCTED AT THE END OF THE WARRANTY PERIOD TO DETERMINE IF ANY AREAS REQUIRE REPLANTING. AT THE END OF THE WARRANTY PERIOD, THE SOD SHALL SHOW EVIDENCE OF ROOTING TO THE UNDERLYING SOIL AND SHALL HAVE NO COMPETITIVE WEED GROWTH FROM EITHER THE SOD OR FROM BETWEEN THE THE SOD JOINTS.
- B. ANY GRASSED AREA WHICH IS DEAD OR NOT SHOWING SATISFACTORY GROWTH SHALL BE REPLACED AT CONTRACTORS EXPENSE AT THE END OF WARRANTY PERIOD. ALL REPLACEMENTS SHALL BE ORIGINAL QUALITY AND OF A SIZE EQUAL TO ADJACENT PLANTS OR TREES OF THE SAME KIND. REPLACEMENTS REQUIRED BECAUSE OF VANDALISM, EXCESSIVE USE OR OTHER CAUSES BEYOND THE CONTROL OF THE CONTRACTOR ARE NOT PART OF THIS CONTRACT.

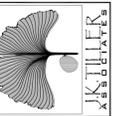
4.3 ACCEPTANCE

- A. BEFORE ACCEPTANCE OF SEEDING PERFORMED BY THE ESTABLISHMENT OF PERMANENT VEGETATION, CONTRACTOR WILL BE REQUIRED TO PRODUCE SATISFACTORY STAND OF PERENNIAL GRASS WHOSE ROOT SYSTEM SHALL BE DEVELOPED SUFFICIENTLY TO SURVIVE DRY PERIODS AND WINTER WEATHER AND BE CAPABLE OF RE-ESTABLISHMENT IN SPRING.
- B. A MINIMUM COVERAGE OF 80% DENSITY OVER 100% OF THE DISTURBED AREA IS REQUIRED FOR SEEDED AREAS BEFORE PROJECT ACCEPTANCE. SPRIG AND SOD AREAS SHALL HAVE 95% COVERAGE OVER 100% OF THE DISTURBED AREA PRIOR PROJECT ACCEPTANCE.

END OF SECTION

FOR PERMITTING PURPOSES

J. K. TILLER ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE
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BLUFFTON, SC 29910
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PALMETTO SHINE BEAUFORT
Landscape Plan
City of Beaufort, South Carolina

Sheet Title:
Landscape Specifications

Job Number:
202321-01

Date:
05/17/2024

Drawn:
KD

Approved:

Revisions:

Sheet

L6
of 7



STAFF REPORT: Sketch Plan, Development Design Review

The Grove at Broad River

DATE: December 16th, 2024

<i>GENERAL INFORMATION</i>		
Applicant:	Eric Walsnovich agent for Edmund Waddill Chaucer Creek Capital	
Address/Parcel Number:	Broad River Road/US 21 /R120 029 000 0045 0000	
Applicant's Request:	To obtain sketch plan approval for a new 261-unit multi-family development	
<i>ZONING DISTRICT INFORMATION</i>		
	<u>T4-N</u>	
Lot Width at Setback:	N/A	
Max Lot Coverage:	70%	
Min. Frontage Build Out	60% minimum; 85 % max	
Front Setback	0'-15' max	
Side Setback	0'-10' max	
Rear Setback	10'	
Building Height:	2 stories min; 4 stories max (100' building width on frontage max)	
<i>SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS</i>		
<u>Adjacent Zoning</u>	<u>Adjacent Land Uses</u>	<u>Adjacent Buffer Required</u>
North: County: C3NMU; C5RCMU	Single Family/Rural	N/A
South: T-5 UC/RMX	Apartments/Vacant Forested	N/A
East: County: C5RCMU	Mobile Homes/Church	N/A
West: County: C5RCMU	Mobile Homes	N/A

BACKGROUND:

The applicant is seeking sketch plan approval to develop the site into a 261-unit multi-family development. Of the 261 units, 249 units are located in 6-unit apartment houses, and 12 units will be located within two rows of townhouses. The development is also proposing a pool, dog park, pickleball court, and other communal spaces. As per the Development Code, all new multifamily buildings require as per Section 9.8.2 for site plan/design approval and sketch plan approval as per Section 9.9.3. The applicant originally applied for full site and sketch plan approval but has amended the request for Sketch Plan approval. Staff would note, this will be the first apartment complex proposed in a transect or overlay district—all previous approvals are within the RMX, IC, a PUD, or Boundary Street overlay.

TRC/PAST SUBMITTALS

A pre-design meeting was held on July 2, 2024. The applicant then sent in a full site plan request in October and received comments back in November. After receiving comments, Staff and the Applicant met, and the request was revised to a sketch plan approval. As aforementioned, this is the first apartment complex purely in an urban transect district, which is not within an urbanized zone.

WATER/SEWER:

Staff has held future projects in this area for lack of sewer and water capacity. In November, BJWSA provided a letter in which a new pump station has been funded for this area and put on the construction schedule for the latter part of 2025. Staff will now begin allowing projects in this area to move forward to the PC. However, Staff does note the details of capacity with BJWSA have not been worked out for future projects.

ACCESS/ROADS:

The site is proposing private roads with two access points: one access point along Broad River Road, and one access point through a private access easement along US 21. The Applicant has provided a TIA on both access points, with no improvements. This was originally sent to the County, who has since informed the city they will not perform TIA reviews. Thus, a third party is being contracted to finish the TIA review.

Staff analysis of the street system is found below:

- 1) The access point and boulevard along HWY 21 is on a separate parcel which was not submitted with this request. The details, proposed ROW or access easement should be shown and provided on the Site Plan.
- 2) Both access points are within access point spacing Section 7.2.3 C: at least 200' between access spacing is required. Both access points are well within the 200' requirement.
- 3) SCDOT Driveway spacing guidelines require a minimum of 220 ft at posted speeds of 35 mph. The current site plan shows that the new location for the access point on Broad River Road meets this guideline for Glaze Drive Road to its north (317 ft.), but not the Lamon Drive driveway to its south (90 ft).
- 4) Should the property to the East develop, the boulevard should be redesigned to allow a cut through/access lane to its in-bound and out-bound lanes.
- 5) The street layout provides access from two arterial streets and is not urban in nature nor follow the requirements for transect development. As per Section 7.2.2 - STREET NETWORK

REQUIREMENTS, it appears to Staff the sketch plan design is intended only to operate for access into and out of the apartment complex and not to diffuse traffic, and shorten walking distances, or to serve to interconnect the overall street system as per the code below:

Section 7.2.2 A Continuation of Adjoining Street System: The proposed street layout shall be coordinated with the street system of the surrounding area to form an interconnected street pattern, formalized by a platted public access easement. Adequate street connectivity shall be assessed by the TRC, based on the ability of the proposed alignments to: 1. Permit multiple routes between origin and destination points; 2. Diffuse traffic; and 3. Shorten walking distances.”

- 6) Block Sizes, as per Section 7.2.2 B.b. Block sizes do not appear to have been considered for the apartment blocks and internal street. “In T4, and T5 zones, blocks shall be no more than 400 feet on any side. An average block length of 250—300 feet is preferred. The block perimeter shall not exceed 1,320 linear feet (¼-mile).” In addition, the blocks seem to be parts of a private apartment complex, and not an urban street system.
- 7) The proposed access to Broad River Road seems to create a jogging intersection with Glaze Drive. SCDOT's ARMs Manual indicates that these types of intersections are to be avoided.
- 8) Staff believes a revised TIA considering these comments is required.

COMPATIBILITY WITH ADJACENT ZONING:

The site in question is adjacent to rural uses to the North, East, and West. These county properties are all zoned C3NMU and C5RCMU. Both districts allow a wide range of uses, from commercial to multi-family; however, there are regulations related to density and setbacks not found in the City. The site does adjoin the existing Cross Creek Apartments to the South, which are within the City.

PARKING:

The applicant is providing 419 parking spaces: 350 for the multi-family, 12 for the townhouses, and 48 spaces for the amenity area.

Staff Analysis on Parking:

Parking Reduction in Transect Zone Problematic

Staff would note that the parking standards have been reduced as the property is within a transect district. However, parking in transect areas is typically reduced due to the presence of walkable street parking in an urbanized area. In this case, there is no opportunity for any walkable street parking on any area near the request (there are no urban blocks or streets within some distance from the request).

Therefore, Staff has concerns that with more than 50% of the apartments being two bedrooms or more,

there may be parking issues for residents and guests without the urbanized development pattern with street parking nearby.

Parking Restriction Behind Building:

In addition, under Section 4.5.7 B 3 Parking: “On-site parking must be located behind the building and accessed off a rear alley.” While the site is developed in a unified pattern, much of the parking along the exterior and North is located in front of the building, not in compliance with this section of the code. Moreover, in a T-4 district 4.5.10 B.7.a, with a Large Footprint building, 75% of the parking must be behind the building. “Specific to T4 and T5: A minimum of 75% of all parking shall be located behind the primary building or a Liner Building.” Staff brings this into question, as if any project is to be built to the South, East or West, the parking would appear to be in front of the building in violation of both 4.5.7 B.3 and 4.5.10 B.7.a.

BUILDING FRONTAGE REQUIREMENTS

One-hundred-foot building frontage

As per Section 2.4.1 D: buildings should have a max of 100’ building width along any street frontage.

Staff Analysis:

It appears most of the apartment buildings would be larger than 100’ towards each private road frontage.

60-75% Building Frontage

As per Section 2.4.1 A, buildings in the T-4 N District shall have between 60-85% building out frontage along any road.

Staff Analysis:

It is impossible to ascertain whether each apartment is within this building frontage layout, as typical street blocks have not been provided in all situations. However, it does not appear any of the apartment buildings meet the 60-85% street frontage requirements in any of the street “blocks” provided.

Section. 4 - Building Design & Infill Standards, specifically Sec. 4.3 Contextual Design guidelines/

Sec. 4.3.2 A there is reference to the Civic Master Plan regarding site-specific guidance for development:

The **Civic Master Plan** in Chapter 6 recommends building pattern for walkable neighborhoods within the city; specifically regarding "Apartment Building" as a building pattern, it talks about being "(...) best suited for dense neighborhood centers and mixed-use corridors. Depending on the surrounding context, the careful use of porches, balconies, roof lines and materials allow apartment buildings to reflect the character of the typical Beaufort neighborhoods or mixed-use, main-street areas. Apartment building are most effective in enhancing the public realm when they are built close to the street and mixed with a variety of other building types, as opposed to being concentrated within large apartment building complexes." (refer to page 106 of the Civic Master Plan)

The **Civic Master Plan in Chapter 6.5 includes a Neighbor Strategy for Sector 4** (particularly the Battery Creek High School Area) on pages 129 following, states that " (...) Neighborhood centers should be established by allowing limited commercial and mixed-uses in central locations that are within walking distance to the majority of homes. Parks and trail needs should be identified and critical connections should be made to existing regional systems. This care and attention to detail at the outset will ensure that the incremental development which is expected to occur in the future will contribute to a vibrant, sustainable community."

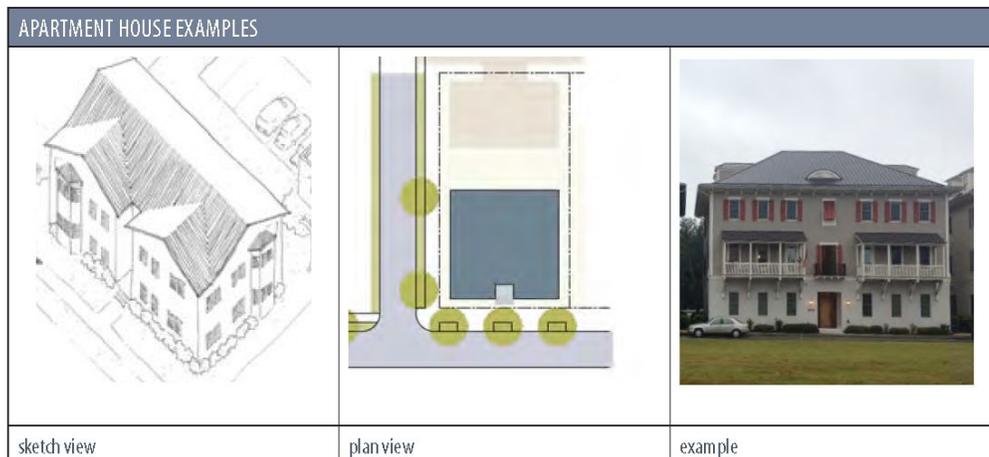
In Sec. 4.3.2.B (**Rhythm of Development on the Street**) the Code further states that "monolithic massing that disrupts the predominant building pattern of the neighborhood and corridor is strongly discouraged."

STAFF ANALYSIS:

There are concerns that the project is not satisfying the recommendations of the Civic Master Plan as referenced above, as well as the monolithic massing proposed as per Section 4.3.2.B.

APARTMENT HOUSE REQUIREMENTS

4.5.7 - APARTMENT HOUSE



A. **Description:** This is a larger-scale building (a.k.a. Multi-Family Building) that contains 4 or more dwelling units. They often occupy corner lots, or are located in combination to create their own blocks. The ground floor is raised a minimum of 18" for privacy.

B. Special Requirements:

1. **Frontage Types:** Stoop, Forecourt, Balcony. Porches are not preferred, but may be used in buildings containing 12 units or less if they provide direct access to the unit from the street or sidewalk.

2. **Building Entries:** In buildings with more than 6 residential units, all ground floor units facing a frontage line shall have individual entrances from that frontage line. Buildings with formal entry courtyards or lobbies are exempt from this requirement.

3. **Parking:** On-site parking must be located behind the building and accessed off a rear alley.

4. Specific to T4:

a. In the Historic District, these are limited to 6 dwelling units per building.

b. Multi-family dwellings are not permitted in T4-NA.

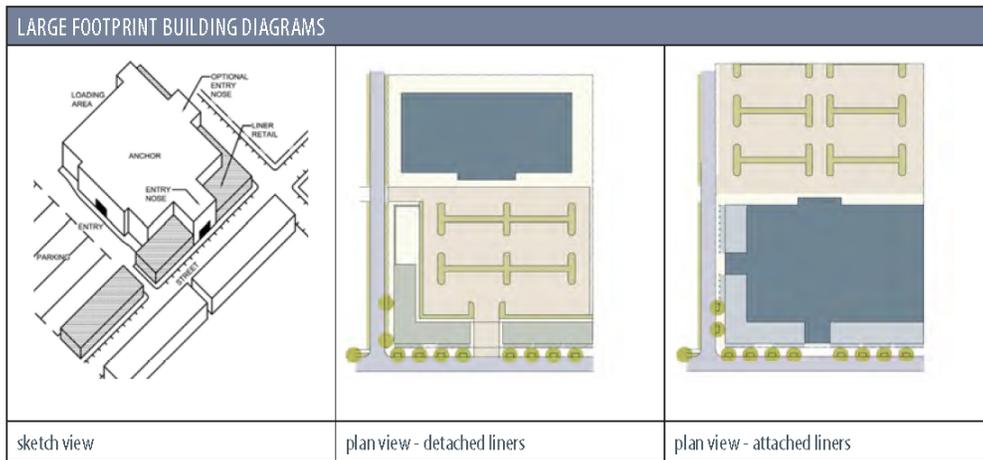
Staff Analysis on Apartments:

Staff notes aforementioned issues with parking and building orientation, lots and blocks, and also would note the requirement for each apartment building to provide individual building entries at the Site Plan level.

LARGE FOOTPRINT BUILDING REQUIREMENTS

Each apartment unit appears over 20,000 square feet in total area, and thus triggers the requirements of 4.5.10 found below:

4.5.10 - LARGE FOOTPRINT BUILDING



A. Description: This is a building that has a footprint greater than 20,000 square feet. It is a type often used by big-box, national retailers. In the T4 and T5 transect zones, they shall be integrated into the streetscape or screened with Liner Buildings (see [Section 4.5.9](#)).

B. Special Requirements:

1. Frontage Types: Shopfront/Awning, Gallery/Colonnade, Arcade — Balconies may be used if there is true habitable space on the upper floor(s).

2. Liner Buildings: Liner Buildings ([Section 4.5.9](#)) are required in the T4 and T5 districts between the Large Footprint Building and the Primary Street frontage. They may be used in other districts to fulfill the requirements of this Code, such as height, entrances on the street, and parking location.

a. Exceptions: When a Large Footprint building provides an entry on the primary street frontage, and a minimum of 40% clear and unobstructed glazing along that street, liners are not required.

3. Height: Buildings may be 1 story in height on the interior of the block, but should be at least 2 stories in height along all Primary Street frontages (see Street Hierarchy Diagram in Appendix C). This may be accomplished with multi-story buildings, higher ceiling heights, parapets, and/or separate Liner Buildings. See [Section 2.6.3](#) for more details on two-story building requirements.

4. Entrances: See [Section 2.5.1 D](#).

5. Location: In the Historic District, except along Boundary Street, these are permitted by special exception only.

LARGE FOOTPRINT BUILDING EXAMPLE



The large footprint building in the photo above is sited close to the sidewalks and incorporates frequent windows and doors. These techniques help to reinforce the urban character of the street and encourage use by pedestrians.

6.Size: Building footprints shall not be larger than a single block. Floor area of buildings shall not cantilever over public rights-of-way.

7.Parking Location:

a.Specific to T4 and T5: A minimum of 75% of all parking shall be located behind the primary building or a Liner Building.

b.All other districts: The majority of the parking spaces shall be located to the side or rear of the building, or behind a Liner Building.

Large Footprint Buildings Staff Analysis

Liner Buildings

Liner building are required but not provided as per Section 4.5.10 B 2., Liner Buildings (Section 4.5.9) are required in the T4 and T5 districts between the Large Footprint Building and the Primary Street frontage. They may be used in other districts to fulfill the requirements of this Code, such as height, entrances on the street, and parking location

It appears the applicant is proposing two sets of townhouses as liner buildings. It is not clear from the sketch plan if the townhouses would satisfy this requirement. Moreover, there is not enough frontage along the HWY 21 access point to place a liner building along the highway. Liner buildings must be two stories in height.

Parking, see the parking analysis.

Entrances as per Section 2.5.1 D (see Building Orientation Analysis)

2.5.1 - BUILDING PLACEMENT AND ORIENTATION

A. Frontage and Orientation on Street: All buildings shall front a street right-of-way, and have a usable entrance on the Primary Frontage with the following conditions and exceptions:

1. Multi-Building Sites:

a. Buildings shall be located to break up the site into a series of smaller blocks defined by streets and pedestrian walkways, and to frame and enclose parking areas, outdoor dining areas, and/or gathering spaces for pedestrians between buildings.

EXAMPLE: USING BUILDINGS AND STREETS TO BREAK UP LARGER BLOCKS



b. Perimeter buildings and outparcels shall be configured and located to define street edges, development entry points, and spaces for gathering between buildings.

EXAMPLE: PERIMETER BUILDINGS PROVIDING STREET FRONTAGE



c. Perimeter buildings shall be oriented so that the primary facade(s) faces a public street and has a usable entry on that street. Buildings that are interior to a lot that has buildings that otherwise meet the frontage requirement may have entrances that do not face the Primary Frontage.

EXAMPLE: PERIMETER BUILDINGS DEFINING STREET EDGES



B. Frontage Build-Out:

1. Facades shall be built parallel to the principal frontage line or to the tangent of a curved principal frontage line, and along a minimum percentage of the frontage width at the setback, as specified in Sections [2.4.1 A.4.](#) and Section 4.4 (Private Frontage Type).

2. Parking shall not be located between the building and the Primary Street(s).

D. Pedestrian Entries from Frontage Line:

EXAMPLE: BUILDING ENTRANCES FACING PRIMARY FRONTAGE



Buildings must have a usable entrance on the Primary Frontage. In most cases, the Primary Frontage will be a public street (left), but in some cases, the Primary Frontage may be a civic space, alley, or pedestrian pathway (right). Additionally, the usable entry may be a door into the structure, or access onto a porch or stoop, with the building entry to the side. The Administrator shall determine the Primary Frontage for each lot.

1. Buildings shall have their principal pedestrian entrances on a frontage line.

2. All buildings with shared entrances shall be oriented so that the primary entrance(s) face(s) the street.

3. In the case of corner lots, the primary entrance(s) shall face the street from which the building derives its street address.

4. In the T4 and T5 zones, blank facades are not permitted. Multiple pedestrian entrances for public access shall be provided every 50 feet, or more frequently. The Design Review Authority may modify the spacing of the entrances based on the amount of glazing, interior layout, and general design of the structure.

E. Frontage Types: The private frontage of the building shall comply with the standards laid out in Section 4.4 (Private Frontage Type).

Staff Analysis of Building Placement and Orientation:

Section 2.5.1.1 a,b,c. corresponding with building frontages have not been met. This is best depicted in the graphics found above. There are no perimeter buildings, and the gathering spaces are to the South of the overall project. The layout also makes it difficult to analyze how it meets 2.5.1.1 B regarding frontage buildout.

Section 2.5.1 D regarding pedestrian entrances is also difficult to analyze at the sketch plan phase without elevations, however, Staff would note the townhouses along Broad River and the ground floor units of each apartment will be required to possess all of the 2.5.1 D features.

Tree Standards

Tree replacement & mitigation (as per schedule in Sec. 5.6.2.D)

- Landmark trees removed: 501" minus 388" of saved landmark trees (50% caliber replacement = 57")
- Specimen trees removed: 189" (33% caliber replacement = 62")
- other trees > 8" caliber removed: 51" (25% caliber replacement = 13")
- total caliber replacement requirement: 132"

- Sec. 5.3.1 **Tree coverage requirements:** 1 broad-leaved overstory tree per 6,000 sq.ft. (in T4-N) -> total lot acreage = 20.93 ac. or approx. 911,711 sq. ft. / 6,000 sq.ft. = 152 new trees (a total of 203 overstory trees is proposed)

-Sec. 5.3.2 B: (...) A **certified arborist report** shall always be required for all Landmark Trees that will be impacted by or removed due to development. The Certified Arborist Report shall be incorporated into the project submission as part of the Site Plan (see 9.3.1.C).

FINDINGS AND RECOMMENDATIONS

Staff Recommendation: Staff recommends denial of the request due to the following code requirements found in the findings below. Should the PC desire to table the request instead of a motion of denial, Staff would make the conditions below as recommendations for the next meeting.

- 1) The access point and boulevard along HWY 21 is on a separate parcel which was not submitted with this request. The details, proposed ROW or access easement should be shown and provided on the Site Plan.
- 2) Both access points are within access point spacing Section 7.2.3 C: at least 200' between access spacing is required. Both access points are well within the 200' requirement.
- 3) SCDOT Driveway spacing guidelines require a minimum of 220 ft at posted speeds of 35 mph. The current site plan shows that the new location for the access point on Broad River Road meets this guideline for Glaze Drive Road to its north (317 ft), but not the Lamon Drive driveway to its south (90 ft).
- 4) Should the property to the East develop, the boulevard should be redesigned to allow a cut through/access lane to its in-bound and out-bound lanes.
- 5) The street layout provides access from two arterial streets and is not urban in nature nor follow the requirements for transect development. As per Section 7.2.2 - STREET NETWORK REQUIREMENTS, it appears to Staff the sketch plan design is intended only to operate for access into and out of the apartment complex and not to diffuse traffic, and shorten walking distances, or to serve to interconnect the overall street system as per the code below:

“ A. Continuation of Adjoining Street System: The proposed street layout shall be coordinated with the street system of the surrounding area to form an interconnected street pattern, formalized by a platted public access easement. Adequate street connectivity shall be assessed by the TRC, based on the ability of the proposed alignments to: 1. Permit multiple routes between origin and destination points;2. Diffuse traffic; and3.Shorten walking distances.”
- 6) Block Sizes, as per Section 7.2.2 b 3 Have block sizes been considered for the apartment blocks and internal street: “In T4, and T5 zones, blocks shall be no more than 400 feet on any

side. An average block length of 250—300 feet is preferred. The block perimeter shall not exceed 1,320 linear feet (¼-mile).” In addition, the blocks seem to be parts of a private apartment complex, and not an urban street system.

7) The proposed access to Broad River Road seems to create a jogging intersection with Glaze Drive. SCDOT's ARMs Manual indicates that these types of intersections are to be avoided.

8) Staff believes a revised TIA considering these comments is required.

9) One-hundred-foot building frontage As per Section 2.4.1 D: buildings should have a max of 100' building width along any street frontage has not been met. It appears the majority of the apartment buildings would be larger than 100' towards each private road frontage.

10) As per Section 2.4.1 A, buildings in the T-4 N District shall have between 60-85% building out frontage along any road. Not one of the apartments meets the 60-85% requirement along any of the proposed private roads.

11) Staff has concerns that with more than 50% of the apartments being two bedrooms or more, there may be parking issues for residents and guests without the urbanized development pattern with street parking nearby. This should be studied.

12) Under Section 4.5.7 B 3 Parking: “On-site parking must be located behind the building and accessed off a rear alley.” While the site is developed in an unified pattern, much of the parking along the exterior and North is located in front of the building, not in compliance with this section of the code. Moreover, in a T-4 district 4.5.10 B.7.a, with a Large Footprint building, 75% of the parking must be behind the building. “Specific to T4 and T5: A minimum of 75% of all parking shall be located behind the primary building or a Liner Building.” Staff brings this into question, as if any project is to be built to the South, East or West, the parking would appear to be in front of the building in violation of both 4.5.7 B.3 and 4.5.10 B.7.a.

13) Liner buildings are required but not provided as per Section 4.5.10 B 2.

14) Section 2.5.1.1 a,b,c. corresponding with building frontages have not been met. There are no perimeter buildings, and the gathering spaces are to the South of the overall project.

15) The layout also makes it difficult to analyze how it meets 2.5.1.1 B regarding frontage

buildout.

16) Section 2.5.1 D regarding pedestrian entrances should be met.

17) The Civic Master Plan in Chapter 6 recommends building pattern for walkable neighborhoods within the city; specifically regarding "Apartment Building" as a building pattern, it talks about being "(...) best suited for dense neighborhood centers and mixed-use corridors. Depending on the surrounding context, the careful use of porches, balconies, roof lines and materials allow apartment buildings to reflect the character of the typical Beaufort neighborhoods or mixed-use, main-street areas. Apartment building are most effective in enhancing the public realm when they are built close to the street and mixed with a variety of other building types, as opposed to being concentrated within large apartment building complexes." (Refer to page 106 of the Civic Master Plan

17) The Civic Master Plan in Chapter 6.5 includes a Neighbor Strategy for Sector 4 (particularly the Battery Creek High School Area) on pages 129 following, states that " (...) Neighborhood centers should be established by allowing limited commercial and mixed-uses in central locations that are within walking distance to the majority of homes. Parks and trail needs should be identified, and critical connections should be made to existing regional systems. This care and attention to detail at the outset will ensure that the incremental development which is expected to occur in the future will contribute to a vibrant, sustainable community."

18) Sec. 4.3.2.B (Rhythm of Development on the Street) the Code further states that "monolithic massing that disrupts the predominant building pattern of the neighborhood and corridor is strongly discouraged."

19) A number of landmark and specimen trees are proposed for removal. It does not appear the site considered the existing landmark and specimen trees when devising the proposed plan.

TREE MITIGATION

TREES SAVED:
INCHES OF LANDMARK LIVE OAKS SAVED: 388"

TREE REMOVALS:
INCHES OF LANDMARK TREES REMOVED: 501"
INCHES OF SPECIMEN TREES REMOVED: 189"
INCHES OF >8" TREES REMOVED: 51"

LAUREL OAKS, SWEET GUMS AND NON-LONGLEAF PINES ARE NOT SCHEDULED FOR MITIGATION PER CODE.

TREE MITIGATION:
LANDMARK TREES -
@ 50% CALIPER INCHES - 501" x 50% = 248 ADJ, FOR SAVED TREES - 501" - 388" = 113" @ 50%= 57
SPECIMEN TREES -
@ 33% CALIPER INCHES - 118" x 33% = 39
SPECIMEN TREES -
@ 25% CALIPER INCHES - 51" x 25% = 13

TOTAL MITIGATION TREES REQ'D: 109

TOTAL OVERSTORY TREES PROPOSED: 203
TOTAL ORNAMENTAL TREES PROPOSED: 97

NOTE: 104" OF LANDMARK TREES HAVE BEEN ASSESSED BY AN ARBORIST AND WERE DEEMED TO BE IN POOR CONDITION.

PROPERTY / CODE INFORMATION

ZONING: T4-N

BUILDING FORM: 2.4.1
2 STORIES MIN, 4 STORIES MAX.
ALL BUILDINGS ARE PROPOSED AT 3 STORIES

BUILDING SETBACKS: 2.4.1
REQUIRED FRONT: 15' - SHOWN: 15'
REQUIRED SIDE: 10' - SHOWN: 10'
REQUIRED REAR: 10' - SHOWN: 10'

PARKING PAD SETBACKS: 2.4.1
REQUIRED FRONT: 40' - SHOWN: 40'
REQUIRED SIDE: 15' - SHOWN: 15'
REQUIRED REAR: 5' - SHOWN: 5'

OPEN SPACE REQUIREMENTS 7.4.2:
REQUIRED OPEN SPACE: 10% (182,355 S.F.)
OPEN SPACE PROPOSED: 255,138 S.F. (27%)

PERIMETER LANDSCAPE BUFFER:
REQUIRED FRONT: N/A
REQUIRED SIDE: 5' - SHOWN: 5'
REQUIRED REAR: 5' - SHOWN: 5'

CORRIDOR BUFFER:
20' ALONG PARRIS ISLAND GATEWAY
3 BROAD LEAVED OVERSTORY TREES, 6 UNDERSTORY TREES, & 25% COVERAGE WITH SHRUBS PER 100 L.F.

DEVELOPMENT SUMMARY

APARTMENT UNITS PROPOSED: 249

BEDROOMS	# OF UNITS	PARKING REQ'D.
1 BR (1 P.S./UNIT)	120	120
2 BR (1.75 P.S./UNIT)	114	200
3 BR (2 P.S./UNIT)	15	30
TOTAL:	249	350

PARKING SPACES PROVIDED TO SERVE APARTMENT UNITS: 385

TOWNHOUSE UNITS PROPOSED: 12

BEDROOMS	# OF UNITS	PARKING REQ'D.
2 BR (1.75 P.S./UNIT)	12	21
TOTAL:	12	21

PARKING SPACES PROVIDED TO SERVE TOWN HOMES: 24 (2 PER UNIT)

TOTAL UNITS ON SITE: 261 UNITS

CLUBHOUSE / AMENITY AREA: 1 SPACE PER 400 GROSS S.F. (25 SPACES)
PARKING PROVIDED TO SERVE CLUBHOUSE / AMENITY AREA: 48

BICYCLE PARKING:
20 BIKE SPACES WILL BE PROVIDED (5% OF 396)

+/- 1.2 MILES OF WALKWAYS

DENSITY CALCULATIONS

20.93 AC. x 30 DU/AC = 627.9 UNITS ALLOWED
TOTAL UNITS PROPOSED: 261 (12.5 DU/AC)

IMPERVIOUS AREA CALCS

TOTAL PROPERTY AREA: 911,778 S.F. (20.93 AC.)
IMPERVIOUS AREA: 427,380 S.F. (9.81 AC.) 46.9%
PERVIOUS AREA: 484,398 S.F. (11.12 AC.) 53.1%



DUMPSTER ENCLOSURE. DENSE BUFFER LANDSCAPING TO BE PROVIDED TO SCREEN ENCLOSURE. ENCLOSURE WILL UTILIZE A BRICK ENCLOSURE WITH DECORATIVE GATES TO HIDE THE COMPACTOR

CLUSTER OF EXISTING TREES TO REMAIN

LANDMARK LIVE OAK TO BE SAVED

LANDMARK LIVE OAK TO BE SAVED

MULTI-TRUNK LANDMARK

LANDMARK LIVE OAKS TO BE SAVED

WOOD PERIMETER FENCE

5' SIDE PERIMETER LANDSCAPE BUFFER, TYP.

15' SIDE / REAR SETBACK, TYP.

BUFFER PLANTINGS, TYP. ALL PLANTINGS WILL MEET CITY OF BEAUFORT REQUIREMENTS

PERMEABLE PARKING STALLS, TYP.

LANDMARK LIVE OAK TO BE SAVED

PERMEABLE PARKING STALLS, TYP.

WOOD PERIMETER FENCE

EXISTING TREES TO BE MAINTAINED IN THIS AREA, TYP.

WOOD PERIMETER FENCE

EXISTING TREES TO REMAIN, TYP.

PROPERTY LINE

5' SIDE PERIMETER LANDSCAPE BUFFER

15' SIDE PARKING SETBACK

40' FRONT PARKING SETBACK

20' CORRIDOR BUFFER (PARRIS ISLAND GATEWAY)

MAIN ENTRANCE DRIVEWAY

PARRIS ISLAND GATEWAY

SITE LEGEND

- 1 Clubhouse Building
- 2 Summer Kitchen Pavilion
- 3 Maint. / Kayak / Bike Storage Building
- 4 Pool
- 5 Open Space
- 6 Outdoor Kitchen / Grill Area
- 7 Event Lawn (Flex Space)
- 8 Fire Pit Area
- 9 Hammock Garden
- 10 Dog Park
- 11 Parallel Parking
- 12 Pickleball Court
- 13 Kayak Loading / Unloading Spaces
- 14 Dumpster Enclosure
- 15 EV Charging Station



The Grove at Broad River
Project Narrative for
Planning Commission Sketch Plan Submittal
December 16, 2024

General

The Client, Chaucer Creek Capital (CCC) - The Grove at Broad River is proposing to develop the property into a high quality, aesthetically pleasing, 261-unit, market rate apartment and townhouse campus with associated parking, sidewalks, landscaping, infrastructure and amenities. The project amenities include a community clubhouse, summer kitchen, pool, pickleball court, dog park, and kayak & bike storage building.

Acreage & Boundaries

The +/-20.93-acre site is an underutilized parcel between Parris Island Gateway and Broad River Boulevard and includes a small triangular piece of land to the North of Broad River Boulevard that will remain undeveloped. The property is currently unimproved vacant land and is located within the city's T4-N zoning district. The development of this site with apartment buildings and townhomes falls within the allowable uses of the current zoning district. At this time, no variances or waivers are requested, and all proposed development will meet or exceed The Beaufort Code requirements.

An existing curb cut to the parcel is located on Broad River Boulevard. This curb cut will be abandoned and a new rear entrance driveway curb cut will be located to provide appropriate driveway separation and alignment per SCDOT Design Guidelines.

Site Layout

The goal of the project is to provide a much-needed housing diversity to the community, while reflecting the architectural vernacular of the Low Country in scale, massing, forms, colors, and materials.

The development plan adheres to the City's development code with two story townhouses along Broad River Boulevard, residential street thoroughfares fronting 3 story apartment buildings, and adequate off-street parking located behind the buildings.

On the East side of the site the Parris Island Gateway Main Entrance driveway respects the existing tree clusters to remain, the future storm facility of the neighboring development, and wetlands with a vista view of the community clubhouse. Once inside the site there are a series of interconnected streets with on-street parking in front of each structure, and screened parking areas located in the rear of each housing structure. All vehicular parking as shown meets the City of Beaufort's parking standards. The intent of this design is also to plan for a pedestrian friendly, walkable development. 1.2 miles of pedestrian sidewalks will connect the residents and visitors to each unit, parking area, and amenity area,



as well as to the existing sidewalk along Paris Island Gateway. These paths will encourage walking and biking to the rest of the Beaufort community. Bicycle parking will also be provided throughout the site. Per Code, each residential unit facing a street has its ground floor raised a minimum of 18 inches for privacy to the frontage. The streets, parking areas, and amenity center will be safely lit with fixture selections and locations based on photometric plans provided by Dominion Energy through their residential development leasing program.

Where possible, the site was designed to work around many of the existing landmark trees on site. The landmark trees to be saved have been noted on the sketch plan. In addition, an effort to maintain as much of the existing tree canopy as reasonably possible was explored with many other smaller trees of various species and sizes planned to remain on site where possible. A preliminary analysis of tree mitigation requirements has been completed and the development would currently provide a significant number of trees above the required quantity dictated by the Beaufort Code. Storm water management practices are formed in natural low land areas of the site with complementary plantings to provide water quality and an aesthetically pleasing open space within the development.

Architecture

Architecturally each building's scale, window, and door patterns along with façade shading follow the local patterns established in the Beaufort Development Code. Local form and massing are very important, but buildings are also designed with energy savings in mind with proper windows, wall and roof insulation as well as deep overhangs and sun screening where possible. Exteriors have a durable building base (raised off the street frontage), slender façade and top cornice which is characteristic of the area. Roof pitch, form and material are reflective of local building traditions and aesthetics.

We believe the Club House, Apartment and Townhouse floor plans, and Community Amenities will attract a great resident to the community. The Clubhouse area is full of resident oriented features such as a pool and pool deck area, fitness center, pickleball court, a dog park, bike/kayak storage facility, leasing offices, resident office and work/study areas, summer kitchens, hammock garden, and indoor/outdoor community spaces for active and passive recreation. Apartments and Townhouses will feature energy star appliances, open concept floor plans with high end finishes such as tile backsplashes and quartz countertops with accent paints and southern style painted wood trim, tall ceilings, and paneled doors. All apartments will feature private patios and balconies.

Civil Engineering

The existing site is wooded with sandy soils and a gravel driveway off Broad River Road known as FC Carter Drive. FC Carter Drive is not a platted easement. Recognizing the impact of developing a wooded property into a multifamily complex with respect to stormwater runoff and pollutants that may affect neighboring properties, the development proposes stormwater control facilities to detain and treat the runoff generated by the developed site to match the analyzed conditions of the existing wooded property. These controls shall prevent potential flooding scenarios for the residential buildings in the proposed development and properties downstream of the site and allows for runoff to be retained in the property, and removes pollutants generated by the site from entering the greater



watershed. The proposed improvements will include several stormwater treatment Best Management Practices (BMPs) designed in accordance with the Southern Lowcountry Stormwater Design Manual (SoLoCo Manual) and South Carolina Department of Environmental Services (SCDES). BMPs utilized in the proposed design are bioretention cells, permeable pavements, dry swales, and infiltration basins that will provide water quality treatment and removal of Nitrogen, Phosphorus, and Total Suspended Solids consistent with the requirements set forth in the SoLoCo Manual. In addition, a stormwater detention basin will be designed to control the peak runoff flows from the 2, 10, 25, 50, and 100-year storms, attenuating the flow to the existing wooded predevelopment conditions, meeting the stormwater detention requirements set forth by the City of Beaufort and SCDES.

The proposed sewer and water planning and design for this development have been reviewed with Beaufort Jasper Water & Sewer Authority (BJWSA) representatives and with their planned improvements, BJWSA will adequately serve this development. The wastewater capacity for the development has been calculated to be about 29,500 gallons per day, per the BJWSA policy manual.

The development proposes a gravity sewer line to route wastewater flows to an existing manhole on the neighboring property south of the site, and eventually conveyed to pump station SP-20 located at the Cross Creek Shopping Mall. This pump station is currently undergoing upgrades by BJWSA that shall provide capacity of this development.

The proposed water system shall be a looped 8" line connected between the property's two access drives on Broad River Boulevard and Paris Island Gateway (US21). Both water and sewer systems shall be designed and conform to BJWSA and SCDES standards and regulations.

Applicant: Eric Walsnovich, Principal
Wood+Partners, Inc.

7: LAND DEVELOPMENT

7.1: IMPROVEMENT REQUIREMENTS

7.1.1 PURPOSE

The purpose of these land development requirements is to:

- A. Encourage economically sound and environmentally sensitive development.
- B. Assure the timely provision of required streets, utilities, and other facilities and services to new land developments.
- C. Assure the adequate provision of safe and convenient vehicular and pedestrian traffic access and circulation in and through new land developments.
- D. Assure the provision of needed open spaces and building sites in new land developments through the dedication or reservation of land for recreational, educational, and other public purposes.
- E. Assure, in general, the wise and timely development of new areas, in harmony with the Comprehensive Plan of the city.
- F. Encourage new subdivision developments that complement the City's historic development pattern.
- G. Promote compact, well-defined, sustainable neighborhoods that enhance the City's character.
- H. Create livable neighborhoods that foster a sense of community and reduce dependency on vehicles.
- I. Encourage the proper arrangement of new streets in relation to existing or planned streets and ensuring streets facilitate safe, efficient, and pleasant walking, biking and driving.

7.1.2 APPLICABILITY

- A. Unless noted otherwise in this section, all new development projects shall be required to have public sewer and underground wiring and shall comply with Section 7.2.3 (Lot Access Standards).
- B. All development — with the exception of projects that qualify as Minor Development Design Review or Minor Subdivision or are located in the Historic District, and affect less than one whole block face — are required to install or construct the improvements specified in the Table of Required Improvements (Section 7.1.3).
- C. The applicant shall be responsible for the installation and construction of required improvements according to the provisions of this Code, except as may otherwise be specifically provided herein or by city policy or agreement.
- D. Approval of a Subdivision Plat shall be subject to the applicant having installed the improvements designated in this article, or having guaranteed (Section 7.1.5), to the satisfaction of the city, the installation of said improvement.

7.1.3 TABLE OF REQUIRED IMPROVEMENTS

REQUIRED IMPROVEMENTS ³	SECTION REFERENCE	ZONING DISTRICT											
		T1	T3-S	T3-N	T4-HN	T4-N	T5-DC	T5-UC	RMX	IC	LI	MHP	
Public Water and Hydrants	7.1.3.B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Public Sewer	7.1.3.B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Paved Streets ¹	7.2.4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Streetscape ²	Appendix C	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Underground Drainage	7.1.3.A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Curb and Gutter	Appendix C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sidewalks	7.2.4.C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Street Trees	7.2.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Lights	n/a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Street Signs (private streets)	n/a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Underground Wiring On-Site	7.1.3.C	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Community Green Space and Open Space Space	7.4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> required improvements by district		<input type="checkbox"/> may be required at the discretion of the Planning Commission based on existing conditions, surrounding context, and street section (Appendix C)											
¹ Rear lanes/alleys may be permitted to be paved with pervious material, such as gravel, depending on the location. ² Complete street requirements shall be coordinated with the specific street section found in the regulating plan in Appendix C. ³ For Infill and Redevelopment, as defined in Section 8.3.2, these items [referring to the table of required provisions] are required to the extent feasible based on existing conditions including roads, utilities and adjacent buildings.													

- A. **Street Improvements:** Land designated for public streets shall be cleared and filled in accordance with the latest edition of the "South Carolina Standard Specifications for Highway Construction", South Carolina State Highway Department, or as determined appropriate by the administrator. No land may be disturbed until a Project Permit has been issued (Section 9.5). See Section 5.4 for Tree Removal Standards. See Section 7.2 for more standards on street location. See Appendix C for Street Regulating Plan and Design Standards.
- B. **Water and Sewer Facilities:** Water and sewer facilities shall be provided in accordance with the standard procedures and policies of the water and sewer provider and the South Carolina Department of Environmental Services (SCDES) and shall be approved by the water and sewer provider.

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- C. **Utility lines:** All utility lines within a development site shall be installed underground. The Planning Commission may approve an exception only in cases where there are existing above-ground lines that serve the property.

7.1.4 SURVEY AND ENGINEERING

- A. **Installation of Permanent Reference Points:** Permanent reference points shall be placed in accordance with the following requirements:
 1. **General Standards:** Boundary surveys shall be performed, in accordance with the state minimum standards published by the State Board of Registration for Professional Engineers and Land Surveyors, unless more stringent requirements are specified. A minimum of two points in any survey must be tied to the state plane coordinate system. The survey may be done on the horizontal ground distance and tied back to the state plane coordinates.
 2. **Control Monuments:** Vertical control monuments shall be placed in or near the centerline of pavement of subdivision streets at a minimum of 1 per 4 acres. Where practical, control monuments shall be placed at points of curvature and points of tangency of curves. The control monument may be poured on the job or be a concrete marker of the type commonly used in the area: at least 3 feet long and tapered with a 12-inch long, ¼-inch diameter brass or bronze rod embedded in the top. Control monuments shall be placed in a cast iron water main valve type box with a cover flush with the pavement.
 3. **Property Marker:** A steel or wrought iron pipe, rebar, or the equivalent, not less than 0.5 inches in diameter and at least 24 inches in length shall be set at all property corners and points of curves, except those located by monuments. They shall be flush with the ground.
 4. **Accuracy:** Land surveys within the city limits shall be Class A surveys, set at an accuracy of at least 1:10000.

7.1.5 IMPROVEMENT GUARANTEES

- A. **Types Allowed:** Prior to approval of a Final Subdivision Plat the applicant shall provide a performance guarantee to ensure the completion of required improvements within a period of time as agreed upon by the Administrator and the applicant, and expressed in the guarantee. Such guarantee may be in the form of a performance bond, a surety bond, a cash deposit, or a letter of credit. A performance guarantee shall be posted in the amount of 125% of the total cost of improvements.
 1. **Performance/Surety Bonds and Letters of Credit:** The performance or surety bond, or letter of credit, shall be in a form acceptable to the city. It shall include a pledge by the bank, insurance company or other bonding/lending institution that the funds necessary to carry out the terms of the agreement are guaranteed for payment and will be released only upon receipt of written instruction from the city.
 2. **Cash Deposits:** If surety is in the form of a cash deposit with the City of Beaufort, proportional parts thereof shall be refundable in relation to progress payments less retainage, subject to approval of the city and subject to a minimum deposit balance of 25% of the project cost.
 3. **Maintenance Guarantees:** If the applicant completes all required improvements and complies with all conditions of the subdivision agreement as determined by the city, the remainder of monies retained by a financial institution or by the city may be released to the applicant or his successor in title. Prior to release, the applicant shall provide the city, prior to the issuance of any building permit, a performance bond, a surety bond, or a cash deposit equal to the amount

determined by the city that would ensure the repair of any damage to the existing improvements during the course of any construction, but in no case will the amount of the security be less than \$1,000.00 for each individual building lot. Prior to the issuance of any certificate of occupancy, the city shall determine whether or not any breakage or damage has occurred. If no damage to any off-site improvements has occurred, then the city may release the security to the applicant or his successor in title. If damages have occurred, they shall be repaired, or the city may draw on the security before it is released.

7.1.6 EASEMENT AND UTILITY STANDARDS

- A. **Multiple installations within easements:** Easements shall be designed so as to provide efficient installation of utilities. Public utility installations shall be located as to permit multiple installations within the easements. The developer will establish final utility grades prior to utility installations. Public utility easement dedication shall be required with any minor or major subdivision action.
- B. **Underground utilities:** Telephone lines, electric lines, cable television lines and other like utility services shall be placed underground. The applicant or developer shall be responsible for complying with the requirements of this Section and shall make the necessary arrangements including any construction or installation charges with each utility provider for the installation of such underground facilities. Transformers, switching boxes, meter cabinets, pedestals, ducts and other facilities necessarily appurtenant to such underground utilities shall be placed underground or on the surface but not on utility poles. Screening or fencing is required subject to approval of the City. Electric transmission and distribution feeder lines and necessary appurtenances thereto may not be placed above ground unless they are carrying greater than 115 kV. Upon approval of the City, such facilities shall be placed within easements or rights-of-way provided for particular facilities.

7.2: STREET NETWORK AND DESIGN STANDARDS

7.2.1 STREET INFRASTRUCTURE PLANS

- A. **Purpose and Intent:** The Street Infrastructure Plans (in Appendix C) provide diagrams of the city's street network and establishes the ideal alignment, hierarchy and design characteristics - including total right-of-way width, sidewalk and streetscape amenities, parking lanes, travel lanes and other geometric and urban design details - for all existing streets, proposed streets that have been adopted as part of an Official Map, and new potential streets in the City of Beaufort.
- B. **Official Street Network Plan:** Pursuant to the authority of S.C. Code 1976 § 6-7-1210 et seq. (1976), as amended, the City has previously adopted several Official Maps. An Official Street Network Plan is incorporated into this Code in order to represent a composite of these previously-adopted Official Maps.
 - 1. **Purpose:** This plan represents a composite of all Official Maps, to date, in the City. The map designates existing or proposed streets or ways within the City that are targeted for creation, expansion or other improvements. The Official Street Network Plan shall initially consist of a series of four (4) separate maps, included in Appendix C, which shall be deemed a part of the Beaufort Code.
 - 2. **Modification:** The Official Street Network Plan may be modified or supplemented per the procedure for Amendments and Rezoning (Section 9.16). In addition, the maps will be

automatically updated as additional Official Maps are approved per the appropriate process required by state law.

- C. **Street Frontage Requirements:** The street sections noted in Appendix C show specific street designs for the purposes of identifying future improvements by both the city and fronting property owners. These sections depict the ideal arrangement and design of street elements.
1. **Applicability:** For any project that is considered Major Subdivision)Site Plan, or requires a Certificate of Appropriateness, Major (Section 9.10.2 A.2.) and affects one whole block face, the fronting property owner shall install all prescribed streetscape improvements as part of the development project.. The installation of street frontage improvements is required prior to final plat approval for major subdivisions, and certificates of occupancy for Site Plans.
 - a. **Exception:** If similar elements as prescribed in the street section exist — e.g., on-street parking, sidewalk, tree plantings — the requirement to install the streetscape element(s) shall be waived if those items meet the intent of the prescribed street section, even if the existing items do not meet the exact requirements of that street section.
Example Scenarios: If a street section prescribes a 5-foot sidewalk, but a 4-foot sidewalk already exists, the existing sidewalk will satisfy the sidewalk requirement. However, if the street section requires a 5-foot planting strip between the curb and the sidewalk, and the 4-foot sidewalk is directly adjacent to the curb, this would not satisfy the intent of the street section and would need to be reconstructed per the prescribed standards.
 2. **Scope of Improvements:** Street frontage improvements shall be installed along the entire frontage of the property, to the centerline of the street, or if a multi-lane street, the affected lane, at the sole cost of the applicant as directed by the Codes Administrator. The Codes Administrator may permit modification of street improvement standards where the required street improvements are not in the opinion of the Codes Administrator, roughly proportionate to the impact, type, scale and cost of the proposed development action.
 - a. Street frontage improvements may include the following: curb, gutter, sidewalk, storm drainage, street lighting, traffic signal equipment, utility installation. extension, or relocation, landscaping strip, street trees and landscaping, irrigation, street widening, pavement overlay or reconstruction, and channelization.
 - b. In addition to required frontage improvements, the applicant shall provide ramps from the new sidewalk or walkway to the existing shoulder, across streets and pavement and channelization tapering back to the existing pavement and channelization as required to address safety concerns.
- D. **Dedication of Right-of-Way:**
1. Dedication of Right-of-Way. In the case of a street section adopted as part of an Official Map, where the width of the existing right-of-way is insufficient to install the prescribed street section, the fronting property owner shall be required to reserve the appropriate amount of right-of-way (as measured from the centerline of the existing street). The future right-of-way shall conform to all of the street network requirements of Section 7.2.2. Where a new right-of-way that is not shown in the street regulating plan, is required as part of a new development, it shall be designed with appropriate elements based on its proposed location and zoning district. (See Appendix C).
 - a. In the case of a street section that is not part of an Official Map, where the width of the existing right-of-way is insufficient to install the prescribed street section, the property owner shall reserve the appropriate amount of right-of-way to complete the desired street

section. If the owner c dedicates and installs the complete right-of-way, the cost of the improvements may be compensated - see Section 7.2.1 D.

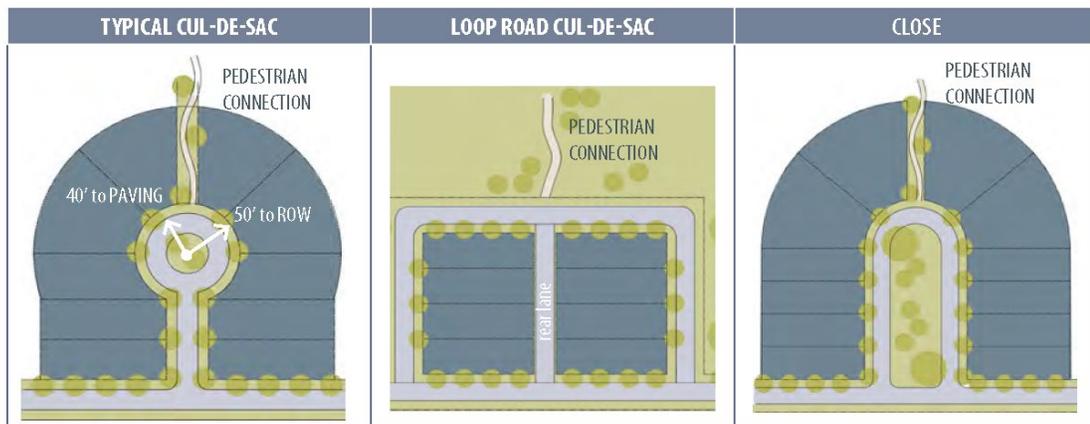
- b. Where a future right-of-way is identified on an Official Map, and thus represented on the Official Street Network Plan— these are indicated as "New Adopted Streets" — new development shall reserve this area for the new street in the future. If access is needed to the site in that location, the street shall be constructed in the general location shown.
- c. Exceptions and Alternatives:
 - i. Where available right-of-way — due to existing structures and topographic conditions limited to wetlands, specimen and landmark trees, — do not functionally permit the full section to be constructed, the Administrator may adjust the required street section.

- E. **Compensation:** When a project is required to make off-site improvements within the existing right-of-way, dedicate and/or improve a street with insufficient right-of-way, or install a new street (be it public or private) per the requirements in Section C. above, compensation may be available. To the extent that the City has the authority and the ability, the Traffic Impact fee for the project shall be reduced by the assessed value of the dedicated land and/or construction cost of the right-of-way improvement. This may be done either as a direct reduction, rebate, or reimbursement of fees(Ord. No. O-14-23, 9-26-2023)

7.2.2 STREET NETWORK REQUIREMENTS

- A. **Continuation of Adjoining Street System:** The proposed street layout shall be coordinated with the street system of the surrounding area to form an interconnected street pattern, formalized by a platted public access easement. Adequate street connectivity shall be assessed by the TRC, based on the ability of the proposed alignments to:
 - 1. Permit multiple routes between origin and destination points;
 - 2. Diffuse traffic; and
 - 3. Shorten walking distances.
- B. **Block Sizes:** Blocks shall be compact so that they are comfortably walkable and appropriate for their context.
 - 1. In T3-S zones, block sizes are flexible, but the perimeter shall not exceed 2,640 linear feet (½ mile). An average block perimeter less than 2,000 feet is preferred.
 - 2. In T3-N zones, block sizes are flexible, but the perimeter shall not exceed 1,700 linear feet (⅓ mile). An average block perimeter less than 1,500 feet is preferred.
 - 3. In T4, and T5 and RMX zones , blocks shall be no more than 400 feet on any side. An average block length of 250—300 feet is preferred. The block perimeter shall not exceed 1,320 linear feet (¼-mile).
 - 4. Exceptions may be made for natural elements such as wetlands, trees, topography, and cultural resources, to be incorporated into the site design.
- C. **Street Stubs:** New developments shall connect to any existing street stubs from adjacent properties and stub to all adjacent properties.
 - 1. **Exemptions:** Street stubs shall not be required where the Planning Commission finds the conditions listed below would prevent connections :

- a. Topographical conditions (pre-development slopes of 18% or greater).
 - b. Environmental conditions (marshes, floodplains, specimen and landmark trees, etc.).
 - c. Property shape.
 - d. Property accessibility (existing platted subdivision with no stubs).
 - e. Incompatible adjacent land uses.
2. **Location:** Where multiple connection opportunities exist, street stub connections shall be prioritized in the site design as follows:
- a. Adjacent parcels 20 acres or greater in size.
 - b. Adjacent parcels that abut or are traversed by existing or proposed streets.
 - c. Where the Street Network Diagram recommends a street connection (indicated as a proposed street).
3. **Design:**
- a. Stub streets and streets intended for extension during future phases shall be constructed to extend to the property line for constructability to adjoining property.
 - b. Stub streets shall not exceed 150 feet in length without a paved turnaround (permanent or temporary).
 - c. **Disclosure:** The Final Subdivision Plat shall be recorded depicting that future connection is required at any stub streets and streets intended for extension during future phases. A clearly visible street sign shall be erected at the end of the stub street stating that the street is planned to connect to a future street.
- D. **Cul-de-sacs and Dead-end Streets:** Dead-end streets and cul-de-sacs are prohibited, except for only the T-3 and LI zoning districts, where cul-de-sacs or other turn-arounds may be approved by the Planning Commission. Compliance with the following standards must be met in all circumstances:



1. Permanent dead-end streets shall be no longer than 300 feet and shall be provided with a turn-around such as a cul-de-sac or close.

2. Temporary dead-end streets shall be provided with a temporary turnaround area which shall be designed considering traffic usage, maintenance, and removal.
 3. Alternative design solutions, such as a close (first preference), or a loop road cul-de-sac (second preference) are preferable to a typical cul-de-sac.
 4. Cul-de-sacs shall have a minimum right-of-way radius of 50 feet and minimum paved radius of 40 feet. When ample radii exist, cul-de-sacs shall contain a central planted median.
 5. Whenever cul-de-sac roads are created, at least one pedestrian access easement shall be provided, to the extent practicable, between each cul-de-sac head or road turnaround and the sidewalk system of the closest adjacent road or pedestrian pathway. The access easement shall be direct with a minimum width of 12 feet.
- E. **Gated Streets:** New gated streets are prohibited.
1. Exceptions: they may be permitted, at the discretion of the Planning Commission, in T3-S zoning districts where connection to the existing street grid is not practicable due to topography or existing surrounding conditions.
 2. They may be permitted by the Planning Commission when the access proposed to be gated is an alley or rear lane and is not the primary building frontage.
- F. **Street Naming and Renaming:** Proposed Street names and number systems will be reviewed by the administrator and the Beaufort County Emergency Management Department. No duplicate/similar names are allowed, as determined by these agencies.
- G. **Reserved Strips Prohibited:** Reserved strips at the terminus of a new street shall be prohibited.

7.2.3 LOT ACCESS STANDARDS

- A. **Applicability:** Any development that requires an access point (rear alley/lane or driveway) for purposes of ingress and/or egress shall be subject to the provisions of this section. All new accesses must be approved by the appropriate permitting authority. Access points may not be installed on undeveloped property less than 2 acres.
- B. **Maximum Number:** For single-family and two- and three-family dwellings, only one driveway shall be permitted per lot. In T3-S, circular driveways may be permitted on lots greater than 100 feet in width, where no sidewalk exists. Driveways may only be installed when rear access is not possible or required. For double frontage lots, one curb cut per street may be permitted. For all other building types, the maximum number of driveways allowed for any property is outlined in the table below.

FRONTAGE WIDTH	MAXIMUM PERMITTED DRIVEWAYS (CURB CUTS) PER STREET FRONTAGE
up to 150 feet	1
150 feet or more	2 - Additional driveways (in excess of 2) shall be permitted only after the applicant successfully demonstrates the necessity for such additional driveways, as determined by the appropriate Design Review Body. Along arterial roads and thoroughfares, such additional driveways shall be "right-in, right-out" driveways only.

- C. **Location and Spacing:**
1. **Street Intersection:** No curb or other access point shall be located closer than:

- a. 20 feet from the intersecting point of the 2 street right-of-way property lines involved (or such lines extended in case of a rounded corner);
 - b. 25 feet from the intersection of the 2 curb lines involved (or such lines extended in case of a rounded corner), whichever is the least restrictive.
2. **Spacing:** All access points shall have a minimum separation from certain features as follows:

FEATURE	MINIMUM SEPARATION ¹
Adjacent Property Line (does not apply to shared or joint-use driveways)	0 ft
Another Curb Cut (driveway or street intersection) on all roads except Major Thoroughfares	25 ft
Major Thoroughfares — defined as streets with the Street Section designation of Major Thoroughfare, or the Robert Smalls Parkway, Sea Island Parkway/Lady's Island Drive, or Boundary Street Specific Street Section — Another Curb Cut (driveway or street intersection)	Depends on Posted Speed Limit
< 35 mph	100 ft
35 mph	200 ft
40 mph	250 ft
45 mph ²	300 ft
50 mph ²	400 ft
55+ mph ²	500 ft
¹ Minimum separation is measured from centerline	
² On Robert Smalls Parkway (Hwy 170) west of Parris Island Gateway, a minimum of 500 ft. separation distance is required	

3. **Corner Lots:** Access points on corner lots shall be from the side (or secondary) street, unless a shared curb cut on the main thoroughfare is existing or proposed.
4. **Access to Lots from Major Thoroughfares:** Driveways serving individual residential lots shall not have direct access onto streets identified as Major Thoroughfares — as identified on the second row of the chart in Section 7.2.3 C.2. — unless no alternative means of access, such as alleys or parallel access roads, exists, and it is unreasonable or impractical to require an alternative means of access.
5. **Shared Access:** See Section 5.7.7 C.
6. **Rear Access Required/No Front Access:** For lots developed in the transect zones of T-3N, T-4, T-5 UC, all new access points shall be from a rear alley and/or road, except for lots within the historic district. Exemptions to allow front loaded access points where connection to the existing street grid is not practicable due to topography or existing surrounding conditions shall be at discretion of the Planning Commission with approval of major subdivisions, and the Codes Administrator for individual lots.

D. **Size:**

1. **Alleys:** Alley pavement width may be a maximum of 24 feet wide for two-way traffic and 16 feet wide for one-way traffic. For more design standards, see Appendix C.
2. **Driveways:**
 - a. Driveways for single-family and 2- and 3-family uses may not exceed 12 feet wide, except in T3-S district, where they may be a maximum of 20 feet wide.
 - b. **Tandem Parking:** Tandem parking is allowed in all zones for all residential uses if:
 - i. Both tandem parking spaces satisfy the parking requirement of one residential unit; and
 - ii. Neither of the tandem parking spaces shall be for required accessible parking spaces.
 - c. Driveways to other uses and parking areas shall not exceed 24 feet in width for 2-way drives or 12 feet in width for one-way drives, except those with turn lanes required by the city or SCDOT.

E. **Access to Lots from Alleys/Rear Lanes:**

1. **Specific to T3-N, T4, and T5 districts:** Alleys/rear lanes shall be provided along the rear property lines of lots as follows:
 - a. In new subdivisions greater than 1 acre, alleys shall be provided for newly created lots that meet any of the following criteria:
 - i. The lots are part of a block face with an average lot width of 60 feet or less at the building setback line (excluding lots on cul-de-sacs).
 - ii. The lots are arranged around a Common Open Space.
 - iii. The lots front a collector or arterial road, regardless of the average lot width.
 - iv. The lots are intended for multi-family dwellings and/or mixed-use buildings.
 - b. In infill situations, the same standards apply as specified above, but only for developments that include 4 or more contiguous lots, where one lot is a corner lot. In the Historic District, the standards apply only to the Beaufort Conservation District; the requirement may be waived at the discretion of the Historic Review Board.

F. **Specific to Commercial Developments and Subdivisions:**

1. **Out-parcels:** Out-parcels for shopping, office, or industrial centers shall be limited to internal access to the center, unless otherwise approved as part of a master development plan. All driveways shall be paved from the road to the property line.
2. **Abandoned Driveways:** Abandoned driveways (i.e., curb cuts that are no longer used for vehicular access and are physically blocked by structures) shall be closed, and the area shall be restored to the typical cross section of the right-of-way.

7.2.4 STREET DESIGN STANDARDS

- A. **Street Section Design:** The elements and widths of all proposed streets shall be in conformity with the appropriate street section designated in the Street Regulating Plan (Section 7.2.1 and Appendix C).
- B. **Traffic Control and Signs:** The type and location of traffic control devices used on City streets must be approved by City Staff, and traffic control on private Streets shall be included and approved as part of the major subdivision or site plan. Traffic signals should be used where warranted, but alternate traffic control such as roundabouts should be considered first. When it can be shown that a particular zoning action, master plan, or development plan impacts the street system to a point that a traffic signal is warranted according to Manual on Uniform Traffic Control Devices (MUTCD) and approved by City Staff, the developer shall be responsible for all or a portion of the signal installation.
- C. **Sidewalks/Multi-use Paths:** Where required per the Street Section in Appendix C, all sidewalks or multi-use paths must be constructed concurrently with the street, or, if the street is already constructed, prior to acceptance of any improvements. Exceptions to, the requirement to install a sidewalk may be granted by the Planning Commission if:
 - 1. Alternative pedestrian paths/bikeways have been or will be provided outside of the normal right-of-way.
 - 2. There are unusual topographic, vegetative, or other natural conditions to the extent that strict adherence to said requirements would be unreasonable and not consistent with the purposes and goals of this Code.
- D. **Utility Easements:** Utility easements which require a width of 8 feet or larger shall be located in rear alleys or along the side or rear lot lines. Special permission to install utility easements in other locations may be requested by the utility companies and is subject to approval by the appropriate Design Review Body.
- E. **Special Consideration to Protected Resources and other Natural Features:** Street layout and design shall give additional consideration to preserving protected resources and enabling natural areas to be protected or minimally disturbed. Where streets are built in areas that have protected resources or natural features, all utilities shall be placed within the street right-of-way and under the street in order to avoid additional destruction of the natural features.

7.2.5 STREET TREE PLANTING REQUIREMENTS

- A. **Planting Areas:** Planting strips and tree wells shall be established in accordance with the width and plantings designated in the appropriate Street Section of the Street Regulating Plan (7.2.1 and Appendix C).
- B. **Location and Number:** Street trees shall be planted in the location and per the spacing specified for the corresponding street classification in Appendix C. However, in specific cases, where due to the location of utilities or other site constraints exist, the Planning Commission may allow street trees to be planted on private property adjacent to the right-of-way.
- C. **Tree Species:** Overstory and understory trees as prescribed in this section reference Appendix A.2 (Recommended Trees and Shrubs).
- D. **Minimum Tree Size:** At the time of planting, young trees should be 2.5 inch caliper, with the lower side of the crown a minimum of 6 feet above grade to avoid hazards to pedestrians.

7.3: STREET ENGINEERING STANDARDS

7.3.1 STREET DESIGN, CERTIFICATION, AND CONSTRUCTION SPECIFICATIONS

- A. **Design Drawings and Certification:** Professional engineers, registered in the state, shall prepare plans, profiles, cross sections, and specifications for all subdivision roads and streets. The engineers shall certify roads/streets are built to comply with the approved plans and specifications. Cross sections shall be developed every 100 feet at intersections and break points in grade. Cross sections shall show the complete rights-of-way including travel lanes, shoulders, ditches, curb and gutter, and sidewalks and utility locations, as applicable.
- B. **Construction Specifications for Paved Streets:** Street construction specifications for paved streets shall be in compliance with the South Carolina Department of Transportation Standards.

7.3.2 TRAFFIC IMPACT ANALYSIS

- A. **Applicability:** A "traffic impact analysis" (TIA) shall be required for any development that is shown — in the most recent Institute of Transportation Engineers (ITE) Trip Generation Manual or any alternative approved at the discretion of the Planning Commission or the TRC, or by the engineering department — to generate more than 50 trips during the peak hour on the adjacent street(s).
 - 1. A second phase, second subdivision, or addition that generates traffic beyond this threshold when taken as a whole shall also require a TIA, even though that development does not qualify on its own.
 - 2. A use shall not be changed without conducting a new TIA if the new use would generate traffic beyond the 50 trips during peak hour threshold above. The Planning Commission may waive this requirement.
 - 3. **Exception:** Development — except for Educational Facilities with greater than 100 students — on lots included in the Boundary Street Master Plan, adopted on August 28, 2006, and lots in the area bounded by Calhoun Street, Carteret Street, Bay Street, and Ribaut Road, and lots zoned Limited Industrial (LI), shall not be subject to the requirements of this section.
- B. **Traffic Access Management Analysis:** As part of the TIA process, the proposed development shall have an "access analysis" undertaken by the administrator to ensure that sufficient access to all proposed developments and subdivisions is achieved.
 - 1. The standards in the South Carolina Department of Transportation's "Access and Roadside Management Standards Manual" (a.k.a. ARMS Manual) shall serve as a guide for this analysis, which shall include identification of the following:
 - a. Access improvements that the applicant must install at his or her expense, such as deceleration lanes;
 - b. The location of any curb cuts based on, but not limited to, sight distances, existing roadway infrastructure, opposing driveways locations, and shared access;
 - c. Requirements for adequate driveway design, including, but not limited to, turning radius and stacking distance.

2. The access requirements approved by the Planning Commission or the TRC shall be incorporated on development or subdivision plans prior to their approval.
3. If an applicant is required to provide site-related traffic improvements, the cost of implementing such improvements shall be borne by the applicant, and no such costs shall be eligible for a credit or offset from any transportation impact fees unless specifically permitted by the Development Fee Procedures - Beaufort County Code of Ordinances, Chapter 82, Article VII or most recent version.

C. Traffic Impact Analysis Plan Preparation:

1. The TIA shall be conducted by an engineer registered in South Carolina who is experienced in the conduct of traffic analysis.
2. Prior to beginning the TIA, the applicant shall supply the city with the following:
 - a. A written narrative describing the proposed land use(s), size, and projected opening date of the project and all subsequent phases.
 - b. A site location map showing surrounding development within a one-half mile of the property under development consideration.
 - c. A proposed site plan or preliminary subdivision plat illustrating access to public or private roads and connectivity to other contiguous developments.
3. Prior to beginning the TIA, the applicant shall receive, in writing, the parameters to be followed in the study, including the directional split of driveway traffic, trip distribution, background traffic growth rate, previously approved but not completed projects, and the intersections to be analyzed, along with any associated turning movement counts that are available or discussed and approved by the TRC.
4. To review the TIA, the Planning Commission and TRC will require current trip generation information, available information on land use, travel patterns, and traffic conditions, and shall consult with the SCDOT.

D. Plan Contents:

Background information	Requirement
List of all nonexistent transportation improvements assumed in the analysis	Required
Map of site location, description of the parcel, general terrain features, and location within the jurisdiction and region.	Required
Description of geographic scope/ limits of study area.	Within half mile/2,640 feet of site and any roadway on which 50 or more of the new peak hour vehicle trips generated by the proposal are distributed. At the discretion of the TRC or Planning Commission, a larger study area may be required.
Plan at an engineering scale of the existing and proposed site uses.	Required

Description and map or diagram of nearby uses, including parcel zoning.	Required
Description and map or diagram of existing roadways.	Required
Description and map or diagram of programmed improvements to roadways, intersections, and other transportation facilities within the study area.	Required
Analysis of Existing Conditions	
Collected daily and peak hour of the generator traffic volumes, tabulated and presented on diagrams with counts provided in an appendix.	Required
Analyses for intersections and roadways identified by SCDOT. Delay and Level of Service (LOS) are tabulated and LOS is presented on diagrams for each lane group.	Required
When the type of development proposed would indicate significant potential for walking, bike or transit trips either on - or off - site, analyses of pedestrian and bicycle facilities, and bus route or routes and segment or segments, tabulated and presented on diagrams, if facilities or routes exist.	Within half mile/2,640 feet of site and any roadway on which 50 or more of the new peak hour vehicle trips generated by the proposal are distributed – At the discretion of the TRC or Planning Commission, a larger study area may be required.
Incorporation of all Traffic Impact Analysis studies and Trip Generation from approved developments or vested unbuilt developments within mile radius at time of proposal.	Required (submitted for any jurisdiction, including the Town of Port Royal, and County of Beaufort)
Speed Study	If requested by City
Crash history near site	If requested by City
Sight distance	If requested by City

Analysis of Future Conditions without Development	
Description of and justification for the method and assumptions used to forecast future traffic volumes.	Required
Analyses for intersections and roadways as identified by SCDOT. Delay and Level of Service (LOS) are tabulated and LOS is presented on diagrams for each lane group.	Required
When the type of development proposed would indicate significant potential for walking, bike or transit trips either on - or off - site, analyses of pedestrian and bicycle facilities, and bus route or routes and segment or segments tabulated and presented on diagrams, if facilities or routes exist or are planned.	Within half mile/2,640 feet of site and any roadway on which 50 or more of the new peak hour vehicle trips generated by the proposal are distributed. At the discretion of the TRC or Planning Commission, a larger study area may be required.
Trip Generation	
Site trip generation, with tabulated data, broken out by analysis year for multi- phase developments, and including justification for deviations from ITE rates, if appropriate.	Required
Description and justification of internal capture reductions for mixed use developments and pass-by trip reductions, if appropriate, including table of calculations used.	Required

1. **Phased Developments:** All phases of a development are subject to review, and all traffic plans for the entire development shall be integrated with the overall traffic analysis. A TIA for a specific phase of development shall be applicable to the phase of development under immediate review. However, each phase of development shall expand and provide detailed analysis at the development plan stage beyond the estimates provided for at the concept plan or master plan stage.
2. **Infrastructure Analysis:** The adequacy of the roads that the development will be accessed from shall be assessed in the TIA. Recommendations for improvements shall be made. The relative share of the capacity created shall be broken down as follows: development share, other developments' share, any existing overcapacity, and capacity available for future growth.
3. **Required Elements of the TIA:**
 - a. A site plan or subdivision plat identifying accesses to and from existing or proposed streets and intersections, along with all opposing intersections across adjacent streets.
 - b. Description of the proposed development, including the type and intensity of proposed land use(s) including, but not limited to: the number of residential units by type, the number of existing and proposed lots, the type of proposed nonresidential development and the amount of such development measured by gross floor area or other appropriate

unit of measurement, the general size and type of accessory development or facilities, and, for nonresidential development, adequate information to identify the appropriate land use category for trip generation.

- c. Projected vehicular trips to and from the completed development during a.m. and p.m. peak hour — trip rates shall be taken from ITE Manual or alternatively, an applicant may elect to perform, at his own expense, a "trip generation study" which may be submitted as part of the traffic impact analysis plan. Such trip generation study shall be subject to the review and verification of the TRC and engineer. For proposed uses not specifically listed in the ITE Manual, and for which a trip generation study has not been performed, the designated engineer(s) shall determine the most appropriate trip generation rate. The TRC shall make the determination of the appropriate trip generation rate, from whatever the source. The percentage of pass-by trips, if used in the plan, shall be included, as well as the source of this information.
- d. A written narrative setting forth the assumptions upon which any projection was made in developing the traffic impact analysis plan shall be included in the analysis. If the assumptions are derived from the ITE Manual, the materials shall be referenced and properly cited. If the assumptions are not from the ITE Manual, appropriate excerpts from other reliable transportation planning resources shall be included in the study, and reasons underlying the assumptions shall be stated in the narrative.
- e. The TIA shall review access to the site. The adequacy of the entrance design shall be evaluated, and recommendations made on acceleration and deceleration lanes, left-turn lanes, or signalizations shall be part of the TIA. Educational facilities shall include pick-up and drop-off plans and analysis of the impact on the surrounding streets and intersections.
- f. The TIA shall review the number and types of curb cuts that are permitted. In particular, the TIA shall assess the connection of the property to adjoining properties. Where the use, scale of development, or size of adjoining properties is such that trips would be anticipated between the proposed use and the other properties, the TIA shall make recommendation on interconnections. The TIA shall recommend interconnections to provide a smooth flow of traffic between uses along arterials and collector roads to ensure that as much traffic as possible uses secondary roads, rather than major roads, for short trips.
- g. The TIA shall be based on intersection analysis procedures for signalized intersections as identified in the most current edition transportation research board's highway capacity manual, and/or the last update that analyses and emulates these procedures by means of computer software, if available. The results of any required analysis/computer analysis shall, at a minimum, indicate compliance or variance from the Traffic Goals (Section 7.3.3 M).
- h. The intersections that must be analyzed in the study are identified as:
 - i. Any intersection that serves as a development's point of access. This will include intersections of public and/or private roads with major arterials, and driveways offering direct access.
 - ii. The first major intersection as identified by the city engineer on both side of the development's point of access.
 - iii. Other intersections on major arterials if development generates more than 50 a.m. or p.m. peak hour trips to that intersection, or if the intersection's level of service or demand is significantly impacted by site related traffic.

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- iv. Unsignalized intersections and access drives — these shall be considered if development impacts are anticipated. The plan must include the results of an analysis of the operating conditions of critical intersections and/or all intersections identified in the concept plan. The analysis shall reflect the projected condition of these intersections and movements, based on the scheduled opening date of the development. Other phases of the development, if they can be reasonably determined, shall be considered as well.

E. **Mitigation Plan Required:** If the initial analysis indicates that the city's adopted Traffic Service Level Goals (Section 7.3.2 M.) will not be met, a mitigation plan must be prepared, based on additional analysis. The mitigation plan must show how the city's Traffic Service Level Goals are addressed as mitigated. Applicants will be responsible for mitigating the traffic impacts at any intersection affected by a proposed development.

1. If a traffic signal is recommended, the TIA shall provide information that:
 - a. Clearly indicates the need for a traffic signal.
 - b. Assesses the ability of other existing, planned, or proposed public roads to accommodate the new traffic at a location other than the main highway in the vicinity of the proposed development.
 - c. Describes in detail how a specific development will affect the study area transportation system.
 - d. Provides documentation of appropriate South Carolina Manual of Uniform Traffic Control Devices signal warrant satisfaction.
 - e. Gives design geometry of the private road that is consistent with that of public road intersections, including curbs, appropriate lane widths, pavement markings, and vertical alignment. Other roadway factors to be considered include, but are not limited to, speed, type of highway, grades, sight distance, existing level of service, conflicting accesses, and the effect of future traffic signal systems.
 - f. Provides an approach-throat length for the road to ensure the movement of vehicles entering the site will not be impeded by conditions within the development and ensure that all signal-spacing requirements are adequately met.
2. The desirable spacing of signalized intersections on principal arterials is the SCDOT, county, or city standards. The TRC may recommend to SCDOT the installation of a traffic signal at locations where, using SCDOT standards, spacing is inappropriate due to topography, existing or proposed road layout, documented accident history, unique physical constraints, existing or proposed land use patterns, or requirements to achieve specific objectives for highway segment designations, as shown in any locally adopted land use or transportation plan, approved city or county transportation plan, or approved transportation policy.
3. Signal spacing concerns may be ameliorated in the following ways:
 - a. A proposed private road that may otherwise be considered for the installation of a traffic signal may be replaced by an on-site route or a frontage road that directs traffic to or from a nearby public road.
 - b. A private road that is being considered for traffic signal installation may be required to connect to the existing or planned local road system to allow uses of surrounding properties.

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- c. An existing or proposed intersection may be relocated.
 - d. A shared private road may be required to serve the needs of the multiple properties.
4. A traffic signal progression analysis is required if the proposed location is closer than the SCDOT standards, given the presence of existing signals or the possible existence of identified future signals proposed as part of a highway signal system. A traffic signal progression analysis for all new, revised, or planned traffic signal systems on state highways shall be performed using methods, models, computer software, data sources, roadway segment length, and assumptions approved by the TRC. The roadway segment, analyzed to the extent possible, shall include all traffic signals in the existing or future traffic signal system. The progression analysis shall:
- a. Demonstrate acceptable existing and future traffic signal systems operation that may include the morning peak, evening peak, midday period, and other appropriate time period during any day of the week, adjusted for peak season, for cycle lengths and travel speeds approved by the TRC.
 - b. Provide for a progressed traffic band speed no more than 5 mph (8 km/h) below the existing posted speed for both directions of travel during the off-peak periods, nor more than 10 mph (16 km/h) below the existing posted speed during peak periods. Approval by the TRC is required where speeds deviate more than the above.
 - c. Demonstrate that sufficient vehicle storage is available at all locations within the traffic signal system without encroaching on the functional boundaries of adjacent lanes and signalized intersections. The functional boundary of an intersection shall be determined in discussion with the TRC, based on existing or projected conditions.
 - d. Provide a common cycle length with adequate pedestrian crossing times at all signalized intersections.
 - e. Provide a progression bandwidth as large as that required, or as presently exists, for through traffic on the federal or state highway at the most critical intersection within the roadway segment. The most critical intersection is the intersection carrying the highest through volume per lane.
5. The traffic signal progression analysis shall be supplemented by a traffic engineering report that also considers highway capacity and safety of the roadway segment under consideration. Traffic volumes, intersection geometry, and lane balance, considered at all locations, shall be appropriate for the present and identified future conditions, which are usually considered to include the year of completion, and 5 years into the future.
- F. **Summary:** A clear and concise summary of recommended improvements that can serve as an executive summary is required.
- G. **TIA Review:** 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 (Section 9.5).
- H. **Application:** A TIA shall be submitted to the TRC. Coordination with other entities in the county government or South Carolina Department of Transportation (SCDOT) shall be the responsibility of the city.
- I. **Completeness:** The Planning Commission and/or TRC shall determine whether a TIA is complete. Thorough and complete TIAs are the responsibility of the applicant. Failure by the applicant to provide a complete TIA may result in review delays for their plat or plan.

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- J. **Action on TIA:** The TRC must first approve the TIA in regard to completeness and accuracy. Following review of the required impact analysis plan, TRC shall recommend to the Planning Commission action as follows:
 - 1. Approval of the TIA as submitted;
 - 2. Approval of the TIA with conditions or modifications as part of the development review and approval process. An acceptable TIA with traffic mitigation measures may include the reduction of the density or intensity of the proposed development, phasing of the proposed development to coincide with state and/or county-programmed transportation improvements, applicant-provided transportation improvements, fees in lieu of construction, or any other reasonable measures to ensure that the adopted traffic service-level goals are met. If mitigation is required, it shall be required as a condition of any approval from the city.
 - K. **Timing of Implementation:** If a traffic mitigation program is part of an approved TIA, the developer may be required to place a performance bond on all traffic mitigation improvements required as a result of his project. This requirement may arise if the timing of the improvements needs to be synchronized with other scheduled improvements anticipated for the area.
 - L. **Responsibility for Costs of Improvements:** The costs of implementation of an approved mitigation program shall be the responsibility of the applicant. No certificates of zoning compliance or building permits shall be issued unless provisions of the TIA are met.
 - M. **Traffic Service Level Goals:** The average stop time delay in seconds per vehicle for each intersection determined to be critical to the TIA for the proposed development shall be compared to the city's traffic service level goal of "D" for the average delay for all vehicles at any signalized intersection during the a.m. and p.m. peak hours.

7.4: COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACE

7.4.1 PURPOSE AND INTENT

- A. **Intent:** Community Green Space and Community Open Space is intended for the use and enjoyment of a development's residents, employees, or users. These spaces serve to preserve natural areas, ensure access to open areas and recreation, reduce the heat island effect, enhance stormwater quality, and provide community health benefits. Community Green Space and Community Open Spaces are not, by definition, required to be deeded or to be granted via easement to any public entity or municipality. See Section 7.4.5 for ownership information.
- B. **Purpose:** The purpose of this section is to provide a set of Community Green Space and Community Open Space types and their associated standards to use within all districts. Community Green Space and Community Open Space types in this section are distinct from those areas that are environmentally sensitive and must be otherwise protected as regulated through Article 8 (Environmental Protection).
- C. **Applicability:** See Section 7.1.2.
- D. **Community Green Space Definition:** an area of grass, trees, parks, trails or multi-use pathways, or other vegetation set apart for recreational or aesthetic purposes within a development. It can be privately or publicly owned.
- E. **Community Open Space Definition:** Open space is land or water that is undeveloped and not used for residential, commercial, industrial, or institutional purposes. It can be privately or publicly owned, and can include areas like forests, farms, parks, and coastal lands.

7.4.2 COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACE REQUIREMENT

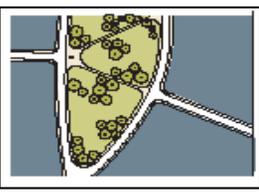
- A. **Minimum Requirements:** Development in all districts shall preserve the minimum amounts of Community Green Space and Open Space as identified below (see following page):

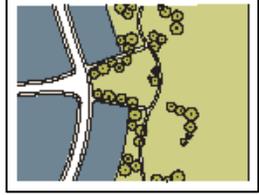
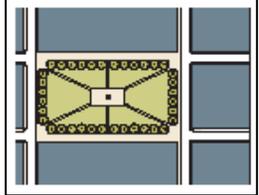
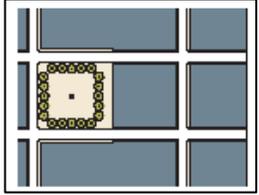
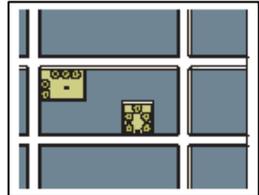
OPEN/CIVIC SPACE REQUIREMENT											
SIZE	T1	T3-S	T3-N	T4-HN	T4-N	T5-DC	T5-UC	RMX	IC	LI	MHP ¹
Less than 3 acres	See footnote (3)										
3 acres—10 acres	50%	20%	15%	exempt	10%	exempt	10%	10%	15%	exempt	
10 acres—15 acres	50%	20%	15%	exempt	10%	exempt	10%	15%	20%	exempt	10%
15 acres—40 acres	50%	20%	15%	n/a	15%	exempt	15%	20%	20%	exempt	10%
Greater than 40 acres	50%	25%	20%	n/a	20%	exempt	20%	25%	25%	exempt	10%
¹ Each Manufactured Home Park shall have a minimum total area of 2,500 square feet set aside for common recreational open space, or at least 100 square feet of space for each mobile home lot, whichever is greater. ² Specific to TND Overlay Projects: The open space requirement may be calculated comprehensively or by specific Transect zones. The requirements of 2.8.3.G.2.c must be met in addition to the requirements of this table. ³ For properties less than 3 acres, community green space and community open space shall be at the discretion of the approving authority (i.e.) Codes Administrator or Planning Commission.											

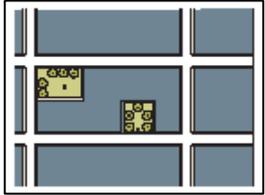
- B. **Areas to be Included in Community Green Space and Community Open Space Calculations:** The features and areas identified in Section 7.4.3 shall be credited towards the open space requirements for the purposes of complying with this article.
- C. **Areas not to be Included in Community Green Space and Community Open Space Calculations:** The following areas shall not be counted toward open space requirements:
1. Private yards which are not subject to an open space or conservation easement.
 2. Public road rights-of-way or private street easements, including sidewalks located within those rights-of-way or easements.
 3. Open parking areas and driveways for dwellings.
 4. Land covered by structures not designated for active recreational uses.
 5. Designated outdoor storage areas.

7.4.3 COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACE TYPES

The majority of Community Green Space and Community Open Space shall conform to one of the 8 types in the table below. If 75% or more of the types listed below are utilized for required open space, a 20% increase in number of dwelling units is permitted.

CIVIC/ OPEN SPACE TYPE	DIAGRAM	DESCRIPTION	PERMITTED DISTRICTS	SERVICE AREA/ SIZE	CHARACTER	TYPICAL FACILITIES
Regional Park/Natural Preserve		A natural preserve that is available for unstructured recreation. It may contain small civic buildings and areas of structured activity, but is primarily left natural. These areas may include forests as well as wetlands and regional retention areas if they are treated as amenities (e.g. Port Royal's Cypress Wetlands).	T1	Regional Min: 200 acres* Max: None *Natural preserves with no structured activity have no minimum size.	Frontage: Independent Disposition: Natural, formal or informal	Passive and active recreation, drinking fountains, Community facility < 7,500 gross square feet, paths and trails
Sport Complex		An open space that consolidates heavily programmed athletic fields and associated facilities.	T1, IC, RMX	Regional Min: 25 acres Max: None	Frontage: Independent Disposition: Formal or informal	Passive and active recreation, drinking fountains, community facility < 7,500 gross square feet, paths and trails
Community Park		An open space that is available for unstructured recreation and a limited amount of structured recreation. It may contain a limited amount of athletic fields.	T3, T4, T5, RMX, IC	Multiple Neighborhoods Min: 8 acres Max: None	Frontage: Independent Disposition: Informal	Passive and active recreation, drinking fountains, community facility < 5,000 gross square feet, paths and trails

CIVIC/ OPEN SPACE TYPE	DIAGRAM	DESCRIPTION	PERMITTED DISTRICTS	SERVICE AREA/ SIZE	CHARACTER	TYPICAL FACILITIES
Greenway		A linear open space that may follow natural corridors, a greenway provides unstructured and limited amounts of structured recreation.	T1, T3, T4, T5, RMX, IC	Multiple Neighborhoods Min: 8 acres or 1 mile Max: None	Frontage: Independent or building Disposition: Natural or informal	Passive and active recreation, drinking fountains, community facility < 5,000 gross square feet, paths and trails
Square/Green		An open space that is available for civic purposes, unstructured, and limited amounts of structured recreation. It can be located along waterfronts.	T3, T4, T5, RMX, IC	Neighborhood Min: 0.5 acres Max: 5 acres	Frontage: Building Disposition: Formal	Passive and active (unstructured or structured) recreation, accessory structure, drinking fountains, community facility < 5,000 gross square feet, paths and trails
Plaza		A formal open space available for civic purposes and commercial activities, a plaza is typically hardscaped and can be located along waterfronts.	T4, T5, RMX, IC	Neighborhood Min: 0.5 acres Max: 2.5 acres	Frontage: Building Disposition: Formal	Passive recreation, accessory structure, drinking fountains, paths and trails
Pocket Park/Pocket Plaza		An open space that is available for informal activities in close proximity to neighborhood residences. Pocket plazas are usually paved.	T3, T4, T5, IC, RMX	Neighborhood Min: 4,000 square feet Max: 0.5 acre	Frontage: Building Disposition: Formal or informal	Passive recreation, accessory structure, drinking fountains, paths and trails

CIVIC/ OPEN SPACE TYPE	DIAGRAM	DESCRIPTION	PERMITTED DISTRICTS	SERVICE AREA/ SIZE	CHARACTER	TYPICAL FACILITIES
Playground		<p>An open space designed and equipped for the recreation of children. A playground may be fenced and may include an open shelter. Playgrounds may be included within other civic spaces.</p>	<p>T3, T4, T5, IC, RMX</p>	<p>Neighborhood Min: None Max: None</p>	<p>Frontage: Independent or building Disposition: Formal or informal</p>	<p>Accessory structure, drinking fountains, paths and trails</p>
<p><i>Notes:</i></p> <ol style="list-style-type: none"> <i>1. The illustration and description of each civic space type is illustrative in nature and not regulatory.</i> <i>2. The Permitted Districts may be modified per a plan if the project is utilizing the Traditional Neighborhood Development Floating Overlay District (Section 2.8.3).</i> 						

The following provisions apply to the 8 Community Green Space and Community Open Space Types listed in the table:

- A. **Playgrounds and Community Gardens:** These may be incorporated into any of the other Community Green Space and Community Open Space types - except Natural Preserve - or may stand alone.
- B. **Waterfront:** When Community Green Space and Community Open Space is required, per Section 7.4.2, developments that contain waterfront access should include some type of common access to at least 25% of the waterfront. This counts towards the Community Green Space and Community Open Space requirement. When open space is required, for every 10% of the waterfront that is allocated for public access, a 5% increase in number of dwelling units shall be permitted, up to a maximum of a 20% increase.
- C. **Illustrative Standards:** The columns titled "Diagram," "Description," and "Typical Facilities" of the table of Community Green Space and Community Open Space Types are illustrative only.
- D. **Regulatory Standards:** The following elements shall be regulatory:
 - 1. **Service Area:** Describes how the space relates to the city as a whole and the area that will be served by the Community Green Space and Community Open Space.
 - 2. **Size:** The permitted size for each Community Green Space and Community Open Space.
 - 3. **Frontage:** The relationship along property lines of a Community Green Space and Community Open Space to adjacent buildings or lots.
 - a. **Building:** Community Green Space and Community Open Spaces that are listed as having a "building" frontage shall have the fronts of buildings, either attached to the park or across a street, facing onto the space for a minimum of 75% of the perimeter.
 - b. **Independent:** Community Green Space and Community Open Spaces that are listed as having an "independent" frontage shall have the fronts of buildings, either attached to the park or across a street, facing onto the space to the maximum extent possible, but may have the side or rear of a building or lot front onto the space. The side or rear of a building or lot fronting onto the Community Green Space and Community Open Space shall be designed with a secondary frontage and entrance along the space.
 - 4. **Disposition:** The character of the design of the Community Green Space and Community Open Space.
 - a. **Natural:** Civic spaces with natural character are designed in a natural manner with no formal arrangement of elements.
 - b. **Formal:** Civic spaces with a formal character have a more rigid layout that follows geometric forms and have trees and other elements arranged in formal patterns.
 - c. **Informal:** Civic spaces with an informal character have a mix of formal and natural characteristics.
 - 5. **Food Production:** Community Gardens and other Community Green Space and Community Open Spaces may be used to grow food. See Section 8.4.3 for specifications and requirements.

7.4.4 DESIGN OF COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACES

- A. **Design Standards for Community Green Space and Community Open Space:** Land used as Community Green Space and Open Space shall meet the following design standards:
1. **Location:**
 - a. Where relevant and appropriate, the land shall be located so as to be readily accessible and usable by residents and users of the development. To the maximum extent practicable, a portion of the open space shall provide focal points for the development.
 - b. Common space set aside for children's play areas and other recreational activities shall be clearly visible from the dwelling units on the site.
 - c. The land shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge any open areas, trails, parks, or other open space resources that exist or are planned within or adjacent to the development.
 2. **Provision in Multi-Phase Developments:** In multi-phase developments, open space Manuals may be calculated either by phases, or by collectively looking at the development as a whole.
- B. **Accessory Structure Standards:** All accessory structures within parks and open spaces — including, but not limited to, restrooms, open-air pavilions, gazebos, picnic shelters, and outdoor theaters — shall not be subject to the physical requirements of the building form or siting standards in Article 2 (Map and Districts). They shall be designed to be consistent with the character of the district in which they are located. Such consistency may require accessory structures to maintain building setbacks, frontage, massing, disposition, and character similar to adjacent development as determined by the administrator.

7.4.5 OWNERSHIP AND MAINTENANCE OF COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACE

- A. Open space areas or other community facilities shall be preserved and maintained in accordance with the approved:
1. Development Design, in accordance with Section 9.8;
 2. Special Exception, in accordance with Section 9.13; or
 3. Subdivision, in accordance with Section 9.9, whichever is appropriate.
- B. Provision must be made by the property owner to ensure preservation and long term maintenance and management of Community Green Space and Community Open Spaces through one of the following mechanisms:
1. Conveyance of the land to a property owners' or homeowners' association that holds the land in common ownership and will be responsible for managing and maintaining it for its intended purposes.
 2. Conveyance of the land to a third-party beneficiary, such as a nonprofit environmental or civic organization, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land for its intended purpose.
 3. Dedication of the land to the city or other appropriate public agency that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land for its intended purposes.

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- C. All methods utilizing private ownership shall require deed restrictions, covenants, or other legal instruments that ensure continued use of the land and facilities for their intended uses, and provide for the continued and effective management, operation, and maintenance of the land and facilities.
 - D. Failure to maintain Community Green Space and Community Open Space areas or other community facilities shall be a violation of this Code subject to the remedies and penalties in Article 12 (Violations and Enforcement).
 - E. If the owner of an Community Green Space and/or Community Open Space fails to maintain it in reasonable condition, and in accordance with approved plans, and fails to correct deficiencies cited by the city, the city shall have the authority to correct the deficiencies per the City's Code of Ordinances at the owners expense.).

7.5: SUBDIVISION AND SITE PLAN STANDARDS

7.5.1 GENERAL PROVISIONS

The provisions of this Section shall apply to any and all subdivision of land, or site plan within the municipal boundaries of the City, unless expressly and specifically exempted or provided otherwise in this Code. No development shall be undertaken without prior approval or authorization pursuant to the terms of this Code. All development shall comply with the applicable terms, conditions, requirements, standards and procedures established in this Section and the Code. The submittal of an application for approval pursuant to the provisions of these Subdivision Regulations constitutes consent to, and agreement to comply with all of its applicable provisions.

This Section establishes procedural and substantive rules for obtaining the necessary approval to develop land and construct buildings and structures. Development applications will be reviewed for compliance with the City's Comprehensive Plan, Civic Master Plan, Beaufort Preservation Manual, and this Code.

Scheduling of the review of development applications before Staff, TRC, the Planning Commission or City Council is at the discretion of the City. Any change to a development application by an Applicant after formal submittal of that application to the City constitutes a decision by the Applicant that may result in the City deciding to vacate the Hearing and/or void the pending application. The City may then reschedule or cancel the review of the development application at its discretion.

Prior to formal submittal of any subdivision application identified in this Section, the Planning Department will typically provide to an applicant an individualized submittal checklist indicating the documents and information needed, quantities of those documents to be submitted, and the referral agencies that will be involved in the review process. The applicants are responsible for being fully familiar with all applicable provisions of these Subdivision Regulations. Upon determination by staff that a submittal constitutes a complete development application, the City will forward the packets to each referral agency.

7.5.2 SUBDIVISION TYPES AND PROCESS OUTLINES

Methods of land subdivision. There are two ways to subdivide land based on the magnitude of scale: Minor Subdivision and Major Subdivision.

A. Minor Subdivisions.

Definition. A Minor Subdivision is a subdivision, or amendment to a subdivision, which has been previously platted, includes no additional public right-of-way dedication, and includes one or more of the following:

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1. The boundaries of six or fewer lots are created from one parent tract or lot, no further subdivisions shall be allowed from any lot created or the parent tract;
 2. Any lot line adjustment;
 3. A consolidation of multiple lots into one when a new street or street change is not involved.

B. Major Subdivisions.

Definition. A Major Subdivision is a subdivision which includes one or more of the following:

1. Dedication of public right-of-way, public infrastructure or other public tracts, or a private road; or
2. The subdivision consists of six or more lots or tracts.
3. The creation of lots on property that has never previously been platted.

7.5.3 SKETCH PLAN

A. Sketch Plan purpose. The Sketch Plan is a conceptual design of the development submitted with a major subdivision application, that depicts what the applicant envisions for the overall development, including zoning, transportation, pedestrian network, parks, tree canopy, open space, and other amenities. The purpose is to allow the Applicant, the Planning Commission, and the Community the opportunity to discuss the conceptual subdivision before it goes through the major subdivision platting process.

B. Requirements. A Sketch Plan is a community meeting for all major subdivisions. Major proposed changes to any approved preliminary plat, may require a new Sketch Plan approval if the Code Administrator determines the changes are significantly different from the sketch plan discussed at the public meeting.

The Sketch Plan shall consist of the following elements:

1. *Road plan:* The applicant shall provide a preliminary traffic plan that addresses the following elements:
 - i. The proposed street network and connectivity to the existing road network, including all proposed access points.
 - ii. The location and layout of all arterial and collector roads within the development.
 - iii. A current preliminary traffic impact study prepared by a licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.
2. *Open space plan:* The applicant shall provide a preliminary open space plan that depicts compliance with Section 7.4 of this code, with the following elements:
 - i. Proposed open space distribution and location, including percentage of open space.
 - ii. Compliance with 7.4.2 Community Green Space and Community Open Space Requirement.
 - iii. Required buffer areas as per Section 5.5.1.
 - iv. Wetland areas and setbacks as determined by SCDES-BCM, if applicable.
 - v. Proposed park locations, acreage, and types of parks as per Section 7.4.
3. *Pedestrian network:*
 - i. Location of all trails within development, and connection to existing trail network.
 - ii. Connectivity of sidewalks to the existing pedestrian system, including any off-site sidewalk improvements. This includes planning for a one-quarter mile pedestrian shed.
 - iii. Depiction of any bike lanes or any other multi-modal features.

4. *Zoning/Design:*

- i. The location of zoning boundaries shall be provided with the application and depicted on the Sketch Plan.
- ii. The plan should show how the zoning is harmonious with the surrounding area, and within the property itself.
- iii. Conceptual building design and massing.

5. *Overall utility plan:*

- i. A letter from the appropriate utility, confirming the existing capacity of the surrounding utility system, and the future capacity of the utility system for the proposal. Utility plans for the interior of the development (such as water and sewer service lines) are not required as part of this process.
- ii. Proposed connections to the existing utility system.

C. Sketch Plan application submittal. The applicant shall submit a complete Sketch Plan application package to the City. The application package shall include the following items:

1. Development application form, fee.
2. Title commitment. The title commitment must be dated no more than 90 days from the date of Sketch Plan application submittal.
3. Title of project.
4. North arrow, scale (not greater than one inch equals 200 feet) and date of preparation.
5. Vicinity map.
6. Legal description.
7. Acreage of property; acreage in each zoning district; acreage in parks; acreage in open space.
8. USGS topographic contours.
9. Location and approximate acreage of proposed land uses.
10. Existing easements and rights-of-way on or adjacent to the property
11. Existing streets on or adjacent to the property (show and label street name).
12. Note or table indicating how public dedication requirements will be met.
13. Table providing the following information for each proposed land use area: total acreage; proposed density proposed number of dwelling units and/or commercial buildings.
14. Location and acreage of proposed open space and parks as per Section 7.4., trails, regional trail connections, playgrounds, schools or other public uses.
15. Proposed street system depicting the location and layout of all arterial and collector roads within the development.
16. A preliminary traffic study prepared by a licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.
17. Floodplain boundary with a note regarding the source of information (if a floodplain does not exist on the property, this must be stated).
18. Zoning on adjoining properties.

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19. A letter from the appropriate utility, confirming the existing capacity of the surrounding utility system, and the future capacity of the utility system for the proposal. Utility plans for the interior of the development (such as water and sewer service lines) are not required as part of this process. Utility Plans for the interior of the development (such as water and sewer service lines) are not required as part of this process.
 20. Proposed connections to the existing utility system.
 21. The location of any proposed or required lift stations.
 22. Design rationale — description of how the development is integrated with surrounding area, how it responds to site features/constraints and how it is consistent with this Code.
 23. General description of plan for drainage and storm water management, including any regional drainage solutions.
 24. Description of how the proposed development complies with the City Comprehensive Plan.

D. Application certification of completion. Within 30 days, staff shall either certify the application is complete and in compliance with all submittal requirements or reject it as incomplete and notify the applicant of any deficiencies. Applicant shall then correct any deficiencies in the application package and re-submit the application to the City.

E. Sketch Plan Process.

1. Planning Commission Meeting. The Planning Commission shall hold a public meeting to discuss the Sketch Plan.
2. Notice to neighboring property owners. The City shall send notice of the Planning Commission meeting by regular mail to neighboring property owners within 500 feet of the property per this Code.

F. Sketch Plan review criteria. The Planning Commission shall use the following criteria in addition to other applicable provisions of this Code to evaluate the applicant's application:

1. The land use mix within the project conforms to Beaufort's Zoning District Map and Comprehensive Plan Preferred Land Use Map and furthers the goals and policies of the Comprehensive Plan.
2. The Sketch Plan represents a functional system of land use and is consistent with the rationale and criteria set forth in this Chapter, the City's Comprehensive Plan, and the Civic Master Plan as amended.
3. The preliminary traffic, open space, park, utility, and pedestrian design is adequate and functional given the existing and planned capacities of each system, and meets the standards found in this Code.
4. The conceptual design and massing proposed is consistent with the requirements of the Development Code.

G. Timeframe related to approval of Sketch Plan. A Sketch Plan is in full force and effect for a period of 12 months from date of Planning Commission action.

H. Minor amendments. Minor amendments to the Sketch Plan may be approved administratively under the following conditions:

1. Does not change any land use, or location of any land use.
2. Does not change the number of lots or density by more than ten percent.

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3. Does not contain significant changes in arterial or collector street alignment and/or access points, or other major public elements such as drainage improvements, utility lines or facilities.
 4. Does not change any measurable standard (other than above), such as open space, or park area, by more than ten percent.

7.5.4 PRELIMINARY PLAT

A. Preliminary Plat purpose. The purpose of the preliminary plat is to provide the City with an overall plat and the associated preliminary engineering for the proposed development.

B. Preliminary Plat application process.

1. **Pre-application conference.** A pre-application conference/TRC with the City is required before the applicant may submit a preliminary plat application. Topics to be discussed will include:
 - a. The provisions of this Code and the applicable requirements;
 - b. The application and review process;
 - c. Submittal requirements; and
 - d. Changes or modifications based on direction from the Planning Commission at Sketch Plan approval.
2. **Preliminary Plat application submittal.** Following approval or conditional approval of the sketch plan, the applicant may submit the complete preliminary plat application to the City. The preliminary plat application package shall be formatted and packaged per the application submittal checklist provided by the City and include the following items in both printed and electronic formats:
 - a. Development application form;
 - b. Application fee;
 - c. Title commitment. The title commitment must be current and dated no more than 120 days from the date of preliminary plat application submittal; and
 - d. The preliminary plat that shall provide the following information:
 - i. Title of project.
 - ii. North arrow, scale (not greater than one inch equals 100 feet) and date of preparation.
 - iii. Vicinity map.
 - iv. Names and addresses of owners, applicant, engineers and surveyors.
 - v. Legal description.
 - vi. Total acreage of property.
 - vii. Existing contours at two-foot intervals (based on USGS datum).
 - viii. Name and location of abutting subdivisions or owners of abutting property (if land is not platted)
 - ix. Lots, blocks, and street layout (with cross-sections), dimensions and square footage for each lot. Dimensions and square footages may be rounded to the nearest whole number.
 - x. Consecutive numbering of all lots and blocks.
 - xi. Existing and proposed easements (including rights-of-way) on and adjacent to the property.
 - xii. Existing and proposed zoning on and adjacent to property.
 - xiii. Approximate location and size of existing sewer lines, water lines and fire hydrants. Approximate location of proposed sewer lines, water lines, and fire hydrants with a letter from BJWSA and the Fire Marshall.

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- xiv. Location by field survey or aerial photography of existing and proposed water courses and bodies of water such as irrigation ditches and lakes. Water courses shall include direction of flow.
 - xv. Tree Survey and with Existing Tree Canopy Survey.
 - xvi. Floodplain boundary with a note regarding source of information (if a floodplain does not exist on the property, state this on the plan).
 - xvii. The boundaries of proposed phases of the subdivision if the final plat is intended to be submitted in multiple phases.
 - xviii. General location of existing surface improvements such as buildings, fences, or other structures which will remain on the property as part of the subdivision.
 - xix. Location and acreage of proposed parks, trails, playgrounds, schools or other public uses.
 - xx. Location, function, ownership and manner of maintenance of any private open space.
 - xxi. Land use table including land uses, approximate acreage of each land use type, percentage of each land use type density (net and gross) and how public dedication requirement will be met.
 - xxii. Total number of lots.
 - xxiii. Number of each type of dwelling unit proposed.
 - xxiv. An AutoCad drawing file of the Preliminary Plat in a format specified by the City Engineer or Codes Administrator.
 - xxv. Surveyor's certificate.
 - xxvi. Traffic impact analysis (if applicable) as per the requirements found in this development code.
3. **Preliminary Plat drawing standards.** The preliminary plat drawing shall comply with the following standards:
 - a. The preliminary plat shall be prepared by or under the direct supervision of a registered land surveyor, shall be signed and stamped by said surveyor, and shall meet applicable State of South Carolina requirements.
 - b. Except for parcels separated by easements (including public rights-of-way), public tracts, or railroads, parcels not contiguous with each other shall not be included in one plat, nor shall more than one plat be made on the same sheet. Contiguous parcels owned by different parties may be included on one plat, provided that all owners join in the dedication and acknowledgment.
 - c. Lengths on the preliminary plat boundary shall be shown to the nearest hundredth of a foot and bearings shall be shown in degrees, minutes and seconds.
 - d. Bearings, distances and curve data of all perimeter boundary lines shall be indicated outside the boundary line, not inside, with the lot dimensions.
 - e. Names and signatures of all owners of equitable interest in the property shall be on the preliminary plat and shall be made in black drawing ink.
 4. **General development information.** A written description of the existing conditions on the site and the proposed development, including the following items:
 5. **Explanation of how the plat is consistent with this Code, the Comprehensive Plan, the Civic Master Plan, and the Sketch Plan.**
 6. **Preliminary grading and drainage plan and report.** This plan and report must be certified by a South Carolina registered professional engineer or Land Surveyor and include approximate earthwork quantities (how earthwork on the site is "balanced"), storm drainage concepts such as

locations of pipe and other conveyance facilities, locations for on-site detention or downstream structural improvements, and soil erosion and sedimentation control plans and specifications. It must also discuss the impacts on and to any existing floodways and/or floodplains both on and adjacent to the site as well as any FEMA applications or approvals that may be required.

7. **Preliminary water and sewer plan and study.** This plan shall be prepared by a registered professional engineer. It is necessary that the engineer consult with the appropriate utility service providers regarding the design of all utilities through the subdivision.
 8. **Preliminary landscape and open space plan.** The landscape plan must address the treatment of all exterior spaces. Landscape plans are to be designed to meet the requirements of this Code and show approximate locations of trees, shrubs, groundcovers, turf, buffering, fences, walls and other site amenities that will be included in the plan.
 9. **Traffic study.** A TIA with requirements consistent with Section 7.3.2. This study must be prepared by a professional traffic engineer and identify the projected impacts to the local and regional traffic system. The direct roadway impacts and proposed share in the cost of regional improvements and intersections must be identified for the project.
 10. **Archaeological Impact Assessment.** An applicant may be required to provide the City as per Section 8.4 with a CHS records listing historically or archaeologically significant findings on the property being subdivided at their expense.
 11. **General ecological resource survey.** Prepared by a qualified biologist, geologist, ecologist, or similar qualified professional, a survey identifying the potential/absence/habitat of a threatened or endangered species and wetlands or other ecologically sensitive area. Said survey shall make practical recommendations regarding treatment or mitigation of the findings.
 12. **Conceptual Design.** Applicant should provide conceptual design and massing examples, (i.e. conceptual elevations, but not required for each individual lot) consistent with the requirements of the Development Code
- C. Planning Commission Hearing.** The Planning Commission shall hold a public hearing to approve, approve with conditions or deny the Preliminary Plat.
1. **Notice to neighboring property owners.** The City shall send notice of the Planning Commission meeting by regular mail to neighboring property owners within 500 feet of the property per this Code.
 2. **Approval.** The Planning Commission shall review and act on the Preliminary Plat. The Planning Commission shall approve, approve with conditions, or deny the Preliminary Plat based on the review criteria below.
- D. Preliminary Plat review criteria.** In addition to all provisions of this Code, the Planning Commission shall use the following criteria to evaluate the applicant's request:
- i. The Preliminary Plat represents a functional system of land use and is consistent with the rationale and criteria set forth in this Code.
 - ii. The land use mix within the project conforms to the City's Development Code and complies with the Comprehensive Plan and Civic Master Plan.

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- iii. The utility and transportation design are adequate, given existing and planned capacities of those systems.
 - iv. Lot layout, including structure location and design of each lot.
- E. Phasing.** The preliminary plat shall designate the boundaries of phases for which separate final plats will be presented for approval. Each phase, either alone or in conjunction with previously approved and recorded phases, must meet all of the requirements of this Code.
- F. Early grading.** After approval of a Preliminary Plat, Applicant may proceed with preliminary grading of the project area if a construction plan set for grading and drainage is approved and memo authorizing grading work is issued by the City Engineer or Codes Administrator. Early grading and storage of construction related equipment is at the risk of the Applicant and no presumption of any Final Plat approval at the Planning Commission is expressed or implied by any authorization of early grading.
- G. Timeframe related to approval of Preliminary Plat.** A preliminary plat is in full force and effect for a period of two years from date of approval. Approval will automatically expire at the end of two years unless an applicant formally requests an 18 month extension from the Planning Commission prior to termination or submits a completed final plat application for all or a portion of the property.

7.5.5 FINAL PLAT

- A. Final Plat purpose.** The purpose of the final plat is to complete the subdivision of land consistent with the technical standards of the City of Beaufort.
- B. Final Plat application process.**
1. **Final Plat application submittal.** The final plat application shall substantially conform to the preliminary plat as approved at the public hearing and shall meet all conditions of approval. The applicant shall submit the completed final plat application package to the City. The final plat application shall be formatted and packaged per the application submittal checklist provided by the City and include:
 - a. Development application form.
 - b. Application fee.
 - c. Title commitment. An updated title commitment, dated no more than 120 days from the date of final plat application submittal.
 2. **Final Plat Standards.** The final plat drawing shall comply with the following standards:
 - a. All requirements of Section 7.5.4.
 - b. The plat shall be prepared by or under the direct supervision of a registered land surveyor, shall be signed and stamped by said surveyor, and shall meet applicable State of South Carolina requirements.
 - c. Existing and proposed easements (including rights-of-way) in and adjacent to property (labeled and dimensioned).
 - d. Existing and proposed street names for all streets on and adjacent to the property.
 - e. Final Traffic Impact Analysis (if applicable) as per the requirements found in the Development Code.

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- f. If applicable, prior to commencement of construction; a State Highway utility permit from SCDOT.
 - g. If applicable, prior to commencement of construction, a State Highway access permit from SCDOT.
 - h. If applicable, prior to commencement of construction, a construction dewatering permit from DHEC
 - i. If applicable, prior to commencement of construction, a 404 Permit from the Army Corps of Engineers.
 - j. Prior to commencement of construction, acceptable collateral in the amount and form stipulated in Section 7.1.5.
3. **Original plats.** The applicant shall submit to the City, five original, signed copies of the final plat ready to record, and final executed copies of all agreements.
 4. **Complete engineering plans and specifications.** As a condition of Final Plat approval the applicant shall prepare and submit the following:
 - a. Construction plans and profiles. The plans and profiles shall be prepared by a registered professional engineer licensed in the State of South Carolina. Plans shall be 24 inches high by 36 inches wide and provide the following information:
 - b. The horizontal to vertical scales shall be chosen to best depict the aspects of the design.
 - c. Minimum horizontal scale: One inch equals 100 feet.
 - d. Minimum vertical scale: One inch equals ten feet.
 - e. The typical road geometric and structural cross-section is to be shown on each plan sheet.
 - f. The plan must show right-of-way lines and widths, road names, lot lines, tangent lengths and bearings, curve radii, delta angles, curve lengths, chord lengths and bearings, stationing at all beginning of curves and end of curves, intersections, structures, angles, curb lines, cross pans, traffic control devices (islands, striping, signs, etc.), drive cuts, curb returns and radii, and all other features to enable construction in accordance with approved standards and standard engineering practice. Stationing may be centerline if approved by the City Engineer or Codes Administrator. Construction plans shall include water lines and appurtenances, sewer lines and appurtenances, and storm water lines and appurtenances and any other wet utilities.
 - g. The profiles shall include existing and proposed grade at curb and gutter or centerline of street elevation at point of intersection of vertical curves, intersections, grade breaks, point of curb return (PCR), point of reverse curve (PRC), and other critical points, structures, and all other features.
 - h. Signature blocks for all utility providers unless otherwise provided in agreement form.
 - i. Structure details. Sufficient data shall be given to construction of major structures and road appurtenances such as bridges, culverts, gutters, drives, walks, cross pans, etc; detail shall include orientation line and grade, cross-sections, dimensions, reinforcement schedules, materials, quality specification, etc., or as the City Engineer may approve.
 - j. Final Water Report. A final water report including hydraulic analysis and pipe sizing calculations. Note, this report can be verified by BJWSA and does not need to be submitted to the City.

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- k. Final Sanitary Sewer Report. A sanitary sewer report including hydraulic analysis and pipe sizing calculations. Note, this report can be verified by BJWSA and does not need to be submitted to the City.
 - l. Sewage collection and water supply distribution plans, profiles and specifications. The plans, profiles and specifications shall be prepared by a registered professional engineer and shall be accompanied by written approvals from BJWSA.
 - m. Final drainage plans and reports. Based upon the approved preliminary drainage plan, a final report is to be submitted in accordance with SOLOCO Drainage and Design Criteria, as amended or as the City Engineer may approve. The plan and report must provide:
 - n. Erosion control plans, when required.
 - o. Sizing of all pipes, inlets, conveyance ways, and other appurtenances.
 - p. Final grading plan. The final grading plan shall be 24 inches high by 36 inches wide and illustrate existing and proposed contours and lot and block grading details.
 - q. Soils report. The soils report shall detail pavement design and construction requirements and shall be submitted after overlot grading is complete.
 - r. Final landscape and open space plan. The landscape plan must address the treatment of all exterior spaces. Landscape plans are to be designed to meet the requirements of this Code and show trees, shrubs, groundcovers, turf, buffering, fences, walls and other site amenities that will be included in the plan. All plant materials must be adapted to the physical limitations of the local climate and specific conditions of the landscape plan. All plant materials must meet specifications of the American Association of Nurseryman for number one grade. All street trees must be selected from the City of Beaufort recommended tree list.
 - s. Landscape Plan drawn to scale (not greater than one inch equals 50 feet) on 24 by 36-inch sheets which includes:
 - i. Project name.
 - ii. Scale, north arrow and date of preparation.
 - iii. Existing and proposed streets and street names.
 - iv. Lot lines, easements and public rights-of-way as shown on the subdivision plat, including gross and net area of all parcels.
 - v. Location of proposed building footprints and parking areas.
 - vi. Location of storage, loading and service areas.
 - vii. Existing and proposed two-foot contours (based on USGS datum).
 - viii. Natural features, wetlands, wildlife corridors, floodplains, streams, ditches and other waterways.
 - ix. The location of existing and proposed utilities. Utility lines can be 'ghosted' in on the landscape plan to vary the line types for cleaner drawings.
 - x. All existing trees within the proposed site and adjacent to the site must be accurately identified on the plan. Existing trees must be labeled as to their size, species and if they are intended to remain, be removed or transplanted. All replacement mitigation trees will need to be shown separately on the plan. Tree protection standards for existing trees to remain shall be included on the plan.

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- x. The extent and location of proposed trees, shrubs and perennials and quantities of each species. Plant materials are to be drawn at two-thirds of their mature size.
 - xii. Landscape schedule including the represented plant symbol, Latin name, common name, planting size and number of individual plants. All plant materials are to meet the minimum size requirements as provided in this Code.
 - xiii. Proposed treatment of all ground surfaces must be clearly indicated, including turf, paving, mulch, native grass, seeded grass, etc. Grass areas are to be specified as seed or sod, and a seed mix/rate specified.
 - xiv. Sight distance triangles must be shown at street intersections pursuant to this Code.
 - xv. Project specific landscape notes and details to ensure the proper planting, establishment and survival of plant materials. Additional notes detailing the warranty for plant materials and continued maintenance shall be included.
 - xvi. Open space and pedestrian circulation system.
 - xvii. Proposed grading of the project site, including drainage swales, detention basins, retaining walls and any off-site infrastructure improvements.
 - xviii. Notes for conservation and retention of topsoil and landscape soil preparation.
 - xix. Restoration, revegetation or enhancement of disturbed natural areas or open space feature.
 - xx. Park structures, signage, play equipment, and other landscape or park amenities and appurtenances.
 - xxi. A "pdf" file and an AutoCad drawing file of the final plat in an electronic format specified by the City Engineer.
5. **Post approval actions.** Prior to issuance of a building or grading permit, the applicant shall submit the following documentation to the City:
- a. List of contractors. List of all contractors that will be performing the improvements.
 - b. Proof of insurance/business license. Proof of workman's comprehensive insurance and liability insurance for each contractor and business license.
 - c. Open space deed restriction. Areas designated as open space shall be protected by a deed restriction or other appropriate method to ensure that they cannot be subdivided or developed in the future and will remain as open space until the use is modified by the City.
 - d. Construction traffic control plan. Applicant will develop a plan for City Engineer, Codes Administrator or appointee, review that addresses construction traffic, construction water, temporary road closures, street repairs, dust, noise and other construction-related concerns.
 - e. Other certificates, affidavits, enforcements or deductions as required by the City.
- C. **Approval.** The City Codes Administrator shall review and act on the Final Plat. The Codes Administrator may choose to approve, approve with conditions, or deny the Final Plat based on the criteria below.
1. **Final Plat review criteria.** In addition to all provisions of this Code, the Codes Administrator use the following criteria to evaluate the applicant's final plat application:

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- a. The Final Plat is in substantial conformance with the approved Preliminary Plat. For the purposes of this Code, "substantial conformance", includes design adjustments made to meet any conditions of preliminary plat approval, and is determined as follows:
 - b. Does not change any land use.
 - c. Does not contain changes which would render the final plat in nonconformance with requirements of this Code.
 - d. Does not contain significant changes in street alignment and/or access points, or other public elements such as drainage improvements, utility lines or facilities.
 - e. Does not increase density by more than 15 percent.

D. Timeframe related to approval of Final Plat. A final plat is in full force and effect for a period of two years from date of recordation unless a longer timeframe is specifically allowed by the City in an approved Development Agreement or unless public improvements are completed and accepted on all or a portion of the final plat. Applicants may formally request one 18 month extension from the Codes Administrator prior to termination of final plat approval. Prior to the expiration of the original two year timeframe or the extension timeframe, an applicant may formally request an additional extension if substantial progress has been made on installation of public improvements.

7.5.6 MINOR SUBDIVISION PLAT

A. Minor Subdivision Plat purpose.

- 1. The purpose of the Minor Subdivision Plat is a subdivision, or amendment to a subdivision, which has been previously platted, includes no additional public right-of-way dedication, and includes one or more of the following:
 - a. The boundaries of five or fewer lots are created from one parent tract or lot, cumulatively and not more than 3 acres; (ex. any portion of a tract that is subdivided counts toward the five total, and does not itself become a new parent tract to subdivide an additional five lots from)
 - b. Any lot line adjustment, consolidation of multiple lots into one.

B. Minor Subdivision plat application submittal. The applicant shall submit the complete Minor Subdivision plat application package to the City. The application shall be formatted and packaged per the application submittal checklist provided by the City and include:

- a. Development application form.
- b. Application fee.
- c. Title commitment. A current title commitment, dated no more than 30 days from the date of minor subdivision plat application submittal

C. Minor Subdivision plat standards. The plat drawing shall comply with the following standards:

- a. The plat shall be prepared by or under the direct supervision of a registered land surveyor and meet applicable State of South Carolina requirements.
- b. Except for parcels separated by public rights-of-way, public tracts, or railroads, parcels not contiguous shall not be included in one plat, nor shall more than one plat be made on the same

sheet. Contiguous parcels owned by different parties may be included on one plat, provided that all owners join in the dedication and acknowledgment.

- c. Lengths shall be shown to the nearest hundredth of a foot and bearings shall be shown in degrees, minutes and seconds.
- d. Bearings, distances and curve data of all perimeter boundary lines shall be indicated outside the boundary line, not inside, with the lot dimensions.
- e. All signatures shall be made in black drawing ink.
- f. Title of project.
- g. North arrow, scale (not greater than one inch equals 100 feet) and date of preparation.
- h. Vicinity map.
- i. Legal description.
- j. Basis for establishing bearing.
- k. Names and addresses of owners, applicant, designers, engineers and surveyors.
- l. Total acreage of subdivision.
- m. Bearings, distances, chords, radii, central angles and tangent links for the perimeter and all lots, blocks, rights-of-way and easements.
- n. Lot and block numbers, numbered in consecutive order, and square footage or acreage to two decimal places of each lot or tract.
- o. Parcels excepted from inclusion noted as "not included in this subdivision" and the boundary completely indicated by bearings and distances.
- p. Existing rights-of-way in and adjacent to subject property (labeled and dimensioned).
- q. Existing and proposed street names for all streets on and adjacent to the property.
- r. Existing easements and their type in and adjacent to subject property (labeled and dimensioned).
- s. Location and description of monuments:
 - i. Floodplain boundary with a note regarding source of information (if a floodplain does not exist on the property, please state this on the plat).
- t. Certificates blocks for signatures of owner, surveyor, utility providers, and City approval, as applicable.

D. Record Minor Subdivision Plat. Five signed copies of the minor subdivision plat shall be delivered to the City. The applicant will be responsible to record the minor subdivision plat with Beaufort County.

7.5.7 SITE PLAN

A. Site Plan Purpose. The site plan is a prerequisite to a building permit for all multi-family (excluding duplexes), commercial, and industrial developments. The site plan shows how the lot will be developed so that the City can ensure that the site design will be in compliance with the Development Code, Comprehensive Plan and Civic Master Plan.

B. Site Plan Application. A Site Plan Application shall include the following:

1. Land use application form.
2. Application fee and fee agreement.
3. **Site Plan plat** — The site plan shall be a minimum of 18 inches by 24 inches and shall provide the following information:
 - a. Title of project.
 - b. North arrow, scale (no greater than one inch equals 50 feet) and date of preparation.
 - c. Vicinity map.
 - d. Address of project.
 - e. Legal description of property.
 - f. Name, address and phone number of property owner.
 - g. Name, address and phone number of person or firm responsible for plan.
 - h. Lot size (square footage).
 - i. Bearings and distances of all lot lines.
 - j. Existing and proposed easements and rights-of-way.
 - k. Existing and proposed paved areas and sidewalks on the site and in the adjacent rights-of-way, all dimensioned, showing how pedestrians will have access to the site and buildings.
 - l. Gathering areas for people.
 - m. Existing and proposed curb cuts on the site and in the adjacent rights-of-way (on both sides of perimeter streets), all dimensioned.
 - n. Existing and proposed two-foot contours.
 - o. Existing waterways on or adjacent to the site.
 - p. Finished floor elevations for all structures.
 - q. Footprint (including roof overhangs and eaves, decks, balconies, outside stairs and landings) of all proposed structures and their use with their dimensions and locations noted with respect to the property lines.
 - r. Existing structures and their use.
 - s. Square footage of the proposed building(s) and the footprint of the proposed building(s).
 - t. Proposed structure height.
 - u. For multi-family residential, the number of residential units and bedrooms per unit.
 - v. Location of proposed signs and lighting.
 - w. Specifications for the signs and lights, including type, height and general conformance to the Code. For commercial and industrial uses, a photometric plan prepared by a qualified electrical or lighting engineer shall be submitted that depicts all lighting fixtures and the light spread (in footcandles) of these fixtures across the site to all property boundaries.
 - x. Proposed traffic controls and striping for parking areas (all lanes, driveways, and parking spaces must be dimensioned).

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- y. Trash disposal areas and enclosures including specifications for enclosures.
 - z. Location and size of existing and proposed water and sewer service connections and tap sizes.
 - aa. Location and size of water and sewer lines to which the service connections will be or are made.
 - bb. Location and size of water meter(s).
 - cc. Location and size of backflow-prevention devices.
 - dd. Indication of how and where perimeter drain will drain (if one exists).
 - ee. Location of existing electrical lines and poles on or adjacent to the site.
 - ff. Location of proposed electrical service connection and meter location.
 - gg. Location of electric transformer.
 - hh. Location of all fire hydrants. If none exist on site, note distance and direction of the closest hydrant adjacent to the site within 500 feet.
 - ii. Location of detention/retention areas and storm sewer infrastructure with the required drainage easements.
 - jj. The distance from the proposed building(s) or structure(s) to adjacent lot lines, easements, and adjacent structures.
 - kk. A land use chart (table).
 - ll. Certificate blocks for signatures of owner, surveyor, utility providers, and City approval, as applicable.
4. **Design standards** — Demonstrate in written or graphic form how the proposed structure(s) is consistent with the design requirements of this code. Exterior elevations of proposed structures/graphic visual aids. Provide complete building elevations, drawn to scale, with illustrations of all colors and identifying major materials and cut sheets to be used in the structure(s). In addition, Staff may require building floor plans, sectional drawings, perspective drawings, models, and/or computer visualizations when the impacts of a proposal warrant such information.
5. **Certified drainage report** — A certified drainage report, including an erosion control study and plan, as applicable, must be reviewed and approved by the appropriate sanitation district (if applicable) prior to submittal of the report to the City as part of the site plan application.
6. **Final landscape and open space plan** — Provide an existing and proposed landscape with tree protection zones and a tree survey, and open space plan consistent with this Section.
7. **Traffic Impact Analysis** — Provide TIA as per requirements of Section 7.3.2.
- C. TRC and Staff Review.** Staff and TRC reviews application and prepares comments. Staff and TRC will review the site plan map to ensure it is consistent with the site plan review criteria. Following the review, Staff will prepare a written report outlining any changes that the applicant must make before the site plan can be recommended for public hearing with the Planning Commission. This report will be forwarded to the applicant.
- 1. Applicant addresses staff comments. Applicant shall make all necessary changes to the site plan and resubmit a revised copy to the City.

D. Planning Commission Hearing. The Planning Commission shall hold a public hearing to approve, approve with conditions or deny the Site Plan as per the following conditions.

1. Notice to neighboring property owners. The City shall send notice of the Planning Commission meeting by regular mail to neighboring property owners within 500 feet of the property per this Code.
2. The Planning Commission shall hold a public hearing on the proposal. The applicant and other property owners likely to be materially affected by the application shall be given an opportunity to be heard.
3. Decisions/Findings of Fact: Following the public meeting, the Planning Commission may approve, deny, or approve with conditions the application for a Major Development. No Major Development shall be approved unless the following findings of fact can be made:
 - a. The plan is consistent with the City of Beaufort Comprehensive Plan and Civic Master Plan.
 - b. The plan complies with all applicable requirements of this Code.
 - c. There exists adequate infrastructure (transportation and utilities) to support the plan as proposed.
 - d. The proposed plan conforms to the character of the neighborhood, considering the location, type and height of buildings or structures and the type and extent of landscaping on the site.

E. Post approval actions.

1. Building Permit. A building permit shall be issued only when a site plan has been approved. However, with the approval of the City, an applicant may submit a building permit application concurrent with the site plan application. Building permits shall not be issued for any development that is not in conformance with the approved site plan.
2. Phasing and expiration of approval. The site plan shall be effective for a period of three years from the date of approval, unless stated otherwise in the written site plan approval. Building permits shall not be issued based on site plans that have an approval date more than three years old. For multi-phased plans, building permits shall not be issued based on an approval date more than three years from the date of Phase I approval.

F. Appeals. Any party aggrieved by the decisions of the Planning Commission may appeal to the Circuit Court within 30 days of the decision.

G. Permit Validity. Upon the approval of the Major Development Design application, the applicant shall have 2 years to obtain a Project Permit. Failure to secure a permit for the permitted work within this time shall render the compliance void. Any change to the approved plans that has not been authorized by the Administrator shall invalidate the design approval, and any subsequent building permits.

H. Permit Extension. The Administrator may grant a one year extensions of this time period upon submittal by the applicant of sufficient justification for the extension. Extensions shall be submitted at least 1 month prior to the expiration date.

I. Amendments to approved Site Plans.

1. Minor variations in the location of structures, improvements, or open space areas caused by engineering or other unforeseen difficulties may be reviewed and approved by the City Staff. Such

changes shall not exceed ten percent of any measurable standard or modify the use, character, or density of an approved site plan. All plans so modified shall be revised to show the authorized changes and shall become a part of the permanent records of the City.

2. Changes to approved site plans that exceed the ten percent threshold, or other major modifications (such as changes in building size or footprint, relocation of access points, changes to required parking, etc.), shall be considered as a new site plan application. Such amendments shall require Planning Commission review and approval to become effective. A complete site plan application shall be prepared and submitted in compliance with the requirements set forth in this Section.

7: LAND DEVELOPMENT

7.1: IMPROVEMENT REQUIREMENTS

7.1.1 PURPOSE

The purpose of these land development requirements is to:

- A. Encourage economically sound and environmentally sensitive development.
- B. Assure the timely provision of required streets, utilities, and other facilities and services to new land developments.
- C. Assure the adequate provision of safe and convenient vehicular and pedestrian traffic access and circulation in and through new land developments.
- D. Assure the provision of needed open spaces and building sites in new land developments through the dedication or reservation of land for recreational, educational, and other public purposes.
- E. Assure, in general, the wise and timely development of new areas, in harmony with the Comprehensive Plan of the city.

F. Encourage new subdivision developments that complement the City's historic development pattern.

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G. Promote compact, well-defined, sustainable neighborhoods that enhance the City's character.

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H. Create livable neighborhoods that foster a sense of community and reduce dependency on vehicles.

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I. Encourage the proper arrangement of new streets in relation to existing or planned streets and ensuring streets facilitate safe, efficient, and pleasant walking, biking and driving

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7.1.2 APPLICABILITY

- A. Unless noted otherwise in this section, all new development projects shall be required to have public sewer and underground ~~wiring, and~~wiring and shall comply with Section 7.2.3 (Lot Access Standards).
- B. All development — with the exception of projects that qualify as Minor Development Design Review (~~Section 9.8.1~~) or Minor Subdivision (~~Section 9.9.2~~), or are located in the Historic District, and affect less than one whole block face — are required to install or construct the improvements specified in the Table of Required Improvements (Section 7.1.3).
- C. The applicant shall be responsible for the installation and construction of required improvements according to the provisions of this Code, except as may otherwise be specifically provided herein or by city policy or agreement.
- D. Approval of a Subdivision Plat (~~Section 9.9.4~~) shall be subject to the applicant having installed the improvements designated in this article, or having guaranteed (Section 7.1.5), to the satisfaction of the city, the installation of said improvement.

7.1.3 TABLE OF REQUIRED IMPROVEMENTS

REQUIRED IMPROVEMENTS ³	SECTION REFERENCE	ZONING DISTRICT											
		T1	T3-S	T3-N	T4-HN	T4-N	T5-DC	T5-UC	RMX	IC	LI	MHP	
Public Water and Hydrants	7.1.3.B	☐	■	■	■	■	■	■	■	■	■	■	■
Public Sewer	7.1.3.B	☐	■	■	■	■	■	■	■	■	■	■	■
Paved Streets ¹	7.2.4	☐	■	■	■	■	■	■	■	■	■	■	■
Streetscape ²	Appendix C	☐	■	■	☐	■	■	■	■	■	■	■	■
Underground Drainage	7.1.3.A	☐	■	■	■	■	■	■	■	■	■	☐	■
Curb and Gutter	Appendix C	☐	☐	☐	☐	■	■	■	■	■	■	■	☐
Sidewalks	7.2.4.C	☐	☐	☐	☐	■	■	■	■	■	■	■	☐
Street Trees	7.2.5	☐	☐	■	■	■	■	■	■	■	■	☐	☐
Street Lights	n/a	☐	☐	☐	☐	■	■	■	■	■	■	■	■
Street Signs (private streets)	n/a	■	■	■	■	■	■	■	■	■	■	■	■
Underground Wiring On-Site	7.1.3.C	■	■	■	■	■	■	■	■	■	■	■	■
Community Green Space and Open Space Space	7.4	☐	■	■	☐	☐	☐	☐	■	■	■	☐	☐
■ required improvements by district		☐ may be required at the discretion of the administrator Planning Commission based on existing conditions, surrounding context, and street section (Appendix C)											
¹ Rear lanes/alleys may be permitted to be paved with pervious material, such as gravel, depending on the location. ² Complete street requirements shall be coordinated with the specific street section found in the regulating plan in Appendix C. ³ For Infill and Redevelopment, as defined in Section 8.3.2, these items [referring to the table of required provisions] are required to the extent feasible based on existing conditions including roads, utilities and adjacent buildings.													

- A. **Street Improvements:** Land designated for public streets shall be cleared and filled in accordance with the latest edition of the "South Carolina Standard Specifications for Highway Construction", South Carolina State Highway Department, or as determined appropriate by the administrator. No land may be disturbed until a Project Permit has been issued (Section 9.5). See Section 5.4 for Tree Removal Standards. See Section 7.2 for more standards on street location. See Appendix C for Street Regulating Plan and Design Standards.
- B. **Water and Sewer Facilities:** Water and sewer facilities shall be provided in accordance with the standard procedures and policies of the water and sewer provider and the Department of ~~Health and Environmental Control~~ **Services (SCDES DHEC)** and shall be approved by the water and sewer provider.

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- C. **Utility lines:** All utility lines within a development site shall be installed underground. The Planning Commission may approve an exception only in cases - unless where -there are existing above-ground lines that serve the property.

7.1.4 SURVEY AND ENGINEERING

- A. **Installation of Permanent Reference Points:** Permanent reference points shall be placed in accordance with the following requirements:
1. **General Standards:** Boundary surveys shall be performed, in accordance with the state minimum standards published by the State Board of Registration for Professional Engineers and Land Surveyors, unless more stringent requirements are specified. A minimum of two points in any survey must be tied to the state plane coordinate system. The survey may be done on the horizontal ground distance and tied back to the state plane coordinates.
 2. **Control Monuments:** Vertical control monuments shall be placed in or near the centerline of pavement of subdivision streets at a minimum of 1 per 4 acres. Where practical, control monuments shall be placed at points of curvature and points of tangency of curves. The control monument may be poured on the job or be a concrete marker of the type commonly used in the area: at least 3 feet long and tapered with a 12-inch long, ¼-inch diameter brass or bronze rod embedded in the top. Control monuments shall be placed in a cast iron water main valve type box with a cover flush with the pavement.
 3. **Property Marker:** A steel or wrought iron pipe, rebar, or the equivalent, not less than 0.5 inches in diameter and at least 24 inches in length shall be set at all property corners and points of curves, except those located by monuments. They shall be flush with the ground.
 4. **Accuracy:** Land surveys within the city limits shall be Class A surveys, set at an accuracy of at least 1:10000.

7.1.5 IMPROVEMENT GUARANTEES

- A. **Types Allowed:** Prior to approval of a Final Subdivision Plat (~~Section 9.9.4~~), the applicant shall provide a performance guarantee to ensure the completion of required improvements within a period of time as agreed upon by the Administrator and the applicant, and expressed in the guarantee. Such guarantee may be in the form of a performance bond, a surety bond, a cash deposit, or a letter of credit. A performance guarantee shall be posted in the amount of 125% of the total cost of improvements.
1. **Performance/Surety Bonds and Letters of Credit:** The performance or surety bond, or letter of credit, shall be in a form acceptable to the city. It shall include a pledge by the bank, insurance company or other bonding/lending institution that the funds necessary to carry out the terms of the agreement are guaranteed for payment, and will be released only upon receipt of written instruction from the city.
 2. **Cash Deposits:** If surety is in the form of a cash deposit with the City of Beaufort, proportional parts thereof shall be refundable in relation to progress payments less retainage, subject to approval of the city and subject to a minimum deposit balance of 25% of the project cost.
 3. **Maintenance Guarantees:** If the applicant completes all required improvements and complies with all conditions of the subdivision agreement as determined by the city, the remainder of monies retained by a financial institution or by the city may be released to the applicant or his successor in title. Prior to release, the applicant shall provide the city, prior to the issuance of any building permit, a performance bond, a surety bond, or a cash deposit equal to the amount determined by the city that would ensure the repair of any damage to the existing improvements

during the course of any construction, but in no case will the amount of the security be less than \$1,000.00 for each individual building lot. Prior to the issuance of any certificate of occupancy, the city shall determine whether or not any breakage or damage has occurred. If no damage to any off-site improvements has occurred, then the city may release the security to the applicant or his successor in title. If damages have occurred, they shall be repaired, or the city may draw on the security before it is released.

7.1.6 Easement and utility standards

A. Multiple installations within easements. Easements shall be designed so as to provide efficient installation of utilities. Public utility installations shall be located as to permit multiple installations within the easements. The developer will establish final utility grades prior to utility installations. Public utility easement dedication shall be required with any minor or major subdivision action. Public Utility Easements shall be a minimum of ten (10) wide.

B. Underground utilities. Telephone lines, electric lines, cable television lines and other like utility services shall be placed underground. The applicant or developer shall be responsible for complying with the requirements of this Section and shall make the necessary arrangements including any construction or installation charges with each utility provider for the installation of such underground facilities. Transformers, switching boxes, meter cabinets, pedestals, ducts and other facilities necessarily appurtenant to such underground utilities shall be placed underground or on the surface but not on utility poles. Screening or fencing is required subject to approval of the City. Electric transmission and distribution feeder lines and necessary appurtenances thereto may not be placed above ground unless they are carrying greater than 115 kV. Upon approval of the City, such facilities shall be placed within easements or rights-of-way provided for particular facilities.

7.2: STREET NETWORK AND DESIGN STANDARDS

7.2.1 STREET INFRASTRUCTURE PLANS

- A. **Purpose and Intent:** The Street Infrastructure Plans (in Appendix C) provide diagrams of the city's street network and establishes the ideal alignment, hierarchy and design characteristics - including total right-of-way width, sidewalk and streetscape amenities, parking lanes, travel lanes and other geometric and urban design details - for all existing streets, proposed streets that have been adopted as part of an Official Map, and new potential streets in the City of Beaufort.
- B. **Official Street Network Plan:** Pursuant to the authority of S.C. Code 1976 § 6-7-1210 et seq. (1976), as amended, the City has previously adopted several Official Maps. An Official Street Network Plan is incorporated into this Code in order to represent a composite of these previously-adopted Official Maps.
 1. **Purpose:** This plan represents a composite of all Official Maps, to date, in the City. The map designates existing or proposed streets or ways within the City that are targeted for creation, expansion or other improvements. The Official Street Network Plan shall initially consist of a series of four (4) separate maps, included in Appendix C, which shall be deemed a part of the Beaufort Code.
 2. **Modification:** The Official Street Network Plan may be modified or supplemented per the procedure for Amendments and Rezoning (Section 9.16). ~~The Planning Commission (PC) will review the Official Street Network Plan on a regular basis at intervals of every 6 months, or thereabouts.~~ In addition, the maps will be automatically updated as additional Official Maps are approved per the appropriate process required by state law.

C. **Street Frontage Requirements Specific Street Sections:** The street sections noted in Appendix C show specific street designs for the purposes of identifying future improvements by both the city and fronting property owners. These sections depict the ideal arrangement and design of street elements.

1. **Applicability:** For any project that is considered Major Subdivision (~~Section 9.8.2~~), ~~Major Development Design Review (Section 9.8.2)~~ Site Plan, or requires a Certificate of Appropriateness, Major (Section 9.10.2 A.2.) and affects one whole block face, the fronting property owner shall install all prescribed streetscape improvements as part of the development project. ~~The installation of street frontage improvements is required prior to final plat approval for major subdivisions, and certificates of occupancy for Site Plans.~~

a. **Exception:** If similar elements as prescribed in the street section exist — e.g., on-street parking, sidewalk, tree plantings — the requirement to install the streetscape element(s) shall be waived if those items meet the intent of the prescribed street section, even if the existing items do not meet the exact requirements of that street section.
Example Scenarios: If a street section prescribes a 5-foot sidewalk, but a 4-foot sidewalk already exists, the existing sidewalk will satisfy the sidewalk requirement. However, if the street section requires a 5-foot planting strip between the curb and the sidewalk, and the 4-foot sidewalk is directly adjacent to the curb, this would not satisfy the intent of the street section and would need to be reconstructed per the prescribed standards.

2. **Scope of Improvements:** Street frontage improvements shall be installed along the entire frontage of the property, to the centerline of the street, or if a multi-lane street, the affected lane, at the sole cost of the applicant as directed by the Codes Administrator. The Codes Administrator may permit modification of street improvement standards where the required street improvements are not in the opinion of the Codes Administrator, roughly proportionate to the impact, type, scale and cost of the proposed development action.

A. Street frontage improvements may include the following: curb, gutter, sidewalk, storm drainage, street lighting, traffic signal equipment, utility installation, extension, or relocation, landscaping strip, street trees and landscaping, irrigation, street widening, pavement overlay or reconstruction, and channelization.

B. In addition to required frontage improvements, the applicant shall provide ramps from the new sidewalk or walkway to the existing shoulder, across streets and pavement and channelization tapering back to the existing pavement and channelization as required to address safety concerns.

~~2D. Dedication of Insufficient Right-of-Way Width:~~

1. **Dedication of Right-of-Way.** In the case of a street section adopted as part of an Official Map, where the width of the existing right-of-way is insufficient to install the prescribed street section, the fronting property owner ~~may~~ shall be required to reserve the appropriate amount of right-of-way (as measured from the centerline of the existing street). ~~If the owner chooses to dedicate and install the complete right-of-way, the cost of the improvements may be compensated — see Section 7.2.1 E. The future right-of-way shall conform to all of the street network requirements of Section 7.2.2, below. Where a new right-of-way that is not shown in the street regulating plan, is required as part of a new development, it shall be designed with appropriate elements based on its proposed location and zoning district. (See Appendix C).~~

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~~2. Where a new right of way that is not shown in the street regulating plan, is required as part of a new development, it shall be designed with appropriate elements based on its proposed location and zoning district. (See Appendix C).~~

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~~a. In the case of a street section adopted as part of an Official Map, where the width of the existing right of way is insufficient to install the prescribed street section, the fronting property owner may be required to reserve the appropriate amount of right of way (as measured from the centerline of the existing street). If the owner chooses to dedicate and install the complete right of way, the cost of the improvements may be compensated — see Section 7.2.1 F.~~

~~a. b. In the case of a street section that is not part of an Official Map, where the width of the existing right-of-way is insufficient to install the prescribed street section, the property owner is encouraged to shall reserve the appropriate amount of right-of-way to complete the desired street section. If the owner chooses to dedicate and install the complete right-of-way, the cost of the improvements may be compensated - see Section 7.2.1 E D.~~

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~~b. Where a future right-of-way is identified on an Official Map, and thus represented on the Official Street Network Plan— these are indicated as "New Adopted Streets" — new development shall reserve this area for the new street in the future. If access is needed to the site in that location, the street shall be constructed in the general location shown.~~

~~a. Alternative Paths: The administrator may approve a different street configuration if it the proposed development plan provides a similar amount and quality of connectivity through the site. This is determined by evaluating one or more of the following: number of connections, connections of specific site elements, and required access to existing and proposed structures. For modification of the Official Street Network Plan, See Section 7.2.1 B.2.~~

ec. Exceptions and Alternatives:

- i. Where available right-of-way — due to existing structures and topographic conditions limited to wetlands, specimen and landmark trees, — do not functionally permit the full section to be constructed, the Administrator may adjust the required street section.
- ii. ~~A different street section may be approved which accomplishes the same intent in a smaller dimension.~~

D. Creation of New Right of Way:

~~1. Where a future right of way is identified on an Official Map, and thus represented on the Official Street Network Plan— these are indicated as "New Adopted Streets"— new development shall reserve this area for the new street in the future. If access is needed to the site in that location, the street shall be constructed in the general location shown.~~

~~a. Alternative Paths: The administrator may approve a different street configuration if it the proposed development plan provides a similar amount and quality of connectivity through the site. This is determined by evaluating one or more of the following: number of connections, connections of specific site elements, and required access to existing and proposed structures. For modification of the Official Street Network Plan, See Section 7.2.1 B.2.~~

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~~b. **Street Standards:** The future right-of-way shall conform to all of the street network requirements of Section 7.2.2 below.~~

~~2. Where a new right-of-way that is not shown in the street regulating plan, is required as part of a new development, it shall be designed with appropriate elements based on its proposed location and zoning district. (See Appendix C).~~

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ED. Compensation: When a project is required to make off-site improvements within the existing right-of-way, dedicate and/or improve a street with insufficient right-of-way, or install a new street (be it public or private) per the requirements in Section C. above, compensation may be available. To the extent that the City has the authority and the ability, the Traffic Impact fee for the project shall be reduced by the assessed value of the dedicated land and/or construction cost of the right-of-way improvement. This may be done either as a direct reduction, rebate, or reimbursement of fees.

(Ord. No. O-14-23 , 9-26-2023)

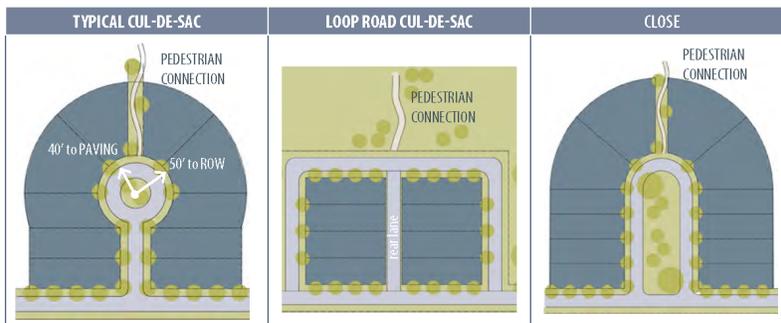
7.2.2 STREET NETWORK REQUIREMENTS

- A. **Continuation of Adjoining Street System:** The proposed street layout shall be coordinated with the street system of the surrounding area to form an interconnected street pattern, formalized by a platted public access easement. Adequate street connectivity shall be assessed by the TRC, based on the ability of the proposed alignments to:
1. Permit multiple routes between origin and destination points;
 2. Diffuse traffic; and
 3. Shorten walking distances.
- B. **Block Sizes:** Blocks shall be compact so that they are comfortably walkable and appropriate for their context.
1. In T3-S zones, block sizes are flexible, but the perimeter shall not exceed 2,640 linear feet (½ mile). An average block perimeter less than 2,000 feet is preferred.
 2. In T3-N zones, block sizes are flexible, but the perimeter shall not exceed 1,700 linear feet (¼ mile). An average block perimeter less than 1,500 feet is preferred.
 3. In T4, and T5 ~~zones and RMX zones~~, blocks shall be no more than 400 feet on any side. An average block length of 250—300 feet is preferred. The block perimeter shall not exceed 1,320 linear feet (¼-mile).
 4. Exceptions may be made for natural elements such as wetlands, trees, topography, and cultural resources, to be incorporated into the site design.
- C. **Street Stubs:** New developments shall ~~if practicable~~, connect to any existing street stubs from adjacent properties and stub to all adjacent properties.
1. **Exemptions:** Street stubs shall not be required where the Planning Commission finds the conditions listed below would prevent connections:
 - a. Topographical conditions (pre-development slopes of 18% or greater).
 - b. Environmental conditions (marshes, floodplains, specimen and landmark trees, etc.).
 - c. Property shape.
 - d. Property accessibility (existing platted subdivision with no stubs).

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(Supp. No. 1)

- e. Incompatible adjacent land uses.
2. **Location:** Where multiple connection opportunities exist, street stub connections shall be prioritized in the site design as follows:
 - a. Adjacent parcels 20 acres or greater in size.
 - b. Adjacent parcels that abut or are traversed by existing or proposed streets.
 - c. Where the Street Network Diagram recommends a street connection (indicated as a proposed street).
 3. **Design:**
 - a. Stub streets and streets intended for extension during future phases shall be constructed to extend to the property line ~~for constructability to adjoining property, or as close to the line as practical.~~
 - b. ~~It shall be the responsibility of the second development to construct the connection to an existing stub street.~~
 - c. Stub streets shall not exceed 150 feet in length without a paved turnaround (permanent or temporary).
 - d. **Disclosure:** The Final Subdivision Plat shall be recorded ~~stating, depicting~~ that future connection is ~~possible, required~~ at any stub streets and streets intended for extension during future phases. A clearly visible street sign ~~may~~ shall be erected at the end of the stub street stating that the street is planned to connect to a future street.
- D. **Cul-de-sacs and Dead-end Streets:** Dead-end streets and cul-de-sacs are prohibited, ~~except for only the T-3 and LI zoning districts, where, unless specifically approved by the TRC. In T3 and LI zones only,~~ cul-de-sacs or other turn-arounds may be approved by the ~~TRC Planning Commission~~. Compliance with the following standards ~~must be met~~ in all circumstances:



1. Permanent dead-end streets shall be no longer than 300 feet and shall be provided with a turnaround such as a cul-de-sac or close.
2. Temporary dead-end streets shall be provided with a temporary turnaround area which shall be designed considering traffic usage, maintenance, and removal.
3. Alternative design solutions, such as a close (first preference), or a loop road cul-de-sac (second preference) are preferable to a typical cul-de-sac.

4. Cul-de-sacs shall have a minimum right-of-way radius of 50 feet and minimum paved radius of 40 feet. When ample radii exist, cul-de-sacs shall contain a central planted median.
5. Whenever cul-de-sac roads are created, at least one pedestrian access easement shall be provided, to the extent practicable, between each cul-de-sac head or road turnaround and the sidewalk system of the closest adjacent road or pedestrian pathway. The access easement shall be direct with a minimum width of 12 feet.

- E. **Gated Streets:** New gated streets are ~~not encouraged prohibited~~. However
1. Exceptions: they may be permitted, at the discretion of the ~~Metropolitan~~ Planning Commission, in T3-S zoning districts where connection to the existing street grid is not practicable due to topography or existing surrounding conditions.
2. They may be permitted by the ~~applicable Design Review Authority~~ Planning Commission when the access proposed to be gated is an alley or rear lane and is not the primary building frontage.
- F. **Street Naming and Renaming:** Proposed street names and number systems will be reviewed by the administrator and the Beaufort County Emergency Management Department. No duplicate/similar names are allowed, as determined by these agencies.
- G. **Reserved Strips Prohibited:** Reserved strips at the terminus of a new street shall be prohibited.

7.2.3 LOT ACCESS STANDARDS

- A. **Applicability:** Any development that requires an access point (rear alley/lane or driveway) for purposes of ingress and/or egress shall be subject to the provisions of this section. All new accesses must be approved by the appropriate permitting authority. Access points may not be installed on undeveloped property less than 2 acres.
- B. **Maximum Number:** For single-family and two- and three-family dwellings, only one driveway shall be permitted per lot. In T3-S, circular driveways may be permitted on lots greater than 100 feet in width, where no sidewalk exists. Driveways may only be installed when rear access is not possible or required. For double frontage lots, one curb cut per street may be permitted. For all other building types, the maximum number of driveways allowed for any property is outlined in the table below.

FRONTAGE WIDTH	MAXIMUM PERMITTED DRIVEWAYS (CURB CUTS) PER STREET FRONTAGE
up to 150 feet	1
150 feet or more	2 - Additional driveways (in excess of 2) shall be permitted only after the applicant successfully demonstrates the necessity for such additional driveways, as determined by the appropriate Design Review Body. Along arterial roads and thoroughfares, such additional driveways shall be "right-in, right-out" driveways only.

- C. **Location and Spacing:**
1. **Street Intersection:** No curb or other access point shall be located closer than:
 - a. 20 feet from the intersecting point of the 2 street right-of-way property lines involved (or such lines extended in case of a rounded corner);

- b. 25 feet from the intersection of the 2 curb lines involved (or such lines extended in case of a rounded corner), whichever is the least restrictive.

2. **Spacing:** All access points shall have a minimum separation from certain features as follows:

FEATURE	MINIMUM SEPARATION ¹
Adjacent Property Line (does not apply to shared or joint-use driveways)	0 ft
Another Curb Cut (driveway or street intersection) on all roads except Major Thoroughfares	25 ft
Major Thoroughfares — defined as streets with the Street Section designation of Major Thoroughfare, or the Robert Smalls Parkway, Sea Island Parkway/Lady's Island Drive, or Boundary Street Specific Street Section — Another Curb Cut (driveway or street intersection)	Depends on Posted Speed Limit
< 35 mph	100 ft
35 mph	200 ft
40 mph	250 ft
45 mph ²	300 ft
50 mph ²	400 ft
55+ mph ²	500 ft
¹ Minimum separation is measured from centerline	
² On Robert Smalls Parkway (Hwy 170) west of Parris Island Gateway, a minimum of 500 ft. separation distance is required	

- 3. **Corner Lots:** Access points on corner lots shall be from the side (or secondary) street, unless a shared curb cut on the main thoroughfare is existing or proposed.
- 4. **Access to Lots from Major Thoroughfares:** Driveways serving individual residential lots shall not have direct access onto streets identified as Major Thoroughfares — as identified on the second row of the chart in Section 7.2.3 C.2. — unless no alternative means of access, such as alleys or parallel access roads, exists, and it is unreasonable or impractical to require an alternative means of access.
- 5. **Shared Access:** See Section 5.7.7 C.
- 6. **Rear Access Required/No Front Access:** For lots developed in the transect zones of T-3N, T-4, T-5 UC, lots, all new access points shall be from a rear alley and/or road, except for lots within the historic district. Exemptions to allow front loaded access points where connection to the existing street grid is not practicable due to topography or existing surrounding conditions shall be at discretion of the Planning Commission with approval of major subdivisions, and the Codes Administrator for individual lots.

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D. **Size:**

1. **Alleys:** Alley pavement width may be a maximum of 24 feet wide for two-way traffic and 16 feet wide for one-way traffic. For more design standards, see Appendix C.
2. **Driveways:**
 - a. Driveways for single-family and 2- and 3-family uses may not exceed 12 feet wide, except in T3-S district, where they may be a maximum of 20 feet wide.
 - b. **Tandem Parking:** Tandem parking is allowed in all zones for all residential uses if:
 - i. Both tandem parking spaces satisfy the parking requirement of one residential unit; and
 - ii. Neither of the tandem parking spaces shall be for required accessible parking spaces.
 - c. Driveways to other uses and parking areas shall not exceed 24 feet in width for 2-way drives or 12 feet in width for one-way drives, except those with turn lanes required by the city or SCDOT.

E. **Access to Lots from Alleys/Rear Lanes:**

1. **Specific to T3-N, T4, and T5 districts:** Alleys/rear lanes shall be provided along the rear property lines of lots as follows:
 - a. In new subdivisions greater than 1 acre, alleys shall be provided for newly created lots that meet any of the following criteria:
 - i. The lots are part of a block face with an average lot width of 60 feet or less at the building setback line (excluding lots on cul-de-sacs).
 - ii. The lots are arranged around a Common Open Space.
 - iii. The lots front a collector or arterial road, regardless of the average lot width.
 - iv. The lots are intended for multi-family dwellings and/or mixed-use buildings.
 - b. In infill situations, the same standards apply as specified above, but only for developments that include 4 or more contiguous lots, where one lot is a corner lot. In the Historic District, the standards apply only to the Beaufort Conservation District; the requirement may be waived at the discretion of the Historic Review Board.

F. **Specific to Commercial Developments and Subdivisions:**

1. **Out-parcels:** Out-parcels for shopping, office, or industrial centers shall be limited to internal access to the center, unless otherwise approved as part of a master development plan. All driveways shall be paved from the road to the property line.
2. **Abandoned Driveways:** Abandoned driveways (i.e., curb cuts that are no longer used for vehicular access and are physically blocked by structures) shall be closed, and the area shall be restored to the typical cross section of the right-of-way.

7.2.4 STREET DESIGN STANDARDS

- A. **Street Section Design:** The elements and widths of all proposed streets shall be in conformity with the appropriate street section designated in the Street Regulating Plan (Section 7.2.1 and Appendix C).

- B. **Traffic Control and Signs:** ~~The type and location of traffic control devices used on City streets must be approved by City Staff, and traffic control on private Streets shall be included and approved as part of the major subdivision or site plan. Traffic signals should be used where warranted, but alternate traffic control such as roundabouts should be considered first. When it can be shown that a particular zoning action, master plan, or development plan impacts the street system to a point that a traffic signal is warranted according to Manual on Uniform Traffic Control Devices (MUTCD) and approved by City Staff, the developer shall be responsible for all or a portion of the signal installation. Traffic control and street name signs shall be installed at all street intersections and other appropriate areas as determined by the applicant and street owner.~~
- C. **Sidewalks/Multi-use Paths:** Where required per the Street Section in Appendix C, all sidewalks or multi-use paths must be constructed concurrently with the street, or, if the street is already constructed, prior to acceptance of any improvements. Exceptions to ~~or partial waiver of~~, the requirement to install a sidewalk may be granted by the Planning Commission if:
1. Alternative pedestrian paths/bikeways have been or will be provided outside of the normal right-of-way.
 2. There are unusual topographic, vegetative, or other natural conditions to the extent that strict adherence to said requirements would be unreasonable and not consistent with the purposes and goals of this Code.
- D. **Utility Easements:** Utility easements which require a width of 8 feet or larger shall be located in rear alleys or along the side or rear lot lines. Special permission to install utility easements in other locations may be requested by the utility companies and is subject to approval by the appropriate Design Review Body.
- E. **Special Consideration to Protect Protected Resources and other Natural Features:** Street layout and design shall give additional consideration to preserving protected resources and enabling natural areas to be protected or minimally disturbed. Where streets are built in areas that have protected resources or natural features, all utilities shall be placed within the street right-of-way and under the street in order to avoid additional destruction of the natural features.

7.2.5 STREET TREE PLANTING REQUIREMENTS

- A. **Planting Areas:** Planting strips and tree wells shall be established in accordance with the width and plantings designated in the appropriate Street Section of the Street Regulating Plan (7.2.1 and Appendix C).
- B. **Location and Number:** Street trees ~~should shall~~ be planted in the location and per the spacing specified for the corresponding street classification in Appendix C. However, ~~in specific cases where it is not practical due to due~~ the location of utilities or other site constraints, the Planning Commission may allow street trees ~~to may~~ be planted on private property adjacent to the right-of-way.
- C. **Tree Species:** Overstory and understory trees as prescribed in this section reference Appendix A.2 (Recommended Trees and Shrubs).
- D. **Minimum Tree Size:** At the time of planting, young trees should be 2.5 inch caliper, with the lower side of the crown a minimum of 6 feet above grade to avoid hazards to pedestrians.

7.3: STREET ENGINEERING STANDARDS

7.3.1 STREET DESIGN, CERTIFICATION, AND CONSTRUCTION SPECIFICATIONS

- A. **Design Drawings and Certification:** Professional engineers, registered in the state, shall prepare plans, profiles, cross sections, and specifications for all subdivision roads and streets. The engineers shall certify roads/streets are built to comply with the approved plans and specifications. Cross sections shall be developed every 100 feet at intersections and break points in grade. Cross sections shall show the complete rights-of-way including travel lanes, shoulders, ditches, curb and gutter, and sidewalks and utility locations, as applicable.
- B. **Construction Specifications for Paved Streets:** Street construction specifications for paved streets shall be in compliance with the South Carolina Department of Transportation Standards.

7.3.2 TRAFFIC IMPACT ANALYSIS

- A. **Applicability:** A "traffic impact analysis" (TIA) shall be required for any development that is shown — in the most recent Institute of Transportation Engineers (ITE) Trip Generation Manual or any alternative approved at the discretion of the Planning Commission or the TRC, or by the engineering department — to generate more than 50 trips during the peak hour on the adjacent street(s).
 - 1. A second phase, second subdivision, or addition that generates traffic beyond this threshold when taken as a whole shall also require a TIA, even though that development does not qualify on its own.
 - 2. A use shall not be changed without conducting a new TIA if the new use would generate traffic beyond the 50 trips during peak hour threshold above. The ~~administrator~~Planning Commission or TRC may waive this requirement in unusual circumstances.
 - 3. **Exception:** Development — except for Educational Facilities with greater than 100 students — on lots included in the Boundary Street Master Plan, adopted on August 28, 2006, and lots in the area bounded by Calhoun Street, Carteret Street, Bay Street, and Ribaut Road, and lots zoned Limited Industrial (LI), shall not be subject to the requirements of this section.
- B. **Traffic Access Management Analysis:** As part of the TIA process, the proposed development shall have an "access analysis" undertaken by the administrator to ensure that sufficient access to all proposed developments and subdivisions is achieved.
 - 1. The standards in the South Carolina Department of Transportation's "Access and Roadside Management Standards Manual" (a.k.a. ARMS Manual) shall serve as a guide for this analysis, which shall include identification of the following:
 - a. Access improvements that the applicant must install at his or her expense, such as deceleration lanes;
 - b. The location of any curb cuts based on, but not limited to, sight distances, existing roadway infrastructure, opposing driveways locations, and shared access;
 - c. Requirements for adequate driveway design, including, but not limited to, turning radius and stacking distance.
 - 2. The access requirements approved by the Planning Commission or the TRC~~administrator~~ shall be incorporated on development or subdivision plans prior to their approval.
 - 3. If an applicant is required to provide site-related traffic improvements, the cost of implementing such improvements shall be borne by the applicant, and no such costs shall be eligible for a credit or offset from any transportation impact fees unless specifically permitted by the Development Fee Procedures - Beaufort County Code of Ordinances, Chapter 82, Article VII or most recent version.
- C. **Traffic Impact Analysis Plan Preparation:**

1. The TIA shall be conducted by an engineer registered in South Carolina who is experienced in the conduct of traffic analysis.
2. Prior to beginning the TIA, the applicant shall supply the city with the following:
 - a. A written narrative describing the proposed land use(s), size, and projected opening date of the project and all subsequent phases.
 - b. A site location map showing surrounding development within a one-half mile of the property under development consideration.
 - c. A proposed site plan or preliminary subdivision plat illustrating access to public or private roads and connectivity to other contiguous developments.
3. Prior to beginning the TIA, the applicant shall receive, in writing, the parameters to be followed in the study, including the directional split of driveway traffic, trip distribution, background traffic growth rate, previously approved but not completed projects, and the intersections to be analyzed, along with any associated turning movement counts that are available or discussed and approved by the TRC.
4. To review the TIA, the Planning Commission and TRC will ~~utilize~~require current updated trip generation information, available information on land use, travel patterns, and traffic conditions, and shall consult with the SCDOT.

D. **Plan Contents:**

<u>Background information</u>	<u>Requirement</u>
<u>List of all nonexistent transportation improvements assumed in the analysis</u>	<u>Required</u>
<u>Map of site location, description of the parcel, general terrain features, and location within the jurisdiction and region.</u>	<u>Required</u>
<u>Description of geographic scope/ limits of study area.</u>	<u>Within half mile/2640 feet of site and any roadway on which 50 or more of the new peak hour vehicle trips generated by the proposal are distributed.</u> <u>At the discretion of the TRC or Planning Commission, a larger study area may be required.</u>

<u>Plan at an engineering scale of the existing and proposed site uses.</u>	<u>Required</u>
<u>Description and map or diagram of nearby uses, including parcel zoning.</u>	<u>Required</u>
<u>Description and map or diagram of existing roadways.</u>	<u>Required</u>
<u>Description and map or diagram of programmed improvements to roadways, intersections, and other transportation facilities within the study area.</u>	<u>Required</u>
<u>Analysis of Existing Conditions</u>	
<u>Collected daily and peak hour of the generator traffic volumes, tabulated and presented on diagrams with counts provided in an appendix.</u>	<u>Required</u>
<u>Analyses for intersections and roadways identified by SCDOT. Delay and Level of Service (LOS) are tabulated and LOS is presented on diagrams for each lane group.</u>	<u>Required</u>

<u>When the type of development proposed would indicate significant potential for walking, bike or transit trips either on - or off - site, analyses of pedestrian and bicycle facilities, and bus route or routes and segment or segments, tabulated and presented on diagrams, if facilities or routes exist.</u>	<u>Within half mile/2640 feet of site and any roadway on which 50 or more of the new peak hour vehicle trips generated by the proposal are distributed – At the discretion of the TRC or Planning Commission, a larger study area may be required.</u>
<u>Incorporation of all Traffic Impact Analysis studies and Trip Generation from approved developments or vested unbuilt developments within mile radius at time of proposal.</u>	<u>Required (submitted for any jurisdiction, including the Town of Port Royal, and County of Beaufort)</u>

<u>Speed Study</u>	<u>If requested by City</u>
<u>Crash history near site</u>	<u>If requested by City</u>
<u>Sight distance</u>	<u>If requested by City</u>
<u>Analysis of Future Conditions without Development</u>	
<u>Description of and justification for the method and assumptions used to forecast future traffic volumes.</u>	<u>Required</u>
<u>Analyses for intersections and roadways as identified by SCDOT. Delay and Level of Service (LOS) are tabulated and LOS is presented on diagrams for each lane group.</u>	<u>Required</u>
<u>When the type of development proposed would indicate significant potential for walking, bike or transit trips either on - or off - site, analyses of pedestrian and bicycle facilities, and bus route or routes and segment or segments tabulated and presented on diagrams, if facilities or routes exist or are planned.</u>	<u>Within half mile/2640 feet of site and any roadway on which 50 or more of the new peak hour vehicle trips generated by the proposal are distributed.</u> <u>At the discretion of the TRC or Planning Commission, a larger study area may be required.</u>
<u>Trip Generation</u>	
<u>Site trip generation, with tabulated data, broken out by analysis year for multi- phase developments, and including justification for deviations from ITE rates, if appropriate.</u>	<u>Required</u>
<u>Description and justification of internal capture reductions for mixed use developments and pass-by trip reductions, if appropriate, including table of calculations used.</u>	<u>Required</u>

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1. **Phased Developments:** All phases of a development are subject to review, and all traffic plans for the entire development shall be integrated with the overall traffic analysis. A TIA for a specific phase of development shall be applicable to the phase of development under immediate review. However, each phase of development shall expand and provide detailed analysis at the development plan stage beyond the estimates provided for at the concept plan or master plan stage.
 2. **Infrastructure Analysis:** The adequacy of the roads that the development will be accessed from shall be assessed in the TIA. Recommendations for improvements shall be made. The relative share of the capacity created shall be broken down as follows: development share, other developments' share, any existing overcapacity, and capacity available for future growth.
 3. **Required Elements of the TIA:**
 - a. A site plan or subdivision plat identifying accesses to and from existing or proposed streets and intersections, along with all opposing intersections across adjacent streets.
 - b. Description of the proposed development, including the type and intensity of proposed land use(s) including, but not limited to: the number of residential units by type, the number of existing and proposed lots, the type of proposed nonresidential development and the amount of such development measured by gross floor area or other appropriate unit of measurement, the general size and type of accessory development or facilities, and, for nonresidential development, adequate information to identify the appropriate land use category for trip generation.
 - c. Projected vehicular trips to and from the completed development during a.m. and p.m. peak hour — trip rates shall be taken from ITE Manual or alternatively, an applicant may elect to perform, at his own expense, a "trip generation study" which may be submitted as part of the traffic impact analysis plan. Such trip generation study shall be subject to the review and verification of the TRC and engineer. For proposed uses not specifically listed in the ITE Manual, and for which a trip generation study has not been performed, the designated engineer(s) shall determine the most appropriate trip generation rate. The TRC shall make the determination of the appropriate trip generation rate, from whatever the source. The percentage of pass-by trips, if used in the plan, shall be included, as well as the source of this information.
 - d. A written narrative setting forth the assumptions upon which any projection was made in developing the traffic impact analysis plan shall be included in the analysis. If the assumptions are derived from the ITE Manual, the materials shall be referenced and properly cited. If the assumptions are not from the ITE Manual, appropriate excerpts from other reliable transportation planning resources shall be included in the study, and reasons underlying the assumptions shall be stated in the narrative.
 - e. The TIA shall review access to the site. The adequacy of the entrance design shall be ~~evaluated~~evaluated, and recommendations made on acceleration and deceleration lanes, left-turn lanes, or signalizations shall be part of the TIA. Educational facilities shall include

pick-up and drop-off plans and analysis of the impact on the surrounding streets and intersections.

- f. The TIA shall review the number and types of curb cuts that are permitted. In particular, the TIA shall assess the connection of the property to adjoining properties. Where the use, scale of development, or size of adjoining properties is such that trips would be anticipated between the proposed use and the other properties, the TIA shall make recommendation on interconnections. The TIA shall recommend interconnections to provide a smooth flow of traffic between uses along arterials and collector roads to ensure that as much traffic as possible uses secondary roads, rather than major roads, for short trips.
 - g. The TIA shall be based on intersection analysis procedures for signalized intersections as identified in the most current edition transportation research board's highway capacity manual, and/or the last update that analyses and emulates these procedures by means of computer software, if available. The results of any required analysis/computer analysis shall, at a minimum, indicate compliance or variance from the Traffic Goals (Section 7.3.3 M).
 - h. The intersections that must be analyzed in the study are identified as:
 - i. Any intersection that serves as a development's point of access. This will include intersections of public and/or private roads with major arterials, and driveways offering direct access.
 - ii. The first major intersection as identified by the city engineer on both side of the development's point of access.
 - iii. Other intersections on major arterials if development generates more than 50 a.m. or p.m. peak hour trips to that intersection, or if the intersection's level of service or demand is significantly impacted by site related traffic.
 - iv. Unsignalized intersections and access drives — these shall be considered if development impacts are anticipated. The plan must include the results of an analysis of the operating conditions of critical intersections and/or all intersections identified in the concept plan. The analysis shall reflect the projected condition of these intersections and movements, based on the scheduled opening date of the development. Other phases of the development, if they can be reasonably determined, shall be considered as well.
- E. **Mitigation Plan Required:** If the initial analysis indicates that the city's adopted Traffic Service Level Goals (Section 7.3.2 M.) will be not be met, a mitigation plan must be prepared, based on additional analysis. The mitigation plan must show how the city's Traffic Service Level Goals are addressed as mitigated. Applicants will be responsible for mitigating the traffic impacts at any intersection affected by a proposed development.
- 1. If a traffic signal is recommended, the TIA shall provide information that:
 - a. Clearly indicates the need for a traffic signal.

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- b. Assesses the ability of other existing, planned, or proposed public roads to accommodate the new traffic at a location other than the main highway in the vicinity of the proposed development.
 - c. Describes in detail how a specific development will affect the study area transportation system.
 - d. Provides documentation of appropriate South Carolina Manual of Uniform Traffic Control Devices signal warrant satisfaction.
 - e. Gives design geometry of the private road that is consistent with that of public road intersections, including curbs, appropriate lane widths, pavement markings, and vertical alignment. Other roadway factors to be considered include, but are not limited to, speed, type of highway, grades, sight distance, existing level of service, conflicting accesses, and the effect of future traffic signal systems.
 - f. Provides an approach-throat length for the road to ensure the movement of vehicles entering the site will not be impeded by conditions within the development, and ensure that all signal-spacing requirements are adequately met.
 2. The desirable spacing of signalized intersections on principal arterials is the SCDOT, county, or city standards. The TRC may recommend to SCDOT the installation of a traffic signal at locations where, using SCDOT standards, spacing is inappropriate due to topography, existing or proposed road layout, documented accident history, unique physical constraints, existing or proposed land use patterns, or requirements to achieve specific objectives for highway segment designations, as shown in any locally adopted land use or transportation plan, approved city or county transportation plan, or approved transportation policy.
 3. Signal spacing concerns may be ameliorated in the following ways:
 - a. A proposed private road that may otherwise be considered for the installation of a traffic signal may be replaced by an on-site route or a frontage road that directs traffic to or from a nearby public road.
 - b. A private road that is being considered for traffic signal installation may be required to connect to the existing or planned local road system to allow uses of surrounding properties.
 - c. An existing or proposed intersection may be relocated.
 - d. A shared private road may be required to serve the needs of the multiple properties.
 4. A traffic signal progression analysis is required if the proposed location is closer than the SCDOT standards, given the presence of existing signals or the possible existence of identified future signals proposed as part of a highway signal system. A traffic signal progression analysis for all new, revised, or planned traffic signal systems on state highways shall be performed using methods, models, computer software, data sources, roadway segment length, and assumptions approved by the TRC. The roadway segment, analyzed to the extent possible, shall include all traffic signals in the existing or future traffic signal system. The progression analysis shall:

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- a. Demonstrate acceptable existing and future traffic signal systems operation that may include the morning peak, evening peak, midday period, and other appropriate time period during any day of the week, adjusted for peak season, for cycle lengths and travel speeds approved by the TRC.
 - b. Provide for a progressed traffic band speed no more than 5 mph (8 km/h) below the existing posted speed for both directions of travel during the off-peak periods, nor more than 10 mph (16 km/h) below the existing posted speed during peak periods. Approval by the TRC is required where speeds deviate more than the above.
 - c. Demonstrate that sufficient vehicle storage is available at all locations within the traffic signal system without encroaching on the functional boundaries of adjacent lanes and signalized intersections. The functional boundary of an intersection shall be determined in discussion with the TRC, based on existing or projected conditions.
 - d. Provide a common cycle length with adequate pedestrian crossing times at all signalized intersections.
 - e. Provide a progression bandwidth as large as that required, or as presently exists, for through traffic on the federal or state highway at the most critical intersection within the roadway segment. The most critical intersection is the intersection carrying the highest through volume per lane.
5. The traffic signal progression analysis shall be supplemented by a traffic engineering report that also considers highway capacity and safety of the roadway segment under consideration. Traffic volumes, intersection geometry, and lane balance, considered at all locations, shall be appropriate for the present and identified future conditions, which are usually considered to include the year of completion, and 5 years into the future.
- F. **Summary:** A clear and concise summary of recommended improvements that can serve as an executive summary is required.
- G. **TIA Review:** The TRC shall review all TIAs as part of the applicable Design Review phase —~~see Section 9.8 and 9.9 for appropriate process~~. Final TIAs shall be approved prior to the applicant submitting a Project Permit application (Section 9.5).
- H. **Application:** A TIA shall be submitted to the TRC. Coordination with other entities in the county government or South Carolina Department of Transportation (SCDOT) shall be the responsibility of the city.
- I. **Completeness:** The ~~Planning Commission and/or TRC~~TRC shall determine whether a TIA is complete. Thorough and complete TIAs are the responsibility of the applicant. Failure by the applicant to provide a complete TIA may result in review delays for their plat or plan.
- J. **Action on TIA:** The TRC must first approve the TIA in regard to completeness and accuracy. Following review of the required impact analysis plan, TRC shall recommend ~~to the Planning Commission~~ action as follows:
1. Approval of the TIA as submitted;

- 2. Approval of the TIA with conditions or modifications as part of the development review and approval process. An acceptable TIA with traffic mitigation measures may include the reduction of the density or intensity of the proposed development, phasing of the proposed development to coincide with state and/or county-programmed transportation improvements, applicant-provided transportation improvements, fees in lieu of construction, or any other reasonable measures to ensure that the adopted traffic service-level goals are met. If mitigation is required, it shall be required as a condition of any approval from the city.
- K. **Timing of Implementation:** If a traffic mitigation program is part of an approved TIA, the developer may be required to place a performance bond on all traffic mitigation improvements required as a result of his project. This requirement may arise if the timing of the improvements needs to be synchronized with other scheduled improvements anticipated for the area.
- L. **Responsibility for Costs of Improvements:** The costs of implementation of an approved mitigation program shall be the responsibility of the applicant. No certificates of zoning compliance or building permits shall be issued unless provisions of the TIA are met.
- M. **Traffic Service Level Goals:** The average stop time delay in seconds per vehicle for each intersection determined to be critical to the TIA for the proposed development shall be compared to the city's ~~adopted~~ traffic service level goal of "D" for the average delay for all vehicles at any signalized intersection during the a.m. and p.m. peak hours.

7.4: COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACE

7.4.1 PURPOSE AND INTENT

- A. **Intent:** Community Green Space and Community Open Space is intended for the use and enjoyment of a development's residents, employees, or users. These spaces serve to preserve natural areas, ensure access to open areas and recreation, reduce the heat island effect, enhance stormwater quality, and provide community health benefits. Community Green Space and Community Open Spaces are not, by definition, required to be deeded to be granted via easement to any public entity or municipality. See Section 7.4.5 for ownership information.
- B. **Purpose:** The purpose of this section is to provide a set of Community Green Space and Community Open Space types and their associated standards to use within all districts. Community Green Space and Community Open Space types in this section are distinct from those areas that are environmentally sensitive and must be otherwise protected as regulated through Article 8 (Environmental Protection.)
- C. **Applicability:** See Section 7.1.2.

D. Community Green Space Definition: an area of grass, trees, parks, trails or multi-use pathways, or other vegetation set apart for recreational or aesthetic purposes in a development. It can be privately or publicly owned.

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E. Community Open Space Definition: Open space is land or water that is undeveloped and not used for residential, commercial, industrial, or institutional purposes. It can be privately or publicly owned, and can include areas like forests, farms, parks, and coastal lands.

7.4.2 COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACE REQUIREMENT

A. **Minimum Requirements:** Development in all districts shall preserve the minimum amounts of Community Green Space and Open Space as identified below:

OPEN/CIVIC SPACE REQUIREMENT											Formatted Table
SIZE	T1	T3-S	T3-N	T4-HN	T4-N	T5-DC	T5-UC	RMX	IC	LI	MHP
Less 3- than 10 acres ③	no 50% minimum	20%	15%	Exempt	10%	exempt	10%	10%	15%	←	Formatted Table
10 acres—15 acres	50%	20%	15%	exempt	10%	exempt	exempt 10%	exempt 5%	exempt 20%	exempt	10%
15 acres—40 acres	50%	20%	15%	n/a	10%	exempt	exempt 15%	exempt 20%	exempt 20%	exempt	10%
Greater than 40 acres	50%	25%	20%	n/a	5-20%	exempt	exempt 20%	exempt 25%	exempt 25%	exempt	10%

¹ Each Manufactured Home Park shall have a minimum total area of 2,500 square feet set aside for common recreational open space, or at least 100 square feet of space for each mobile home lot, whichever is greater.
² Specific to TND Overlay Projects: The open space requirement may be calculated comprehensively or by specific Transect zones. The requirements of 2.8.3.G.2.c must be met in addition to the requirements of this table.
³ For properties less than 3 acres, community green space and community open space shall be at the discretion of the approving authority (i.e.) Codes Administrator or Planning Commission.

B. **Areas to be Included in Community Green Space and Community Open Space Calculations:** The features and areas identified in Section 7.4.3 shall be credited towards the open space requirements for the purposes of complying with this article.

C. **Areas not to be Included in Community Green Space and Community Open Space Calculations:** The following areas shall not be counted toward open space requirements:

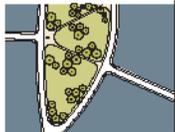
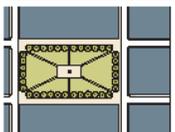
1. Private yards which are not subject to an open space or conservation easement.
2. Public road rights-of-way or private street easements, including sidewalks located within those rights-of-way or easements.

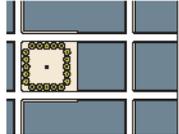
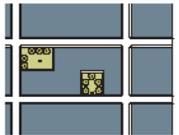
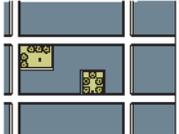
3. Open parking areas and driveways for dwellings.
4. Land covered by structures not designated for active recreational uses.
5. Designated outdoor storage areas.

7.4.3 COMMUNITY GREEN SPACE AND **COMMUNITY** OPEN SPACE TYPES

The majority of Community Green Space and **Community** Open Space shall conform to one of the 8 types in the table below. If 75% or more of the types listed below is utilized for required open space, a 20% increase in number of dwelling units is permitted.

CIVIC/ OPEN SPACE TYPE	DIAGRAM	DESCRIPTION	PERMITTED DISTRICTS	SERVICE AREA/ SIZE	CHARACTER	TYPICAL FACILITIES
Regional Park/Natural Preserve		A natural preserve that is available for unstructured recreation. It may contain small civic buildings and areas of structured activity, but is primarily left natural. These areas may include forests as well as wetlands and regional retention areas if they are treated as amenities (e.g. Port Royal's Cypress Wetlands).	T1	Regional Min: 200 acres* Max: None *Natural preserves with no structured activity have no minimum size.	Frontage: Independent Disposition: Natural, formal or informal	Passive and active recreation, drinking fountains, Community facility < 7,500 gross square feet, paths and trails
Sport Complex		An open space that consolidates heavily programmed	T1, IC, RMX	Regional Min: 25 acres Max: None	Frontage: Independent Disposition: Formal or informal	Passive and active recreation, drinking fountains,

		athletic fields and associated facilities.				community facility < 7,500 gross square feet, paths and trails
Community Park		An open space that is available for unstructured recreation and a limited amount of structured recreation. It may contain a limited amount of athletic fields.	T3, T4, <u>T5</u> , RMX, IC	Multiple Neighborhoods Min: 8 acres Max: None	Frontage: Independent Disposition: Informal	Passive and active recreation, drinking fountains, community facility < 5,000 gross square feet, paths and trails
Greenway		A linear open space that may follow natural corridors, a greenway provides unstructured and limited amounts of structured recreation.	T1, T3, T4, T5, RMX, IC	Multiple Neighborhoods Min: 8 acres or 1 mile Max: None	Frontage: Independent or building Disposition: Natural or informal	Passive and active recreation, drinking fountains, community facility < 5,000 gross square feet, paths and trails
Square/Green		An open space that is available for civic purposes, unstructured, and limited amounts of structured recreation. It can be located along waterfronts.	<u>T3</u> , T4, T5, RMX, IC	Neighborhood Min: 0.5 acres Max: 5 acres	Frontage: Building Disposition: Formal	Passive and active (unstructured or structured) recreation, accessory structure, drinking fountains, community facility < 5,000 gross square feet,

						paths and trails
Plaza		A formal open space available for civic purposes and commercial activities, a plaza is typically hardscaped and can be located along waterfronts.	T4, T5, RMX, IC	Neighborhood Min: 0.5 acres Max: 2.5 acres	Frontage: Building Disposition: Formal	Passive recreation, accessory structure, drinking fountains, paths and trails
Pocket Park/Pocket Plaza		An open space that is available for informal activities in close proximity to neighborhood residences. Pocket plazas are usually paved.	T3, T4, T5, IC, RMX	Neighborhood Min: 4,000 square feet Max: 0.5 acre	Frontage: Building Disposition: Formal or informal	Passive recreation, accessory structure, drinking fountains, paths and trails
Playground		An open space designed and equipped for the recreation of children. A playground may be fenced and may include an open shelter. Playgrounds may be included within other civic spaces.	T3, T4, T5, IC, RMX	Neighborhood Min: None Max: None	Frontage: Independent or building Disposition: Formal or informal	Accessory structure, drinking fountains, paths and trails

Notes:

- 1. The illustration and description of each civic space type is illustrative in nature and not regulatory.*
- 2. The Permitted Districts may be modified per a plan if the project is utilizing the Traditional Neighborhood Development Floating Overlay District (Section 2.8.3).*

The following provisions apply to the 8 Community Green Space and [Community](#) Open Space Types listed in the table:

- A. **Playgrounds and Community Gardens:** These may be incorporated into any of the other Community Green Space and [Community](#) Open Space types - except Natural Preserve - or may stand alone.
- B. **Waterfront:** When Community Green Space and [Community](#) Open Space is required, per Section 7.4.2, developments that contain waterfront access should include some type of common access to at least 25% of the waterfront. This counts towards the Community Green Space and [Community](#) Open Space requirement. When open space is required, for every 10% of the waterfront that is allocated for public access, a 5% increase in number of dwelling units shall be permitted, up to a maximum of a 20% increase.
- C. **Illustrative Standards:** The columns titled "Diagram," "Description," and "Typical Facilities" of the table of Community Green Space and [Community](#) Open Space Types are illustrative only.
- D. **Regulatory Standards:** The following elements shall be regulatory:
 1. **Service Area:** Describes how the space relates to the city as a whole and the area that will be served by the Community Green Space and [Community](#) Open Space.
 2. **Size:** The permitted size for each Community Green Space and [Community](#) Open Space.
 3. **Frontage:** The relationship along property lines of a Community Green Space and [Community](#) Open Space to adjacent buildings or lots.
 - a. **Building:** Community Green Space and [Community](#) Open Spaces that are listed as having a "building" frontage shall have the fronts of buildings, either attached to the park or across a street, facing onto the space for a minimum of 75% of the perimeter.
 - b. **Independent:** Community Green Space and [Community](#) Open Spaces that are listed as having an "independent" frontage shall have the fronts of buildings, either attached to the park or across a street, facing onto the space to the maximum extent possible, but may have the side or rear of a building or lot front onto the space. The side or rear of a building or lot fronting onto the Community Green Space and [Community](#) Open Space shall be designed with a secondary frontage and entrance along the space.
 4. **Disposition:** The character of the design of the Community Green Space and [Community](#) Open Space.
 - a. **Natural:** Civic spaces with natural character are designed in a natural manner with no formal arrangement of elements.
 - b. **Formal:** Civic spaces with a formal character have a more rigid layout that follows geometric forms and have trees and other elements arranged in formal patterns.
 - c. **Informal:** Civic spaces with an informal character have a mix of formal and natural characteristics.
 5. **Food Production:** Community Gardens and other Community Green Space and [Community](#) Open Spaces may be used to grow food. See Section 8.4.3 for specifications and requirements.

7.4.4 DESIGN OF COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACES

- A. **Design Standards for Community Green Space and Community Open Space:** Land used as Community Green Space and Open Space shall meet the following design standards:
1. **Location:**
 - a. Where relevant and appropriate, the land shall be located so as to be readily accessible and usable by residents and users of the development. To the maximum extent practicable, a portion of the open space shall provide focal points for the development.
 - b. Common space set aside for children's play areas and other recreational activities shall be clearly visible from the dwelling units on the site.
 - c. The land shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge any open areas, trails, parks, or other open space resources that exist or are planned within or adjacent to the development.
 2. **Provision in Multi-Phase Developments:** In multi-phase developments, open space Manuals may be calculated either by phases, or by collectively looking at the development as a whole.
- B. **Accessory Structure Standards:** All accessory structures within parks and open spaces — including, but not limited to, restrooms, open-air pavilions, gazebos, picnic shelters, and outdoor theaters — shall not be subject to the physical requirements of the building form or siting standards in Article 2 (Map and Districts). They shall be designed to be consistent with the character of the district in which they are located. Such consistency may require accessory structures to maintain building setbacks, frontage, massing, disposition, and character similar to adjacent development as determined by the administrator.

7.4.5 OWNERSHIP AND MAINTENANCE OF COMMUNITY GREEN SPACE AND COMMUNITY OPEN SPACE

- A. Open space areas or other community facilities shall be preserved and maintained in accordance with the approved:
1. Development Design, in accordance with Section 9.8;
 2. Special Exception, in accordance with Section 9.13; or
 3. Subdivision, in accordance with Section 9.9, whichever is appropriate.
- B. Provision must be made by the property owner to ensure preservation and long term maintenance and management of Community Green Space and Community Open Spaces through one of the following mechanisms:
1. Conveyance of the land to a property owners' or homeowners' association that holds the land in common ownership and will be responsible for managing and maintaining it for its intended purposes.
 2. Conveyance of the land to a third-party beneficiary, such as a nonprofit environmental or civic organization, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land for its intended purpose.
 3. Dedication of the land to the city or other appropriate public agency that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land for its intended purposes.

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- C. All methods utilizing private ownership shall require deed restrictions, covenants, or other legal instruments that ensure continued use of the land and facilities for their intended uses, and provide for the continued and effective management, operation, and maintenance of the land and facilities.
 - D. Failure to maintain Community Green Space and Community Open Space areas or other community facilities shall be a violation of this Code subject to the remedies and penalties in Article 12 (Violations and Enforcement).
 - E. If the owner of an Community Green Space and /or Community Open Space fails to maintain it in reasonable condition, and in accordance with approved plans, and fails to correct deficiencies cited by the city, the city shall have the authority to correct the deficiencies per the City's Code of Ordinances at the owners expense, Section 6-2003 (or equivalent Health and Sanitation section of any updated Code of Ordinances).

7.5: SUBDIVISION AND SITE PLAN STANDARDS

7.5.1 General provisions

The provisions of this Section shall apply to any and all subdivision of land, or site plan within the municipal boundaries of the City, unless expressly and specifically exempted or provided otherwise in this Code. No development shall be undertaken without prior approval or authorization pursuant to the terms of this Code. All development shall comply with the applicable terms, conditions, requirements, standards and procedures established in this Section and the Code. The submittal of an application for approval pursuant to the provisions of these Subdivision Regulations constitutes consent to, and agreement to comply with all of its applicable provisions.

This Section establishes procedural and substantive rules for obtaining the necessary approval to develop land and construct buildings and structures. Development applications will be reviewed for compliance with the City's Comprehensive Plan, Civic Master Plan, Beaufort Preservation Manual, and this Code.

Scheduling of the review of development applications before Staff, TRC, the Planning Commission or City Council is at the discretion of the City. Any change to a development application by an Applicant after formal submittal of that application to the City constitutes a decision by the Applicant that may result in the City deciding to vacate the Hearing and/or void the pending application. The City may then reschedule or cancel the review of the development application at its discretion.

Prior to formal submittal of any subdivision application identified in this Section, the Planning Department will typically provide to an applicant an individualized submittal checklist indicating the documents and information needed, quantities of those documents to be submitted, and the referral agencies that will be involved in the review process. The applicants are responsible for being fully familiar with all applicable provisions of these Subdivision Regulations. Upon determination by staff that a submittal constitutes a complete development application, the City will forward the packets to each referral agency.

7.5.2 Subdivision types and process outlines

Methods of land subdivision. There are two ways to subdivide land based on the magnitude of scale: Minor Subdivision and Major Subdivision.

A. Minor Subdivisions.

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Definition. A Minor Subdivision is a subdivision, or amendment to a subdivision, which has been previously platted, includes no additional public right-of-way dedication, and includes one or more of the following:

1. The boundaries of six or fewer lots are created from one parent tract or lot, no further subdivisions shall be allowed from any lot created or the parent tract;
2. Any lot line adjustment;
3. A consolidation of multiple lots into one when a new street or street change is not involved.

B. Major Subdivisions.

Definition. A Major Subdivision is a subdivision which includes one or more of the following:

1. Dedication of public right-of-way, public infrastructure or other public tracts, or a private road; or
2. The subdivision consists of ~~five~~ seven six or more lots or tracts.
3. The creation of lots on property that has never previously been platted.

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7.5.3 Sketch Plan

A. Sketch Plan purpose. The Sketch Plan is a conceptual design of the development submitted with a major subdivision application, that depicts what the applicant envisions for the overall development, including zoning, transportation, pedestrian network, parks, tree canopy, open space, and other amenities. The purpose is to allow the Applicant, the Planning Commission, and the Community the opportunity to discuss the conceptual subdivision before it goes through the major subdivision platting process.

B. Requirements. A Sketch Plan is a community meeting for all major subdivisions. Major proposed changes to any approved preliminary plat, may require a new Sketch Plan approval if the Code Administrator determines the changes are significantly different from the sketch plan discussed at the public meeting. The Sketch Plan shall consist of the following elements:

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1. Road plan: The applicant shall provide a preliminary traffic plan that addresses the following elements:

- i. The proposed street network and connectivity to the existing road network, including all proposed access points.
- ii. The location and layout of all arterial and collector roads within the development.
- iii. A current preliminary traffic impact study prepared by a licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.

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2. Open space plan: The applicant shall provide a preliminary open space plan that depicts compliance with Section 7.4 of this code, with the following elements:

- i. Proposed open space distribution and location, including percentage of open space.
- ii. Compliance with 7.4.2 Open space/park requirements.
- iii. Required buffer areas as per Section 5.5.1.
- iv. Wetland areas and OCRM setbacks if applicable.
- v. Proposed park locations, acreage, and types of parks as per Section 7.4.

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3. Pedestrian network:

- i. Location of all trails within development, and connection to existing trail network.
- ii. Connectivity of sidewalks to the existing pedestrian system, including any off-site sidewalk improvements. This includes planning for a one-quarter mile pedestrian shed.
- iii. Depiction of any bike lanes or any other multi-modal features.

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4. Zoning/Design:

- i. The location of zoning boundaries shall be provided with the application and depicted on the Sketch Plan.
- ii. The plan should show how the zoning is harmonious with the surrounding area, and within the property itself.
- iii. Conceptual building design and massing.

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5. Overall utility plan:

- i. A letter from the appropriate utility, confirming the existing capacity of the surrounding utility system, and the future capacity of the utility system for the proposal. Utility plans for the interior of the development (such as water and sewer service lines) are not required as part of this process.
- ii. Proposed connections to the existing utility system.

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C. Sketch Plan application submittal. The applicant shall submit a complete Sketch Plan application package to the City. The application package shall include the following items:

1. Development application form, fee.
2. Title commitment. The title commitment must be dated no more than 90 days from the date of Sketch Plan application submittal.
3. Title of project.
4. North arrow, scale (not greater than one inch equals 200 feet) and date of preparation.
5. Vicinity map.
6. Legal description.
7. Acreage of property; acreage in each zoning district; acreage in parks; acreage in open space.
8. USGS topographic contours.
9. Location and approximate acreage of proposed land uses.
10. Existing easements and rights-of-way on or adjacent to the property
11. Existing streets on or adjacent to the property (show and label street name).
12. Note or table indicating how public dedication requirements will be met.
13. Table providing the following information for each proposed land use area: total acreage; proposed density proposed number of dwelling units and or commercial buildings.
14. Location and acreage of proposed open space and parks as per Section 7.4., trails, regional trail connections, playgrounds, schools or other public uses.
15. Proposed street system depicting the location and layout of all arterial and collector roads within the development.
16. A preliminary traffic study prepared by a licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.
17. Floodplain boundary with a note regarding the source of information (if a floodplain does not exist on the property, this must be stated).
18. Zoning on adjoining properties.
19. A letter from the appropriate utility, confirming the existing capacity of the surrounding utility system, and the future capacity of the utility system for the proposal. Utility plans for the interior of the development (such as water and sewer service lines) are not required as part of this process Utility Plans for the interior of the development (such as water and sewer service lines) are not required as part of this process.
20. Proposed connections to the existing utility system.
21. The location of any proposed or required lift stations.
22. Design rationale — description of how the development is integrated with surrounding area, how it responds to site features/constraints and how it is consistent with this Code.
23. General description of plan for drainage and storm water management, including any regional drainage solutions.

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24. Description of how the proposed development complies with the City Comprehensive Plan.

D. Application certification of completion. Within 30 days, staff shall either certify the application is complete and in compliance with all submittal requirements or reject it as incomplete and notify the applicant of any deficiencies. Applicant shall then correct any deficiencies in the application package and re-submit the application to the City.

E. Sketch Plan Process.

1. Planning Commission Meeting. The Planning Commission shall hold a public meeting to discuss the Sketch Plan.
2. Notice to neighboring property owners. The City shall send notice of the Planning Commission meeting by regular mail to neighboring property owners within 500 feet of the property per this Code.

F. Sketch Plan review criteria. The Planning Commission shall use the following criteria in addition to other applicable provisions of this Code to evaluate the applicant's application:

1. The land use mix within the project conforms to Beaufort's Zoning District Map and Comprehensive Plan Preferred Land Use Map and furthers the goals and policies of the Comprehensive Plan.
2. The Sketch Plan represents a functional system of land use and is consistent with the rationale and criteria set forth in this Chapter, the City's Comprehensive Plan, and the Civic Master Plan as amended.
3. The preliminary traffic, open space, park, utility, and pedestrian design is adequate and functional given the existing and planned capacities of each system, and meets the standards found in this Code.
4. The conceptual design and massing proposed is consistent with the requirements of the Development Code.

G. Timeframe related to approval of Sketch Plan. A Sketch Plan is in full force and effect for a period of 12 months from date of Planning Commission action.

H. Minor amendments. Minor amendments to the Sketch Plan may be approved administratively under the following conditions:

1. Does not change any land use, or location of any land use.
2. Does not change the number of lots or density by more than ten percent.
3. Does not contain significant changes in arterial or collector street alignment and/or access points, or other major public elements such as drainage improvements, utility lines or facilities.

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4. Does not change any measurable standard (other than above), such as open space, or park area, by more than ten percent.

7.5.4 Preliminary Plat

A. **Preliminary Plat purpose.** The purpose of the preliminary plat is to provide the City with an overall plat and the associated preliminary engineering for the proposed development.

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B. **Preliminary Plat application process.**

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1. **Pre-application conference.** A pre-application conference/TRC with the City is required before the applicant may submit a preliminary plat application. Topics to be discussed will include:

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- a. The provisions of this Code and the applicable requirements;
- b. The application and review process;
- c. Submittal requirements; and
- d. Changes or modifications based on direction from the Planning Commission at Sketch Plan approval.

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2. **Preliminary Plat application submittal.** Following approval or conditional approval of the sketch plan the applicant may submit the complete preliminary plat application to the City. The preliminary plat application package shall be formatted and packaged per the application submittal checklist provided by the City and include the following items in both printed and electronic formats:

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- a. Development application form.
- b. Application fee.
- c. Title commitment. The title commitment must be current and dated no more than 120 days from the date of preliminary plat application submittal.
- d. The preliminary plat shall provide the following information:

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- i. Title of project.
- ii. North arrow, scale (not greater than one inch equals 100 feet) and date of preparation.
- iii. Vicinity map.
- iv. Names and addresses of owners, applicant, engineers and surveyors.
- v. Legal description.
- vi. Total acreage of property.
- vii. Existing contours at two-foot intervals (based on USGS datum).
- viii. Name and location of abutting subdivisions or owners of abutting property (if land is not platted)

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- ix. Lots, blocks, and street layout (with cross-sections), dimensions and square footage for each lot. Dimensions and square footages may be rounded to the nearest whole number.
- x. Consecutive numbering of all lots and blocks.
- xi. Existing and proposed easements (including rights-of-way) on and adjacent to the property.
- xii. Existing and proposed zoning on and adjacent to property.
- xiii. Approximate location and size of existing sewer lines, water lines and fire hydrants. Approximate location of proposed sewer lines, water lines, and fire hydrants with a letter from BJWSA and the Fire Marshall.
- xiv. Location by field survey or aerial photography of existing and proposed water courses and bodies of water such as irrigation ditches and lakes. Water courses shall include direction of flow.
- xv. Tree Survey and with Existing Tree Canopy Survey.
- xvi. Floodplain boundary with a note regarding source of information (if a floodplain does not exist on the property, state this on the plan).
- xvii. The boundaries of proposed phases of the subdivision if the final plat is intended to be submitted in multiple phases.
- xviii. General location of existing surface improvements such as buildings, fences, or other structures which will remain on the property as part of the subdivision.
- xix. Location and acreage of proposed parks, trails, playgrounds, schools or other public uses.
- xx. Location, function, ownership and manner of maintenance of any private open space.
- xxi. Land use table including land uses, approximate acreage of each land use type, percentage of each land use type density (net and gross) and how public dedication requirement will be met.
- xxii. Total number of lots.
- xxiii. Number of each type of dwelling unit proposed.
- xxiv. An AutoCad drawing file of the Preliminary Plat in a format specified by the City Engineer or Codes Administrator.
- xxv. Surveyor's certificate.
- xxvi. Traffic impact analysis (if applicable) as per the requirements found in this development code.

3. Preliminary Plat drawing standards. The preliminary plat drawing shall comply with the following standards:

- i. The preliminary plat shall be prepared by or under the direct supervision of a registered land surveyor, shall be signed and stamped by said surveyor, and shall meet applicable State of South Carolina requirements.

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- ii. Except for parcels separated by easements (including public rights-of-way), public tracts, or railroads, parcels not contiguous with each other shall not be included in one plat, nor shall more than one plat be made on the same sheet. Contiguous parcels owned by different parties may be included on one plat, provided that all owners join in the dedication and acknowledgment.
- iii. Lengths on the preliminary plat boundary shall be shown to the nearest hundredth of a foot and bearings shall be shown in degrees, minutes and seconds.
- iv. Bearings, distances and curve data of all perimeter boundary lines shall be indicated outside the boundary line, not inside, with the lot dimensions.
- v. Names and signatures of all owners of equitable interest in the property shall be on the preliminary plat and shall be made in black drawing ink.

4. General development information. A written description of the existing conditions on the site and the proposed development, including the following items:

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5. Explanation of how the plat is consistent with this Code, the Comprehensive Plan, the Civic Master Plan, and the Sketch Plan.

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6. Preliminary grading and drainage plan and report. This plan and report must be certified by a South Carolina registered professional engineer or Land Surveyor and include approximate earthwork quantities (how earthwork on the site is "balanced"), storm drainage concepts such as locations of pipe and other conveyance facilities, locations for on-site detention or downstream structural improvements, and soil erosion and sedimentation control plans and specifications. It must also discuss the impacts on and to any existing floodways and/or floodplains both on and adjacent to the site as well as any FEMA applications or approvals that may be required.

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7. Preliminary water and sewer plan and study. This plan shall be prepared by a registered professional engineer. It is necessary that the engineer consult with the appropriate utility service providers regarding the design of all utilities through the subdivision.

8. Preliminary landscape and open space plan. The landscape plan must address the treatment of all exterior spaces. Landscape plans are to be designed to meet the requirements of this Code and show approximate locations of trees, shrubs, groundcovers, turf, buffering, fences, walls and other site amenities that will be included in the plan.

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9. Traffic study. A TIA with requirements consistent with Section 7.3.2. This study must be prepared by a professional traffic engineer and identify the projected impacts to the local and regional traffic system. The direct roadway impacts and proposed share in the cost of regional improvements and intersections must be identified for the project.

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10. Archaeological Impact Assessment. An applicant may be required to provide the City as per Section 8.4 with a CHS records listing historically or archaeologically significant findings on the property being subdivided at their expense.

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11. General ecological resource survey. Prepared by a qualified biologist, geologist, ecologist, or similar qualified professional, a survey identifying the potential/absence/habitat of a threatened or endangered species and wetlands or other ecologically sensitive area. Said survey shall make practical recommendations regarding treatment or mitigation of the findings.

12. Conceptual Design: Applicant should provide conceptual design and massing examples, (i.e. conceptual elevations, but not required for each individual lot) consistent with the requirements of the Development Code

A. City Planning Commission Hearing. The Planning Commission shall hold a public hearing to approve, approve with conditions or deny the Preliminary Plat.

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1. Notice to neighboring property owners. The City shall send notice of the Planning Commission meeting by regular mail to neighboring property owners within 500 feet of the property per this Code.

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2. Approval. The Planning Commission shall review and act on the Preliminary Plat. The Planning Commission shall approve, approve with conditions, or deny the Preliminary Plat based on the review criteria below.

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Preliminary Plat review criteria. In addition to all provisions of this Code, the Planning Commission shall use the following criteria to evaluate the applicant's request:

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i. The Preliminary Plat represents a functional system of land use and is consistent with the rationale and criteria set forth in this Code.

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ii. The land use mix within the project conforms to the City's Development Code and complies with the Comprehensive Plan and Civic Master Plan.

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iii. The utility and transportation design are adequate, given existing and planned capacities of those systems.

v. Lot layout, including structure location and design of each lot.

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E. **Phasing.** The preliminary plat shall designate the boundaries of phases for which separate final plats will be presented for approval. Each phase, either alone or in conjunction with previously approved and recorded phases, must meet all of the requirements of this Code.

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F. **Early grading.** After approval of a Preliminary Plat, Applicant may proceed with preliminary grading of the project area if a construction plan set for grading and drainage is approved and memo authorizing grading work is issued by the City Engineer or Codes Administrator. Early grading and storage of construction related equipment is at the risk of the Applicant and no presumption of any Final Plat approval at the Planning Commission is expressed or implied by any authorization of early grading.

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G. **Timeframe related to approval of Preliminary Plat.** A preliminary plat is in full force and effect for a period of two years from date of approval. Approval will automatically expire at the end of two years unless an applicant formally requests an 18 month extension from the Planning Commission prior to termination or submits a completed final plat application for all or a portion of the property.

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7.5.5 Final Plat

A. **Final Plat purpose.** The purpose of the final plat is to complete the subdivision of land consistent with the technical standards of the City of Beaufort.

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B. **Final Plat application process.**

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1. **Final Plat application submittal.** The final plat application shall substantially conform to the preliminary plat as approved at the public hearing and shall meet all conditions of approval. The applicant shall submit the completed final plat application package to the City. The final plat application shall be formatted and packaged per the application submittal checklist provided by the City and include:

- i. **Development application form.**
- ii. **Application fee.**
- iii. **Title commitment. An updated title commitment, dated no more than 120 days from the date of final plat application submittal.**

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2. **Final Plat Standards:** The final plat drawing shall comply with the following standards:

- i. **All requirements of Section 7.5.4.**
- ii. **The plat shall be prepared by or under the direct supervision of a registered land surveyor, shall be signed and stamped by said surveyor, and shall meet applicable State of South Carolina requirements.**

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- iii. Existing and proposed easements (including rights-of-way) in and adjacent to property (labeled and dimensioned).
- iv. Existing and proposed street names for all streets on and adjacent to the property.
- v. Final Traffic Impact Analysis (if applicable) as per the requirements found in the Development Code.
- vi. If applicable, prior to commencement of construction; a State Highway utility permit from SCDOT.
- vii. If applicable, prior to commencement of construction, a State Highway access permit from SCDOT.
- viii. If applicable, prior to commencement of construction, a construction dewatering permit from DHEC
- ix. If applicable, prior to commencement of construction, a 404 Permit from the Army Corps of Engineers.
- x. Prior to commencement of construction, acceptable collateral in the amount and form stipulated in Section 7.1.5.

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3. Original plats. The applicant shall submit to the City, five original, signed copies of the final plat ready to record, and final executed copies of all agreements.

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4. Complete engineering plans and specifications. As a condition of Final Plat approval the applicant shall prepare and submit the following City:

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- i. Construction plans and profiles. The plans and profiles shall be prepared by a registered professional engineer licensed in the State of South Carolina. Plans shall be 24 inches high by 36 inches wide and provide the following information:
- ii. The horizontal to vertical scales shall be chosen to best depict the aspects of the design.
- iii. Minimum horizontal scale: One inch equals 100 feet.
- iv. Minimum vertical scale: One inch equals ten feet.
- v. The typical road geometric and structural cross-section is to be shown on each plan sheet.
- vi. The plan must show right-of-way lines and widths, road names, lot lines, tangent lengths and bearings, curve radii, delta angles, curve lengths, chord lengths and bearings, stationing at all beginning of curves and end of curves, intersections, structures, angles, curb lines, cross pans, traffic control devices (islands, striping, signs, etc.), drive cuts, curb returns and radii, and all other features to enable construction in accordance with approved standards and standard engineering practice. Stationing may be centerline if approved by the City Engineer or Codes Administrator. Construction plans shall include water lines and appurtenances, sewer lines and appurtenances, and storm water lines and appurtenances and any other wet utilities.

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vii. The profiles shall include existing and proposed grade at curb and gutter or centerline of street elevation at point of intersection of vertical curves, intersections, grade breaks, point of curb return (PCR), point of reverse curve (PRC), and other critical points, structures, and all other features.

viii. Signature blocks for all utility providers unless otherwise provided in agreement form.

ix. Structure details. Sufficient data shall be given to construction of major structures and road appurtenances such as bridges, culverts, gutters, drives, walks, cross pans, etc; detail shall include orientation line and grade, cross-sections, dimensions, reinforcement schedules, materials, quality specification, etc., or as the City Engineer may approve.

x. Final Water Report. A final water report including hydraulic analysis and pipe sizing calculations. Note, this report can be verified by BJWSA and does not need to be submitted to the City.

xi. Final Sanitary Sewer Report. A sanitary sewer report including hydraulic analysis and pipe sizing calculations. Note, this report can be verified by BJWSA and does not need to be submitted to the City.

xii. Sewage collection and water supply distribution plans, profiles and specifications. The plans, profiles and specifications shall be prepared by a registered professional engineer and shall be accompanied by written approvals from BJWSA.

xiii. Final drainage plans and reports. Based upon the approved preliminary drainage plan, a final report is to be submitted in accordance with SOLOCO Drainage and Design Criteria, as amended or as the City Engineer may approve. The plan and report must provide:

xiv. Erosion control plans, when required.

xv. Sizing of all pipes, inlets, conveyance ways, and other appurtenances.

xvi. Final grading plan. The final grading plan shall be 24 inches high by 36 inches wide and illustrate existing and proposed contours and lot and block grading details.

xvii. Soils report. The soils report shall detail pavement design and construction requirements and shall be submitted after overlot grading is complete.

xviii. Final landscape and open space plan. The landscape plan must address the treatment of all exterior spaces. Landscape plans are to be designed to meet the requirements of this Code and show trees, shrubs, groundcovers, turf, buffering, fences, walls and other site amenities that will be included in the plan. All plant materials must be adapted to the physical limitations of the local climate and specific conditions of the landscape plan. All plant materials must meet specifications of the American Association of Nurseryman for number one grade. All street trees must be selected from the City of Beaufort recommended tree list.

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xix. Landscape Plan drawn to scale (not greater than one inch equals 50 feet) on 24 by 36-inch sheets which includes:

- a. Project name.
- b. Scale, north arrow and date of preparation.
- c. Existing and proposed streets and street names.
- d. Lot lines, easements and public rights-of-way as shown on the subdivision plat, including gross and net area of all parcels.
- e. Location of proposed building footprints and parking areas.
- f. Location of storage, loading and service areas.
- g. Existing and proposed two-foot contours (based on USGS datum).
- h. Natural features, wetlands, wildlife corridors, floodplains, streams, ditches and other waterways.
- i. The location of existing and proposed utilities. Utility lines can be 'ghosted' in on the landscape plan to vary the line types for cleaner drawings.
- j. All existing trees within the proposed site and adjacent to the site must be accurately identified on the plan. Existing trees must be labeled as to their size, species and if they are intended to remain, be removed or transplanted. All replacement mitigation trees will need to be shown separately on the plan. Tree protection standards for existing trees to remain shall be included on the plan.
- k. The extent and location of proposed trees, shrubs and perennials and quantities of each species. Plant materials are to be drawn at two-thirds of their mature size.
- l. Landscape schedule including the represented plant symbol, Latin name, common name, planting size and number of individual plants. All plant materials are to meet the minimum size requirements as provided in this Code.
- m. Proposed treatment of all ground surfaces must be clearly indicated, including turf, paving, mulch, native grass, seeded grass, etc. Grass areas are to be specified as seed or sod, and a seed mix/rate specified.
- n. Sight distance triangles must be shown at street intersections pursuant to this Code.
- o. Project specific landscape notes and details to ensure the proper planting, establishment and survival of plant materials. Additional notes detailing the warranty for plant materials and continued maintenance shall be included.
- p. Open space and pedestrian circulation system.
- q. Proposed grading of the project site, including drainage swales, detention basins, retaining walls and any off-site infrastructure improvements.
- r. Notes for conservation and retention of topsoil and landscape soil preparation.

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- s. Restoration, revegetation or enhancement of disturbed natural areas or open space feature.
- t. Park structures, signage, play equipment, and other landscape or park amenities and appurtenances.
- u. A "pdf" file and an AutoCad drawing file of the final plat in an electronic format specified by the City Engineer.

5) Post approval actions. Prior to issuance of a building or grading permit, the applicant shall submit the following documentation to the City:

- i. List of contractors. List of all contractors that will be performing the improvements.
- ii. Proof of insurance/business license. Proof of workman's comprehensive insurance and liability insurance for each contractor and business license.
- iii. Open space deed restriction. Areas designated as open space shall be protected by a deed restriction or other appropriate method to ensure that they cannot be subdivided or developed in the future and will remain as open space until the use is modified by the City.
- iv. Construction traffic control plan. Applicant will develop a plan for City Engineer, Codes Administrator or appointee, review that addresses construction traffic, construction water, temporary road closures, street repairs, dust, noise and other construction-related concerns.
- v. Other certificates, affidavits, enforcements or deductions as required by the City.

C. Approval. The City Codes Administrator shall review and act on the Final Plat. The Codes Administrator may choose to approve, approve with conditions, or deny the Final Plat based on the criteria below.

1. Final Plat review criteria. In addition to all provisions of this Code, the Codes Administrator use the following criteria to evaluate the applicant's final plat application:

- a. The Final Plat is in substantial conformance with the approved Preliminary Plat. For the purposes of this Code, "substantial conformance", includes design adjustments made to meet any conditions of preliminary plat approval, and is determined as follows:
- b. Does not change any land use.
- c. Does not contain changes which would render the final plat in nonconformance with requirements of this Code.
- d. Does not contain significant changes in street alignment and/or access points, or other public elements such as drainage improvements, utility lines or facilities.
- e. Does not increase density by more than 15 percent.

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D. Timeframe related to approval of Final Plat. A final plat is in full force and effect for a period of two years from date of recordation unless a longer timeframe is specifically allowed by the City in an approved Development Agreement or unless public improvements are completed and accepted on all or a portion of the final plat. Applicants may formally request one 18 month extension from the Codes Administrator prior to termination of final plat approval. Prior to the expiration of the original two year timeframe or the extension timeframe, an applicant may formally request an additional extension if substantial progress has been made on installation of public improvements.

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7.5.6 Minor subdivision plat

A. Minor Subdivision Plat purpose.

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1. The purpose of the Minor Subdivision Plat is a subdivision, or amendment to a subdivision, which has been previously platted, includes no additional public right-of-way dedication, and includes one or more of the following:

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- i. The boundaries of five or fewer lots are created from one parent tract or lot, cumulatively and not more than 3 acres; (ex. any portion of a tract that is subdivided counts toward the five total, and does not itself become a new parent tract to subdivide an additional five lots from)
- ii. Any lot line adjustment, consolidation of multiple lots into one.

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B. Minor Subdivision plat application submittal. The applicant shall submit the complete Minor Subdivision plat application package to the City. The application shall be formatted and packaged per the application submittal checklist provided by the City and include:

- 1. Development application form.
- 2. Application fee.
- 3. Title commitment. A current title commitment, dated no more than 30 days from the date of minor subdivision plat application submittal

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C. Minor Subdivision plat standards. The plat drawing shall comply with the following standards:

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- i. The plat shall be prepared by or under the direct supervision of a registered land surveyor and meet applicable State of South Carolina requirements.
- ii. Except for parcels separated by public rights-of-way, public tracts, or railroads, parcels not contiguous shall not be included in one plat, nor shall more than one plat be made on the same sheet. Contiguous parcels owned by different parties may be included on one plat, provided that all owners join in the dedication and acknowledgment.

- iii. Lengths shall be shown to the nearest hundredth of a foot and bearings shall be shown in degrees, minutes and seconds.
- v. Bearings, distances and curve data of all perimeter boundary lines shall be indicated outside the boundary line, not inside, with the lot dimensions.
- vi. All signatures shall be made in black drawing ink.
- viii. Title of project.
- viii. North arrow, scale (not greater than one inch equals 100 feet) and date of preparation.
- ix. Vicinity map.
- x. Legal description.
- xi. Basis for establishing bearing.
- xii. Names and addresses of owners, applicant, designers, engineers and surveyors.
- xiii. Total acreage of subdivision.
- xiv. Bearings, distances, chords, radii, central angles and tangent links for the perimeter and all lots, blocks, rights-of-way and easements.
- xv.) Lot and block numbers, numbered in consecutive order, and square footage or acreage to two decimal places of each lot or tract.
- xvi. Parcels excepted from inclusion noted as "not included in this subdivision" and the boundary completely indicated by bearings and distances.
- xvii. Existing rights-of-way in and adjacent to subject property (labeled and dimensioned).
- xviii. Existing and proposed street names for all streets on and adjacent to the property.
- xix. Existing easements and their type in and adjacent to subject property (labeled and dimensioned).
- xx. Location and description of monuments.
- xxi. Floodplain boundary with a note regarding source of information (if a floodplain does not exist on the property, please state this on the plat).
- xxii. Certificates blocks for signatures of owner, surveyor, utility providers, and City approval, as applicable.

D. Record Minor Subdivision Plat. Five signed copies of the minor subdivision plat shall be delivered to the City. The applicant will be responsible to record the minor subdivision plat with Beaufort County.

7.5.7 Site Plan

A. Site Plan Purpose. The site plan is a prerequisite to a building permit for all multi-family (excluding duplexes), commercial, and industrial developments. The site plan shows how the lot will be developed so that the City can ensure that the site design will be in compliance with the Development Code, Comprehensive Plan and Civic Master Plan.

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B. Site Plan Application,

A Site Plan Application shall include the following:

1. Land use application form.
2. Application fee and fee agreement.
3. Site Plan plat — The site plan shall be a minimum of 18 inches by 24 inches and shall provide the following information:
 - i. Title of project.
 - ii. North arrow, scale (no greater than one inch equals 50 feet) and date of preparation.
 - iii. Vicinity map.
 - iv. Address of project.
 - v. Legal description of property.
 - vi. Name, address and phone number of property owner.
 - vii. Name, address and phone number of person or firm responsible for plan.
 - viii. Lot size (square footage).
 - ix. Bearings and distances of all lot lines.
 - x. Existing and proposed easements and rights-of-way.
 - xi. Existing and proposed paved areas and sidewalks on the site and in the adjacent rights-of-way, all dimensioned, showing how pedestrians will have access to the site and buildings.
 - xii. Gathering areas for people.
 - xiii. Existing and proposed curb cuts on the site and in the adjacent rights-of-way (on both sides of perimeter streets), all dimensioned.
 - xiv. Existing and proposed two-foot contours.
 - xv. Existing waterways on or adjacent to the site.
 - xvi. Finished floor elevations for all structures.
 - xvii. Footprint (including roof overhangs and eaves, decks, balconies, outside stairs and landings) of all proposed structures and their use with their dimensions and locations noted with respect to the property lines.
 - xviii. Existing structures and their use.
 - xix. Square footage of the proposed building(s) and the footprint of the proposed building(s).
 - xx. Proposed structure height.
 - xxi. For multi-family residential, the number of residential units and bedrooms per unit.
 - xxii. Location of proposed signs and lighting.
 - xxiii. Specifications for the signs and lights, including type, height and general conformance to the Code. For commercial and industrial uses, a photometric plan prepared by a qualified electrical or lighting engineer shall be submitted that depicts all lighting fixtures and the light spread (in footcandles) of these fixtures across the site to all property boundaries.

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- xxiv. Proposed traffic controls and striping for parking areas (all lanes, driveways, and parking spaces must be dimensioned).
- xxv. Trash disposal areas and enclosures including specifications for enclosures.
- xxvi. Location and size of existing and proposed water and sewer service connections and tap sizes.
- xxvii. Location and size of water and sewer lines to which the service connections will be or are made.
- xxviii. Location and size of water meter(s).
- xxix. Location and size of backflow-prevention devices.
- xxx. Indication of how and where perimeter drain will drain (if one exists).
- xxxi. Location of existing electrical lines and poles on or adjacent to the site.
- xxxii. Location of proposed electrical service connection and meter location.
- xxxiii. Location of electric transformer.
- xxxiv. Location of all fire hydrants. If none exist on site, note distance and direction of the closest hydrant adjacent to the site within 500 feet.
- xxxv. Location of detention/retention areas and storm sewer infrastructure with the required drainage easements.
- xxxvi. The distance from the proposed building(s) or structure(s) to adjacent lot lines, easements, and adjacent structures.
- xxxvii. A land use chart (table).
- xxxviii. Certificate blocks for signatures of owner, surveyor, utility providers, and City approval, as applicable.

4. Design standards — Demonstrate in written or graphic form how the proposed structure(s) is consistent with the design requirements of this code. Exterior elevations of proposed structures/graphic visual aids. Provide complete building elevations, drawn to scale, with illustrations of all colors and identifying major materials and cut sheets to be used in the structure(s). In addition, Staff may require building floor plans, sectional drawings, perspective drawings, models, and/or computer visualizations when the impacts of a proposal warrant such information.

5. Certified drainage report — A certified drainage report, including an erosion control study and plan, as applicable, must be reviewed and approved by the appropriate sanitation district (if applicable) prior to submittal of the report to the City as part of the site plan application.

6. Final landscape and open space plan. Provide an existing and proposed landscape with tree protection zones and a tree survey, and open space plan consistent with this Section.

7. Traffic Impact Analysis. Provide TIA as per requirements of Section 7.3.2.

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C. TRC and Staff Review. Staff and TRC reviews application and prepares comments. Staff and TRC will review the site plan map to ensure it is consistent with the site plan review criteria. Following the review, Staff will prepare a written report outlining any changes that the applicant must make before the site plan can be recommended for public hearing with the Planning Commission. This report will be forwarded to the applicant.

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1. Applicant addresses staff comments. Applicant shall make all necessary changes to the site plan and resubmit a revised copy to the City.

D. Planning Commission Hearing. The Planning Commission shall hold a public hearing to approve, approve with conditions or deny the Site Plan as per the following conditions.

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1. Notice to neighboring property owners. The City shall send notice of the Planning Commission meeting by regular mail to neighboring property owners within 500 feet of the property per this Code.

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2. The Planning Commission shall hold a public hearing on the proposal. The applicant and other property owners likely to be materially affected by the application shall be given an opportunity to be heard.

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3. Decisions/Findings of Fact: Following the public meeting, the Planning Commission may approve, deny, or approve with conditions the application for a Major Development. No Major Development shall be approved unless the following findings of fact can be made:

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a. The plan is consistent with the City of Beaufort Comprehensive Plan and Civic Master Plan.

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b. The plan complies with all applicable requirements of this Code.

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c. There exists adequate infrastructure (transportation and utilities) to support the plan as proposed.

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d. The proposed plan conforms to the character of the neighborhood, considering the location, type and height of buildings or structures and the type and extent of landscaping on the site.

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E. Post approval actions.

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1. Building Permit. A building permit shall be issued only when a site plan has been approved. However, with the approval of the City, an applicant may submit a building permit application concurrent with the site plan application. Building permits shall not be issued for any development that is not in conformance with the approved site plan.

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2. Phasing and expiration of approval. The site plan shall be effective for a period of three years from the date of approval, unless stated otherwise in the written site plan

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approval. Building permits shall not be issued based on site plans that have an approval date more than three years old. For multi-phased plans, building permits shall not be issued based on an approval date more than three years from the date of Phase I approval.

F. Appeals.

Any party aggrieved by the decisions of the Planning Commission may appeal to the Circuit Court within 30 days of the decision.

G. Permit Validity.

Upon the approval of the Major Development Design application, the applicant shall have 2 years to obtain a Project Permit. Failure to secure a permit for the permitted work within this time shall render the compliance void. Any change to the approved plans that has not been authorized by the Administrator shall invalidate the design approval, and any subsequent building permits.

H. Permit Extension: The Administrator may grant a one year extensions of this time

period upon submittal by the applicant of sufficient justification for the extension. Extensions shall be submitted at least 1 month prior to the expiration date.

I. Amendments to approved Site Plans.

1. Minor variations in the location of structures, improvements, or open space areas caused by engineering or other unforeseen difficulties may be reviewed and approved by the City Staff. Such changes shall not exceed ten percent of any measurable standard or modify the use, character, or density of an approved site plan. All plans so modified shall be revised to show the authorized changes and shall become a part of the permanent records of the City.

2. Changes to approved site plans that exceed the ten percent threshold, or other major modifications (such as changes in building size or footprint, relocation of access points, changes to required parking, etc.), shall be considered as a new site plan application. Such amendments shall require Planning Commission review and approval to become effective. A complete site plan application shall be prepared and submitted in compliance with the requirements set forth in this Section.

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