Planning Commission Meeting

Wednesday, August 27, 2025 at 6:00 PM

Theodore D. Washington Municipal Building, Henry "Emmett" McCracken Jr. Council Chambers, 20 Bridge Street, Bluffton, SC

AGENDA

This meeting can be viewed live on BCTV, on Sparklight Channel 9 and 113 or on Spectrum Channel 1304.

I. CALL TO ORDER

II. ROLL CALL

III. NOTICE REGARDING ADJOURNMENT

The Planning Commission will not hear new items after 9:30 p.m. unless authorized by a majority vote of the Commission Members present. Items which have not been heard before 9:30 p.m. may be continued to the next regular meeting or a special meeting date as determined by the Commission Members.

IV. ADOPTION OF MINUTES

1. July 23, 2025 Minutes

V. PUBLIC COMMENT

VI. OLD BUSINESS

1. **121 Burnt Church Road (Development Plan):** A request by Anthony Morse on behalf of the property owner, My-Nash Realty Corp, for approval of a Preliminary Development Plan application. The project consists of a 4,464 SF commercial building with associated infrastructure. The property is zoned Neighborhood Core (NC) and consists of approximately 0.83 acres identified by tax map number R610 040 000 0164 0000 and located within the Highway Corridor Overlay District. (DP-03-25-019673) (Staff - Dan Frazier)

VII. NEW BUSINESS

1. **The Goddard School (Development Plan):** A request by Kathleen Duncan of J.K. Tiller Associates, Inc. on behalf of David Johnson of Speyside Partners LLC for approval of a Preliminary Development Plan application. The project consists of the construction of a two-story day care building with associated infrastructure. The property is zoned Buckwalter Planned Unit Development (PUD) and consists of approximately 1.6 acres identified by tax map number R614 022 000 1128 0000 within the Washington Square Master Plan. (DP-06-25-019796) (Staff - Dan Frazier)

2. **Livewell Terrace (Development Plan):** A request by Livewell Terrace LP on behalf of property owner Beaufort County for approval of a Preliminary Development Plan application. The project consists of the construction of a 120-unit apartment complex with a leasing office, future medical building and associated infrastructure. The property is zoned Buckwalter Planned Unit Development (PUD) and consists of approximately 10.09 acres identified by tax map number R610 030 000 0712 0000 within the Buckwalter Commons Phase 1 Master Plan. (DP-02-25-019581) (Staff - Dan Frazier)

3. **Seagrass Station Convenience Store (Development Plan):** A request by Girishkumar Patel for approval of a Preliminary Development Plan application. The project consists of the construction of a 6,000 SF convenience store, fueling station with associated infrastructure. The property is within the Village at Verdier Planned Unit Development (PUD) consists of 5.46 acres identified by tax map numbers R610 021 000 0652 0000 and R610 021 000 0824 0000 at the intersection of HWY 170 and Seagrass Station Road. (DP-06-25-019799) (Staff - Dan Frazier)

4. **1271 May River Road (Development Plan):** A request by Kathleen Duncan of J.K. Tiller Associates, Inc. on behalf of property owner Sharan Pyari Patel for approval of a Preliminary Development Plan application. The project consists of the construction of a 5,259 SF mixed use building and a 1,200 SF carriage house with associated infrastructure. The property is zoned Neighborhood General - Historic District (NG-HD) consists of 0.34 acres identified by tax map numbers R610 039 000 0557 0000 within the Old Town Bluffton Historic District. (DP-06-25-019806) (Staff - Dan Frazier)

VIII. DISCUSSION

IX. ADJOURNMENT

NEXT MEETING DATE: Wednesday, September 24, 2025

"FOIA Compliance – Public notification of this meeting has been published and posted in compliance with the Freedom of Information Act and the Town of Bluffton policies."

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Town of Bluffton will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. The Town of Bluffton Council Chambers are ADA compatible. Auditory accommodations are available. Any person requiring further accommodation should contact the Town of Bluffton ADA Coordinator at 843.706.4500 or adacoordinator@townofbluffton.com as soon as possible but no later than 48 hours before the scheduled event.

Executive Session – The public body may vote to go into executive session for any item identified for action on the agenda.

**Please note that each member of the public may speak at one public comment session and a form must be filled out and given to the Town Clerk. To submit a public comment online, please click here: https://www.townofbluffton.sc.gov/FormCenter/Town-15/Public-Comment-60*
Public comment is limited to 3 minutes per speaker.

Planning Commission Meeting

Theodore D. Washington Municipal Building, Henry "Emmett" McCracken Jr. Council Chambers, 20 Bridge Street, Bluffton, SC

July 23, 2025

I. CALL TO ORDER

Chairman Wetmore called the meeting to order at 6pm.

II. ROLL CALL

PRESENT
Chairman Charlie Wetmore
Vice Chairman Jim Flynn
Commissioner Rich Delcore
Commissioner Lydia DePauw
Commissioner Will Howard

ABSENT
Commissioner Michael Brock
Commissioner Daniel Grove

III. ADOPTION OF MINUTES

1. June 25, 2025 Minutes

Commissioner Delcore made a motion to adopt the minutes with the following revision under New Business, Item 2:

"Chairman Wetmore made a motion to amend the motion to include the following clarification:

Either omit the proposed pavers located within the SCDOT right-of-way or provide an SCDOT Encroachment permit that allows for this improvement."

Seconded by Vice Chairman Flynn.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Howard

All were in favor and the motion passed.

IV. PUBLIC COMMENT

Andrea Pressley, 21 Pinecrest Way, Bluffton - Ms. Pressley voiced her concerns with the possibility of development being considered for property next to her neighborhood.

V. OLD BUSINESS

VI. NEW BUSINESS

1. **Fifth Third Bank (Certificate of Appropriateness - Highway Corridor Overlay):** A request by Angelina Makowski (BDG Architects, LLP) on behalf of owner, Paul Scott (First Chatham) for review of a Certificate of Appropriateness - Highway Corridor Overlay application. The project consists of a 2,609 SF bank facility and two drive-up automated teller machines. The property is zoned Jones Estate Planned Unit Development (PUD) and consists of 1.33 acres identified by

tax map number R610 036 000 3213 0000 within the May River Crossing Master Plan and the Town of Bluffton Highway Corridor Overlay District. (COFA-05-25-019759) (Staff - Charlotte Moore)

Staff presented. The applicant was present. The Commission discussed the lighting being proposed. The commissioners had concerns regarding the trash enclosure location on the site plan.

Commissioner Howard made a motion to approve the application with the following conditions:

1. Provide an updated photometric plan that includes accurate footcandles after the ATM canopy details have been obtained from the canopy manufacturer.

2. Provide a letter of approval from the Master Plan Declarant responsible for the covenants and restrictions for the community.

3. Per the Applications Manual, a Town of Bluffton Sign Permit must be submitted for review and approval of any future signage.

4. If the vegetative buffer adjacent S.C. Hwy 46 does not sufficiently screen the dumpster from public view, additional landscaping will be required.

Seconded by Commissioner Delcore.

Commissioner DePauw made a motion to amend the motion to include the determinations that the following were appropriate:

1. The use of LED lighting is an appropriate substitute for those lighting types permitted by ZDSO Sec. 5.15.11.

2. The footcandles shown on the photometric plan exceeding 10.0 FC at the automated teller machines (walk-up and drive-up). If the photometric plan should change based on the ATM canopy details yet to be obtained, Town Staff may have the authority to approve.

Seconded by Commissioner Delcore.
Voting Yea to amend the motion: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Howard

All were in favor and the motion passed.

Voting Yea to the amended motion: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Howard

All were in favor and the motion passed.

2. Public Hearing and Recommendation to Town Council for a request by Livewell Terrace L.P. (Woda Cooper Group), with authorization from the Property Owner Beaufort Memorial Hospital, for the 100% affordable/workforce housing project to be known as Livewell Terrace

located at 335 Buckwalter Parkway and identified as Beaufort County Tax Map No. R610 030 000 0712 0000 for the following:

1. Acquisition of residential development rights in the amount of sixty (60) Residential Dwelling Units ("RDUs") owned by the Town of Bluffton and held in the Town's Development Rights Bank pursuant to the Transfer of Development Rights Ordinance;

2. Amendment to the Buckwalter Planned Unit Development ("PUD") Development Agreement to increase the number of residential development rights by 60 RDUs associated with the 100% density bonus; and

3. Amendment to the Buckwalter Planned Unit Development ("PUD") Concept Plan to increase the number of residential development rights by 60 RDUs associated with the 100% density bonus.– Kevin Icard, Director of Growth Management

Chairman Wetmore opened the public hearing. He asked for the first, second and third call for public comment. There were no public comments. The public hearing was closed.

Staff presented. The applicant was present. The commissioners had no questions regarding the applications. The Commission stated during the meeting that they emphatically recommend this request for approval. They stated that this is housing that is desperately needed for the Town, and they look forward to seeing this come to fruition.

1. Commissioner Delcore made a motion to forward Town Council a recommendation of approval of the Ordinance Authorizing The Conveyance Of Sixty (60) Residential Development Rights Within The Buckwalter Planned Unit Development Owned By The Town Of Bluffton And Held In The Town's Development Rights Bank To Beaufort Memorial Hospital For The Affordable Housing Project To Be Developed On That Certain Property Located At 335 Buckwalter Parkway And Consisting Of 10.09 Acres, More Or Less, And Identified As Beaufort County Tax Map No. R610 030 000 0712 0000; And, Authorizing The Execution And Recording Of Associated Documents.

Seconded by Commissioner Howard.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Howard

All were in favor and the motion passed.

2. Vice Chairman Flynn made a motion to forward Town Council a recommendation of approval of the Ordinance Providing For An Amendment Of The Buckwalter Development Agreement To Incorporate Certain Properties Owned By Beaufort Memorial Hospital, Consisting Of 10.9 Acres, More Or Less, Located At 333 And 335 Buckwalter Parkway, And Bearing Beaufort County Tax Map No. R610 030 000 0712 0000, To Provide For An Affordable Housing Density Bonus Increasing The Total Permitted Development Rights By 60 Residential Dwelling Units And Incorporate Certain Terms To The Buckwalter Development Agreement.

Seconded by Commissioner DePauw.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Howard

All were in favor and the motion passed.

3. Commissioner Howard made a motion to forward Town Council a recommendation of approval of the Ordinance Providing For An Amendment Of The Buckwalter Concept Plan To Incorporate Certain Properties Owned By Beaufort Memorial Hospital, Consisting Of 10.9 Acres, More Or Less, Located At 333 And 335 Buckwalter Parkway, And Bearing Beaufort County Tax Map No. R610 030 000 0712 0000, To Provide For An Affordable Housing Density Bonus Increasing The Total Permitted Development Rights By 60 Residential Dwelling Units And Incorporate Certain Terms To The Buckwalter Concept Plan.

Seconded by Commissioner Delcore.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Howard

All were in favor and the motion passed.

VII. DISCUSSION

VIII. ADJOURNMENT

Vice Chairman Flynn made a motion to adjourn.

Seconded by Commissioner Delcore.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Howard

All were in favor and the motion passed. The meeting adjourned at 6:24pm.

DRAFT

PLANNING COMMISSION

STAFF REPORT
Department of Growth Management

MEETING DATE:	August 27, 2025
PROJECT:	121 Burnt Church Road Preliminary Development Plan
APPLICANT:	Anthony Morse, Macad One Consulting Services, LLC
PROJECT NUMBER:	DP-03-25-019673
PROJECT MANAGER:	Dan Frazier Planning Manager Department of Growth Management

REQUEST: The Applicant, Anthony Morse of Macad One Consulting Services, LLC, on behalf of property owner My Nash Realty Corp is requesting approval of a Preliminary Development Plan application. The project consists of the construction of a 4,464 SF commercial building with associated infrastructure (Attachment 1).

INTRODUCTION: The property is zoned Neighborhood Core (NC) and consists of approximately 0.83 acres identified by tax map number R610 040 000 0164 0000 and located east of Burnt Church Road south of Fern Lakes Drive. The Applicant proposes a lot line revision that will result in a new acreage of 1.085 (Attachment 2).

BACKGROUND: This application is for a Preliminary Development Plan located within the Neighborhood Core (NC) Zoning District and as such is subject to the standards set forth in the Unified Development Ordinance (UDO).

The subject property is a vacant lot adjacent to Beaufort County jurisdiction. As reflected in the revised site plan, the Applicant proposes a 4,464 SF commercial building, including the possibility of a 1,000 SF restaurant, with associated driveways, access, parking, utilities and stormwater infrastructure (Attachment 3).

On June 25, 2025, the Planning Commission (PC) tabled this application. PC members asked that the Applicant provide a traffic assessment, address public comment concerns expressed by adjacent property owners, and at the discretion of the Applicant, meet with three commission members to further refine the proposed development prior to resubmitting the application.

On July 15, 2025, the Applicant met with three Commission members and provided a resubmittal on July 30, 2025 (Attachment 4). The resubmittal addresses neighborhood concerns and includes a traffic assessment (Attachment 5).

Per the Zoning and Annexation Development Agreement between the Town of Bluffton and Patricia Sherry, LLC, dated July 25, 2008 (Attachment 6), the subject property requires a one-hundred-foot (100) commercial building setback and a ten (10) foot residential/vegetated buffer and building setback line described as follows:

> "5. 100' Commercial Building Setback. There shall be running along the eastern boundary of the property a commercial building set-back line for a width of one hundred (100') feet stretching along the entire length said eastern boundary as shown on the attached Exhibit "A" which is referenced hereto and incorporated herein.
>
> 6. 10' Residential/Vegetative Buffer and Building Setback Line. Running along the eastern and northern boundaries of the Property for a width of ten (10') feet, there shall be no residential and, further, there shall be maintained a vegetative buffer. Said ten (10') foot residential building setback line is shown on attached Exhibit "A"".

The preliminary site plan reflects both the required 100-foot commercial setback and the 10-foot front setback from the fifty (50) foot HCOD buffer line (UDO Table 5.8.3.B, footnote 2).

At time of Final Development Plan approval, an encroachment permit from Beaufort County will be required for the proposed access off Burnt Church Road. In support of the proposed development, 18 onsite parking spaces are required (4 per 1,000 SF) and 18 are proposed, which meets UDO Section 5.11.3.

The subject parcel is within the Highway Corridor Overlay District (HCOD) and will require a Certificate of Appropriateness – Highway Corridor Overlay District (COFA-HCOD) reviewing landscaping, lighting, and architecture at time of final development plan approval.

REVIEW CRITERIA & ANALYSIS: The Planning Commission shall consider the criteria set forth in Section 3.10.3.A of the Unified Development Ordinance in assessing an application for a Preliminary Development Plan. The applicable criteria are provided below followed by Staff Finding(s) based upon review of the application submittals to date.

1. **Section 3.10.3.A.1. Conformance with the applicable provisions provided in Article 5, Design Standards.**

   Finding. The proposed preliminary development plan conforms with the applicable provisions provided in Article 5, Design Standards.

2. **Section 3.10.3.A.2. The proposed development shall be in conformance with any approved Development Agreement, PUD Concept Plan, PUD Master Plan, Subdivision Plan, or any other agreements or plans that are applicable.**

   Finding. The proposed development is not within any approved PUD or Subdivision plan.

Finding. The proposed development conforms with the Zoning and Annexation Development Agreement between the Town of Bluffton and Patricia Sherry, LLC.

3. Section 3.10.3.A.3. If the proposed development is associated with a previously approved Master Plan, then the traffic and access plans shall adhere to the previously approved traffic impact analysis or assessment, where applicable. If an application is not associated with a previously approved PUD Master Plan, then a traffic impact analysis shall be required at final development plan submittal.

   Finding. The proposed development is not within any approved Master Plan or PUD.

4. Section 3.10.3.A.4. The proposed development must be able to be served by adequate public services, including, but not limited to, water, sanitary sewer, roads, police, fire, and school services. For developments that have the potential for significant impact on infrastructure and services, the applicant shall be required to provide an analysis and mitigation of the impact on transportation, utilities, and community services.

   Finding. Letters from the agencies providing public services will be required at time of Final Development Plan submittal per the Applications Manual.

5. Section 3.10.3.A.5. The phasing plan, if applicable, is logical and is designed in a manner that allows each phase to fully function independently regarding services, utilities, circulation, facilities, and open space, irrespective of the completion of other proposed phases.

   Finding. The project is proposed to be completed in a single phase.

6. Section 3.10.3.A.6. The application must comply with applicable requirements in the Applications Manual.

   Finding. The application has been reviewed by Town Staff and has been determined to be complete.

PLANNING COMMISSION ACTIONS: The Planning Commission has the authority to take the following actions with respect to the application as authorized by Section 2.2.6.C.5 of the UDO:

1. Approve the application as submitted;
2. Approve the application with conditions; or
3. Deny the application as submitted.

RECOMMENDATION: Town Staff finds that the requirements of Section 3.10.3.A of the Unified Development Ordinance are met and recommends that the Planning Commission approve the application as submitted.

ATTACHMENTS:

1. Application and Project Narrative
2. Vicinity Map
3. Survey, Site Development and Landscape Plan Set 05 25 25
4. Revised Narrative, Site Development and Landscape Plan Set 07 30 25
5. Traffic Assessment
6. Zoning and Annexation Development Agreement

TOWN OF BLUFFTON
DEVELOPMENT PLAN APPLICATION

Growth Management Customer Service Center
20 Bridge Street
Bluffton, SC 29910
(843)706-4522
www.townofbluffton.sc.gov
applicationfeedback@townofbluffton.com

Applicant	Property Owner
Name: MOCS, LLC (A. MORSE/AGENT)	Name: MY NASH REALTY CORP
Phone: 703-915-0561	Phone: 1 (516) 635-2221
Mailing Address: 21 Chadbourne ST. Bluffton, SC 29910	Mailing Address: 114 Neptune Place Massapeque, NY 11758
E-mail: tony.morsepe@gmail.com	E-mail: Cynthian1962@gmail.com
Town Business License # (if applicable):	

Project Information

Project Name: 121 BURNT CHURCH	☑ Preliminary	☐ Final
Project Location: 121 BURNT CHURCH RD	☐ New	☐ Amendment
Zoning District: NC	Acreage: 1.085 (AFTER SUBDIVISION)	

Tax Map Number(s):
PIN R610-040-000-0164-0000 & PART OF R610-040-000-163-0000

Project Description:
COMMUNITY COMMERCIAL

Minimum Requirements for Submittal

- ☐ 1. Two (2) full sized copies and digital files of the Preliminary or Final Development Plans.
- ☐ 2. Project Narrative and digital file describing reason for application and compliance with the criteria in Article 3 of the UDO.
- ☐ 3. All information required on the attached Application Checklist.
- ☐ 4. An Application Review Fee as determined by the Town of Bluffton Master Fee Schedule. Checks made payable to the Town of Bluffton.

Note: **A Pre-Application Meeting is required prior to Application submittal.**

Disclaimer: **The Town of Bluffton assumes no legal or financial liability to the applicant or any third party whatsoever by approving the plans associated with this permit.**

I hereby acknowledge by my signature below that the foregoing application is complete and accurate and that I am the owner of the subject property. As applicable, I authorize the subject property to be posted and inspected.

Property Owner Signature: Cynthia Nelashian Date: 03/26/25

Applicant Signature: Cynthia Nelashian Date: 03/26/25

RECEIVED

For Office Use

Application Number: DP-03-25-019673	*Date Received:* MAR 26 2025
Received By: MSMcC	*Date Approved:*

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

In accordance with the Town of Bluffton Unified Development Ordinance (UDO), the following information shall be included as part of a Development Plan application submitted for review. Depending on the proposal, the amount and type of documentation will vary. This checklist is intended to assist in the provision of the minimum documentation necessary to demonstrate compliance with the UDO. Upon review of the submitted application by Town Staff, additional information may be required. The use of this checklist by Town Staff or the Applicant shall not constitute a waiver of any requirement contained in the UDO. Applicants are encouraged to work closely with Town Staff in preparing any application prior to submittal.

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
General Information.		
x	x	1. Name and address of property owner(s) and applicant.
x	x	2. If the applicant is not the property owner, a letter of agency from the property owner authorizing the applicant to act on behalf of the property owner.
x	x	3. A detailed narrative describing the existing site conditions and uses, proposed development, proposed uses and activities that will be conducted on the site, statement of conformance with the UDO, description of any energy conservation or green technologies proposed on the site, the maintenance responsibility of any common or public areas, and publically dedicated improvements to be completed.
x	x	4. A listing of any past development permit approval numbers associated with the site and existing conditions placed on the development property by the Town of Bluffton through past approvals including a detailed description of how the condition will be met.
x	x	5. An explanation of why any items on this checklist are not included with the application materials.
x	x	6. Project name and/or name of development.
x	x	7. All plans must include the following: name of county; municipality; project location; parcel identification number(s); date of original design; all dates of revisions; north arrow; graphic scale; and legend identifying all symbology.
x	x	8. Vicinity map.
x	x	9. Site data table to include; total acreage, pervious versus impervious cover, required and proposed open space calculations, number and area of proposed lots, residential density, number and area of each proposed structure, area of each use of the property and buildings, and required and proposed parking calculations.
x	x	10. Signature over seal of registered engineer or landscape architect licensed to practice in South Carolina.
x	x	11. Phasing plan if the development is proposed to be developed in phases.
	x	12. Letters of approval, including any applicable permits, from the following agencies (as necessary for the project): a) United States Army Corp of Engineers; b) South Carolina Department of Health & Environmental Control; c) South Carolina Department of Transportation; d) Beaufort County Engineering; e) Beaufort County EMS; f) Beaufort County School District; g) Bluffton Township Fire District; h) Beaufort Jasper Water Sewer Authority; i) Town of Bluffton; j) Electric Provider; k) Natural Gas provider; and

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
		l) Cable, telephone, and data provider.
Site and Existing Conditions Documentation.		
x	x	1. Comprehensive color photograph documentation of site and existing conditions. If digital, images should be at a minimum of 300 dpi resolution.
x	x	2. Names of the owners of contiguous parcels and an indication of adjacent existing and proposed (if known) land uses and zoning.
x	x	3. Location of all property lines.
x	x	4. Location of municipal limits or county lines, zoning, overlay or special district boundaries, if they traverse the development property, form a part of the boundary of the development property, or are contiguous to such boundary.
x	x	5. Location of all existing access points and intersections along both sides of any frontage or access roadway(s) within a minimum of 1,000 feet of the site boundaries.
x	x	6. Location, dimensions, name, and descriptions of all existing or recorded roadways, alleys, reservations, railroads, easements, or other public rights-of-way on or within 200 feet of the development property.
x	x	7. Location, size, and type of all existing easements, rights-of-way, or utility infrastructure on or within a minimum of 200 feet of the development property.
x	x	8. Existing topography and land cover of project site and adjacent and nearby sites that are impacted. Contours shall be shown in intervals of 1 foot or less.
x	x	9. Location, dimensions, area, descriptions, and flow line of existing watercourses, drainage structures, ditches, one-hundred (100) year flood elevation, OCRM critical line, wetlands or riparian corridors top of bank locations, and protected lands on the development property.
x	x	10. Location of any existing buildings, structures, parking lots, impervious areas, public and private infrastructure, or other manmade objects located on the development property.
x	x	11. Boundary survey with bearings and distances of all property lines, tract/lot acreage, location of property markers, and seal of a Registered Land Surveyor, as well as a legal description of the property.
	x	12. Location of benchmarks/primary control points or descriptions and ties to such control points to which all dimensions, angles, bearings, block numbers, and similar data shall be referred.
	x	13. Existing deed covenants, conditions, and restrictions, including any requirements from a POA or ARB.
	x	14. Proposed deed covenants, conditions, and restrictions, including any design or architectural standards.
	x	15. Legal documents for proposed public dedications.
Lot and Building Pattern.		
x		1. Schematic layout and design indicating overall site configuration; roadway design, building location(s), building size(s); general setbacks, and building orientation(s).
	x	2. Detailed layout and design indicating site layout, building location(s), building type(s)/ use(s), building orientation(s), conceptual building elevations, and setbacks.
	x	3. If a PUD, subdivision, office complex, or shopping center, a Master Sign Plan providing unity in sign design and describing the location, types, materials, shapes, sizes, and compatibility with the architecture of the development.
Parking.		
x		1. General location and ingress/egress of parking areas on the site.
	x	2. Location, layout, number of spaces, bicycle parking, and ensuring design shows ADA accessibility compliance.
	x	3. Location of proposed ingress/egress, circulation, loading, parking and pedestrian circulation elements, and ensuring design shows ADA accessibility compliance.

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
	x	4. A parking study documenting the reasons for any increase in the maximum amount of parking or a similar study documenting the ability of the site to accommodate a reduction of 20% or more to the maximum parking requirements.
	x	5. A parking study documenting the ability of a site(s) to accommodate a shared parking arrangement. A shared parking easement must also be provided.
	x	6. Detailed engineering information identifying the location of vehicular and bicycle parking facilities and the construction specifications, geometrics, arrangement, character, width, grade, circulation/maneuvering facilities and areas, landscape islands, loading areas, and including detailed dimensions as are necessary and appropriate to demonstrate compliance with all applicable standards and requirements.
Transportation Networks.		
x		1. General layout of transportation networks including access to the site, internal roadways, and access to adjacent properties.
x	x	2. A map or sketch showing the general relationship of the development to the surrounding areas with existing and proposed access roadways referenced to the intersection of the nearest primary or secondary paved roadway.
	x	3. Existing and proposed non-motorized vehicle lanes, paths, sidewalks, and other facilities, including transit facilities, on and within 200 feet of the development property including detailed dimensions as are necessary and appropriate to demonstrate compliance with all applicable standards and requirements.
	x	4. Proposed roadway alignment plan showing right-of-way widths with specific reference to the roadway type and design assembly.
	x	5. Proposed access indicating any access management plans, connectivity, roadway extensions, proposed stub roads, dead-end roadways, and roadway names including detailed dimensions as are necessary and appropriate to demonstrate compliance with all applicable standards and requirements.
	x	6. Emergency access provisions.
	x	7. A Traffic Assessment demonstrating adherence to MUTCD standards and/or other applicable requirements.
	x	8. A Traffic Impact Analysis (TIA), if warranted by the Traffic Assessment.
	x	9. Engineering plan of proposed traffic mitigation measures, including assessment of individual phase, or approved payments in-lieu of such that will be provided to the Town of Bluffton or applicable agency. Plan must ensure adequate transportation network is in place to support development at time of construction.
	x	10. Vehicular and pedestrian signage plan including crosswalk and pavement marking details.
	x	11. Shared access agreements.
	x	12. Detailed engineering information identifying the location, construction specifications, typical sections, geometrics, arrangement, character, width, and grade of existing and proposed roadways and non-motorized vehicle facilities including detailed dimensions and calculations as are necessary and appropriate to demonstrate compliance with all applicable standards and requirements.
Natural Resources, Tree Conservation, Planting, and Landscaping.		
NO x	x	1. Location of existing tree canopy coverage including table summarizing canopy lot coverage area, lot area not covered by tree canopy, and tree canopy expressed as percentage of lot coverage.
NO x	x	2. Location and table summarizing trees listed on America's Historic Tree Register as maintained by American Forests.

WILL PROVIDE WITH FINAL SITE PLAN

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
	x	3. Location of groups of trees that connect to other vegetated and/or treed areas on adjacent sites helping to create or extend a wildlife or natural corridor.
	x	4. Location and table summarizing trees that have a significant characteristic such as, but not limited to, allees and hedgerow trees, trees of unique character such as those with unique or unusual growth habitat, endangered species, or species rarely found in the area.
	x	5. Location and table summarizing trees designated as protected to be removed.
	x	6. The location and description of existing and proposed landscaping, screening, buffering, and tree preservation areas, including setbacks from natural resource areas.
	x	7. Graphic illustration of the existing tree canopy and mature tree canopy of the proposed tree plantings including a table summarizing the mature canopy of each tree species planted, canopy lot coverage area, lot area not covered by tree canopy, and tree canopy expressed as percentage of lot coverage (all calculations are excluding rooftop area).
	x	8. Detailed landscaping information containing the scientific and common names, quantity and size of each plant species to be planted, typical installation and maintenance drawings/notes, and location and description of irrigation systems.
	x	9. Tree protection zones (TPZ) and tree protection fencing and signage locations and installation specifications.
	x	10. Habitat management plan.
	x	11. Proposed topographic features, including basic contours at one foot or less intervals.
	x	12. Bank stabilization and erosion control measures.
	x	13. If applicable, a Forest Management Plan.
Open Space.		
x	x	1. Proposed open space areas, habitat areas, types, and access trails both on and off-site.
	x	2. Proposed public lands and methods of dedication and access.
	x	3. Proposed ownership and method of transfer through deed restrictions, covenants, public dedication, or other method acceptable to the UDO Administrator.
	x	4. Proposed use for all portions of dedicated open space.
Stormwater Management.		
x	x	1. Acknowledgement of compliance with Bluffton Stormwater Design Manual.
x	x	2. Description of proposed methods and general layout of stormwater drainage.
x	x	3. Proposed drainage system layouts.
x	x	4. Proposed methods to remove pollutants.
x	x	5. Soil types and permeability characteristics from National Resource Conservation Service.
	x	6. Stormwater Drainage Plan with drainage easements.
	x	7. Location and area of proposed impervious coverage.
	x	8. Pre- and post-development runoff volumes, velocities, hydrographs, with Watershed Maps and Link Node Diagrams.
	x	9. Methods to record and report installation and maintenance activities.
	x	10. Stormwater quality monitoring program and pre-development pollutant loading calculations.
	x	11. Notarized Operation and Maintenance Agreement signed by responsible party.
Utilities and Services.		
x		1. Statement by the Applicant/ Engineer/ Design Professional confirming that they believe the site can be supplied with adequate utilities.
	x	2. Proposed water system layout, or individual well locations.
	x	3. Proposed sewer system layout, or individual septic tank locations.

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
	x	4. Location of solid waste/trash disposal units/dumpsters.
	x	5. Location of proposed water, sewer, electric, telephone, cable, data, and gas service layouts, and proposed easements and connections.
	x	6. Location of proposed fire lane, hydrant location(s), FDC(s), and apparatus access to the site and building(s).
	x	7. Location of service and meter areas.
	x	8. Location of mail delivery boxes.
	x	9. Capacity and service studies and/or calculations.
	x	10. Detailed engineering information identifying the location, construction specifications, typical sections, service connections, meters, valves, manholes, inverts, transformers, service pedestals/boxes, and any other utility information.
Lighting.		
x		1. Narrative or plan notes describing the proposed exterior lighting scheme for the property.
NSP	x	2. Location, specifications, and details for existing and proposed exterior site and building light fixtures including the total lumen output, type of lamp, method of shielding, pole and mounting height, and verification that there are no conflicts between lighting and landscaping.
	x	3. Photometric grid overlaid on the proposed site plan indicating the overall light intensity throughout the site (in footcandles) including existing and proposed lighting. Photometric calculations must consider all exterior lighting including building lighting.
	x	4. Notes describing lighting limitations, prohibitions, and methods of enforcement.

NO

SIGN AND RETURN THIS CHECKLIST WITH THE APPLICATION SUBMITTAL
ALL SUBMITTALS MUST BE COLLATED AND FOLDED TO 8-1/2" X 11"

By signature below I certify that I have reviewed and provided the minimum submittal requirements listed above, including any additional items requested by the Town of Bluffton Staff. Any items not provided have been listed in the project narrative with an explanation as to why the required submittal item has not been provided or is not applicable. Further, I understand that failure to provide a complete, quality application or erroneous information may result in the delay of processing my application(s).

Signature of Property Owner or Authorized Agent

3/26/2025
Date

ANTHONY C. MORSE
Printed Name

121 Burnt Church Road Commercial Development

This site at the edge of the Town of Bluffton and Beaufort County jurisdictions. The annexation by the Town created a NC zoning on the three (3) properties. The properties are located in the Burnt Church Highway corridor which requires a 50-foot buffer setback from the ROW and a 100- foot setback from the adjacent residential properties' locater in the Beaufort County jurisdiction. The site is moderately wooded with mostly pines and hardwoods and contains heavy undergrowth that make it difficult to maneuver through the site. The development proposed for this site is community commercial which is allow in the NC zoning area. The soil is moderate to loose sandy material per my observations. The site is also being resub divided with its adjacent parcel so the development can be accommodated. The total development will be approximately 4446 square feet of floor space with 18 parking spaces or more depending on uses.

VICINITY MAP
121 BURNT CHURCH ROAD
DEVELOPMENT PLAN

ATTACH
Section VI. Item #1.

Proposed New Community Commercial for:

My Nash Realty Corp

114 Neptune Pl

Massapequa, NY 11758

OWNER
My Nash Realty Corp
Cynthia Nakashian
114 Neptune Pl
Massapequa, NY 11758
Phone: (516) 635-2221
E-mail: cynthian1962@gmail.com

CONTRACTOR
RCH Construction
Angelina Carper
90 Coping Dr STE 103,
Hilton Head Island, SC 29926
Phone: (843) 802-0743
E-mail: info@rchconstruction.com

CIVIL ENGINEER
Macad One Consulting Services, LLC
Anthony Morse
21 Chadburne St.
Bluffton, SC 29910
Phone: (703) 915-0561
E-mail: tony.morsepe@gmail.com

Zoning Notes

Current Lot- PIN R610 040 000 162 0000_____0.83 acres
This Property is located in Beaufort County and under the Jurisdiction of the TOWN OF BLUFFTON
Proposed Lot resubdivision_____1.085 acres
(Part of lot PIN R610 040 000 0164 0000)
Address_____129 Burnt Church Road
Current Zone_____NC (moderate intensity mix use)
Minimum Height_____16 feet
Height Proposed_____20 feet
Front Yard Setback_____ 10 feet maximum 24 feet
Side Yard Setback_____5 feet
Rear Yard Setback_____ 20 feet
Maximum Lot Coverage___80 %
Proposed Lot Coverage___43%
Open Space Required_____20 %
Open Space Provider_____ 40%
Proposed Building Floor Area_____4464 square feet
Parking Required (4 spaces/1000 sf)_____18 spaces
Parking provided_____18 spaces

Misc Notes

Soils per SCS and visual argue show the soils are moderate to loose sandy soil. Confirmation of this will be provided by a Certified Soils Engineer at first submission of the Final Site Plan.

Stormwater Management Narrative:
The preliminary concept for storm water management is to provide a dry pond at the rear of the site. BMP's for water quality will be provide in this pond as well as well as a TRUE GRID surface in the lower parking spaces away from the building. It is anticipated that the depth of the ground water surface will allow for the storage of the impervious runoff and allow runoff to infiltrate back into the ground.

Sanitary Sewer
In order to develop the Future additional lot owned by our client the total development will require a pump system to tap into the adjoining subdivision. This will require obtaining off site easements from other property owners.

All other utilities are provided alone the frontage of our site. Existing underground locations will be provided with the Final Site Plan.

Development Narrative for 129 Burnt Church Road
The intent of this development is to build a Community Commercial property. We are proposing a building of approximately 4464 square feet with a possibility of a small restaurant of 1000 square feet if the opportunity presents itself. This development is within the requirements of the NC zoning proposed on all three parcels owned by our client.

Common Abbreviations

Adj.	Adjacent	G.W.B./Gyp. Bd.	Gypsum Wall Board	Psi	Pounds Per Square Inch
A.F.F.	Above Finished Floor	H.B.	Hose Bib	Psl	Parallel Strand Lumber
A.S.F.	Above Sub-Floor	H.C.	Hollow Core	Pt	Point
Blk.	Block	Hdr	Header	Pwdr	Powder
B.O.	Bottom Of	Ht	Height	Ref	Refrigerator
Btwn.	Between	Hvac	Heating-Ventilating-Air Conditioning	Req'd	Required
C.F.	Cubic Feet	In	Inch	Rfg	Roofing
Clos	Closet	Insul.	Insulation	Rm	Room
Clg.	Ceiling	Jst.	Joist	S.C.	Solid Core
Cmu	Concrete Masonry Unit	Jts.	Joints	Scfd	Solid Core Fire Door
Col.	Column	Lal.	Lally	Sec.	Second
Comp.	Compacted	Lyr.	Layer	Sq.Ft. / S.F.	Square Feet
Conc.	Concrete	Manuf/Mfr.	Manufacturer	Sht.Rk	Sheet Rock
Cont.	Continuous	Matl	Material	S/H/W	Standard Heavy Weight
Cont'd	Continued	Max	Maximum	Spec'd	Specified
Dbl.	Double	Mech.	Mechanical	Sq.	Square
Deg	Degree	Mep	Mechanical-Electrical-Plumbing	Std	Standard
Dia	Diameter	Min.	Minimum	T & G	Tongue & Groove
Diag	Diagonal	Mod.	Modification	Th	Thick
Dn	Down	Nt	Note	Tj	Truss Joist
D.O.	Ditto	N.I.C.	Not In Contract	T.O.	Trimmed Opening/ Top Of
Dtl	Detail	O.C.	On Center	Trd	Tread
Dw	Dish Washer	Occ.	Occupancy	Trtd	Treated
Dwg	Drawing	Oh Dr	Overhead Door	Trpl	Triple
Elev	Elevation	Opg.	Opening	Typ.	Typical
Fin.	Finished	Opt.	Optional	V.B.	Vapor Barrier
Flr	Floor	Perf.	Perforated	W/	With
Ft	Feet	Pl	Plate	Wd	Wood
Ftg.	Footing	Plumb.	Plumbing	W.I.C.	Walk In Closet
Gdr	Girder	Plywd	Plywood	W/O	Without
Gl.	Glass/Glazed	Psf	Pounds Per Square Foot	Wo	Wall Oven

Aerial of Site

Materials

- Earth/Compact Fill
- Gravel
- Rigid Insulation
- Concrete
- Concrete Block
- Solid Masonry Fill
- Steel
- Brick/Stone Veneer - Plan
- Brick Veneer - Elevation
- Stone Veneer - Elevation
- Insulation
- Lumber
- Horizontal Siding
- Scallop Siding
- Cedr Shakes
- Shingles
- Standing Metal Seam Roof
- Spanish Tile
- Floor Tile
- Carpet
- Stucco
- Pavers
- Pavers
- Pavers

Drawing List

A-100	Cover Sheet
A-101	Survey Boundary and Existing Conditions
A-102	Preliminary Site Plan
A-103	Preliminary Landscape Plan
A-104	BMP Exhibit
A-105	BMP Detail

Building Notes

INTERPRETATION OF 2021 INTERNATIONAL BUILDING CODE

Issue Date: 03.26.2025
Drawn By: KJM
Checked By: LVM

Date:	Rev'd By:	Rev #:	Description
05.28.2025		1	Revised Based On Town Comments

Proposed New Community Commercial for:
My Nash Realty Corp
114 Neptune Pl
Massapequa, NY 11758

DRAWINGS NOT FOR MULTIPLE OR PROTOTYPE DEVELOPMENTS.

MARTELLI ARCHITECTS, LLC
39 Persimmon St. #601, BLUFFTON, SC 29910
P. (843) 757-5776 FAX: (843) 501-2309

COMM: 24.18

A-100

DWG 1 OF 6

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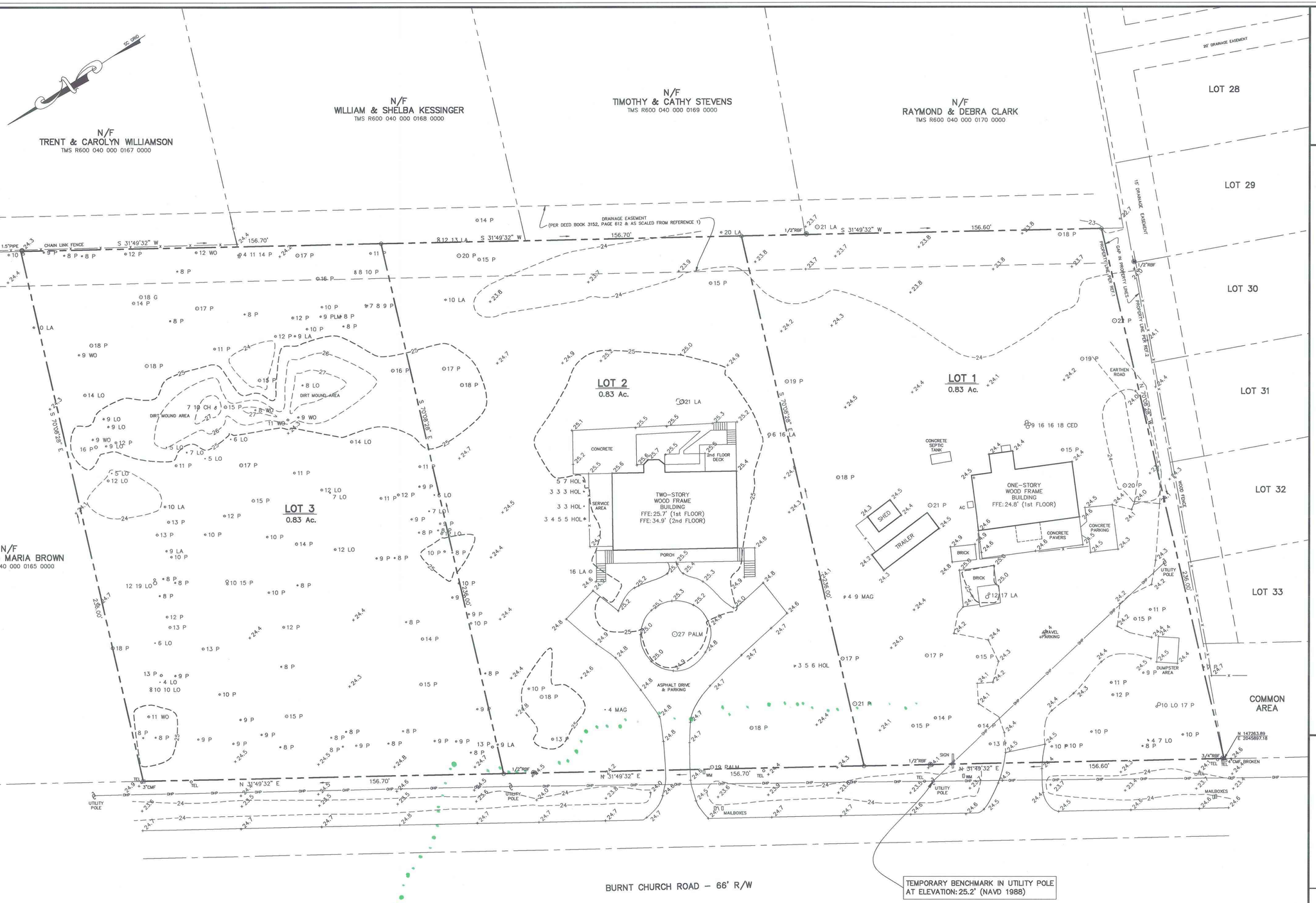

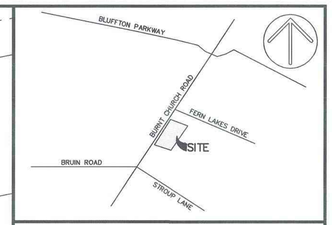

VICINITY MAP NOT TO SCALE

NOTES:

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2. TREE SIZES SHOWN IN INCHES OF DIAMETER. CONTOUR INTERVAL IS ONE FOOT. ELEVATIONS ARE BASED ON NAVD 1988 DATUM.
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REFERENCE(S):

1. PLAT BOOK 27, PAGE 33
2. PLAT BOOK 156, PAGE 46

LEGEND:

CMF	CONCRETE MONUMENT FOUND
RBF	REBAR IRON FOUND
TEL	TELEPHONE UTILITY
WM	WATER METER
–X–	FENCE LINE
–OHP–	OVERHEAD UTILITY LINE
P	PINE
PLM	PALMETTO
CH	CHERRY
G	GUM
CED	CEDAR
HOL	HOLLY
LA	LAUREL OAK
LO	LIVE OAK
WO	WATER OAK
x10.0	SPOT ELEVATION
–10–	CONTOUR

I HEREBY STATE 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.

DONALD R. COOK, JR.
S.C.P.L.S. No. 19010
NOT VALID UNLESS CRIMPED WITH SEAL

20 10 0 20 40
GRAPHIC SCALE

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AN ASBUILT, TREE & TOPOGRAPHIC SURVEY OF

LOTS 1–3
BURNT CHURCH ROAD

BLOCK B, BLUFFTON HEIGHTS SUBDIVISION

TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA

PREPARED FOR:

CYNTHIA NAKASHIAN

SURVEY, BOUNDARY & EXISTING CONDITIONS

BEUFORT COUNY SC, TOWN OF BLUFFTON
PIN R610-040-000-164-0000 & PART OF R610-040-000-163-0000
121 BURNT CHURCH ROAD
SCALE = 1"=20' DATE: 3/26/2025

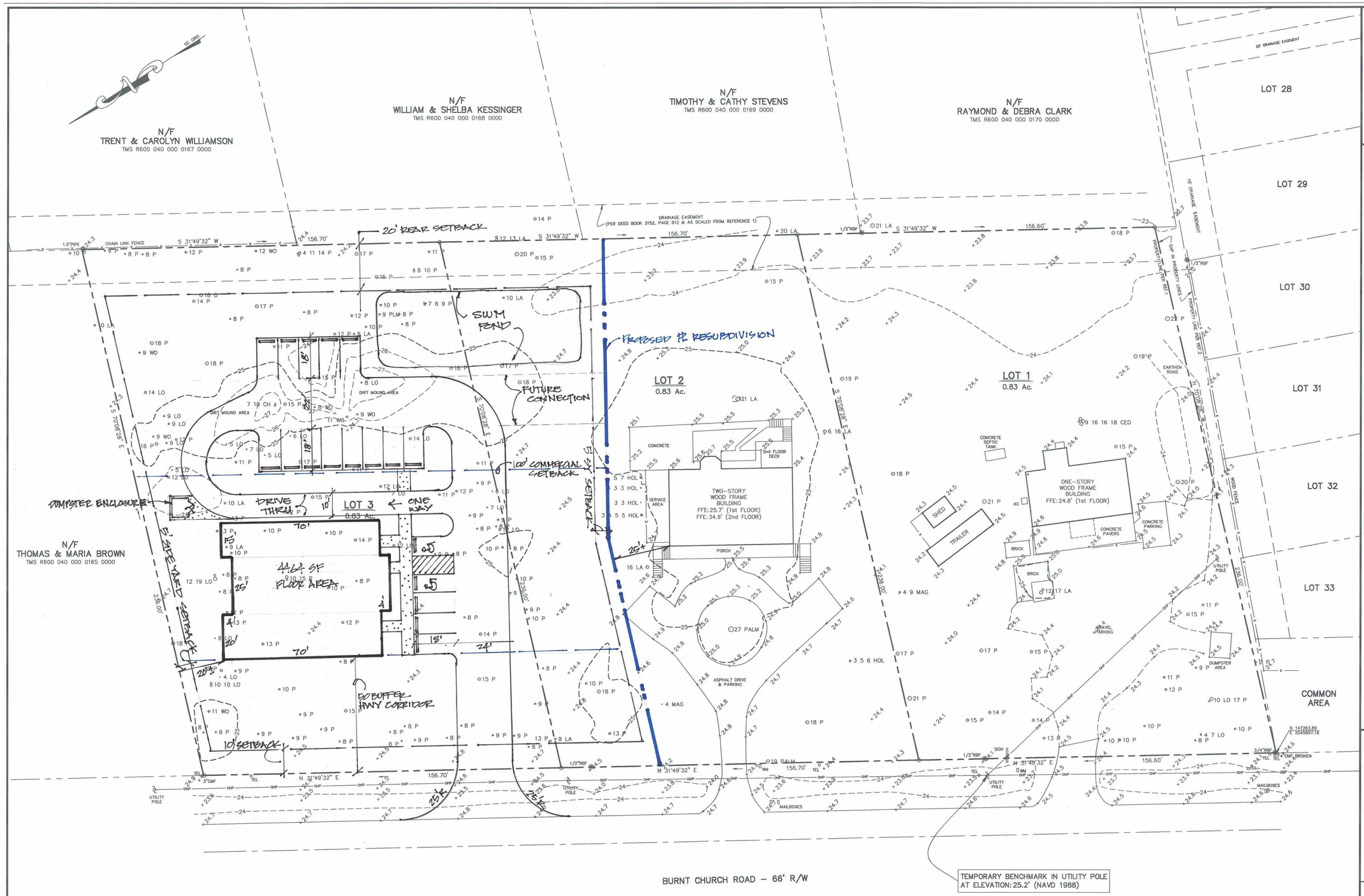
SOUTH CAROLINA CERTIFIED PROFESSIONAL SURVEYOR 19041 ANTHONY C. MORSE

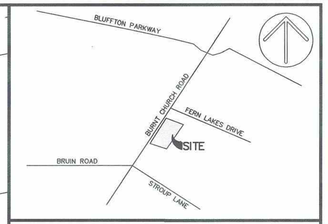
COOK LAND SURVEYING INC. No. 3290 – CERTIFICATE OF AUTHORIZATION
COOK Land Surveying
Faster. Simpler. Better.
23 Trotting Hill Lane, Bluffton, SC 29910
p: 843.247.1311 e: cooklandsurvey@hargray.com

PROJECT No.: 22120002

DRAWN BY:	DRC	PROJECT NAME	22120002
DATE:	01.04.23	FILE:	22120002AT 010423.dwg
SCALE:	1" = 20'		

SHEET 2 OF 6





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–OHP–	OVERHEAD UTILITY LINE
P	PINE
PLM	PALMETTO
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x10.0	SPOT ELEVATION
–10–	CONTOUR

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AN ASBUILT, TREE & TOPOGRAPHIC SURVEY OF

LOTS 1–3
BURNT CHURCH ROAD

BLOCK B, BLUFFTON HEIGHTS SUBDIVISION

TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA

PREPARED FOR:

CYNTHIA NAKASHIAN

PRELIMINARY SITE PLAN

BEAUFORT COUNTY, TOWN OF BLUFFTON
PIN R610-040-000-0162-0000 & PART OF R610-040-000-163-0000
121 BURNT CHURCH ROAD
SCALE: 1"=20' DATE: 3/26/2025

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 34941 ANTHONY C. MOORE

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
COOK LAND SURVEYING INC.
No. 3290

COOK Land Surveying
Faster. Simpler. Better.
23 Trotting Hill Lane, Bluffton, SC 29910
p: 843.247.1311 e: cooklandsurvey@hargray.com

PROJECT No.: *22120002*

DRAWN BY:	DRC	PROJECT NAME	*22120002*
DATE:	01.04.23	FILE:	*22120002AT 010423.dwg*
SCALE:	1" = 20'		

SHEET 3 OF 6

N/F
TRENT & CAROLYN WILLIAMSON
TMS R600 040 000 0167 0000

N/F
WILLIAM & SHELBA KESSINGER
TMS R600 040 000 0168 0000

N/F
TIMOTHY & CATHY STEVENS
TMS R600 040 000 0169 0000

N/F
RAYMOND & DEBRA CLARK
TMS R600 040 000 0170 0000

N/F
THOMAS & MARIA BROWN
TMS R600 040 000 0165 0000

SC GRID

20' REAR SETBACK

DRAINAGE EASEMENT
(PER DEED BOOK 3152, PAGE 812 & AS SCALED FROM REFERENCE 1)

1.5" PIPE
CHAIN LINK FENCE
S 31°49'32" W 156.70'
S 31°49'32" W 156.60'
1/2"RBF

SWM POND

PROPOSED 2L RESUBDIVISION

LOT 2
0.83 Ac.

LOT 1
0.83 Ac.

LOT 3
0.83 Ac.
ONE WAY

FUTURE CONNECTION

10' COMMERCIAL SETBACK

DUMPSTER ENCLOSURE

DRIVE THRU

4414 SF FLOOR AREA

TWO-STORY WOOD FRAME BUILDING
FFE: 25.7' (1st FLOOR)
FFE: 34.9' (2nd FLOOR)

ONE-STORY WOOD FRAME BUILDING
FFE: 24.8' (1st FLOOR)

SERVICE AREA
2nd FLOOR DECK
CONCRETE
PORCH
27 PALM
ASPHALT DRIVE & PARKING
CONCRETE SEPTIC TANK
SHED
TRAILER
CONCRETE PAVERS
CONCRETE PARKING
BRICK
GRAVEL PARKING
DUMPSTER AREA
MAILBOXES
UTILITY POLE
WOOD FENCE
EARTHEN ROAD
DIRT MOUND AREA

10' BUFFER HWY CORRIDOR

10' SETBACK

5' SIDE YARD SETBACK

15' DRAINAGE EASEMENT

20' DRAINAGE EASEMENT

PROPERTY LINE PER REF 1

CUT IN PROPERTY LINES

PROPERTY LINE PER REF 2

N 147263.89
E 2045897.18

3/4"RBF
4"CMF, BROKEN

N 31°49'32" E 156.70'

N 31°49'32" E 156.60'

S 70°09'26" E

TEMPORARY BENCHMARK IN UTILITY POLE
AT ELEVATION: 25.2' (NAVD 1988)

LOT 28
LOT 29
LOT 30
LOT 31
LOT 32
LOT 33
COMMON AREA

BURNT CHURCH ROAD – 66' R/W

LEGEND

MIXTURE OF DECIDUOUS TREE (2½ TO 3 inch CAL) & LIVE OAKS

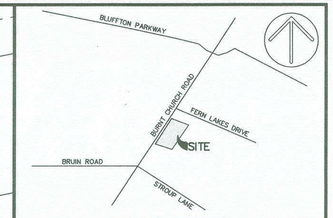
EVERGREEN MIXTURE OF SHRUBS (3 TO 7 GALLON)

EVERGREEN TREES (2" CAL)

PRELIMINARY LANDSCAPE PLAN

BEAUFORT COUNTY, TOWN OF BLUFFTON
PIN R610-040-000-0162-0000 & PART OF R610-040-000-163-0000
129 BURNT CHURCH ROAD
SCALE: 1"=20' DATE: 3/26/2025

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 34041 ANTHONY C. MCKEE



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x10.0	SPOT ELEVATION
-10-	CONTOUR

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DONALD R. COOK, JR.
S.C.P.L.S. No. 19010
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AN ASBUILT, TREE & TOPOGRAPHIC SURVEY OF

LOTS 1-3
BURNT CHURCH ROAD

BLOCK B, BLUFFTON HEIGHTS SUBDIVISION

TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA

PREPARED FOR:

CYNTHIA NAKASHIAN

SOUTH CAROLINA COOK LAND SURVEYING INC. No. 3290 CERTIFICATE OF AUTHORIZATION

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p: 843.247.1311 e: cooklandsurvey@hargray.com

PROJECT No.: 22120002

DRAWN BY:	DRC	PROJECT NAME	22120002
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SHEET 4 OF 6

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TMS R600 040 000 0167 0000

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N/F
TIMOTHY & CATHY STEVENS
TMS R600 040 000 0169 0000

N/F
RAYMOND & DEBRA CLARK
TMS R600 040 000 0170 0000

N/F
THOMAS & MARIA BROWN
TMS R600 040 000 0165 0000

LOT 28
LOT 29
LOT 30
LOT 31
LOT 32
LOT 33
COMMON AREA

20' REAR SETBACK
DRAINAGE EASEMENT (PER DEED BOOK 3152, PAGE 612 & AS SCALED FROM REFERENCE 1)
20' DRAINAGE EASEMENT
15' DRAINAGE EASEMENT
PROPERTY LINE
PROPERTY LINE PER REF 1
PROPERTY LINE PER REF 2
EARTHEN ROAD
WOOD FENCE
CHAIN LINK FENCE
S 31°49'32" W 156.70'
S 31°49'32" W 156.60'
N 31°49'32" E 156.70'
N 31°49'32" E 156.60'
S 70°08'28" E 258.00'
N 70°08'28" W 258.00'

SWM POND
APP: 1790 CF
STORAGE REQD FOR 14"
PROPOSED 2 LOT RESUBDIVISION
FUTURE CONNECTION
COMMERCIAL SETBACK
SETBACK
LOT 1
0.83 Ac.
LOT 2
0.83 Ac.
LOT 3
0.83 Ac.
DRIVE THRU
ONE WAY
COMPOSTER ENCLOSURE
ROOF DRAIN
4414 SF
FLOOR AREA
EASEMENT SETBACK
10' BUFFER HWY CORRIDOR
10' SETBACK
NATURAL BMP STORAGE
NATURAL BMP STORAGE
TWO-STORY WOOD FRAME BUILDING FFE: 25.7' (1st FLOOR) FFE: 34.9' (2nd FLOOR)
2nd FLOOR DECK
CONCRETE
SERVICE AREA
PORCH
ONE-STORY WOOD FRAME BUILDING FFE: 24.8' (1st FLOOR)
CONCRETE SEPTIC TANK
CONCRETE PAVERS
CONCRETE PARKING
SHED
TRAILER
BRICK
GRAVEL PARKING
DUMPSTER AREA
ASPHALT DRIVE & PARKING
27 PALM
19 PALM
MAILBOXES
SIGN
UTILITY POLE
1/2"RBF
3/4"RBF
4" CMF, BROKEN
N 147263.89
E 2045897.18

LEGEND

(+) (o) MIXTURE OF DECIDUOUS TREE (2½ TO 3 inch CAL) & LIVE OAKS

*o EVERGREEN MIXTURE OF SHRUBS (3 TO 7 GALLON)

EVERGREEN TREES (2" CAL)

DENOTES CONVEYANCE OF STORM WATER

DENOTES LIMITS OF DISTURBANCE

TYPE A SOILS

BURNT CHURCH ROAD – 66' R/W

TRUE GRID

PERVIOUS PAVERS (TYPICAL SECTION WITH ADD. STORAGE)
PAINT
FILTER FABRIC
NO. 57 GRAVEL
INFILTRATION TRENCH
ENHANCED PERVIOUS PAVERS
3'
3' MAX

TEMPORARY BENCHMARK IN UTILITY POLE AT ELEVATION: 25.2' (NAVD 1988)

& BMP EXHIBIT

PRELIMINARY LANDSCAPE PLAN

BEAUFORT COUNTY, TOWN OF BLUFFTON
PIN R610-040-000-0162-0000 & PART OF R610-040-000-1163-0000
129 BURNT CHURCH ROAD
SCALE: 1"=20' DATE: 3/26/2025

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 34941 ANTHONY C. MCKEE

BLUFFTON PARKWAY
BURNT CHURCH ROAD
FERN LAKES DRIVE
SITE
BRUIN ROAD
STROUP LANE

VICINITY MAP NOT TO SCALE

NOTES:

1. THIS LOT APPEARS TO LIE IN FLOOD ZONE X AS SHOWN ON FIRM MAP 45013C0426G, COMMUNITY No. 450251, DATED 03/23/21.
2. TREE SIZES SHOWN IN INCHES OF DIAMETER. CONTOUR INTERVAL IS ONE FOOT. ELEVATIONS ARE BASED ON NAVD 1988 DATUM.
3. SOUTH CAROLINA STATE PLANE COORDINATES ARE BASED ON NAD 83, FROM SCVRS NETWORK.
4. PROPERTY MAY OR MAY NOT BE AFFECTED BY SETBACKS, EASEMENTS, COVENANTS, RESTRICTIONS AND/OR OTHER MATTERS OF TITLE NOT SHOWN HEREON AND ARE THE RESPONSIBILITY OF THE PROPERTY OWNER.

REFERENCE(S):

1. PLAT BOOK 27, PAGE 33
2. PLAT BOOK 156, PAGE 46

LEGEND:

CMF	CONCRETE MONUMENT FOUND
RBF	REBAR IRON FOUND
TEL	TELEPHONE UTILITY
WM	WATER METER
-X-	FENCE LINE
-OHP-	OVERHEAD UTILITY LINE
P	PINE
PLM	PALMETTO
CH	CHERRY
G	GUM
CED	CEDAR
HOL	HOLLY
LA	LAUREL OAK
LO	LIVE OAK
WO	WATER OAK
x10.0	SPOT ELEVATION
-10-	CONTOUR

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DONALD R. COOK, JR.
S.C.P.L.S. No. 19010
NOT VALID UNLESS CRIMPED WITH SEAL

20 10 0 20 40
GRAPHIC SCALE

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AN ASBUILT, TREE & TOPOGRAPHIC SURVEY OF

LOTS 1–3
BURNT CHURCH ROAD

BLOCK B, BLUFFTON HEIGHTS SUBDIVISION

TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA

PREPARED FOR:

CYNTHIA NAKASHIAN

COOK LAND SURVEYING INC. No. 3290 SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION

COOK Land Surveying
Faster. Simpler. Better.
23 Trotting Hill Lane, Bluffton, SC 29910
p: 843.247.1311 e: cooklandsurvey@hargray.com

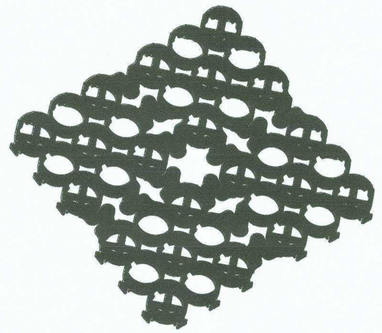
PROJECT No.: 22120002

DRAWN BY:	DRC	PROJECT NAME:	22120002
DATE:	01.04.23	FILE:	22120002AT 010423.dwg
SCALE:	1"= 20'		

SHEET 5 OF 6

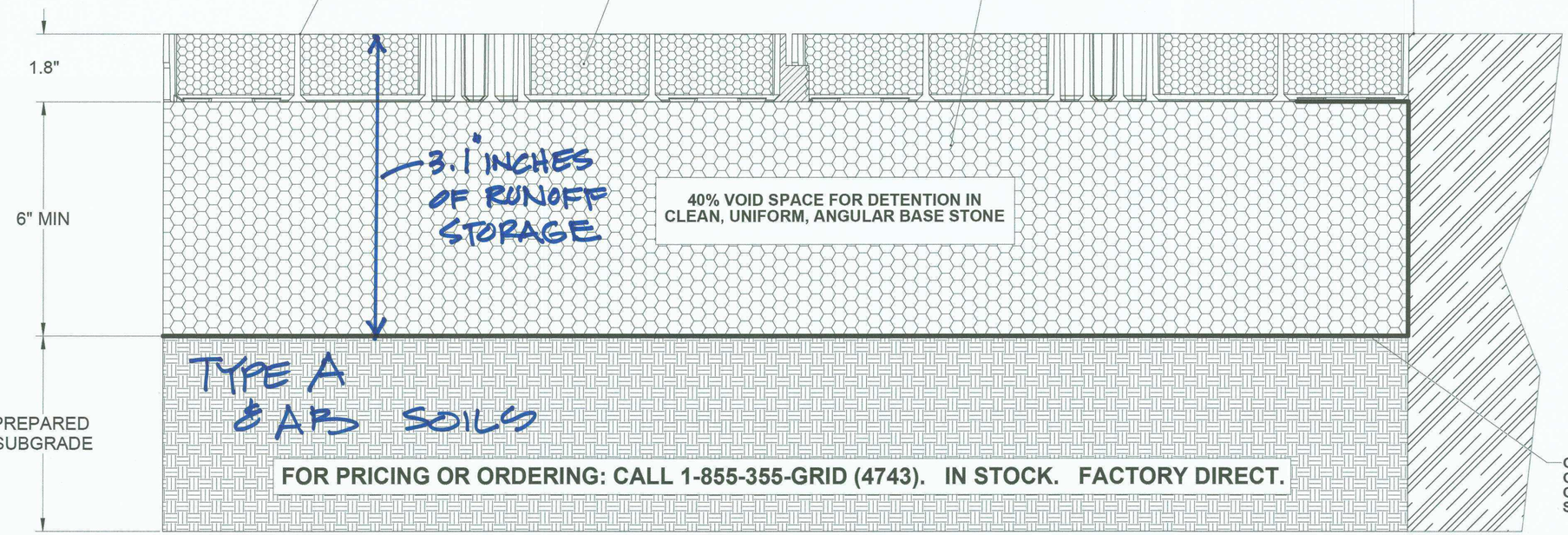
NOTES:

1. SUB-BASE DEPTH AND PREPARATION IS DEPENDENT ON SITE CONDITIONS PLUS LOADING REQUIREMENTS.
2. TRUEGRID PRO PLUS PRODUCTS DESIGNED FOR LOAD CAPACITIES OF 120,000 LBS PER SQ. FT. TRUEGRID PRODUCTS STRENGTHEN WITH FILL MATERIAL.
3. TRUEGRID PRO PLUS PRODUCTS ARE SUFFICIENTLY RATED FOR H-20 /HS-20 LOADING AND GREATER.
4. GEOGRID MESH OR GEOFABRIC MAY BE REQUIRED BETWEEN SUB-GRADE & SUB-BASE FOR CERTAIN SOILS AND SITE SPECIFIC REQUIREMENTS.
5. INCREASE SUB-BASE DEPTH FOR INCREASED STORM WATER DETENTION.
6. NO STAKING NECESSARY WITH TRUEGRID PRO PLUS WHEN SLOPE IS BELOW 10 DEGREES. ASSESS PROJECT, AS NEEDED.
7. FINAL ENGINEERED CROSS SECTION AGGREGATES AND DEPTH SHOULD ALLOW FOR EXPECTED INFILTRATION RATES, STORAGE CAPACITIES, OUTLET FLOW RATES, AND OTHER SITE SPECIFIC CONDITIONS AND LOAD REQUIREMENTS.
8. THIS CROSS SECTION IS FOR INFORMATION ONLY.



TRUEGRID BLOCK REFERENCE VIEW

PREASSEMBLED & DELIVERED IN 4' X 4' SHEET. RECONFIGURED AS NEEDED.NO EXTRA TOOLING OR ACCESSORIES REQUIRED



GRAVEL FILL MEDIUM LOAD TRUEGRID PRO PLUS

APPLICATION:

PARKING LOT, RV PARKING, PARKING PADS, DRIVEWAYS

REV	REVISION	DRAWN	CHECKED	APPROVED	DATE
00					
03	UPDATED TRUEGRID STANDARDS	JT	JT	CW	9/20/2017

1-855-355-GRID (4743)

MADE IN U. S. A.

TRUEGRIDPAVER.com

CLIENT / PROJECT

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES

PROPRIETARY DESIGN RIGHTS NOTICE: THIS DESIGN WAS ORIGINATED BY AND IS THE EXCLUSIVE PROPERTY OF TRUEGRID. IT IS DISCLOSED IN CONFIDENCE WITH THEUNDERSTANDING THAT NO REPRODUCTIONOR OTHER USE OF THE INFORMATION ISAUTHORIZED WITHOUT SPECIFIC AGREEMENT IN WRITING BY TRUEGRID.

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APPROVAL INFORMATION

DRAWN BY:	J. Thethy	DATE: 11/8/2016
CHECKED BY:	J. Thethy	DATE: 11/9/2016
APPROVED BY:	C. White	DATE: 11/9/2016
WEIGHT:		

TRUEGRID®
True to your project. True to the environment.

TRUEGRID GRAVEL FILL INSTALLATION MEDIUM LOAD

SIZE D | DRAWING NUMBER: TG-GRV-ML | REV 03

SCALE 1:1.5 | SHEET 1 OF 1

811 Know what's below. Call before you dig.

SANIE CONSULTING GROUP, LLC
LAND DEVELOPMENT CONSULTING
13608 HARVEST PLACE
CLIFTON, VIRGINIA 20124
PH.: (703) 865-7800
tony@saniegroup.com
WWW.SANIEGC.COM

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SANIE CONSULTING GROUP, LLC

TRUE GRID DETAIL

SUBMITTAL HISTORY

DATE	DESCRIPTION
2/ /2022	1ST SUBMISSION

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 34941 ANTHONY C. MORSE

DATE : FEBRUARY 2021

PROJECT COORDINATOR: TONY C. MORSE

DESIGN	DRAWN	CHKD
FF	FF	TM

SCALE H: N/A V: N/A

JOB No. SC-21-100

FILE No.

SHEET 6 OF 6

Development Narrative for 129 Burnt Church Road

The intent of this development is to build a Community Commercial property. We are proposing a building of approximately 4464 square feet with a possibility of a small restaurant of 1000 square feet if the opportunity presents itself. This development is within the requirements of the NC zoning proposed on all three parcels owned by our client. The traffic assessment has been completed and added to the package.

Storm Water Management for this site will be provided by surface BMP's as show on the BMP exhibit. All runoff from impervious surfaces shall sheet flow to the underground trenches and the True Grid surface to the extent possible. Any BMP treatment not captured by surface runoff shall be treated in the proposed pond. The proposed pond will capture all of the impervious areas and be routed for the 2, 10, 25, 50 and 100 year storms. A soils report will determine if an outfall is required sense we are in type A soils. Any reduced runoff will be through a control structure and flow southward as they currently do to date.

Proposed New Community Commercial for:

My Nash Realty Corp

114 Neptune Pl

Massapequa, NY 11758

OWNER
My Nash Realty Corp
Cynthia Nakashian
114 Neptune Pl
Massapequa, NY 11758
Phone: (516) 635-2221
E-mail: cynthian1962@gmail.com

CONTRACTOR
RCH Construction
Angelina Carper
90 Cogina Dr STE 103,
Hilton Head Island, SC 29926
Phone: (843) 802-0743
E-mail: info@rchconstruction.com

CIVIL ENGINEER
Macad One Consulting Services, LLC
Anthony Monse
21 Chadburne St.
Bluffton, SC 29910
Phone: (703) 915-0561
E-mail: tony.monsepe@gmail.com

Zoning Notes

Current Lot- PIN R610 040 000 162 0000_____0.83 acres
This Property is located in Beaufort County and under the Jurisdiction of the TOWN OF BLUFFTON
Proposed Lot resubdivision_____1.085 acres
(Part of lot PIN R610 040 000 0164 0000)
Address_____129 Burnt Church Road
Current Zone_____NC (moderate intensity mix use)
Minimum Height_____16 feet
Height Proposed_____20 feet
Front Yard Setback_____ 10 feet maximum 24 feet
Side Yard Setback_____5 feet
Rear Yard Setback_____ 20 feet
Maximum Lot Coverage___80 %
Proposed Lot Coverage___43%
Open Space Required_____20 %
Open Space Provider_____ 40%
Proposed Building Floor Area_____4464 square feet
Parking Required (4 spaces/1000 sf)_____18 spaces
Parking provided_____18 spaces

Misc Notes

Soils per SCS and visual argue show the soils are moderate to loose sandy soil. Confirmation of this will be provided by a Certified Soils Engineer at first submission of the Final Site Plan.

Stormwater Management Narrative:
The preliminary concept for storm water management is to provide a dry pond at the rear of the site. BMP's for water quality will be provide in this pond as well as well as a TRUE GRID surface in the lower parking spaces away from the building. It is anticipated that the depth of the ground water surface will allow for the storage of the impervious runoff and allow runoff to infiltrate back into the ground.

Sanitary Sewer
In order to develop the Future additional lot owned by our client the total development will require a pump system to tap into the adjoining subdivision. This will require obtaining off site easements from other property owners.

All other utilities are provided alone the frontage of our site. Existing underground locations will be provided with the Final Site Plan.

Development Narrative for 129 Burnt Church Road
The intent of this development is to build a Community Commercial property. We are proposing a building of approximately 4464 square feet with a possibility of a small restaurant of 1000 square feet if the opportunity presents itself. This development is within the requirements of the NC zoning proposed on all three parcels owned by our client.

Common Abbreviations

Adj.	Adjacent	G.W.B./Gyp. Bd.	Gypsum Wall Board	Psi	Pounds Per Square Inch
A.F.F.	Above Finished Floor	H.B.	Hose Bib	Psl	Parallel Strand Lumber
A.S.F.	Above Sub-Floor	H.C.	Hollow Core	Pt	Point
Blk.	Block	Hdr	Header	Pwdr	Powder
B.O.	Bottom Of	Ht	Height	Ref	Refrigerator
Btwn.	Between	Hvac	Heating-Ventilating-Air Conditioning	Req'd	Required
C.F.	Cubic Feet	In	Inch	Rfg	Roofing
Clos	Closet	Insul.	Insulation	Rm	Room
Clg.	Ceiling	Jst.	Joist	S.C.	Solid Core
Cmu	Concrete Masonry Unit	Jts.	Joints	Scfd	Solid Core Fire Door
Col.	Column	Lal.	Lally	Sec.	Second
Comp.	Compacted	Lyr.	Layer	Sq.Ft. / S.F.	Square Feet
Conc.	Concrete	Manuf/Mfr.	Manufacturer	Sht.Rk	Sheet Rock
Cont.	Continuous	Matl	Material	S/H/W	Standard Heavy Weight
Cont'd	Continued	Max	Maximum	Spec'd	Specified
Dbl.	Double	Mech.	Mechanical	Sq.	Square
Deg	Degree	Mep	Mechanical-Electrical-Plumbing	Std	Standard
Dia	Diameter	Min.	Minimum	T & G	Tongue & Groove
Diag	Diagonal	Mod.	Modification	Th	Thick
Dn	Down	Nt	Note	Tj	Truss Joist
D.O.	Ditto	N.I.C.	Not In Contract	T.O.	Trimmed Opening/ Top Of
Dtl	Detail	O.C.	On Center	Trd	Tread
Dw	Dish Washer	Occ.	Occupancy	Trtd	Treated
Dwg	Drawing	Oh Dr	Overhead Door	Trpl	Triple
Elev	Elevation	Opg.	Opening	Typ.	Typical
Fin.	Finished	Opt.	Optional	V.B.	Vapor Barrier
Flr	Floor	Perf.	Perforated	W/	With
Ft	Feet	Pl	Plate	Wd	Wood
Ftg.	Footing	Plumb.	Plumbing	W.I.C.	Walk In Closet
Gdr	Girder	Plywd	Plywood	W/O	Without
Gl.	Glass/Glazed	Psf	Pounds Per Square Foot	Wo	Wall Oven

Aerial of Site

Materials

- Earth/Compact Fill
- Gravel
- Rigid Insulation
- Concrete
- Concrete Block
- Solid Masonry Fill
- Steel
- Brick/Stone Veneer - Plan
- Brick Veneer - Elevation
- Stone Veneer - Elevation
- Insulation
- Lumber
- Horizontal Siding
- Scallop Siding
- Cedr Shakes
- Shingles
- Standing Metal Seam Roof
- Spanish Tile
- Floor Tile
- Carpet
- Stucco
- Pavers
- Pavers
- Pavers

Drawing List

A-100	Cover Sheet
A-101	Survey Boundary & Existing Conditions
A-102	Preliminary Development Plan
A-103	Preliminary BMP, SWM & Landscape Plan
A-104	BMP Detail

Building Notes

INTERPRETATION OF 2021 INTERNATIONAL BUILDING CODE

Issue Date: 03.26.2025
Drawn By: KJM
Checked By: LVM

Date:	Rev'd By:	Rev #:	Description
05.28.2025		1	Revised Based On Town Comments

Proposed New Community Commercial for:
My Nash Realty Corp
114 Neptune Pl
Massapequa, NY 11758

DRAWINGS NOT FOR MULTIPLE OR PROTOTYPE DEVELOPMENTS.

MARTELLI ARCHITECTS, LLC
39 Persimmon St. #601, BLUFFTON, SC 29910
P. (843) 757-5776 FAX: (843) 501-2309

COMM: 24.18

A-100

DWG 1 OF 5

7/29/2025 5:34:16 PM

SC GRID

N/F
TRENT & CAROLYN WILLIAMSON
TMS R600 040 000 0167 0000

N/F
WILLIAM & SHELBA KESSINGER
TMS R600 040 000 0168 0000

N/F
TIMOTHY & CATHY STEVENS
TMS R600 040 000 0169 0000

N/F
RAYMOND & DEBRA CLARK
TMS R600 040 000 0170 0000

N/F
THOMAS & MARIA BROWN
TMS R600 040 000 0165 0000

LOT 28
LOT 29
LOT 30
LOT 31
LOT 32
LOT 33
COMMON AREA

1.5"PIPE
CHAIN LINK FENCE
S 31°49'32" W 156.70'
DRAINAGE EASEMENT (PER DEED BOOK 3152, PAGE 612 & AS SCALED FROM REFERENCE 1)
1/2"RBF
20' DRAINAGE EASEMENT
15' DRAINAGE EASEMENT
PROPERTY LINE PER REF.1
GAP IN PROPERTY LINES
PROPERTY LINE PER REF.2
EARTHEN ROAD
WOOD FENCE
N 31°49'32" E 156.70'
N 31°49'32" E 156.60'
S 70°08'28" E 256.00'
N 70°08'28" W 256.00'

LOT 1
0.83 Ac.

LOT 2
0.83 Ac.

LOT 3
0.83 Ac.

TWO-STORY WOOD FRAME BUILDING
FFE: 25.7' (1st FLOOR)
FFE: 34.9' (2nd FLOOR)
2nd FLOOR DECK
CONCRETE
SERVICE AREA
PORCH
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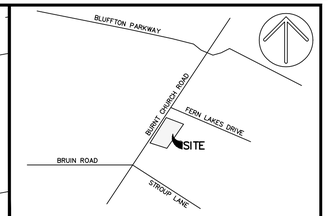
SHED
TRAILER
GRAVEL PARKING
DUMPSTER AREA
DIRT MOUND AREA
ASPHALT DRIVE & PARKING
27 PALM
19 PALM
4 MAG
UTILITY POLE
MAILBOXES
SIGN
N 142263.89
E 2045897.18

BURNT CHURCH ROAD – 66' R/W

TEMPORARY BENCHMARK IN UTILITY POLE
AT ELEVATION: 25.2' (NAVD 1988)



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FILE: *22120002AT 010423.dwg*

SHEET **2** OF **5**

SC GRID

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TMS R600 040 000 0167 0000

N/F
WILLIAM & SHELBA KESSINGER
TMS R600 040 000 0168 0000

N/F
TIMOTHY & CATHY STEVENS
TMS R600 040 000 0169 0000

N/F
RAYMOND & DEBRA CLARK
TMS R600 040 000 0170 0000

N/F
THOMAS & MARIA BROWN
TMS R600 040 000 0165 0000

LOT 28

LOT 29

LOT 30

LOT 31

LOT 32

LOT 33

COMMON AREA

20' DRAINAGE EASEMENT

15' DRAINAGE EASEMENT

DRAINAGE EASEMENT
(PER DEED BOOK 3152, PAGE 612 & AS SCALED FROM REFERENCE 1)

1.5"PIPE

CHAIN LINK FENCE

S 31°49'32" W 156.70'

N 31°49'32" E 156.70'

S 31°49'32" W 156.60'

1/2"RBF

PROPERTY LINE PER REF 1

PROPERTY LINE PER REF 2

EARTHEN ROAD

20' ZONING SETBACK

10' COMMERCIAL SETBACK

DUMPSTER ENCLOSURE

MAX. LIMITS OF STORM WATER MANAGEMENT POND

PROPOSED RESUBDIVISION PROPERTY LINE

WHEEL STOPS

DIRT MOUND AREA

LOT 1
0.83 Ac.

LOT 2
0.83 Ac.

LOT 3
0.83 Ac.

4464 SF BLDG

TWO-STORY WOOD FRAME BUILDING
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2nd FLOOR DECK

CONCRETE

PORCH

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SHED

TRAILER

BRICK

GRAVEL PARKING

DUMPSTER AREA

UTILITY POLE

MAILBOXES

WOOD FENCE

25' BUFFER

10' PLANTING BUFFER

5' ZONING SETBACK

50' HWY. SETBACK

10' ZONING SETBACK

4'E TYP

18' TYP

9' TYP

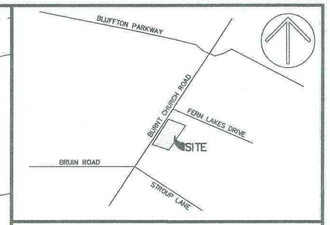
5' SW

6'

24'

BURNT CHURCH ROAD – 66' R/W

TEMPORARY BENCHMARK IN UTILITY POLE
AT ELEVATION: 25.2' (NAVD 1988)



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CH	CHERRY
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CED	CEDAR
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x10.0	SPOT ELEVATION
-10-	CONTOUR

I HEREBY STATE 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.

DONALD R. COOK, JR.
S.C.P.L.S. No. 19010
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AN ASBUILT, TREE & TOPOGRAPHIC SURVEY OF

LOTS 1–3
BURNT CHURCH ROAD

BLOCK B, BLUFFTON HEIGHTS SUBDIVISION

TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA

PREPARED FOR:

CYNTHIA NAKASHIAN

PRELIMINARY DEVELOPMENT PLAN

BEUFORT COUNTY SC, TOWN OF BLUFFTON
PIN R610-040-000-164/0000 & PART OF R610-040-000-163-0000
121 BURNT CHURCH ROAD
SCALE = 1"=20' DATE : 3/26/2025

SOUTH CAROLINA PROFESSIONAL ENGINEER No. 30041 ANTHONY C. MONROE

SOUTH CAROLINA COOK LAND SURVEYING INC. No. 3290 CERTIFICATE OF AUTHORIZATION

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23 Trotting Hill Lane, Bluffton, SC 29910
p: 843.247.1311 e: cooklandsurvey@hargroy.com

PROJECT No.: 22120002

DRAWN BY: DRC
DATE: 01.04.23
SCALE: 1"= 20'
PROJECT NAME 22120002
FILE: 22120002AT 010423.dwg

SHEET 3 OF 5

N/F
TRENT & CAROLYN WILLIAMSON
TMS R600 040 000 0167 0000

N/F
WILLIAM & SHELBA KESSINGER
TMS R600 040 000 0168 0000

N/F
TIMOTHY & CATHY STEVENS
TMS R600 040 000 0169 0000

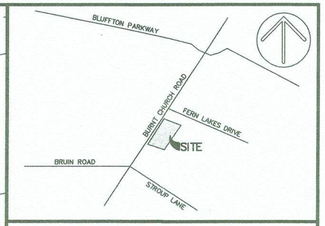
N/F
RAYMOND & DEBRA CLARK
TMS R600 040 000 0170 0000

N/F
THOMAS & MARIA BROWN
TMS R600 040 000 0165 0000

LOT 28
LOT 29
LOT 30
LOT 31
LOT 32
LOT 33
COMMON AREA

20' DRAINAGE EASEMENT
15' DRAINAGE EASEMENT
DRAINAGE EASEMENT (PER DEED BOOK 3152, PAGE 612 & AS SCALED FROM REFERENCE 1)

20' ZONING SETBACK
LOT COMMERCIAL SETBACK
MAX. LIMITS OF STORM WATER MANAGEMENT POND
PROPOSED RESUBDIVISION PROPERTY LINE
DUMPSTER ENCLOSURE
WHEEL STOPS
LOT 1
0.83 Ac.
LOT 2
0.83 Ac.
LOT 3
0.83 Ac.
4464 SF BLDG
TWO-STORY WOOD FRAME BUILDING FFE: 25.7' (1st FLOOR) FFE: 34.9' (2nd FLOOR)
ONE-STORY WOOD FRAME BUILDING FFE: 24.8' (1st FLOOR)
SERVICE AREA
CONCRETE
2nd FLOOR DECK
PORCH
CONCRETE SEPTIC TANK
CONCRETE PAVERS
CONCRETE PARKING S
SHED
TRAILER
BRICK
UTILITY POLE
27 PALM
ASPHALT DRIVE & PARKING
GRAVEL PARKING
DUMPSTER AREA
MAILBOXES
EARTHEN ROAD
WOOD FENCE
10' PLANTING BUFFER
5' ZONING SETBACK
50' HWY. SETBACK
10' ZONING SETBACK
BURNT CHURCH ROAD – 66' R/W
TEMPORARY BENCHMARK IN UTILITY POLE AT ELEVATION: 25.2' (NAVD 1988)



VICINITY MAP NOT TO SCALE

NOTES:

1. THIS LOT APPEARS TO LIE IN FLOOD ZONE X AS SHOWN ON FIRM MAP 45013C0426G, COMMUNITY No. 450251, DATED 03/23/21.
2. TREE SIZES SHOWN IN INCHES OF DIAMETER. CONTOUR INTERVAL IS ONE FOOT. ELEVATIONS ARE BASED ON NAVD 1988 DATUM.
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REFERENCE(S):

1. PLAT BOOK 27, PAGE 33
2. PLAT BOOK 156, PAGE 46

LEGEND:

CMF	CONCRETE MONUMENT FOUND
RBF	REBAR IRON FOUND
TEL	TELEPHONE UTILITY
WM	WATER METER
-x-	FENCE LINE
-OHP-	OVERHEAD UTILITY LINE
P	PINE
PLM	PALMETTO
CH	CHERRY
G	GUM
CED	CEDAR
HOL	HOLLY
LA	LAUREL OAK
LO	LIVE OAK
WO	WATER OAK
x10.0	SPOT ELEVATION
-10-	CONTOUR

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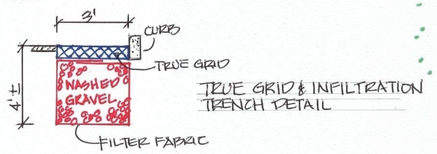
PROJECT No.: 22120002

DRAWN BY:	DRC	PROJECT NAME	22120002
DATE:	01.04.23	FILE:	22120002AT 010423.dwg
SCALE:	1"= 20'		

SHEET 4 OF 5

LANDSCAPE LEGEND

MIXTURE OF DECIDUOUS TREES (2½ TO 3½" CAL.)
MIXTURE OF EVERGREEN TREES (2" CAL)
MIXTURE OF EVERGREEN SHRUBS (7 GAL MIN.)



TRUE GRID & INFILTRATION TRENCH DETAIL

SITE SOILS - TYPE A

SITE LEGEND

TRUE GRID
CONCRETE
LIMITS OF CLEARING

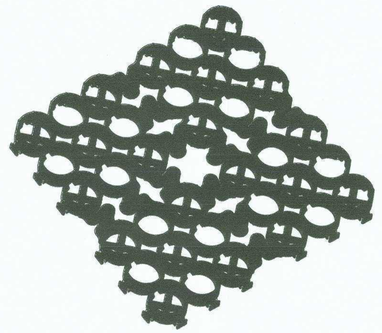
PRELIMINARY BMP, SWM & LANDSCAPE PLAN

BEAUFORT COUNTY SC, TOWN OF BLUFFTON
PIN R610-040-000-164[illegible]0000 & PART OF R610-040-000-163-0000
121 BURNT CHURCH ROAD
SCALE = 1"=20' DATE: 3/26/2025

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER ANTHONY C. MORSE

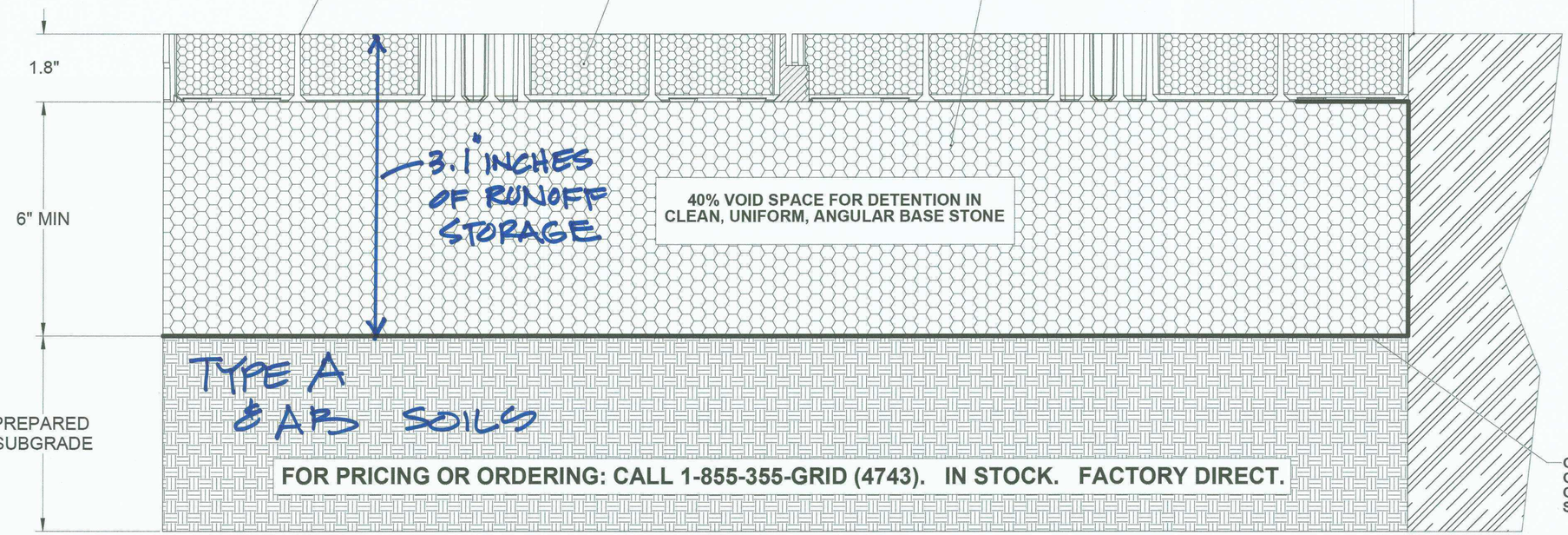
NOTES:

1. SUB-BASE DEPTH AND PREPARATION IS DEPENDENT ON SITE CONDITIONS PLUS LOADING REQUIREMENTS.
2. TRUEGRID PRO PLUS PRODUCTS DESIGNED FOR LOAD CAPACITIES OF 120,000 LBS PER SQ. FT. TRUEGRID PRODUCTS STRENGTHEN WITH FILL MATERIAL.
3. TRUEGRID PRO PLUS PRODUCTS ARE SUFFICIENTLY RATED FOR H-20 /HS-20 LOADING AND GREATER.
4. GEOGRID MESH OR GEOFABRIC MAY BE REQUIRED BETWEEN SUB-GRADE & SUB-BASE FOR CERTAIN SOILS AND SITE SPECIFIC REQUIREMENTS.
5. INCREASE SUB-BASE DEPTH FOR INCREASED STORM WATER DETENTION.
6. NO STAKING NECESSARY WITH TRUEGRID PRO PLUS WHEN SLOPE IS BELOW 10 DEGREES. ASSESS PROJECT, AS NEEDED.
7. FINAL ENGINEERED CROSS SECTION AGGREGATES AND DEPTH SHOULD ALLOW FOR EXPECTED INFILTRATION RATES, STORAGE CAPACITIES, OUTLET FLOW RATES, AND OTHER SITE SPECIFIC CONDITIONS AND LOAD REQUIREMENTS.
8. THIS CROSS SECTION IS FOR INFORMATION ONLY.



TRUEGRID BLOCK REFERENCE VIEW

PREASSEMBLED & DELIVERED IN 4' X 4' SHEET. RECONFIGURED AS NEEDED.NO EXTRA TOOLING OR ACCESSORIES REQUIRED



GRAVEL FILL MEDIUM LOAD TRUEGRID PRO PLUS

APPLICATION:

PARKING LOT, RV PARKING, PARKING PADS, DRIVEWAYS

REV		DRAWN	CHECKED	APPROVED	DATE
00					
03	UPDATED TRUEGRID STANDARDS	JT	JT	CW	9/20/2017

REVISION

1-855-355-GRID (4743)

MADE IN U. S. A.

TRUEGRIDPAVER.com

CLIENT / PROJECT

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APPROVAL INFORMATION

DRAWN BY: J. Thethy	DATE: 11/8/2016	
CHECKED BY: J. Thethy	DATE: 11/9/2016	
APPROVED BY: C. White	DATE: 11/9/2016	
WEIGHT:	SCALE 1:1.5	SHEET 1 OF 1

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LAND DEVELOPMENT CONSULTING
13608 HARVEST PLACE
CLIFTON, VIRGINIA 20124
PH.: (703) 865-7680
tony@saniegroup.com
WWW.SANIEGC.COM

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TRUE GRID DETAIL

SUBMITTAL HISTORY

DATE	DESCRIPTION
2/ /2022	1ST SUBMISSION

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 34941 ANTHONY C. MORSE

DATE : FEBRUARY 2021

PROJECT COORDINATOR: TONY C. MORSE

DESIGN	DRAWN	CHKD
FF	FF	TM

SCALE H: N/A V: N/A

JOB No. SC-21-100

FILE No.

SHEET 5 OF 5

TECHNICAL MEMORANDUM

DATE: July 28, 2025
TO: Tony Morse – Town of Bluffton
CC: James Nakashian – My Nash Realty Corp
From: DRAFT
REFERENCE: 121 BURNT CHURCH ROAD –TRAFFIC ASSESSMENT

This memo documents a traffic assessment for a proposed 4,464 square foot development to satisfy the Town of Bluffton ordinances. The site is located on the east side at 121 Burnt Church Road in the Town of Bluffton, South Carolina. The site is planned to be served by one access approximately 260 feet south of Fernlakes Drive. The site is currently vacant.

The site plan is provided as ***Attachment 1***. The building size and general layout is not anticipated to change from the current configuration.

General Site Description

The development is planned to include a 4,464 square foot building. The location of the proposed development is shown in ***Figure 1***.

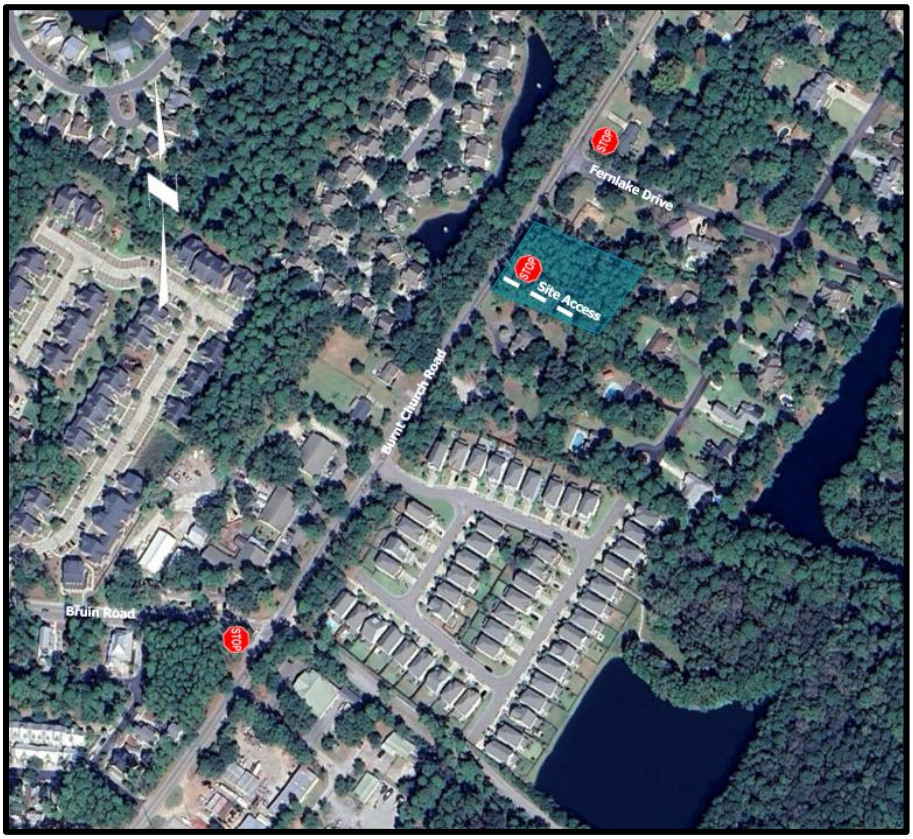

Figure 1 – Project Location

The parcel's current zoning is residential - single family. The future zoning would need to be considered as nonsingle-family structure. The proposed land use is expected to be a retail land use, the end user is unknown at this time. Future additional land use is not expected. The site access to Burnt Church Road is expected to only serve the proposed development with no interconnection.

There are no current SCDOT projects in the area that would impact operations of the roadways in the immediate vicinity.

Trip Generation

The trip generation potential of the proposed redevelopment was estimated based on the most recent edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Since the end users of the building are not yet confirmed, a general retail category is applied. The trip generation estimates applied land use code (LUC) 822 – Strip Retail Plaza for the proposed use. The ITE land use code description is as follows, the trip generation worksheets are included as ***Attachment 2***.

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building. The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database.

The trip generation estimates for the weekday daily, the weekday AM peak-hour of the adjacent street, and the weekday PM peak-hour of the adjacent street time periods are shown in ***Table 1***.

Table 1 – ITE Trip Generation Estimates

Land Use	ITE LUC	Size	Unit	Daily Traffic	AM Peak			PM Peak		
					Enter	Exit	Total	Enter	Exit	Total
Strip Retail Plaza (<40k)	822	4.464	ksf	418	10	7	17	22	22	44
Daily Trips: T = 42.20(X) + 229.68 (50% In; 50% Out) AM Peak Hour Trips: Ln(T) = 0.66 Ln(X) + 1.84 (60% In; 40% Out) PM Peak Hour Trips: Ln(T) = 0.71 Ln(X) + 2.72 (50% In; 50% Out)										

Roadway Conditions and Access Potential

Burnt Church Road is a 2-lane SCDOT roadway that currently serves approximately 7,200 vehicles a day. Based on the Beaufort County Functional Classification Map, Burnt Church Road is considered a Major Collector. The posted speed limit near the development is 35 mph. Traffic data from the SCDOT count station located on Burnt Church Road is provided in ***Attachment 3***. Based on the SCDOT data, volumes on Burnt Church Road have remained relatively constant over the past 10 years.

The trips expected to be generated by the proposed development should not create operational issues along the mainline of Burnt Church Road. The Transportation Research Board's Highway Capacity Manual (HCM) utilizes a term "level of service" to measure how traffic operates in intersections and on roadway segments. There are currently six levels of service ranging from A to F. Level of service "A" represents the best conditions and Level of Service "F" represents the worst.

An undivided 2-lane collector can be expected to operate as an LOS C with daily traffic ranging from 6,350 to 8,600 vehicles a day. Considering the current daily traffic of 7,200, the traffic along Burnt Church Road is not expected to exceed 8,600 vehicles with the proposed development.

The current SCDOT ARMS Manual requires 220 feet spacing for a full access along roads with a 35 mph speed limit. The conceptual site plan appears to meet the spacing criteria.

Since Burnt Church Road is SCDOT owned, an encroachment permit application will need to be submitted to SCDOT. All SCDOT standards and guidelines for the driveway design will need to be followed and provided in the application process.

Conclusions

The proposed development plans provide a 4,464 square foot building with one access point. The development could be expected to generate 418 trips per day. The peak hour trips could be expected to be 17 trips in the morning peak hour and 44 trips in the afternoon peak hour.

A Traffic Impact Study should not be necessary based on the size of development and the potential impact. If you have any questions or concerns, please feel free to email or call the number below.

Sincerely,

Access Engineering LLC

Jeff Ingham, P.E., PTOE, RSP2
Traffic Engineer
843-819-0270
Jingham@accesstrafficsc.com

Attachment 1 – Conceptual Site Plan
Attachment 2 – ITE trip generation
Attachment 3 – SCDOT traffic count data

Attachment 1

N/F
TRENT & CAROLYN WILLIAMSON
TMS R600 040 000 0167 0000

N/F
WILLIAM & SHELBA KESSINGER
TMS R600 040 000 0168 0000

N/F
TIMOTHY & CATHY STEVENS
TMS R600 040 000 0169 0000

N/F
RAYMOND & DEBRA CLARK
TMS R600 040 000 0170 0000

N/F
THOMAS & MARIA BROWN
TMS R600 040 000 0165 0000

LOT 28
LOT 29
LOT 30
LOT 31
LOT 32
LOT 33
COMMON AREA

20' DRAINAGE EASEMENT
15' DRAINAGE EASEMENT
DRAINAGE EASEMENT (PER DEED BOOK 3152, PAGE 612 & AS SCALED FROM REFERENCE 1)

20' REAR ZONING SETBACK
10' COMMERCIAL SETBACK
MAX. LIMITS OF SWM POND
PROP. RESUBDIVISION LINE
DUMPSTER ENCLOSURE
DIRT MOUND AREA
DIRT MOUND AREA
8' SWING SETBACK
15' SWING SETBACK
10' BUFFER
50' HWY CORRIDOR BUFFER
10' ZONING SETBACK

LOT 1
0.83 Ac.

LOT 2
0.83 Ac.

LOT 3
0.83 Ac.

TWO-STORY WOOD FRAME BUILDING
FFE: 25.7' (1st FLOOR)
FFE: 34.9' (2nd FLOOR)

ONE-STORY WOOD FRAME BUILDING
FFE: 24.8' (1st FLOOR)

CONCRETE SEPTIC TANK
CONCRETE PAVERS
CONCRETE PARKING
SHED
TRAILER
BRICK
BRICK
GRAVEL PARKING
DUMPSTER AREA
ASPHALT DRIVE & PARKING
CONCRETE
2nd FLOOR DECK
SERVICE AREA
PORCH
27 PALM
19 PALM
4 MAG
3 5 6 HOL
EARTHEN ROAD
WOOD FENCE
CHAIN LINK FENCE
1.5" PIPE
UTILITY POLE
UTILITY POLE
UTILITY POLE
MAILBOXES
MAILBOXES
SIGN
PROPERTY LINE PER REF 1
PROPERTY LINES PER REF 2
CAP IN PROPERTY LINES

BURNT CHURCH ROAD – 66' R/W

TEMPORARY BENCHMARK IN UTILITY POLE
AT ELEVATION: 25.2' (NAVD 1988)

BLUFFTON PARKWAY
BURNT CHURCH ROAD
FERN LAKES DRIVE
SITE
BRUIN ROAD
STROUP LANE

VICINITY MAP NOT TO SCALE

NOTES:

1. THIS LOT APPEARS TO LIE IN FLOOD ZONE X AS SHOWN ON FIRM MAP 45013C0426G, COMMUNITY No. 450251, DATED 03/23/21.
2. TREE SIZES SHOWN IN INCHES OF DIAMETER. CONTOUR INTERVAL IS ONE FOOT. ELEVATIONS ARE BASED ON NAVD 1988 DATUM.
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REFERENCE(S):

1. PLAT BOOK 27, PAGE 33
2. PLAT BOOK 156, PAGE 46

LEGEND:

CMF	CONCRETE MONUMENT FOUND
RBF	REBAR IRON FOUND
TEL	TELEPHONE UTILITY
WM	WATER METER
-x-	FENCE LINE
-OHP-	OVERHEAD UTILITY LINE
P	PINE
PLM	PALMETTO
CH	CHERRY
G	GUM
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LA	LAUREL OAK
LO	LIVE OAK
WO	WATER OAK
x10.0	SPOT ELEVATION
-10-	CONTOUR

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LOTS 1-3
BURNT CHURCH ROAD

BLOCK B, BLUFFTON HEIGHTS SUBDIVISION

TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA

PREPARED FOR:

CYNTHIA NAKASHIAN

SURVEY, BOUNDARY & EXISTING CONDITIONS

BEUFORT COUNY SC, TOWN OF BLUFFTON
PIN R610-040-000-164 0000 & PART OF R610-040-000-163-0000
121 BURNT CHURCH ROAD
SCALE = 1"=20' DATE : 3/26/2025

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER ANTHONY C. MONROE

COOK LAND SURVEYING INC. No. 3290 — SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION

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PROJECT No.: 22120002

DRAWN BY: DRC PROJECT NAME 22120002
DATE: 01.04.23 FILE: 22120002A1 010423.dwg
SCALE: 1"= 20'

SHEET 2 OF 4

Attachment 2

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

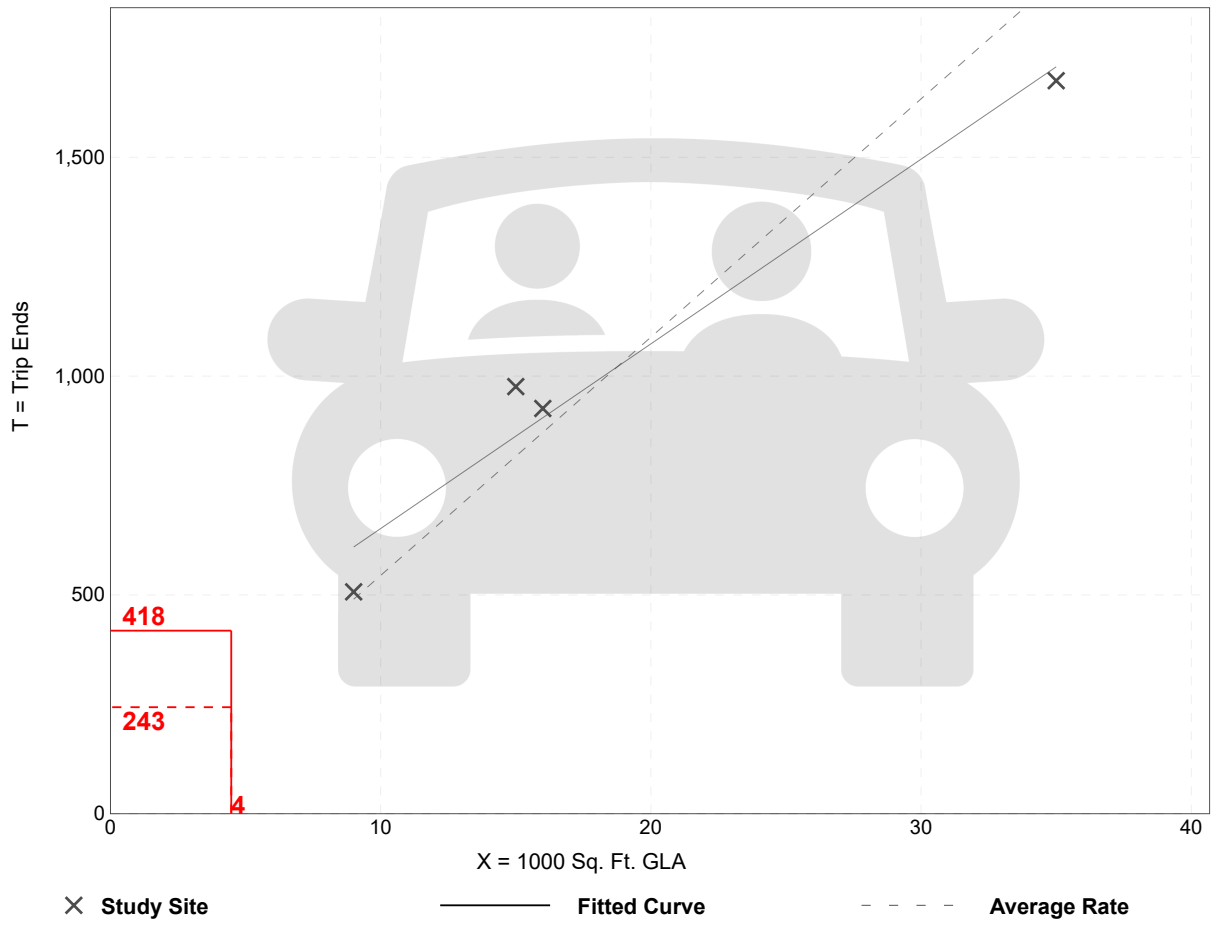
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Strip Retail Plaza (<40k)
(822)

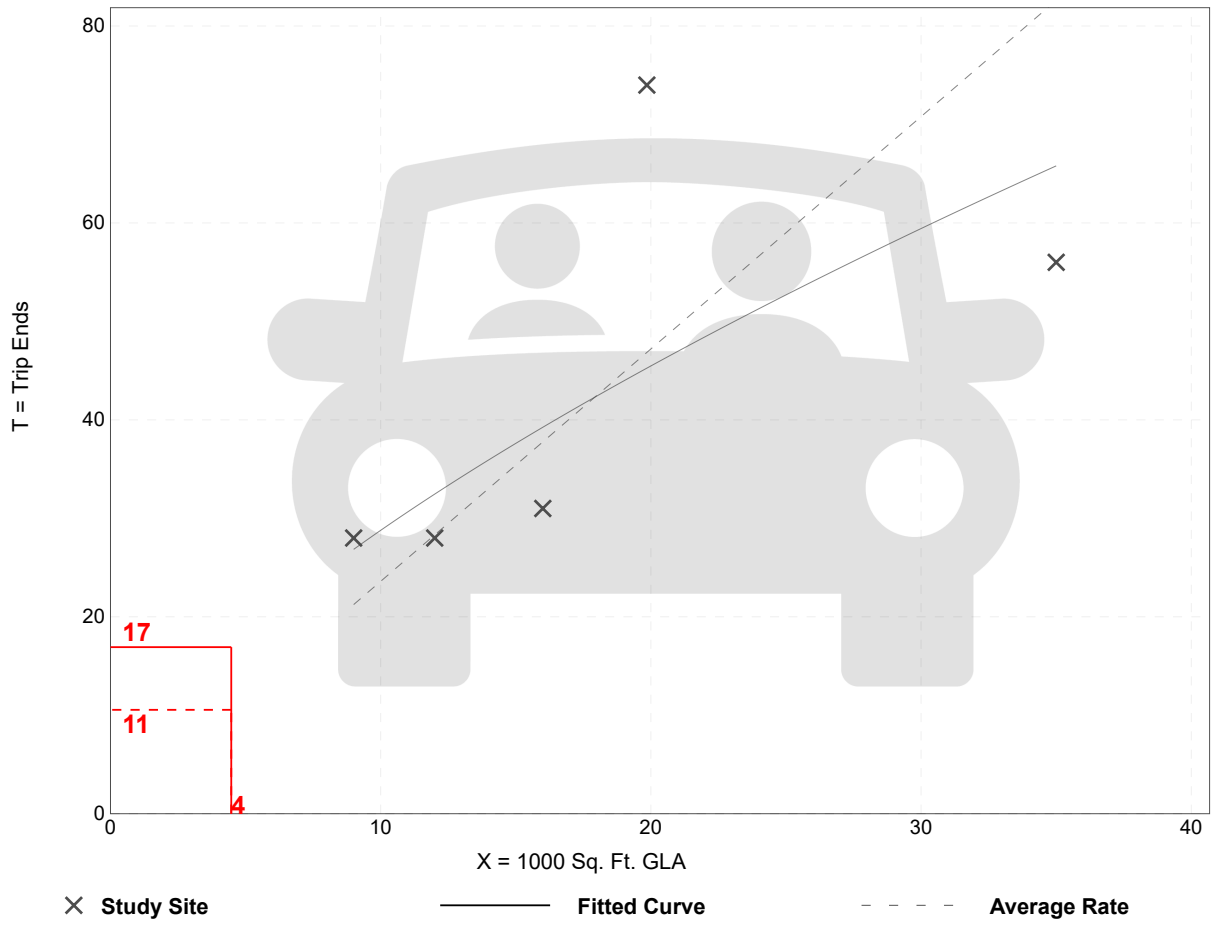
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

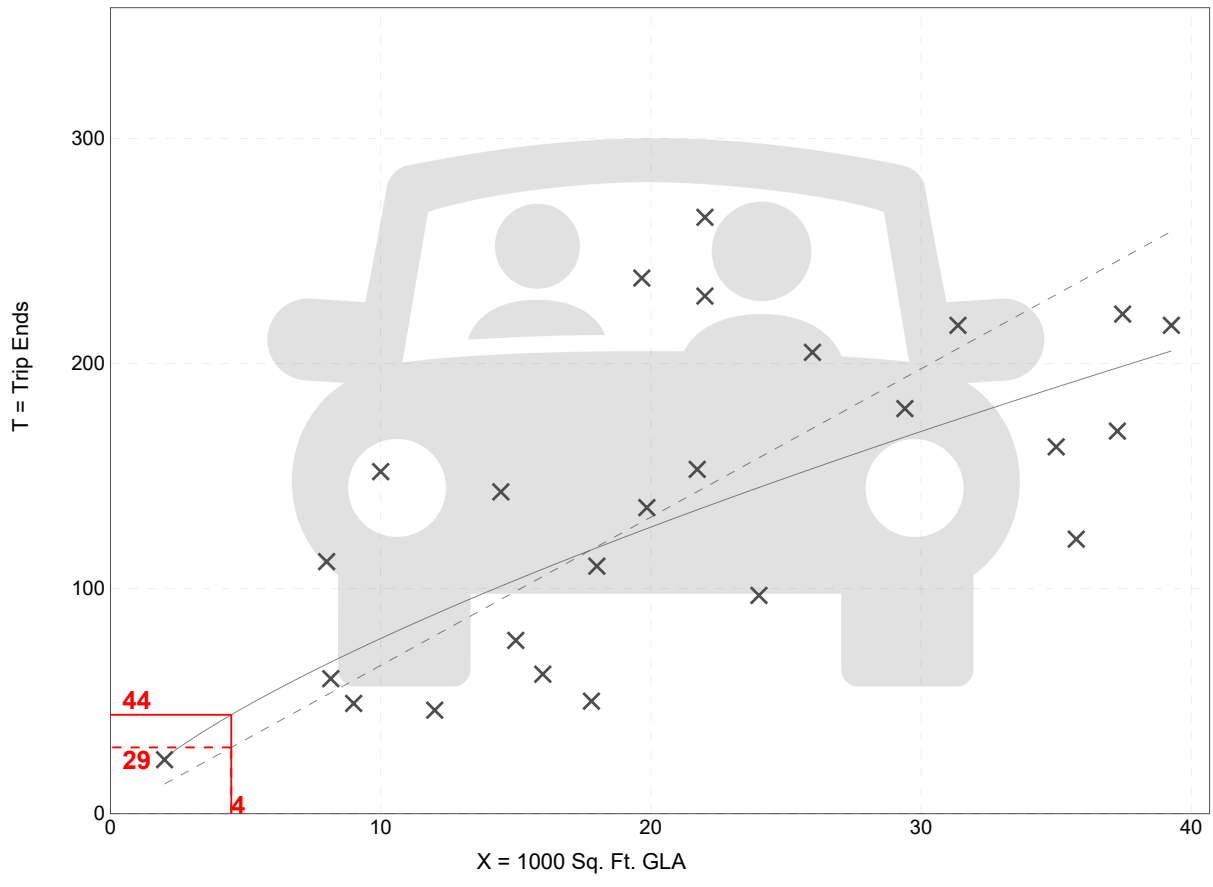
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Attachment 3

Site 000000070341

ATTACH

Section VI. Item #1.

000000070341 - 07-0341

- S-163 : S- 120 (BRUIN RD) TO US 278 (FORDING ISLAND RD)

County: BEAUFORT
LRS section: 07070016300N
Functional class: 5U - Major Collector (Urban)
Coordinates: 32.24717139, -80.84521268

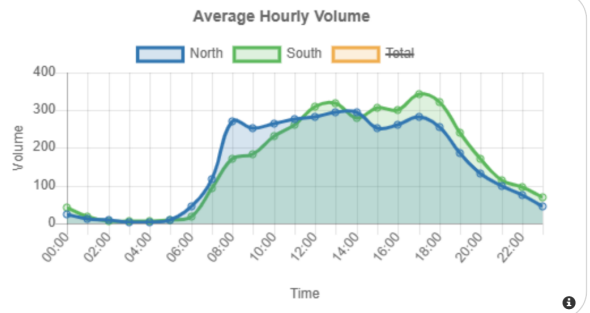
Site Data

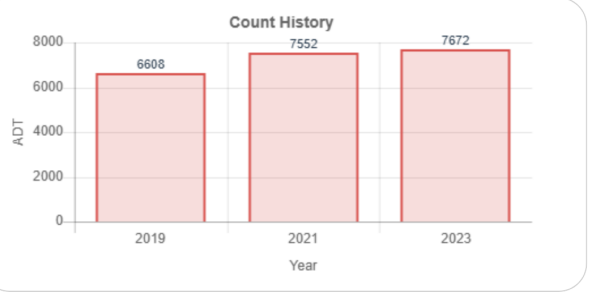
Count History

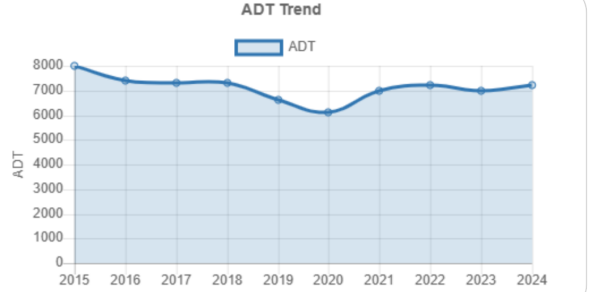
Year	Month	Count type	Duration	Count	ADT
2023	June	Class	48 hours	15,343	7,672
2021	June	Class	48 hours	15,104	7,552
2019	January	Class	48 hours	13,216	6,608

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	8,000	7,400	7,300	7,300	6,600	6,100	7,000	7,200	7,000	**7,200**
SU AADT	-	-	-	-	329	193	398	409	438	**451**
CU AADT	-	-	-	-	35	144	40	41	38	**39**
K-Factor	-	-	-	-	0.090	0.090	0.080	0.080	0.090	**0.090**
D-Factor	-	-	-	-	0.570	0.570	0.530	0.530	0.550	**0.550**







Vehicle Classification 2023

1. Motorcycles 2 axles, 2 or 3 wheels.	0.12%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	62.34%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	30.73%
4. Buses 2- or 3-axle, full length.	0.52%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	5.25%
6. Single-unit trucks 3-axle, single-unit trucks.	0.45%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.05%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.27%
9. Single-trailer trucks 5-axle, single-trailer trucks.	0.25%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0.01%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0%

FINGER & FRASER, P.A.

ATTORNEYS AT LAW

TERRY A. FINGER
DENSON H. FRASER, JR.
ANNE C. MARSCHER *
TYLER A. MELNICK
JONATHAN A. MULLEN
JULIE A. SERAFINO ** °

* Also Member of GA Bar
** Also Member of NJ Bar
° Also Member of PA Bar

35 HOSPITAL CENTER COMMON, SUITE 200
POST OFFICE BOX 24005
HILTON HEAD ISLAND, SOUTH CAROLINA 29925-4005

843-681-7000
FAX: 843-681-8802
E-MAIL ADDRESSES:
tfinger@fingerlaw.com
dfraser@fingerlaw.com
amarscher@fingerlaw.com
tmelnick@fingerlaw.com
jmullen@fingerlaw.com
jserafino@fingerlaw.com

VIA HAND DELIVERY

July 25, 2008

Ms. Sandra Lunceford
Town of Bluffton
P. O. Box 386
Bluffton, SC 29910

Re: Zoning and Annexation Development Agreement
Between Town of Bluffton and Patricia Sherry, LLC
Our File No.: 1935-023

Dear Sandra:

Pursuant to our conversation this afternoon, I enclose herein a fully executed original Zoning and Annexation Development Agreement in the above captioned matter. I have retained a copy for our file.

Very truly yours,

FINGER & FRASER, P.A.

Catherine Carstensen
Legal Assistant to Terry A. Finger

/cc
Enclosure

F:\Client\A - B\Bluffton\Annexation\Lunceford1.Ltr.wpd

STATE OF SOUTH CAROLINA)
) ZONING AND ANNEXATION DEVELOPMENT
COUNTY OF BEAUFORT) **AGREEMENT**

This Zoning and Annexation Development Agreement (the "Agreement") is made and entered into this 18 day of July, 2008, by and between the Town of Bluffton, South Carolina ("the Town"), and Patricia Sherry, LLC, its successors and assigns ("the Company").

WHEREAS, the Company requested that its property located at 121, 125 and 129 Burnt Church Road (Beaufort County Tax Map Numbers: R601-040-000-0164-0000, R601-040-000-0163-0000, and R601-040-000-0162-0000), containing a total of 2.49 acres, more or less, ("the Property") be annexed to the Town of Bluffton; and

WHEREAS, the Town has approved said annexation request and zoning of the property upon several conditions.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency whereof being hereby acknowledged, the Town and the Company do hereby agree as follows:

1. Recitals. The above recitals are hereby incorporated herein by reference.
2. Annexation Approval. On April 15, 2008, the Town did approve and does hereby approve the annexation of the Property upon the following conditions as outlined below.
3. Zoning. The Property shall be zoned in accordance with the provisions of the Village Commercial Zoning District of the Town of Bluffton Zoning Ordinance subject to the applicable conditions and restrictions.
4. Village Commercial District Zoning Standards. The Property shall be subject to the standards for the Village Commercial District as outlined in the Town of Bluffton

#1

Zoning Ordinance, Section 5.10.3, as may be amended, along with any other requirements, standards, and restrictions stated herein.

5. 100' Commercial Building Set-back. There shall be running along the eastern boundary of the property a commercial building set-back line for a width of one hundred (100') feet stretching along the entire length said eastern boundary as shown on the attached Exhibit "A" which is referenced hereto and incorporated herein.

6. 10' Residential/Vegetative Buffer and Building Set-back Line. Running along the eastern and northern boundaries of the Property for a width of ten (10') feet, there shall be no residential building and, further, there shall be maintained a vegetative buffer. Said ten (10') foot residential building set-back line is shown on the attached Exhibit "A".

7. Future Development/Subdivision Approval. All future development and subdivision approval shall be subject to the terms of this Agreement and Town of Bluffton Zoning and Development Standards Ordinance.

8. Restrictions Running with the Land. The conditions and restrictions as stated herein shall run with the land and all transfers of title of the Property or any portion thereof shall be subject to the terms of this Agreement.

(The Rest of This Page Intentionally Left Blank)

IN WITNESS WHEREOF, the parties hereby set their hands and seals effective the date first written above.

WITNESSES:

Catherine F. Carpenter

Kim Chapman

TOWN OF BLUFFTON,
SOUTH CAROLINA:

By: William D. Workman III
William Workman, III, Town Manager

Attest: Sandra Lunceford
Name: Sandra Lunceford
Title: Bluffton Town Clerk

PATRICIA SHERRY, LLC

Jane R. Brown

Rhonda Vang

By: Patricia Lee
Patricia Lee, Member

STATE OF SOUTH CAROLINA)
)
COUNTY OF BEAUFORT)

ACKNOWLEDGMENT

I, Kimberly Chapman, Notary Public for South Carolina, do hereby certify that William Workman III as Town Manager and Sandra Lunceford as Town Clerk, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this
19th day of July, 2008.

Kimberly Chapman
Notary Public for South Carolina
My Commission Expires: My commission expires: September 5, 2016

#3

STATE OF SOUTH CAROLINA)
)
COUNTY OF BEAUFORT)

ACKNOWLEDGMENT

I, Roberts Vaux, Notary Public for South Carolina, do hereby certify that Patricia Sherry, LLC, by Patricia Lee, its authorized member, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this 18 day of August, 2008.

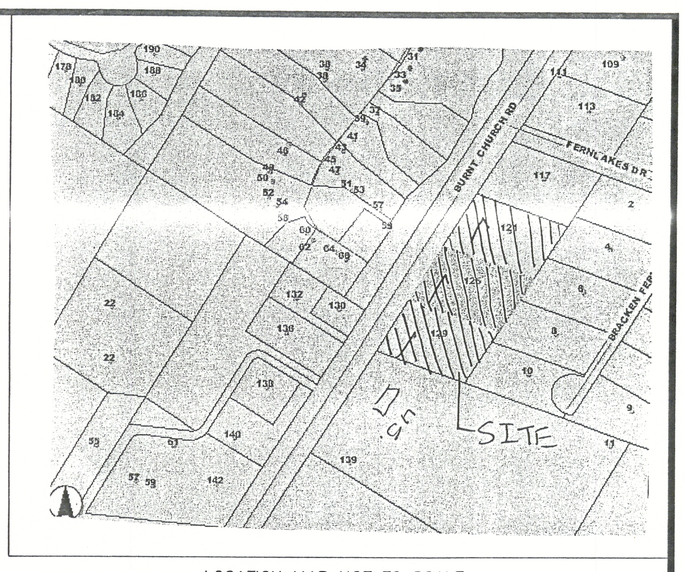
ROBERTS VAUX NOTARY PUBLIC SOUTH CAROLINA MY COMMISSION EXPIRES AUG 22 2012

Roberts Vaux

Notary Public for South Carolina
My Commission Expires: 8-22-2012

F:\Client\A - B\Bluffton\Annexation\Lee.wpd

REFERENCE PLAT



LOCATION MAP NOT TO SCALE

TOTAL ACREAGE FOR ORIGINAL LOTS 1, 2 & 3
108,510 sq. ft.
2.492 acres

BURNT CHURCH ROAD 66' R/W
470.00' (TOTAL)
EDGE OF PAVEMENT
DRAINAGE DITCH
TOP OF BANK
O.H.P.L.
N33°00'00"E

LOT 1
24,204 sq. ft.
0.556 acres

LOT 2
20,649 sq. ft.
0.474 acres

LOT 3
23,771 sq. ft.
0.546 acres

LOT 4
16,784 sq. ft.
0.385 acres

LOT 5
23,101 sq. ft.
0.530 acres

LOT 4
#117

LOT 5
#2

LOT 6
#4

LOT 7
#6

LOT 8
#8

LOT 9
#10

N/F ULMER

EXISTING ONE STORY STUCCO SIDING RESIDENCE FFE= 25.62'

ONE STORY WOOD SIDING RESIDENCE

TWO STORY VINYL SIDING RESIDENCE TO BE REMOVED

FRONT PORCH
CONC PATIO
DECK
S/Y
ASPHALT D/W

IPS 1/2" REBAR
IPF 2" PIPE OFF LINE
TEL PED
TEL COM
PP
3"X3" CMF
3"X3" CMF BROKEN/OFF LINE
12" C.V.P. INVERT ELEV= 23.4
12" C.V.P. INVERT ELEV= 23.0
15" R.C.P INVERT ELEV= 22.4'
15" R.C.P INVERT ELEV= 22.6'

S68°58'00"E 236.00'
S57°00'00"E 230.87'
S56°05'10"W 0.54'
S56°47'40"E 96.5'
S55°23'42"E 101.4'
N68°58'00"W 95.7'
S15°20'29"E 0.30'
N33°00'00"E 0.19'
S33°00'00"W 470.00' (TOTAL)

(PROPOSED PROPERTY LINE)
(PROPERTY LINE TO BE ABANDONED)
5' B.S.L.
25' B.S.L. PER BEAUFORT COUNTY PLANNING DEPARTMENT
28' B.S.L. PER BEAUFORT COUNTY PLANNING DEPARTMENT
100' MINIMUM COMMERCIAL BUILDING SETBACK
10' RESIDENTIAL B.S.L.

89.44'
80.37'
102.55'
69.88'
127.76'
129.30'
103.38'
75.52'
72.36'
89.44'
96.7'
35.02'
32.3'
36.1'
101.9'
12.6'
20.0'
24.0'
16.6'
230.96'
105.6'
37.8'
35.5'
116.2'
24.1'
2.6'
14.7'
24.8'

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

REVISED TO SHOW CHANGE IN PROPERTY LINE BETWEEN LOTS 3 & 4. 4/14/08. R.T.W.

LEGEND

- CMS – CONCRETE MONUMENT SET
- CMF – CONCRETE MONUMENT FOUND
- IPS – IRON PIN SET
- IPF – IRON PIN FOUND
- # – INDICATES STREET ADDRESS
- TBM – TEMPORARY BENCH MARK
- BSL – BUILDING SETBACK LINE
- – TELEPHONE PEDESTAL/ COMMUNICATOR
- SL – SEWER LATERAL
- S – SANITARY SEWER MANHOLE
- – ELECTRIC BOX
- – SPOT ELEVATION SHOTS
- 12' – CONTOUR LINES
- R.C.P. – REINFORCED CONCRETE PIPE
- C.V.P. – CORRUGATED VINYL PIPE
- O.H.P.L. – OVER HEAD POWER LINE

TREE LEGEND

- WHIOK – WHITE OAK
- LAOK – LAUREL OAK
- LOK – LIVE OAK
- WOK – WATER OAK
- ROK – RED OAK
- PCAN – PECAN
- MAG – MAGNOLIA
- HIC – HICKORY
- MPL – MAPLE
- PLM – PALMETTO
- CHY – CHERRY
- HLY – HOLLY
- CDR – CEDAR
- RDB – RED BUD
- SAS – SASSAFRAS
- DOG – DOGWOOD
- SB – SUGARBERRY
- P – PINE
- G – GUM
- B – BAY

T-SQUARE GROUP, INC.
PROFESSIONAL LAND SURVEYORS
P.O. Drawer 330
139 Burnt Church Road
Bluffton, S.C. 29910
tsquare@hargray.com
Phone 843-757-2650 Fax 843-757-5758

JOB No. 06-097SD

STATE OF SOUTH CAROLINA REGISTERED LAND SURVEYOR No. 4922 FORREST F. BAUGHMAN

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION & 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.

FORREST F. BAUGHMAN, PLS # 4922

SOUTH CAROLINA T-SQUARE GROUP, INC. CERTIFICATE OF AUTHORIZATION No. C00229

THE ABOVE PLAT PREPARED BY ME AT THE REQUEST OF

DON LEE

AN AS-BUILT SURVEY & PROPOSED SUBDIVISION
OF LOTS 1, 2, & 3 BURNT CHURCH RD,
A PORTION OF BLUFFTON HEIGHTS SUBDIVISION,
BLUFFTON TOWNSHIP, BEAUFORT COUNTY, SOUTH CAROLINA.
DIST. 601, MAP 40, PARCEL 162, 163 & 164

Notes:
1. According To FEMA This Lot Appears To Lie In A Federal Flood Plain Zone C, Minimum Required Elevation N/A Ft. NGVD29
2. This Property May Be Subject To Easements, Protective Covenants And Other Facts That May Be Revealed By A Complete Title Search.

Reference Plat(s):
A PLAT OF HUBBARD BROTHERS SUBDIVISION,
BY ROY L. GREEN, DATED 7/12/1973, RECORDED IN PB 21 AT PG 143.

REVISED 4/7/2007 TO SHOW PROPOSED SUBDIVISION.

DATE: JUNE 27, 2006

PLANNING COMMISSION

STAFF REPORT
Department of Growth Management

MEETING DATE:	August 27, 2025
PROJECT:	The Goddard School Preliminary Development Plan
APPLICANT:	Kathleen Duncan, J.K Tiller Associates, Inc.
PROJECT NUMBER:	DP-06-25-019796
PROJECT MANAGER:	Dan Frazier Planning Manager Department of Growth Management

REQUEST: The Applicant, Kathleen Duncan of J.K. Tiller Associates, Inc., on behalf of property owner David Johnson of Speyside Partners, LLC, is requesting approval of a Preliminary Development Plan application. The project consists of the construction of a two-story day care building with associated infrastructure (Attachment 1).

INTRODUCTION: The property is zoned Buckwalter Planned Unit Development (PUD) and consists of approximately 1.6 acres identified by tax map number R610 022 000 1128 0000 located west of Buckwalter Parkway north of Mott Street within the Berkeley Place Parcel C4 Master Plan and the Washington Square Development Plan (Attachment 2).

BACKGROUND: This application is for a Preliminary Development Plan located within the Buckwalter PUD and as such is subject to the standards set forth in the Buckwalter PUD Concept Plan, Development Agreement, the Berkeley Place Parcel C4 Master Plan, and the UDO Sections 5.3 and 5.10. The subject parcel is part of the Washington Square Development Plan, which was approved for construction on October 1, 2018. As part of this plan, the developer constructed roads and infrastructure to support the future development of individual parcels (Attachment 3).

As reflected in the revised site plan, the proposed development includes a 16,080 SF two-story daycare center including 13 classrooms and 1 multipurpose room, with associated driveways, access, parking, utilities, and stormwater infrastructure. The proposed facility is designed to accommodate approximately 220 students and 26 staff members. (Attachment 4).

In support of the proposed development, 28 onsite parking spaces are required (ZDSO 90/3 Section 5.2.1.1), and the applicant proposes 45 to accommodate staff and school drop-off/pick-up during the peak periods. According to the Applicant's narrative, the Goddard School follows an operational model implemented at other locations, in which parents are required to park their vehicles and bring the child into the facility. Should offsite queuing be necessary, it must be routed through Bleecker Street North. An exhibit demonstrating the offsite queuing will be required at time of Final Development Plan

approval.

A Traffic Assessment submitted by the Applicant concludes that the proposed daycare will generate comparable daily and peak-hour trip volumes to the commercial use previously anticipated in the original Traffic Impact Study provided in Washington Square Master Plan (Attachment 5). Additionally, a signalized intersection at Mott Street and Buckwalter Parkway is planned and is expected to be completed by the time of completion of Buckwalter Parkway Healthcare.

Staff comments on the Preliminary Development Plan were reviewed at the July 9, 2025, Development Review Committee meeting (Attachment 6). The Applicant provided a response to comments and revised site plans on July 25, 2025 (Attachment 7 and 3).

REVIEW CRITERIA & ANALYSIS: The Planning Commission shall consider the criteria set forth in Section 3.10.3.A of the Unified Development Ordinance in assessing an application for a Preliminary Development Plan. The applicable criteria are provided below followed by Staff Finding(s) based upon review of the application submittals to date.

1. **Section 3.10.3.A.1. Conformance with the applicable provisions provided in Article 5, Design Standards.**

   Finding. The property lies within the Buckwalter PUD and therefore is not subject to the Design Standards set forth in Article 5 of the Unified Development Ordinance (UDO).

2. **Section 3.10.3.A.2. The proposed development shall be in conformance with any approved Development Agreement, PUD Concept Plan, PUD Master Plan, Subdivision Plan, or any other agreements or plans that are applicable.**

   Finding. Town Staff finds that the preliminary site plan is in conformance with the Buckwalter PUD Development Agreement and Concept Plan and the Berkeley Place/Parcel C4 Master Plan.

   Finding. At time of Final Development Plan submittal, the applicant will be required to provide a letter of approval from the Washington Square POA Architectural Review Board.

3. **Section 3.10.3.A.3. If the proposed development is associated with a previously approved Master Plan, then the traffic and access plans shall adhere to the previously approved traffic impact analysis or assessment, where applicable. If an application is not associated with a previously approved PUD Master Plan, then a traffic impact analysis shall be required at final development plan submittal.**

   Finding. The project is located within the Berkley Place/Parcel C4 Master Plan and the Washington Square Development Plan. A Traffic Impact Analysis was approved in conjunction with the Berkley Place/Parcel C4 Master Plan and an updated Traffic Assessment was approved in conjunction with the Washington Square Development Plan. The traffic and access plans for the project adhere

to the approved Traffic Impact Analysis and updated Traffic Assessment and no additional improvements are required for the proposed daycare.

4. **Section 3.10.3.A.4. The proposed development must be able to be served by adequate public services, including, but not limited to, water, sanitary sewer, roads, police, fire, and school services. For developments that have the potential for significant impact on infrastructure and services, the applicant shall be required to provide an analysis and mitigation of the impact on transportation, utilities, and community services.**

   Finding. The subject parcel is an outparcel within the Washington Square development and utilities have been stubbed to serve this site. A fire hydrant, water service, sewer lateral, power and natural gas exist on site and are available for connection to serve this development.

   Finding. Letters from the agencies providing public services will be required at time of Final Development Plan submittal per the Applications Manual.

5. **Section 3.10.3.A.5. The phasing plan, if applicable, is logical and is designed in a manner that allows each phase to fully function independently regarding services, utilities, circulation, facilities, and open space, irrespective of the completion of other proposed phases.**

   Finding. The project is proposed to be completed in a single phase.

6. **Section 3.10.3.A.6. The application must comply with applicable requirements in the Applications Manual.**

   Finding. The application has been reviewed by Town Staff and has been determined to be complete.

PLANNING COMMISSION ACTIONS: The Planning Commission has the authority to take the following actions with respect to the application as authorized by Section 2.2.6.C.5 of the UDO:

1. Approve the application as submitted;
2. Approve the application with conditions; or
3. Deny the application as submitted.

RECOMMENDATION: Town Staff finds that the requirements of Section 3.10.3.A of the Unified Development Ordinance (UDO) are met and recommends that the Planning Commission approve the development plan application as submitted.

ATTACHMENTS:

1. Application and Project Narrative
2. Vicinity Map
3. Buckwalter Commons Parcel C4 Master Plan

4. Survey and Development Plan Set 07 25 25
5. Traffic Assessment
6. DRC Comments and Original Site Plans 06 10 25
7. Response to DRC Comments 07 25 25

TOWN OF BLUFFTON
DEVELOPMENT PLAN APPLICATION

Growth Management Customer Service Center
20 Bridge Street
Bluffton, SC 29910
(843)706-4522
www.townofbluffton.sc.gov
applicationfeedback@townofbluffton.com

Applicant	Property Owner
Name: Kathleen Duncan, PLA	Name: David Johnson, Speyside Partners LLC
Phone: 843.815.4800	Phone: 917.232.7093
Mailing Address: 181 Bluffton Road, Bluffton, SC 29910	Mailing Address: 25 Minetta Lane, Unit 205 Bluffton, SC 29910
E-mail: k.duncan@jktiller.com	E-mail: dcjnyc7@gmail.com
Town Business License # (if applicable): 25-03-7647	

Project Information

Project Name: The Goddard School	☒ Preliminary	☐ Final
Project Location: #4 Mott Street	☒ New	☐ Amendment
Zoning District: Washington Square, Buckwalter PUD	Acreage: 1.6 acres	
Tax Map Number(s): R614 022 000 1128 0000		
Project Description: See Narrative		

Minimum Requirements for Submittal

☒ 1. Two (2) full sized copies and digital files of the Preliminary or Final Development Plans.
☒ 2. Project Narrative and digital file describing reason for application and compliance with the criteria in Article 3 of the UDO.
☒ 3. All information required on the attached Application Checklist.
☒ 4. An Application Review Fee as determined by the Town of Bluffton Master Fee Schedule. Checks made payable to the Town of Bluffton.

Note: **A Pre-Application Meeting is required prior to Application submittal.**

Disclaimer: **The Town of Bluffton assumes no legal or financial liability to the applicant or any third party whatsoever by approving the plans associated with this permit.**

I hereby acknowledge by my signature below that the foregoing application is complete and accurate and that I am the owner of the subject property. As applicable, I authorize the subject property to be posted and inspected.

Property Owner Signature: [signature] Date: 6/5/2025

Applicant Signature: Kathleen Duncan Date: 06/06/2025

For Office Use

Application Number:	*Date Received:*
Received By:	*Date Approved:*

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
	x	4. Location of solid waste/trash disposal units/dumpsters.
	x	5. Location of proposed water, sewer, electric, telephone, cable, data, and gas service layouts, and proposed easements and connections.
	x	6. Location of proposed fire lane, hydrant location(s), FDC(s), and apparatus access to the site and building(s).
	x	7. Location of service and meter areas.
	x	8. Location of mail delivery boxes.
	x	9. Capacity and service studies and/or calculations.
	x	10. Detailed engineering information identifying the location, construction specifications, typical sections, service connections, meters, valves, manholes, inverts, transformers, service pedestals/boxes, and any other utility information.
Lighting.		
x		1. Narrative or plan notes describing the proposed exterior lighting scheme for the property.
	x	2. Location, specifications, and details for existing and proposed exterior site and building light fixtures including the total lumen output, type of lamp, method of shielding, pole and mounting height, and verification that there are no conflicts between lighting and landscaping.
	x	3. Photometric grid overlaid on the proposed site plan indicating the overall light intensity throughout the site (in footcandles) including existing and proposed lighting. Photometric calculations must consider all exterior lighting including building lighting.
	x	4. Notes describing lighting limitations, prohibitions, and methods of enforcement.

SIGN AND RETURN THIS CHECKLIST WITH THE APPLICATION SUBMITTAL
ALL SUBMITTALS MUST BE COLLATED AND FOLDED TO 8-1/2" X 11"

By signature below I certify that I have reviewed and provided the minimum submittal requirements listed above, including any additional items requested by the Town of Bluffton Staff. Any items not provided have been listed in the project narrative with an explanation as to why the required submittal item has not been provided or is not applicable. Further, I understand that failure to provide a complete, quality application or erroneous information may result in the delay of processing my application(s).

Signature of Property Owner or Authorized Agent

6/5/2025
Date

DAVID C. JOHNSON JR
Printed Name

DEVELOPMENT PLAN NARRATIVE

Date: July 21, 2025

SUBMITTAL DOCUMENTS

Preliminary Development Plan Application – Signed by Applicant, J.K. Tiller Associates and Owner, Speyside Partners, LLC
Letter of Agency – Provided by Owner, Speyside Partners, LLC, placed on the letterhead of the Contracted Purchaser, Sunshine Bluffton Group, LLC, and Dated 06/05/2025
Narrative – see below
Site Photos – see below
Landscape Plan – J.K. Tiller Associates, Inc., dated 06/06/2025
As-Built Tree and Topography Survey – Coastal Surveying Co., Inc., dated 03/20/2025
Washington Square (C-4) Master Plan – J.K. Tiller Associates, Inc., dated 01/05/2022
Washington Square (C-4) Recorded Plat – Coastal Surveying Co. Inc., dated 01/27/2020
Conceptual Drainage Plan - Carolina Engineering Consultants, Inc., dated 06/04/2025
SOLOCO Compliance Calculator for Town of Bluffton

PROPERTY INFORMATION

Property Owner: Speyside LLC
4530 Park Road, Suite 490
Charlotte, NC 28209

Contracted Purchaser/ Client: Trey & Liz Scott
Sunshine Bluffton Group, LLC
421 Corley Street
Bluffton, SC 29910
Phone – 404.550.4231

Site Information:
Property ID – R614 022 000 1128 0000
Property Address – 4 Mott Street, Bluffton, SC
Property Area – 1.598 Acres
County – Beaufort County
Municipality – Town of Bluffton
Zoning – Buckwalter PUD, Bluffton Commons Commercial Subdivision (aka Washington Square) Parcel C-4; Lot 1
Development Code – Based on the Development Standards Ordinance 90/3

PROJECT INFORMATION

Project Name: The Goddard School

Project Team:
Applicant/ Landscape Architect – Kathleen Duncan; SC License #1540; J.K. Tiller Associates, Inc.
Civil Engineer – Carolina Engineering Consultants
Architect – James Atkins; SC License #6743; Court Atkins Architect, Inc.

Phasing: Single Phase

Current Use: Vacant

Proposed Use: Child Care Center – 13 Classrooms + 1 STEM room , estimated staff of 26 persons.

Architecture
New 2-story Day Care building with 12 classrooms, 1 multi-purpose room, administrative spaces, support spaces, covered play areas and playground areas. Parking and a dumpster enclosure are included in front of the building. HVAC will be located on the roof and concealed from Buckwalter Parkway. Architecture will meet the standards prescribed within Buckwalter PUD and Washington Square.

Operations:
Families drop-off and pick up at staggered times throughout the day. Parents are required to park their vehicles and bring the child into the facility. Parents will not be allowed to use strollers. Children attending The Goddard School will receive guided programming.

Buffers:
The Modification from the 90/3 for Buckwalter PUD states for Section 5.2.9.D. that within the PUD, the owner/developer determines the buffers. To the east of the property is the Buckwalter Parkway; the buffer for Buckwalter Parkway is adjacent to the project parcel, was included in the master plan, and has already been planted. No additional buffer is required along Buckwalter Parkway. The Washington Square Master plan included a 50' wetland along the western side of the property, adjacent to the jurisdictional wetlands. The property to the north is used for stormwater collection and has no required buffer. The adjacent property to the south is Mott Street, there is no required adjacent street buffer in this master plan.

Setbacks:
Master plan for Washington Square does not require setbacks.

Open Space: Section 5.2.9.E. defines open space as landscaped areas, lagoons, ponds, lakes, wetlands, wildlife preserves, buffer areas, and recreational amenities. Table 3 indicates a requirement of 15% open space. Open space proposed on this site is 34,853 sf / 69,623 sf = 50% of the total site area.

Impervious:
No requirement found.

Vehicular Access: Lot 1 of Washington Square (C-4) Development is accessed off of Mott Street (private paved road). Mott Street is connected to the Buckwalter Parkway (Beaufort County paved road). The Access Management Plan for Beaufort County proposes a future lighted intersection at this location.

Pedestrian Connection:
Sidewalks are located around the building for ingress and egress. Additionally, sidewalks internal to the property provide access to the sidewalk paths located within the Washington Square Master Plan. The internal walks are flush with the drive. Bollards will be placed along the drive for pedestrian safety. The sidewalk connection is located to minimize pedestrian vehicular conflict. Because of the proposed lighted intersection and anticipated traffic near the entrance to this property, it is recommended to place the crosswalk west of the busy intersection. The Speyside Partners, LLC will be responsible for the sidewalk connection and crosswalk beyond the property boundaries.

Parking:
The Goddard School is a model that has been repeated in many locations. Parents are required to park their vehicles and bring the child into the facility. Parents will not be allowed to use strollers. The drive aisle will be available for two-way traffic. A crosswalk is provided for safe crossings. Per code, parking required for Child Care Center is 1 per attendant, plus 2 spaces for unloading and loading. The school will have an estimated staff of 26, which would require 28 parking spaces. (Section 5.2.1.1). However, based on other schools, their experience shows that 45 spaces are more appropriate to accommodate staff and school drop-off/ pick-up at the busiest times. Staff will park in the parking spaces further away from the building and guardians will be able to load and unload in spaces more immediately accessible to the front entrance. For the 45 parking spaces provided, 2 are proposed to be ADA compliant to meet Accessibility Standards.

Tree Coverage:
Existing Tree Coverage are pines and located primarily in the 50' wetland buffer, 3 pines located outside the buffer.
Required Tree Coverage per Buckwalter PUD – 15 trees per disturbed acre (1.38 acres) or 21 trees (Section 5.2.7.5)
Proposed Tree Coverage within the disturbed area – 3 existing trees + 18 new overstory trees

Drainage:
The proposed project is part of the overall Bluffton Commons Commercial Subdivision (aka Washington Square) and as such the post development runoff from the project was accounted for in the overall stormwater design of the commercial subdivision. This system has been constructed and approved by the Town of Bluffton (Town). The Town, however, has adopted new stormwater regulations since that time and an attempt will be made to fully comply with the new regulations and if that is not possible it will be designed to the maximum extent practicable.

The preliminary design of the drainage system is anticipated to use pervious parking spaces, good site design practices and above ground infiltration/detention basins and to meet the Town's requirement.

The National Resources Conservation Service classifies the soils on site consist of Wn-Williman (B/D) as shown on the exhibit on the following page.

Utilities:
It is our understanding that the site can be supplied with adequate utilities.

Lighting:
Proposed parking lot area lighting are indicated on the plan. It is anticipated that Dominion will provide the lighting, and they will provide a plan prior to final development plan submittal. Proposed lighting will meet the requirements of the Buckwalter PUD.

Signage:
Signage will be permitted separately.

UDO Conformance:
The project is not required to conform with the Town of Bluffton Unified Development Ordinance. Rather, the project will conform to the Buckwalter PUD and Washington Square Master Plan.

ARB Review:
Architecture, Landscaping and lighting will be reviewed by the ARB

DRC Comments
Responses are below, in red

Planning Review - Principal:

1. Provide a Traffic Assessment in accordance with UDO Section 5.9.3.B.1.S
   Please find the Traffic Assessment provided with submittal items.
2. Based on the land use, the foundation plantings as proposed meet the requirements of UDO Section 5.3.7.E.
   Noted.
3. The proposed monument sign, including location, shall be permitted separately.
   Sign will be permitted separately as noted on the site plan.
4. Provide playground fence and trash enclosure elevations and details at time of final development plan submittal.
   Playground fence and trash enclosure elevations and details will be provided for the final development plan submittal.
5. An ARB approval letter is required prior to development plan approval.
   An ARB approval letter will be provided for the final development plan submittal.

Watershed Management Review:

1. At the time of stormwater submittal, provide an exhibit showing on-site treatment of the 10-yr storm that ensures prevention of environmental impacts, to include those caused by drainage and sedimentation, on adjacent properties. Additionally, this exhibit shall provide the locations of all life safety structures (hydrants, emergency access, street signs (can be temporary), etc.). This exhibit is to be included in the OS-SWPPP book for review at the time of the pre-construction meeting. Site features and improvements identified in this exhibit are to be installed prior to the issuance of a building permit. Town staff will conduct an inspection of this site prior to building permit issuance to ensure such features and improvements have been installed.
   Noted.

VICINITY MAP
THE GODDARD SCHOOL
DEVELOPMENT PLAN

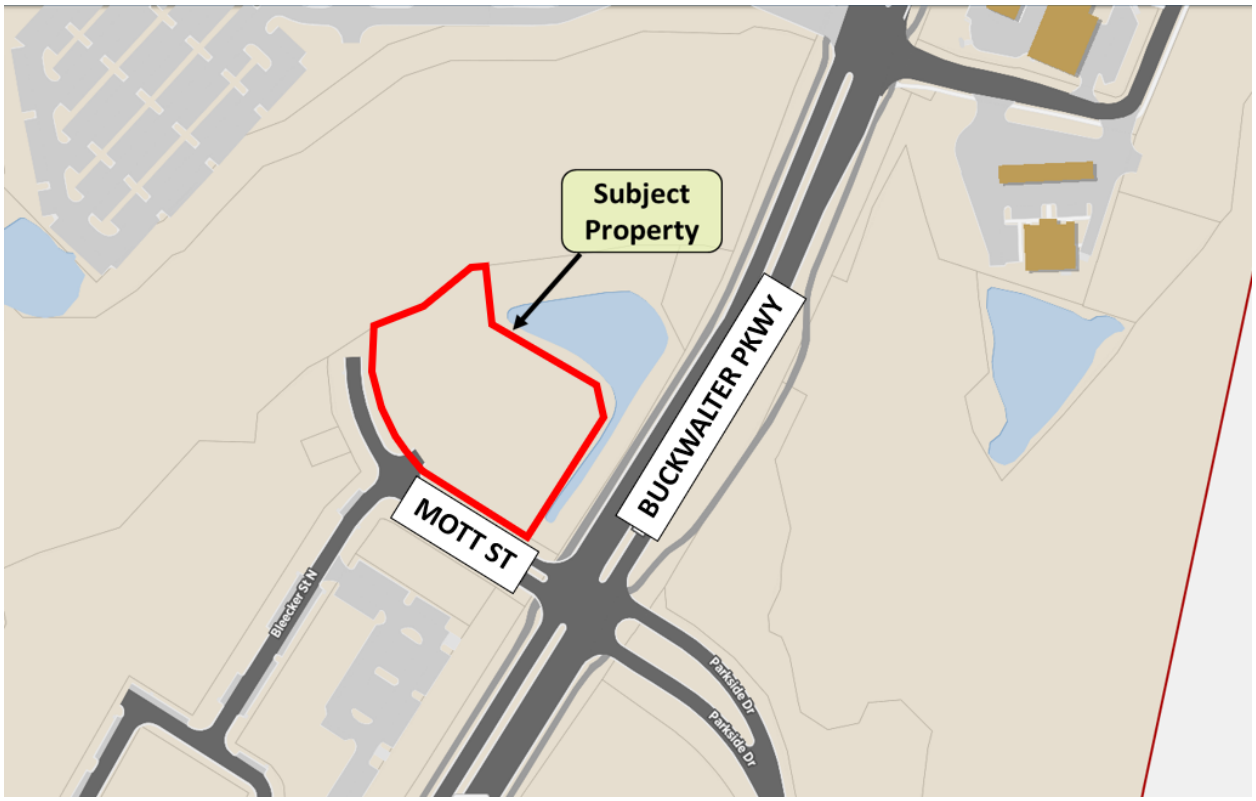
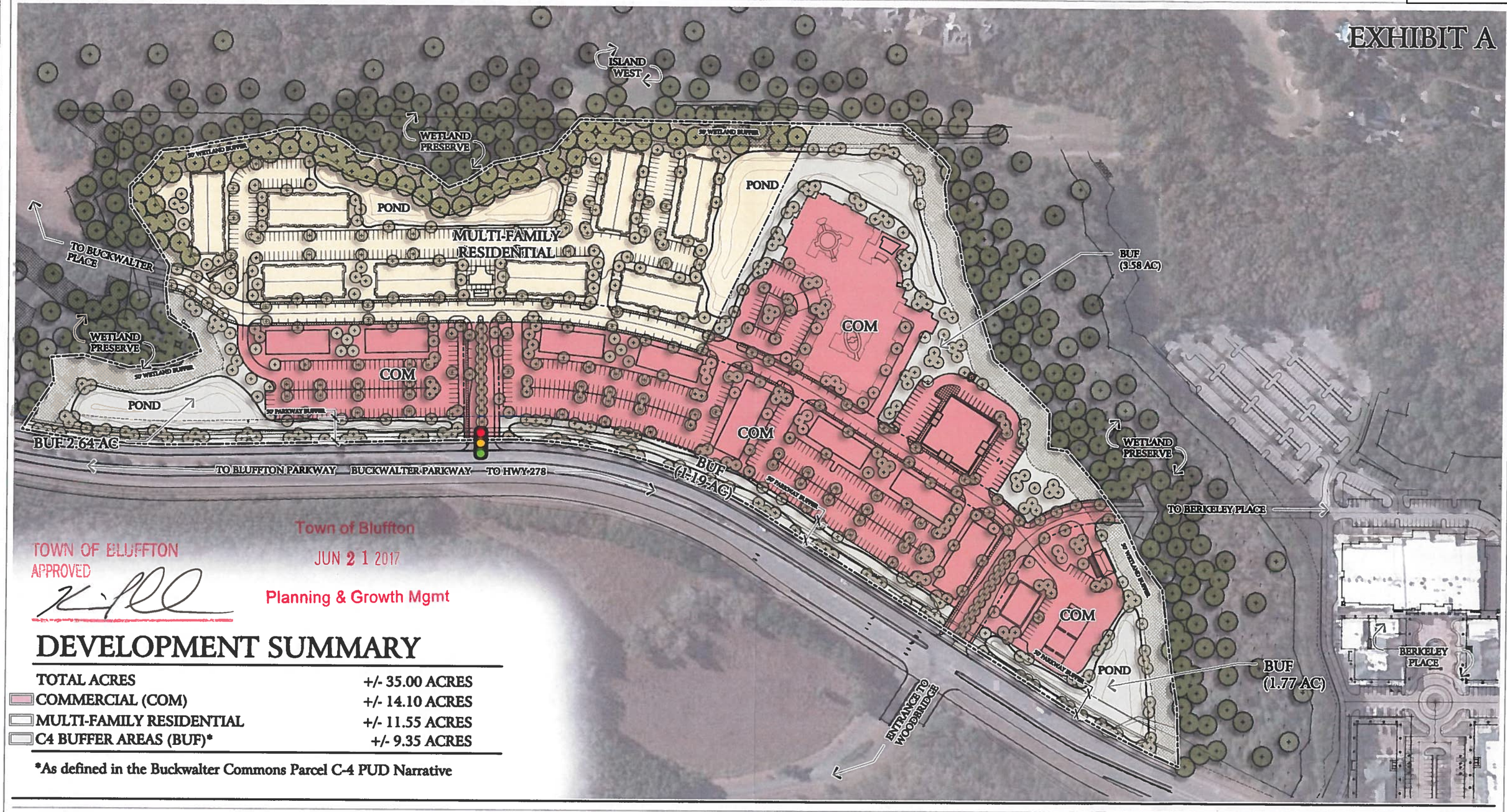


EXHIBIT A



TOWN OF BLUFFTON
APPROVED

Town of Bluffton
JUN 21 2017
Planning & Growth Mgmt

DEVELOPMENT SUMMARY

TOTAL ACRES	+/- 35.00 ACRES
COMMERCIAL (COM)	+/- 14.10 ACRES
MULTI-FAMILY RESIDENTIAL	+/- 11.55 ACRES
C4 BUFFER AREAS (BUF)*	+/- 9.35 ACRES

*As defined in the Buckwalter Commons Parcel C-4 PUD Narrative

PREPARED FOR:
SPEYSIDE PARTNERS, LLC

LAND PLANNING:
J. K. TILLER ASSOCIATES, INC.
LAND PLANNING LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE P203 BLUFFTON, SC 29910
Voice 843.815.4800 Fax 843.815.4808

CIVIL CONSULTANT:
Carolina Engineering Consultants, Inc.

BUCKWALTER COMMONS PARCEL C4
MASTER PLAN
TOWN OF BLUFFTON, SOUTH CAROLINA

JUNE 12, 2017

NORTH
SCALE 0 100' 200'

THIS IS A CONCEPTUAL PLAN AND IS SUBJECT TO CHANGE; BUILDING AND PARKING CONFIGURATION IS SUBJECT TO CHANGE BASED ON MARKET CONDITIONS AND USER NEEDS AT TIME OF DEVELOPMENT PERMIT SUBMITTAL. ALL SURVEY INFORMATION AND SITE BOUNDARIES WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES AND AS SUCH ARE INTENDED TO BE USED ONLY AS A GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND NARRATIVE DESCRIPTIONS ARE FOR GRAPHIC REPRESENTATION ONLY, AS AN AID TO SITE LOCATION AND POTENTIAL LAND USE, AND ARE NOT LEGAL REPRESENTATIONS AS TO FUTURE USES OR LOCATIONS. J. K. TILLER ASSOCIATES, INC. ASSUMES NO LIABILITY FOR ITS ACCURACY OR STATE OF COMPLETION, OR FOR ANY DECISIONS (REQUIRING ACCURACY) WHICH THE USER MAY MAKE BASED ON THIS INFORMATION.

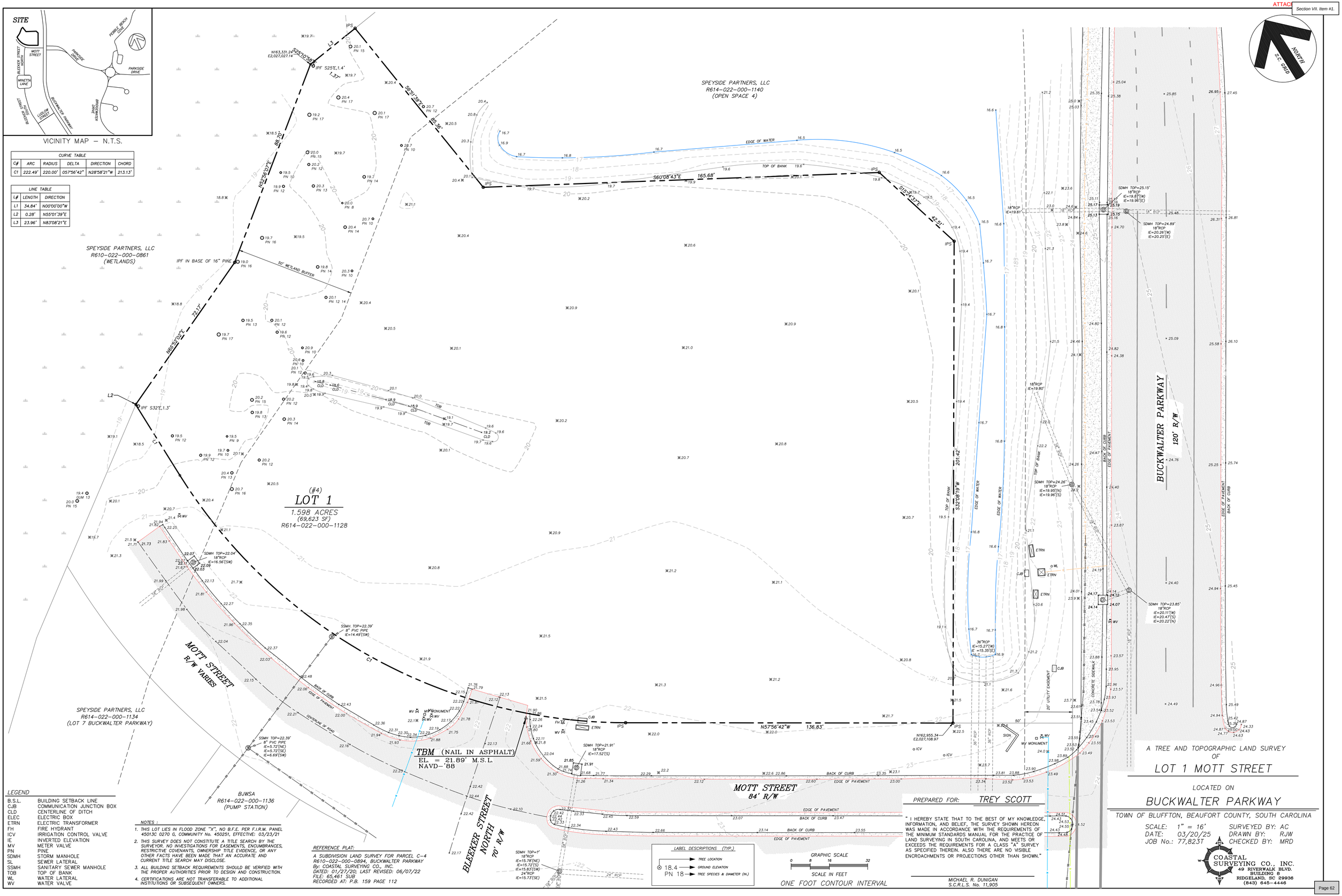
JKT Job Number: 201527-02

T:\Projects\201527-02\DWG\MasterPlan_Final.dwg, TBLK, 6/12/2017

VICINITY MAP – N.T.S.

CURVE TABLE					
C#	ARC	RADIUS	DELTA	DIRECTION	CHORD
C1	222.49'	220.00'	057°56'42"	N28°58'21"W	213.13'

LINE TABLE		
L#	LENGTH	DIRECTION
L1	34.84'	N00°00'00"W
L2	0.28'	N55°01'39"E
L3	23.96'	N83°08'21"E



LEGEND	
B.S.L.	BUILDING SETBACK LINE
CJB	COMMUNICATION JUNCTION BOX
CLD	CENTERLINE OF DITCH
ELEC	ELECTRIC BOX
ETRN	ELECTRIC TRANSFORMER
FH	FIRE HYDRANT
ICV	IRRIGATION CONTROL VALVE
IE	INVERTED ELEVATION
MV	METER VALVE
PN	PINE
SDMH	STORM MANHOLE
SL	SEWER LATERAL
SSMH	SANITARY SEWER MANHOLE
TOB	TOP OF BANK
WL	WATER LATERAL
WV	WATER VALVE

NOTES :

1. THIS LOT LIES IN FLOOD ZONE "X", NO B.F.E. PER F.I.R.M. PANEL 45013C 0270 G, COMMUNITY No. 450251, EFFECTIVE: 03/23/21
2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. NO INVESTIGATIONS FOR EASEMENTS, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS HAVE BEEN MADE THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
3. ALL BUILDING SETBACK REQUIREMENTS SHOULD BE VERIFIED WITH THE PROPER AUTHORITIES PRIOR TO DESIGN AND CONSTRUCTION.
4. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

REFERENCE PLAT:

A SUBDIVISION LAND SURVEY FOR PARCEL C-4 R610-022-000-0894, BUCKWALTER PARKWAY By: COASTAL SURVEYING CO., INC. DATED: 01/27/20; LAST REVISED: 06/07/22 FILE: 65,461 SUB RECORDED AT: P.B. 159 PAGE 112

LABEL DESCRIPTIONS (TYP.)

18.4 → GROUND ELEVATION
PN 18 → TREE SPECIES & DIAMETER (IN.)
→ TREE LOCATION

GRAPHIC SCALE
0 8 16 32
SCALE IN FEET

ONE FOOT CONTOUR INTERVAL

PREPARED FOR: TREY SCOTT

" I HEREBY STATE 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 VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN."

MICHAEL R. DUNIGAN
S.C.R.L.S. No. 11,905

A TREE AND TOPOGRAPHIC LAND SURVEY OF

LOT 1 MOTT STREET

LOCATED ON

BUCKWALTER PARKWAY

TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA

SCALE: 1" = 16' SURVEYED BY: AC
DATE: 03/20/25 DRAWN BY: RJW
JOB No.: 77,823I CHECKED BY: MRD

COASTAL SURVEYING CO., INC.
49 RIVERWALK BLVD.
BUILDING 8
RIDGELAND, SC 29936
(843) 645-4446

PRELIMINARY NOT FOR CONSTRUCTION

PERMITTING

THE GODDARD SCHOOL

LANDSCAPE PLAN

4 MOTT STREET, WASHINGTON SQUARE, BLUFFTON, SOUTH CAROLINA

JUNE 6, 2025
JULY 21, 2025

SHEET INDEX

CS	COVER SHEET
L1	SHEET TITLE
L2	SHEET TITLE
L3	SHEET TITLE
L4	SHEET TITLE

DESIGN TEAM

LANDSCAPE ARCHITECT	J.K. TILLER ASSOCIATES, INC.
CIVIL ENGINEER	CAROLINA ENGINEERING CONSULTANTS, INC.
ARCHITECT	COURT ATKINS GROUP

CAUTION

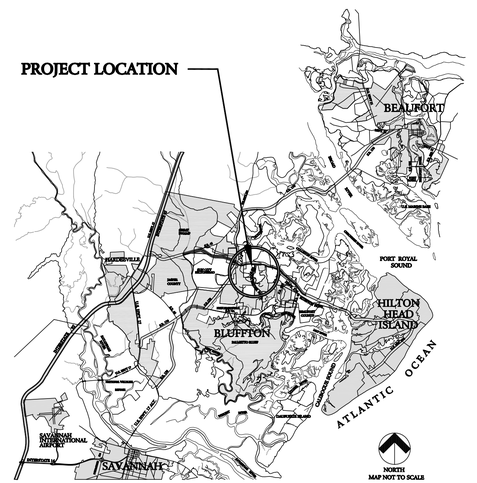
UTILITY PROTECTION CENTER

3 DAYS BEFORE DIGGING CALL TOLL FREE 1-888-721-7877

A ONE-CALL SYSTEM FOR COMMUNITY AND JOB SAFETY

GENERAL 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 OWNERS REPRESENTATIVE. ALL CONSTRUCTION MUST ADHERE TO ALL NATIONAL, STATE AND LOCAL CODES. J.K. TILLER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY WRONGFUL CONSTRUCTION PRACTICES.
3. ALL SURVEY AND SITE INFORMATION WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES. SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS, REPORT ANY DISCREPANCIES TO THE OWNER OR OWNERS REPRESENTATIVE.
4. ALL SURVEY AND SITE INFORMATION HAS BEEN OBTAINED FROM (ENTER CONSULTANT, FILE NAME AND LAST DATE RECEIVED HERE).
5. 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.
6. THE REQUIREMENTS OF THE SPECIFICATIONS, DRAWINGS, GENERAL REQUIREMENTS, AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE EQUALLY BINDING FOR ALL CONTRACTORS AND TRADES.
7. 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.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS AND INSPECTIONS AS REQUIRED BY LOCAL PLANNING, ZONING AND BUILDING CODE AUTHORITIES.
9. J.K. 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'.
10. 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.
11. THE CONTRACTOR SHALL PROTECT ALL TREES AND VEGETATION THAT IS NOT SCHEDULED TO BE REMOVED.
12. THE OWNER MAY REQUIRE FLAG MEN TO BE AVAILABLE DURING THE CONSTRUCTION PROCESS.
13. ALL WORKMANSHIP AND INSTALLATION FOR ALL TRADES SHALL MEET OR EXCEED THE PRODUCT MANUFACTURER'S RECOMMENDATIONS AND/OR ALL NATIONAL, STATE, AND LOCAL CODES.
14. ANY DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY J.K. TILLER ASSOCIATES, INC. AND THE OWNER OR OWNER'S REPRESENTATIVE.



JKT JOB NUMBER: 202511-01

J. K. TILLER ASSOCIATES, INC.
LAND PLANNING
181 BLUFFTON ROAD, SUITE B104
Voice 843.815.4800
LANDSCAPE ARCHITECTURE
BLUFFTON, SC 29910
jktiller@jktiller.com
Fax: 843.815.4801

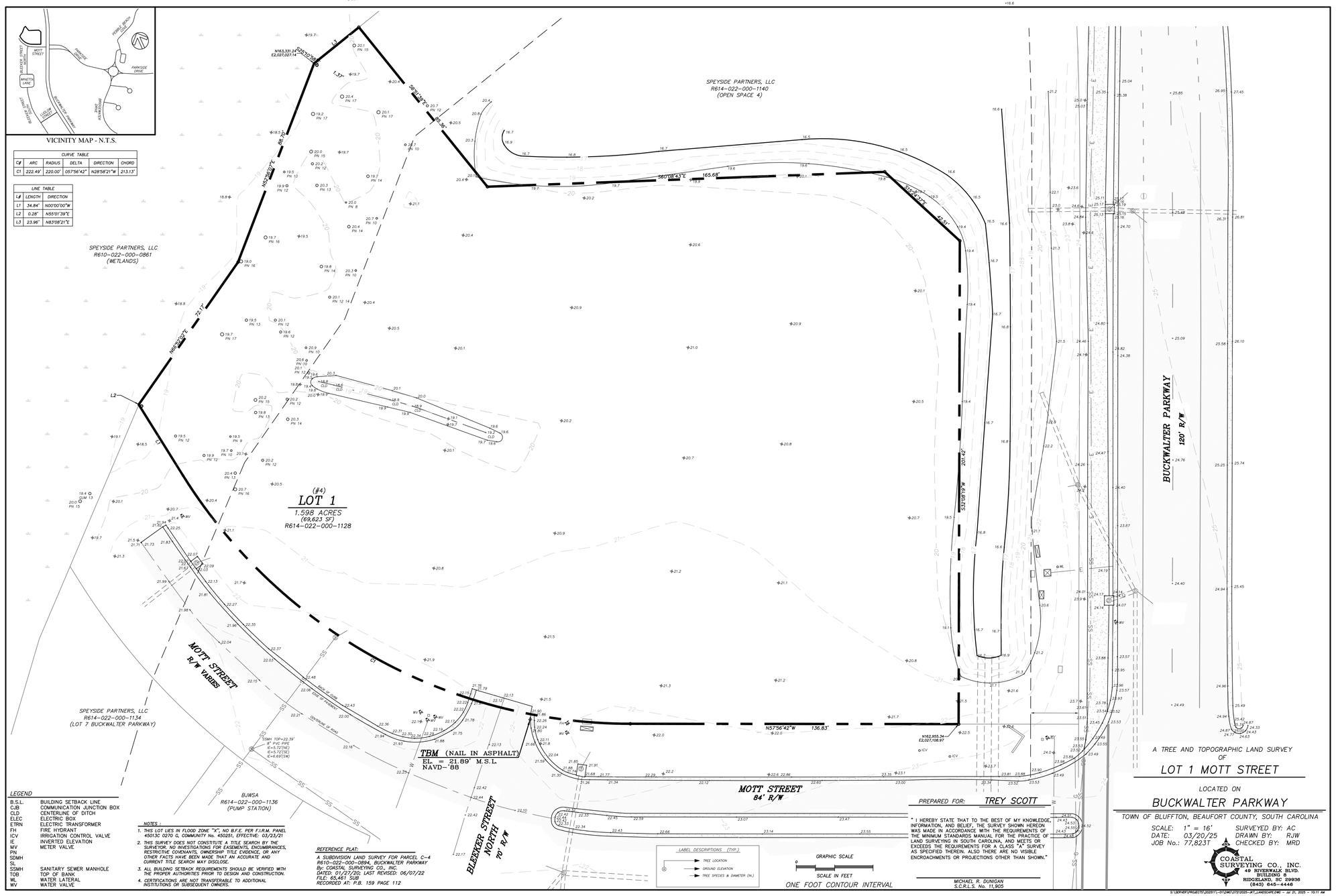
The Goddard School
Landscape Plan
4 Mott Street, Washington Square, Town of Bluffton, South Carolina

Sheet Title: Cover Sheet
Job Number: 202511-01
Date: 06/06/2025
Drawn: KJD
Approved:
Revisions: 07/21/2025 Planning Commission

Sheet CS Of

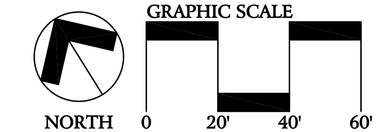
ATTACH
Section VII. Item #1.

PRELIMINARY NOT FOR CONSTRUCTION



EXISTING CONDITIONS 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 OWNERS REPRESENTATIVE. ALL CONSTRUCTION MUST ADHERE TO ALL NATIONAL, STATE AND LOCAL CODES. J.K. TILLER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY WRONGFUL CONSTRUCTION PRACTICES.
3. ALL SURVEY AND SITE INFORMATION WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES. SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS, REPORT ANY DISCREPANCIES TO THE OWNER OR OWNERS REPRESENTATIVE.
4. ALL SURVEY AND SITE INFORMATION HAS BEEN OBTAINED FROM SURVEYING CONSULTANTS, JOB# 77,823T, FILE NAME LOT 1 MOTT STREET, DATED 03/20/2025.



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LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE B104
BLUFFTON, SC 29910
Voice 843.815.4800
Fax 843.815.4801
jktiller@jktiller.com

The Goddard School
Landscape Plan
4 Mott Street, Washington Square, Town of Bluffton, South Carolina

Sheet Title:
Existing Contitions

Job Number:
202511-01

Date:
06/06/2025

Drawn:
KJD

Approved:

Revisions:
07/21/2025
Planning Commission

Sheet
L1
Of

ATTACH
Section VII. Item #1.

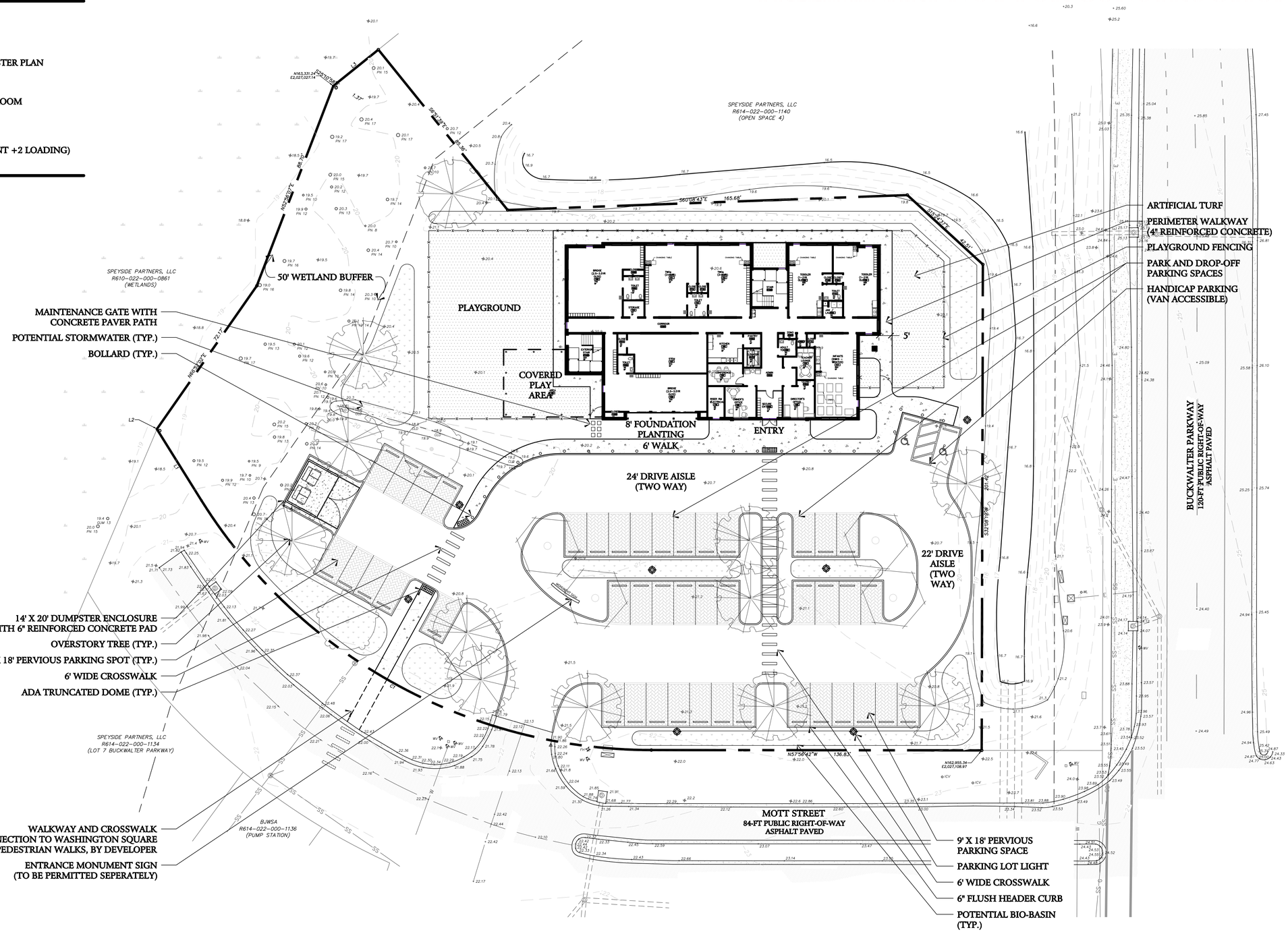
PRELIMINARY NOT FOR CONSTRUCTION

SITE INFORMATION

TOTAL ACRES	1.598 ACRES
ADDRESS	LOT 1 (#4) MOTT STREET
PIN	R614-022-000-1128-0000
ZONING	BUCKWALTER PUD, WASHINGTON SQUARE MASTER PLAN
CURRENT USE	VACANT
PROPOSED USE	CHILD CARE CENTER - 13 CLASSROOMS + 1 STEM ROOM
PROPOSED BUILDING AREA	16,080 +/- SF
PROPOSED STAFF	26+/- PERSONS
REQUIRED PARKING	28 SPACES (1 PER ATTENDANT +2 LOADING)
PROPOSED PARKING	45 SPACES

SITE KEY

- CONCRETE 4"
- CONCRETE 6"
- PERVIOUS PAVERS
- ARTIFICIAL TURF
- POTENTIAL STORMWATER BASIN



LAYOUT NOTES:

1. THE CONTRACTOR TO LAYOUT AND STAKE ALL SITE IMPROVEMENTS REPRESENTED IN THIS SET OF PLANS FOR APPROVAL FROM THE OWNER'S REPRESENTATIVE PRIOR TO ANY CONSTRUCTION. ANY DISCREPANCIES SHALL BE RESOLVED PRIOR TO BEGINNING WORK.
2. THE OWNER'S 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'.
3. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES AND FOR ANY DAMAGE THAT MAY OCCUR TO EXISTING UTILITIES.
4. THE CONTRACTOR SHALL PROTECT ALL TREES AND VEGETATION THAT IS NOT SCHEDULED TO BE REMOVED.
5. ANY DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY THE OWNER OR OWNER'S REPRESENTATIVE.

GRAPHIC SCALE
NORTH 0 20' 40' 60'

J. K. TILLER ASSOCIATES, INC.
LAND PLANNING
LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE B104
BLUFFTON, SC 29910
Voice 843.815.4800
Fax 843.815.4801
jktiller@jktiller.com

The Goddard School
Landscape Plan
4 Mott Street, Washington Square, Town of Bluffton, South Carolina

Sheet Title: Site Plan

Job Number: 202511-01

Date: 06/06/2025

Drawn: KJD

Approved:

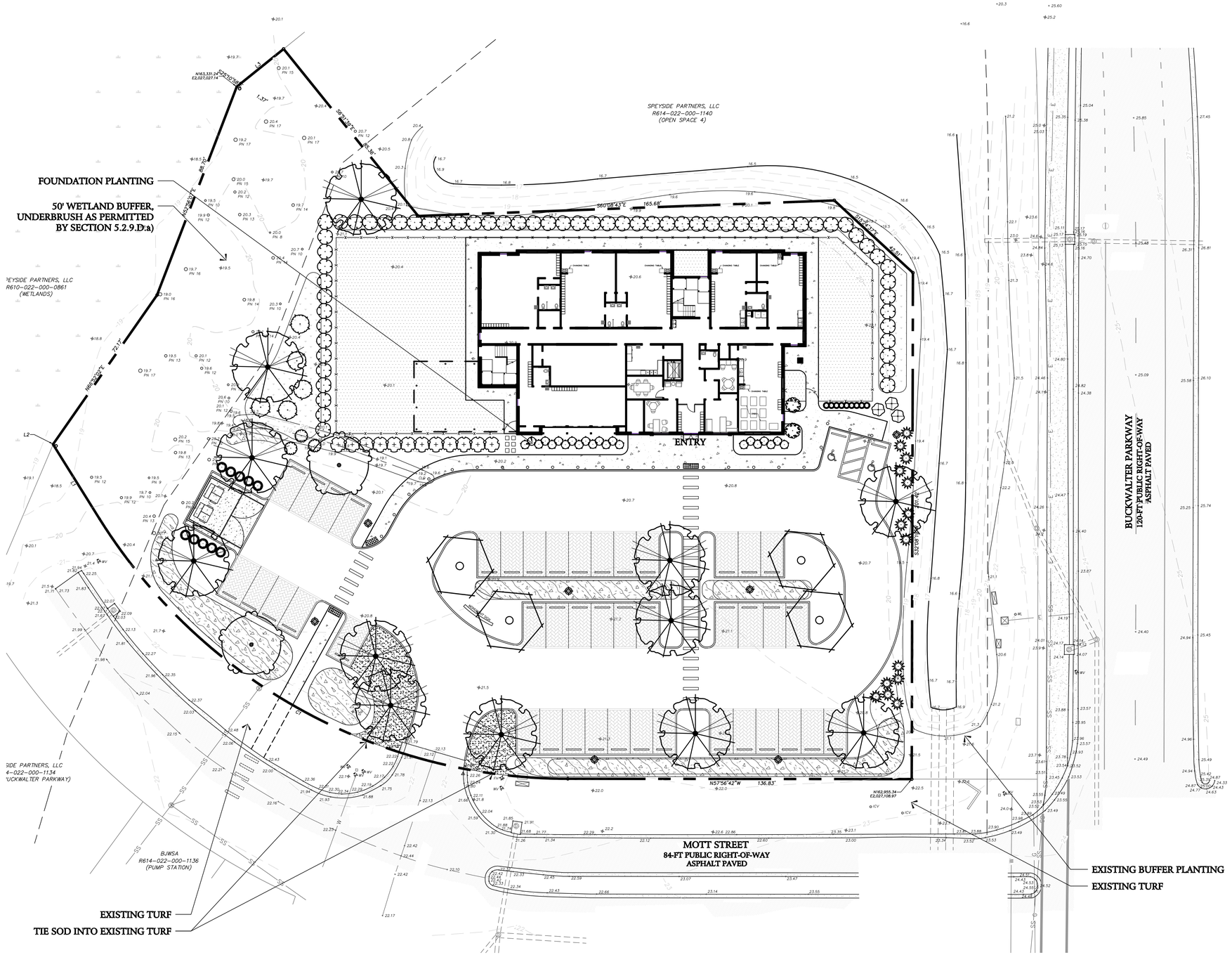
Revisions:
07/21/2025
Planning Commission

Sheet
L2
Of

PRELIMINARY NOT FOR CONSTRUCTION

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	GIBI	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree
	LITU	Liriodendron tulipifera / Tulip Tree
	QUVI	Quercus virginiana / Southern Live Oak
SHRUBS		
	CAJA	Camellia japonica / Camellia
	CLAL	Clethra alnifolia / Sweet Pepperbush
	HYQU	Hydrangea quercifolia / Oakleaf Hydrangea
	ILPA	Illicium parviflorum / Anise Tree
	LORC	Loropetalum chinense `Ruby` / Ruby Loropetalum
	MYCE	Myrica cerifera / Wax Myrtle
	PODP	Podocarpus macrophyllus `Pringles` / Dwarf Podocarpus
	SERE	Serenoa repens / Saw Palmetto
	VIOM	Viburnum obovatum `Mrs. Schiller's Delight` / Mrs. Schillers Delight Walter's Viburnum
GROUND COVERS		
	MUFI	Muhlenbergia filipes / Muhly
	ZOYE	Zoysia japonica `Empire` / Korean Grass



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BLUFFTON, SC 29910
Voice 843.815.4800
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jktiller@jktiller.com

The Goddard School
Landscape Plan
4 Mott Street, Washington Square, Town of Bluffton, South Carolina

Sheet Title:
Planting Plan

Job Number:
202511-01

Date:
06/06/2025

Drawn:
KJD

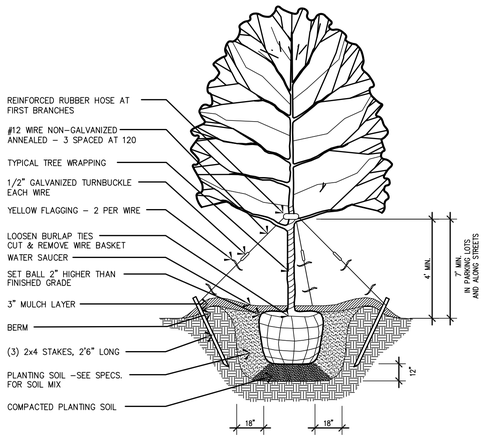
Approved:

Revisions:
07/21/2025
Planning Commission

Sheet
L3
Of

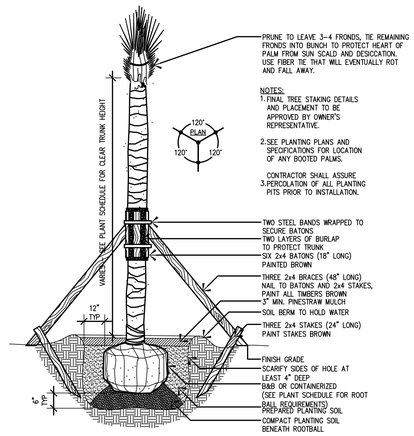
ATTACH
Section VII. Item #1.

PRELIMINARY NOT FOR CONSTRUCTION



1 L4 Tree Planting

Not to Scale

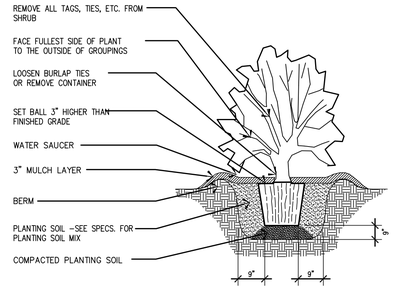


2 L4 Palmetto Tree Planting

Not to Scale

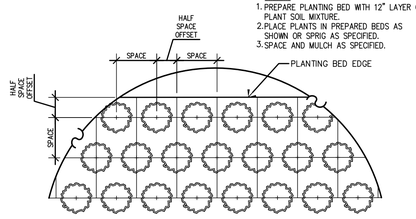
PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL.	HEIGHT	SPREAD	CONT.
TREES							
	GIBI	2	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree	2.5" min.	10`-12`	4`-6`	Cont.
	LITU	4	Liriodendron tulipifera / Tulip Tree	2.5" min.	10`-12`	4`-6`	
	QUVI	12	Quercus virginiana / Southern Live Oak	2.5" min.	10`-12`	6`-8`	Cont.
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT	SPREAD	
SHRUBS							
	CAJA	2	Camellia japonica / Camellia	15 Gal.	3` min.	3` min.	
	CLAL	3	Clethra alternifolia / Sweet Pepperbush	3 Gal.	3` min.	3` min.	
	HYQU	3	Hydrangea quercifolia / Oakleaf Hydrangea	3 Gal.	18"-24"	18"-24"	
	ILPA	62	Illicium parviflorum / Anise Tree	7 Gal.	24"-36"	24"-36"	
	LORC	12	Loropetalum chinense `Ruby` / Ruby Loropetalum	3 Gal.	18"-24"	18"-24"	
	MYCE	5	Myrica cerifera / Wax Myrtle	7 Gal.	36"-42"	24"-36"	
	PODP	9	Podocarpus macrophyllus `Pringles` / Dwarf Podocarpus	3 Gal.	12"-18"	12"-18"	
	POMM	10	Podocarpus macrophyllus maki / Shrubby Yew	7 Gal.	3`-4`	18"-24"	
	SERE	14	Serenoa repens / Saw Palmetto	3 Gal.	18"-24"	18"-24"	
	VIOM	22	Viburnum obovatum 'Mrs. Schiller's Delight' / Mrs. Schillers Delight Walter's Viburnum	3 Gal.	18"-24"	18"-24"	
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	HEIGHT	SPREAD	SPACING
GROUND COVERS							
	MUFI	970	Muhlenbergia filipes / Muhly	3 Gal.	18"-24"	12"-18"	24" o.c.
	ZOYE	1,147 sf	Zoysia japonica `Empire` / Korean Grass	SOD			



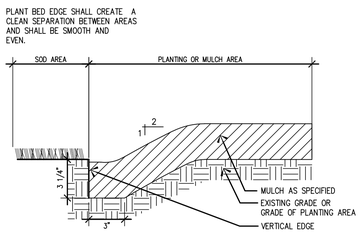
3 L4 Shrub Planting

Not to Scale



4 L4 Ground Covers, Annuals & Perennials

Not to Scale



5 L4 Sod / Plant Bed Edge Detail

Not to Scale

PLANTING NOTES:

1. 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.
2. ROOT TYPES MAY BE FREELY SUBSTITUTED IN CASE OF BALLED AND BURLAPPED OR CONTAINER GROWN, ALL OTHER SPECIFICATIONS TO REMAIN UNCHANGED.
3. CONTRACTOR TO VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSAL IS SUBMITTED.
4. SEE TREE, SHRUB, AND GROUND COVER PLANTING DETAILS AND SPECIAL PROVISIONS FOR PLANTING SPECIFICATIONS.
5. 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.
6. 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.
7. ALL SHRUB BEDS TO RECEIVE 3" DEEP LONGLEAF PINESTRAW MULCH.
8. CONTRACTOR TO MAINTAIN THE PLANTINGS AND CONTROL WEEDS IN MULCH AREAS THROUGH THE DURATION OF CONSTRUCTION UNTIL FINAL ACCEPTANCE.
9. ALL PLANT BED AND SOD AREAS TO RECEIVE 100% IRRIGATION COVERAGE EXCEPT WHERE NOTED ON THE PLAN.
10. 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.
11. HERBICIDE SHALL BE APPLIED TO PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION.
12. PLANT BED SHALL BE TESTED FOR PH AND AMENDED PRIOR TO INSTALLATION.
13. 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.

J. K. TILLER ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE
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jktiller@jktiller.com

The Goddard School
Landscape Plan
4 Mott Street, Washington Square, Town of Bluffton, South Carolina

Sheet Title: Planting Schedule

Job Number: 202511-01

Date: 06/06/2025

Drawn: KJD

Approved:

Revisions: 07/21/2025 Planning Commission

Sheet L4 **Of**

TRAFFIC ASSESSMENT

July 16, 2025

Town of Bluffton
Growth Management
Development Plan Permitting

Re: The Goddard School, Lot 1 of the Washington Square Master Plan, 4 Mott Street, Bluffton SC

General Site Description

Size: 1.598 Acres

Zoning: Commercial (Buckwalter PUD - Washington Square Master Plan)

Proposed Land Use: Institutional / Human Care - Daycare, (220 students)

Project Description:
The proposed development consists of a 16,080 GSF child daycare center with an outdoor play area, pedestrian sidewalks, and 45 on-site parking spaces for pick-up/drop-off. At full capacity, the school will serve up to 220 children with staffing levels of approximately 26 full-time employees.

Adjacent Property Land Uses:

- North & West: Undisturbed Wetlands
- South: Mott Drive (private street, part of the internal Washington Square road network)
- East: Buckwalter Parkway (major collector)
  The site is located within The Washington Square Master Plan which includes retail, hotel, and residential. The adjacent to the property to the north and west is wetlands, to the south is Mott Drive, and to the East is Buckwalter Parkway.
  Within the general area, to the north of Washington Square is Berkely Place, Buckwalter Place is located to the South, and across Buckwalter Parkway is the Woodbridge Community and the proposed Novant Health facility.

Surrounding Development:

- North: Berkely Place (Commercial)
- South: Buckwalter Place (Civic, Commercial)
- East: Woodbridge Community and proposed Novant Health Bluffton Emergency Department and Novant Health Bluffton Health Place

Washington Square Master Plan Context:
Washington Square is a walkable mixed-use development comprising:

- 100,000 sf of retail space
- Boutique hotel
- Mid-rise apartments.

Much of the multifamily development and southern retail have been completed, with parking infrastructure already constructed in northern phases. The original Master Plan traffic study included this lot as a high-volume gas station with car wash and fuel pumps, which has a significantly higher trip generation than the proposed daycare.

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COMPREHENSIVE LAND PLANNING ■ LANDSCAPE ARCHITECTURE

Roadway Access:

- The site will be accessed via Mott Street, a private, two-lane divided road connected to Buckwalter Parkway via a full access intersection.
- The site entrance is at Bleeker Street North, approximately 250 feet from Buckwalter Parkway.

Trip Generation

Trip generation was calculated using data from the **ITE Trip Generation Manual, 11th Edition**, using **Land Use Code (LUC) 565 – Day Care Center**

Assumptions:
Staff: 26 employees
Maximum enrollment: 220 children
Gross Floor Area: 16,080 GSF
AM Peak Hours: 7am – 10am, stagger drop-off
PM Peak Hours: 3pm – 6pm, stagger pick-up

ITE-Based Trip Generation Summary:

Land Use	Size/Units	Trip Rate (ITE)	Total Trips
Day Care Center (LUC 565)	220 students	4.48 / student (ADT)	986 daily trips
	220 students	0.82 / student (AM peak hour)	181 (96 in / 85 out)
	220 students	0.81 / student (PM peak hour)	180 (90 in / 90 out)

Comparison with Land Use proposed in Washington Square Master:

Gas Station with Convenience Market (LUC 945)
Variable: Vehicle Fueling Positions (VFPs)
Fueling Positions: 12

Time Period	Trip Rate (per VFP)	Trips (12 VFPs)
Daily (weekday)	62.42	749
AM Peak Hour	12.20	146
PM Peak Hour	13.60	163
Saturday Peak Hour	18.50	222

Automated Car Wash (LUC 947)
Variable: Number of Service Bays
Service Bays: 1

Time Period	Trip Rate (per bay)	Trips (1 bay)
Daily (weekday)	162.34	162
AM Peak Hour	14.14	14
PM Peak Hour	15.50	16
Saturday Peak Hour	17.95	18

Notes:

- Trip counts include both in and out
- When Gas Station with Car Wash are additive. For example, Daily weekday trips would be 911 trips (749+162)

Conclusion:
The proposed daycare generates similar daily trips and peak hour trips as the commercial land use previously considered with the Washington Square Master Plan. Especially important to consider is that the daycare traffic is staggered and spread over 3-hour windows. Fuel Station traffic is typically concentrated.

Roadway Conditions and Access Potential

Roadway Classification (Beaufort County Functional Classification Map):

- **Buckwalter Parkway:**
  - Type: Major Collector
  - Cross-section: 4-lane divided
  - Posted Speed: 45 mph
  - 2023 AADT (SCDOT): 16,400 vehicles per day (vpd)
- **Mott Street:**
  - Type: Private internal street (Future Collector)
  - Cross-section: 2-lane divided
  - Function: Local access to Washington Square
  - Signalization: Proposed full signal under consideration by Beaufort County

Level of Service (LOS) Assessment:
Although detailed LOS calculations require full intersection geometry, existing AADT volumes on Buckwalter Parkway remain well below capacity thresholds for a 4-lane divided major collector. Using Highway Capacity Manual (HCM) 7th Edition, Buckwalter Parkway currently operates at LOS C or better. The projected 180 AM/PM peak hour trips are negligible when distributed across the Washington Square access network. The impact from this site specifically would be less than 2% of AADT, which is below thresholds typically requiring mitigation

Sight Distance Analysis (AASHTO Standards):

- **Stopping Sight Distance (SSD):**
  For 45 mph: **360 feet required**
  Sufficient sight lines are available on Mott Street and Buckwalter Parkway given the flat topography and setback distances from the site entrance.
- **Intersection Sight Distance (ISD):**
  For 45 mph major road: 500–600 feet
  Adequate ISD is available from Bleeker Street North and Mott Street for safe egress.

Conclusions

Based on the above analysis, the proposed Goddard School is expected to:

- Generate similar and lower traffic volumes and peak hour trips than previously planned commercial use.
- Distribute traffic more evenly over with staggard arrival/ departure patterns, reducing congestion and queuing than estimated by a fuel center.
- Benefit from existing and proposed infrastructure, including 45 dedicated parking spaces, another 136 parking spaces within 450'/ 3 minutes' walk, and adjacent roadway improvements that include turn lanes into the Washington Square development and two full access intersections.
- Generate lower traffic volumes considering drop-off occurs over a 3-hour window, minimizing congestion. Staggering reduces the likelihood of congestion or queuing impacts at any one time
- Operate within a master-planned development with designed-in connectivity and access capacity
- Be located on roadways currently operating at acceptable LOS, with sight distances meeting AASHTO criteria.

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COMPREHENSIVE LAND PLANNING ■ LANDSCAPE ARCHITECTURE

PLAN REVIEW COMMENTS FOR DP-06-25-019796

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522
WASHINGTON SQUARE

Plan Type: Development Plan
Apply Date: 06/10/2025
Plan Status: Active
Plan Address:
Case Manager: Dan Frazier
Plan PIN #: R614 022 000 1128 0000
Plan Description: **A request by Kathleen Duncan of J.K. Tiller Associates, Inc. on behalf of David Johnson of Speyside Partners LLC for approval of a Preliminary Development Plan. The project consists of the construction of a two-story day care building with associated infrastructure. The property is zoned Buckwalter Planned Unit Developmen (PUD) and consists of approximately 1.6 acres identified by tax map number R614 022 000 1128 0000 within the Washington Square Master Plan.**
STATUS: This item will be heard at the July 9, 2025 Development Review Committee meeting.

Technical Review

Submission #: 1 Received: 06/10/2025 Completed: 07/03/2025

Reviewing Dept.	*Complete Date*	*Reviewer*	*Status*
Planning Review - Principal	07/03/2025	Dan Frazier	Approved with Conditions

Comments:
1. Provide a Traffic Assessment in accordance with UDO Section 5.9.3.B.1.
2. Based on the land use, the foundation plantings as proposed meet the requirements of UDO Section 5.3.7.E.
3. The proposed monument sign, including location, shall be permitted separately.
4. Provide playground fence and trash enclosure elevations and details at time of final development plan submittal.
5. An ARB approval letter is required prior to development plan approval.

Watershed Management Review DRC	06/26/2025	Samantha Crotty	Approved with Conditions

Comments:
1. At the time of stormwater submittal, provide an exhibit showing on-site treatment of the 10-yr storm that ensures prevention of environmental impacts, to include those caused by drainage and sedimentation, on adjacent properties. Additionally, this exhibit shall provide the locations of all life safety structures (hydrants, emergency access, street signs (can be temporary), etc.). This exhibit is to be included in the OS-SWPPP book for review at the time of the pre-construction meeting.
Site features and improvements identified in this exhibit are to be installed prior to the issuance of a building permit. Town staff will conduct an inspection of this site prior to building permit issuance to ensure such features and improvements have been installed.

Beaufort Jasper Water and Sewer Review	07/03/2025	Matthew Michaels	Approved
Planning Commission Review	07/03/2025	Dan Frazier	Approved
Planning Review - Address	07/03/2025	Diego Farias	Approved
Building Safety Review	06/26/2025	Marcus Noe	Approved
Fire Department Review	06/26/2025	Dan Wiltse	Approved
Police Department Review	06/26/2025	Bill Bonhag	Approved

Transportation Department Review	06/10/2025	Mark Maxwell	Approved

Comments:
No comments

Plan Review Case Notes:

PRELIMINARY NOT FOR CONSTRUCTION

ATTACH
Section VII. Item #1.

PRELIMINARY DEVELOPMENT PLAN

THE GODDARD SCHOOL

LANDSCAPE PLAN

4 MOTT STREET, WASHINGTON SQUARE, BLUFFTON, SOUTH CAROLINA

JUNE 6, 2025

SHEET INDEX

CS	COVER SHEET
L1	SHEET TITLE
L2	SHEET TITLE
L3	SHEET TITLE
L4	SHEET TITLE

DESIGN TEAM

LANDSCAPE ARCHITECT	J.K. TILLER ASSOCIATES, INC.
CIVIL ENGINEER	CAROLINA ENGINEERING CONSULTANTS, INC.
ARCHITECT	COURT ATKINS GROUP

CAUTION

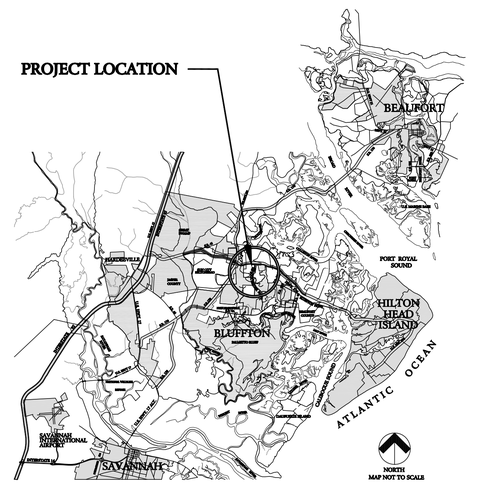
UTILITY PROTECTION CENTER

3 DAYS BEFORE DIGGING CALL TOLL FREE 1-888-721-7877

A ONE-CALL SYSTEM FOR COMMUNITY AND JOB SAFETY

GENERAL 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 OWNERS REPRESENTATIVE. ALL CONSTRUCTION MUST ADHERE TO ALL NATIONAL, STATE AND LOCAL CODES. J.K. TILLER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY WRONGFUL CONSTRUCTION PRACTICES.
3. ALL SURVEY AND SITE INFORMATION WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES. SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS, REPORT ANY DISCREPANCIES TO THE OWNER OR OWNERS REPRESENTATIVE.
4. ALL SURVEY AND SITE INFORMATION HAS BEEN OBTAINED FROM (ENTER CONSULTANT, FILE NAME AND LAST DATE RECEIVED HERE).
5. 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.
6. THE REQUIREMENTS OF THE SPECIFICATIONS, DRAWINGS, GENERAL REQUIREMENTS, AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE EQUALLY BINDING FOR ALL CONTRACTORS AND TRADES.
7. 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.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS AND INSPECTIONS AS REQUIRED BY LOCAL PLANNING, ZONING AND BUILDING CODE AUTHORITIES.
9. J.K. 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'.
10. 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.
11. THE CONTRACTOR SHALL PROTECT ALL TREES AND VEGETATION THAT IS NOT SCHEDULED TO BE REMOVED.
12. THE OWNER MAY REQUIRE FLAG MEN TO BE AVAILABLE DURING THE CONSTRUCTION PROCESS.
13. ALL WORKMANSHIP AND INSTALLATION FOR ALL TRADES SHALL MEET OR EXCEED THE PRODUCT MANUFACTURER'S RECOMMENDATIONS AND/OR ALL NATIONAL, STATE, AND LOCAL CODES.
14. ANY DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY J.K. TILLER ASSOCIATES, INC. AND THE OWNER OR OWNER'S REPRESENTATIVE.



JKT JOB NUMBER: 202511-01

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Landscape Plan
4 Mott Street, Washington Square, Town of Bluffton, South Carolina

Sheet Title:
Cover Sheet

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06/06/2025

Drawn:
KJD

Approved:

Revisions:

Sheet
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Of

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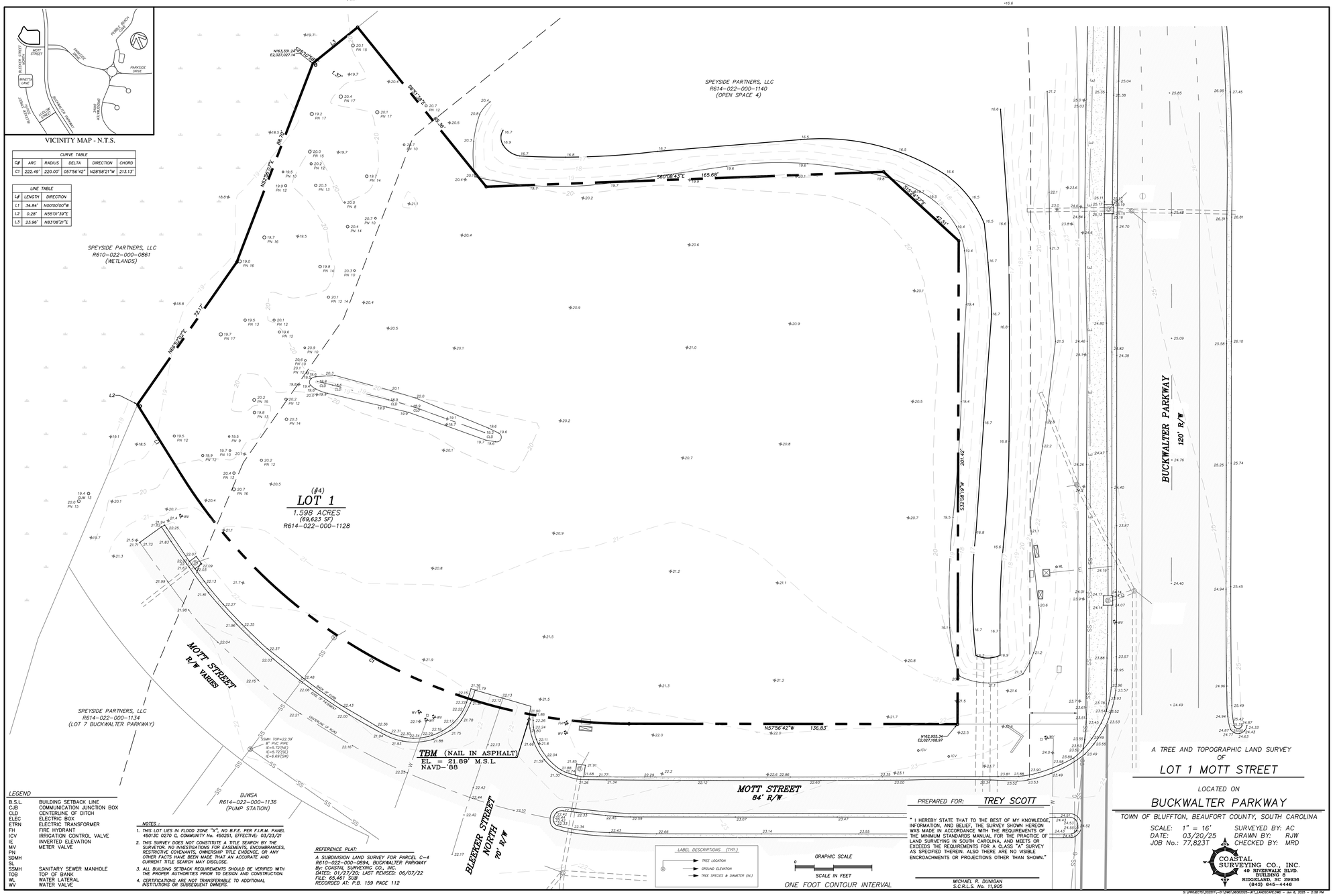

EXISTING CONDITIONS NOTES:

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3. ALL SURVEY AND SITE INFORMATION WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES. SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS, REPORT ANY DISCREPANCIES TO THE OWNER OR OWNERS REPRESENTATIVE.
4. ALL SURVEY AND SITE INFORMATION HAS BEEN OBTAINED FROM SURVEYING CONSULTANTS, JOB# 77,823T, FILE NAME LOT 1 MOTT STREET, DATED 03/20/2025.

NORTH

GRAPHIC SCALE
0 20' 40' 60'

J. K. TILLER ASSOCIATES, INC.
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The Goddard School

Landscape Plan

4 Mott Street, Washington Square, Town of Bluffton, South Carolina

Sheet Title:
Existing Contitions

Job Number:
202511-01

Date:
06/06/2025

Drawn:
KJD

Approved:

Revisions:

Sheet
L1
Of

ATTACH
Section VII. Item #1.

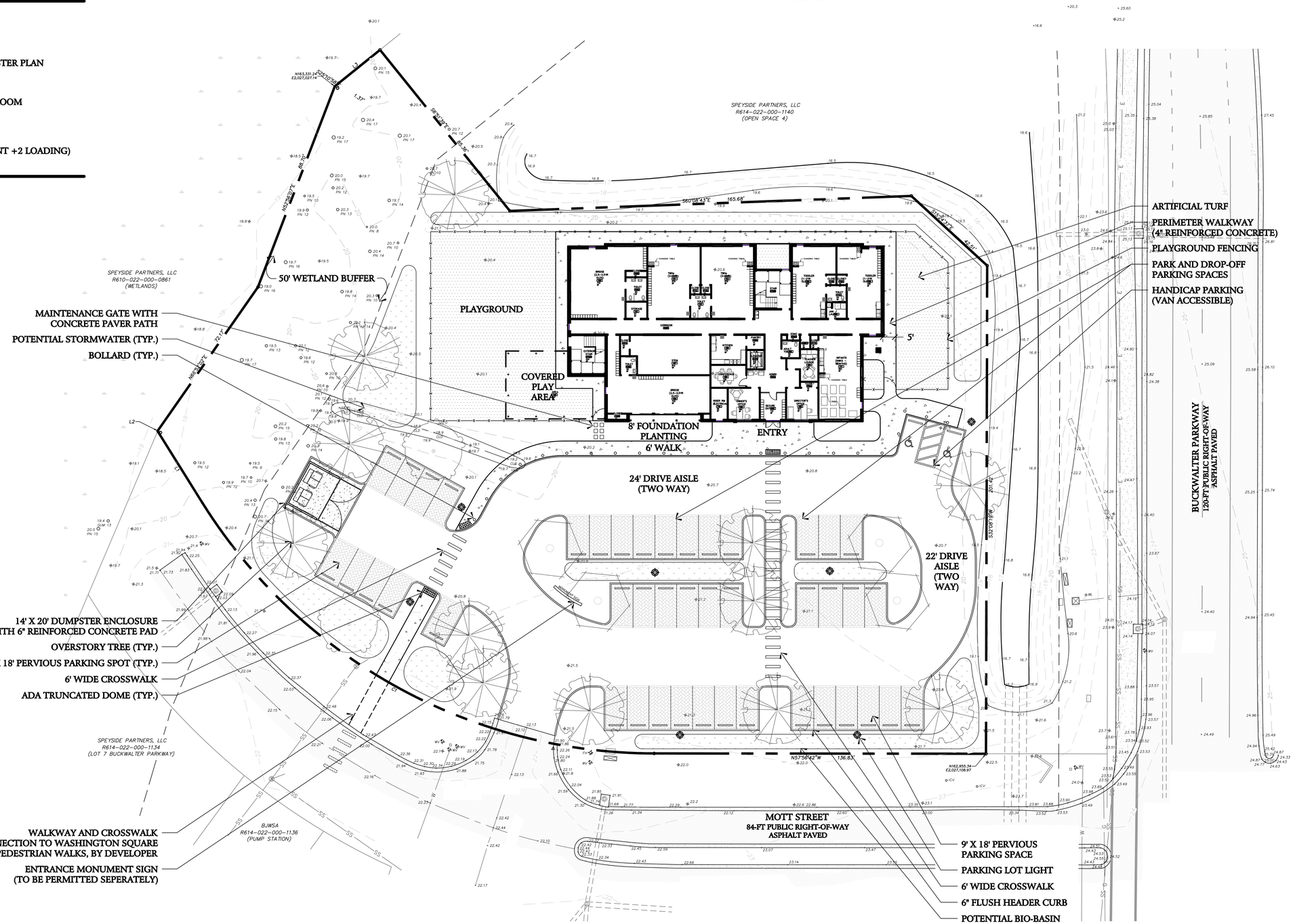
PRELIMINARY NOT FOR CONSTRUCTION

SITE INFORMATION

TOTAL ACRES	1.598 ACRES
ADDRESS	LOT 1 (#4) MOTT STREET
PIN	R614-022-000-1128-0000
ZONING	BUCKWALTER PUD, WASHINGTON SQUARE MASTER PLAN
CURRENT USE	VACANT
PROPOSED USE	CHILD CARE CENTER - 13 CLASSROOMS + 1 STEM ROOM
PROPOSED BUILDING AREA	16,080 +/- SF
PROPOSED STAFF	26+/- PERSONS
REQUIRED PARKING	28 SPACES (1 PER ATTENDANT +2 LOADING)
PROPOSED PARKING	45 SPACES

SITE KEY

- CONCRETE 4"
- CONCRETE 6"
- PERVIOUS PAVERS
- ARTIFICIAL TURF
- POTENTIAL STORMWATER BASIN



LAYOUT NOTES:

1. THE CONTRACTOR TO LAYOUT AND STAKE ALL SITE IMPROVEMENTS REPRESENTED IN THIS SET OF PLANS FOR APPROVAL FROM THE OWNER'S REPRESENTATIVE PRIOR TO ANY CONSTRUCTION. ANY DISCREPANCIES SHALL BE RESOLVED PRIOR TO BEGINNING WORK.
2. THE OWNER'S 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'.
3. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES AND FOR ANY DAMAGE THAT MAY OCCUR TO EXISTING UTILITIES.
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NORTH

GRAPHIC SCALE
0 20' 40' 60'

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Job Number:
202511-01

Date:
06/06/2025

Drawn:
KJD

Approved:

Revisions:

Sheet
L2
Of

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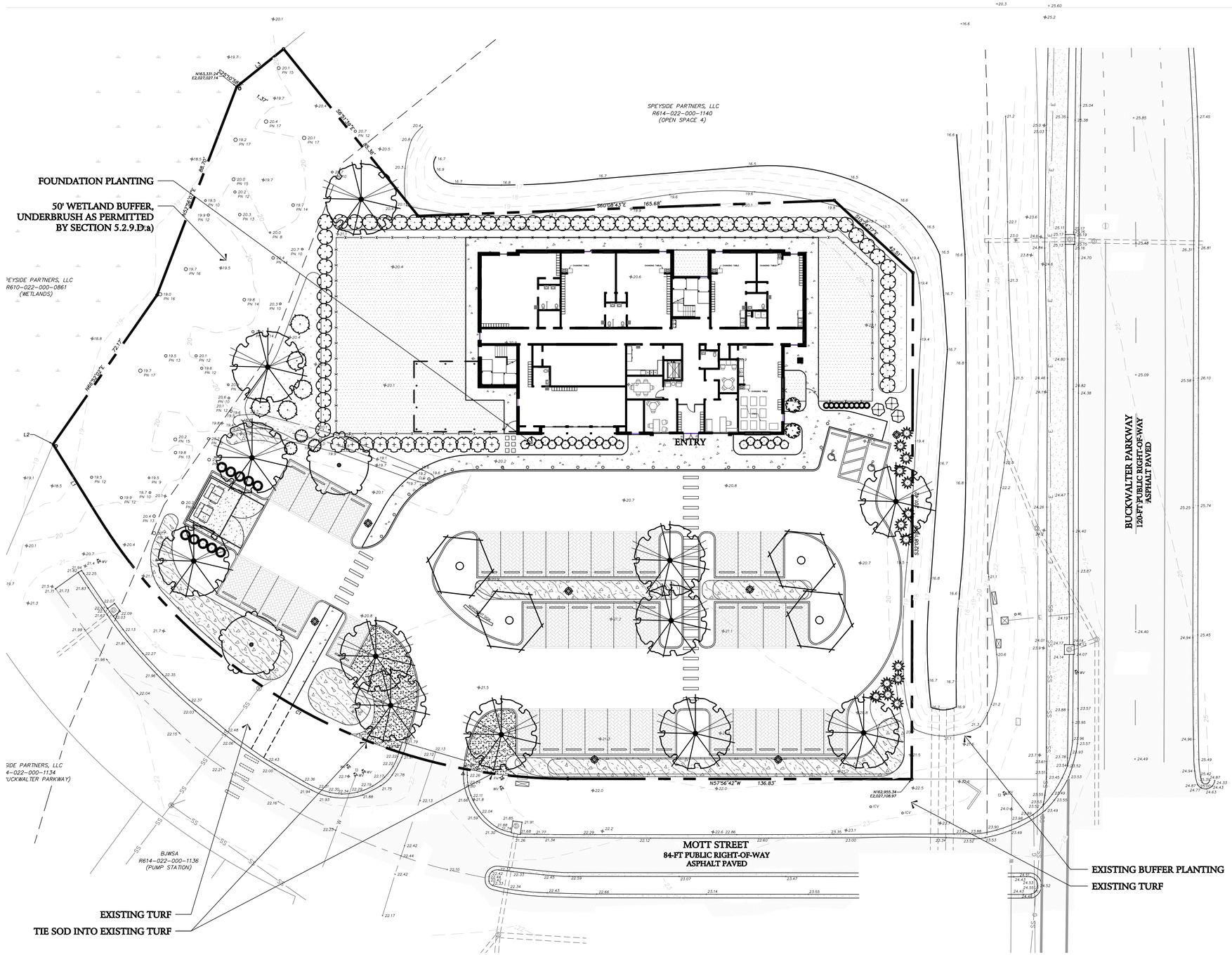
ATTACH
Section VII. Item #1.

PRELIMINARY NOT FOR CONSTRUCTION

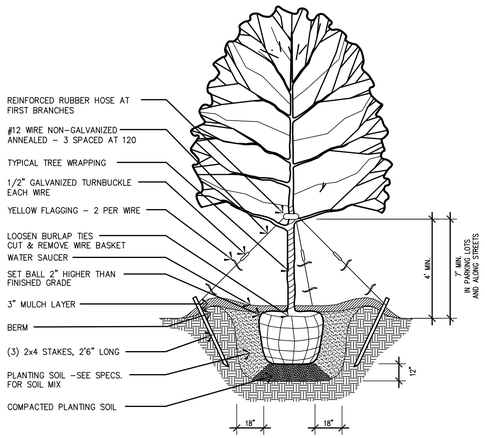
PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	GIBI	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree
	LITU	Liriodendron tulipifera / Tulip Tree
	QUVI	Quercus virginiana / Southern Live Oak
SHRUBS		
	CAJA	Camellia japonica / Camellia
	CLAL	Clethra alnifolia / Sweet Pepperbush
	HYQU	Hydrangea quercifolia / Oakleaf Hydrangea
	ILPA	Illicium parviflorum / Anise Tree
	LORC	Loropetalum chinense `Ruby` / Ruby Loropetalum
	MYCE	Myrica cerifera / Wax Myrtle
	PODP	Podocarpus macrophyllus `Pringles` / Dwarf Podocarpus
	SERE	Serenoa repens / Saw Palmetto
	VIOM	Viburnum obovatum `Mrs. Schiller's Delight` / Mrs. Schillers Delight Walter's Viburnum
GROUND COVERS		
	MUFI	Muhlenbergia filipes / Muhly
	ZOYE	Zoysia japonica `Empire` / Korean Grass



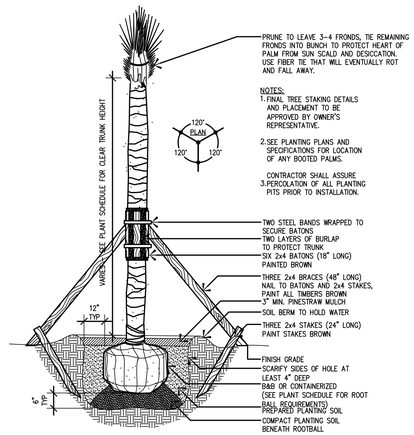
ATTACH
Section VII. Item #1.

PRELIMINARY NOT FOR CONSTRUCTION



1 L4 Tree Planting

Not to Scale

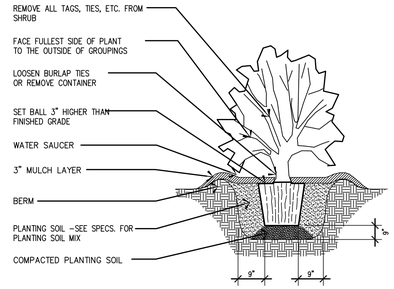


2 L4 Palmetto Tree Planting

Not to Scale

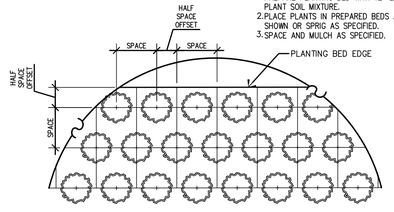
PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL.	HEIGHT	SPREAD	CONT.
TREES							
	GIBI	2	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree	2.5" min.	10`-12`	4`-6`	Cont.
	LITU	4	Liriodendron tulipifera / Tulip Tree	2.5" min.	10`-12`	4`-6`	
	QUVI	12	Quercus virginiana / Southern Live Oak	2.5" min.	10`-12`	6`-8`	Cont.
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT	SPREAD	
SHRUBS							
	CAJA	2	Camellia japonica / Camellia	15 Gal.	3` min.	3` min.	
	CLAL	3	Clethra alternifolia / Sweet Pepperbush	3 Gal.	3` min.	3` min.	
	HYQU	3	Hydrangea quercifolia / Oakleaf Hydrangea	3 Gal.	18"-24"	18"-24"	
	ILPA	62	Illicium parviflorum / Anise Tree	7 Gal.	24"-36"	24"-36"	
	LORC	12	Loropetalum chinense `Ruby` / Ruby Loropetalum	3 Gal.	18"-24"	18"-24"	
	MYCE	5	Myrica cerifera / Wax Myrtle	7 Gal.	36"-42"	24"-36"	
	PODP	9	Podocarpus macrophyllus `Pringles` / Dwarf Podocarpus	3 Gal.	12"-18"	12"-18"	
	POMM	10	Podocarpus macrophyllus maki / Shrubby Yew	7 Gal.	3`-4`	18"-24"	
	SERE	14	Serenoa repens / Saw Palmetto	3 Gal.	18"-24"	18"-24"	
	VIOM	22	Viburnum obovatum 'Mrs. Schiller's Delight' / Mrs. Schillers Delight Walter's Viburnum	3 Gal.	18"-24"	18"-24"	
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	HEIGHT	SPREAD	SPACING
GROUND COVERS							
	MUFI	970	Muhlenbergia filipes / Muhly	3 Gal.	18"-24"	12"-18"	24" o.c.
	ZOYE	1,147 sf	Zoysia japonica `Empire` / Korean Grass	SOD			



3 L4 Shrub Planting

Not to Scale



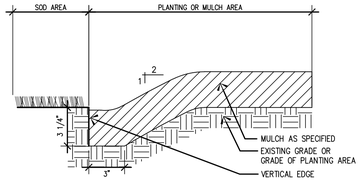
4 L4 Ground Covers, Annuals & Perennials

Not to Scale

PLANTING NOTES:

1. 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.
2. ROOT TYPES MAY BE FREELY SUBSTITUTED IN CASE OF BALLED AND BURLAPPED OR CONTAINER GROWN, ALL OTHER SPECIFICATIONS TO REMAIN UNCHANGED.
3. CONTRACTOR TO VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSAL IS SUBMITTED.
4. SEE TREE, SHRUB, AND GROUND COVER PLANTING DETAILS AND SPECIAL PROVISIONS FOR PLANTING SPECIFICATIONS.
5. 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.
6. 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.
7. ALL SHRUB BEDS TO RECEIVE 3" DEEP LONGLEAF PINESTRAW MULCH.
8. CONTRACTOR TO MAINTAIN THE PLANTINGS AND CONTROL WEEDS IN MULCH AREAS THROUGH THE DURATION OF CONSTRUCTION UNTIL FINAL ACCEPTANCE.
9. ALL PLANT BED AND SOD AREAS TO RECEIVE 100% IRRIGATION COVERAGE EXCEPT WHERE NOTED ON THE PLAN.
10. 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.
11. HERBICIDE SHALL BE APPLIED TO PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION.
12. PLANT BED SHALL BE TESTED FOR PH AND AMENDED PRIOR TO INSTALLATION.
13. 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.

PLANT BED EDGE SHALL CREATE A CLEAN SEPARATION BETWEEN AREAS AND SHALL BE SMOOTH AND EVEN.



5 L4 Sod / Plant Bed Edge Detail

Not to Scale

J. K. TILLER ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE
LAND PLANNING
181 BLUFFTON ROAD, SUITE B104
BLUFFTON, SC 29910
Voice 843.815.4800
Fax 843.815.4801
jktiller@jktiller.com

The Goddard School
Landscape Plan
4 Mott Street, Washington Square, Town of Bluffton, South Carolina

Sheet Title: Planting Schedule

Job Number: 202511-01

Date: 06/06/2025

Drawn: KJD

Approved:

Revisions:

Sheet L4 **Of**

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Lighting:
Proposed parking lot area lighting are indicated on the plan. It is anticipated that Dominion will provide the lighting, and they will provide a plan prior to final development plan submittal. Proposed lighting will meet the requirements of the Buckwalter PUD.

Signage:
Signage will be permitted separately.

UDO Conformance:
The project is not required to conform with the Town of Bluffton Unified Development Ordinance. Rather, the project will conform to the Buckwalter PUD and Washington Square Master Plan.

ARB Review:
Architecture, Landscaping and lighting will be reviewed by the ARB

DRC Comments
Responses are below, in red

Planning Review - Principal:

1. Provide a Traffic Assessment in accordance with UDO Section 5.9.3.B.1.S
   Please find the Traffic Assessment provided with submittal items.
2. Based on the land use, the foundation plantings as proposed meet the requirements of UDO Section 5.3.7.E.
   Noted.
3. The proposed monument sign, including location, shall be permitted separately.
   Sign will be permitted separately as noted on the site plan.
4. Provide playground fence and trash enclosure elevations and details at time of final development plan submittal.
   Playground fence and trash enclosure elevations and details will be provided for the final development plan submittal.
5. An ARB approval letter is required prior to development plan approval.
   An ARB approval letter will be provided for the final development plan submittal.

Watershed Management Review:

1. At the time of stormwater submittal, provide an exhibit showing on-site treatment of the 10-yr storm that ensures prevention of environmental impacts, to include those caused by drainage and sedimentation, on adjacent properties. Additionally, this exhibit shall provide the locations of all life safety structures (hydrants, emergency access, street signs (can be temporary), etc.). This exhibit is to be included in the OS-SWPPP book for review at the time of the pre-construction meeting. Site features and improvements identified in this exhibit are to be installed prior to the issuance of a building permit. Town staff will conduct an inspection of this site prior to building permit issuance to ensure such features and improvements have been installed.
   Noted.

PLANNING COMMISSION

STAFF REPORT
Department of Growth Management

MEETING DATE:	August 27, 2025
PROJECT:	Livewell Terrace Preliminary Development Plan
APPLICANT:	Livewell Terrace L.P.
PROJECT NUMBER:	DP-02-25-019581
PROJECT MANAGER:	Dan Frazier Planning Manager Department of Growth Management

REQUEST: The Applicant, Livewell Terrace L.P., on behalf of property owner Beaufort County is requesting approval of a Preliminary Development Plan application. The project consists of the construction of a 120-unit apartment complex with a leasing office and future medical building and associated infrastructure (Attachment 1).

INTRODUCTION: The property is zoned Buckwalter Planned Unit Development (PUD) and consists of approximately 10.09 acres identified by tax map number R610 030 000 0712 0000 located east of Buckwalter Parkway within the Buckwalter Commons Planning Tract and Buckwalter Commons Phase 1 Initial Master Plan (Attachment 2).

BACKGROUND: On August 12, 2025, Town Council approved a Transfer of Development Rights of 60 residential units from the Town's Development Rights Bank. A 100% density bonus for affordable/workforce housing was also approved, allowing an additional 60 dwelling units for the project (UDO Section 6.5.4).

Units will be available to Beaufort County Memorial Hospital employees and any other persons seeking affordable housing. The development will include 30 units restricted to 40% Area Median Income (AMI), 60 units restricted to 60% AMI, and 30 units restricted to 80% AMI. Annual rent and income limits are determined by the AMI by unit size for Beaufort County.

This application is for a Preliminary Development Plan located within the Buckwalter PUD and as such is subject to the standards set forth in the Buckwalter PUD Concept Plan, Development Agreement, the Buckwalter Commons Phase 1 Initial Master Plan, and the UDO Sections 5.3 and 5.10 (Attachment 3).

As reflected in the revised site plan, the proposed development includes five (5) multi-family buildings totaling 120 units, one (1) leasing office building, amenities, and associated infrastructure. The project will include a building pad for a future medical office building. The site is primarily accessed from Buckwalter Parkway and secondary access will be provided through the existing parking lot of the adjacent property with a shared

access easement with Lord of Life Lutheran Church (Attachment 4).

In support of the proposed development, 291 onsite parking spaces are required (Buckwalter PUD, ZDSO 90/3 Modifications Section 5.2.1.1) calculated at 2.25 spaces per apartment and 3.5 per 1,000 SF of medical office use. The applicant proposes 263 parking spaces. Town Staff will coordinate with the Applicant on opportunities to meet the parking requirement.

A Traffic Impact Analysis (TIA) is currently being prepared and is anticipated to be complete by mid-end of September. The data collection will begin the week of August 25 in order to capture school-related traffic. The TIA will be provided at the time of Final Development Plan review.

Staff comments on the Preliminary Development Plan were reviewed at the July 9, 2025, Development Review Committee meeting (Attachment 5). The Applicant provided a response to comments and revised site plans on July 31, 2025 (Attachment 6 and 4).

REVIEW CRITERIA & ANALYSIS: The Planning Commission shall consider the criteria set forth in Section 3.10.3.A of the Unified Development Ordinance in assessing an application for a Preliminary Development Plan. The applicable criteria are provided below followed by Staff Finding(s) based upon review of the application submittals to date.

1. Section 3.10.3.A.1. Conformance with the applicable provisions provided in Article 5, Design Standards.

   Finding. The property lies within the Buckwalter PUD and therefore is subject to, and in conformance with, the standards set forth in the Buckwalter PUD Development Agreement and Concept Plan, the Buckwalter Commons Phase 1 Master Plan, and Unified Development Ordinance Sections 5.3 and 5.10.

2. Section 3.10.3.A.2. The proposed development shall be in conformance with any approved Development Agreement, PUD Concept Plan, PUD Master Plan, Subdivision Plan, or any other agreements or plans that are applicable.

   Finding. Town Staff finds that the preliminary site plan is not in conformance with the Buckwalter PUD Development Agreement and Concept Plan and the Buckwalter Commons Phase 1 Master Plan. Per the Buckwalter PUD, apartments/multifamily require 2.25 parking spaces per unit. The Applicant proposes 2.01 parking spaces per unit.

3. Section 3.10.3.A.3. If the proposed development is associated with a previously approved Master Plan, then the traffic and access plans shall adhere to the previously approved traffic impact analysis or assessment, where applicable. If an application is not associated with a previously approved PUD Master Plan, then a traffic impact analysis shall be required at final development plan submittal.

Finding. While the proposed development is within the Buckwalter Commons Phase 1, the Applicant will provide an updated Traffic Impact Analysis at time of Final Development Plan.

4. **Section 3.10.3.A.4. The proposed development must be able to be served by adequate public services, including, but not limited to, water, sanitary sewer, roads, police, fire, and school services. For developments that have the potential for significant impact on infrastructure and services, the applicant shall be required to provide an analysis and mitigation of the impact on transportation, utilities, and community services.**

   Finding. Letters from the agencies providing public services will be required at time of Final Development Plan submittal per the Applications Manual.

5. **Section 3.10.3.A.5. The phasing plan, if applicable, is logical and is designed in a manner that allows each phase to fully function independently regarding services, utilities, circulation, facilities, and open space, irrespective of the completion of other proposed phases.**

   Finding. The project will be constructed and closed-out in phases. Each phase will provide the access, parking, and stormwater infrastructure needed to independently accommodate the number of units constructed. A phasing plan will be required at the time of final DRC.

6. **Section 3.10.3.A.6. The application must comply with applicable requirements in the Applications Manual.**

   Finding. The application has been reviewed by Town Staff and has been determined to be complete.

PLANNING COMMISSION ACTIONS: The Planning Commission has the authority to take the following actions with respect to the application as authorized by Section 2.2.6.C.5 of the UDO:

1. Approve the application as submitted;
2. Approve the application with conditions; or
3. Deny the application as submitted.

RECOMMENDATION: Should the Planning Commission choose to approve the application with conditions, Town Staff finds that the following conditions should be met prior to final development approval to be in conformance with UDO Section 3.10.3.A:

1. The Applicant will coordinate with Town Staff to meet the parking requirement (Buckwalter PUD, ZDSO 90/3 Modifications Section 5.2.1.1).

ATTACHMENTS:

1. Application and Project Narrative

2. Vicinity Map
3. Buckwalter Commons Phase 1 Initial Master Plan
4. Site Development Plans 07 31 2025
5. DRC Comments and Original Site Plans 06 11 25
6. Response to DRC Comments 07 31 25

TOWN OF BLUFFTON
DEVELOPMENT PLAN APPLICATION

ATTACH
Growth Management Custom
20 Bridge Street
Bluffton, SC 29910
(843)706-4522
www.townofbluffton.sc.gov
applicationfeedback@townofbluffton.com

Applicant	Property Owner
Name: Livewell Terrace LP	Name: Beaufort County
Phone: (330) 988-8804	Phone: 843-255-1000
Mailing Address: 500 S. Front St., 10th Floor Columbus OH 43215	Mailing Address: PO Box 1228 Beaufort, SC 29901
E-mail: aamstutz@wodagroup.com	E-mail: michael.moore@bcgov.net
Town Business License # (if applicable):	

Project Information

Project Name: Livewell Terrace	☒ Preliminary	☐ Final
Project Location: 335 Buckwalter Parkway	☐ New	☐ Amendment
Zoning District: PUD	Acreage: 10.09	
Tax Map Number(s): R610 030 000 0712 0000		
Project Description: Proposing a 120 unit apartment complex with a leasing office and a future medical building.		

Minimum Requirements for Submittal

☒ 1. Two (2) full sized copies and digital files of the Preliminary or Final Development Plans.
☒ 2. Project Narrative and digital file describing reason for application and compliance with the criteria in Article 3 of the UDO.
☒ 3. All information required on the attached Application Checklist.
☒ 4. An Application Review Fee as determined by the Town of Bluffton Master Fee Schedule. Checks made payable to the Town of Bluffton.

Note: **A Pre-Application Meeting is required prior to Application submittal.**

Disclaimer: **The Town of Bluffton assumes no legal or financial liability to the applicant or any third party whatsoever by approving the plans associated with this permit.**

I hereby acknowledge by my signature below that the foregoing application is complete and accurate and that I am the owner of the subject property. As applicable, I authorize the subject property to be posted and inspected.

Property Owner Signature: Date: 2/4/2025

Applicant Signature: Date: 2/4/2025

For Office Use

Application Number:	*Date Received:*
Received By:	*Date Approved:*

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
	x	4. Location of solid waste/trash disposal units/dumpsters.
	x	5. Location of proposed water, sewer, electric, telephone, cable, data, and gas service layouts, and proposed easements and connections.
	x	6. Location of proposed fire lane, hydrant location(s), FDC(s), and apparatus access to the site and building(s).
	x	7. Location of service and meter areas.
	x	8. Location of mail delivery boxes.
	x	9. Capacity and service studies and/or calculations.
	x	10. Detailed engineering information identifying the location, construction specifications, typical sections, service connections, meters, valves, manholes, inverts, transformers, service pedestals/boxes, and any other utility information.
Lighting.		
x		1. Narrative or plan notes describing the proposed exterior lighting scheme for the property.
	x	2. Location, specifications, and details for existing and proposed exterior site and building light fixtures including the total lumen output, type of lamp, method of shielding, pole and mounting height, and verification that there are no conflicts between lighting and landscaping.
	x	3. Photometric grid overlaid on the proposed site plan indicating the overall light intensity throughout the site (in footcandles) including existing and proposed lighting. Photometric calculations must consider all exterior lighting including building lighting.
	x	4. Notes describing lighting limitations, prohibitions, and methods of enforcement.

SIGN AND RETURN THIS CHECKLIST WITH THE APPLICATION SUBMITTAL
ALL SUBMITTALS MUST BE COLLATED AND FOLDED TO 8-1/2" X 11"

By signature below I certify that I have reviewed and provided the minimum submittal requirements listed above, including any additional items requested by the Town of Bluffton Staff. Any items not provided have been listed in the project narrative with an explanation as to why the required submittal item has not been provided or is not applicable. Further, I understand that failure to provide a complete, quality application or erroneous information may result in the delay of processing my application(s).

Tim Brutcher _____ 6/10/25 _____

Signature of Property Owner or Authorized Agent — Date

Tim Brutcher

Printed Name

DEVELOPMENT PLAN APPLICATION

LIVEWELL TERRACE
335 Buckwalter Parkway
Bluffton, SC
July 30, 2025

APPLICANT

The Applicant for the proposed project is: **Livewell Terrace LP**

500 S. Front St., 10th Floor
Columbus, OH 43215
Phone: 330-988-8804

The Primary Contact for the Applicant is: Allyson Amstutz
Phone: 330-988-8804
E-mail: aamstutz@wodagroup.com

PROPERTY OWNER

The Owner of the property is: **Beaufort County**

Post Office Box 1228
Beaufort, SC 29901
Phone: 843-255-1000

Letter of Authorization attached.

INTRODUCTION

The proposed **Livewell Terrace** project will be developed on a vacant piece of land located at 335 Buckwalter Parkway.

The property is zoned as a Planned Unit Development (PUD) in the Town of Bluffton, South Carolina. The existing infrastructure will provide water, sewer, drainage and access to the proposed project.

The proposed project will consist of 120 apartments along with a leasing office and amenities. The amenities will include a playground consisting of a 3 piece playground set on rubber surface in according to SC Housing regulations. The project will also develop a building pad for a future medical office building.

SITE ACCESS

Primary access will be provided by Buckwalter Parkway, and secondary access will be provided by connecting to the parking lot of the adjacent property. The roads, parking and drainage system will be privately owned and maintained.

PARKING

The proposed site plan provides 263 parking spaces as follows:

- 242 spaces for 120 Apartments = 2.01 Spaces/Apt
- 6,000 SF Future Medical X 3.5 Spaces/1,000 SF = 21 Spaces

SITE LIGHTING

Site lighting will be provided by Dominion Energy and photometric plans will be provided at the final application for review and approval.

UTILITIES

Dominion and Hargray Telephone will provide electrical and telephone service respectively. Hargray will provide cable service as well. The Town of Bluffton Fire Department will provide fire protection and emergency medical service.

EXISTING SITE CONDITIONS

The subject property is comprised of one parcel located at 335 Buckwalter Parkway.

The site is currently vacant with a mix of trees and bushes covering the site. There are two existing drainage ditches that convey water from off-site through the property to the wetland system located on the east side. These existing drainage ditches will be re-routed through the proposed development.

335 Buckwalter Parkway
PIN #: R610 030 000 0712 0000
Size: 10.09 Acres

EXISTING TREE COVER

The trees have been surveyed and are shown on the site development plans as well as proposed tree removal.

WATER AND SEWER

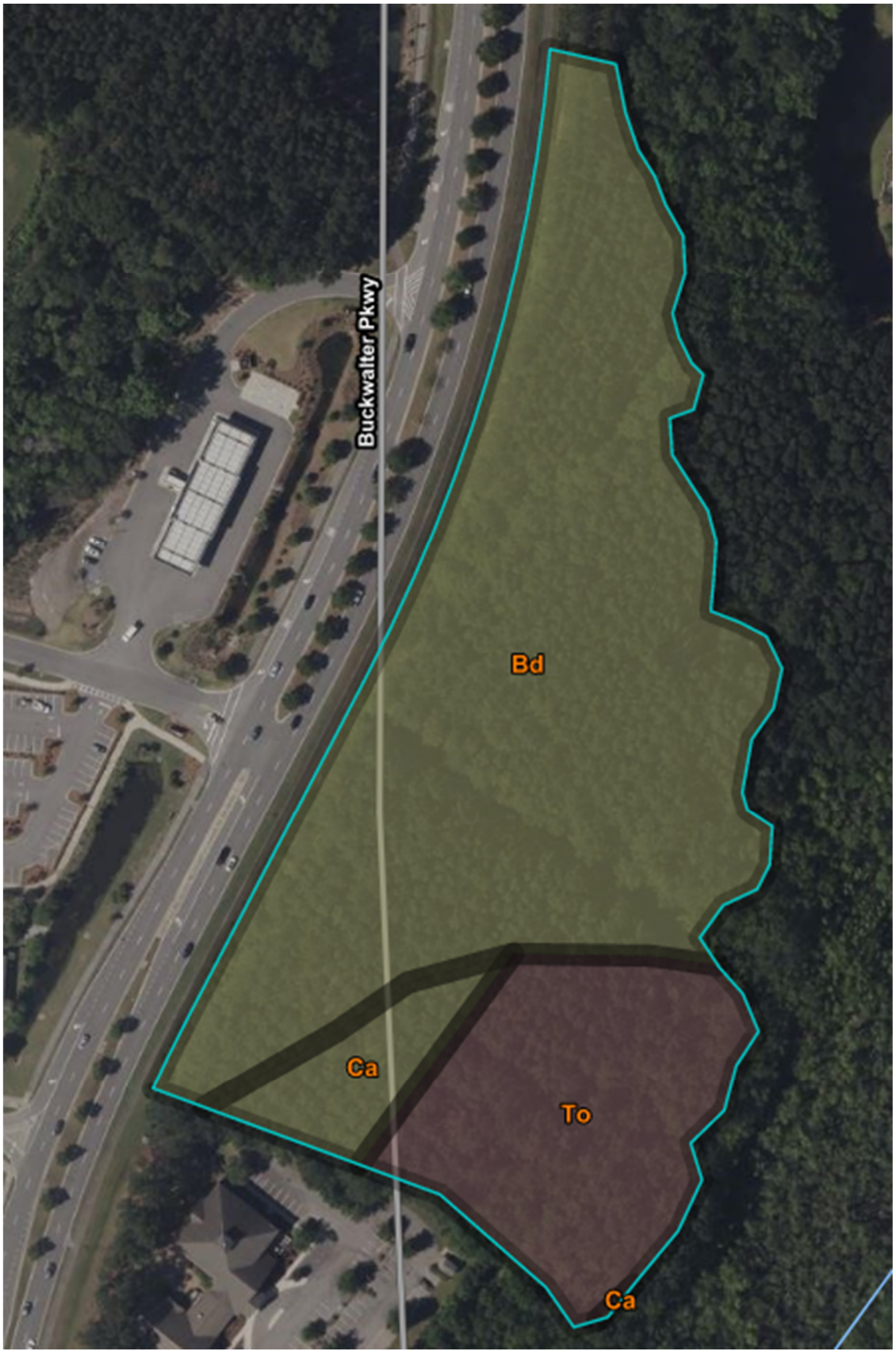
Water and fire protection to serve the project will be provided by the existing water main located on Buckwalter Parkway. Sewer will be provided by constructing a new sewer pump station that will forcemain into an existing forcemain located on Buckwalter Parkway. Beaufort-Jasper Water and Sewer Authority is the service agent for these systems.

DRAINAGE

The project will be designed in compliance of the Town's Storm Water Design Manual.

The Preliminary design of the drainage system is anticipated to use pervious parking spaces, underground infiltration/storage and an above ground infiltration/detention basin to meet the Town's requirement.

The National Resources Conservation Service classifies the soils on site consist as Bd-Bladen (C/D), To-Tomotley (B/D) and Ca-Cape Fear (C/D) as shown on the exhibit on the following page

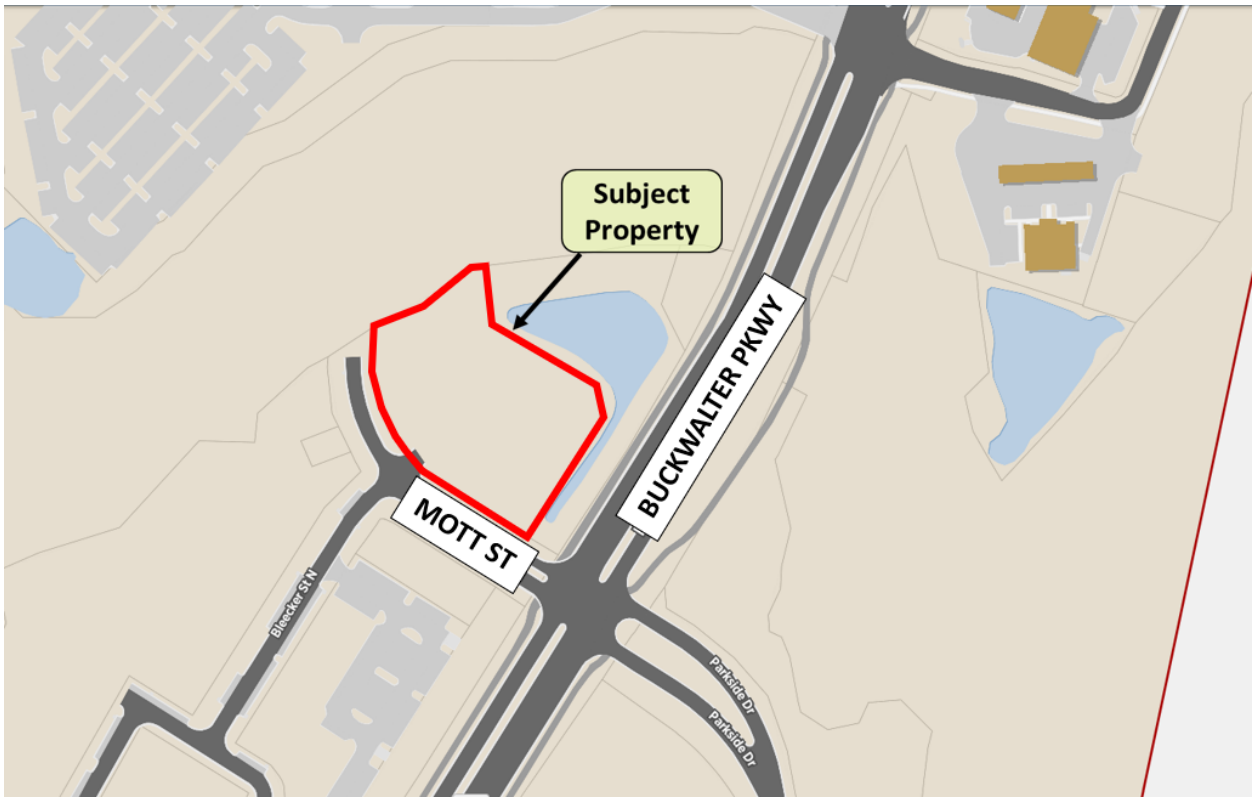


NRCS – Exhibit

PROJECT DATA CONFORMANCE

ADDRESS:	335 Buckwalter Parkway	
JURISDICTION:	Town of Bluffton	
PARCEL:	Acres:	10.09 acres
	Square Feet:	439,520 square feet
BUILDING:	Square Footage (footprint):	54,545 square feet
	Height:	Three Stories (Apartment Buildings) One Story (Leasing Office/Amenity) One Story (Future Medical Office)
COVERAGE:	Building:	54,545 square feet
	Impervious Paving:	86,701 square feet
	Pervious Paving:	46,083 square feet
	Total Coverage:	187,329 square feet
OPEN SPACE:	Proposed Open Space:	252,191 square feet
	Open Space Provided:	57.3%
ZONING:	Planned Unit Development (PUD)	
CURRENT USE:	Vacant Lot	

VICINITY MAP
THE GODDARD SCHOOL
DEVELOPMENT PLAN



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PHASE I
of
BUCKWALTER COMMONS
BLUFFTON, SOUTH CAROLINA

EXHIBIT A
CONCEPTUAL DEVELOPMENT PLAN

PREPARED FOR:

BUCKWALTER COMMERCIAL LLC

PREPARED BY:
THOMAS & HUTTON ENGINEERING CO.
SAVANNAH, GEORGIA
JOB # 14162 SCALE: 1" = 300' DATE: JANUARY 5, 2001
LAST REVISED: OCTOBER 6, 2009 (PARCEL 11)

WOOD + PARTNERS, INC.
LANDSCAPE ARCHITECTS / LAND PLANNERS
HILTON HEAD ISLAND, SOUTH CAROLINA

BERKELEY HALL
POTENTIAL LINKAGE NOT PART OF THIS APPLICATION
EXISTING COMMUNITY ENTRY
EXISTING WETLAND PRESERVATION
U.S. HWY. 278 500' CORRIDOR OVERLAY DISTRICT BOUNDARY
RIGHT IN/RIGHT OUT ACCESS DRIVE
OPEN SPACE/SIGNAGE BUFFERS
U.S. HIGHWAY 278
EXISTING WETLAND BUFFERS
PARCEL C-1
EXISTING BJWSA REGIONAL PUMP STATION
LANDS OF OTHERS
ISLAND WEST
EXISTING HARGRAY NODE SITE
150' S.C.E.& G. CO. R/W
PARCEL C-3
PARCEL C-2
WILLOW RUN
BUCKWALTER PARKWAY
POTENTIAL WETLAND CROSSING (SEE NARRATIVE)
WETLAND
PARCEL C-4
PARCEL C-5
BUCKWALTER PARKWAY
LAGOON (TYP.)
50' BUCKWALTER PARKWAY BUFFER (TYPICAL)
WOODBRIDGE
SMITH RD.
ISLAND WEST
APPROXIMATE LOCATIONS OF MEDIAN BREAKS (TYP.)
MAY RIVER TECH PARK
GRAVES RD.
PARCEL C-6
REGENCY CENTERS
PARCEL C-7
50' BUCKWALTER PARKWAY BUFFER (TYPICAL)
BLUFFTON PARKWAY
BULLTOMB RD.
100' SCE&G POWER EASEMENT
100' SANTEE COOPER POWER EASEMENT
PARCEL II
BUCKWALTER PARKWAY
GRANDE OAKS PUD
104
103
102
101
100
97
96
107
110
108
109

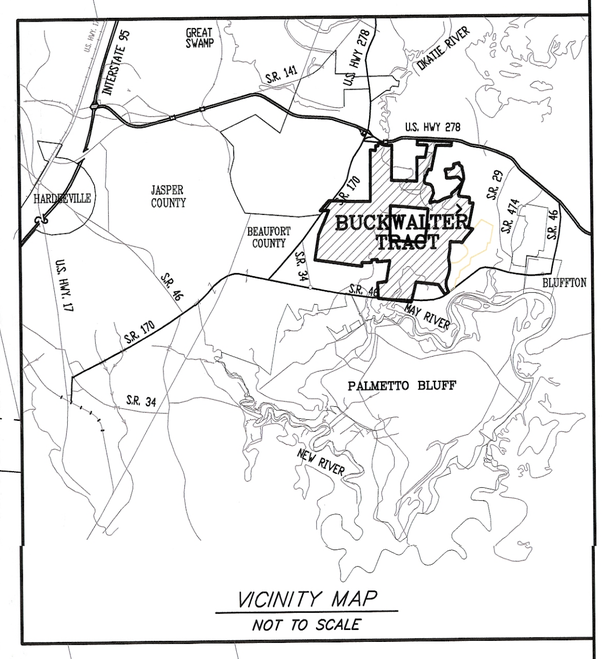
This property is part of two Master Plans: the Buckwalter Commons Phase 1 Master Plan and the Berkeley Place Parcel C4 Master Plan.

1) This area of the Buckwalter Place Master Plan was added to the Buckwalter Commons Master Plan on July 17, 2007. Unfortunately, the property was not incorporated into this map hence the PDF mark-up.
2) This property is part of two Master Plans: the Buckwalter Commons Phase 1 Master Plan and the Buckwalter Place Master Plan.

1) This property is part of two Master Plans: the Buckwalter Commons Phase 1 Master Plan and the Buckwalter Place Master Plan.
2) This property is no longer located in a stand alone May River Tech Park Master Plan. It was incorporated into the Buckwalter Place Master Plan in 2015.

The back portion of Parcel C-7 is the Townes at Buckwalter which was developed under this Buckwalter Commons Phase 1 Master Plan. It does not have an independent Master Plan.

This property is part of two Master Plans: the Buckwalter Commons Phase 1 Master Plan and the Regency Center Master Plan.



VICINITY MAP
NOT TO SCALE

TRACT LEGEND - ACERAGE AND USAGE

PARCEL	GROSS	UPLAND	WETLANDS	LAND USE
– C1	38.95 Ac.	10.68 Ac.	28.27 Ac.	MIXED USE COMMERCIAL
– C2	24.51 Ac.	16.63 Ac.	7.88 Ac.	MIXED USE COMMERCIAL
– C3	41.48 Ac.	24.26 Ac.	17.22 Ac.	OFFICES/WAREHOUSE/COMMERCIAL
– C4	42.87Ac.	34.06 Ac.	7.81 Ac.	GENERAL OFFICE/SERVICE RETAIL COMMERCIAL
– C5	15.09 Ac.	11.30 Ac.	3.79 Ac.	CIVIC/OFFICE
– C6	30.83Ac.	20.24 Ac.	10.59 Ac.	CIVIC/OFFICE
– C7	61.89 Ac.	36.91 Ac.	24.98 Ac.	APARTMENT/COMMERCIAL MIXED USE
– 11	21.08 Ac.	17.42 Ac.	3.66 Ac.	GENERAL COMMERCIAL
– REGENCY CENTERS	15.97 Ac.	15.97 Ac.	0.00 Ac.	RETAIL/OFFICE/FLEX SPACE
– MAY RIVER TECH PARK	22.40 Ac.	22.40 Ac.	0.00 Ac.	MUNICIPAL/TECHNOLOGY

LEGEND

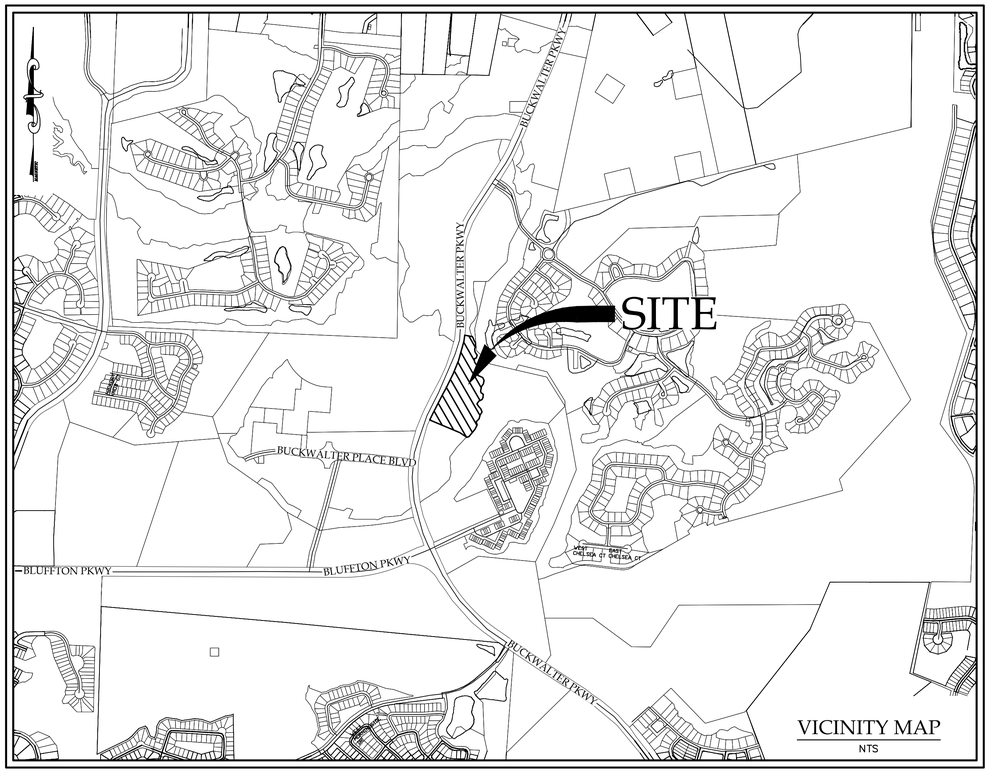
- EXISTING WETLAND BUFFERS
- EXISTING WETLAND PRESERVATION
- PROPOSED LAGOON
- EXISTING WETLANDS

NOTE:

FOR THE PURPOSES OF THIS EXHIBIT OPEN SPACE INCLUDES PONDS, LAGOONS & WETLANDS. FOR A MORE DETAILED DEFINITION OF OPEN SPACE, SEE BUCKWALTER PUD CONCEPT PLAN SECTION 2.11 THIS PLAN SHOWS AN ESTIMATED 41% OPEN SPACE FOR BUCKWALTER COMMONS, PHASE I WHICH IS GREATER THAN THE MINIMUM 10% REQUIREMENT.

WETLANDS	105.00 AC.	
LAGOONS	+ 24.70 AC.	
TOTAL LAND	315.07 AC.	= 41%

SITE DEVELOPMENT PLANS
LIVEWELL TERRACE
BEAUFORT COUNTY, SC
APARTMENTS



VICINITY MAP
NTS

TAX MAP# R610-030-000-0712-0000
335 BUCKWALTER PARKWAY
BEAUFORT SC, 29901
LATITUDE 32°16' 25"
LONGITUDE 80° 54' 49"
DATUM: NAD 83 NAVD88

SOUTH CAROLINA
CAROLINA ENGINEERING CONSULTANTS INC.
No. C02324
CERTIFICATE OF AUTHORIZATION

I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.

PREPARED BY:

CAROLINA ENGINEERING CONSULTANTS, INC.

PO BOX 294
BEAUFORT, SC 29901

WWW.CAROLINAENGINEERING.COM
800 CONGRESS ST BEAUFORT, SC 29902

PHONE
(843)322-0553

CEC CAROLINA ENGINEERING CONSULTANTS

APPROXIMATE LOCATION OF SITE
SCALE: 1"=3000'

ISSUED FOR: PERMITTING XX/XX/XX
PROJECT NAME: LIVEWELL TERRACE BJWSA XXXX-XX

DEVELOPER:	LIVEWELL TERRACE LP
ADDRESS:	500 S. FRONT ST. 10TH FLOOR COLUMBUS, OH 43215
CONTACT:	(330)-988-8804

SCHEDULE OF DRAWINGS

SHEET NO.	DESCRIPTION
1 of 12	TITLE SHEET
2 of 12	GENERAL NOTES & LEGEND SHEET
3 of 12	INDEX SHEET
4 of 12	TREE PROTECTION & REMOVAL PLAN
5 of 12	TREE PROTECTION & REMOVAL PLAN
6 of 12	TREE PROTECTION & REMOVAL PLAN
7 of 12	PAVING, GRADING & DRAINAGE PLAN
8 of 12	PAVING, GRADING & DRAINAGE PLAN
9 of 12	PAVING, GRADING & DRAINAGE PLAN
10 of 12	WATER & SANITARY SEWER PLAN
11 of 12	WATER & SANITARY SEWER PLAN
12 of 12	WATER & SANITARY SEWER PLAN

DATE: 01/30/25 REVISED: 07/30/25 PROJECT: 2567

ATTACH
Section VII. Item #2.

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 1-888-721-7877
PALMETTO UTILITY PROTECTION SERVICE

SEDIMENT & EROSION CONTROL NOTES:

IFNECESSARY, 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.

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.
- WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
-WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.

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.

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.

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.

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.

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.

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.

ALL WATERS OF THE STATE (WoS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. ADOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CAN'T 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.

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.

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.

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.

MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.

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;

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.).

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, FROM 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.

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.

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.

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.

GENERAL SCDOT NOTES:

WHERE NEW CONSTRUCTION IS NEAR THE EDGE OF AN EXISTING PAVED ROADWAY, A TRAFFIC LANE WILL BE TEMPORARILY CLOSED TO PROVIDE SAFETY TO THE PUBLIC AND TO THE WORKMEN. NO LANE CLOSURES DURING 7:00 AM TO 9:00 AM OR FROM 3:30 PM TO 6:00 PM ARE ALLOWED.

APPLICANT WILL REPAIR ALL DAMAGE DONE TO ROADSIDE AND RESEED WITH PERMANENT GRASS.

TRAFFIC CONTROLS FOR THIS INSTALLATION SHALL BE IN ACCORDANCE WITH S.C.M.U.T.C.D.

PAVEMENT MARKING LINES TO BE THERMOPLASTIC.

RAISED REFLECTIVE PAVEMENT MARKER RRPM'S TO BE INSTALLED IN ACCORDANCE WITH SCDOT'S STANDARD DRAWINGS NO. 603-1 THRU 603-8 JULY, 1997.

ALL PROPOSED SIGNAGE AND PAVEMENT MARKINGS SHOULD BE IN ACCORDANCE WITH THE 2009 EDITION OF THE MUTCD.

GENERAL: PAVING, GRADING, & DRAINAGE NOTES:

CAROLINA ENGINEERING CONSULTANTS, INC.'S WRITTEN CONSTRUCTION SPECIFICATIONS WILL BE FOLLOWED ON THIS JOB. IF CONTRACTOR NEEDS COPY OF THESE SPECIFICATIONS, PLEASE CONTACT CAROLINA ENGINEERING.

TOPOGRAPHY, BOUNDARY, WETLAND AND BASE INFORMATION PROVIDED BY COASTAL SURVEYING CO.

BENCHMARKS ARE TO BE VERIFIED BY CONTRACTOR.

CONTRACTOR SHALL VERIFY ALL MANHOLE AND INVERT ELEVATIONS BEFORE STARTING WORK.

CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES.

SILT FENCE AND TREE FENCES TO BE IN PLACE PRIOR TO COMMENCING WORK.

MAINTAIN A 10' HORIZONTAL SEPARATION BETWEEN SANITARY SEWER AND WATER MAINS. WHERE THIS SEPARATION CANNOT BE MAINTAINED OR THE LINES CROSS, THE BOTTOM OF THE WATER MAIN SHALL BE 18" ABOVE THE TOP OF THE SEWER MAIN LAID IN SEPARATE TRENCHES.

WHERE NEW CONSTRUCTION IS NEAR THE EDGE OF AN EXISTING PAVED ROADWAY, A TRAFFIC LANE WILL BE TEMPORARILY CLOSED TO PROVIDE SAFETY TO THE PUBLIC AND TO THE WORKMEN. NO LANE CLOSURES DURING 7:00 AM TO 9:00 AM OR FROM 3:30 PM TO 6:00 PM ARE ALLOWED.

APPLICANT WILL REPAIR ALL DAMAGE DONE TO ROADSIDE AND RESEED WITH PERMANENT GRASS.

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PAVEMENT MARKING LINES TO BE THERMOPLASTIC.

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ALL PROPOSED SIGNAGE AND PAVEMENT MARKINGS SHOULD BE IN ACCORDANCE WITH THE 2009 EDITION OF THE MUTCD.

GENERAL: WATER, & SANITARY SEWER NOTES:

BJWSA CONSTRUCTION SPECIFICATIONS WILL BE FOLLOWED ON THIS JOB. IF CONTRACTOR NEEDS COPY OF THESE SPECIFICATIONS, PLEASE CONTACT CAROLINA ENGINEERING.

BENCHMARKS ARE TO BE VERIFIED BY CONTRACTOR.

MAINTAIN A 10' HORIZONTAL SEPARATION BETWEEN SANITARY SEWER AND WATER MAINS.

WHERE THIS SEPARATION CANNOT BE MAINTAINED OR THE LINES CROSS THE BOTTOM OF THE WATER MAIN, THERE SHALL BE 18" ABOVE THE TOP OF THE SEWER MAIN LAID IN SEPARATE TRENCHES.

4"ø SEWER LATERALS SHALL BE LAID WITH A MINIMUM SLOPE OF 2.0%

6"ø SEWER LATERALS SHALL BE LAID WITH A MINIMUM SLOPE OF 1.0%

METER(S) TO BE PURCHASED FROM, SIZED & INSTALLED BY BJWSA .

MAINTAIN A 5' HORIZONTAL SEPARATION BETWEEN SANITARY SEWER LINES AND STORM DRAINAGE LINES.

SYMBOL LEGEND:

AIR RELEASE VALVE
BENCHMARK
CATCH BASIN
CLEAN OUT (CO)
CURB INLET
DRAINAGE ARROW
DUAL SWEEP CLEANOUT (DSCO)
EXISTING MANHOLE
EXISTING FIRE HYDRANT
EXISTING WATER METER
EXISTING WATER VALVE
GUY WIRE
JUNCTION BOX
LIGHT POLE
MAILBOX (M)
MATCHLINE TARGET (SEE SHEET)
OUTFALL CONTROLL STRUCTURE
PIPELINE MARKER (PM)
PIPELINE VENT
PLUG
POST INDICATOR VALVE (PIV)
POWER POLE
PROPOSED FIRE HYDRANT
PROPOSED MANHOLE
PROPOSED RPZ BACKFLOW PREVENTER
PROPOSED WATER METER
PROPOSED WATER VALVE
REDUCER
SEWER LATERAL
SEWER VALVE (SV)
SEWER VALVE MARKER (SV)
TRAFFIC RATED CLEAN OUT (TCO)
TRANSFORMER
UTILITY POLE
WATER LATERAL
WATER MARKER (WM)
WATER VALVE MARKER (WV)
WELL (W)
YARD INLET

TREE LEGEND

REMAIN	REMOVE
LO 15	LO 15

TREE PROTECTION & REMOVAL NOTES:

INSTALL ALL TREE PROTECTION FENCE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

TREE IDENTIFICATION

ABBREVIATION	DESCRIPTION
CH	CHERRY
CR	CREPE MYRTLE
DW	DOGWOOD
HOL	HOLLY
LA	LAUREL OAK
LO	LIVE OAK
MAG	MAGNOLIA
MP	MAPLE
PE	PECAN
PLM	PALM
PN	PINE
RO	RED OAK
UNK	UNKNOWN
WHO	WHITE OAK
WIL	WILLOW TREE
WO	WATER OAK

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
MH	MANHOLE
FM	FORCEMAIN
CI	CURB INLET
GI	GRATE INLET
YI	YARD INLET
LF	LINEAR FEET
FOPT	FIBER OPTIC
IRR	IRRIGATION
CL	CENTER LINE
EOP	EDGE OF PAVEMENT
BOC	BACK OF CURB
R/W	RIGHT OF WAY
TP	TOP OF PAVEMENT
TS	TOP OF SIDEWALK
FG	FINISH GRADE
FFE	FINISHED FLOOR ELEVATION

LINE LEGEND:

EXISTING WATER LINE — W — W — W —
EXISTING STORM DRAIN — SD — SD — SD —
EXISTING SANITARY SEWER — SS — SS — SS —
OVERHEAD POWER LINE — OHP — OHP — OHP —
EXISTING GAS LINE — GAS — GAS — GAS —
EXISTING FORCE MAIN — FM — FM —
CHAINLINK FENCE — X — X —
TREE CANOPY

SURVEYOR:

TOPOGRAPHY, BOUNDARY, WETLAND AND BASE INFORMATION PROVIDED BY COASTAL SURVEYING CO. 49 RIVERWALK BLVD.
BUILDING 8, RIDGELAND SC 29936
(843) 815-3304
PLS# 11905

ELECTRICITY PROVIDER:

DOMINION ENERGY
PARKS MOSS
843-540-1315
HENRY.MOSS@DOMINIONENERGY.COM

TELECOMMUNICATIONS:

HARGRAY
RODNEY CANNON
843-815-1697
RODNEY.CANNON@HTC.HARGRAY.COM

WATER & SANITARY SEWER:

BJWSA
MATTHEW MICHAELS
843-987-9200
MATTHEW.MICHAELS@BJWSA.ORG

NORTH CAROLINA CAROLINA ENGINEERING CONSULTANTS INC. No. C02324 CERTIFICATE OF AUTHORIZATION

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PLAN REVISIONS

NO.	DESCRIPTION	DATE
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-

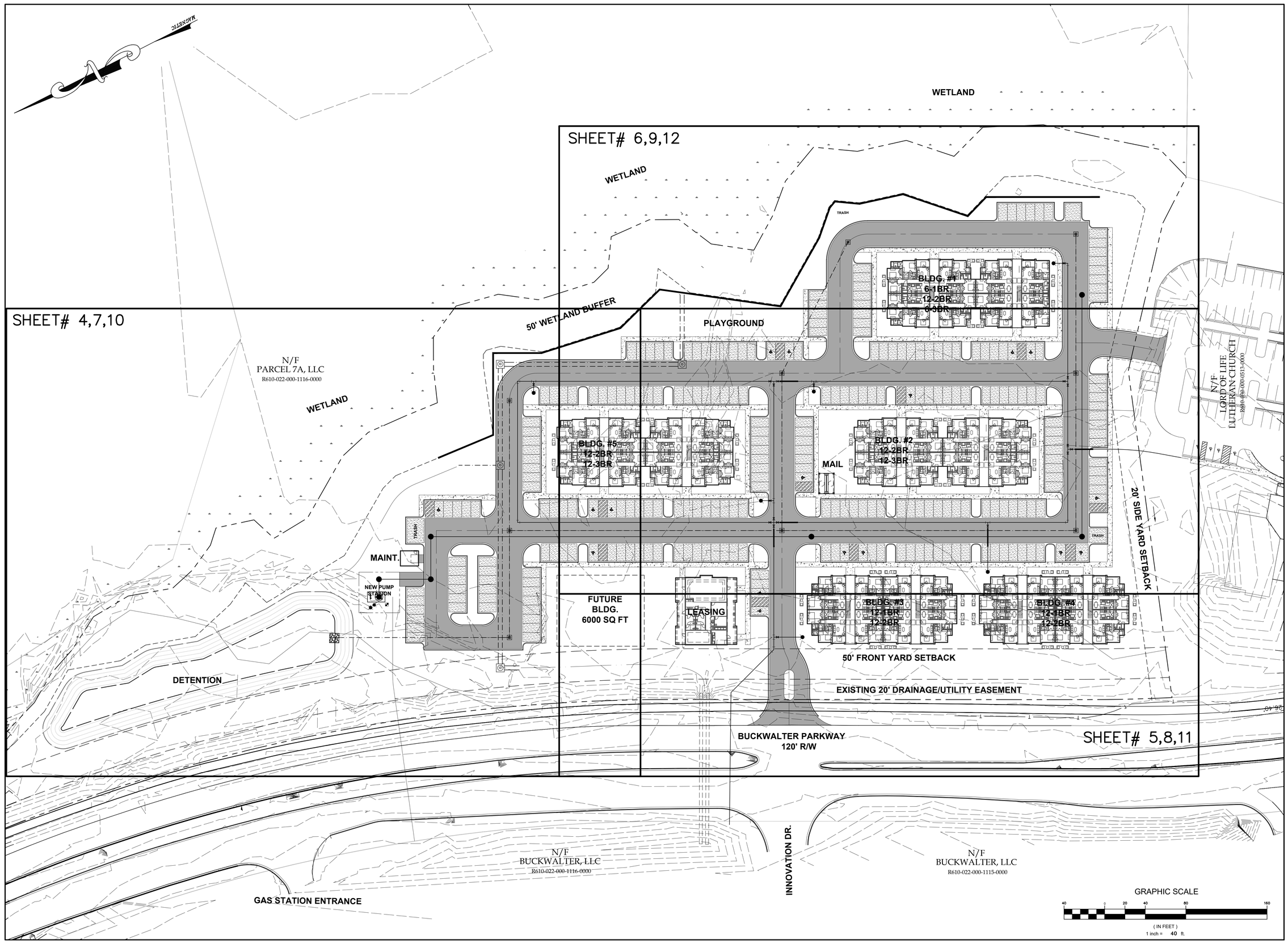
LIVEWELL TERRACE
BUCKWALTER PARKWAY
BEAUFORT COUNTY, SC

CAROLINA ENGINEERING CONSULTANTS, INC.
PO BOX 294
BEAUFORT, SC 29901
843/322-0553
843/322-0556 (FAX)
WWW.CAROLINAENGINEERING.COM

PROJECT:	2567
DATE:	01/02/24
REVISED:	07/30/25
DRAWN BY:	BJS
ENGINEER:	JPA
H-DATUM:	NAD 83
V-DATUM:	NAVD 88
SCALE:	NTS

GENERAL NOTES & LEGEND

2
OF 12



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PLAN REVISIONS

NO.	DESCRIPTION	DATE
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-

LIVEWELL TERRACE
BUCKWALTER PARKWAY
BEAUFORT COUNTY, SC

CAROLINA ENGINEERING CONSULTANTS, INC.
PO BOX 294
BEAUFORT, SC 29901
843/322-0553
843/322-0556 (FAX)
WWW.CAROLINAENGINEERING.COM

PROJECT:	2567
DATE:	01/02/24
REVISED:	07/30/25
DRAWN BY:	BJS
ENGINEER:	JPA
H-DATUM:	NAD 83
V-DATUM:	NAVD 88
SCALE:	1"=40'

INDEX

3
OF 12

SOUTH CAROLINA
CAROLINA ENGINEERING CONSULTANTS INC.
No. C02324
CERTIFICATE OF AUTHORIZATION

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PLAN REVISIONS

NO.	DESCRIPTION	DATE
1	-	-
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-

LIVEWELL TERRACE
BUCKWALTER PARKWAY
BEAUFORT COUNTY, SC

CAROLINA ENGINEERING CONSULTANTS, INC.
PO BOX 294
BEAUFORT, SC 29901
WWW.CAROLINAENGINEERING.COM
843/322-0553
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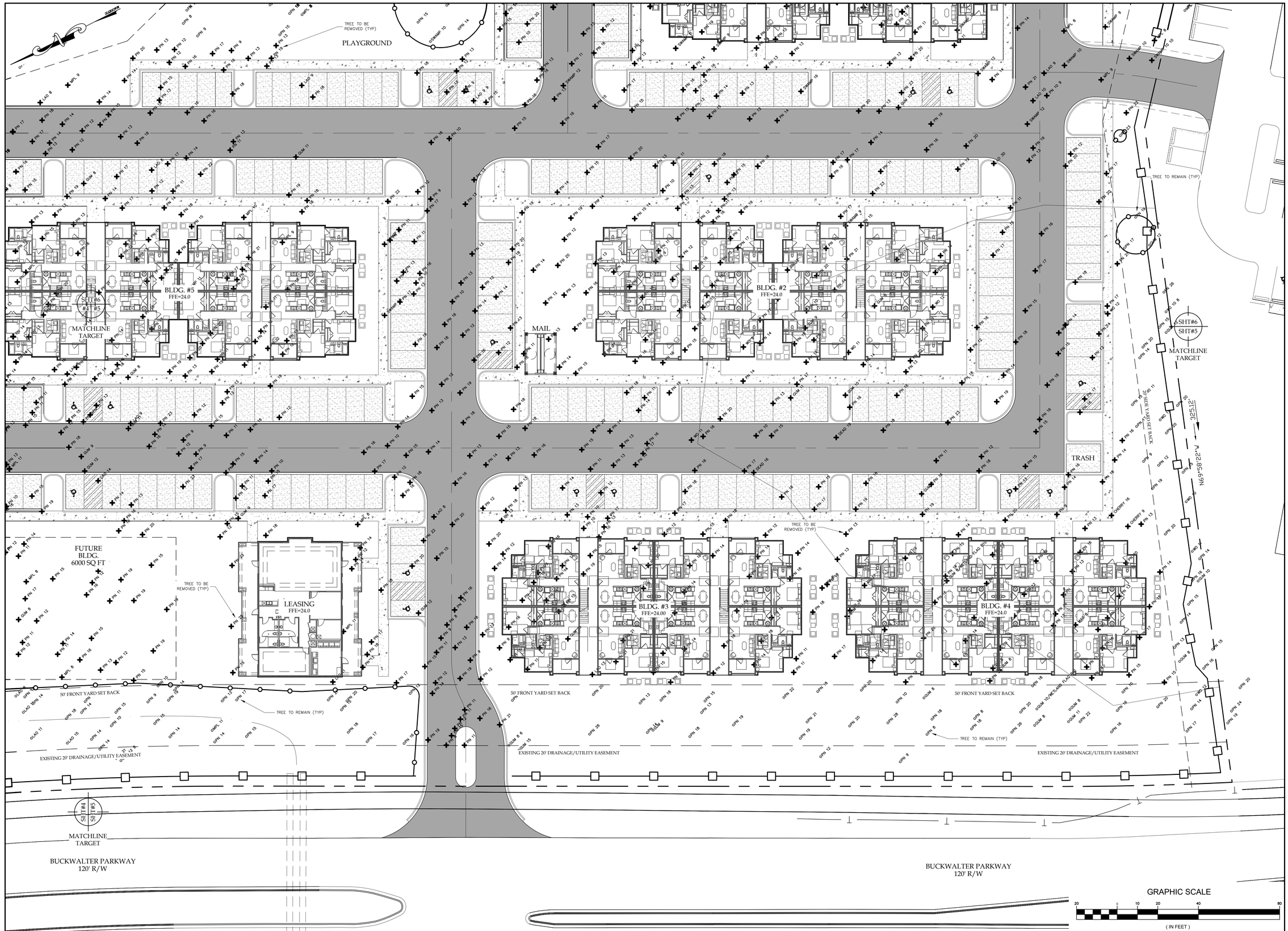
PROJECT:	2567
DATE:	01/02/24
REVISED:	07/30/25
DRAWN BY:	BJS
ENGINEER:	JPA
H-DATUM:	NAD 83
V-DATUM:	NAVD 88
SCALE:	1"=20'

TREE REMOVAL & PROTECTION PLAN

4
OF 12



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PLAN REVISIONS

NO.	DESCRIPTION	DATE
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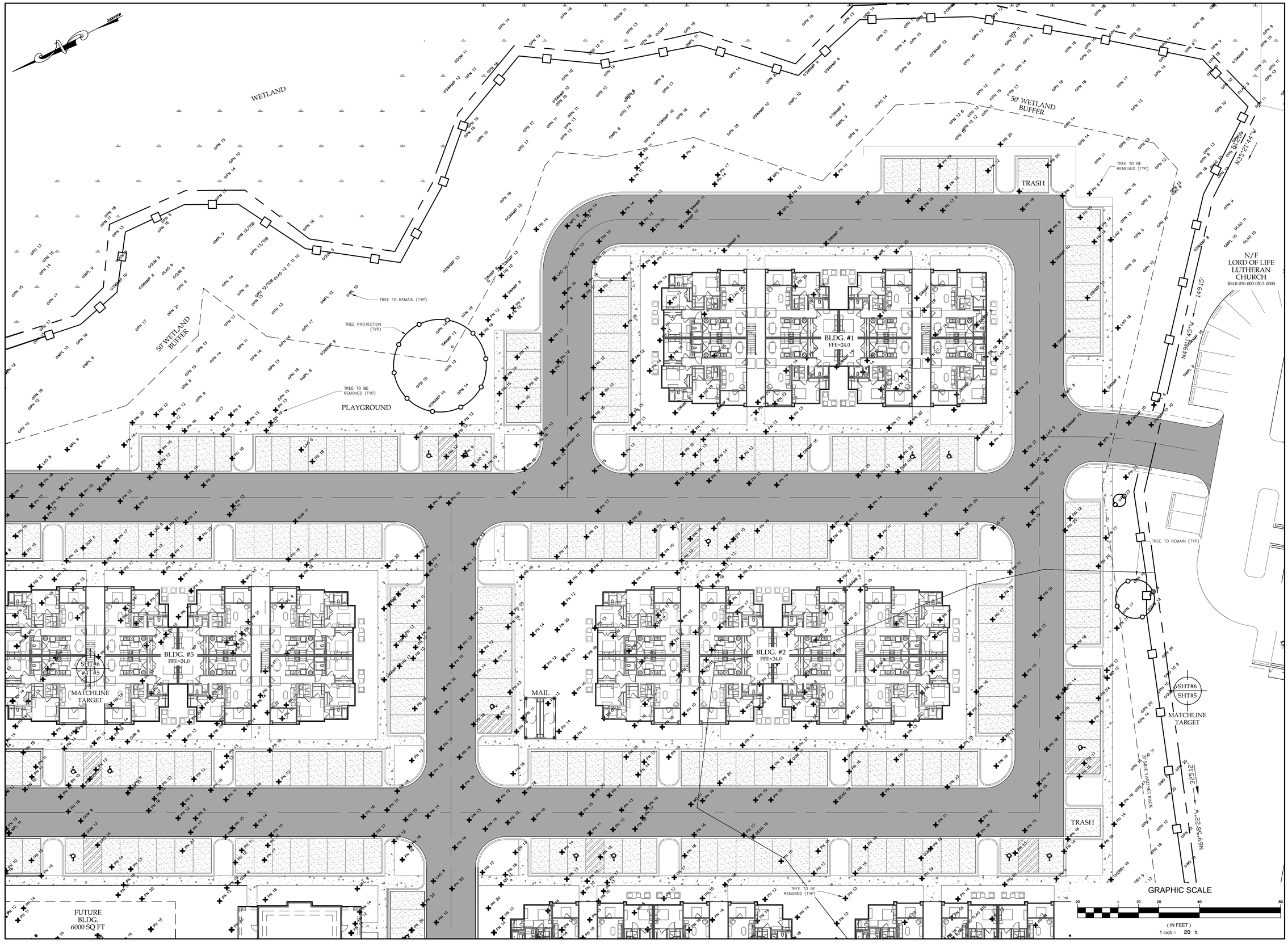
LIVEWELL TERRACE
BUCKWALTER PARKWAY
BEAUFORT COUNTY, SC

CAROLINA ENGINEERING CONSULTANTS, INC.
PO BOX 294
BEAUFORT, SC 29901
WWW.CAROLINAENGINEERING.COM
843/322-0553
843/322-0556 (FAX)

PROJECT:	2567
DATE:	01/02/24
REVISED:	07/30/25
DRAWN BY:	BJS
ENGINEER:	JPA
H-DATUM:	NAD 83
V-DATUM:	NAVD 88
SCALE:	1"=20'

TREE REMOVAL & PROTECTION PLAN

5
OF 12



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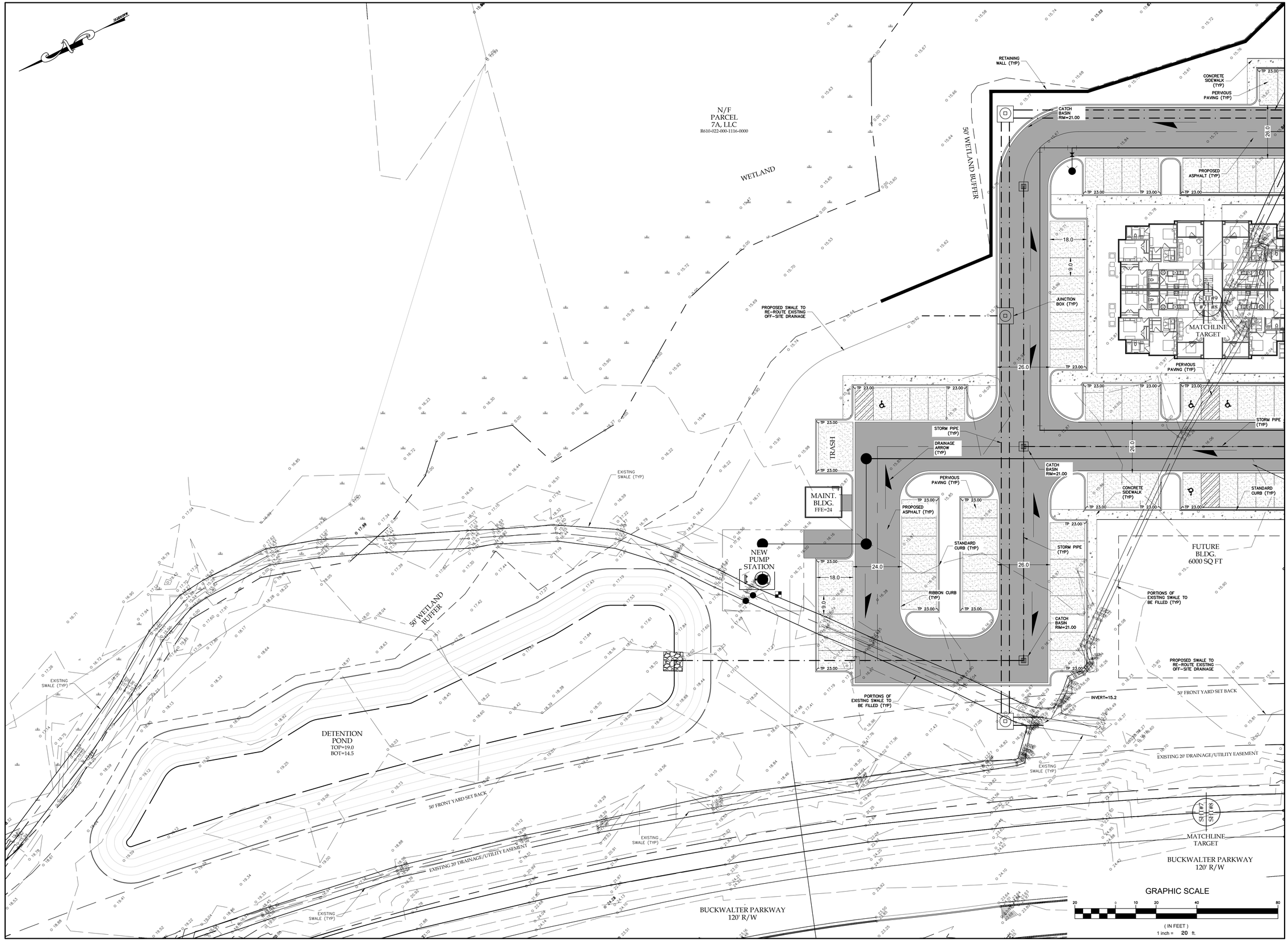

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PAVING, GRADING, & DRAINAGE PLAN

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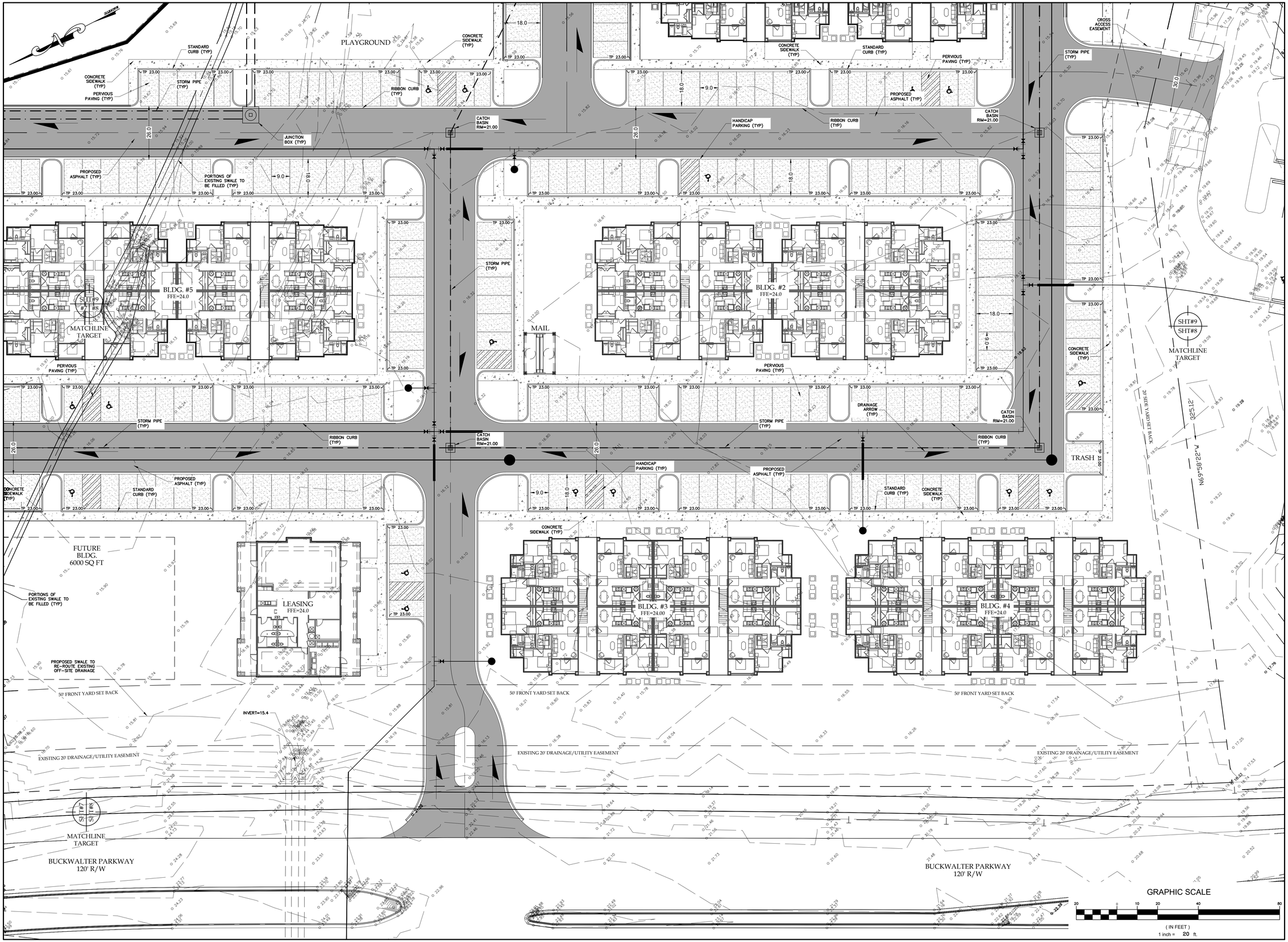

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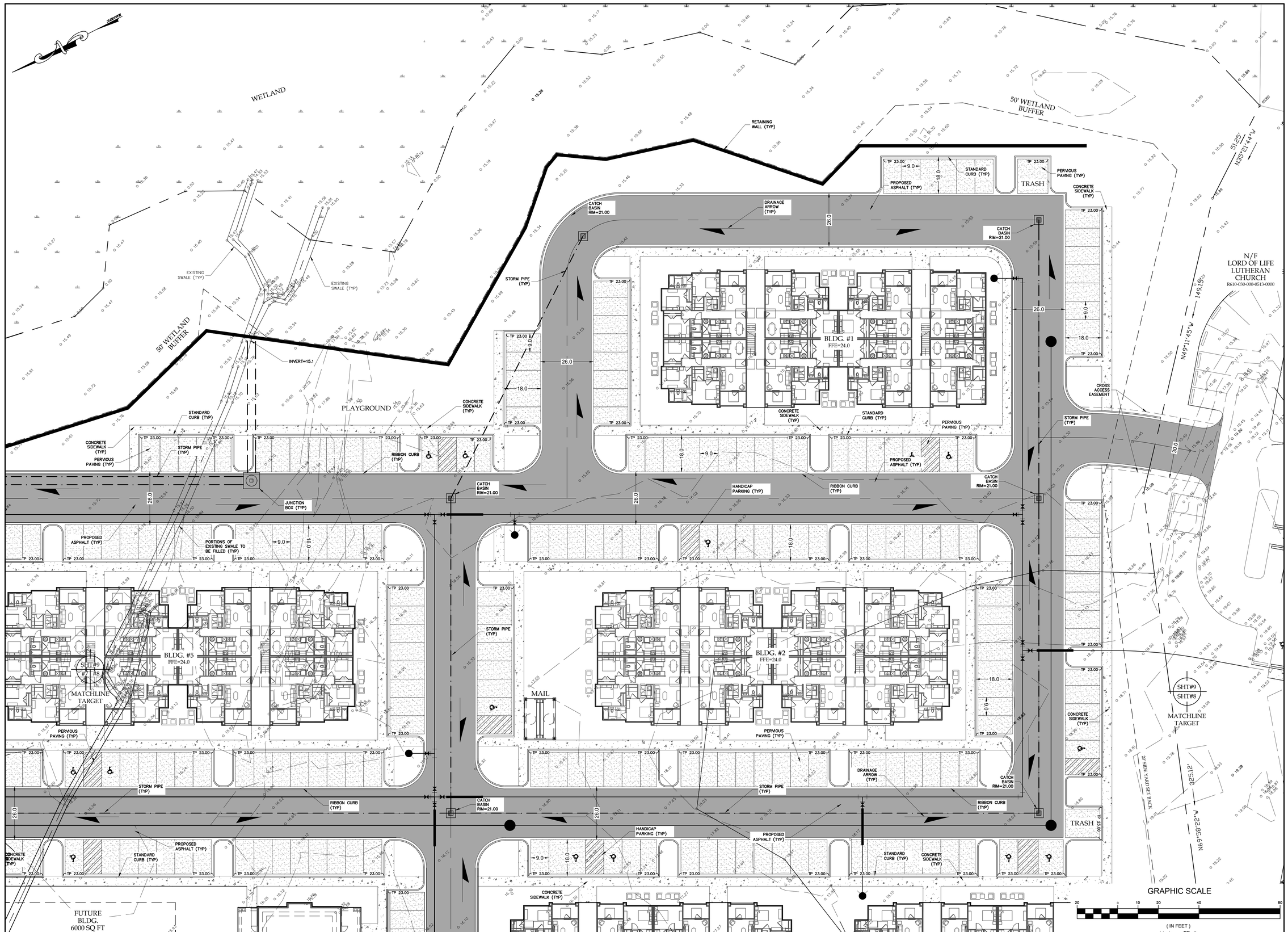

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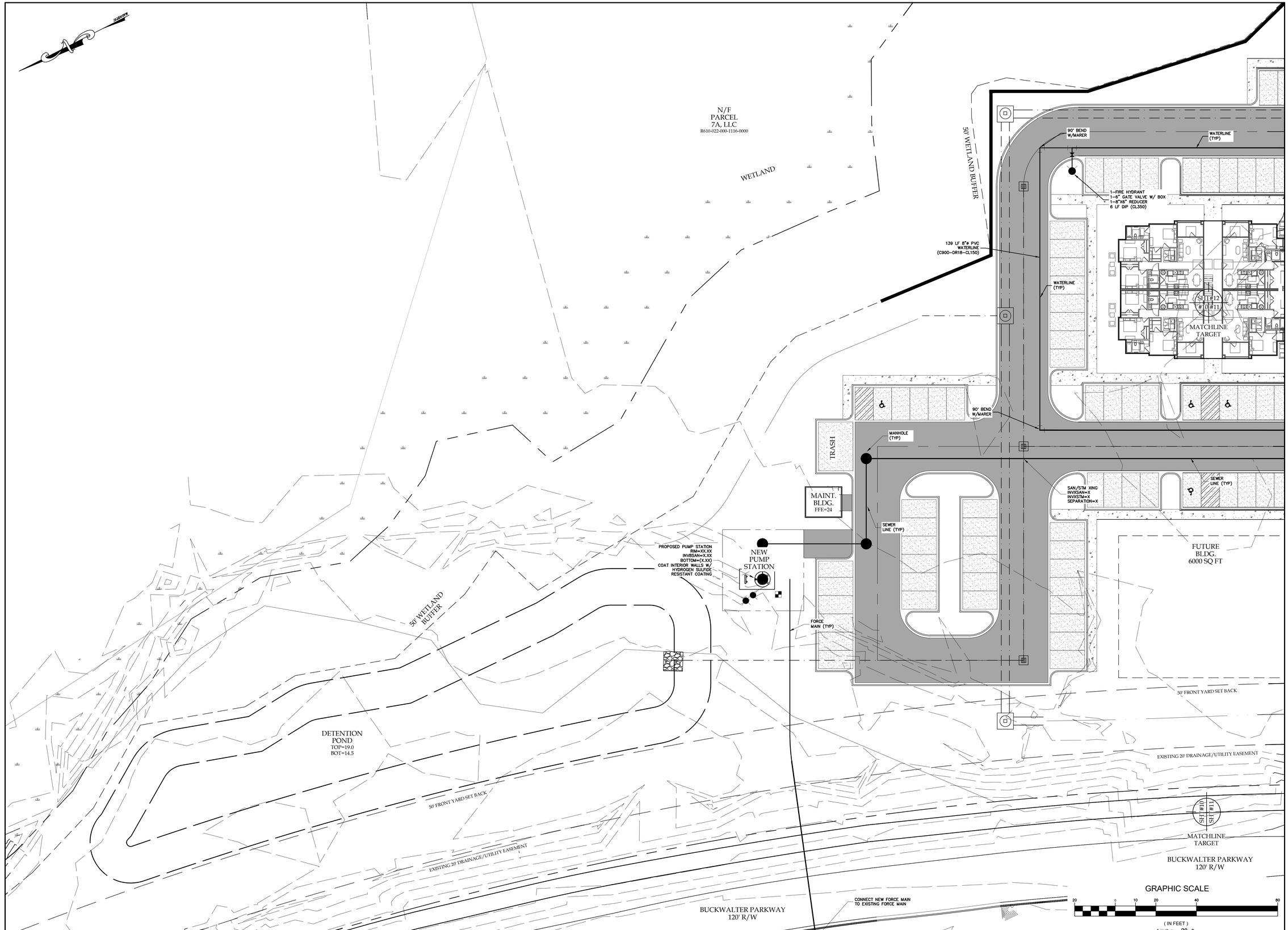

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WATER & SANITARY SEWER PLAN

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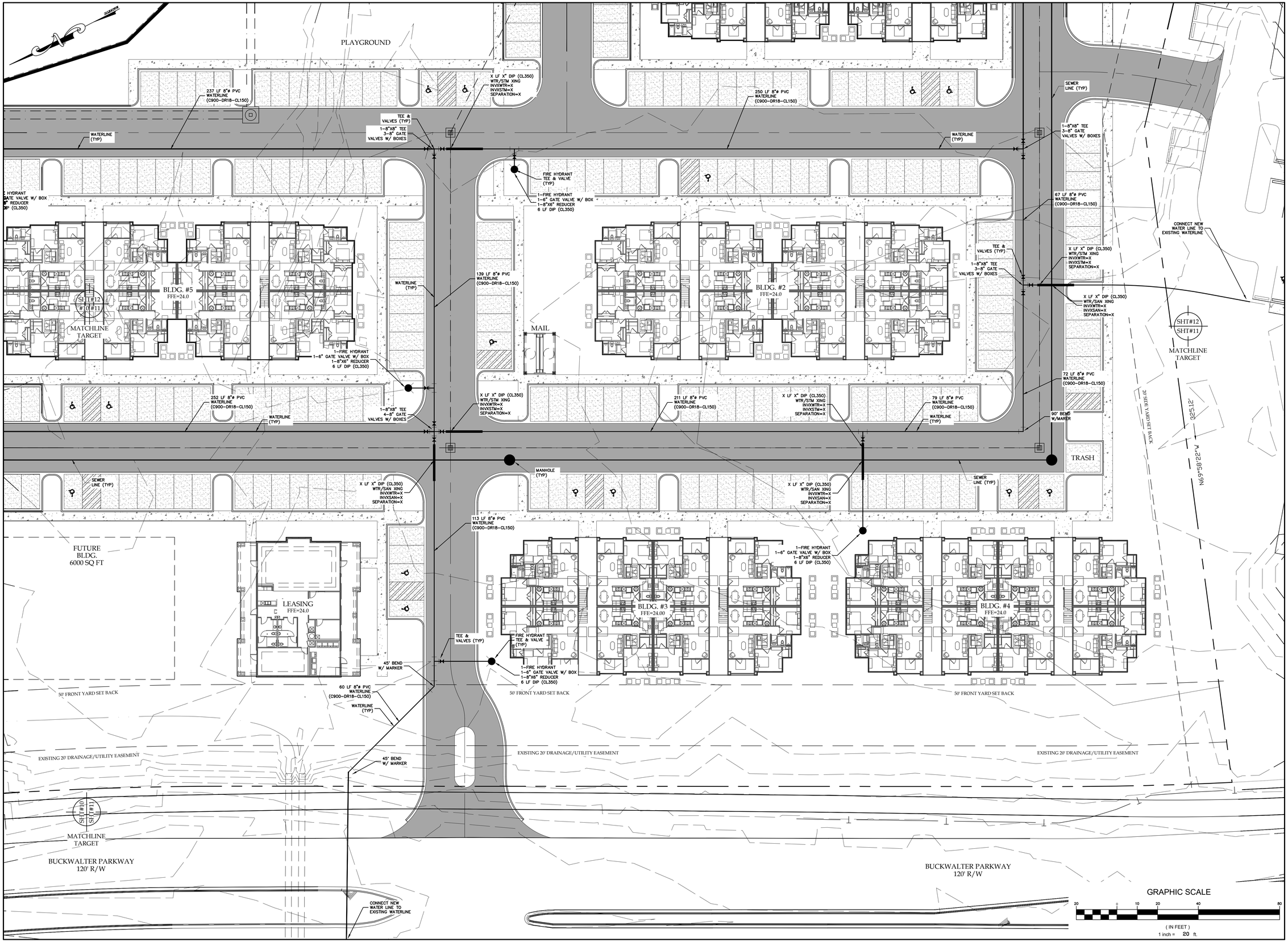

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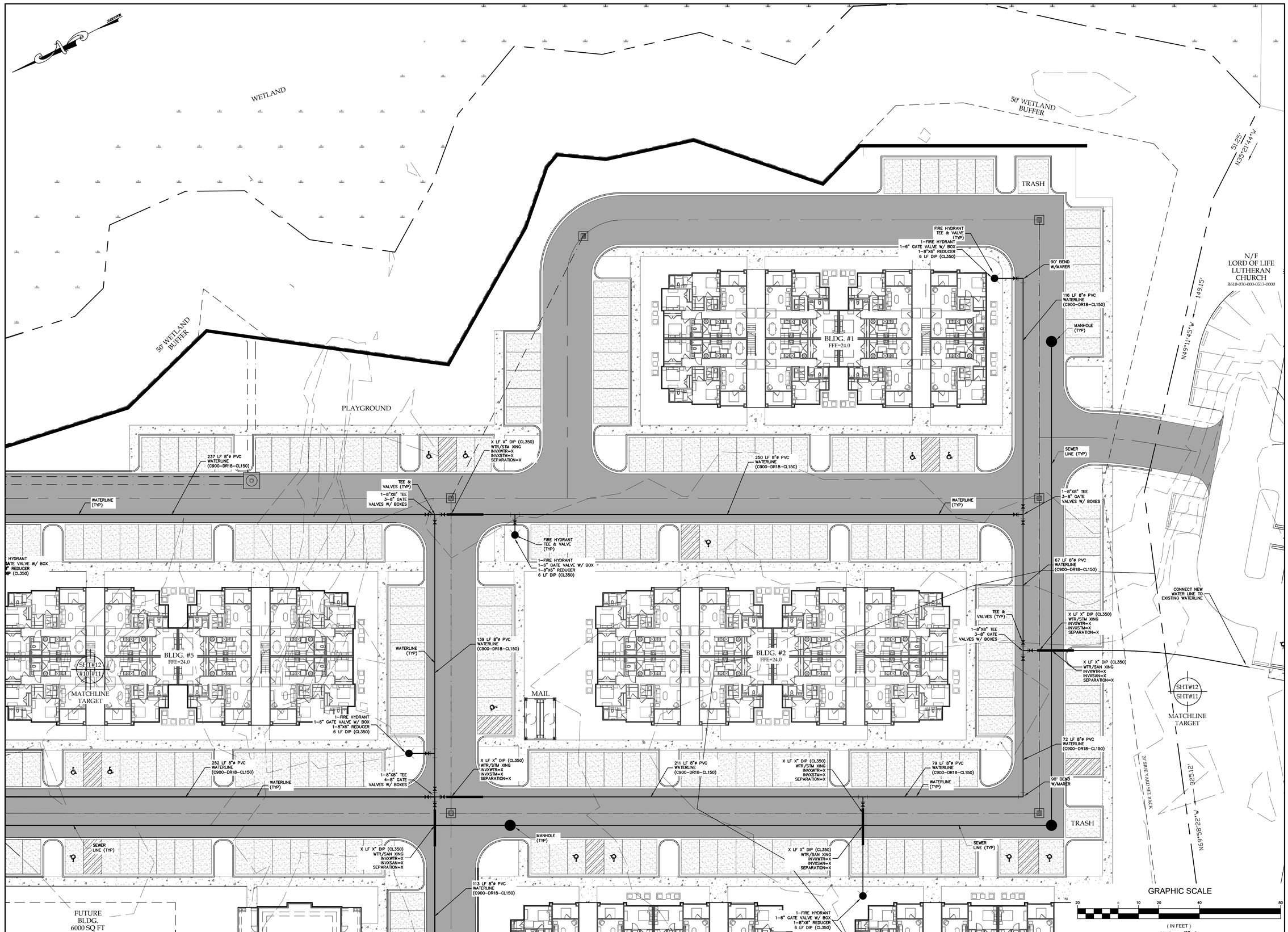

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WATER & SANITARY SEWER PLAN

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OF 12

PLAN REVIEW COMMENTS FOR DP-02-25-019581

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522
Buckwalter

Plan Type: Development Plan
Plan Status: Active
Case Manager: Dan Frazier
Apply Date: 02/04/2025
Plan Address: 335 Buckwalter Parkway BLUFFTON, SC 29910
Plan PIN #: R610 030 000 0712 0000
Plan Description: **A request by Livewell Terrace LP on behalf of property owner Beaufort County for approval of a Preliminary Development Plan. The project consists of the construction of a 120-unit apartment complex with a leasing office and future medical building and associated infrastructure. The property is zoned Buckwalter Planned Unit Development (PUD) and consists of approximately 10.09 acres identified by tax map number R610 030 000 0712 0000 within the Buckwalter Commons Phase 1 Master Plan.**
STATUS: This application will be heard at the July 7, 2025 Development Review Committee meeting.

Technical Review

Submission #: 1 Received: 02/04/2025 Completed: 07/03/2025

Reviewing Dept.	*Complete Date*	*Reviewer*	*Status*
Watershed Management Review DRC	06/26/2025	Samantha Crotty	Revisions Required

Comments:
1. Provide and label proposed contours on the grading/drainage sheets.
2. Revise the compliance calculator to use type D soils.
3. Provide a BMP exhibit that highlights all of the proposed BMPs for the development. This should match the compliance calculator BMPs.
4. Only bioretention and pervious pavement are shown in the compliance calculator. Clarify how the development will attenuate up to the 100-year storm.

Planning Review - Principal	07/03/2025	Dan Frazier	Approved with Conditions

Comments:
1. A total of 291 parking spaces are required for the proposed development and 288 parking spaces are provided. Required parking is calculated at 2.25 spaces per apartment unit and 3.5 spaces per 1,000 SF of Professional/Medical Office space (Buckwalter PUD, DSO 90/3 Modifications Section 5.2.1.1).
2. A shared access easement will be required between the Livewell Terrace parcel and the Lord of Life Lutheran Church parcel.
3. Per International Fire Code Section D105.1 and D105.2, for buildings with roof surfaces exceeding 30 feet, an aerial fire apparatus access road shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. Provide locations adjacent to each building that meet this fire code requirement.
4. Provide typical dimensions for roads, sidewalk and standard/HC parking stalls.
5. Update project narrative with description of playground area.
6. Will construction of the apartment buildings be phased?

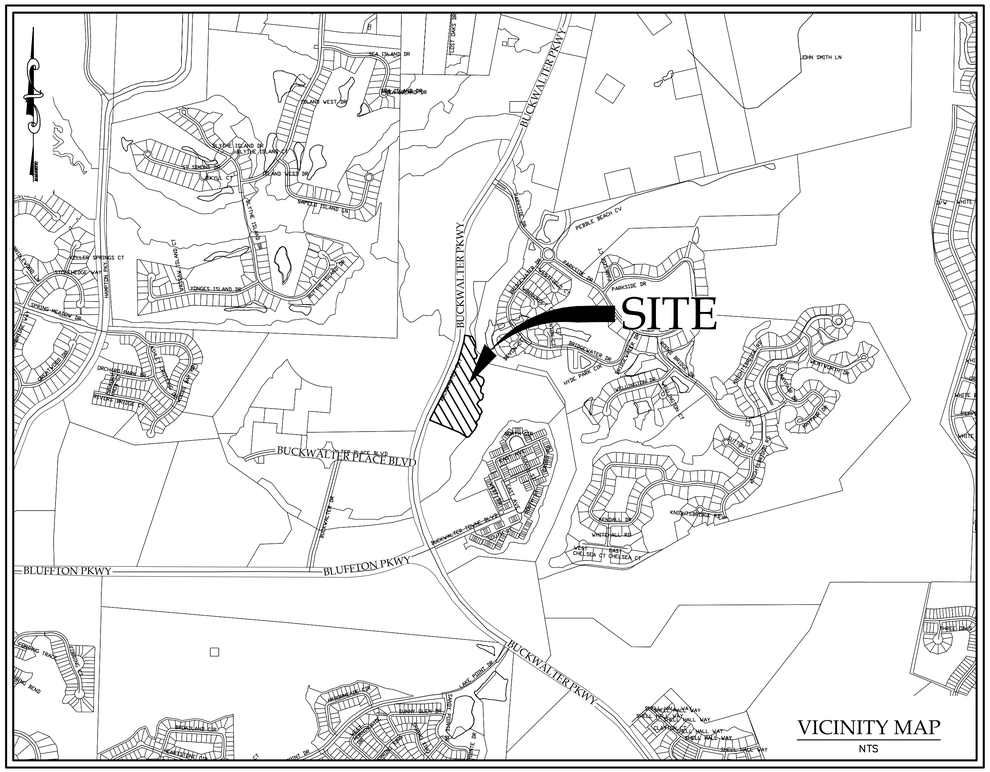
Beaufort Jasper Water and Sewer Review	07/03/2025	Matthew Michaels	Approved
Planning Commission Review	07/03/2025	Angie Castrillon	Approved
Planning Review - Address	07/03/2025	Diego Farias	Approved
Building Safety Review	06/26/2025	Marcus Noe	Approved

Fire Department Review	06/26/2025	Dan Wiltse	Approved
Police Department Review	06/26/2025	Bill Bonhag	Approved
Transportation Department Review	02/05/2025	Mark Maxwell	Approved

Comments:
No comments

Plan Review Case Notes:

SITE DEVELOPMENT PLANS
LIVEWELL TERRACE
BEAUFORT COUNTY, SC
APARTMENTS



VICINITY MAP
NTS

APPROXIMATE LOCATION OF SITE
SCALE: 1"=3000'

TAX MAP# R610-030-000-0712-0000
335 BUCKWALTER PARKWAY
BEAUFORT SC, 29901
LATITUDE 32°16' 25"
LONGITUDE 80° 54' 49"
DATUM: NAD 83 NAVD88

SOUTH CAROLINA
CAROLINA ENGINEERING CONSULTANTS INC.
No. C02324
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
No. 19046
JEFFERSON P. AYKEMAN
01/31/25

I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.

Preliminary
01/31/2025 11:49:29 AM

PREPARED BY:

CAROLINA ENGINEERING CONSULTANTS, INC.

PO BOX 294
BEAUFORT, SC 29901

WWW.CAROLINAENGINEERING.COM
800 CONGRESS ST BEAUFORT, SC 29902

PHONE
(843)322-0553

CEC CAROLINA ENGINEERING CONSULTANTS

ISSUED FOR: PERMITTING XX/XX/XX
PROJECT NAME: LIVEWELL TERRACE BJWSA XXXX-XX

DEVELOPER:	LIVEWELL TERRACE LP
ADDRESS:	500 S. FRONT ST. 10TH FLOOR COLUMBUS, OH 43215
CONTACT:	(330)-988-8804

SCHEDULE OF DRAWINGS

SHEET NO.	DESCRIPTION
1 of 13	TITLE SHEET
2 of 13	GENERAL NOTES & LEGEND SHEET
3 of 13	INDEX SHEET
4 of 13	EXISTING CONDITIONS/DEMOLITION SHEET
5 of 13	TREE PROTECTION & REMOVAL PLAN
6 of 13	TREE PROTECTION & REMOVAL PLAN
7 of 13	TREE PROTECTION & REMOVAL PLAN
8 of 13	PAVING, GRADING & DRAINAGE PLAN
9 of 13	PAVING, GRADING & DRAINAGE PLAN
10 of 13	PAVING, GRADING & DRAINAGE PLAN
11 of 13	WATER & SANITARY SEWER PLAN
12 of 13	WATER & SANITARY SEWER PLAN
13 of 13	WATER & SANITARY SEWER PLAN

DATE: 01/30/25 REVISED: 01/30/25 PROJECT: 2567

ATTACH
Section VII. Item #2.

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 1-888-721-7877
PALMETTO UTILITY PROTECTION SERVICE

SEDIMENT & EROSION CONTROL NOTES:

IFNECESSARY, 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.

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.
- WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
-WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.

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.

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.

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.

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.

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.

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.

ALL WATERS OF THE STATE (WoS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. ADOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CAN'T 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.

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.

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.

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.

MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.

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;

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.).

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, FROM 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.

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.

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.

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.

GENERAL SCDOT NOTES:

WHERE NEW CONSTRUCTION IS NEAR THE EDGE OF AN EXISTING PAVED ROADWAY, A TRAFFIC LANE WILL BE TEMPORARILY CLOSED TO PROVIDE SAFETY TO THE PUBLIC AND TO THE WORKMEN. NO LANE CLOSURES DURING 7:00 AM TO 9:00 AM OR FROM 3:30 PM TO 6:00 PM ARE ALLOWED.

APPLICANT WILL REPAIR ALL DAMAGE DONE TO ROADSIDE AND RESEED WITH PERMANENT GRASS.

TRAFFIC CONTROLS FOR THIS INSTALLATION SHALL BE IN ACCORDANCE WITH S.C.M.U.T.C.D.

PAVEMENT MARKING LINES TO BE THERMOPLASTIC.

RAISED REFLECTIVE PAVEMENT MARKER RRPM'S TO BE INSTALLED IN ACCORDANCE WITH SCDOT'S STANDARD DRAWINGS NO. 603-1 THRU 603-8 JULY, 1997.

ALL PROPOSED SIGNAGE AND PAVEMENT MARKINGS SHOULD BE IN ACCORDANCE WITH THE 2009 EDITION OF THE MUTCD.

GENERAL: PAVING, GRADING, & DRAINAGE NOTES:

CAROLINA ENGINEERING CONSULTANTS, INC.'S WRITTEN CONSTRUCTION SPECIFICATIONS WILL BE FOLLOWED ON THIS JOB. IF CONTRACTOR NEEDS COPY OF THESE SPECIFICATIONS, PLEASE CONTACT CAROLINA ENGINEERING.

TOPOGRAPHY, BOUNDARY, WETLAND AND BASE INFORMATION PROVIDED BY COASTAL SURVEYING CO.

BENCHMARKS ARE TO BE VERIFIED BY CONTRACTOR.

CONTRACTOR SHALL VERIFY ALL MANHOLE AND INVERT ELEVATIONS BEFORE STARTING WORK.

CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES.

SILT FENCE AND TREE FENCES TO BE IN PLACE PRIOR TO COMMENCING WORK.

MAINTAIN A 10' HORIZONTAL SEPARATION BETWEEN SANITARY SEWER AND WATER MAINS. WHERE THIS SEPARATION CANNOT BE MAINTAINED OR THE LINES CROSS, THE BOTTOM OF THE WATER MAIN SHALL BE 18" ABOVE THE TOP OF THE SEWER MAIN LAID IN SEPARATE TRENCHES.

WHERE NEW CONSTRUCTION IS NEAR THE EDGE OF AN EXISTING PAVED ROADWAY, A TRAFFIC LANE WILL BE TEMPORARILY CLOSED TO PROVIDE SAFETY TO THE PUBLIC AND TO THE WORKMEN. NO LANE CLOSURES DURING 7:00 AM TO 9:00 AM OR FROM 3:30 PM TO 6:00 PM ARE ALLOWED.

APPLICANT WILL REPAIR ALL DAMAGE DONE TO ROADSIDE AND RESEED WITH PERMANENT GRASS.

TRAFFIC CONTROLS FOR THIS INSTALLATION SHALL BE IN ACCORDANCE WITH S.C.M.U.T.C.D.

PAVEMENT MARKING LINES TO BE THERMOPLASTIC.

RAISED REFLECTIVE PAVEMENT MARKER RRPM'S TO BE INSTALLED IN ACCORDANCE WITH SCDOT'S STANDARD DRAWINGS NO. 603-1 THRU 603-8 JULY, 1997.

ALL PROPOSED SIGNAGE AND PAVEMENT MARKINGS SHOULD BE IN ACCORDANCE WITH THE 2009 EDITION OF THE MUTCD.

GENERAL: WATER, & SANITARY SEWER NOTES:

BJWSA CONSTRUCTION SPECIFICATIONS WILL BE FOLLOWED ON THIS JOB. IF CONTRACTOR NEEDS COPY OF THESE SPECIFICATIONS, PLEASE CONTACT CAROLINA ENGINEERING.

BENCHMARKS ARE TO BE VERIFIED BY CONTRACTOR.

MAINTAIN A 10' HORIZONTAL SEPARATION BETWEEN SANITARY SEWER AND WATER MAINS.

WHERE THIS SEPARATION CANNOT BE MAINTAINED OR THE LINES CROSS THE BOTTOM OF THE WATER MAIN, THERE SHALL BE 18" ABOVE THE TOP OF THE SEWER MAIN LAID IN SEPARATE TRENCHES.

4"ø SEWER LATERALS SHALL BE LAID WITH A MINIMUM SLOPE OF 2.0%

6"ø SEWER LATERALS SHALL BE LAID WITH A MINIMUM SLOPE OF 1.0%

METER(S) TO BE PURCHASED FROM, SIZED & INSTALLED BY BJWSA .

MAINTAIN A 5' HORIZONTAL SEPARATION BETWEEN SANITARY SEWER LINES AND STORM DRAINAGE LINES.

SURVEYOR:

TOPOGRAPHY, BOUNDARY, WETLAND AND BASE INFORMATION PROVIDED BY COASTAL SURVEYING CO. 49 RIVERWALK BLVD.
BUILDING 8, RIDGELAND SC 29936
(843) 815-3304
PLS# 11905

ELECTRICITY PROVIDER:

DOMINION ENERGY
PARKS MOSS
843-540-1315
HENRY.MOSS@DOMINIONENERGY.COM

TELECOMMUNICATIONS:

HARGRAY
RODNEY CANNON
843-815-1697
RODNEY.CANNON@HTC.HARGRAY.COM

WATER & SANITARY SEWER:

BJWSA
MATTHEW MICHAELS
843-987-9200
MATTHEW.MICHAELS@BJWSA.ORG

SYMBOL LEGEND:

AIR RELEASE VALVE
BENCHMARK
CATCH BASIN
CLEAN OUT (CO)
CURB INLET
DRAINAGE ARROW
DUAL SWEEP CLEANOUT (DSCO)
EXISTING MANHOLE
EXISTING FIRE HYDRANT
EXISTING WATER METER
EXISTING WATER VALVE
GUY WIRE
JUNCTION BOX
LIGHT POLE
MAILBOX (M)
MATCHLINE TARGET (SEE SHEET)
OUTFALL CONTROLL STRUCTURE
PIPELINE MARKER (PM)
PIPELINE VENT
PLUG
POST INDICATOR VALVE (PIV)
POWER POLE
PROPOSED FIRE HYDRANT
PROPOSED MANHOLE
PROPOSED RPZ BACKFLOW PREVENTER
PROPOSED WATER METER
PROPOSED WATER VALVE
REDUCER
SEWER LATERAL
SEWER VALVE (SV)
SEWER VALVE MARKER (SV)
TRAFFIC RATED CLEAN OUT (TCO)
TRANSFORMER
UTILITY POLE
WATER LATERAL
WATER MARKER (WM)
WATER VALVE MARKER (WV)
WELL (W)
YARD INLET

TREE LEGEND

REMAIN	REMOVE
LO 15	LO 15

TREE PROTECTION & REMOVAL NOTES:

INSTALL ALL TREE PROTECTION FENCE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

TREE IDENTIFICATION

ABBREVIATION	DESCRIPTION
CH	CHERRY
CR	CREPE MYRTLE
DW	DOGWOOD
HOL	HOLLY
LA	LAUREL OAK
LO	LIVE OAK
MAG	MAGNOLIA
MP	MAPLE
PE	PECAN
PLM	PALM
PN	PINE
RO	RED OAK
UNK	UNKNOWN
WHO	WHITE OAK
WIL	WILLOW TREE
WO	WATER OAK

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
MH	MANHOLE
FM	FORCEMAIN
CI	CURB INLET
GI	GRATE INLET
YI	YARD INLET
LF	LINEAR FEET
FOPT	FIBER OPTIC
IRR	IRRIGATION
CL	CENTER LINE
EOP	EDGE OF PAVEMENT
BOC	BACK OF CURB
R/W	RIGHT OF WAY
TP	TOP OF PAVEMENT
TS	TOP OF SIDEWALK
FG	FINISH GRADE
FFE	FINISHED FLOOR ELEVATION

LINE LEGEND:

EXISTING WATER LINE — W — W — W —
EXISTING STORM DRAIN — SD — SD — SD —
EXISTING SANITARY SEWER — SS — SS — SS —
OVERHEAD POWER LINE — OHP — OHP — OHP —
EXISTING GAS LINE — GAS — GAS — GAS —
EXISTING FORCE MAIN — FM — FM —
CHAINLINK FENCE — X — X —
TREE CANOPY

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NORTH CAROLINA PROFESSIONAL ENGINEER JEZ PERSHAN LICENSE No. 19046 01/31/25

NORTH CAROLINA NET LICENSED CAROLINA ENGINEERING CONSULTANTS INC. No. C02324 CERTIFICATE OF AUTHORIZATION

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PLAN REVISIONS

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LIVEWELL TERRACE
BUCKWALTER PARKWAY
BEAUFORT COUNTY, SC

CAROLINA ENGINEERING CONSULTANTS, INC.
PO BOX 294
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843/322-0553
843/322-0556 (FAX)
WWW.CAROLINAENGINEERING.COM

PROJECT:	2567
DATE:	01/02/24
REVISED:	01/30/25
DRAWN BY:	BJS
ENGINEER:	JPA
H-DATUM:	NAD 83
V-DATUM:	NAVD 88
SCALE:	NTS

GENERAL NOTES & LEGEND

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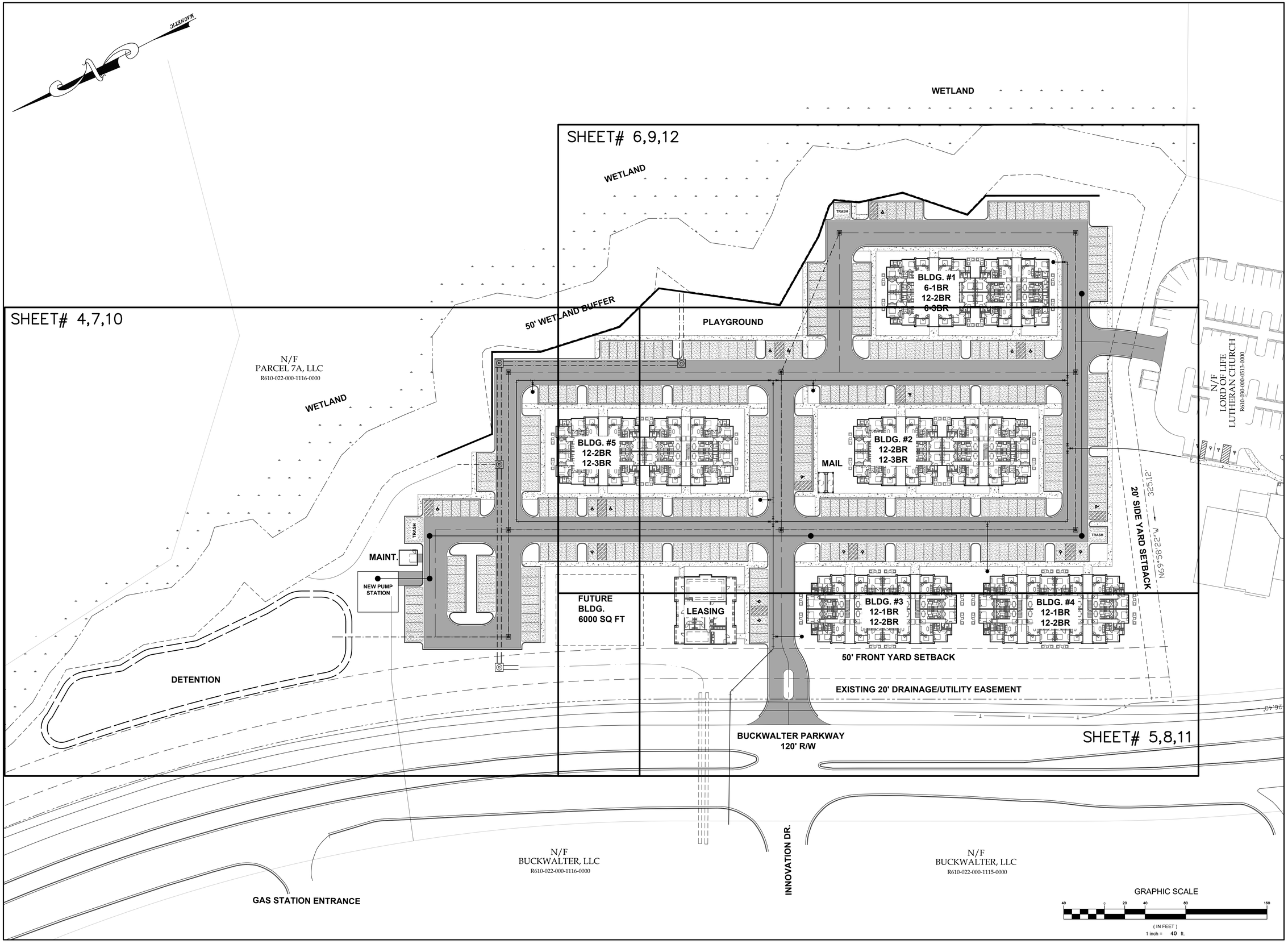

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 19046 JEFFERSON P. MACKENZIE
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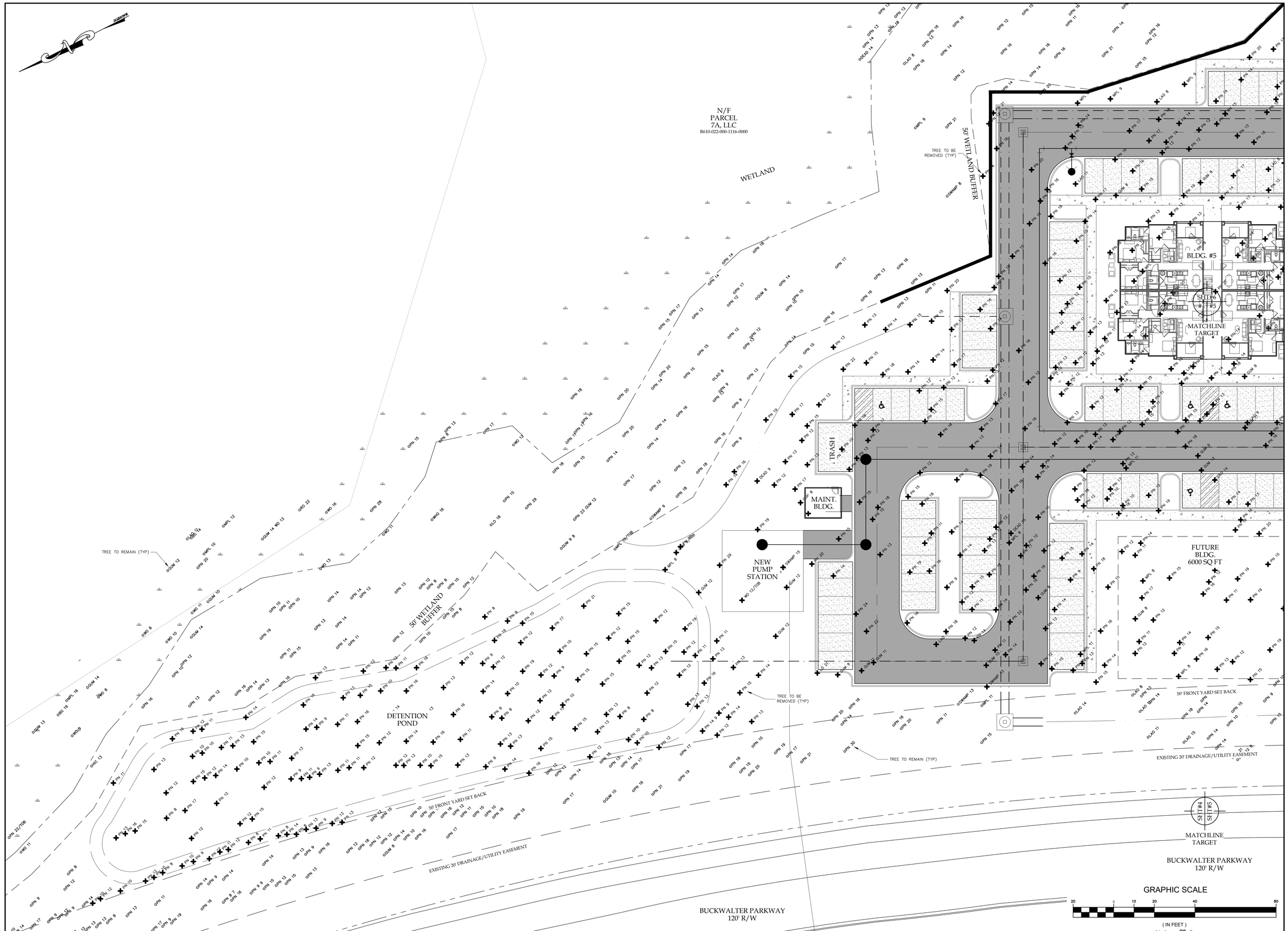

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TREE REMOVAL & PROTECTION PLAN

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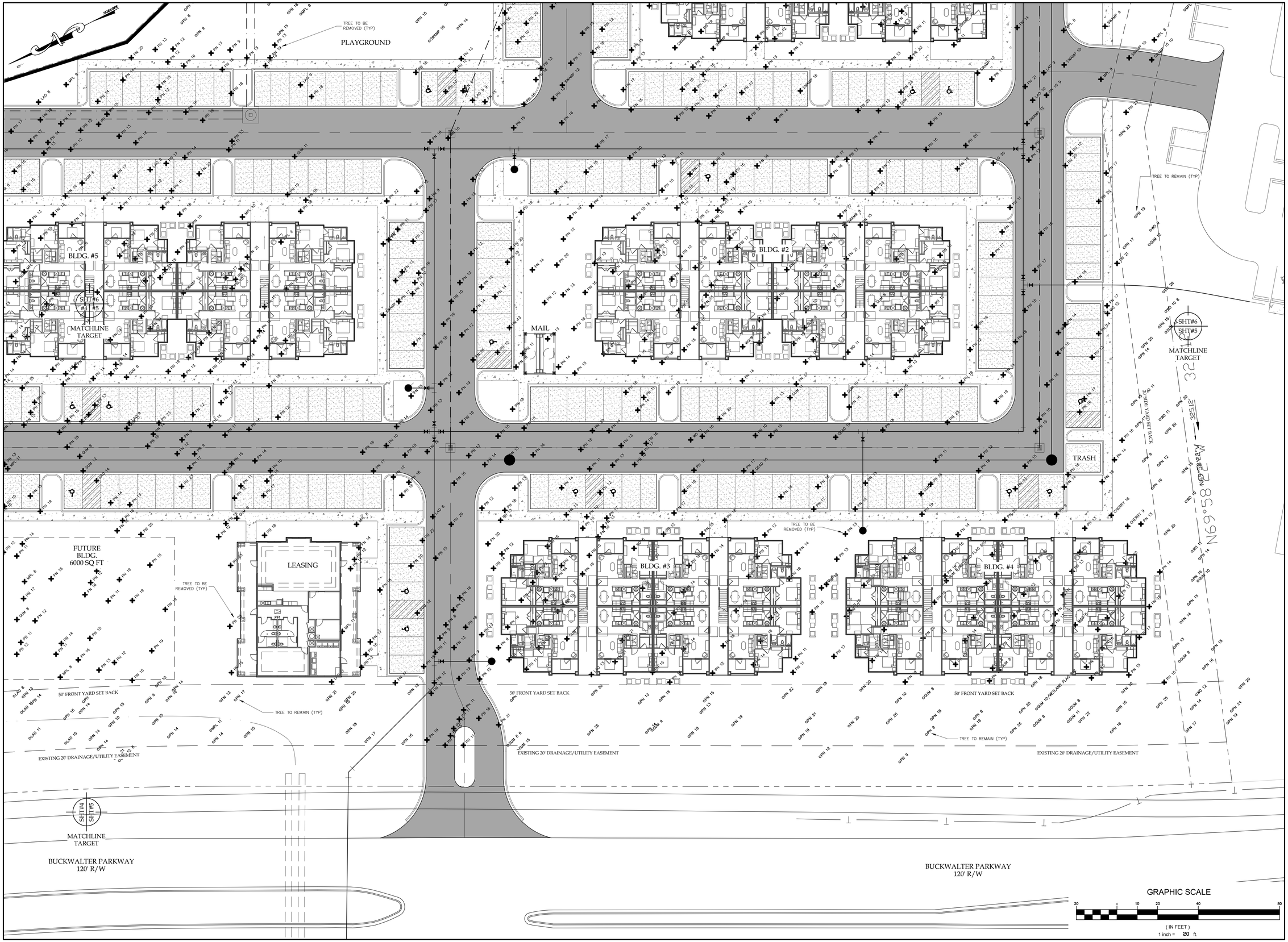
OF 12



SOUTH CAROLINA PROFESSIONAL ENGINEER LICENSED No. 19046 JEFFERSON P. ACKERMAN 01/31/25

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TREE REMOVAL & PROTECTION PLAN

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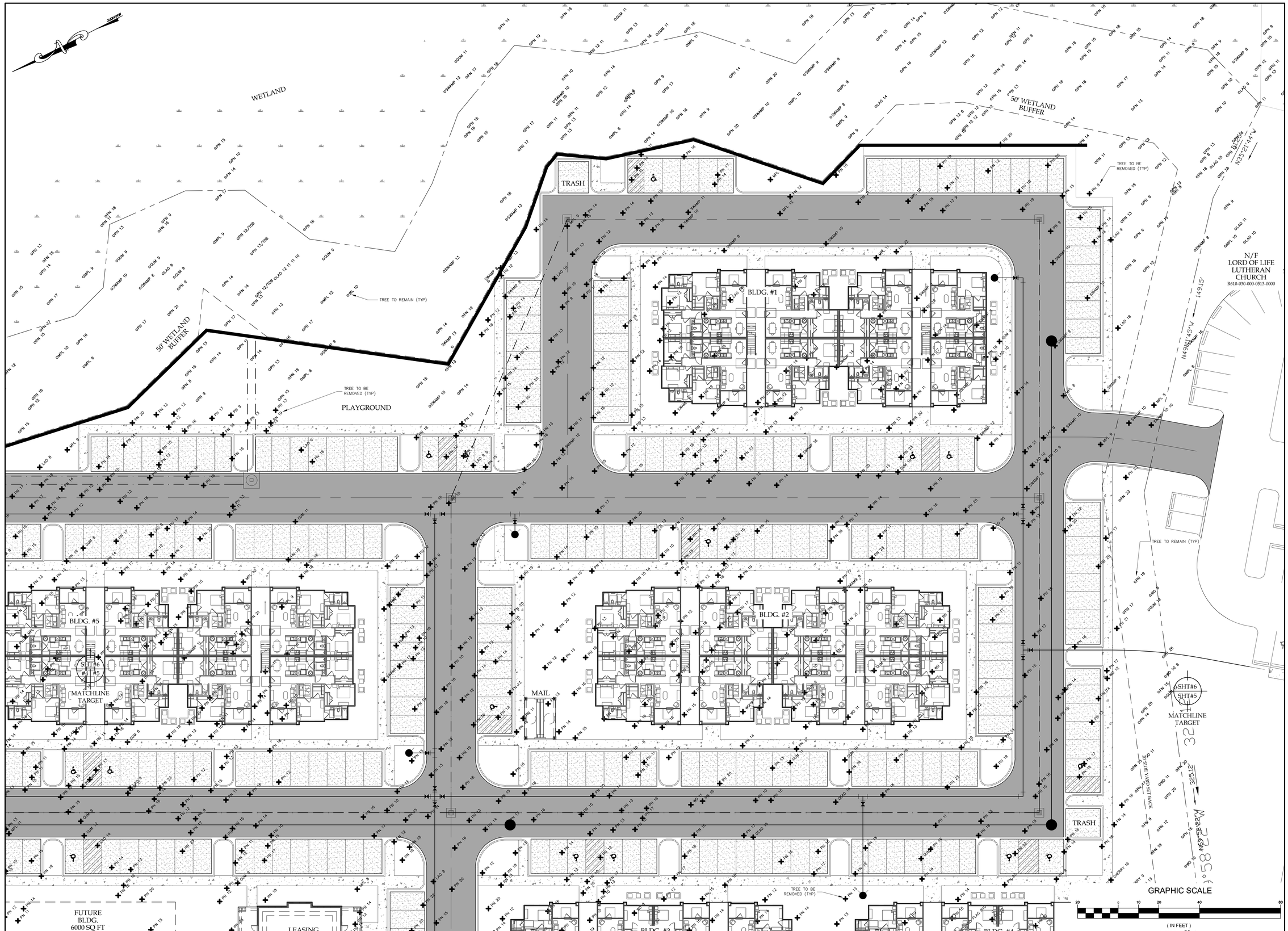

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TREE REMOVAL & PROTECTION PLAN

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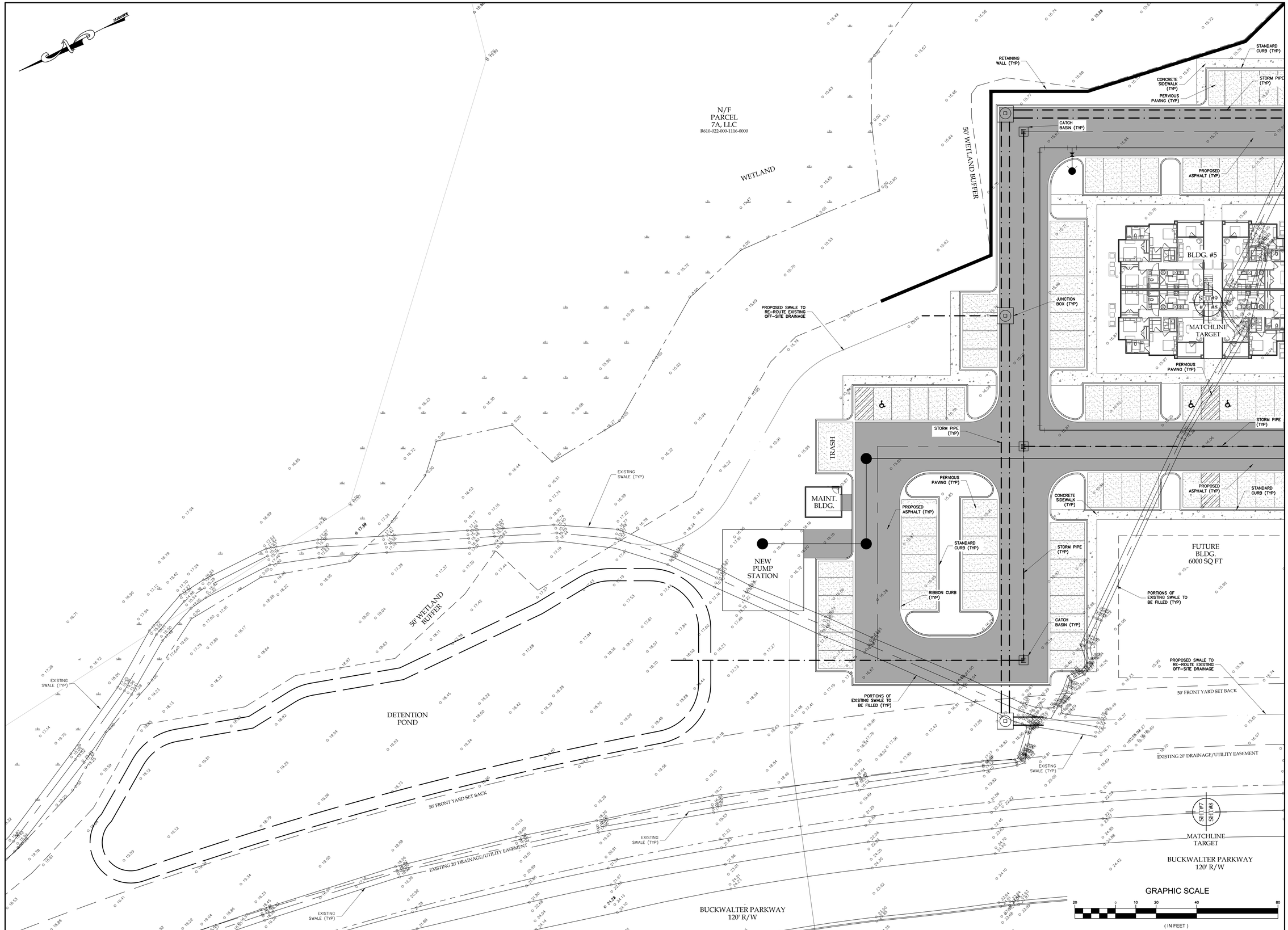

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PAVING, GRADING, & DRAINAGE PLAN

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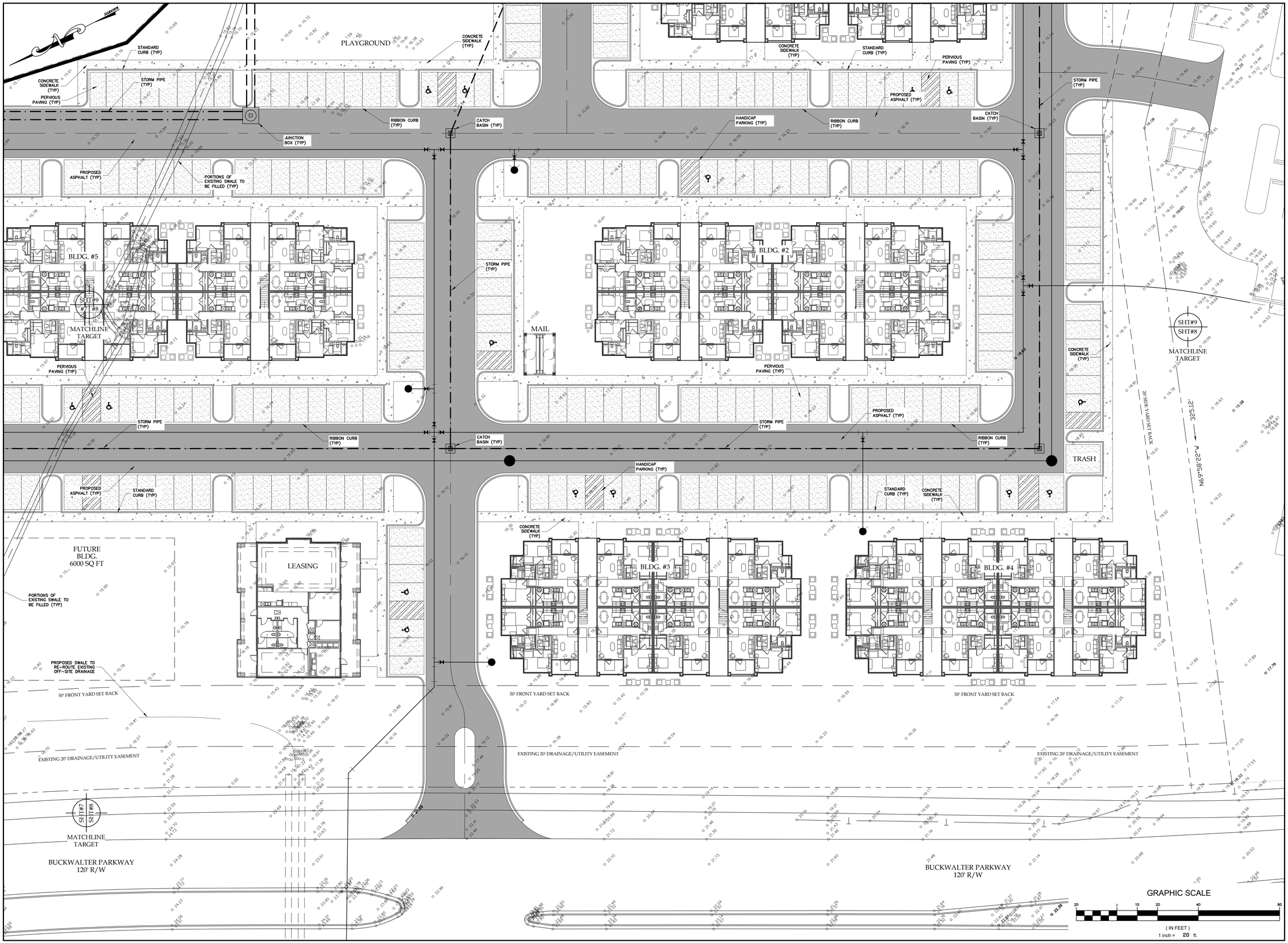

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 19046 JEFFERSON P. MCKEEMAN

SOUTH CAROLINA ENGINEERING CONSULTANTS INC. No. C02324 CERTIFICATE OF AUTHORIZATION

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PAVING, GRADING, & DRAINAGE PLAN

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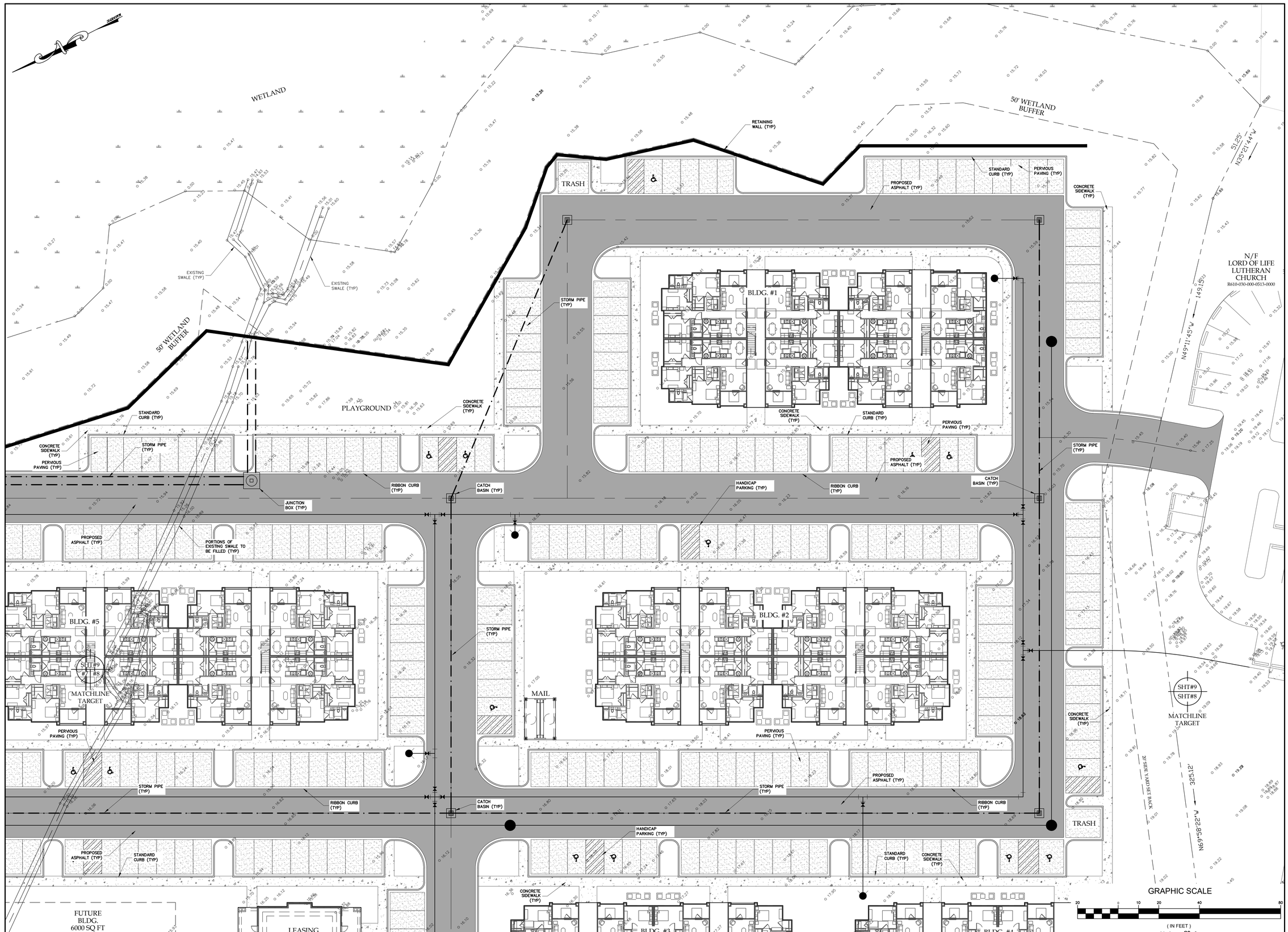

SOUTH CAROLINA PROFESSIONAL ENGINEER
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JEFFERSON P. ACKERMAN
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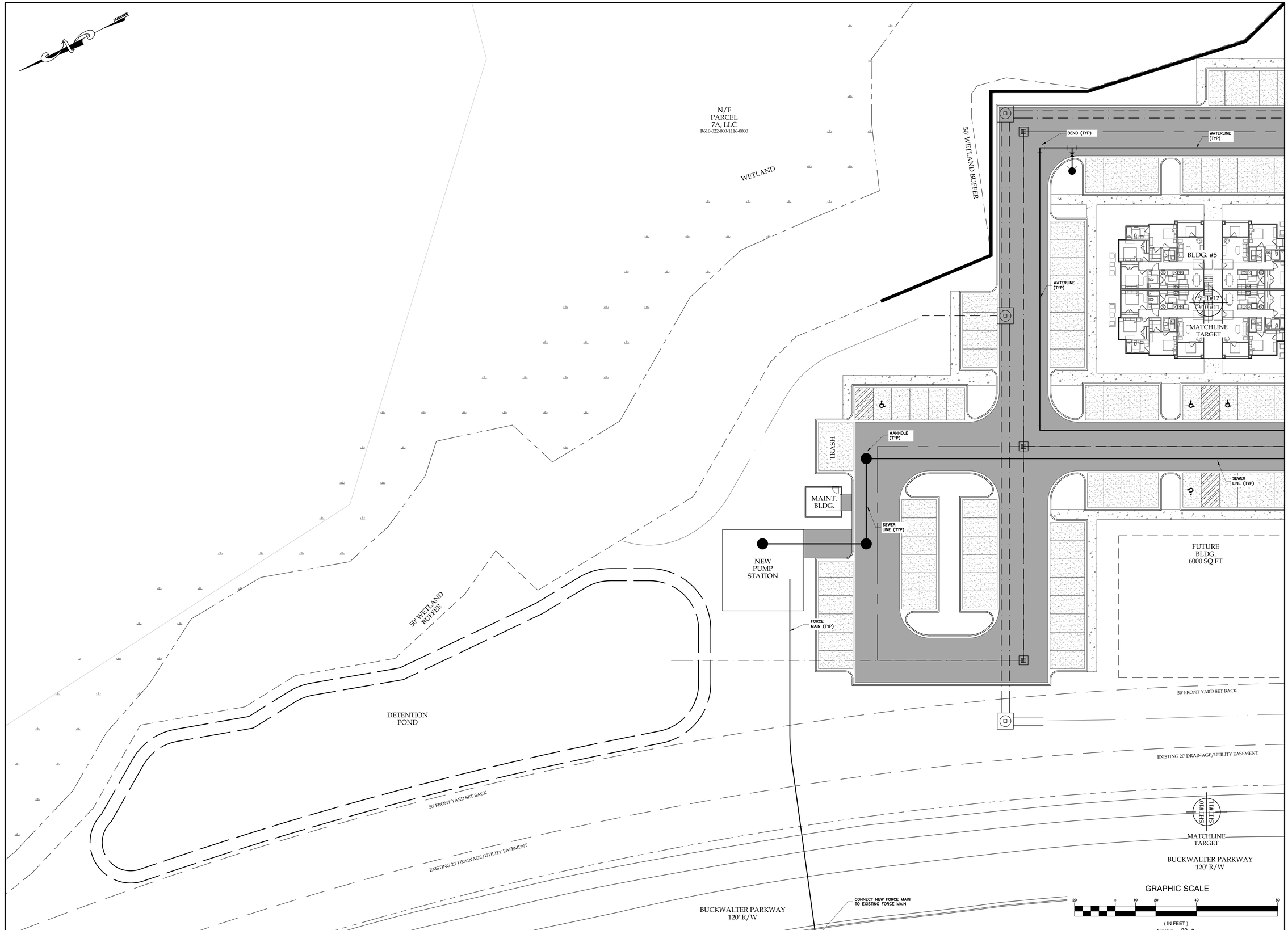

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 19046 JEFFERSON P. ACKERMAN

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WATER & SANITARY SEWER PLAN

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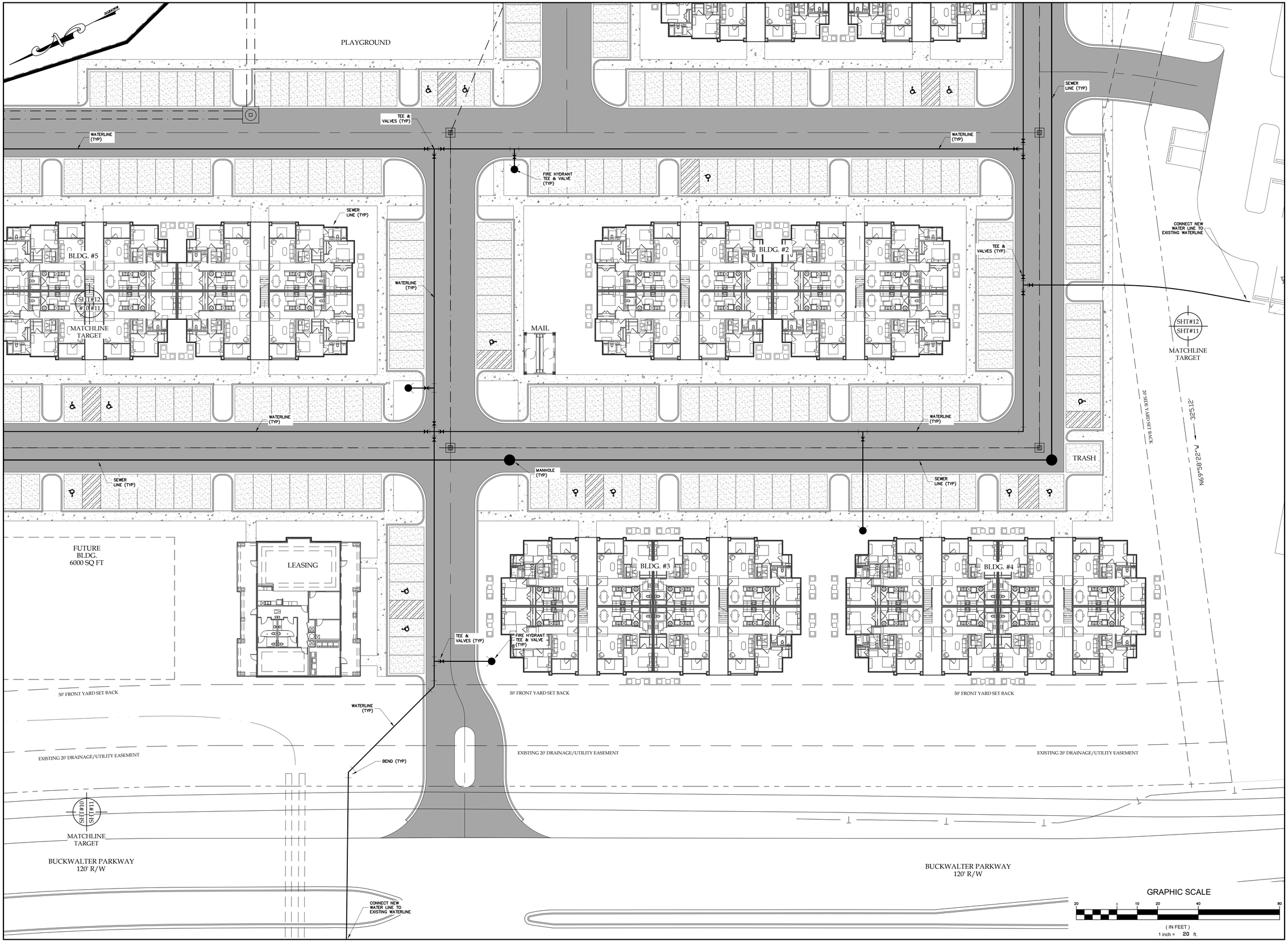

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 19046 JEFFERSON P. ACKERMAN 01/31/25

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WATER & SANITARY SEWER PLAN

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OF 12

NORTH CAROLINA PROFESSIONAL ENGINEER
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No. 19046
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NORTH CAROLINA
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WATER & SANITARY SEWER PLAN

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CAROLINA ENGINEERING CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

July 30, 2025

Mr. Dan Frazier
Town of Bluffton
PO Box 386
Bluffton SC 29910

RE: Livewell Terrace
Beaufort County
Preliminary DRC Response
Job No. 2567

Dear Dan:

On behalf of our client, Livewell Terrace, LP, we are responding to the comments provided on the Development Review Plan Comments for DP-02-25-019581 dated July 03, 2025. The responses are in the same order that the comments were presented:

Watershed Management

1. *Provide and label proposed contours on the grading/drainage sheets.*
We have partial contours around the pond, additional drainage arrows, conceptual FFE elevations and some estimated top of pavements showing the intent of the drainage system. There is a swale that is being routed thru the site via a stormwater pipe. Inverts have been provided on this pipe as well.
2. *Revise the compliance calculator to use type D soils.*
Compliance calculator has been revised to reflect D soils as requested.
3. *Provide a BMP exhibit that highlights all of the proposed BMPs for the development. This should match the compliance calculator BMPs.*
A BMP exhibit is provided as part of the Compliance Calculator.
4. *Only bioretention and pervious pavement are shown in the compliance calculator. Clarify how the development will attenuate up to the 100-year storm. At time of stormwater submittal, provide detail in site plans for the proposed BMPs.*
We are assuming that the use of bio-retention and permeable pavers will attenuate the 100 year storm once we receive infiltration rates and seasonal high water levels we can finalize the calculations. If the bio retention can't attenuate the 100 year storm we will provide underground infiltration chambers to meet the regulations.

Planning Department

1. *A total of 291 parking spaces are required for the proposed development and 288 parking spaces are provided. Required parking is calculated at 2.25 spaces per apartment unit and 3.5 spaces per 1,000 SF of Professional/Medical Office space (Buckwalter PUD, DSO 90/3 Modifications Section 5.2.1.1).*

   The Livewell Terrace development, located within the Buckwalter PUD in Bluffton, South Carolina, consists of a mixed-use site with 120 residential apartment units and a 6,000 square foot commercial building. Per the commercial use requirements, 3.5 parking spaces are mandated per 1,000 square feet, resulting in a need for 21 dedicated commercial spaces.

   The residential component includes:

   - 30 one-bedroom units
   - 60 two-bedroom units
   - 30 three-bedroom units

   Based on state housing authority guidelines, this equates to a total of 180 required residential parking spaces:

   - 1 space per one-bedroom unit = 30 spaces
   - 1.5 spaces per two-bedroom unit = 90 spaces
   - 2 spaces per three-bedroom unit = 60 spaces

   However, local regulations impose more stringent requirements. The Town of Bluffton requires 2 spaces per unit, totaling 240 residential spaces.

   The Buckwalter PUD imposes an even higher standard of 2.25 spaces per unit, totaling 270 spaces.

   Currently, the project is designed with 263 total parking spaces, which exceeds the SC Housing and Town UDO requirements. However, due to the site's sensitive environmental conditions and Bluffton's strict stormwater runoff controls, we believe it is both reasonable and environmentally responsible to reduce the total parking count.

   We propose aligning our project with the Town of Bluffton's parking requirements instead of the more demanding PUD standard. Under this approach:

   - Residential: 240 spaces (2 per unit per Town Code)
   - Commercial: 21 spaces
   - Total required: 261 spaces

   Given that we currently provide 263 spaces, we exceed the Town of Bluffton's UDO parking requirements. We are in the process of requesting a variance on the reduced parking spaces.

2. *A shared access easement will be required between the Livewell Terrace parcel and the Lord of Life Lutheran Church parcel.*

   Comment acknowledged. This will be provided.

ATTACH
Section VII. Item #2.

3. *Per International Fire Code Section D105.1 and D105.2, for buildings with roof surfaces exceeding 30 feet, an aerial fire apparatus access road shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. Provide locations adjacent to each building that meet this fire code requirement.*
   A 26' wide road is provided around all of the apartment buildings. Dimensions have been added to the plans.
4. *Provide typical dimensions for roads, sidewalk and standard/HC parking stalls.*
   Dimensions have been added to the plans.
5. *Update project narrative with description of playground area.*
   The playground consists of a 3 piece playground set on rubber surface in according to SC Housing regulations. The project narrative has been expanded to include information on the playground.
6. *Will construction of the apartment buildings be phased?*
   We are anticipating having 3 phases. The buildings closeouts will be phased with each closeout phase having 2 buildings. A phasing plan will be submitted at the time of final DRC.

In support of our Preliminary DRC Resubmittal for the referenced project, please find enclosed the following:

1. Preliminary Site Development Plans
2. Project Narrative
3. Compliance Calculator

We are requesting preliminary approval of this project and for it to be placed on the next Planning Commission. If you have any questions, please feel free to give me a call.

Sincerely,

Tim Brutcher, PLS
Carolina Engineering Consultants, Inc.

PLANNING COMMISSION

STAFF REPORT
Department of Growth Management

MEETING DATE:	August 27, 2025
PROJECT:	Seagrass Station C-Store Preliminary Development Plan
APPLICANT:	Girishkumar Patel
PROJECT NUMBER:	DP-06-25-019799
PROJECT MANAGER:	Dan Frazier Planning Manager Department of Growth Management

REQUEST: The Applicant, Girishkumar Patel, is requesting approval of a Preliminary Development Plan application. The project consists of the construction of a 6,000 SF convenience store, fueling station with associated infrastructure (Attachment 1).

INTRODUCTION: The property is zoned Village at Verdier Planned Unit Development (PUD) and consists of approximately 5.46 acres identified by tax map numbers R610 021 000 0652 0000 and R610 021 000 0824 0000 located at the intersection of HWY 170 and Seagrass Station Road within the Village at Verdier Master Plan (Attachment 2).

BACKGROUND: This application is for a Preliminary Development Plan located within the Village at Verdier PUD and as such is subject to the standards set forth in the Village at Verdier PUD Concept Plan, Development Agreement, the Village at Verdier Master Plan, and UDO Sections 5.3 and 5.10 (Attachment 3).

As reflected in the revised site plan, the proposed development includes a 6,000 SF convenience store and fueling station with associated driveways, access, parking, utilities and stormwater infrastructure. The site will be accessed from Okatie Highway (SC 170) and Seagrass Station Road with an internal connection to Amanda Road. (Attachment 4).

The Applicant proposes a connector road between SC 170 and Seagrass Station Road to be free flow, with Amanda Road tying in at 90 degrees as a stop sign controlled intersection. An encroachment permit from the South Carolina Department of Transportation (SCDOT) for Okatie Highway (SC 170) offsite improvements is required at time of Final Development Plan approval.

In support of the proposed development, 24 onsite parking spaces are required (4 spaces per 1,000 SF per UDO Table 5.11.3.C), and 36 spaces are provided. Where there are more than eight continuous parking spaces, a landscaped island must be installed (UDO Section 5.11.4.6) Staff has concerns regarding the ability of a gasoline and delivery truck to maneuver throughout the site. The Applicant must provide a truck circulation exhibit at time of Final Development Plan submittal.

Section 4.4 Conditional Use Standards includes the standards for Fueling Station/Service Station, including Fuel Pumps/Convenience Stores (UDO Section 4.4.2.B). The parking and/or service areas shall be separated from adjoining residential properties by a planting screen, fence or wall at least six feet in height. This screen is currently not shown on the proposed landscape plan (Attachment 4, Landscape Plan). Additionally, the Applicant proposes ten (10) fueling pumps, however, no more than eight (8) pumps are permitted (UDO Section 4.4.2.B.4.)

The Applicant has provided a Traffic Impact Analysis (TIA) Technical Memorandum dated January 10, 2022, which includes the proposed land use as defined in the Village at Verdier PUD (Attachment 5). The summary of the TIA states that the Town of Bluffton recently conducted a signal warrant analysis at the intersection of Okatie Highway (SC 170) at Seagrass Station Road, and it was not warranted per a discussion with South Carolina Department of Transportation (SCDOT) (Attachment 6). Staff will require an update to the TIA to verify the validity of the submitted findings.

Staff comments on the Preliminary Development Plan were reviewed at the July 23, 2025, Development Review Committee meeting (Attachment 7). Five residents of the Seagrass Station community spoke in opposition to the proposed development. At the time of Final Development Plan submittal, the Applicant shall provide a letter from Seagrass Station Master Property Owner Association (POA) stating that the design meets the covenants and restrictions of this agreement. The Applicant provided a response to comments and revised site plans on July 30, 2025 (Attachment 8 and 3).

The subject parcel is within the Highway Corridor Overlay District and will require a Certificate of Appropriateness – Highway Corridor Overlay District (COFA-HCOD) reviewing landscaping, lighting, and architecture at time of Final Development Plan approval.

REVIEW CRITERIA & ANALYSIS: The Planning Commission shall consider the criteria set forth in Section 3.10.3.A of the Unified Development Ordinance in assessing an application for a Preliminary Development Plan. The applicable criteria are provided below followed by Staff Finding(s) based upon review of the application submittals to date.

1. Section 3.10.3.A.1. Conformance with the applicable provisions provided in Article 5, Design Standards.

   Finding. The property lies within the Village at Verdier Planned Unit Development (PUD). In accordance with the First Amendment to the Village at Verdier PUD, the property is subject to the Unified Development Ordinance (UDO).

   Finding. The Applicant does not include a planting screen, fence, or wall at least six feet in height along the parking and/or service areas separated from adjoining residential properties (UDO Section 4.4.2.B.2)

   Finding. The Applicant proposes ten (10) fueling pumps, however, no more than eight (8) pumps are permitted (UDO Section 4.4.2.B.4.)

2. **Section 3.10.3.A.2. The proposed development shall be in conformance with any approved Development Agreement, PUD Concept Plan, PUD Master Plan, Subdivision Plan, or any other agreements or plans that are applicable.**

   Finding: The proposed development is in conformance with the Village at Verdier Development Agreement and the Village at Verdier Master Plan.

3. **Section 3.10.3.A.3. If the proposed development is associated with a previously approved Master Plan, then the traffic and access plans shall adhere to the previously approved traffic impact analysis or assessment, where applicable. If an application is not associated with a previously approved PUD Master Plan, then a traffic impact analysis shall be required at final development plan submittal.**

   Finding. The proposed development is in conformance with the Village at Verdier Master Plan improvements as specified in the Transportation Impact Analysis Technical Memorandum provided by the Applicant and dated January 10, 2022. However, an update to the TIA is required to verify the validity of the submitted findings.

   Finding. The proposed site plan does not clearly demonstrate adequate truck and emergency vehicle circulation.

4. **Section 3.10.3.A.4. The proposed development must be able to be served by adequate public services, including, but not limited to, water, sanitary sewer, roads, police, fire, and school services. For developments that have the potential for significant impact on infrastructure and services, the applicant shall be required to provide an analysis and mitigation of the impact on transportation, utilities, and community services.**

   Finding. The subject parcel is an outparcel within the Village at Verdier Master Plan and utilities have been stubbed to serve this site.

   Finding. Letters from the agencies providing public services will be required at time of Final Development Plan submittal per the Applications Manual.

5. **Section 3.10.3.A.5. The phasing plan, if applicable, is logical and is designed in a manner that allows each phase to fully function independently regarding services, utilities, circulation, facilities, and open space, irrespective of the completion of other proposed phases.**

   Finding. The project is proposed to be completed in a single phase.

6. **Section 3.10.3.A.6. The application must comply with applicable requirements in the Applications Manual.**

Finding. The application has been reviewed by Town Staff and has been determined to be complete.

PLANNING COMMISSION ACTIONS: The Planning Commission has the authority to take the following actions with respect to the application as authorized by Section 2.2.6.C.5 of the UDO:

1. Approve the application as submitted;
2. Approve the application with conditions; or
3. Deny the application as submitted.

RECOMMENDATION: Should the Planning Commission choose to approve the application with conditions, Town Staff finds that the following conditions should be met prior to final development plan approval to be in conformance with UDO Section 3.10.3.A:

1. Provide an updated Landscape Plan demonstrating the planting screen, fence or wall at least six feet in height along the parking and/or service areas adjacent to residential properties at time of Final Development Plan review.
2. Provide an updated site plan demonstrating eight (8) fuel pumps at time of Final Development Plan review.
3. Provide a truck circulation exhibit at time of Final Development Plan review.

ATTACHMENTS:

1. Application
2. Vicinity Map
3. Village at Verdier Master Plan
4. Survey, Narrative, Site Development and Landscape Plan Set 07 30 25
5. Traffic Assessment
6. Letter from Secretary Hall 03 10 23
7. DRC Comments and Original Site Plans 06 11 25
8. Response to DRC Comments 07 31 25

TOWN OF BLUFFTON
DEVELOPMENT PLAN APPLICATION

Growth Management Customer Service Center
20 Bridge Street
Bluffton, SC 29910
(843)706-4522
www.townofbluffton.sc.gov
applicationfeedback@townofbluffton.com

Applicant	Property Owner
Name: Girishkumar Patel	Name: Girishkumar Patel
Phone: 804-625-9072	Phone: 804-625-9072
Mailing Address: 2 Clayton Court Bluffton, SC 29910	Mailing Address: 2 Clayton Court Bluffton, SC 29910
E-mail: segipatel70@yahoo.com	E-mail: segipatel70@yahoo.com
Town Business License # (if applicable):	

Project Information

Project Name: Seagrass Station C-Store	☒ Preliminary	☐ Final
Project Location: 110 Seagrass Station	☐ New	☐ Amendment
Zoning District: Village at Verdier PUD	Acreage: 5.46	
Tax Map Number(s): R610 021 000 0652 & R610 021 000 0824		
Project Description: Construction of a convenience store, road extension & associated parking, stormwater & utilities		

Minimum Requirements for Submittal

- ☐ 1. Two (2) full sized copies and digital files of the Preliminary or Final Development Plans.
- ☐ 2. Project Narrative and digital file describing reason for application and compliance with the criteria in Article 3 of the UDO.
- ☐ 3. All information required on the attached Application Checklist.
- ☐ 4. An Application Review Fee as determined by the Town of Bluffton Master Fee Schedule. Checks made payable to the Town of Bluffton.

Note: **A Pre-Application Meeting is required prior to Application submittal.**

Disclaimer: **The Town of Bluffton assumes no legal or financial liability to the applicant or any third party whatsoever by approving the plans associated with this permit.**

I hereby acknowledge by my signature below that the foregoing application is complete and accurate and that I am the owner of the subject property. As applicable, I authorize the subject property to be posted and inspected.

Property Owner Signature: [signature] Date: 6/16/25

Applicant Signature: [signature] Date: 6/16/25

For Office Use

Application Number:	*Date Received:*
Received By:	*Date Approved:*

CamScanner

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
	x	4. Location of solid waste/trash disposal units/dumpsters.
	x	5. Location of proposed water, sewer, electric, telephone, cable, data, and gas service layouts, and proposed easements and connections.
	x	6. Location of proposed fire lane, hydrant location(s), FDC(s), and apparatus access to the site and building(s).
	x	7. Location of service and meter areas.
	x	8. Location of mail delivery boxes.
	x	9. Capacity and service studies and/or calculations.
	x	10. Detailed engineering information identifying the location, construction specifications, typical sections, service connections, meters, valves, manholes, inverts, transformers, service pedestals/boxes, and any other utility information.
Lighting.		
x		1. Narrative or plan notes describing the proposed exterior lighting scheme for the property.
	x	2. Location, specifications, and details for existing and proposed exterior site and building light fixtures including the total lumen output, type of lamp, method of shielding, pole and mounting height, and verification that there are no conflicts between lighting and landscaping.
	x	3. Photometric grid overlaid on the proposed site plan indicating the overall light intensity throughout the site (in footcandles) including existing and proposed lighting. Photometric calculations must consider all exterior lighting including building lighting.
	x	4. Notes describing lighting limitations, prohibitions, and methods of enforcement.

SIGN AND RETURN THIS CHECKLIST WITH THE APPLICATION SUBMITTAL
ALL SUBMITTALS MUST BE COLLATED AND FOLDED TO 8-1/2" X 11"

By signature below I certify that I have reviewed and provided the minimum submittal requirements listed above, including any additional items requested by the Town of Bluffton Staff. Any items not provided have been listed in the project narrative with an explanation as to why the required submittal item has not been provided or is not applicable. Further, I understand that failure to provide a complete, quality application or erroneous information may result in the delay of processing my application(s).

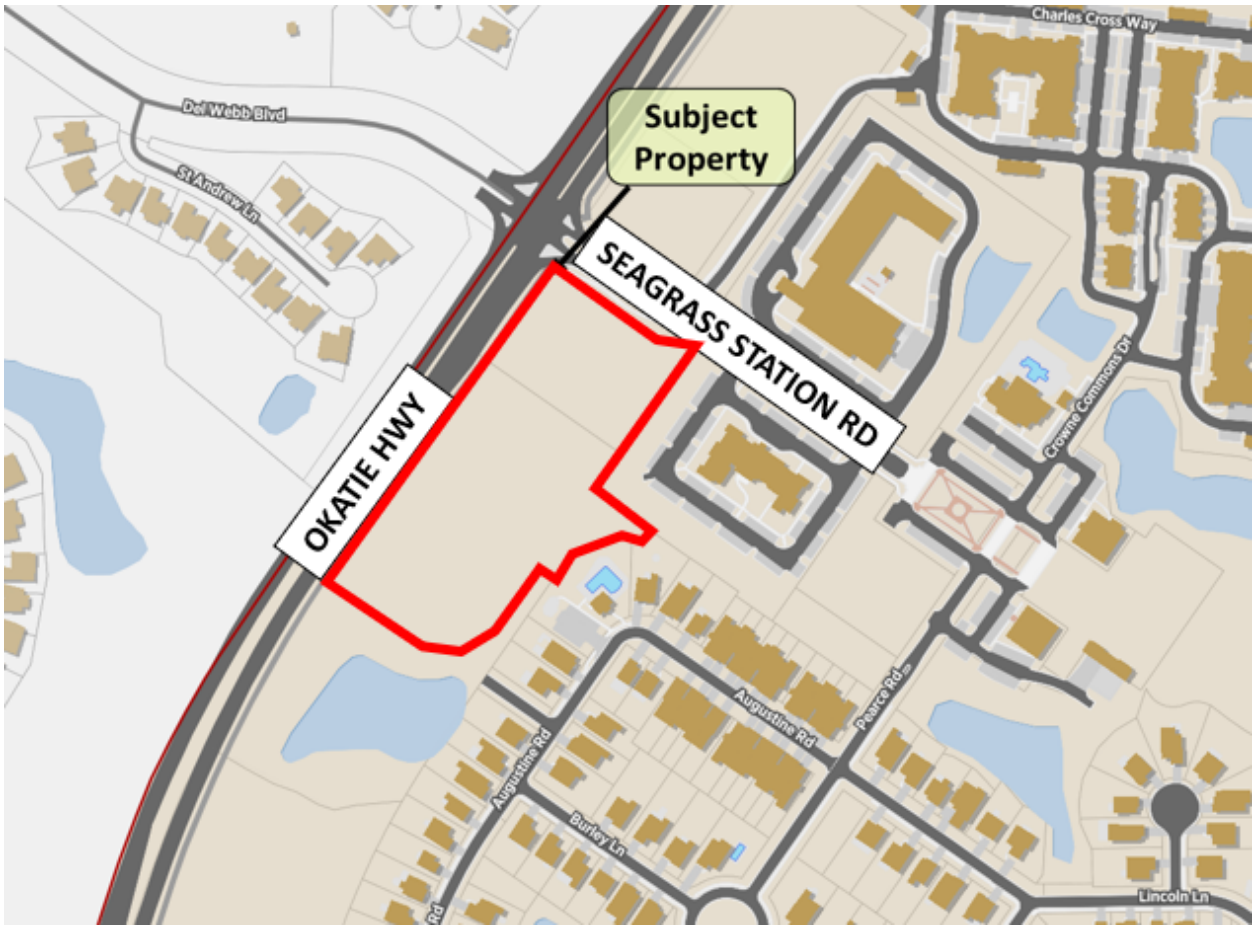
Signature of Property Owner or Authorized Agent

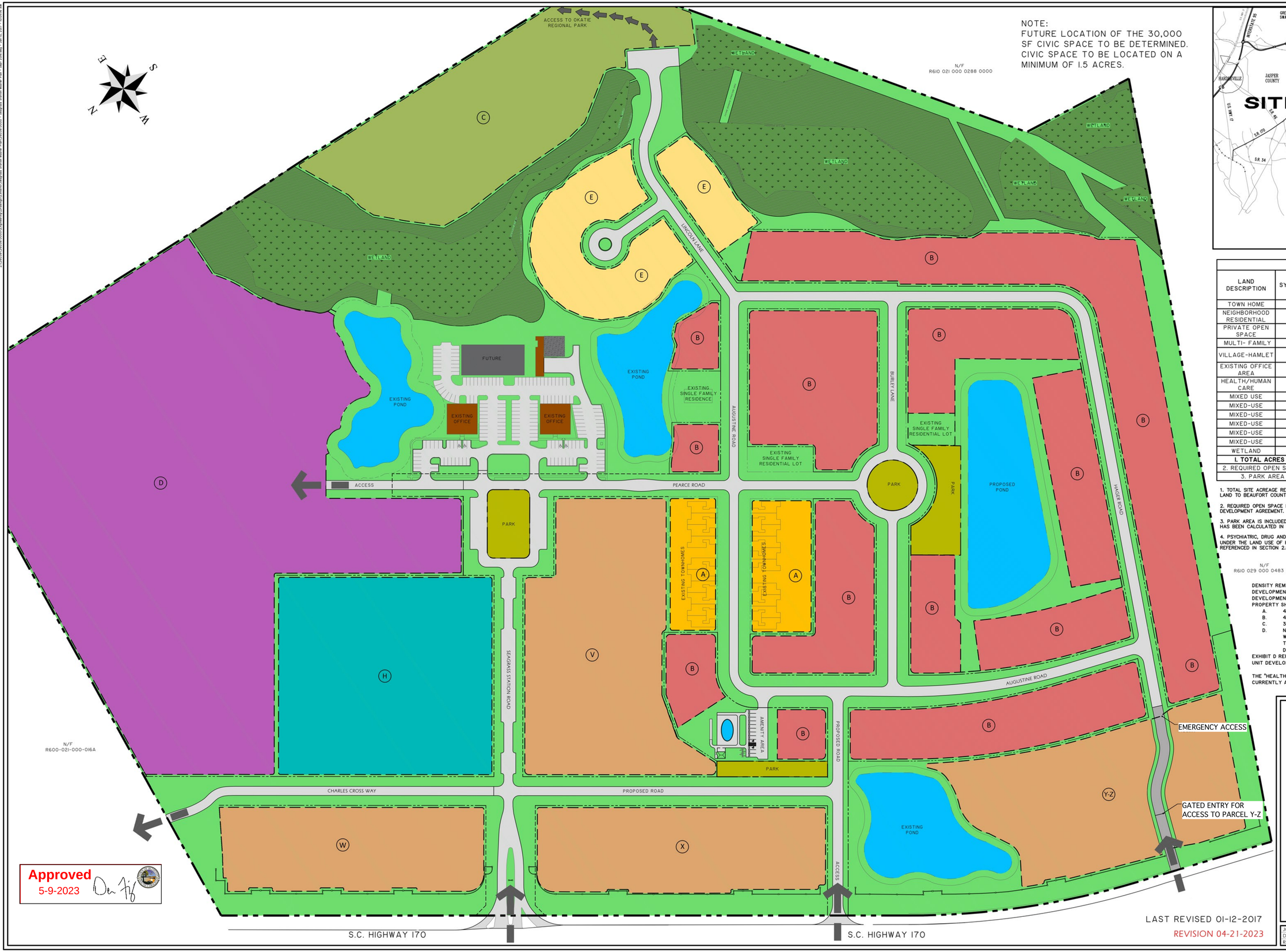
6/16/25
Date

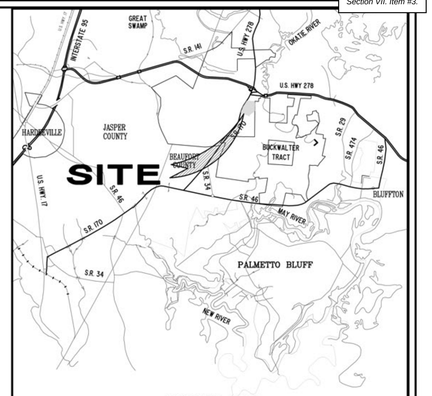
Girishkumar Patel
Printed Name

CamScanner

VICINITY MAP
SEAGRASS STATION C-STORE
DEVELOPMENT PLAN







VICINITY MAP
N.T.S.

LAND USE KEY

LAND DESCRIPTION	SYMBOL	MPA REVISION APPROVED AUGUST 2015	PROPOSED MPA REVISION
		ACREAGE	ACREAGE
TOWN HOME	A	2.9	2.9
NEIGHBORHOOD RESIDENTIAL	B	36.0	36.0
PRIVATE OPEN SPACE	C	6.4	6.4
MULTI- FAMILY	D	22.7	20.9
VILLAGE-HAMLET	E	5.1	5.1
EXISTING OFFICE AREA	-	6.6	6.6
HEALTH/HUMAN CARE	H	0.0	6.8
MIXED USE	T	5.0	0.0
MIXED-USE	V	6.6	6.6
MIXED-USE	W	5.5	5.5
MIXED-USE	X	5.6	5.6
MIXED-USE	Y	7.1	7.1
MIXED-USE	Z	1.9	1.9
WETLAND	-	12.8	12.8
1. TOTAL ACRES =		124.2	**124.2**
2. REQUIRED OPEN SPACE		12.4	12.43
3. PARK AREA		3.49	3.49

1. TOTAL SITE ACREAGE REDUCED FROM THE ORIGINAL MASTER PLAN BY DONATION OF LAND TO BEAUFORT COUNTY FOR HIGHWAY 170 WIDENING.

2. REQUIRED OPEN SPACE PER SECTION 2.D.2 OPEN SPACE (PRIVATE OR PUBLIC) OF THE DEVELOPMENT AGREEMENT.

3. PARK AREA IS INCLUDED IN ADJACENT LAND USE AREA AND HAS BEEN CALCULATED IN THE TOTAL AREA ABOVE.

4. PSYCHIATRIC, DRUG AND ALCOHOL REHABILITATION SERVICES WOULD NOT BE ALLOWED UNDER THE LAND USE OF HOSPITAL IN LAND DESCRIPTION HEALTH/HUMAN CARE AS REFERENCED IN SECTION 2.B.7 OF THE PLANNED UNIT DEVELOPMENT AGREEMENT.

N/F
R610 029 000 0483 0000

DENSITY AND LAND USE:

DENSITY REMAINS CONSISTENT WITH PREVIOUSLY APPROVED DEVELOPMENT AGREEMENT. THE FOLLOWING IS AN EXCERPT FROM THE DEVELOPMENT AGREEMENT: MIXED USE DEVELOPMENT ON THE PROPERTY SHALL BE LIMITED TO THE FOLLOWING:

A. 404,000 SQUARE FEET OF COMMERCIAL;
B. 404 RESIDENTIAL DWELLING UNITS; AND
C. 30,000 SQUARE FEET OF CIVIC DEVELOPMENT
D. NOTWITHSTANDING ANY OTHER PROVISIONS CONTAINED WITHIN THE UNIFIED ORDINANCE, COMMERCIAL USES WITHIN THE PROPERTY SHALL BE LIMITED TO THOSE MORE FULLY DESCRIBED IN EXHIBIT "D"

EXHIBIT D REFERS TO THE VILLAGE AT VERDIER PLANTATION PLANNED UNIT DEVELOPMENT AMENDED DECEMBER 29, 2010

THE "HEALTH/HUMAN CARE" LAND USE TO BE INCLUDED WITHIN THE CURRENTLY APPROVED 404,000 SQUARE FEET OF COMMERCIAL.

Approved
5-9-2023

MASTER PLAN

VILLAGE AT VERDIER PLANTATION

BLUFFTON, SC

PREPARED FOR:

HEALTHSOUTH REHABILITATION HOSPITAL OF LOWCOUNTRY, LLC

PREPARED BY:

THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting

50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300

www.thomasandhutton.com

LAST REVISED 01-12-2017
REVISION 04-21-2023

JOB NO:	J-26038.0000	DATE:	01-12-17
DRAWN:	JRS	SCALE:	1" = 100'
REVIEWED:	JRS	SHEET:	1 OF 1

PRE-DEVELOPMENT PLAN
FOR
SEAGRASS STATION
C-STORE

110 SEAGRASS STATION
TOWN OF BLUFFTON, BEAUFORT COUNTY, SC
VILLAGE AT VERDIER PUD
PARCEL NUMBERS - R610 021 000 0652 & 0824

OWNER/PRIMARY PERMITTEE:
GIRISHKUMAR PATEL
2 CLAYTON COURT
BLUFFTON, SC 29910
PHONE: 804-625-9072
DHRUVILPATEL1122@GMAIL.COM

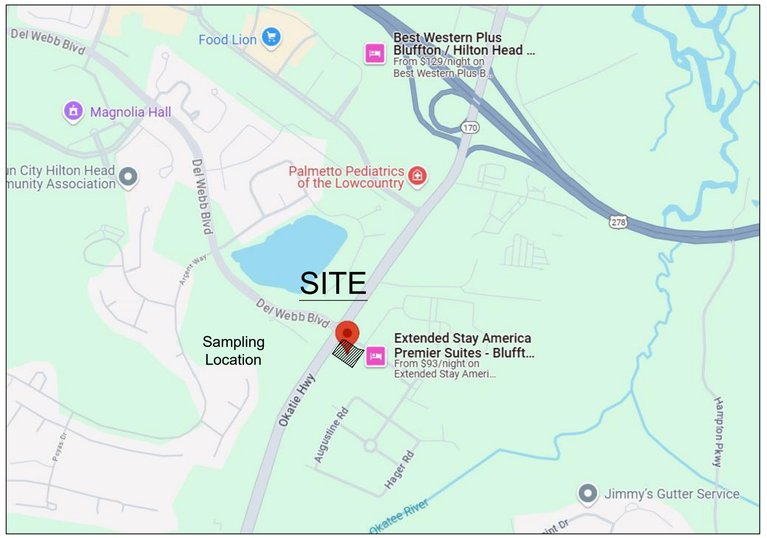
SITE ENGINEER:
MOORE CIVIL CONSULTING, INC.
402 COURTNEY HODGES BLVD
PERRY, GA 31069 CONTACT:
ROBERT E. MOORE, JR.
PHONE: 706-224-1629
ROBERT@MOORECIVIL.COM

SURVEYOR:
T-SQUARE SURVEYING
P.O. DRAWER 330
139 BURNT CHURCH ROAD
BLUFFTON, SC 29910
PHONE: 843-757-2650
TSQUARE@HARGRAY.COM

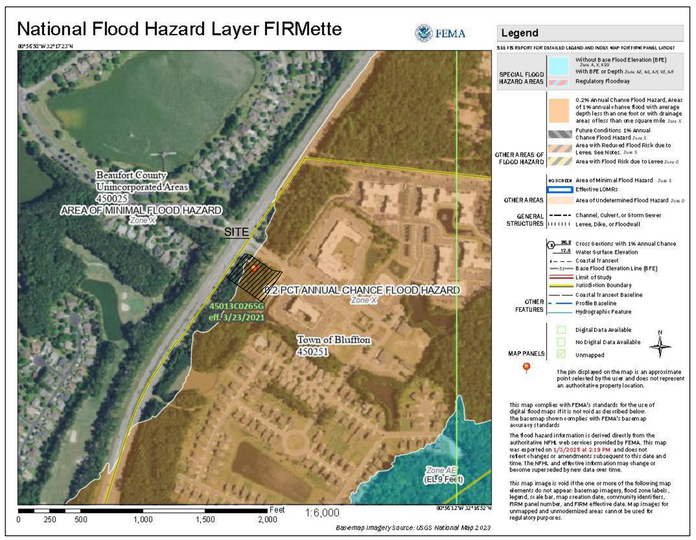
24-HOUR CONTACT: DHRUVIL PATEL
PHONE NUMBER: 804-625-9072

SHEET INDEX

C.100	COVER SHEET
C.110	EXISTING CONDITIONS
C.200	SITE PLAN
C.300	GRADING PLAN
C.400	STORM PLAN
C.500	UTILITY PLAN
C.800	SITE CONSTRUCTION DETAILS
L-SL	PLANTING PLAN
L1	PLANTING PLAN
L2	PLANTING PLAN
L3	PLANTING SCHEDULE, NOTES & DETAILS



LOCATION MAP (N.T.S.)



THIS PROPERTY IS LOCATED WITHIN THE BASE FLOOD PLAIN AS PER FIRM MAP PANEL NUMBER 45013C0265G DATED MARCH 23, 2021.

GENERAL NOTES

BOUNDARY & TOPO INFORMATION TAKEN FROM SURVEY BY T-SQUARE SURVEYING.

PROPERTY IS LOCATED IN DIST 610, MAP 21, A PORTION OF PARCEL 652, TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA.

NOTIFY THE TOWN OF BLUFFTON INSPECTION OFFICE 24 HRS BEFORE BEGINNING OF CONSTRUCTION.

ALL BUFFERS AND TREE SAVE AREAS SHALL BE CLEARLY IDENTIFIED BY FLAGGING AND/OR FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.

STANDARD AND SPECIFICATIONS: ALL DESIGNS WILL CONFORM TO AND ALL WORK WILL BE PERFORMED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE PUBLICATION ENTITLED "MANUAL FOR EROSION AND SEDIMENTATION CONTROL IN GEORGIA."

ANY DISCREPANCY FOUND SHALL BE REFERRED TO THE SITE ENGINEER BY THE CONTRACTOR FOR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.

CUT & FILL SLOPES SHALL NOT EXCEED 2:1

ALL CUT & FILL SLOPES MUST BE SURFACE ROUGHENED AND VEGETATED WITHIN SEVEN DAYS OF THEIR CONSTRUCTION

ALL FILL SLOPES WILL HAVE SILT FENCE AT TOE OF SLOPES ANY DISCREPANCY FOUND SHALL BE REFERRED TO THE SITE ENGINEER BY THE CONTRACTOR FOR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.

ALL CONSTRUCTION SHALL MEET OR EXCEED TOWN OF BLUFFTON MINIMUM STANDARDS. ALL GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR SHALL VERIFY ALL GRADES. CONTRACTOR SHALL VERIFY ALL BENCH MARKS BEFORE BEGINNING ANY WORK. CONTRACTOR HAS OPTION TO USE PRECAST STRUCTURES AND HEADWALLS OR CAST IN PLACE.

TOWN OF BLUFFTON SPECIFICATIONS. DETENTION BASIN AND EROSION CONTROL MEASURES TO BE ACCOMPLISHED PRIOR TO ANY OTHER CONSTRUCTION ON THE SITE AND MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.

REFER TO ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.

CONTRACTOR SHALL STAKE ALL BUILDING CORNERS FOR APPROVAL PRIOR TO POURING ANY FOOTINGS.

THE INSTALLATION OF EROSION CONTROL MEASURES AND PRACTICES SHALL TAKE PLACE PRIOR TO OR CONCURRENT WITH LAND DISTURBING ACTIVITIES.

EROSION CONTROL MEASURES ARE TO BE ACCOMPLISHED PRIOR TO ANY OTHER CONSTRUCTION ON THE SITE AND MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.

EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED IF DEEMED NECESSARY BY ON-SITE INSPECTION BY THE ISSUING AUTHORITY.

SEDIMENT AND EROSION CONTROL MEASURES TO BE INSPECTED AND MAINTAINED DAILY.

DO NOT SCALE FROM DRAWINGS.

SIDEWALK AND ADA SPACE SLOPE:

CROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 2.0%.
ADA PARKING AND VAN SPACES SHALL NOT EXCEED 2.0% SLOPE IN ANY DIRECTION.

DO NOT DUPLICATE DRAWINGS WITHOUT PERMISSION

CAUTION

CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THE SERVICES OF A PRIVATE UTILITY LOCATOR FIRM DURING THE ENTIRE COURSE OF CONSTRUCTION. CONTRACTOR SHALL PAY FOR SAID SERVICES. CONTRACTOR SHALL REPAIR ALL UTILITIES DAMAGED BY CONSTRUCTION ACTIVITIES, AT NO ADDITIONAL COST TO THE OWNER/DEVELOPER.

THE UTILITIES SHOWN ARE SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE SITE DESIGN PROFESSIONAL ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF UTILITIES WITHIN THE LIMITS OF THE WORK. DAMAGE TO EXISTING UTILITIES BY THE CONTRACTOR, FROM HIS/ HER OPERATIONS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

CONTRACTOR SHALL BE RESPONSIBLE FOR COMPACTION OF BACKFILL OF ALL UTILITY TRENCHES WITHIN SITE WORK LIMITS. THIS INCLUDES TRENCHES DUG AND BACKFILLED BY LOCAL UTILITIES, SUCH AS POWER, GAS, TELEPHONE, ETC. CONTRACTOR SHALL PROVIDE ADDITIONAL BACKFILL AND COMPACTION AS NECESSARY, IF SETTLEMENT OCCURS.

NARRATIVE

THIS PROJECT INVOLVES THE CONSTRUCTION OF A CONVENIENCE STORE, PARKING, AND ASSOCIATED DRIVEWAYS ALONG WITH ROAD EXTENSIONS ON TWO COMMERCIAL LOTS IN VILLAGE AT VERDIER PUD IN BLUFFTON, SC . A PORTION OF THE SITE WILL BE LEFT ALONE FOR FUTURE COMMERCIAL DEVELOPMENT. THE EXISTING SITE IS PREVIOUSLY UNDEVELOPED AND TREES WERE RECENTLY HARVESTED. THE SITE IS BORDERED BY OKATIE HWY. TO THE NORTHWEST, SEAGRASS STATION RD. TO THE NORTHEAST AND THE FUTURE ROW OF AMANDA ROAD TO THE SOUTHWEST. IT IS BORDERED TO THE SOUTHEAST BY EXISTING RESIDENTIAL AND COMMERCIAL DEVELOPMENTS. CHARLES CROSS WAY WILL BE EXTENDED ALONG THE SOUTHEAST PROPERTY LINE AND AMANDA ROAD WILL BE EXTENDED ALONG THE SOUTHWEST PROPERTY LINE TO O'KATIE HWY. BOTH ROADWAYS WILL BE PUBLIC ACCESS AND PUBLICLY MAINTAINED.

THIS PROJECT WAS DESIGNED TO BE IN CONFORMANCE WITH THE TOWN OF BLUFFTON UDO. THE SITE DRAINS TO THE SOUTHWEST OF THE SITE INTO AN EXISTING STORMWATER POND SYSTEM AND PARTICULARLY INTO POND #2. THE PROPOSED DEVELOPMENT WILL UTILIZE A STORM WATER PIPE SYSTEM TO CONVEY STORM WATER RUNOFF TO A PROPOSED INFILTRATION BASIN AND THEN TO A PROPOSED STORMWATER WET POND AND THEN TO EXISTING POND #2. POND #2 WAS DEVELOPED UNDER AN OUTDATED ORDINANCE SO AN ONSITE POND MUST BE CONSTRUCTED TO MEET THE CURRENT UDO. THE PROPOSED STORMWATER SYSTEM WILL CONTROL POST DEVELOPMENT PEAK DISCHARGE FOR THE 2, 10, 25, 50 AND 100 YEAR STORMS TO INCLUDE FUTURE BUILD OUT. THE INFILTRATION BASIN IS SIZED FOR ONLY THE CURRENT PHASE OF THE PROJECT, FUTURE DEVELOPMENT WILL REQUIRE ADDITIONAL RETENTION VOLUME. WITH THE USE OF EROSION CONTROL BMPs FROM THE SOUTH CAROLINA EROSION CONTROL MANUAL, THERE SHOULD BE NO HARMFUL EFFECTS ON DOWNSTREAM PROPERTIES DUE TO THIS DEVELOPMENT. BY UTILIZING AN INFILTRATION BASIN LOCATED IN A PARKING ISLAND AND STORMWATER WET POND THE PROJECT IS UTILIZING BETTER SITE DESIGN TO MINIMIZE IMPACTS FROM PROPOSED IMPERVIOUS SURFACES. TOGETHER THESE PRACTICES ARE TREATING 100% OF PROPOSED IMPERVIOUS SURFACE CONSTRUCTED FOR THIS PROJECT FOR QUALITY & QUANTITY. FURTHER THE SITE IS PART OF A LARGER PUD THAT SET ASIDE PARKS, UNDISTURBED AREAS AND WETLANDS; THE SITE IS BEING UTILIZED AS THE PUD PLAN INTENDED.

CONSTRUCTION SCHEDULE

MONTH 1 → MONTH 12	ACTIVITY
NOTIFY INSPECTOR 24 HOURS PRIOR TO CONSTRUCTION:	
	PLACEMENT OF CONSTRUCTION EXIT, PERIMETER BMPs, AND SILT STORAGE BMPs
	NO GRADING OPERATIONS ALLOWED UNTIL PERIMETER AND SILT STORAGE BMPs ARE PROPERLY INSTALLED AND INSPECTED)
	CLEARING, GRUBBING, AND GRADING OPERATIONS (AS NECESSARY)
	INSTALL PARKING LOT ADDITION AND CONSTRUCTION OF BUILDING
	GRASSING - INCLUDING MULCHING, TEMPORARY AND PERMANENT VEGETATION
	MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES
	FINAL STABILIZATION OF SITE

South Carolina 811 Call 811 Before You Dig

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GEORGIA REGISTERED No. PE035680 PROFESSIONAL ENGINEER ROBERT EUGENE MOORE

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24 HOUR CONTACT
DHRUVIL PATEL
804-625-9072

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BLUFFTON, SC 29910
PHONE: 804-625-9072
DHRUVILPATEL1122@GMAIL.COM

OWNER:
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REVISIONS:

05/14/25	PRELIM LAYOUT
06/16/25	PRE-DEV PLAN
07/11/25	PRE-DEV PLAN-REV
07/25/25	PRE-DEV PLAN-REV

SEAGRASS STATION C-STORE
110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
C.100

NOTES:

1. THE SITE DOES NOT INCLUDE TREES LISTED ON AMERICA'S HISTORIC TREE REGISTER.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

CAUTION

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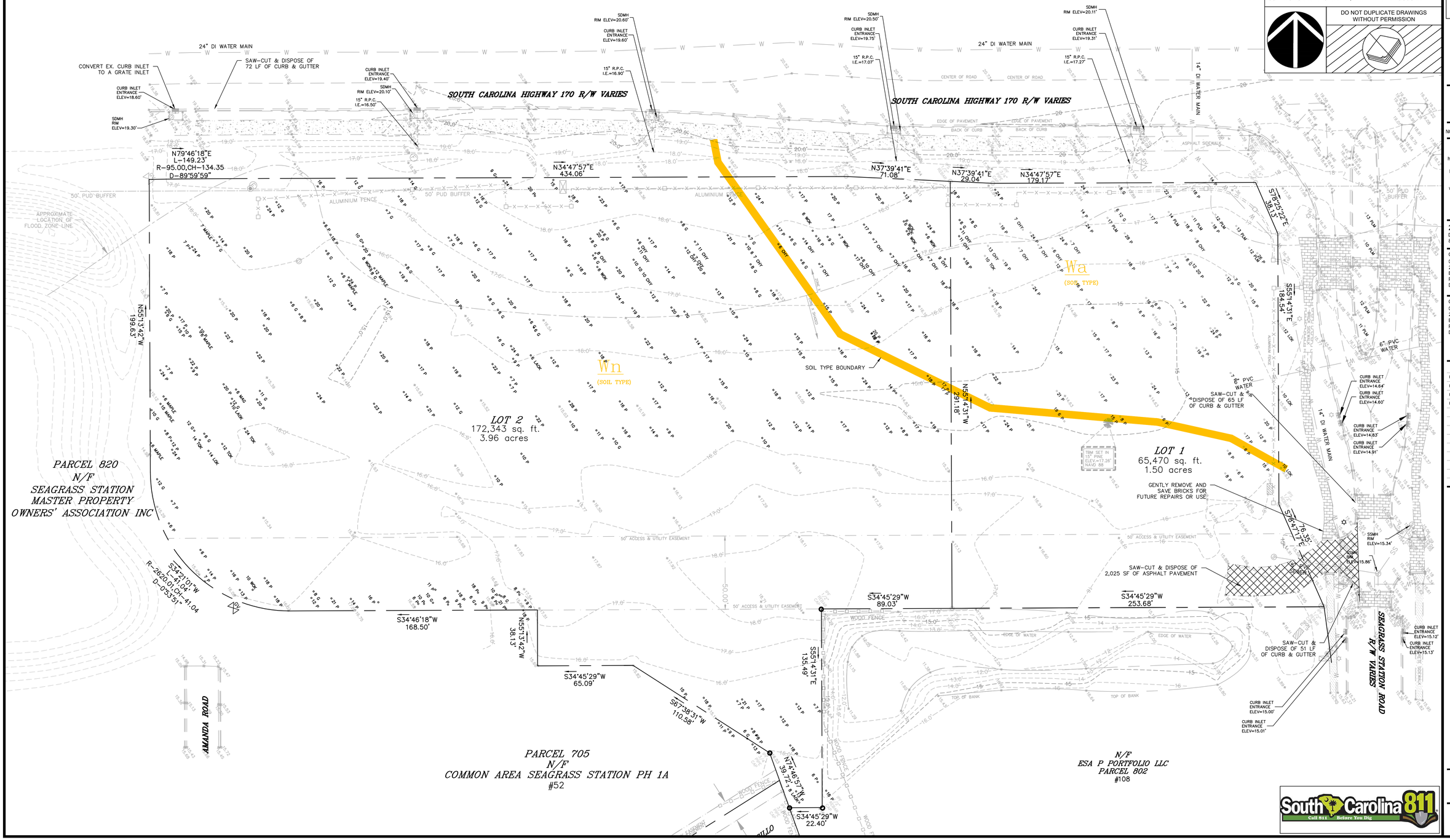

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06/16/25	PRE-DEV PLAN
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07/25/25	PRE-DEV PLAN-REV

SEAGRASS STATION C-STORE
110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
EXISTING COND.
DEMO PLAN

SHEET NUMBER:
C.110

South Carolina 811 Call 811 Before You Dig

NOTES:

1. SITE LIGHTING WILL BE DESIGNED BY THE UTILITY COMPANY AND MEET STANDARDS SET FORTH BY THE TOWN OF BLUFFTON, SC CODE OF ORDINANCES.

HATCHING LEGEND:

- ASPHALT PAVING
- BUILDING
- CONCRETE SIDEWALK
- HD CONCRETE

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PARKING CALCULATION

COMMERCIAL SERVICES: TWO (2) SPACES FOR EACH ONE THOUSAND (1,000) SQUARE FEET.

6,000 SQ FT / 1,000 SQ FT X 2 = 12 SPACES

12 REQUIRED SPACES
TOTAL = 36 SPACES PROVIDED (INCLUDING 2 ADA SPACES)

SITE DATA TABLE

	SF	AC	%
EX. LOT 1	65,470	1.50	
EX. LOT 2	172,343	3.96	
TOTAL SITE	237,813	5.46	
EX. PERVIOUS COVER	237,813	5.46	
EX. IMPERVIOUS COVER	-	-	0%
PR. PERVIOUS COVER	54,697	1.26	23%
PR. IMPERVIOUS COVER	183,116	4.20	77%
CONVENIENCE STORE	6,000	0.14	

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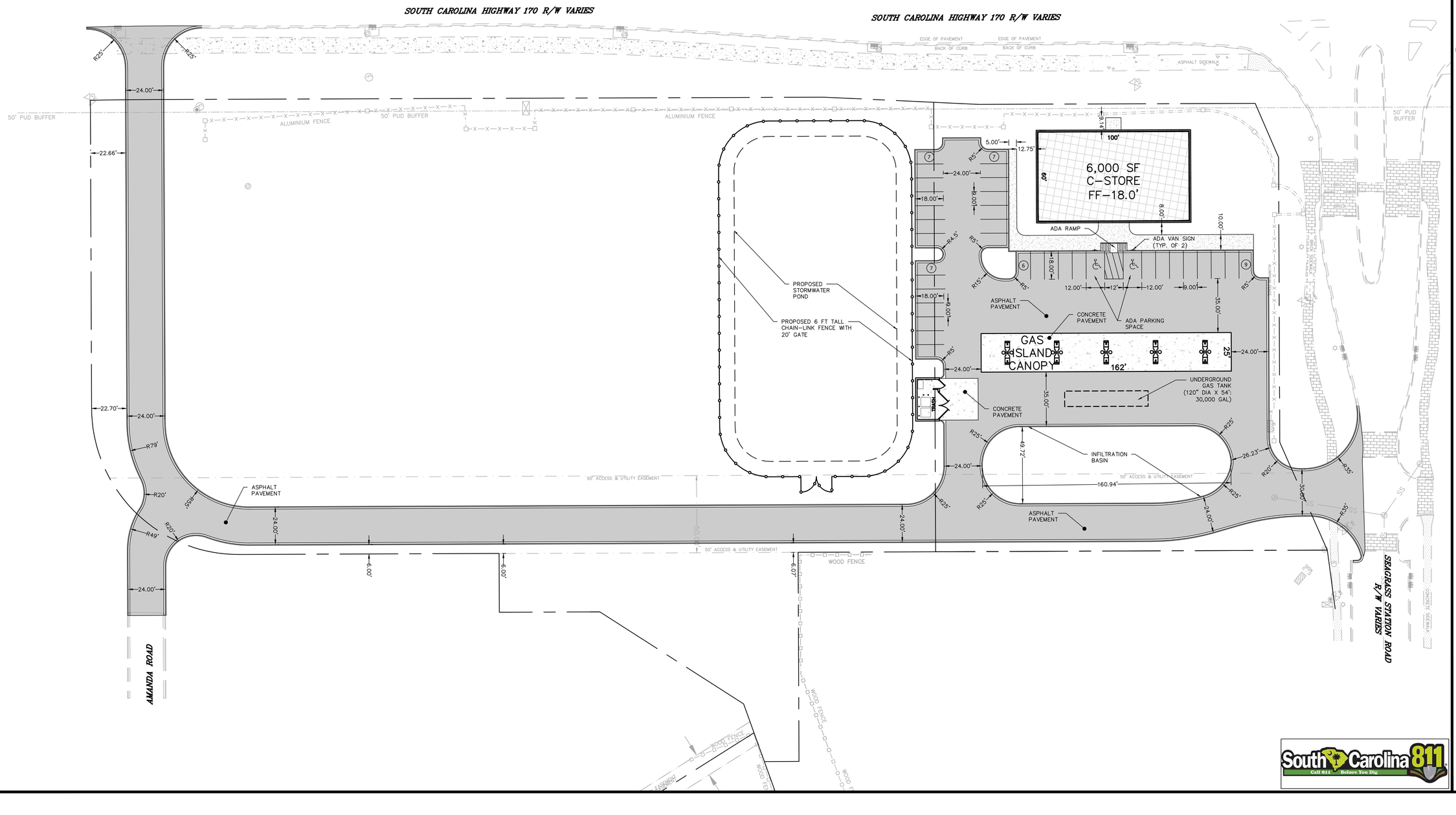

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07/25/25	PRE-DEV PLAN-REV

SEAGRASS STATION C-STORE

110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
SITE LAYOUT

SHEET NUMBER:
C.200

South Carolina 811
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GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
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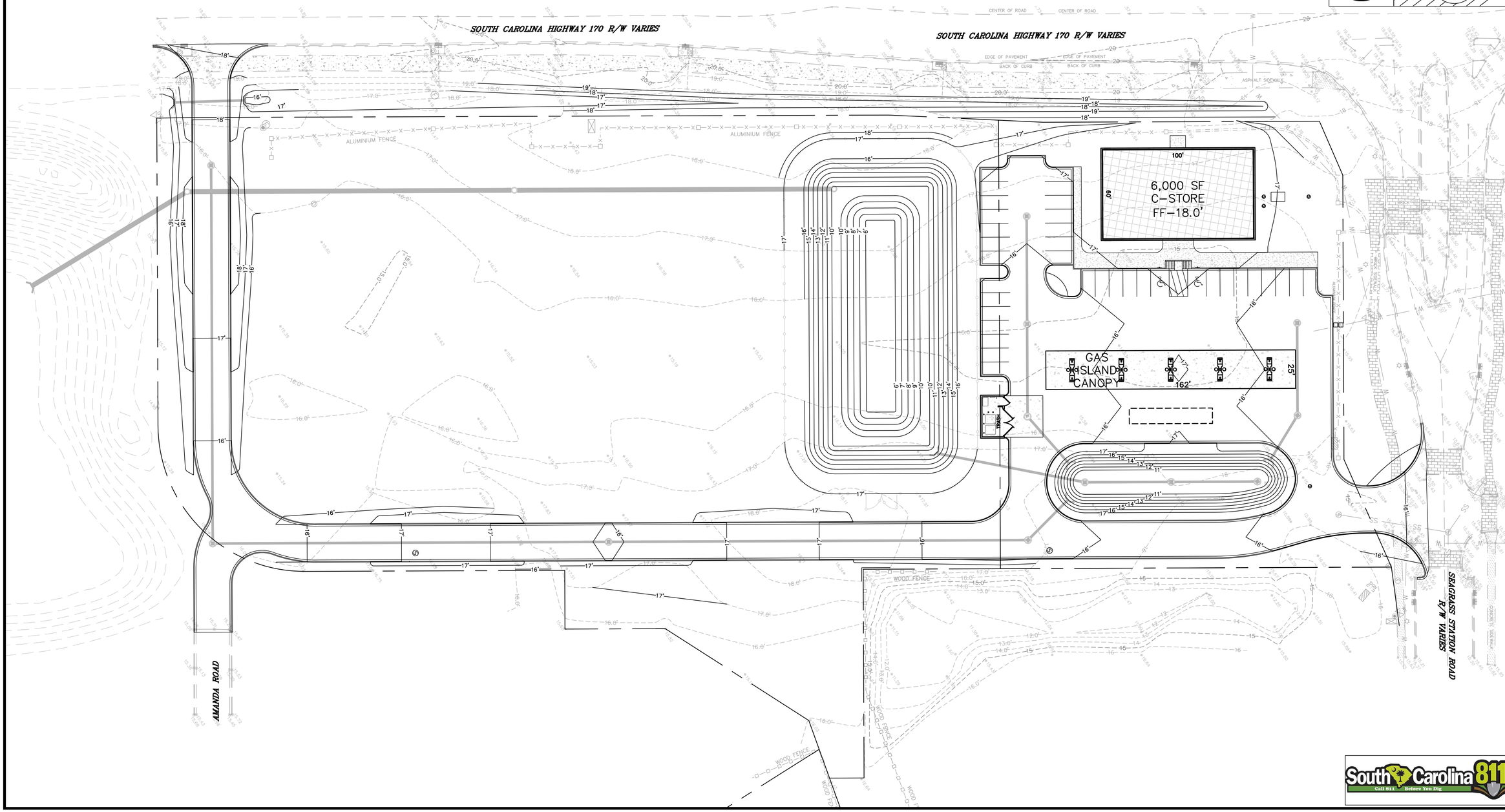

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SEAGRASS STATION C-STORE

110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
GRADING PLAN

SHEET NUMBER:
C.300

South Carolina 811 Call 811 Before You Dig

PRE- VS. POST-DEVELOPMENT PEAK FLOW ANALYSIS							
BASIN 1							
STORM EVENT	1-YR (cfs)	2-YR (cfs)	5-YR (cfs)	10-YR (cfs)	25-YR (cfs)	50-YR (cfs)	100-YR (cfs)
PRE 1	0.792	1.336	2.506	3.707	5.681	7.440	9.396
POST 1	10.130	11.920	14.990	17.650	21.520	24.660	27.940
POST 1 ROUTED + BYPASS	0.760	0.831	1.645	2.832	5.093	7.091	9.303
% REDUCTION	4.0%	37.8%	34.4%	23.6%	10.4%	4.7%	1.0%

DS (OFFSITE) BASIN							
STORM EVENT	1-YR (cfs)	2-YR (cfs)	5-YR (cfs)	10-YR (cfs)	25-YR (cfs)	50-YR (cfs)	100-YR (cfs)
POND 2 - PRE	14.50	17.96	24.07	29.53	37.65	44.33	51.36
POND 2 - POST	10.98	13.49	18.13	23.29	31.47	38.31	45.58
% REDUCTION	24.28%	24.89%	24.68%	21.13%	16.41%	13.58%	11.25%

NOTES:

STORMWATER PLAN IS DESIGNED TO BE IN COMPLIANCE WITH BLUFFTON STORMWATER DESIGN MANUAL.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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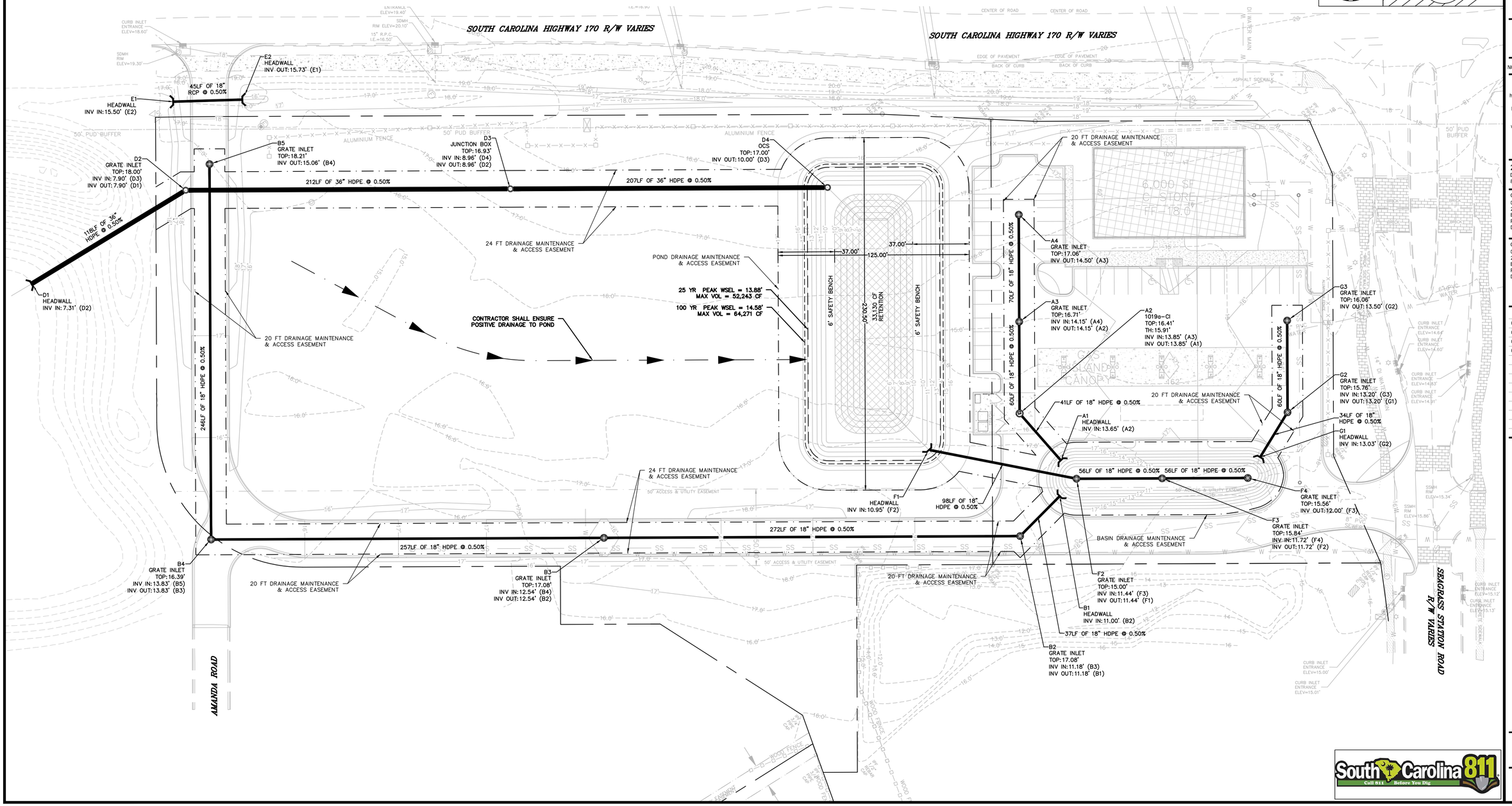

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REVISIONS:

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07/25/25	PRE-DEV PLAN-REV

SEAGRASS STATION C-STORE

110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
STORM PLAN

SHEET NUMBER:
C.400

South Carolina 811 Call 811 Before You Dig

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
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NOTES:

EVIDENCE SUPPORTS THAT THE SITE CAN BE SUPPLIED WITH ADEQUATE UTILITIES.

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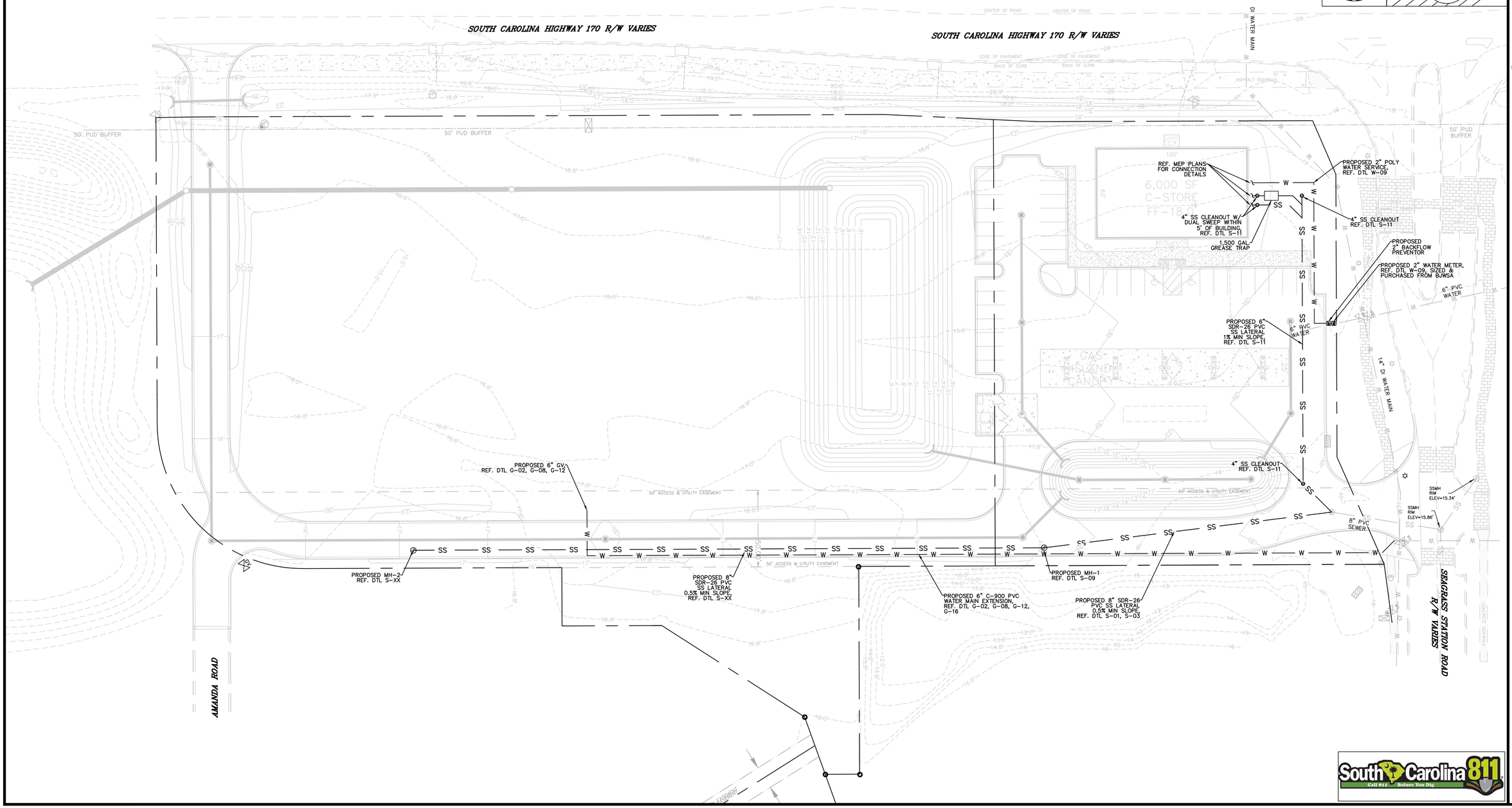

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SEAGRASS STATION C-STORE

110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
UTILITY PLAN

SHEET NUMBER:
C.500

South Carolina 811 Call 811 Before You Dig

ATTAC
Section VII. Item #3.

PRELIMINARY NOT FOR CONSTRUCTION

SITE INFORMATION

PROPERTY AREA:	LOT 1: 1.50 ACRES LOT 2: 3.94 ACRES
PROPERTY ADDRESS:	101 SEAGRASS STATION
BEAUFORT COUNTY PIN :	LOT 1: R610 021 000 0652 0000 LOT 2: R610 021 000 0824 0000
FEMA ZONE:	X / 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
ZONING:	PUD
ORDINANCE REFERENCE:	VILLAGE AT VERDIER PUD (BEAUFORT COUNTY DEVELOPMENT STANDARDS ORDINACE 90-3)

TREE MITIGATION

PUD TREE REQUIREMENTS

1. (5.2.7.4) REMOVAL OF SIGNIFICANT TREE SPECIES WITH DBH ≥ 24" REQUIRED 100% DBH REPLACEMENT RATE
2. (5.2.7.4) 50% OF REPLACEMENT TREES MAY COUNT TOWARDS MINIMUM TREE COVERAGE
3. (5.2.7.5) MINIMUM SITE COVERAGE IS 15 EXISTING TREES/ACRE
4. (5.2.7.6) TREE REPLACEMENT CALCULATIONS ARE TO BE BASED ON 'INITIAL MASTER PLAN AREA'

REQUIRED SITE TREE COVERAGE:

-LOT 1 (1.5 ACRES):	23 TREES
-LOT 2 (3.94 ACRES):	60 TREES

CANOPY COVERAGE

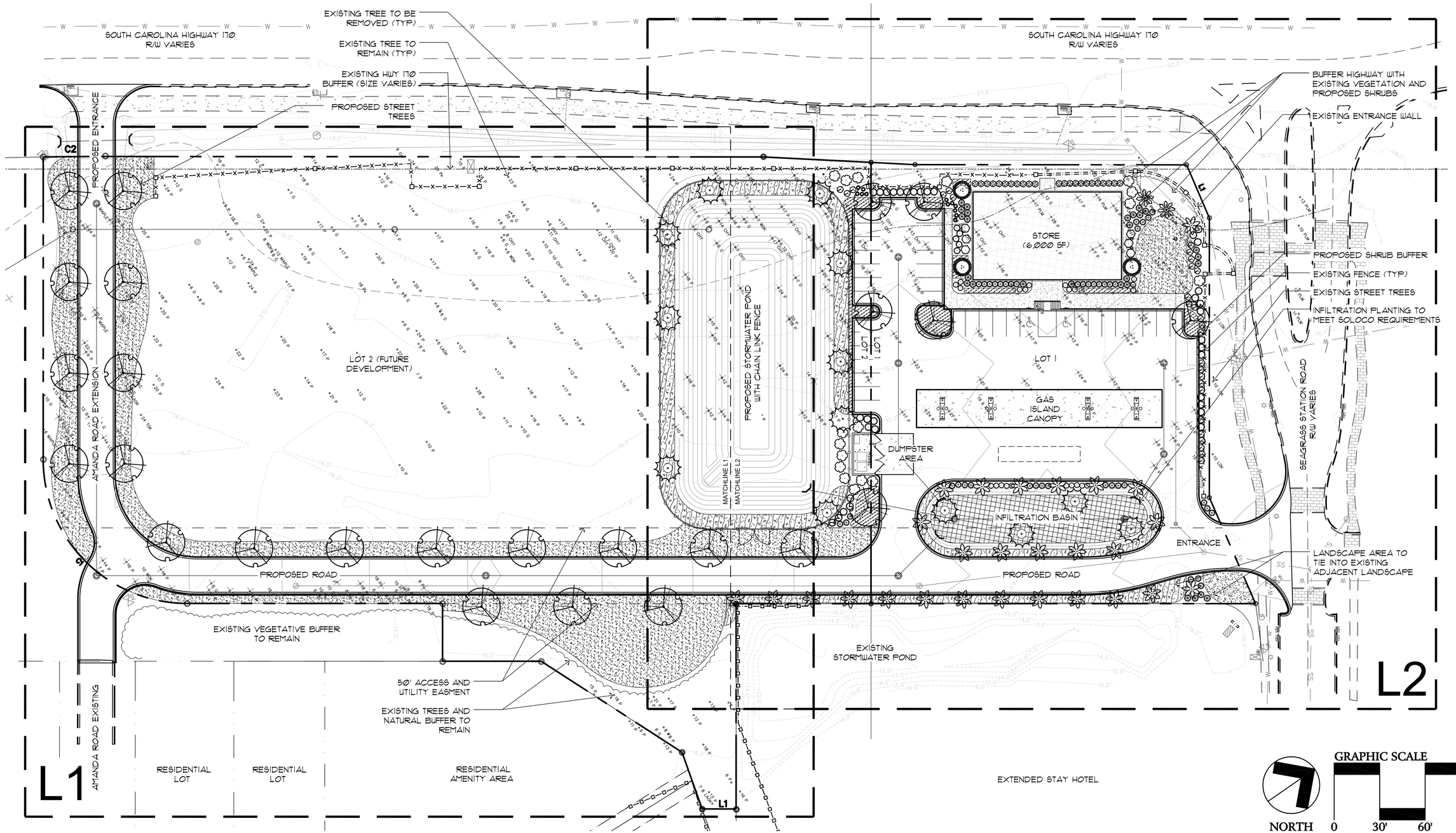
LOT 1 TREE COVERAGE:

-EXISTING TREES TO REMAIN:	8
-PROPOSED TREES	32
REQUIRED COVERAGE:	23 TREES
PROPOSED COVERAGE:	40 TREES

LOT 2* TREE COVERAGE:

-EXISTING TREES TO REMAIN:	151
-PROPOSED TREES	33
REQUIRED COVERAGE:	60 TREES
PROPOSED COVERAGE:	184 TREES

*SITE OF FUTURE DEVELOPMENT



J. K. TILLER ASSOCIATES, INC.
LAND PLANNING
LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE B104
BLUFFTON, SC 29910
Voice 843.815.4800
Fax 843.815.4801
jktiller@jktiller.com

101 SEAGRASS STATION
PRELIMINARY PLANTING PLAN
Beaufort County, South Carolina

Sheet Title: Planting Plan

Job Number: 202441-02

Date: 07/30/2025

Drawn: MF

Approved: JT

Revisions:

Sheet L-SL

Of

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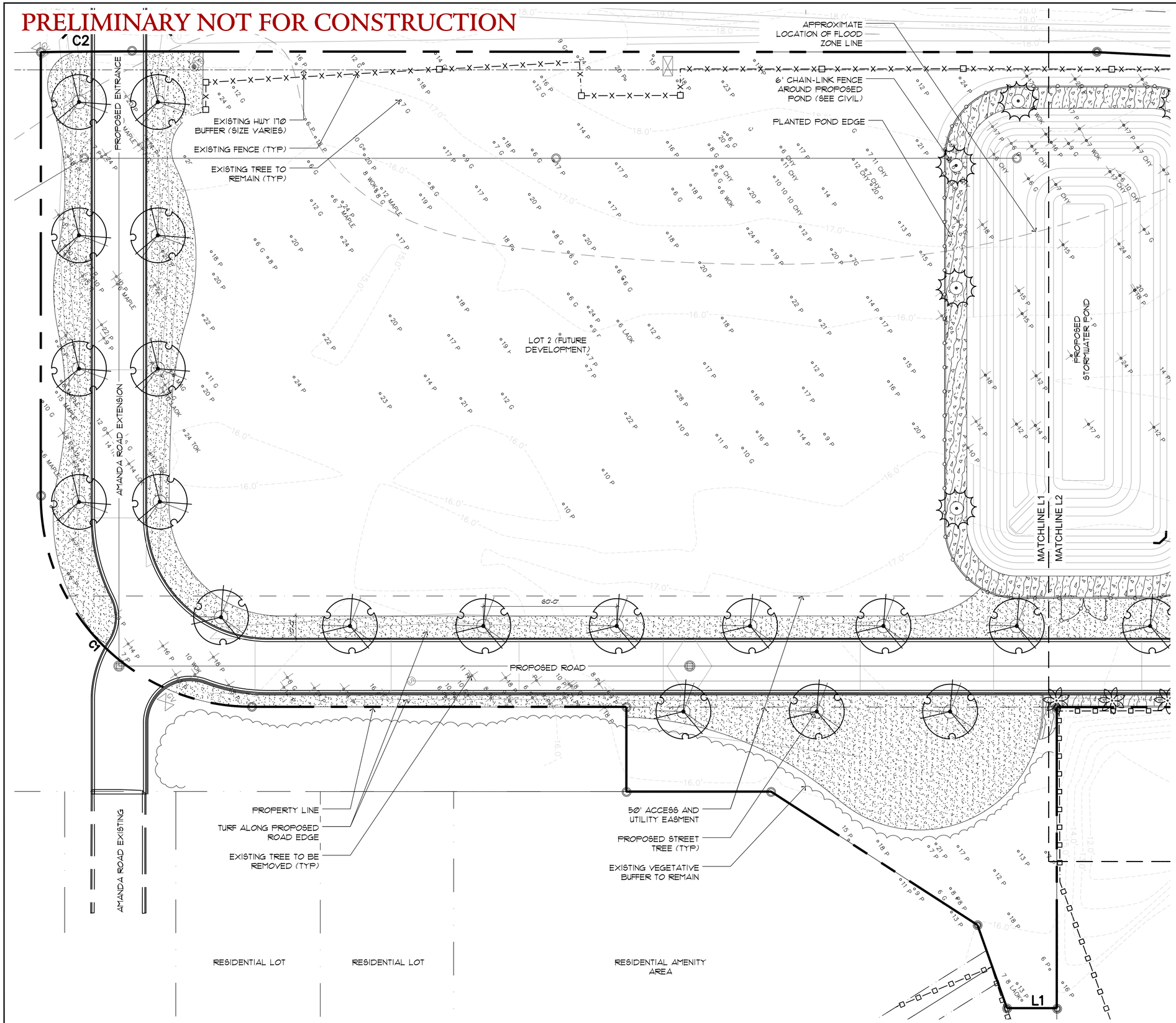
ATTACHMENT



PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	MAGL	Magnolia grandiflora `Little Gem` / Dwarf Southern Magnolia
	QUSH	Quercus shumardii / Shumard Red Oak
	SAPA	Sabal palmetto / Cabbage Palmetto
	TADI	Taxodium distichum / Bald Cypress
SHRUBS		
	CALJ	Callistemon citrinus `Little John` / Dwarf Bottle Brush
	CLAL	Clethra alternifolia / Sweet Pepperbush
	ILGL	Ilex glabra / Inkberry Holly
	ILVO	Ilex vomitoria / Youpon Holly
	ILVN	Ilex vomitoria `Nana` / Dwarf Youpon
	ITEV	Itea virginica `Henry's Garnet` / Henry's Garnet Sweetspire
	MYCE	Myrica cerifera / Wax Myrtle
	OSFR	Osmanthus fragrans / Fragrant Tea Olive
	PODP	Podocarpus macrophyllus `Pringles` / Dwarf Podocarpus
	POMM	Podocarpus macrophyllus maki / Shrubby Yew
GROUND COVERS		
	LIMU	Liriope muscari / Lily Turf
	MUFI	Muhlenbergia filipes / Muhly
SOD/SEED		
	SOD_C	Cynodon dactylon `Celebration` / Celebration Bermuda Grass

NORTH

GRAPHIC SCALE 0 20' 40' 60'

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101 SEAGRASS STATION
PRELIMINARY PLANTING PLAN
Beaufort County, South Carolina

Sheet Title: Planting Plan

Job Number: 202441-02

Date: 07/30/2025

Drawn: MF

Approved: JT

Revisions:

Sheet L1 **Of**

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ATTACH
Section VII. Item #3.

PRELIMINARY NOT FOR CONSTRUCTION

DENSE HEDGE TO SCREEN BACK OF BUILDING
EXISTING TREE TO REMAIN (TYP.)
PROPOSED SHRUBS TO FILL IN BUFFER
PLANTED POND EDGE
SOUTH CAROLINA HIGHWAY 170 R/W VARIES
EXISTING HWY 170 BUFFER (SIZE VARIES)
EXISTING PALM TO REMAIN (TYP. OF 2)
EXISTING VEGETATION TO REMAIN
GREASE TRAP
PUMPOUT COVERS (TYP. OF 3)
EXISTING ENTRANCE WALL
STORE (6,000 SF)
WALK
ADA PARKING AND ACCESS
PROPOSED SHRUB BUFFER
EXISTING STREET TREE
EXISTING FENCE (TYP)
EXISTING TREE TO BE REMOVED (TYP)
EXISTING STREET TREES
PROPOSED STORMWATER POND
LOT 2
LOT 1
DUMPSTER SCREENING
GAS ISLAND CANOPY
SEAGRASS STATION ROAD R/W VARIES
DUMPSTER AREA
UNDERGROUND GAS TANK
PROPERTY LINE
EXISTING STREET TREES
INFILTRATION PLANTING TO MEET SOLOCO REQUIREMENTS
50' ACCESS & UTILITY EASEMENT
MATCHLINE L1
MATCHLINE L2
INFILTRATION BASIN
ENTRANCE
EXISTING TURF TO REMAIN
EXISTING HOTEL SIGN
PROPOSED ROAD
25'-0"
6' CHAIN-LINK FENCE AND GATE (SEE CIVIL)
EXISTING FENCE (TYP)
STREET PALM TREES AND GROUNDCOVER GRASS TO BORDER EXISTING ADJACENT POND
EXISTING STORMWATER POND

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	MAGL	Magnolia grandiflora `Little Gem` / Dwarf Southern Magnolia
	QUSH	Quercus shumardii / Shumard Red Oak
	SAPA	Sabal palmetto / Cabbage Palmetto
	TADI	Taxodium distichum / Bald Cypress
SHRUBS		
	CALJ	Callistemon citrinus `Little John` / Dwarf Bottle Brush
	CLAL	Clethra alternifolia / Sweet Pepperbush
	ILGL	Ilex glabra / Inkberry Holly
	ILVO	Ilex vomitoria / Youpon Holly
	ILVN	Ilex vomitoria `Nana` / Dwarf Youpon
	ITEV	Itea virginica `Henry's Garnet` / Henry's Garnet Sweetspire
	MYCE	Myrica cerifera / Wax Myrtle
	OSFR	Osmanthus fragrans / Fragrant Tea Olive
	PODP	Podocarpus macrophyllus `Pringles` / Dwarf Podocarpus
	POMM	Podocarpus macrophyllus maki / Shrubby Yew
GROUND COVERS		
	LIMU	Liriope muscari / Lily Turf
	MUFI	Muhlenbergia filipes / Muhly
SOD/SEED		
	SOD_C	Cynodon dactylon `Celebration` / Celebration Bermuda Grass

NORTH
GRAPHIC SCALE 0 20' 40' 60'

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jktiller@jktiller.com

101 SEAGRASS STATION
PRELIMINARY PLANTING PLAN
Beaufort County, South Carolina

Sheet Title: Planting Plan
Job Number: 202441-02
Date: 07/30/2025
Drawn: MF
Approved: JT
Revisions:

Sheet L2 Of

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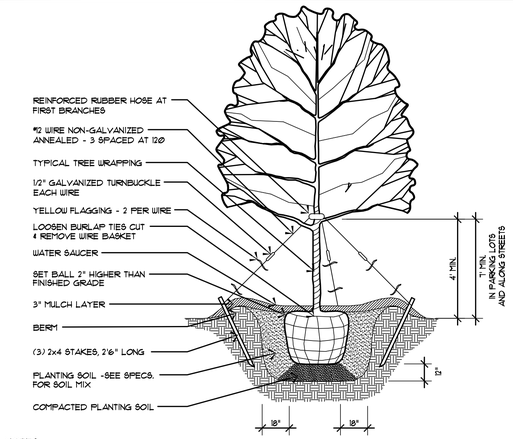
ATTACH
Section VII. Item #3.

PRELIMINARY NOT FOR CONSTRUCTION

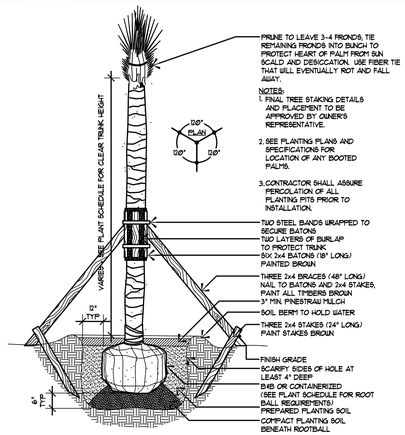


NOTES:

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

1 L3 Tree Planting

Not to Scale

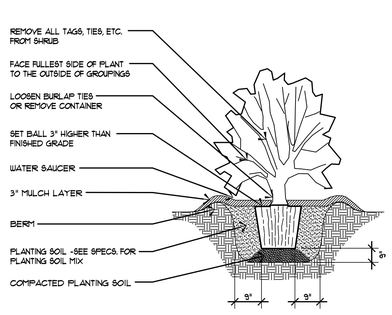


NOTES:

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

2 L3 Palmetto Tree Planting

Not to Scale

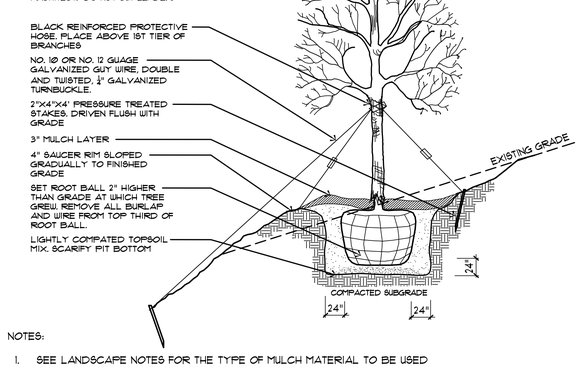


NOTES:

1. SEE LANDSCAPE NOTES FOR THE TYPE OF MULCH MATERIAL TO BE USED.
2. WHEN GROUNDCOVER AND SHRUBS ARE USED IN MASSES, DO NOT FORM SOIL BERMS ON INDIVIDUAL PLANTS AND ENTIRE PLANTBED SHALL BE EXCAVATEDTO RECEIVE PLANTING SOIL AND PLANT MATERIAL.
3. 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.
4. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

3 L3 Shrub Planting

Not to Scale

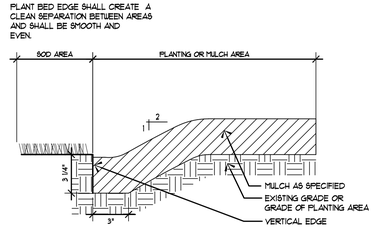


NOTES:

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

4 L3 Tree Planting on Slope

Not to Scale

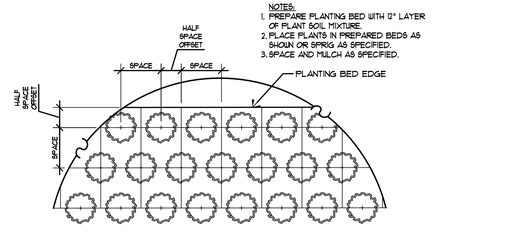


NOTES:

1. TRENCH EDGE TO BE LOCATED BETWEEN PLANTING BEDS AND ALL LAWN AREAS.

5 L3 Sod / Plant Bed Edge Detail

Not to Scale



6 L3 Ground Covers & Perennials

Not to Scale

PLANTING NOTES:

1. 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.
2. ROOT TYPES MAY BE FREELY SUBSTITUTED IN CASE OF BALLED AND BURLAPPED OR CONTAINER GROWN, ALL OTHER SPECIFICATIONS TO REMAIN UNCHANGED.
3. CONTRACTOR TO VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSAL IS SUBMITTED.
4. SEE TREE, SHRUB, AND GROUND COVER PLANTING DETAILS AND SPECIAL PROVISIONS FOR PLANTING SPECIFICATIONS.
5. 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.
6. 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.
7. ALL SHRUB BEDS TO RECEIVE 3" DEEP LONGLEAF PINESTRAW MULCH.
8. CONTRACTOR TO MAINTAIN THE PLANTINGS AND CONTROL WEEDS IN MULCH AREAS THROUGH THE DURATION OF CONSTRUCTION UNTIL FINAL ACCEPTANCE.
9. ALL PLANT BED AND SOD AREAS TO RECEIVE 100% IRRIGATION COVERAGE EXCEPT WHERE NOTED ON THE PLAN.
10. 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.
11. HERBICIDE SHALL BE APPLIED TO PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION.
12. PLANT BED SHALL BE TESTED FOR PH AND AMENDED PRIOR TO INSTALLATION.
13. 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.
14. 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.

PLANTING SCHEDULE:

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL.	HEIGHT	SPREAD	CONT.
TREES							
	MAGL	3	Magnolia grandiflora `Little Gem` / Dwarf Southern Magnolia	2"	6`-8`	3`-4`	Cont.
	QUSH	25	Quercus shumardii / Shumard Red Oak	6"	14`-16`	5`-6`	
	SAPA	27	Sabal palmetto / Cabbage Palmetto	-	15`-16`		B&B
	TADI	13	Taxodium distichum / Bald Cypress	3"	10`-12`	4`-6`	Cont.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT	SPREAD
SHRUBS						
	CALJ	42	Callistemon citrinus `Little John` / Dwarf Bottle Brush	3 Gal.	12"-18"	12"-18"
	CLAL	27	Clethra alternifolia / Sweet Pepperbush	3 Gal.	2`-3`	2`-3`
	ILGL	27	Ilex glabra / Inkberry Holly	3 Gal.	18"-24"	18"-24"
	ILVO	35	Ilex vomitoria / Yaupon Holly	15 Gal.	4`-6`	2`-3`
	ILVN	22	Ilex vomitoria `Nana` / Dwarf Yaupon	3 Gal.	12"-18"	12"-18"
	ITEV	5	Itea virginica `Henry`s Garnet` / Henry`s Garnet Sweetspire	3 Gal.	2`-3`	3`-4`
	MYCE	17	Myrica cerifera / Wax Myrtle	7 Gal.	36"-42"	24"-36"
	OSFR	6	Osmanthus fragrans / Fragrant Tea Olive	7 Gal.	3`-4`	3` min.
	PODP	12	Podocarpus macrophyllus `Pringles` / Dwarf Podocarpus	3 Gal.	12"-18"	12"-18"
	POMM	23	Podocarpus macrophyllus maki / Shrubby Yew	7 Gal.	3`-4`	18"-24"

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	HEIGHT	SPREAD	SPACING
GROUND COVERS							
	LIMU	836	Liriope muscari / Lily Turf	1 Gal.	12"-18"	12"-18"	18" o.c.
	MUFI	2,020	Muhlenbergia filipes / Muhly	3 Gal.	18"-24"	12"-18"	24" o.c.
SOD/SEED							
	SOD_C	22,952 sf	Cynodon dactylon `Celebration` / Celebration Bermuda Grass	SOD			

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Fax 843.815.4801
jktiller@jktiller.com

101 SEAGRASS STATION
PRELIMINARY PLANTING PLAN
Beaufort County, South Carolina

Sheet Title: Planting Schedule, Notes and Details

Job Number: 202441-02

Date: 07/30/2025

Drawn: MF

Approved: JT

Revisions:

Sheet L3 Of

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Kimley»Horn

TECHNICAL MEMORANDUM

To: Dan Frazier, AICP
Principal Planner
Town of Bluffton

From: Dillon Turner, PE, PTOE
Kimley-Horn

Date: January 10, 2022

Subject: Village at Verdier Plantation IMP Amendment, Bluffton, South Carolina

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The purpose of this technical memorandum is to show traffic impacts of the proposed roadway changes compared to the initial Masterplan for the Village at Verdier Planation. The Village at Verdier Plantation is located in the southeast quadrant of the SC 170 (Okatie Highway) at Seagrass Station intersection in Bluffton, South Carolina. The proposed roadway changes include:

- An emergency access gate at Hager Road, internal to the proposed DBA – CarVillage
- A proposed full access road with a pedestrian connection to Parcel X, north of the DBA – CarVillage
- Removal of the frontage road in the southeast quadrant of the SC 170 at Seagrass Station intersection

This technincal memorandum will compare the capacity analysis at the following study area intersections:

- SC 170 (Okatie Highway) at Seagrass Station Road/Del Webb Boulevard
- Seagrass Station at Charles Cross Way/7C Access 2
    - Please note 7C is the access to Parcel X
- Pearce Road at Augustine Road
- Augustine Road at Amanda Road
- Hager Road at Augustine Road
- SC 170 (Okatie Highway) at Hager Road
- SC 170 (Okatie Highway) at Amanda Road
- Amanda Road at 7C Access 1
    - Please note 7C is the access to Parcel X

This technical memorandum considers two scenarios in the AM and PM peak hours:

- Access to Hager Road is limited to CarVillage visitors and only allowed as an emergency exit for Seagrass Station, referred to as “No Access.”
- Access to Hager Road is provided for the Seagrass Station neighborhood referred to as “Access.”

Existing Conditions

SC 170 (Okatie Highway) is a four-lane, divided principal arterial with a posted speed limit of 45 mph in the vicinity of the site. SC 170 (Okatie Highway) had an Annual Average Daily Traffic (AADT) of 25,100 vehicles per day in 2021. Seagrass Station Road provides access to the Seagrass Station residential development on the east side of SC 170 (Okatie Highway). Seagrass Station Road is a local roadway with a posted speed limit of 15 mph. Hager Road and Augustine Road are both local roadways that provide internal access to the Seagrass Station residential development and currently do not provide access to SC 170 (Okatie Highway).

Existing Traffic Volumes

Peak-period turning movement counts were collected at the following intersections on Thursday, November 10th, 2022 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00PM:

- Seagrass Station Road and Charles Cross Way
- Hager Road and Augustine Road
- Pearce Road and Augustine Road
- Pearce Road and Amanda Road
- SC 170 (Okatie Highway) and Seagrass Station

The raw turning-movement count data are included in **Attachment B** and the traffic volume development worksheets are included in **Attachment C**.

Seagrass Station homes are considered fully built-out and occupied, and trips from this residential development are captured in the turning-movement counts.

The counts were distributed throughout the network for proposed intersections in the Village at Verdier Masterplan.

Trip Generation

Two additional developments were considered as part of this comparison. The CarVillage site and the Parcel X site were considered, with their locations and site plans provided in **Attachment A**. As determined in the CarVillage Bluffton Traffic Memo (Kimley-Horn, August 2022), low intensities and unique land uses did not require a traffic impact study. To provide a conservative estimate for this site's trip generation, 20 total trips (10 in/10 out) in the AM peak hour and 20 trips (10 in/10 out) in the PM peak hour were considered. These trips utilize SC 170 (Okatie Highway) to access the right-in right-out Hager Road to access the CarVillage site.

The development at Parcel X is projected to include the following land uses and intensities, shown in **Table 1**. It is expected to produce 80 trips in the AM peak hour (47 in/33 out) and 106 trips in the PM peak hour (49 in/57 out). Full detail on the trip generation is provided in **Attachment C**.

Kimley»Horn

Table 1 – Parcel X Trip Generation Estimates

Land Use	ITE LUC	Intensity	AM Peak-Hour Trips	PM Peak-Hour Trips
Small Office Building	712	10,000 square feet	17 (14 in/3 out)	22 (7 in/15 out)
Furniture Store	890	18,000 square feet	5 (4 in/1 out)	10 (5 in/5 out)
Convenience Store/Gas Station	945	3,800 square feet / 2-8 vehicle fueling positions	154 (77 in/77 out)	184 (92 in/92 out)
		Subtotal	176 (95 in/81 out)	216 (104 in/112 out)
		Internal Capture	*-4 (2 in/2 out)*	*-4 (2 in/2 out)*
		ITE Pass-By	*-92 (46 in/46 out)*	*-106 (53 in/53 out)*
		Total Net New External Trips	80 (47 in/33 out)	106 (49 in/57 out)

Trip Distribution Comparison

For the existing masterplan, it was assumed that homes south of Burley Lane within the Seagrass Station neighborhood would utilize Hager Road off of SC 170 (Okatie Highway) and homes north of Burley Lane would utilize Amanda Road off of SC 170 (Okatie Highway).

Hager Road and Amanda Road are both anticipated to be right-in/right-out accesses off of SC 170 (Okatie Highway), therefore southbound trips accessing the Seagrass Station neighborhood would not be redistributed from their existing assignment.

The amended masterplan for the Village of Verdier removes the public access from Hager Road. Therefore, the inbound northbound trips which initially were planned to utilize Hager Road were redistributed to Amanda Road and Seagrass Station based on the exiting volume counts and existing travel patterns. The calculations are attached for this redistribution.

2027 Traffic Volumes

The analysis year for the comparison was 2027. Based upon available South Carolina Department of Transportation (SCDOT) Average Annual Daily Traffic (AADT) data for Beaufort County count stations #165, #554, and #325, an annual growth rate of 6% was assumed for this project and applied to the existing peak-hour traffic volumes for five years to develop 2027 horizon year volumes. The trip generation projections for CarVillage and Parcel X were applied to these grown traffic volumes to perform the capacity analysis comparison.

Kimley»Horn

Capacity Analysis Comparison

Level-of-service (LOS) analyses were conducted using the Synchro, Version 11, traffic analysis software for the AM and PM peak hours for the intersections of study. The program uses methodologies contained in the Highway Capacity Manual (HCM), 6th Edition, to determine the operating characteristics of an intersection. **Table 2** summarizes the LOS and longest control delay on the side street approaches for the study intersections of:

- SC 170 (Okatie Highway) at Seagrass Station Road/Del Webb Boulevard
- Seagrass Station at Charles Cross Way/7C Access 2
- Pearce Road at Augustine Road
- Augustine Road at Amanda Road
- Hager Road at Augustine Road
- SC 170 (Okatie Highway) at Hager Road
- SC 170 (Okatie Highway) at Amanda Road
- Amanda Road at 7C Access 1

Table 2 – Capacity Analysis Results (LOS/Delay)

Intersection	Scenario			
	2027 Access		2027 No Access	
	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)	AM Peak Hour (LOS Delay)	PM Peak Hour LOS (Delay)
Okatie Highway and Seagrass Station Road (TWSC)	F ($)	F ($)	F ($)	F ($)
Okatie Highway and Seagrass Station Road (Signal)	A (6.5)*	A (5.9)*	A (6.5)*	A (6.2)*
Seagrass Station Road at Charles Cross Way	A (9.1)	A (9.2)	A (9.1)	A (9.2)
Pearce Road at Augustine Road	A (9.5)	A (9.5)	A (9.5)	A (9.5)
Augustine Road at Amanda Road	A (8.7)	A (8.8)	A (8.8)	A (8.8)
Hager Road at Augustine Road	A (8.5)	A (8.6)	A (8.6)	A (8.7)
SC 170 (Okatie Highway) at Hager Road	C (18.9)	C (17.1)	C (17.2)	C (16.3)
SC 170 (Okatie Highway) at Amanda Road	C (19.9)	C (18.0)	C (22.1)	C (19.1)
Amanda Road at 7C Access 1	A (8.8)	A (8.7)	A (8.9)	A (8.8)

$- Delay Exceeds 300 Seconds

* Overall Intersection Reported

The results of the analysis presented in **Table 2** indicate that under the No Access scenario, all intersections are expected to operate with similar if not the same LOS and delay under both AM and PM peak hours. The intersection of SC 170 (Okatie Highway) is projected to operate with significant delays (LOSF F). With these undesirable delays, a signalized intersection was analyzed as an alternative to the existing minor street stop control. With signalized control this intersection is expected to operate at LOS A during both the AM and PM peak hours with and without access to Hager.

The Town of Bluffton recently did a signal warrant analysis at the interseciton of SC 170 (Okatie Highway) at Seagrass station and it was not warranted per a discussion with SCDOT. It is recommended to continue to monitor this intersection for signalization.

Summary

The purpose of this technical memorandum is to show traffic impacts of the proposed roadway changes compared to the initial Masterplan for the Village at Verdier. The proposed roadway changes include

- An emergency access gate at Hager Road, internal to the proposed DBA – CarVillage
- A proposed full access road with a pedestrian connection to Parcel X, north of the DBA – CarVillage
- Removal of the frontage road in the southeast quadrant of the SC 170 at Seagrass Station intersection

Based on the capacity analysis, removing access to Hager Street will have a minimal impact on the surrounding roadway network. The Town of Bluffton recently did a signal warrant analysis at the interseciton of SC 170 (Okatie Highway) at Seagrass station and it was not warranted per a discussion with SCDOT. It is recommended to continue to monitor this intersection for signalization.

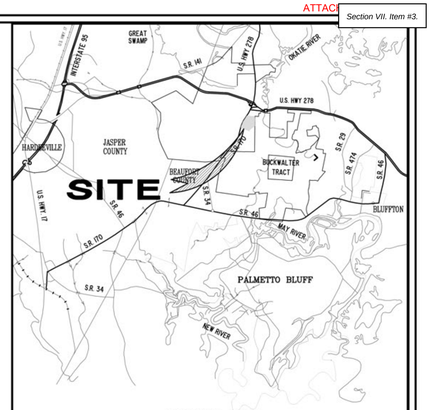
Attachments

Attachment A – Site Plans
Attachment B – Existing Counts
Attachment C – Trip Generation and Traffic Volume Development Worksheets
Attachment D – HCM 6 Capacity Analysis Reports

Kimley»Horn

Attachment A – Site Plans

NOTE:
FUTURE LOCATION OF THE 30,000 SF CIVIC SPACE TO BE DETERMINED. CIVIC SPACE TO BE LOCATED ON A MINIMUM OF 1.5 ACRES.



VICINITY MAP
N.T.S.

LAND USE KEY			
LAND DESCRIPTION	SYMBOL	MPA REVISION APPROVED AUGUST 2015	PROPOSED MPA REVISION
		ACREAGE	ACREAGE
TOWN HOME	A	2.9	2.9
NEIGHBORHOOD RESIDENTIAL	B	36.0	36.0
PRIVATE OPEN SPACE	C	6.4	6.4
MULTI- FAMILY	D	22.7	20.9
VILLAGE-HAMLET	E	5.1	5.1
EXISTING OFFICE AREA	-	6.6	6.6
HEALTH/HUMAN CARE	H	0.0	6.8
MIXED USE	T	5.0	0.0
MIXED-USE	V	6.6	6.6
MIXED-USE	W	5.5	5.5
MIXED-USE	X	5.6	5.6
MIXED-USE	Y	7.1	7.1
MIXED-USE	Z	1.9	1.9
WETLAND	-	12.8	12.8
1. TOTAL ACRES =		124.2	**124.2**
2. REQUIRED OPEN SPACE		12.4	12.43
3. PARK AREA		3.49	3.49

1. TOTAL SITE ACREAGE REDUCED FROM THE ORIGINAL MASTER PLAN BY DONATION OF LAND TO BEAUFORT COUNTY FOR HIGHWAY 170 WIDENING.

2. REQUIRED OPEN SPACE PER SECTION 2.D.2 OPEN SPACE (PRIVATE OR PUBLIC) OF THE DEVELOPMENT AGREEMENT.

3. PARK AREA IS INCLUDED IN ADJACENT LAND USE AREA AND HAS BEEN CALCULATED IN THE TOTAL AREA ABOVE.

4. PSYCHIATRIC, DRUG AND ALCOHOL REHABILITATION SERVICES WOULD NOT BE ALLOWED UNDER THE LAND USE OF HOSPITAL IN LAND DESCRIPTION HEALTH/HUMAN CARE AS REFERENCED IN SECTION 2.B.7 OF THE PLANNED UNIT DEVELOPMENT AGREEMENT.

N/F
R610 029 000 0483 0000

DENSITY AND LAND USE:

DENSITY REMAINS CONSISTENT WITH PREVIOUSLY APPROVED DEVELOPMENT AGREEMENT. THE FOLLOWING IS AN EXCERPT FROM THE DEVELOPMENT AGREEMENT: MIXED USE DEVELOPMENT ON THE PROPERTY SHALL BE LIMITED TO THE FOLLOWING:

A. 404,000 SQUARE FEET OF COMMERCIAL;
B. 404 RESIDENTIAL DWELLING UNITS; AND
C. 30,000 SQUARE FEET OF CIVIC DEVELOPMENT
D. NOTWITHSTANDING ANY OTHER PROVISIONS CONTAINED WITHIN THE UNIFIED ORDINANCE, COMMERCIAL USES WITHIN THE PROPERTY SHALL BE LIMITED TO THOSE MORE FULLY DESCRIBED IN EXHIBIT "D"

EXHIBIT D REFERS TO THE VILLAGE AT VERDIER PLANTATION PLANNED UNIT DEVELOPMENT AMENDED DECEMBER 29, 2010

THE "HEALTH/HUMAN CARE" LAND USE TO BE INCLUDED WITHIN THE CURRENTLY APPROVED 404,000 SQUARE FEET OF COMMERCIAL.

MASTER PLAN

VILLAGE AT VERDIER PLANTATION

BLUFFTON, SC

PREPARED FOR:

HEALTHSOUTH REHABILITATION HOSPITAL OF LOWCOUNTRY, LLC

PREPARED BY:

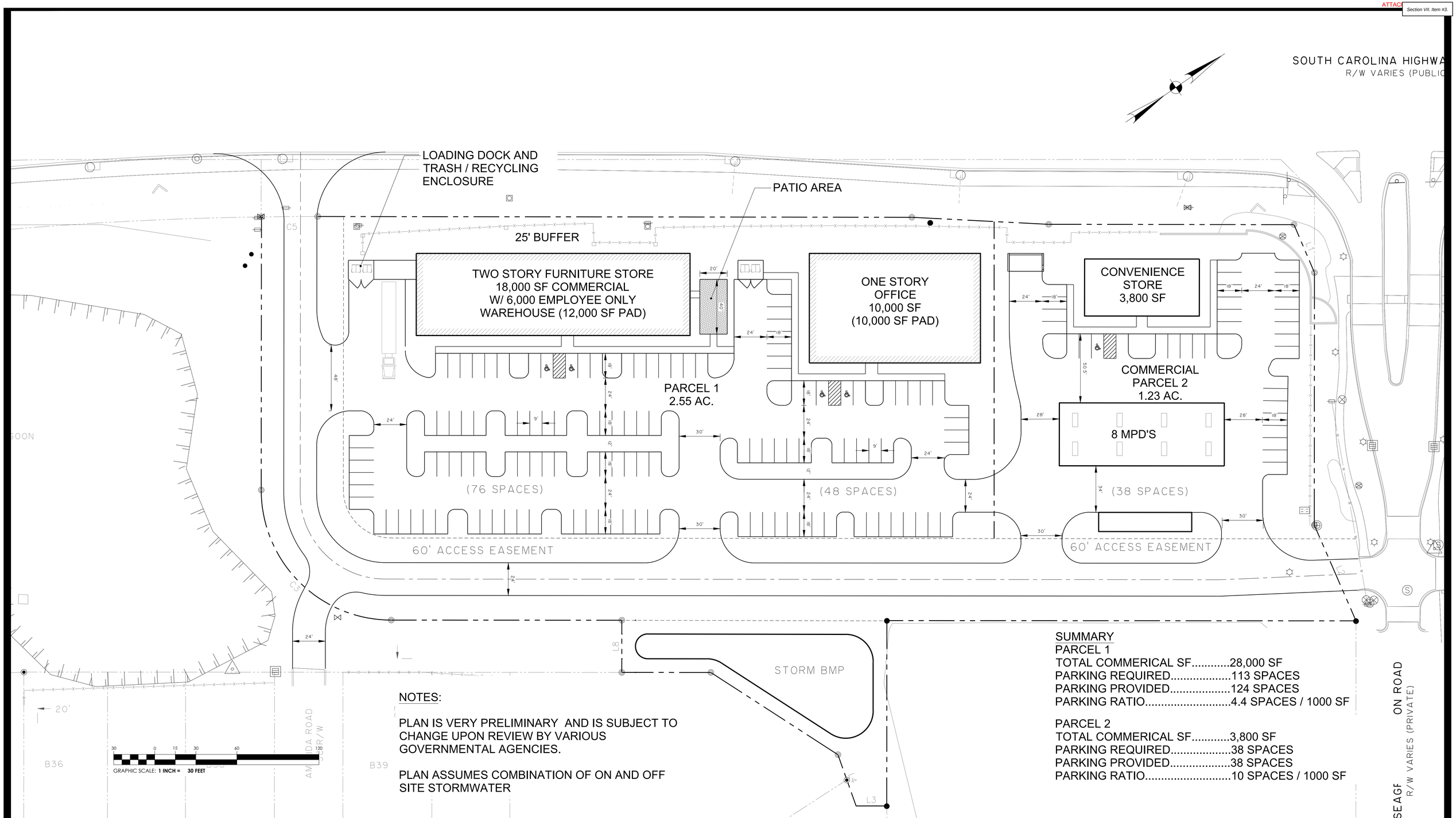
THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting

50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300

www.thomasandhutton.com

JOB NO:	J-26038.0000
DRAWN:	JRS
REVIEWED:	JRS
DATE:	01-12-17
SCALE:	1" = 100'
SHEET:	1 OF 1

LAST REVISED 01-12-2017
DRAFT REVISION 10-05-2022



NOTES:

PLAN IS VERY PRELIMINARY AND IS SUBJECT TO CHANGE UPON REVIEW BY VARIOUS GOVERNMENTAL AGENCIES.

PLAN ASSUMES COMBINATION OF ON AND OFF SITE STORMWATER

SUMMARY

PARCEL 1
TOTAL COMMERICAL SF.....28,000 SF
PARKING REQUIRED.....113 SPACES
PARKING PROVIDED.....124 SPACES
PARKING RATIO.....4.4 SPACES / 1000 SF

PARCEL 2
TOTAL COMMERICAL SF.....3,800 SF
PARKING REQUIRED.....38 SPACES
PARKING PROVIDED.....38 SPACES
PARKING RATIO.....10 SPACES / 1000 SF

CONCEPTUAL LAYOUT EXHIBIT 2

VERDIER COMMERIAL STUDY

BLUFFTON, SOUTH CAROLINA

June 23, 2021

THOMAS & HUTTON
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.
COPYRIGHT © 2020 THOMAS & HUTTON

PARKING SUMMARY

COMMERCIAL SERVICES - 10,000 SF (4 SPACES/1,000 SF REQUIRED)	40 SPACES
CLUBHOUSE SHARED - 28 UNITS (1 SPACE/UNIT REQUIRED)	29 SPACES

*EACH UNIT HAS ±2 OWNER/GUEST SPACES ON PERMEABLE PAVER DRIVEWAYS

CONCEPTUAL PLAN
FOR
CAR VILLAGE - SEAGRASS
BLUFFTON, SOUTH CAROLINA

Wilmer Jones Keefer Ltd.
landscape architecture
land planning
www.wjkltd.com
23 Promenade Street, Suite 201 • Bluffton, South Carolina • 29910 • ph 843.757.7411

JULY 2022

Scale 1 " = 30'

Note: Plan is conceptual in nature and subject to change

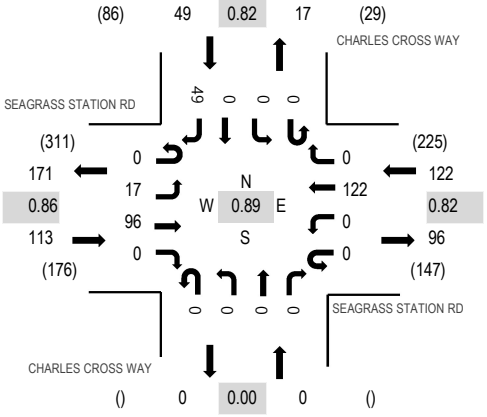
Kimley»Horn

Attachment B – Existing Counts

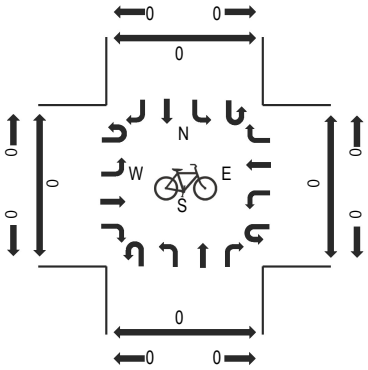
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CHARLES CROSS WAY & SEAGRASS STATION RD AM
Date: Thursday, November 10, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

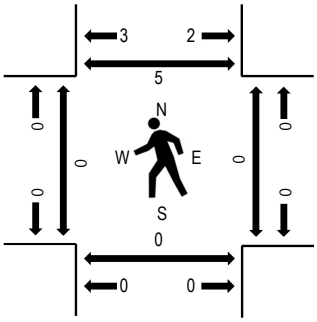
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEAGRASS STATION RD Eastbound				SEAGRASS STATION RD Westbound				CHARLES CROSS WAY Northbound				CHARLES CROSS WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	9	0	0	0	23	0	0	0	0	0	0	0	0	11	44	244	0	0	0	2
7:15 AM	0	2	9	0	0	0	30	0	0	0	0	0	0	0	0	11	52	278	0	0	0	1
7:30 AM	0	1	29	0	0	0	24	0	0	0	0	0	0	0	0	14	68	284	0	0	0	1
7:45 AM	0	7	26	0	0	0	37	0	0	0	0	0	0	0	0	10	80	270	0	0	0	3
8:00 AM	0	6	22	0	0	0	40	0	0	0	0	0	0	0	0	10	78	243	0	0	0	1
8:15 AM	0	3	19	0	0	0	21	0	0	0	0	0	0	0	0	15	58		0	0	0	0
8:30 AM	0	5	12	0	0	0	26	0	0	0	0	0	0	0	0	11	54		0	0	0	0
8:45 AM	0	4	21	0	0	0	24	0	0	0	0	0	0	0	0	4	53		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	92	0	0	0	118	0	0	0	0	0	0	0	0	49	276
Mediums	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Total	0	17	96	0	0	0	122	0	0	0	0	0	0	0	0	49	284

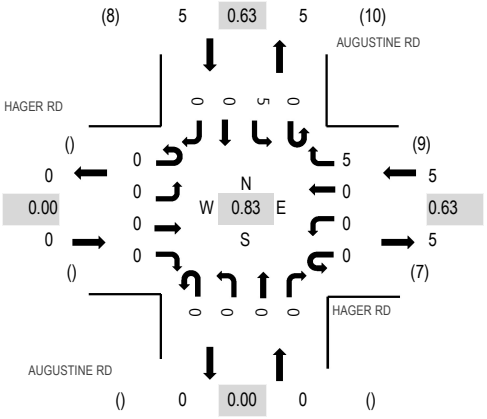
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.5%				3.3%				0.0%				0.0%			2.8%
Heavy Vehicle %	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%
Peak Hour Factor		0.86				0.82				0.00				0.82			0.89
Peak Hour Factor	0.00	0.75	0.83	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.89

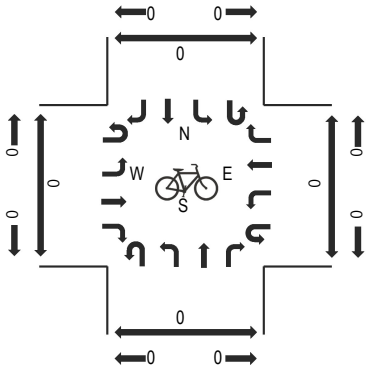
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 AUGUSTINE RD & HAGER RD AM
Date: Thursday, November 10, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

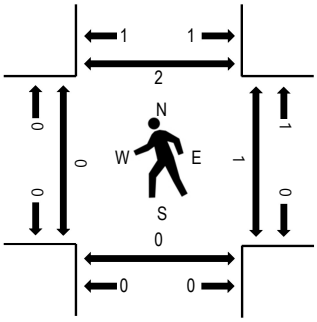
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HAGER RD Eastbound				HAGER RD Westbound				AUGUSTINE RD Northbound				AUGUSTINE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	8	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	10	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	8	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	9	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	9	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	1	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3		0	2	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	10

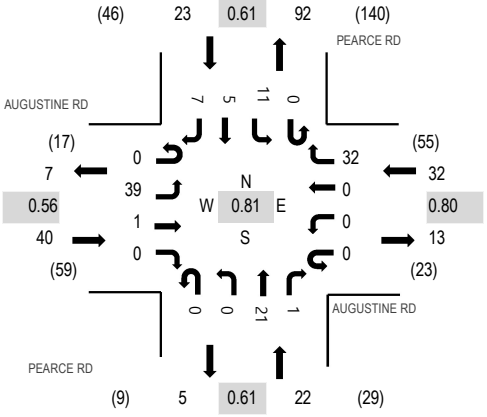
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				0.0%				0.0%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor			0.00				0.63				0.00				0.63		0.83
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.25	0.63	0.00	0.00	0.83

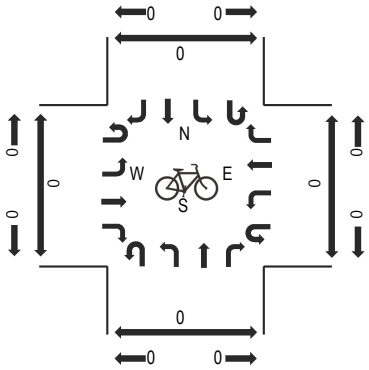
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 PEARCE RD & AUGUSTINE RD AM
Date: Thursday, November 10, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

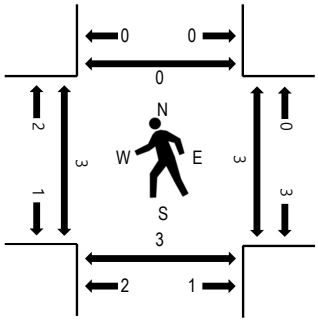
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUGUSTINE RD Eastbound				AUGUSTINE RD Westbound				PEARCE RD Northbound				PEARCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	0	0	0	0	0	4	0	0	2	0	0	3	0	0	13	94	0	0	0	0
7:15 AM	0	6	0	0	0	0	0	10	0	0	2	0	0	3	0	1	22	117	2	1	2	0
7:30 AM	0	4	0	0	0	0	0	6	0	0	8	1	0	1	3	2	25	112	0	1	0	0
7:45 AM	0	18	0	0	0	0	0	6	0	0	4	0	0	3	1	2	34	107	0	0	1	0
8:00 AM	0	11	1	0	0	0	0	10	0	0	7	0	0	4	1	2	36	95	1	1	0	0
8:15 AM	0	2	0	0	0	0	0	7	0	1	1	0	0	2	2	2	17		0	0	0	0
8:30 AM	0	8	0	0	0	0	0	8	0	0	1	0	0	2	1	0	20		0	0	1	1
8:45 AM	0	5	0	0	0	0	0	4	0	0	2	0	0	3	1	7	22		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	39	1	0	0	0	0	32	0	0	19	1	0	11	3	7	113
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Total	0	39	1	0	0	0	0	32	0	0	21	1	0	11	5	7	117

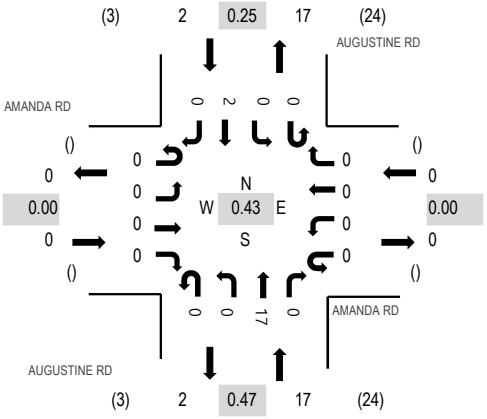
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				9.1%				8.7%			3.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	0.0%	0.0%	0.0%	40.0%	0.0%	3.4%
Peak Hour Factor		0.56				0.80				0.61				0.61			0.81
Peak Hour Factor	0.00	0.54	0.25	0.00	0.00	0.00	0.00	0.80	0.00	0.25	0.66	0.25	0.00	0.69	0.58	0.39	0.81

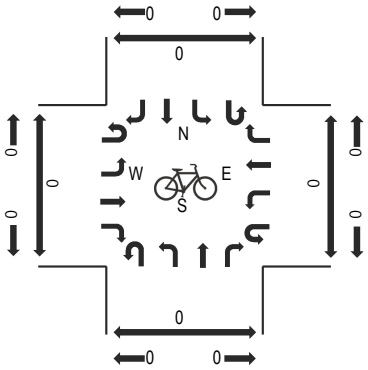
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 AUGUSTINE RD & AMANDA RD AM
Date: Thursday, November 10, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

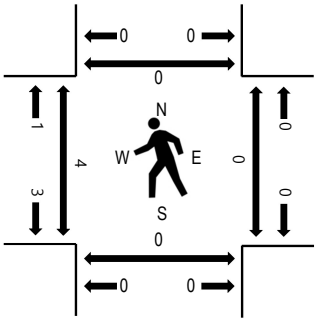
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AMANDA RD Eastbound				AMANDA RD Westbound				AUGUSTINE RD Northbound				AUGUSTINE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	8	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	9	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	19	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4		1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		1	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	11		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0	19

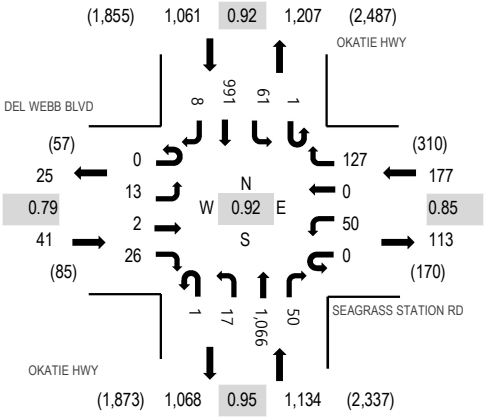
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				0.0%				0.0%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor			0.00				0.00				0.47				0.25		0.43
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.25	0.00	0.43

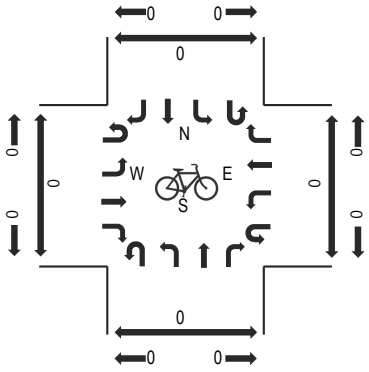
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 OKATIE HWY & SEAGRASS STATION RD AM
Date: Thursday, November 10, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

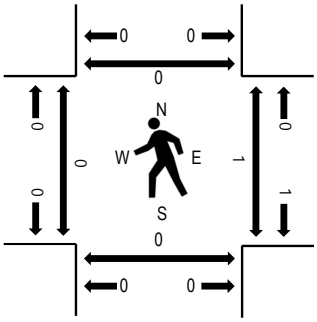
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEL WEBB BLVD Eastbound				SEAGRASS STATION RD Westbound				OKATIE HWY Northbound				OKATIE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	8	0	6	0	26	0	2	267	7	0	3	169	2	491	2,298	0	0	0	0
7:15 AM	0	2	0	6	0	7	0	31	1	2	296	5	0	7	185	0	542	2,397	0	0	0	0
7:30 AM	0	1	1	5	0	12	0	29	0	5	296	11	1	17	225	3	606	2,413	0	0	0	0
7:45 AM	0	3	1	3	0	8	0	37	0	4	303	13	0	20	265	2	659	2,347	0	1	0	0
8:00 AM	0	1	0	11	0	18	0	34	0	4	243	10	0	18	249	2	590	2,289	0	0	0	0
8:15 AM	0	8	0	7	0	12	0	27	1	4	224	16	0	6	252	1	558		0	0	0	0
8:30 AM	0	5	0	5	0	6	0	26	0	7	275	7	1	9	197	2	540		0	0	0	0
8:45 AM	0	10	0	7	0	5	0	26	1	13	314	6	0	13	202	4	601		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	21
Lights	0	13	2	25	0	49	0	124	1	17	1,047	47	1	60	930	8	2,324
Mediums	0	0	0	1	0	1	0	3	0	0	12	3	0	1	47	0	68
Total	0	13	2	26	0	50	0	127	1	17	1,066	50	1	61	991	8	2,413

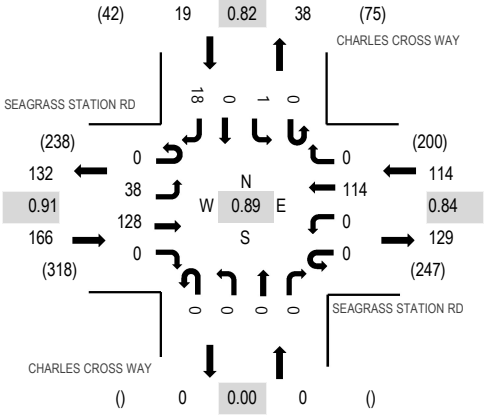
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.4%				2.3%				1.9%				5.8%			3.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	3.8%	0.0%	2.0%	0.0%	2.4%	0.0%	0.0%	1.8%	6.0%	0.0%	1.6%	6.2%	0.0%	3.7%
Peak Hour Factor		0.79				0.85				0.95				0.92			0.92
Peak Hour Factor	0.00	0.60	0.50	0.68	0.00	0.69	0.00	0.89	0.50	0.54	0.96	0.78	0.25	0.78	0.93	0.56	0.92

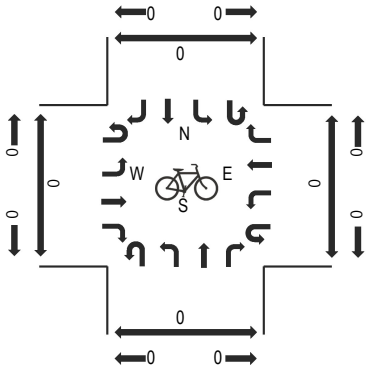
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CHARLES CROSS WAY & SEAGRASS STATION RD PM
Date: Thursday, November 10, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

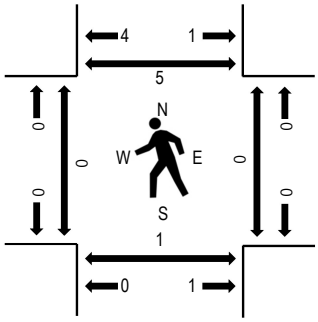
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEAGRASS STATION RD Eastbound				SEAGRASS STATION RD Westbound				CHARLES CROSS WAY Northbound				CHARLES CROSS WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	26	0	0	0	26	0	0	0	0	0	0	1	0	5	66	291	0	0	0	0
4:15 PM	0	6	38	0	0	0	34	0	0	0	0	0	0	0	0	6	84	299	0	0	0	0
4:30 PM	0	12	27	0	0	0	28	0	0	0	0	0	0	0	0	6	73	288	0	0	1	3
4:45 PM	0	11	31	0	0	0	25	0	0	0	0	0	0	0	0	1	68	268	0	0	0	0
5:00 PM	0	9	32	0	0	0	27	0	0	0	0	0	0	1	0	5	74	269	0	0	0	2
5:15 PM	0	10	36	0	0	0	21	1	0	0	0	0	0	0	0	5	73		0	0	0	1
5:30 PM	0	8	21	0	0	0	19	0	0	0	0	0	0	1	0	4	53		1	0	0	0
5:45 PM	0	10	33	0	0	0	19	0	0	0	0	0	0	0	0	7	69		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	37	125	0	0	0	110	0	0	0	0	0	0	1	0	18	291
Mediums	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Total	0	38	128	0	0	0	114	0	0	0	0	0	0	1	0	18	299

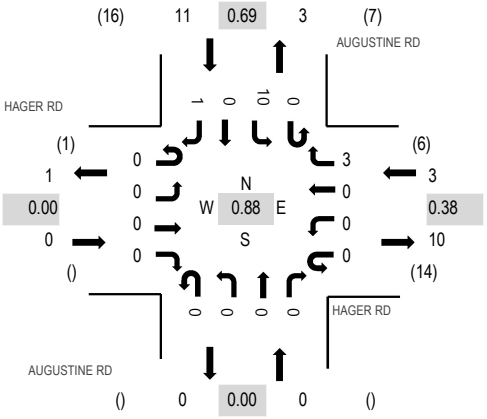
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.4%				3.5%				0.0%				0.0%			2.7%
Heavy Vehicle %	0.0%	2.6%	2.3%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
Peak Hour Factor		0.91				0.84				0.00				0.82			0.89
Peak Hour Factor	0.00	0.88	0.84	0.00	0.00	0.00	0.84	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.75	0.89

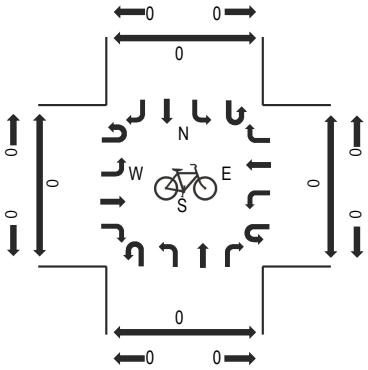
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 AUGUSTINE RD & HAGER RD PM
Date: Thursday, November 10, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

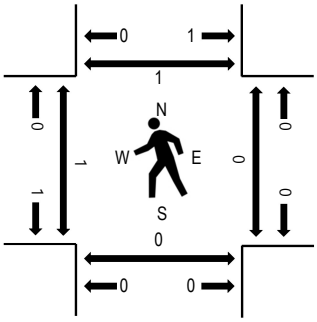
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HAGER RD Eastbound				HAGER RD Westbound				AUGUSTINE RD Northbound				AUGUSTINE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	14	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	12	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	11	1	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	9	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	8	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0	1	13
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	1	14

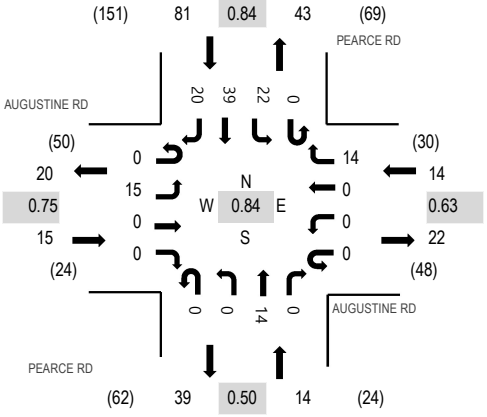
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				33.3%				0.0%				0.0%			7.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%
Peak Hour Factor		0.00				0.38				0.00				0.69			0.88
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.25	0.83	0.00	0.25	0.88

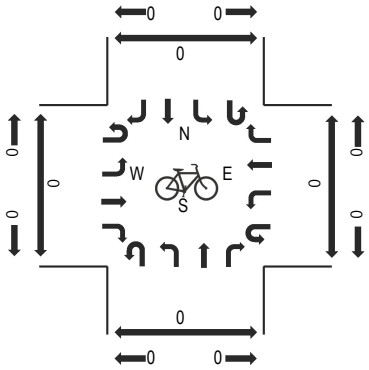
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 PEARCE RD & AUGUSTINE RD PM
Date: Thursday, November 10, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

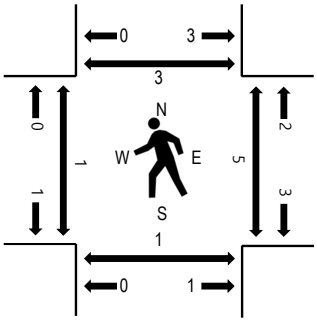
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUGUSTINE RD Eastbound				AUGUSTINE RD Westbound				PEARCE RD Northbound				PEARCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	0	0	0	1	0	2	0	0	0	1	0	4	3	8	21	112	0	0	0	0
4:15 PM	0	4	0	0	0	0	0	3	0	0	7	0	0	5	12	6	37	124	0	4	0	3
4:30 PM	0	4	0	0	0	0	0	4	0	0	1	0	0	6	6	6	27	117	1	0	0	0
4:45 PM	0	2	0	0	0	0	0	5	0	0	4	0	0	3	9	4	27	112	0	1	1	0
5:00 PM	0	5	0	0	0	0	0	2	0	0	2	0	0	8	12	4	33	117	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	2	0	1	1	2	0	5	11	7	30		0	5	1	0
5:30 PM	0	2	0	1	0	1	0	4	0	0	1	0	0	6	2	5	22		0	4	1	1
5:45 PM	0	2	0	1	0	0	0	6	0	1	3	0	0	8	3	8	32		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	14	0	0	0	0	0	14	0	0	12	0	0	22	37	20	119
Mediums	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5
Total	0	15	0	0	0	0	0	14	0	0	14	0	0	22	39	20	124

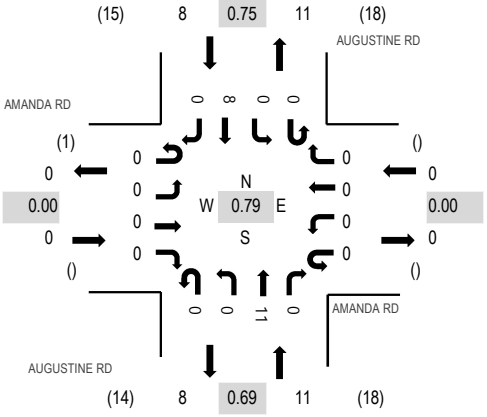
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				0.0%				14.3%				2.5%			4.0%
Heavy Vehicle %	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	5.1%	0.0%	4.0%
Peak Hour Factor		0.75				0.63				0.50				0.84			0.84
Peak Hour Factor	0.00	0.75	0.00	0.50	0.00	0.25	0.00	0.58	0.00	0.50	0.50	0.25	0.00	0.84	0.81	0.75	0.84

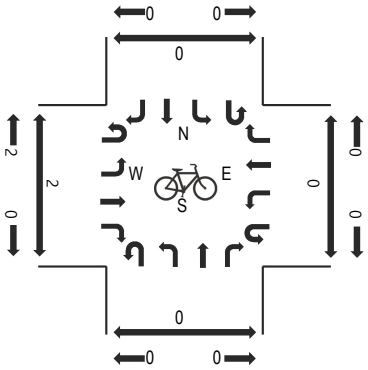
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 AUGUSTINE RD & AMANDA RD PM
Date: Thursday, November 10, 2022
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

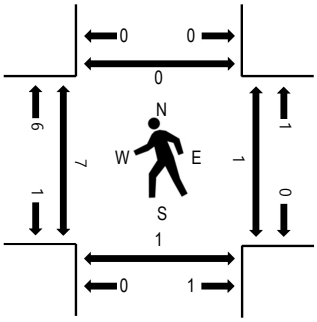
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AMANDA RD Eastbound				AMANDA RD Westbound				AUGUSTINE RD Northbound				AUGUSTINE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	15	1	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	16	1	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	18	1	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	19	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	18	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4		4	1	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4		2	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	5		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	18
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	19

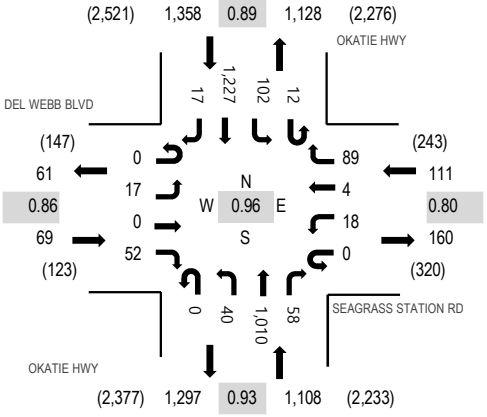
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				9.1%				0.0%		5.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%
Peak Hour Factor			0.00				0.00				0.69				0.75		0.79
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.75	0.25	0.79

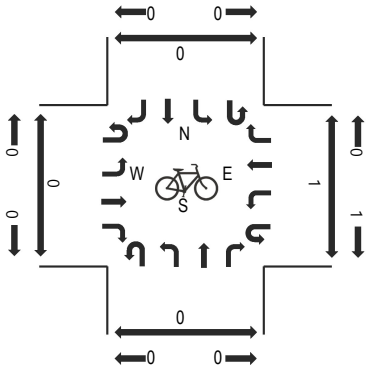
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 OKATIE HWY & SEAGRASS STATION RD PM
Date: Thursday, November 10, 2022
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

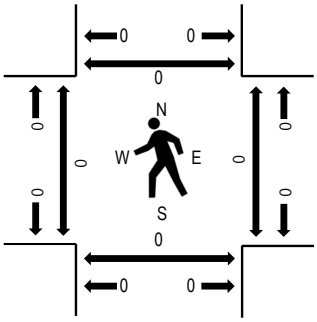
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEL WEBB BLVD Eastbound				SEAGRASS STATION RD Westbound				OKATIE HWY Northbound				OKATIE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	0	11	0	5	0	26	0	16	280	21	5	12	266	9	655	2,533	0	0	0	0
4:15 PM	0	6	0	6	0	7	0	36	0	22	250	15	2	30	241	12	627	2,570	0	0	0	0
4:30 PM	0	1	0	11	0	8	1	25	0	2	246	14	0	25	261	9	603	2,634	0	0	0	0
4:45 PM	0	2	0	15	0	5	1	18	0	16	282	14	1	27	265	2	648	2,646	0	0	0	0
5:00 PM	0	3	0	13	0	6	1	29	0	7	235	18	8	26	339	7	692	2,587	0	0	0	0
5:15 PM	0	7	0	13	0	3	1	23	0	7	249	16	1	30	336	5	691		0	0	0	0
5:30 PM	0	5	0	11	0	4	1	19	0	10	244	10	2	19	287	3	615		0	0	0	0
5:45 PM	0	6	0	9	0	4	0	20	0	11	240	8	1	35	251	4	589		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	8
Lights	0	17	0	51	0	18	4	88	0	40	974	58	12	100	1,212	17	2,591
Mediums	0	0	0	1	0	0	0	1	0	0	29	0	0	2	14	0	47
Total	0	17	0	52	0	18	4	89	0	40	1,010	58	12	102	1,227	17	2,646

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.4%				0.9%				3.2%				1.3%			2.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	3.6%	0.0%	0.0%	2.0%	1.2%	0.0%	2.1%
Peak Hour Factor		0.86				0.80				0.93				0.89			0.96
Peak Hour Factor	0.00	0.75	0.00	0.87	0.00	0.81	1.00	0.75	0.00	0.64	0.94	0.76	0.38	0.79	0.90	0.67	0.96

Kimley»Horn

Attachment C – Traffic Volume Development Worksheet

Village at Verider Parcel X Trip Generation

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Office Land Uses			**144**	**17**	**14**	**3**	**22**	**7**	**15**
712 - Small Office Building	10.0	KSF	144	17	14	3	22	7	15
Retail Land Uses			**2,512**	**159**	**81**	**78**	**194**	**97**	**97**
890 - Furniture Store	18.0	KSF	140	5	4	1	10	5	5
945 - Convenience Store/Gas Station (2-8 Fueling Positions)	3.8	KSF	2,372	154	77	77	184	92	92
Subtotal			**2,656**	**176**	**95**	**81**	**216**	**104**	**112**
Internal Capture			**60**	**4**	**2**	**2**	**4**	**2**	**2**
ITE Pass-By			***2,194***	***92***	***46***	***46***	***106***	***53***	***53***
Adjacent Street Traffic			*25,100*	*1,930*			*2,407*		
10% Adjacent Street Traffic			*2,510*	*194*	*97*	*97*	*242*	*121*	*121*
Pass-By			**2,194**	**92**	**46**	**46**	**106**	**53**	**53**
Multimodal Reduction			**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Net New External Trips			**402**	**80**	**47**	**33**	**106**	**49**	**57**

Note: Trip generation was calculated using the following data:

Daily Traffic Generation

Office Land Uses

712 - Small Office Building	ITE 712	=	T = 14.39 (X); (50 % In; 50 % Out)

Retail Land Uses

890 - Furniture Store	ITE 890	=	T = 5.17 * (X) + (46.56); (50 % In; 50 % Out)
945 - Convenience Store/Gas Station (2-8 Fueling Positions)	ITE 945	=	T= 624.2 * (X) (50 % In; 50 % Out)

AM Peak-Hour Traffic Generation

Office Land Uses

712 - Small Office Building	ITE 712	=	T = 1.67 (X); (82 % In; 18 % Out)

Retail Land Uses

890 - Furniture Store	ITE 890	=	T = 0.24 * (X) + (0.94); (71 % In; 29 % Out)
945 - Convenience Store/Gas Station (2-8 Fueling Positions)	ITE 945	=	T= 40.59 * (X) (50 % In; 50 % Out)

PM Peak-Hour Traffic Generation

Office Land Uses

712 - Small Office Building	ITE 712	=	T = 2.16 (X); (34 % In; 68 % Out)

Retail Land Uses

890 - Furniture Store	ITE 890	=	LN (T) = 0.85 * LN (X) + (-0.18); (47 % In; 53 % Out)
945 - Convenience Store/Gas Station (2-8 Fueling Positions)	ITE 945	=	T= 48.48 * (X) (50 % In; 50 % Out)

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 1 - Okatie Highway and Seagrass Station Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.92 **AM FUTURE PEAK HOUR FACTOR:** 0.92
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	13	2	26	0	50	0	127	1	17	1,066	50	1	61	991	8
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**13**	**2**	**26**	**0**	**50**	**0**	**127**	**1**	**17**	**1,066**	**50**	**1**	**61**	**991**	**8**
AM Heavy Vehicle Percentage	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%

AM 2027 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	4	1	9	0	17	0	43	0	6	361	17	0	21	335	3
AM 2027 NO-BUILD TRAFFIC (No AD)	0	17	3	35	0	67	0	170	1	23	1,427	67	1	82	1,326	11
Approved Development 1: Car Village											10					
Approved Development 2: Amanda Redistribution								-37			37	-6				
Approved Development 3: Hager Redistribution								-29			29	-5				
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	-66	0	0	76	-11	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**17**	**3**	**35**	**0**	**67**	**0**	**104**	**1**	**23**	**1,503**	**56**	**1**	**82**	**1,326**	**11**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-10%	10%		50%	-50%	
	Exiting						50%		20%								
Net New Distribution	Entering												10%		50%		
	Exiting						50%		20%			30%					

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By						23		9			-5	5		23	-23	
	Net New	0	0	0	0	0	17	0	6	0	0	10	5	0	23	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**40**	**0**	**15**	**0**	**0**	**5**	**10**	**0**	**46**	**-23**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**17**	**3**	**35**	**0**	**107**	**0**	**119**	**1**	**23**	**1,508**	**66**	**1**	**128**	**1,303**	**11**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	17	0	52	0	18	4	89	0	40	1,010	58	12	102	1,227	17
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**17**	**0**	**52**	**0**	**18**	**4**	**89**	**0**	**40**	**1,010**	**58**	**12**	**102**	**1,227**	**17**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	4%	2%	2%	2%	1%	2%

PM 2027 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	6	0	18	0	6	1	30	0	14	342	20	4	34	415	6
PM 2027 NO-BUILD TRAFFIC (No AD)	0	23	0	70	0	24	5	119	0	54	1,352	78	16	136	1,642	23
Approved Development 1: Car Village											10					
Approved Development 2: Amanda Redistribution								-21			21	-17				
Approved Development 3: Hager Redistribution								-15			15	-13				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	-36	0	0	46	-30	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**23**	**0**	**70**	**0**	**24**	**5**	**83**	**0**	**54**	**1,398**	**48**	**16**	**136**	**1,642**	**23**
PM 2027 NO-BUILD TRAFFIC	**0**	**23**	**0**	**70**	**0**	**24**	**5**	**83**	**0**	**54**	**1,398**	**48**	**16**	**136**	**1,642**	**23**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-10%	10%		50%	-50%	
	Exiting						50%		20%								
Net New Distribution	Entering												10%		50%		
	Exiting						50%		20%			30%					

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By						27		11			-5	5		27	-27	
	Net New	0	0	0	0	0	29	0	11	0	0	17	5	0	24	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**56**	**0**	**22**	**0**	**0**	**12**	**10**	**0**	**51**	**-27**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**23**	**0**	**70**	**0**	**80**	**5**	**105**	**0**	**54**	**1,410**	**58**	**16**	**187**	**1,615**	**23**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 2 - Seagrass Station Road and Charles Cross Way
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.89 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	17	96	0	0	0	122	0	0	0	0	0	0	0	0	49
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**17**	**96**	**0**	**0**	**0**	**122**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
AM Heavy Vehicle Percentage	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	6	32	0	0	0	41	0	0	0	0	0	0	0	0	17
AM 2027 NO-BUILD TRAFFIC (No AD)	0	23	128	0	0	0	163	0	0	0	0	0	0	0	0	66
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution			-6				-37									
Approved Development 3: Hager Redistribution			-5				-29									
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	-11	0	0	0	-66	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**23**	**117**	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering				60%												
	Exiting										70%						
Net New Distribution	Entering				60%												
	Exiting										70%						

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				28						32						
	Net New	0	0	0	28	0	0	0	0	0	23	0	0	0	0	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**23**	**117**	**56**	**0**	**0**	**97**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**66**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	38	128	0	0	0	114	0	0	0	0	0	0	1	0	18
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**38**	**128**	**0**	**0**	**0**	**114**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**18**
PM Heavy Vehicle Percentage	2%	3%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	13	43	0	0	0	39	0	0	0	0	0	0	0	0	6
PM 2027 NO-BUILD TRAFFIC (No AD)	0	51	171	0	0	0	153	0	0	0	0	0	0	1	0	24
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution			-17				-21									
Approved Development 3: Hager Redistribution			-13				-15									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	-30	0	0	0	-36	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**51**	**141**	**0**	**0**	**0**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**24**
PM 2027 NO-BUILD TRAFFIC	**0**	**51**	**141**	**0**	**0**	**0**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**24**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering				60%												
	Exiting										70%						
Net New Distribution	Entering				60%												
	Exiting										70%						

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				32						37						
	Net New	0	0	0	29	0	0	0	0	0	40	0	0	0	0	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**77**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**51**	**141**	**61**	**0**	**0**	**117**	**0**	**0**	**77**	**0**	**0**	**0**	**1**	**0**	**24**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 3 - Augustine Road and Pearce Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.81 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.84 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	39	1	0	0	0	0	32	0	0	21	1	0	11	5	7
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**39**	**1**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**21**	**1**	**0**	**11**	**5**	**7**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	2%	2%	40%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	13	0	0	0	0	0	11	0	0	7	0	0	4	2	2
AM 2027 NO-BUILD TRAFFIC (No AD)	0	52	1	0	0	0	0	43	0	0	28	1	0	15	7	9
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution		-16	3	1			13	-13		8	-8			-3	-1	-2
Approved Development 3: Hager Redistribution		-12	2	1			10	-10		7	-7			-2	-1	-2
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	-28	5	2	0	0	23	-23	0	15	-15	0	0	-5	-2	-4
AM 2027 NO-BUILD TRAFFIC	**0**	**24**	**6**	**2**	**0**	**0**	**23**	**20**	**0**	**15**	**13**	**1**	**0**	**10**	**5**	**5**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**24**	**6**	**2**	**0**	**0**	**23**	**20**	**0**	**15**	**13**	**1**	**0**	**10**	**5**	**5**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	15	0	0	0	0	0	14	0	0	14	0	0	22	39	20
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**14**	**0**	**0**	**22**	**39**	**20**
PM Heavy Vehicle Percentage	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	14%	2%	2%	2%	5%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	5	0	0	0	0	0	5	0	0	5	0	0	7	13	7
PM 2027 NO-BUILD TRAFFIC (No AD)	0	20	0	0	0	0	0	19	0	0	19	0	0	29	52	27
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution		-7	5	8			7	-7		7	-7			-5	-8	-4
Approved Development 3: Hager Redistribution		-5	4	6			5	-5		5	-5			-4	-6	-3
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	-12	9	14	0	0	12	-12	0	12	-12	0	0	-9	-14	-7
PM 2027 NO-BUILD TRAFFIC	**0**	**8**	**9**	**14**	**0**	**0**	**12**	**7**	**0**	**12**	**7**	**0**	**0**	**20**	**38**	**20**
PM 2027 NO-BUILD TRAFFIC	**0**	**8**	**9**	**14**	**0**	**0**	**12**	**7**	**0**	**12**	**7**	**0**	**0**	**20**	**38**	**20**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**8**	**9**	**14**	**0**	**0**	**12**	**7**	**0**	**12**	**7**	**0**	**0**	**20**	**38**	**20**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 4 - Augustine Road and Amanda Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.43 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.79 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**2**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	23	0	0	0	3	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution		4		2						16	-16				-2	21
Approved Development 3: Hager Redistribution											-9				15	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	4	0	2	0	0	0	0	0	16	-25	0	0	0	13	21
AM 2027 NO-BUILD TRAFFIC	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**-2**	**0**	**0**	**0**	**16**	**21**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering										10%						
	Exiting				10%												
Net New Distribution	Entering																
	Exiting																

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				5						5						
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**21**	**-2**	**0**	**0**	**0**	**16**	**21**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution		13		4						7	-7				-4	14
Approved Development 3: Hager Redistribution											2				7	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	13	0	4	0	0	0	0	0	7	-5	0	0	0	3	14
PM 2027 NO-BUILD TRAFFIC	**0**	**13**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**7**	**10**	**0**	**0**	**0**	**14**	**14**
PM 2027 NO-BUILD TRAFFIC	**0**	**13**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**7**	**10**	**0**	**0**	**0**	**14**	**14**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering										10%						
	Exiting				10%												
Net New Distribution	Entering																
	Exiting																

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				5						5						
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**13**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**12**	**10**	**0**	**0**	**0**	**14**	**14**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 5 - Augustine Road and Hager Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.83 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.88 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution																
Approved Development 3: Hager Redistribution		3	2				12	-12						-2		17
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	3	2	0	0	0	12	-12	0	0	0	0	0	-2	0	17
AM 2027 NO-BUILD TRAFFIC	**0**	**3**	**2**	**0**	**0**	**0**	**12**	**-12**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**17**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		**10%**														
	Exiting																**10%**
Net New Distribution	Entering																
	Exiting																

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		**5**														**5**
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM TOTAL PROJECT TRIPS		**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
AM 2027 BUILD-OUT TRAFFIC		**0**	**8**	**2**	**0**	**0**	**0**	**12**	**-12**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**22**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	14
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**14**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	5
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	4	0	0	0	0	0	13	0	19
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution																
Approved Development 3: Hager Redistribution		10	3				5	-5								
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	10	3	0	0	0	5	-5	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**10**	**3**	**0**	**0**	**0**	**5**	**-1**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**19**
PM 2027 NO-BUILD TRAFFIC	**0**	**10**	**3**	**0**	**0**	**0**	**5**	**-1**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**19**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		**10%**														
	Exiting																**10%**
Net New Distribution	Entering																
	Exiting																

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		**5**														**5**
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
PM 2027 BUILD-OUT TRAFFIC		**0**	**15**	**3**	**0**	**0**	**0**	**5**	**-1**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**24**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 6 - Okatie Highway and Hager Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.92 **AM FUTURE PEAK HOUR FACTOR:** 0.92
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,133**	**0**	**0**	**0**	**1,067**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	383	0	0	0	361	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,516	0	0	0	1,428	0
Approved Development 1: Car Village								10				10				
Approved Development 2: Amanda Redistribution																
Approved Development 3: Hager Redistribution								29			-5	5				
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	39	0	0	-5	15	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**0**	**1,511**	**15**	**0**	**0**	**1,428**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											**-10%**	**10%**				
	Exiting								**10%**								
Net New Distribution	Entering											**50%**					
	Exiting															**50%**	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								5			**-5**	**5**				
	Net New	0	0	0	0	0	0	0	0	0	0	**24**	0	0	0	**17**	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**19**	**5**	**0**	**0**	**17**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**1,530**	**20**	**0**	**0**	**1,445**	**0**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,108**	**0**	**0**	**0**	**1,297**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	375	0	0	0	439	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,483	0	0	0	1,736	0
Approved Development 1: Car Village								10				10				
Approved Development 2: Amanda Redistribution																
Approved Development 3: Hager Redistribution								15			-13	13				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	25	0	0	-13	23	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**1,470**	**23**	**0**	**0**	**1,736**	**0**
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**1,470**	**23**	**0**	**0**	**1,736**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											**-10%**	**10%**				
	Exiting								**10%**								
Net New Distribution	Entering											**50%**					
	Exiting															**50%**	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								5			**-5**	**5**				
	Net New	0	0	0	0	0	0	0	0	0	0	**25**	0	0	0	**29**	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**20**	**5**	**0**	**0**	**29**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**0**	**1,490**	**28**	**0**	**0**	**1,765**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 7 - Okatie Highway and Amanda Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.92 **AM FUTURE PEAK HOUR FACTOR:** 0.92
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,133**	**0**	**0**	**0**	**1,067**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	383	0	0	0	361	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,516	0	0	0	1,428	0
Approved Development 1: Car Village											10					
Approved Development 2: Amanda Redistribution								37			-6	6				
Approved Development 3: Hager Redistribution											24					
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	37	0	0	28	6	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**1,544**	**6**	**0**	**0**	**1,428**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-30%	30%				
	Exiting								20%								
Net New Distribution	Entering											10%	40%				
	Exiting								30%							50%	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								9			-14	14				
	Net New	0	0	0	0	0	0	0	10	0	0	5	19	0	0	17	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**-9**	**33**	**0**	**0**	**17**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**1,535**	**39**	**0**	**0**	**1,445**	**0**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,108**	**0**	**0**	**0**	**1,297**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	375	0	0	0	439	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,483	0	0	0	1,736	0
Approved Development 1: Car Village											10					
Approved Development 2: Amanda Redistribution								21			-17	17				
Approved Development 3: Hager Redistribution											2					
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	21	0	0	-5	17	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**1,478**	**17**	**0**	**0**	**1,736**	**0**
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**1,478**	**17**	**0**	**0**	**1,736**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-30%	30%				
	Exiting								20%								
Net New Distribution	Entering											10%	40%				
	Exiting								30%							50%	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								11			-16	16				
	Net New	0	0	0	0	0	0	0	17	0	0	5	20	0	0	29	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**-11**	**36**	**0**	**0**	**29**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**0**	**1,467**	**53**	**0**	**0**	**1,765**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 8 - Amanda Road and 7C Access Driveway
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.89 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution			6				37									
Approved Development 3: Hager Redistribution																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	6	0	0	0	37	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**0**	**6**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		30%						10%								
	Exiting														10%		20%
Net New Distribution	Entering		40%														
	Exiting																30%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		14						5						5		9
	Net New	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	10
AM TOTAL PROJECT TRIPS		**0**	**33**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**19**
AM 2027 BUILD-OUT TRAFFIC		**0**	**33**	**6**	**0**	**0**	**0**	**37**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**19**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution			17				21									
Approved Development 3: Hager Redistribution																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	17	0	0	0	21	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**17**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**17**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		30%						10%								
	Exiting														10%		20%
Net New Distribution	Entering		40%														
	Exiting																30%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		16						5						5		11
	Net New	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	17
PM TOTAL PROJECT TRIPS		**0**	**36**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**28**
PM 2027 BUILD-OUT TRAFFIC		**0**	**36**	**17**	**0**	**0**	**0**	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**28**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 1 - Okatie Highway and Seagrass Station Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	13	2	26	0	50	0	127	1	17	1,066	50	1	61	991	8
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**13**	**2**	**26**	**0**	**50**	**0**	**127**	**1**	**17**	**1,066**	**50**	**1**	**61**	**991**	**8**
AM Heavy Vehicle Percentage	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	4	1	9	0	17	0	43	0	6	361	17	0	21	335	3
AM 2027 NO-BUILD TRAFFIC (No AD)	0	17	3	35	0	67	0	170	1	23	1,427	67	1	82	1,326	11
Approved Development 1: Car Village											10					
Approved Development 2: Amanda Redistribution								-37			37	-6				
Approved Development 3: Hager Redistribution								-29			29	-5				
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	-66	0	0	76	-11	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**17**	**3**	**35**	**0**	**67**	**0**	**104**	**1**	**23**	**1,503**	**56**	**1**	**82**	**1,326**	**11**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											**-10%**	**10%**		**50%**	**-50%**	
Distribution	Exiting						**50%**		**20%**								
Net New	Entering												**10%**		**50%**		
Distribution	Exiting						**50%**		**20%**			**30%**					

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By						**23**		**9**			**-5**	**5**		**23**	**-23**	
	Net New	0	0	0	0	0	**17**	0	**6**	0	0	**10**	**5**	0	**23**	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**40**	**0**	**15**	**0**	**0**	**5**	**10**	**0**	**46**	**-23**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**17**	**3**	**35**	**0**	**107**	**0**	**119**	**1**	**23**	**1,508**	**66**	**1**	**128**	**1,303**	**11**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	17	0	52	0	18	4	89	0	40	1,010	58	12	102	1,227	17
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**17**	**0**	**52**	**0**	**18**	**4**	**89**	**0**	**40**	**1,010**	**58**	**12**	**102**	**1,227**	**17**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	4%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	6	0	18	0	6	1	30	0	14	342	20	4	34	415	6
PM 2027 NO-BUILD TRAFFIC (No AD)	0	23	0	70	0	24	5	119	0	54	1,352	78	16	136	1,642	23
Approved Development 1: Car Village											10					
Approved Development 2: Amanda Redistribution								-21			21	-17				
Approved Development 3: Hager Redistribution								-15			15	-13				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	-36	0	0	46	-30	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**23**	**0**	**70**	**0**	**24**	**5**	**83**	**0**	**54**	**1,398**	**48**	**16**	**136**	**1,642**	**23**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											**-10%**	**10%**		**50%**	**-50%**	
Distribution	Exiting						**50%**		**20%**								
Net New	Entering												**10%**		**50%**		
Distribution	Exiting						**50%**		**20%**			**30%**					

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By						**27**		**11**			**-5**	**5**		**27**	**-27**	
	Net New	0	0	0	0	0	**29**	0	**11**	0	0	**17**	**5**	0	**24**	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**56**	**0**	**22**	**0**	**0**	**12**	**10**	**0**	**51**	**-27**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**23**	**0**	**70**	**0**	**80**	**5**	**105**	**0**	**54**	**1,410**	**58**	**16**	**187**	**1,615**	**23**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 2 - Seagrass Station Road and Charles Cross Way

COUNT DATE: November 10, 2022

PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	17	96	0	0	0	122	0	0	0	0	0	0	0	0	49
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**17**	**96**	**0**	**0**	**0**	**122**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
AM Heavy Vehicle Percentage	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	6	32	0	0	0	41	0	0	0	0	0	0	0	0	17
AM 2027 NO-BUILD TRAFFIC (No AD)	0	23	128	0	0	0	163	0	0	0	0	0	0	0	0	66
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution			-6				-37									
Approved Development 3: Hager Redistribution			-5				-29									
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	-11	0	0	0	-66	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**23**	**117**	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering				**60%**												
Distribution	Exiting										**70%**						
Net New	Entering				**60%**												
Distribution	Exiting										**70%**						

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				**28**						**32**						
	Net New	0	0	0	**28**	0	0	0	0	0	**23**	0	0	0	0	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**23**	**117**	**56**	**0**	**0**	**97**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**66**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	38	128	0	0	0	114	0	0	0	0	0	0	1	0	18
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**38**	**128**	**0**	**0**	**0**	**114**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**18**
PM Heavy Vehicle Percentage	2%	3%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	13	43	0	0	0	39	0	0	0	0	0	0	0	0	6
PM 2027 NO-BUILD TRAFFIC (No AD)	0	51	171	0	0	0	153	0	0	0	0	0	0	1	0	24
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution			-17				-21									
Approved Development 3: Hager Redistribution			-13				-15									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	-30	0	0	0	-36	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**51**	**141**	**0**	**0**	**0**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**24**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering				**60%**												
Distribution	Exiting										**70%**						
Net New	Entering				**60%**												
Distribution	Exiting										**70%**						

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				**32**						**37**						
	Net New	0	0	0	**29**	0	0	0	0	0	**40**	0	0	0	0	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**77**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**51**	**141**	**61**	**0**	**0**	**117**	**0**	**0**	**77**	**0**	**0**	**0**	**1**	**0**	**24**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 3 - Augustine Road and Pearce Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.84 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	39	1	0	0	0	0	32	0	0	21	1	0	11	5	7
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**39**	**1**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**21**	**1**	**0**	**11**	**5**	**7**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	2%	2%	40%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	13	0	0	0	0	0	11	0	0	7	0	0	4	2	2
AM 2027 NO-BUILD TRAFFIC (No AD)	0	52	1	0	0	0	0	43	0	0	28	1	0	15	7	9
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution		-16	3	1			13	-13		8	-8			-3	-1	-2
Approved Development 3: Hager Redistribution		-12	2	1			10	-10		7	-7			-2	-1	-2
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	-28	5	2	0	0	23	-23	0	15	-15	0	0	-5	-2	-4
AM 2027 NO-BUILD TRAFFIC	**0**	**24**	**6**	**2**	**0**	**0**	**23**	**20**	**0**	**15**	**13**	**1**	**0**	**10**	**5**	**5**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**24**	**6**	**2**	**0**	**0**	**23**	**20**	**0**	**15**	**13**	**1**	**0**	**10**	**5**	**5**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	15	0	0	0	0	0	14	0	0	14	0	0	22	39	20
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**14**	**0**	**0**	**22**	**39**	**20**
PM Heavy Vehicle Percentage	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	14%	2%	2%	2%	5%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	5	0	0	0	0	0	5	0	0	5	0	0	7	13	7
PM 2027 NO-BUILD TRAFFIC (No AD)	0	20	0	0	0	0	0	19	0	0	19	0	0	29	52	27
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution		-7	5	8			7	-7		7	-7			-5	-8	-4
Approved Development 3: Hager Redistribution		-5	4	6			5	-5		5	-5			-4	-6	-3
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	-12	9	14	0	0	12	-12	0	12	-12	0	0	-9	-14	-7
PM 2027 NO-BUILD TRAFFIC	**0**	**8**	**9**	**14**	**0**	**0**	**12**	**7**	**0**	**12**	**7**	**0**	**0**	**20**	**38**	**20**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**8**	**9**	**14**	**0**	**0**	**12**	**7**	**0**	**12**	**7**	**0**	**0**	**20**	**38**	**20**

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**2**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	23	0	0	0	3	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution		4		2						16	-16				-2	21
Approved Development 3: Hager Redistribution		3		2						12	-12				-2	17
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	7	0	4	0	0	0	0	0	28	-28	0	0	0	-4	38
AM 2027 NO-BUILD TRAFFIC	**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**38**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**38**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution		13		4						7	-7				-4	14
Approved Development 3: Hager Redistribution		10		3						5	-5				-3	10
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	23	0	7	0	0	0	0	0	12	-12	0	0	0	-7	24
PM 2027 NO-BUILD TRAFFIC	**0**	**23**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**12**	**3**	**0**	**0**	**0**	**4**	**24**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**23**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**12**	**3**	**0**	**0**	**0**	**4**	**24**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 5 - Augustine Road and Hager Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.88 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution																
Approved Development 3: Hager Redistribution																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	14
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**14**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	5
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	4	0	0	0	0	0	13	0	19
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution																
Approved Development 3: Hager Redistribution														19		-19
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	-19
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 6 - Okatie Highway and Hager Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,133**	**0**	**0**	**0**	**1,067**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	383	0	0	0	361	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,516	0	0	0	1,428	0
Approved Development 1: Car Village								10				10				
Approved Development 2: Amanda Redistribution																
Approved Development 3: Hager Redistribution																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1,516**	**10**	**0**	**0**	**1,428**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											**50%**					
	Exiting															**50%**	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	0	0	0	0	0	0	0	0	0	0	**24**	0	0	0	**17**	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**17**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1,540**	**10**	**0**	**0**	**1,445**	**0**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,108**	**0**	**0**	**0**	**1,297**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	375	0	0	0	439	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,483	0	0	0	1,736	0
Approved Development 1: Car Village								10				10				
Approved Development 2: Amanda Redistribution																
Approved Development 3: Hager Redistribution																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1,483**	**10**	**0**	**0**	**1,736**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											**50%**					
	Exiting															**50%**	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	0	0	0	0	0	0	0	0	0	0	**25**	0	0	0	**29**	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**29**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1,508**	**10**	**0**	**0**	**1,765**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 7 - Okatie Highway and Amanda Road

COUNT DATE: November 10, 2022

PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,133**	**0**	**0**	**0**	**1,067**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	383	0	0	0	361	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,516	0	0	0	1,428	0
Approved Development 1: Car Village											10					
Approved Development 2: Amanda Redistribution								37			-6	6				
Approved Development 3: Hager Redistribution								29			-5	5				
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	66	0	0	-1	11	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**0**	**0**	**1,515**	**11**	**0**	**0**	**1,428**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-40%	40%				
Distribution	Exiting								30%								
Net New	Entering											10%	40%				
Distribution	Exiting								30%							50%	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								14			-18	18				
	Net New	0	0	0	0	0	0	0	10	0	0	5	19	0	0	17	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**-13**	**37**	**0**	**0**	**17**	**0**
AM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**0**	**1,502**	**48**	**0**	**0**	**1,445**	**0**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,108**	**0**	**0**	**0**	**1,297**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	375	0	0	0	439	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,483	0	0	0	1,736	0
Approved Development 1: Car Village											10					
Approved Development 2: Amanda Redistribution								21			-17	17				
Approved Development 3: Hager Redistribution								15			-13	13				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	36	0	0	-20	30	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**1,463**	**30**	**0**	**0**	**1,736**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-40%	40%				
Distribution	Exiting								30%								
Net New	Entering											10%	40%				
Distribution	Exiting								30%							50%	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								16			-21	21				
	Net New	0	0	0	0	0	0	0	17	0	0	5	20	0	0	29	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**0**	**-16**	**41**	**0**	**0**	**29**	**0**
PM 2027 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**0**	**1,447**	**71**	**0**	**0**	**1,765**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 8 - Amanda Road and 7C Access Driveway

COUNT DATE: November 10, 2022

PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution			6				37									
Approved Development 3: Hager Redistribution			5				29									
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	11	0	0	0	66	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC	**0**	**0**	**11**	**0**	**0**	**0**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		**40%**														
Distribution	Exiting														**10%**		**30%**
Net New	Entering		**40%**														
Distribution	Exiting																**30%**

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		**18**												**5**		**14**
	Net New	0	**19**	0	0	0	0	0	0	0	0	0	0	0	0	0	**10**
AM TOTAL PROJECT TRIPS		**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**24**
AM 2027 BUILD-OUT TRAFFIC		**0**	**37**	**11**	**0**	**0**	**0**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**24**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 1: Car Village																
Approved Development 2: Amanda Redistribution			17				21									
Approved Development 3: Hager Redistribution			13				15									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	30	0	0	0	36	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC	**0**	**0**	**30**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		**40%**														
Distribution	Exiting														**10%**		**30%**
Net New	Entering		**40%**														
Distribution	Exiting																**30%**

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		**21**												**5**		**16**
	Net New	0	**20**	0	0	0	0	0	0	0	0	0	0	0	0	0	**17**
PM TOTAL PROJECT TRIPS		**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**33**
PM 2027 BUILD-OUT TRAFFIC		**0**	**41**	**30**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**33**

Kimley»Horn

Attachment D – HCM6 Capacity Analysis Reports

Intersection	
Int Delay, s/veh	81.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	17	3	35	107	0	119	1	23	1508	66	1	128	1303	11
Future Vol, veh/h	17	3	35	107	0	119	1	23	1508	66	1	128	1303	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	280	-	430	-	400	-	430	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	18	3	38	116	0	129	1	25	1639	72	1	139	1416	12

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2568	3387	708	2681	3387	820	1416	1416	0	0	1639	1639	0	0
Stage 1	1696	1696	-	1691	1691	-	-	-	-	-	-	-	-	-
Stage 2	872	1691	-	990	1696	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.98	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.34	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 13	7	373	~ 11	7	318	179	477	-	-	128	391	-	-
Stage 1	96	147	-	~ 97	148	-	-	-	-	-	-	-	-	-
Stage 2	312	148	-	264	147	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 5	4	373	~ 21	4	318	441	441	-	-	380	380	-	-
Mov Cap-2 Maneuver	30	-	-	~ 21	4	-	-	-	-	-	-	-	-	-
Stage 1	90	93	-	~ 91	139	-	-	-	-	-	-	-	-	-
Stage 2	174	139	-	144	93	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	108.3	$ 1153.6	0.2	1.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	441	-	-	30	373	21	318	380	-	-
HCM Lane V/C Ratio	0.059	-	-	0.725	0.102	5.538	0.407	0.369	-	-
HCM Control Delay (s)	13.7	-	-	270.3	15.7	$ 2410	23.9	19.9	-	-
HCM Lane LOS	B	-	-	F	C	F	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.4	0.3	14.8	1.9	1.7	-	-

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	117	56	0	97	0	55	0	0	0	0	66
Future Vol, veh/h	23	117	56	0	97	0	55	0	0	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	26	130	62	0	108	0	61	0	0	0	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	192	0	0	327	290	-	321	352	108
Stage 1	-	-	-	-	-	-	182	182	-	108	108	-
Stage 2	-	-	-	-	-	-	145	108	-	213	244	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1381	-	0	626	620	0	632	573	946
Stage 1	-	-	-	-	-	0	820	749	0	897	806	-
Stage 2	-	-	-	-	-	0	858	806	0	789	704	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1483	-	-	1381	-	-	568	608	-	623	562	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	608	-	623	562	-
Stage 1	-	-	-	-	-	-	804	734	-	879	806	-
Stage 2	-	-	-	-	-	-	791	806	-	773	690	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	0	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	1483	-	-	1381	-	946
HCM Lane V/C Ratio	-	0.017	-	-	-	-	0.078
HCM Control Delay (s)	0	7.5	0	-	0	-	9.1
HCM Lane LOS	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	6	2	0	23	20	15	13	1	10	5	5
Future Vol, veh/h	24	6	2	0	23	20	15	13	1	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	40	2
Mvmt Flow	27	7	2	0	26	22	17	14	1	11	6	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	104	80	9	85	83	15	12	0	0	15	0	0
Stage 1	31	31	-	49	49	-	-	-	-	-	-	-
Stage 2	73	49	-	36	34	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	876	810	1073	901	807	1065	1607	-	-	1603	-	-
Stage 1	986	869	-	964	854	-	-	-	-	-	-	-
Stage 2	937	854	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	825	795	1073	881	792	1065	1607	-	-	1603	-	-
Mov Cap-2 Maneuver	825	795	-	881	792	-	-	-	-	-	-	-
Stage 1	975	863	-	953	845	-	-	-	-	-	-	-
Stage 2	880	845	-	964	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	9.2	3.8	3.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	831	899	1603	-	-
HCM Lane V/C Ratio	0.01	-	-	0.043	0.053	0.007	-	-
HCM Control Delay (s)	7.3	0	-	9.5	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	21	0	16	21
Future Vol, veh/h	4	7	21	0	16	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	23	0	18	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	76	30	41	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	927	1044	1568	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	913	1044	1568	-	-	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	992	-	-
HCM Lane V/C Ratio	0.015	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	2	12	0	5	22
Future Vol, veh/h	8	2	12	0	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	2	13	0	6	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	13	0	-	0	33	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1606	-	-	-	980	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	974	1067
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1606	-	-	-	1048
HCM Lane V/C Ratio	0.006	-	-	-	0.029
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	44	1530	20	0	1445
Future Vol, veh/h	0	44	1530	20	0	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	48	1663	22	0	1571

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	843	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	307	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	307	-
HCM Lane V/C Ratio	-	-	0.156	-
HCM Control Delay (s)	-	-	18.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	56	1535	39	0	1445
Future Vol, veh/h	0	56	1535	39	0	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	61	1668	42	0	1571

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	855	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	302	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	302	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	302	-
HCM Lane V/C Ratio	-	-	0.202	-
HCM Control Delay (s)	-	-	19.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	6	37	5	5	19
Future Vol, veh/h	33	6	37	5	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	7	41	6	6	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	125	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	81	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1560	-	-	-	870	1026
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	942	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	849	1026
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	SB
HCM Control Delay, s	6.2	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	983
HCM Lane V/C Ratio	0.024	-	-	-	0.027
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	23	0	70	80	5	105	54	1410	58	16	187	1615	23
Future Vol, veh/h	23	0	70	80	5	105	54	1410	58	16	187	1615	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	280	430	-	400	-	430	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	1	2	4	2	2	2	1	2
Mvmt Flow	24	0	74	84	5	111	57	1484	61	17	197	1700	24

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2987	3726	850	2876	3726	742	1700	0	0	1484	1484	0	0
Stage 1	2128	2128	-	1598	1598	-	-	-	-	-	-	-	-
Stage 2	859	1598	-	1278	2128	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.92	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.31	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 6	4	304	~ 7	~ 4	360	371	-	-	162	449	-	-
Stage 1	51	89	-	111	164	-	-	-	-	-	-	-	-
Stage 2	317	164	-	176	89	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 2	1	304	~ 3	~ 1	360	371	-	-	365	365	-	-
Mov Cap-2 Maneuver	~ 2	1	-	~	~ -22	-	-	-	-	-	-	-	-
Stage 1	43	37	-	94	139	-	-	-	-	-	-	-	-
Stage 2	179	139	-	~ 55	37	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay,$	2070.6	~	0.6	3.1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	371	-	-	2	304	~	~	365	-	-
HCM Lane V/C Ratio	0.153	-	-	-12.105	0.242	~	~	0.585	-	-
HCM Control Delay (s)	16.5	-	-	$ 8309.8	20.6	~	~	27.8	-	-
HCM Lane LOS	C	-	-	F	C	-	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4.7	0.9	~	~	3.6	-	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	141	61	0	117	0	77	0	0	1	0	24
Future Vol, veh/h	51	141	61	0	117	0	77	0	0	1	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	57	157	68	0	130	0	86	0	0	1	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	225	0	0	415	401	-	435	469	130
Stage 1	-	-	-	-	-	-	271	271	-	130	130	-
Stage 2	-	-	-	-	-	-	144	130	-	305	339	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1449	-	-	1344	-	0	548	538	0	531	492	920
Stage 1	-	-	-	-	-	0	735	685	0	874	789	-
Stage 2	-	-	-	-	-	0	859	789	0	705	640	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1449	-	-	1344	-	-	514	514	-	513	470	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	514	514	-	513	470	-
Stage 1	-	-	-	-	-	-	702	654	-	835	789	-
Stage 2	-	-	-	-	-	-	834	789	-	673	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	0	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	1449	-	-	1344	-	892
HCM Lane V/C Ratio	-	0.039	-	-	-	-	0.031
HCM Control Delay (s)	0	7.6	0	-	0	-	9.2
HCM Lane LOS	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	9	14	0	12	7	12	7	0	20	38	20
Future Vol, veh/h	8	9	14	0	12	7	12	7	0	20	38	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	2	2	2	2	2	2	14	2	2	5	2
Mvmt Flow	9	10	16	0	13	8	13	8	0	22	42	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	142	131	53	144	142	8	64	0	0	8	0	0
Stage 1	97	97	-	34	34	-	-	-	-	-	-	-
Stage 2	45	34	-	110	108	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	760	1014	825	749	1074	1538	-	-	1612	-	-
Stage 1	897	815	-	982	867	-	-	-	-	-	-	-
Stage 2	956	867	-	895	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	786	743	1014	790	733	1074	1538	-	-	1612	-	-
Mov Cap-2 Maneuver	786	743	-	790	733	-	-	-	-	-	-	-
Stage 1	890	804	-	974	860	-	-	-	-	-	-	-
Stage 2	927	860	-	858	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.5	4.6	1.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	859	830	1612	-	-
HCM Lane V/C Ratio	0.009	-	-	0.04	0.025	0.014	-	-
HCM Control Delay (s)	7.4	0	-	9.4	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	9	12	10	14	14
Future Vol, veh/h	13	9	12	10	14	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	9	2	2
Mvmt Flow	14	10	13	11	16	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	61	24	32	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	945	1052	1580	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	937	1052	1580	-	-	-
Mov Cap-2 Maneuver	937	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	981	-	-
HCM Lane V/C Ratio	0.008	-	0.025	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	3	5	0	13	24
Future Vol, veh/h	15	3	5	0	13	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	33	2	2
Mvmt Flow	17	3	6	0	14	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	6	0	-	0	43	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1615	-	-	-	968	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1615	-	-	-	957	1077
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	SB
HCM Control Delay, s	6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1615	-	-	-	1032
HCM Lane V/C Ratio	0.01	-	-	-	0.04
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	30	1490	28	0	1765
Future Vol, veh/h	0	30	1490	28	0	1765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	32	1568	29	0	1858

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	799	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	328	-
HCM Lane V/C Ratio	-	-	0.096	-
HCM Control Delay (s)	-	-	17.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	49	1467	53	0	1765
Future Vol, veh/h	0	49	1467	53	0	1765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	52	1544	56	0	1858

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	800	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	328	-
HCM Lane V/C Ratio	-	-	0.157	-
HCM Control Delay (s)	-	-	18	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	17	21	5	5	28
Future Vol, veh/h	36	17	21	5	5	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	19	23	6	6	31

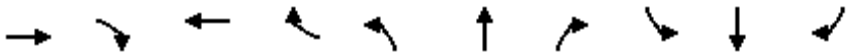
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	125	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	870	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1584	-	-	-	847	1050
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	SB
HCM Control Delay, s	5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	1013
HCM Lane V/C Ratio	0.025	-	-	-	0.036
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Queues

1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	21	38	116	129	26	1639	72	140	1416	12
v/c Ratio	0.10	0.14	0.54	0.45	0.12	0.61	0.06	0.85	0.54	0.01
Control Delay	34.5	12.2	46.8	26.9	5.2	6.8	1.1	56.0	6.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	12.2	46.8	26.9	5.2	6.8	1.1	56.0	6.1	0.4
Queue Length 50th (ft)	11	0	65	42	3	192	0	48	153	0
Queue Length 95th (ft)	32	27	120	97	14	306	11	#104	245	1
Internal Link Dist (ft)	391		300			720			1168	
Turn Bay Length (ft)				280	430		400	430		500
Base Capacity (vph)	286	347	283	363	224	2702	1180	164	2600	1216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11	0.41	0.36	0.12	0.61	0.06	0.85	0.54	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	17	3	35	107	0	119	1	23	1508	66	1	128
Future Volume (veh/h)	17	3	35	107	0	119	1	23	1508	66	1	128
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870		1870	1870	1811		1870
Adj Flow Rate, veh/h	18	3	0	116	0	0		25	1639	0		139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	4	2	2	2		2	2	6		2
Cap, veh/h	246	37		256	0			323	2809			266
Arrive On Green	0.10	0.12	0.00	0.10	0.00	0.00		0.79	0.79	0.00		0.79
Sat Flow, veh/h	1419	305	1560	1452	0	1585		379	3554	1535		306
Grp Volume(v), veh/h	21	0	0	116	0	0		25	1639	0		139
Grp Sat Flow(s),veh/h/ln	1724	0	1560	1452	0	1585		379	1777	1535		306
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0		2.3	16.3	0.0		29.5
Cycle Q Clear(g_c), s	1.0	0.0	0.0	7.1	0.0	0.0		15.6	16.3	0.0		45.8
Prop In Lane	0.86		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	245	0		224	0			323	2809			266
V/C Ratio(X)	0.09	0.00		0.52	0.00			0.08	0.58			0.52
Avail Cap(c_a), veh/h	389	0		362	0			323	2809			266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	0.00		1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	39.1	0.0	0.0		6.2	3.7	0.0		12.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.8	0.0	0.0		0.5	0.9	0.0		7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.7	0.0	0.0		0.2	3.0	0.0		2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	0.0	40.9	0.0	0.0		6.7	4.6	0.0		19.8
LnGrp LOS	D	A		D	A			A	A			B
Approach Vol, veh/h		21	A		116	A			1664	A		
Approach Delay, s/veh		36.5			40.9				4.6			
Approach LOS		D			D				A			

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	76.0	15.1	76.0	15.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	70.0	18.0	70.0	18.0
Max Q Clear Time (g_c+I1), s	18.3	3.0	47.8	9.1
Green Ext Time (p_c), s	19.3	0.0	13.6	0.3

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.

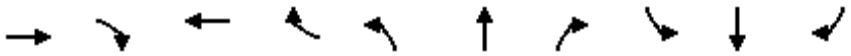
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1303	11
Future Volume (veh/h)	1303	11
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1811	1870
Adj Flow Rate, veh/h	1416	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	6	2
Cap, veh/h	2720	
Arrive On Green	0.79	0.00
Sat Flow, veh/h	3441	1585
Grp Volume(v), veh/h	1416	0
Grp Sat Flow(s),veh/h/ln	1721	1585
Q Serve(g_s), s	13.4	0.0
Cycle Q Clear(g_c), s	13.4	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2720	
V/C Ratio(X)	0.52	
Avail Cap(c_a), veh/h	2720	
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	3.4	0.0
Incr Delay (d2), s/veh	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	4.1	0.0
LnGrp LOS	A	
Approach Vol, veh/h	1555	A
Approach Delay, s/veh	5.5	
Approach LOS	A	
Timer - Assigned Phs		

Queues

1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

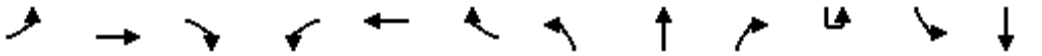


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	24	74	89	111	57	1484	61	214	1700	24
v/c Ratio	0.16	0.29	0.52	0.41	0.34	0.53	0.05	0.95	0.59	0.02
Control Delay	46.3	19.5	57.9	20.0	10.1	5.1	0.9	64.4	5.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	19.5	57.9	20.0	10.1	5.1	0.9	64.4	5.7	1.0
Queue Length 50th (ft)	16	12	62	20	9	161	0	106	200	0
Queue Length 95th (ft)	42	56	116	73	37	252	9	#159	313	5
Internal Link Dist (ft)	391		300			720			1168	
Turn Bay Length (ft)				280	430		400	430		500
Base Capacity (vph)	203	317	229	340	168	2790	1284	225	2873	1277
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.39	0.33	0.34	0.53	0.05	0.95	0.59	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	23	0	70	80	5	105	54	1410	58	16	187	1615
Future Volume (veh/h)	23	0	70	80	5	105	54	1410	58	16	187	1615
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1885	1870	1841	1870		1870	1885
Adj Flow Rate, veh/h	24	0	0	84	5	0	57	1484	0		197	1700
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	1	2	4	2		2	1
Cap, veh/h	224	0		196	8		262	2916			318	2987
Arrive On Green	0.08	0.00	0.00	0.08	0.09	0.00	0.83	0.83	0.00		0.83	0.83
Sat Flow, veh/h	1690	0	1585	1412	84	1598	288	3497	1585		355	3582
Grp Volume(v), veh/h	24	0	0	89	0	0	57	1484	0		197	1700
Grp Sat Flow(s),veh/h/ln	1690	0	1585	1496	0	1598	288	1749	1585		355	1791
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	0.0	8.6	13.5	0.0		39.6	16.6
Cycle Q Clear(g_c), s	1.4	0.0	0.0	6.4	0.0	0.0	25.2	13.5	0.0		53.1	16.6
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	193	0		176	0		262	2916			318	2987
V/C Ratio(X)	0.12	0.00		0.50	0.00		0.22	0.51			0.62	0.57
Avail Cap(c_a), veh/h	317	0		302	0		262	2916			318	2987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	49.0	0.0	0.0	6.9	2.6	0.0		10.3	2.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.2	0.0	0.0	1.9	0.6	0.0		8.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.6	0.0	0.0	0.6	3.1	0.0		3.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	0.0	51.2	0.0	0.0	8.8	3.3	0.0		19.1	3.7
LnGrp LOS	D	A		D	A		A	A			B	A
Approach Vol, veh/h		24	A		89	A		1541	A			1897
Approach Delay, s/veh		47.2			51.2			3.5				5.3
Approach LOS		D			D			A				A

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		14.3		96.0		14.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		90.0		18.0		90.0		18.0				
Max Q Clear Time (g_c+I1), s		27.2		3.4		55.1		8.4				
Green Ext Time (p_c), s		22.3		0.0		22.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	23
Future Volume (veh/h)	23
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	A
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	81.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	17	3	35	107	0	119	1	23	1508	66	1	128	1303	11
Future Vol, veh/h	17	3	35	107	0	119	1	23	1508	66	1	128	1303	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	280	-	430	-	400	-	430	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	18	3	38	116	0	129	1	25	1639	72	1	139	1416	12

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2568	3387	708	2681	3387	820	1416	1416	0	0	1639	1639	0	0
Stage 1	1696	1696	-	1691	1691	-	-	-	-	-	-	-	-	-
Stage 2	872	1691	-	990	1696	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.98	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.34	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 13	7	373	~ 11	7	318	179	477	-	-	128	391	-	-
Stage 1	96	147	-	~ 97	148	-	-	-	-	-	-	-	-	-
Stage 2	312	148	-	264	147	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 5	4	373	~ 21	4	318	441	441	-	-	380	380	-	-
Mov Cap-2 Maneuver	30	-	-	~ 21	4	-	-	-	-	-	-	-	-	-
Stage 1	90	93	-	~ 91	139	-	-	-	-	-	-	-	-	-
Stage 2	174	139	-	144	93	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	108.3	$ 1153.6	0.2	1.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	441	-	-	30	373	21	318	380	-	-
HCM Lane V/C Ratio	0.059	-	-	0.725	0.102	5.538	0.407	0.369	-	-
HCM Control Delay (s)	13.7	-	-	270.3	15.7	$ 2410	23.9	19.9	-	-
HCM Lane LOS	B	-	-	F	C	F	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.4	0.3	14.8	1.9	1.7	-	-

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	117	56	0	97	0	55	0	0	0	0	66
Future Vol, veh/h	23	117	56	0	97	0	55	0	0	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	26	130	62	0	108	0	61	0	0	0	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	192	0	0	327	290	-	321	352	108
Stage 1	-	-	-	-	-	-	182	182	-	108	108	-
Stage 2	-	-	-	-	-	-	145	108	-	213	244	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1381	-	0	626	620	0	632	573	946
Stage 1	-	-	-	-	-	0	820	749	0	897	806	-
Stage 2	-	-	-	-	-	0	858	806	0	789	704	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1483	-	-	1381	-	-	568	608	-	623	562	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	608	-	623	562	-
Stage 1	-	-	-	-	-	-	804	734	-	879	806	-
Stage 2	-	-	-	-	-	-	791	806	-	773	690	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	0	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	1483	-	-	1381	-	946
HCM Lane V/C Ratio	-	0.017	-	-	-	-	0.078
HCM Control Delay (s)	0	7.5	0	-	0	-	9.1
HCM Lane LOS	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	6	2	0	23	20	15	13	1	10	5	5
Future Vol, veh/h	24	6	2	0	23	20	15	13	1	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	40	2
Mvmt Flow	27	7	2	0	26	22	17	14	1	11	6	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	104	80	9	85	83	15	12	0	0	15	0	0
Stage 1	31	31	-	49	49	-	-	-	-	-	-	-
Stage 2	73	49	-	36	34	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	876	810	1073	901	807	1065	1607	-	-	1603	-	-
Stage 1	986	869	-	964	854	-	-	-	-	-	-	-
Stage 2	937	854	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	825	795	1073	881	792	1065	1607	-	-	1603	-	-
Mov Cap-2 Maneuver	825	795	-	881	792	-	-	-	-	-	-	-
Stage 1	975	863	-	953	845	-	-	-	-	-	-	-
Stage 2	880	845	-	964	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	9.2	3.8	3.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	831	899	1603	-	-
HCM Lane V/C Ratio	0.01	-	-	0.043	0.053	0.007	-	-
HCM Control Delay (s)	7.3	0	-	9.5	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	28	0	0	38
Future Vol, veh/h	7	4	28	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	31	0	0	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	83	21	42	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	919	1056	1567	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	901	1056	1567	-	-	-
Mov Cap-2 Maneuver	901	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	952	-	-
HCM Lane V/C Ratio	0.02	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	7	0
Future Vol, veh/h	0	0	0	0	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	8	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1022
HCM Lane V/C Ratio	-	-	-	-	0.008
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	1540	10	0	1445
Future Vol, veh/h	0	10	1540	10	0	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	11	1674	11	0	1571

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	843	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	307	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	307	-
HCM Lane V/C Ratio	-	-	0.035	-
HCM Control Delay (s)	-	-	17.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	90	1502	48	0	1445
Future Vol, veh/h	0	90	1502	48	0	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	98	1633	52	0	1571

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	843	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	307	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	307	-
HCM Lane V/C Ratio	-	-	0.319	-
HCM Control Delay (s)	-	-	22.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	1.3	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	11	66	0	5	24
Future Vol, veh/h	37	11	66	0	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	12	73	0	6	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	167	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	823	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	801	989
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	SB
HCM Control Delay, s	5.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1527	-	-	-	951
HCM Lane V/C Ratio	0.027	-	-	-	0.034
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	359.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	23	0	70	80	5	105	54	1410	58	16	187	1615	23
Future Vol, veh/h	23	0	70	80	5	105	54	1410	58	16	187	1615	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	280	430	-	400	-	430	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	1	2	4	2	2	2	1	2
Mvmt Flow	24	0	74	84	5	111	57	1484	61	17	197	1700	24

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	2987	3726	850	2876	3726	742	1700	0	0	1484	1484	0	0
Stage 1	2128	2128	-	1598	1598	-	-	-	-	-	-	-	-
Stage 2	859	1598	-	1278	2128	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.92	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.31	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 6	4	304	~ 7	~ 4	360	371	-	-	162	449	-	-
Stage 1	51	89	-	111	164	-	-	-	-	-	-	-	-
Stage 2	317	164	-	176	89	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	1	304	~ 3	~ 1	360	371	-	-	365	365	-	-
Mov Cap-2 Maneuver	-	1	-	~ 3	~ 1	-	-	-	-	-	-	-	-
Stage 1	43	37	-	94	139	-	-	-	-	-	-	-	-
Stage 2	179	139	-	~ 55	37	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 6863.2	0.6	3.1
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	371	-	-	-	304	3	360	365	-	-
HCM Lane V/C Ratio	0.153	-	-	-	0.242	29.825	0.307	0.585	-	-
HCM Control Delay (s)	16.5	-	-	-	20.1	$ 15317.3	19.4	27.8	-	-
HCM Lane LOS	C	-	-	-	C	F	C	D	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	0.9	13.3	1.3	3.6	-	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	141	61	0	117	0	77	0	0	1	0	24
Future Vol, veh/h	51	141	61	0	117	0	77	0	0	1	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	57	157	68	0	130	0	86	0	0	1	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	225	0	0	415	401	-	435	469	130
Stage 1	-	-	-	-	-	-	271	271	-	130	130	-
Stage 2	-	-	-	-	-	-	144	130	-	305	339	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1449	-	-	1344	-	0	548	538	0	531	492	920
Stage 1	-	-	-	-	-	0	735	685	0	874	789	-
Stage 2	-	-	-	-	-	0	859	789	0	705	640	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1449	-	-	1344	-	-	514	514	-	513	470	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	514	514	-	513	470	-
Stage 1	-	-	-	-	-	-	702	654	-	835	789	-
Stage 2	-	-	-	-	-	-	834	789	-	673	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	0	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	1449	-	-	1344	-	892
HCM Lane V/C Ratio	-	0.039	-	-	-	-	0.031
HCM Control Delay (s)	0	7.6	0	-	0	-	9.2
HCM Lane LOS	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	9	14	0	12	7	12	7	0	20	38	20
Future Vol, veh/h	8	9	14	0	12	7	12	7	0	20	38	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	2	2	2	2	2	2	14	2	2	5	2
Mvmt Flow	9	10	16	0	13	8	13	8	0	22	42	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	142	131	53	144	142	8	64	0	0	8	0	0
Stage 1	97	97	-	34	34	-	-	-	-	-	-	-
Stage 2	45	34	-	110	108	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	760	1014	825	749	1074	1538	-	-	1612	-	-
Stage 1	897	815	-	982	867	-	-	-	-	-	-	-
Stage 2	956	867	-	895	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	786	743	1014	790	733	1074	1538	-	-	1612	-	-
Mov Cap-2 Maneuver	786	743	-	790	733	-	-	-	-	-	-	-
Stage 1	890	804	-	974	860	-	-	-	-	-	-	-
Stage 2	927	860	-	858	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.5	4.6	1.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	859	830	1612	-	-
HCM Lane V/C Ratio	0.009	-	-	0.04	0.025	0.014	-	-
HCM Control Delay (s)	7.4	0	-	9.4	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	7	12	3	4	24
Future Vol, veh/h	23	7	12	3	4	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	9	2	2
Mvmt Flow	26	8	13	3	4	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	18	31	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	963	1061	1582	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	955	1061	1582	-	-	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1582	-	978	-	-
HCM Lane V/C Ratio	0.008	-	0.034	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	4	32	0
Future Vol, veh/h	0	0	0	4	32	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	33	2	2
Mvmt Flow	0	0	0	4	36	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	4	0	-	0	2	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1618	-	-	-	1021	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1618	-	-	-	1021	1082
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1618	-	-	-	1021
HCM Lane V/C Ratio	-	-	-	-	0.035
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	1508	10	0	1765
Future Vol, veh/h	0	10	1508	10	0	1765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	11	1587	11	0	1858

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	799	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	328	-
HCM Lane V/C Ratio	-	-	0.032	-
HCM Control Delay (s)	-	-	16.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	69	1447	71	0	1765
Future Vol, veh/h	0	69	1447	71	0	1765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	73	1523	75	0	1858

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	799	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	328	-
HCM Lane V/C Ratio	-	-	0.221	-
HCM Control Delay (s)	-	-	19.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.8	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	30	36	0	5	33
Future Vol, veh/h	41	30	36	0	5	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	33	40	0	6	37

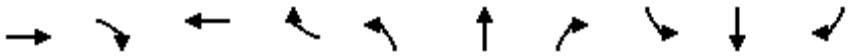
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	40	0	-	0	165	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1570	-	-	-	826	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	801	1031
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1570	-	-	-	993
HCM Lane V/C Ratio	0.029	-	-	-	0.043
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Queues

1: Okatie highway & Del Webb Blvd/Seagrass Station Rd

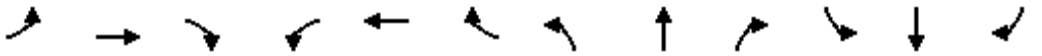


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	21	38	116	129	26	1639	72	140	1416	12
v/c Ratio	0.10	0.14	0.54	0.45	0.12	0.61	0.06	0.85	0.54	0.01
Control Delay	34.5	12.2	46.8	26.6	5.2	6.8	1.1	56.0	6.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	12.2	46.8	26.6	5.2	6.8	1.1	56.0	6.1	0.4
Queue Length 50th (ft)	11	0	65	42	3	192	0	48	153	0
Queue Length 95th (ft)	32	27	120	96	14	306	11	#104	245	1
Internal Link Dist (ft)	391		300			720			1168	
Turn Bay Length (ft)				280	430		400	430		500
Base Capacity (vph)	286	347	283	364	224	2702	1180	164	2600	1216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11	0.41	0.35	0.12	0.61	0.06	0.85	0.54	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
1: Okatie highway & Del Webb Blvd/Seagrass Station Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	3	35	107	0	119	24	1508	66	129	1303	11
Future Volume (veh/h)	17	3	35	107	0	119	24	1508	66	129	1303	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870	1870	1870	1811	1870	1811	1870
Adj Flow Rate, veh/h	18	3	0	116	0	0	26	1639	0	140	1416	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	6	2	6	2
Cap, veh/h	246	37		256	0		323	2809		266	2720	
Arrive On Green	0.10	0.12	0.00	0.10	0.00	0.00	0.79	0.79	0.00	0.79	0.79	0.00
Sat Flow, veh/h	1419	305	1560	1452	0	1585	379	3554	1535	306	3441	1585
Grp Volume(v), veh/h	21	0	0	116	0	0	26	1639	0	140	1416	0
Grp Sat Flow(s),veh/h/ln	1724	0	1560	1452	0	1585	379	1777	1535	306	1721	1585
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	2.4	16.3	0.0	29.9	13.4	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	7.1	0.0	0.0	15.7	16.3	0.0	46.2	13.4	0.0
Prop In Lane	0.86		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	0		224	0		323	2809		266	2720	
V/C Ratio(X)	0.09	0.00		0.52	0.00		0.08	0.58		0.53	0.52	
Avail Cap(c_a), veh/h	389	0		362	0		323	2809		266	2720	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	39.1	0.0	0.0	6.2	3.7	0.0	12.7	3.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.8	0.0	0.0	0.5	0.9	0.0	7.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.7	0.0	0.0	0.2	3.0	0.0	2.3	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	0.0	40.9	0.0	0.0	6.7	4.6	0.0	20.0	4.1	0.0
LnGrp LOS	D	A		D	A		A	A		B	A	
Approach Vol, veh/h		21	A		116	A		1665	A		1556	A
Approach Delay, s/veh		36.5			40.9			4.6			5.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.0		15.1		76.0		15.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		70.0		18.0		70.0		18.0				
Max Q Clear Time (g_c+I1), s		18.3		3.0		48.2		9.1				
Green Ext Time (p_c), s		19.4		0.0		14.4		0.3				

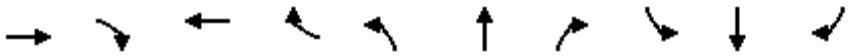
Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Queues

1: Okatie highway & Del Webb Blvd/Seagrass Station Rd

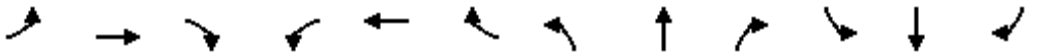


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	24	74	89	111	57	1484	61	214	1700	24
v/c Ratio	0.16	0.29	0.52	0.40	0.34	0.53	0.05	0.95	0.59	0.02
Control Delay	46.3	19.5	57.9	19.5	10.1	5.1	0.9	64.4	5.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	19.5	57.9	19.5	10.1	5.1	0.9	64.4	5.7	1.0
Queue Length 50th (ft)	16	12	62	19	9	161	0	106	200	0
Queue Length 95th (ft)	42	56	116	71	37	252	9	#159	313	5
Internal Link Dist (ft)	391		300			720			1168	
Turn Bay Length (ft)				280	430		400	430		500
Base Capacity (vph)	203	317	229	342	168	2790	1284	225	2873	1277
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.39	0.32	0.34	0.53	0.05	0.95	0.59	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
1: Okatie highway & Del Webb Blvd/Seagrass Station Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	0	70	80	5	105	54	1410	58	203	1615	23
Future Volume (veh/h)	23	0	70	80	5	105	54	1410	58	203	1615	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1885	1870	1841	1870	1870	1885	1870
Adj Flow Rate, veh/h	24	0	0	84	5	0	57	1484	0	214	1700	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	1	2	4	2	2	1	2
Cap, veh/h	224	0		196	8		262	2916		318	2987	
Arrive On Green	0.08	0.00	0.00	0.08	0.09	0.00	0.83	0.83	0.00	0.83	0.83	0.00
Sat Flow, veh/h	1690	0	1585	1412	84	1598	288	3497	1585	355	3582	1585
Grp Volume(v), veh/h	24	0	0	89	0	0	57	1484	0	214	1700	0
Grp Sat Flow(s),veh/h/ln	1690	0	1585	1496	0	1598	288	1749	1585	355	1791	1585
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	0.0	8.6	13.5	0.0	48.2	16.6	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	6.4	0.0	0.0	25.2	13.5	0.0	61.7	16.6	0.0
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0		176	0		262	2916		318	2987	
V/C Ratio(X)	0.12	0.00		0.50	0.00		0.22	0.51		0.67	0.57	
Avail Cap(c_a), veh/h	317	0		302	0		262	2916		318	2987	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	49.0	0.0	0.0	6.9	2.6	0.0	11.6	2.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.2	0.0	0.0	1.9	0.6	0.0	10.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.6	0.0	0.0	0.6	3.1	0.0	4.2	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	0.0	51.2	0.0	0.0	8.8	3.3	0.0	22.4	3.7	0.0
LnGrp LOS	D	A		D	A		A	A		C	A	
Approach Vol, veh/h		24	A		89	A		1541	A		1914	A
Approach Delay, s/veh		47.2			51.2			3.5			5.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		14.3		96.0		14.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		90.0		18.0		90.0		18.0				
Max Q Clear Time (g_c+I1), s		27.2		3.4		63.7		8.4				
Green Ext Time (p_c), s		22.3		0.0		19.8		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			6.2									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

South Carolina
Department of Transportation

Christy A. Hall, P.E.
Secretary of Transportation
803-737-0874 | 803-737-2038 Fax

March 10, 2023

The Honorable Tom Davis
South Carolina Senate, District 46
203 Gressette Building
Columbia, South Carolina 29201

RE: Okatie Highway (SC 170) Intersection Modifications

Dear Senator Davis:

Thank you for your email requesting a review of several intersections along Okatie Highway (SC 170) in Bluffton, South Carolina. After receiving your email, SCDOT staff re-evaluated the Seagrass Station / SC 170 intersection and the Tidewatch Drive / SC 170 intersection.

First of all, we conducted an updated review of the Tidewatch / SC 170 intersection. Based on our recent review and updated traffic counts, we agree that it would be helpful and would enhance safety to add a protected left-turn phase to the Tidewatch / SC 170 intersection signal. The modifications to the signal have been ordered and it is my understanding that it should be in place within the next 2-4 weeks.

We also reviewed the intersection of Okatie Highway (SC 170) and Seagrass Station Road for possible signalization. This review included obtaining new traffic counts on January 30, 2023. Unfortunately, even with the updated traffic counts, the warrants for signalization remain far from being met. We do believe that other improvements could be made at this intersection and we will continue our efforts to partner with Beaufort County and the Lowcountry Area Transportation Study's (LATS) planning staff to discuss the potential inclusion of this intersection into the LATS Transportation Improvement Plan.

Thank you again for reaching out to me and please let me know if I can be of further assistance.

Sincerely,

Christy A. Hall, P.E.
Secretary of Transportation

CTS: 125

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PLAN REVIEW COMMENTS FOR DP-06-25-019799

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522

Plan Type: Development Plan
Apply Date: 06/16/2025
Plan Status: Active
Plan Address:
Case Manager: Dan Frazier
Plan PIN #: R610 021 000 0652 0000

Plan Description: **A request by Girishkumar Patel for approval of a Preliminary Development Plan application. The project consists of the construction of a 6,000 SF convenience store, fueling station with associated infrastructure. The property is within the Village at Verdier Planned Unit Development (PUD) consists of 5.46 acres identified by tax map numbers R610 021 000 0652 0000 and R610 021 000 0824 0000 at the intersection of HWY 170 and Seagrass Station Road.**
STATUS: This item will be heard at the July 23, 2025 Development Review Committee meeting.

Technical Review

Submission #: 1 Received: 06/16/2025 Completed: 07/18/2025

Reviewing Dept.	*Complete Date*	*Reviewer*	*Status*
Planning Commission Review	07/18/2025	Dan Frazier	Revisions Required

Comments:
PC Member Comment:
1. The convenience store should rotate 90 degrees, so the highway corridor overlay district can have the building addressed properly as a front elevation.

Planning Review - Principal	07/18/2025	Dan Frazier	Revisions Required

Comments:
1. Provide an updated narrative that meets the narrative description provided in the development plan application checklist.
2. Consider revising the site plan to locate the C-store building between the SC 170 ROW and the gas pumps/canopy (preferred), or locate the C-store Building between the Seagrass Station Road ROW and the gas pumps/canopy. The preferred site layout fronts the convenience store on the highway corridor, screening the gas pumps and canopy. This layout also allows a better fuel truck circulation route.
3. The proposed connector road between SC 170 and Seagrass Station Road should be free flow, with Amanda Road tying in at 90 degrees as a stop sign controlled intersection.
4. Foundation landscape plantings 8' in width are required around the convenience store building.
5. The subject property is within the highway corridor and requires a Certificate of Appropriateness - Highway Corridor Overlay, reviewing architecture, lighting an landscaping.

Watershed Management Review DRC	07/10/2025	Samantha Crotty	Revisions Required

Comments:
1. Revise discrepancies between Compliance Calculator, narrative, and site plans. Compliance Calculator indicates the use of an infiltration practice, while the narrative states proposed stormwater detention pond, and the site plans show a proposed retention pond.
2. Revise narrative to state post-development peak discharge control for the 2, 10, 25, 50, and 100-year storm. (SWDM 3.5)
3. Revise the narrative to include how Better Site Design Principles have been incorporated into the plan. (SWDM 2.1.2)

Beaufort Jasper Water and Sewer Review	07/18/2025	Matthew Michaels	Approved
Building Safety Review	07/18/2025	Marcus Noe	Approved

Fire Department Review	07/18/2025	Dan Wiltse	Approved
Planning Review - Address	07/18/2025	Dan Frazier	Approved
Police Department Review	07/18/2025	Bill Bonhag	Approved
Transportation Department Review	06/24/2025	Mark Maxwell	Approved

Comments:
No comments

Plan Review Case Notes:

PRE-DEVELOPMENT PLAN
FOR
SEAGRASS STATION
C-STORE

110 SEAGRASS STATION
TOWN OF BLUFFTON, BEAUFORT COUNTY, SC
VILLAGE AT VERDIER PUD
PARCEL NUMBERS - R610 021 000 0652 & 0824

OWNER/PRIMARY PERMITTEE:
GIRISHKUMAR PATEL
2 CLAYTON COURT
BLUFFTON, SC 29910
PHONE: 804-625-9072
DHRUVILPATEL1122@GMAIL.COM

SITE ENGINEER:
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402 COURTNEY HODGES BLVD
PERRY, GA 31069 CONTACT:
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ROBERT@MOORECIVIL.COM

SURVEYOR:
T-SQUARE SURVEYING
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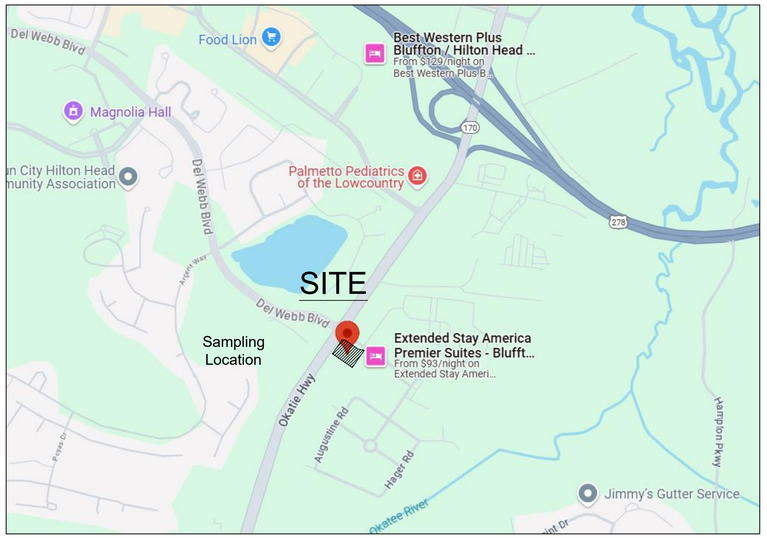
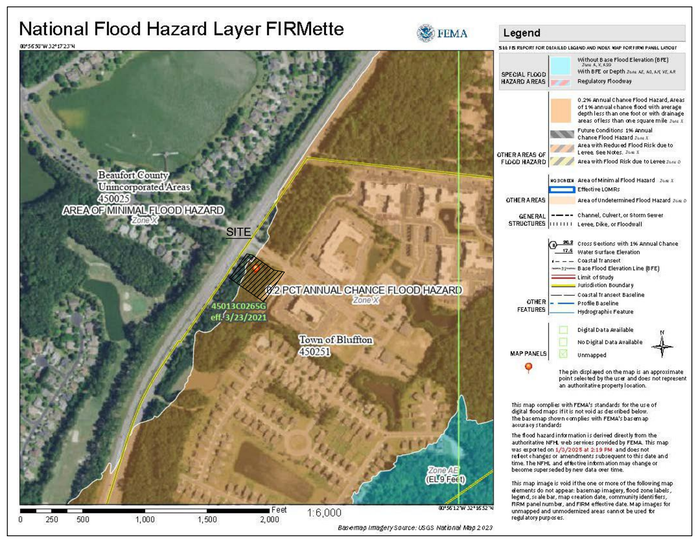
SHEET INDEX

C.100 COVER SHEET
C.110 EXISTING CONDITIONS
C.200 SITE PLAN
C.300 GRADING PLAN
C.400 STORM PLAN
C.500 UTILITY PLAN
C.800 SITE CONSTRUCTION DETAILS



LOCATION MAP (N.T.S.)



THIS PROPERTY IS LOCATED WITHIN THE BASE FLOOD PLAIN AS PER FIRM MAP PANEL NUMBER 45013C0265G DATED MARCH 23, 2021.

SIDEWALK AND ADA SPACE SLOPE:

CROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 2.0%.
ADA PARKING AND VAN SPACES SHALL NOT EXCEED 2.0% SLOPE IN ANY DIRECTION.

DO NOT DUPLICATE DRAWINGS WITHOUT PERMISSION

CAUTION
CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THE SERVICES OF A PRIVATE UTILITY LOCATOR FIRM DURING THE ENTIRE COURSE OF CONSTRUCTION. CONTRACTOR SHALL PAY FOR SAID SERVICES. CONTRACTOR SHALL REPAIR ALL UTILITIES DAMAGED BY CONSTRUCTION ACTIVITIES, AT NO ADDITIONAL COST TO THE OWNER/DEVELOPER.
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NARRATIVE

THIS PROJECT INVOLVES THE CONSTRUCTION OF A CONVENIENCE STORE, PARKING, AND ASSOCIATED DRIVEWAYS ALONG WITH ROAD EXTENSIONS ON TWO COMMERCIAL LOTS IN VILLAGE AT VERDIER PUD IN BLUFFTON, SC . A PORTION OF THE SITE WILL BE LEFT ALONE FOR FUTURE COMMERCIAL DEVELOPMENT. THE EXISTING SITE IS PREVIOUSLY UNDEVELOPED. THE SITE IS BORDERED BY OKATIE HWY. TO THE NORTHWEST, SEAGRASS STATION RD. TO THE NORTHEAST AND THE FUTURE ROW OF AMANDA ROAD TO THE SOUTHWEST. IT IS BORDERED TO THE SOUTHEAST BY EXISTING RESIDENTIAL AND COMMERCIAL DEVELOPMENTS.

THE SITE DRAINS TO THE SOUTHWEST OF THE SITE INTO AN EXISTING STORMWATER POND SYSTEM AND PARTICULARLY INTO POND #2. THE PROPOSED DEVELOPMENT WILL UTILIZE A STORM WATER PIPE SYSTEM TO CONVEY STORM WATER RUNOFF TO A PROPOSED STORMWATER DETENTION POND AND THEN TO POND #2. POND #2 WAS DEVELOPED UNDER AN OUTDATED ORDINANCE SO AND ONSITE POND MUST BE CONSTRUCTED TO MEET THE LATEST ORDINANCE. WITH THE USE OF EROSION CONTROL BMPs FROM THE SOUTH CAROLINA EROSION CONTROL MANUAL THERE SHOULD BE NO HARMFUL EFFECTS ON DOWNSTREAM PROPERTIES DUE TO THIS DEVELOPMENT.

CONSTRUCTION SCHEDULE

MONTH 1 → MONTH 12	ACTIVITY
NOTIFY INSPECTOR 24 HOURS PRIOR TO CONSTRUCTION:	
	PLACEMENT OF CONSTRUCTION EXIT, PERIMETER BMPs, AND SILT STORAGE BMPs
	NO GRADING OPERATIONS ALLOWED UNTIL PERIMETER AND SILT STORAGE BMPs ARE PROPERLY INSTALLED AND INSPECTED)
	CLEARING, GRUBBING, AND GRADING OPERATIONS (AS NECESSARY)
	INSTALL PARKING LOT ADDITION AND CONSTRUCTION OF BUILDING
	GRASSING - INCLUDING MULCHING, TEMPORARY AND PERMANENT VEGETATION
	MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES
	FINAL STABILIZATION OF SITE

GENERAL NOTES

BOUNDARY & TOPO INFORMATION TAKEN FROM SURVEY BY T-SQUARE SURVEYING.

PROPERTY IS LOCATED IN DIST 610, MAP 21, A PORTION OF PARCEL 652, TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA.

NOTIFY THE TOWN OF BLUFFTON INSPECTION OFFICE 24 HRS BEFORE BEGINNING OF CONSTRUCTION.

ALL BUFFERS AND TREE SAVE AREAS SHALL BE CLEARLY IDENTIFIED BY FLAGGING AND/OR FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.

STANDARD AND SPECIFICATIONS: ALL DESIGNS WILL CONFORM TO AND ALL WORK WILL BE PERFORMED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE PUBLICATION ENTITLED "MANUAL FOR EROSION AND SEDIMENTATION CONTROL IN GEORGIA."

ANY DISCREPANCY FOUND SHALL BE REFERRED TO THE SITE ENGINEER BY THE CONTRACTOR FOR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.

CUT & FILL SLOPES SHALL NOT EXCEED 2:1

ALL CUT & FILL SLOPES MUST BE SURFACE ROUGHENED AND VEGETATED WITHIN SEVEN DAYS OF THEIR CONSTRUCTION

ALL FILL SLOPES WILL HAVE SILT FENCE AT TOE OF SLOPES ANY DISCREPANCY FOUND SHALL BE REFERRED TO THE SITE ENGINEER BY THE CONTRACTOR FOR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.

ALL CONSTRUCTION SHALL MEET OR EXCEED TOWN OF BLUFFTON MINIMUM STANDARDS. ALL GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR SHALL VERIFY ALL GRADES. CONTRACTOR SHALL VERIFY ALL BENCH MARKS BEFORE BEGINNING ANY WORK. CONTRACTOR HAS OPTION TO USE PRECAST STRUCTURES AND HEADWALLS OR CAST IN PLACE.

TOWN OF BLUFFTON SPECIFICATIONS. DETENTION BASIN AND EROSION CONTROL MEASURES TO BE ACCOMPLISHED PRIOR TO ANY OTHER CONSTRUCTION ON THE SITE AND MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.

REFER TO ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.

CONTRACTOR SHALL STAKE ALL BUILDING CORNERS FOR APPROVAL PRIOR TO POURING ANY FOOTINGS.

THE INSTALLATION OF EROSION CONTROL MEASURES AND PRACTICES SHALL TAKE PLACE PRIOR TO OR CONCURRENT WITH LAND DISTURBING ACTIVITIES.

EROSION CONTROL MEASURES ARE TO BE ACCOMPLISHED PRIOR TO ANY OTHER CONSTRUCTION ON THE SITE AND MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.

EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED IF DEEMED NECESSARY BY ON-SITE INSPECTION BY THE ISSUING AUTHORITY.

SEDIMENT AND EROSION CONTROL MEASURES TO BE INSPECTED AND MAINTAINED DAILY.

DO NOT SCALE FROM DRAWINGS.

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REVISIONS:

05/14/25	PRELIM LAYOUT
06/16/25	PRE-DEV PLAN

SEAGRASS STATION C-STORE
110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
C.100

South Carolina 811 Call 811 Before You Dig

NOTES:

1. THE SITE DOES NOT INCLUDE TREES LISTED ON AMERICA'S HISTORIC TREE REGISTER.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

CAUTION

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SEAGRASS STATION C-STORE
110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
EXISTING COND.
DEMO PLAN

SHEET NUMBER:
C.110

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NOTES:

1. SITE LIGHTING WILL BE DESIGNED BY THE UTILITY COMPANY AND MEET STANDARDS SET FORTH BY THE TOWN OF BLUFFTON, SC CODE OF ORDINANCES.

HATCHING LEGEND:

- ASPHALT PAVING
- BUILDING
- CONCRETE SIDEWALK
- HD CONCRETE

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

PARKING CALCULATION

COMMERCIAL SERVICES: TWO (2) SPACES FOR EACH ONE THOUSAND (1,000) SQUARE FEET.

6,000 SQ FT / 1,000 SQ FT X 2 = 12 SPACES

12 REQUIRED SPACES
TOTAL = 33 SPACES PROVIDED (INCLUDING 2 ADA SPACES)

SITE DATA TABLE

	SF	AC	%
EX. LOT 1	65,470	1.50	
EX. LOT 2	172,343	3.96	
TOTAL SITE	237,813	5.46	
EX. PERVIOUS COVER	237,813	5.46	
EX. IMPERVIOUS COVER	-	-	0%
PR. PERVIOUS COVER	54,697	1.26	23%
PR. IMPERVIOUS COVER	183,116	4.20	77%
CONVENIENCE STORE	6,000	0.14	

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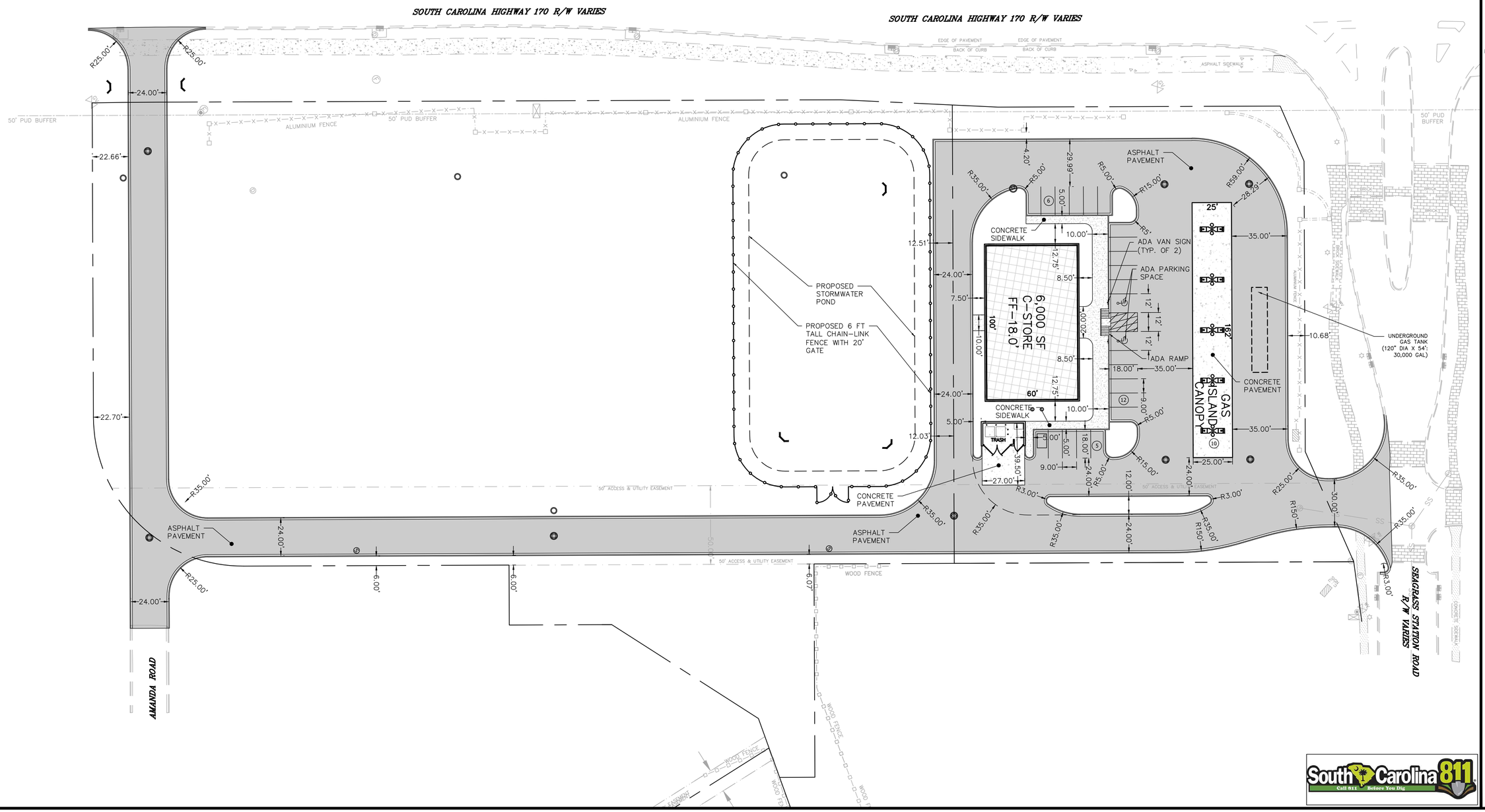

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REVISIONS:

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SEAGRASS STATION C-STORE

110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
SITE LAYOUT

SHEET NUMBER:
C.200

South Carolina 811 Call 811 Before You Dig

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
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TOPO FOR EX. STORMWATER POND IS FROM 2020 NOAA LIDAR DATA

SOUTH CAROLINA HIGHWAY 170 R/W VARIES

SOUTH CAROLINA HIGHWAY 170 R/W VARIES

CENTER OF ROAD

CENTER OF ROAD

EDGE OF PAVEMENT

BACK OF CURB

EDGE OF PAVEMENT

BACK OF CURB

ASPHALT SIDEWALK

D' WATER MAIN

ALUMINIUM FENCE

ALUMINIUM FENCE

25 YR PEAK WSEL = 13.88'
MAX VOL = 52,243 CF (WQv NOT INCLUDED)

100 YR PEAK WSEL = 14.58'
MAX VOL = 64,271 CF (WQv NOT INCLUDED)

CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE TO POND

6' SAFETY BENCH

19,685 CF WQv

6' SAFETY BENCH

6,000 SF C-STORE FF=18.0

100'

60'

TRASH

GAS ISLAND CANOPY

25'

6" PVC WATER

6" PVC WATER

14" DI WATER MAIN

AMANDA ROAD

SEAGRASS STATION ROAD R/W VARIES

WOOD FENCE

CONCRETE SIDEWALK

TOPO FOR EX. STORMWATER POND IS FROM 2020 NOAA LIDAR DATA

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SEAGRASS STATION C-STORE

110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
GRADING PLAN

SHEET NUMBER:
C.300

PRE- VS. POST-DEVELOPMENT PEAK FLOW ANALYSIS							
BASIN 1							
STORM EVENT	1-YR (cfs)	2-YR (cfs)	5-YR (cfs)	10-YR (cfs)	25-YR (cfs)	50-YR (cfs)	100-YR (cfs)
PRE 1	0.792	1.336	2.506	3.707	5.681	7.440	9.396
POST 1	10.130	11.920	14.990	17.650	21.520	24.660	27.940
POST 1 ROUTED + BYPASS	0.760	0.831	1.645	2.832	5.093	7.091	9.303
% REDUCTION	4.0%	37.8%	34.4%	23.6%	10.4%	4.7%	1.0%

DS (OFFSITE) BASIN							
STORM EVENT	1-YR (cfs)	2-YR (cfs)	5-YR (cfs)	10-YR (cfs)	25-YR (cfs)	50-YR (cfs)	100-YR (cfs)
POND 2 - PRE	14.50	17.96	24.07	29.53	37.65	44.33	51.36
POND 2 - POST	10.98	13.49	18.13	23.29	31.47	38.31	45.58
% REDUCTION	24.28%	24.89%	24.68%	21.13%	16.41%	13.58%	11.25%

NOTES:

STORMWATER PLAN IS DESIGNED TO BE IN COMPLIANCE WITH BLUFFTON STORMWATER DESIGN MANUAL.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
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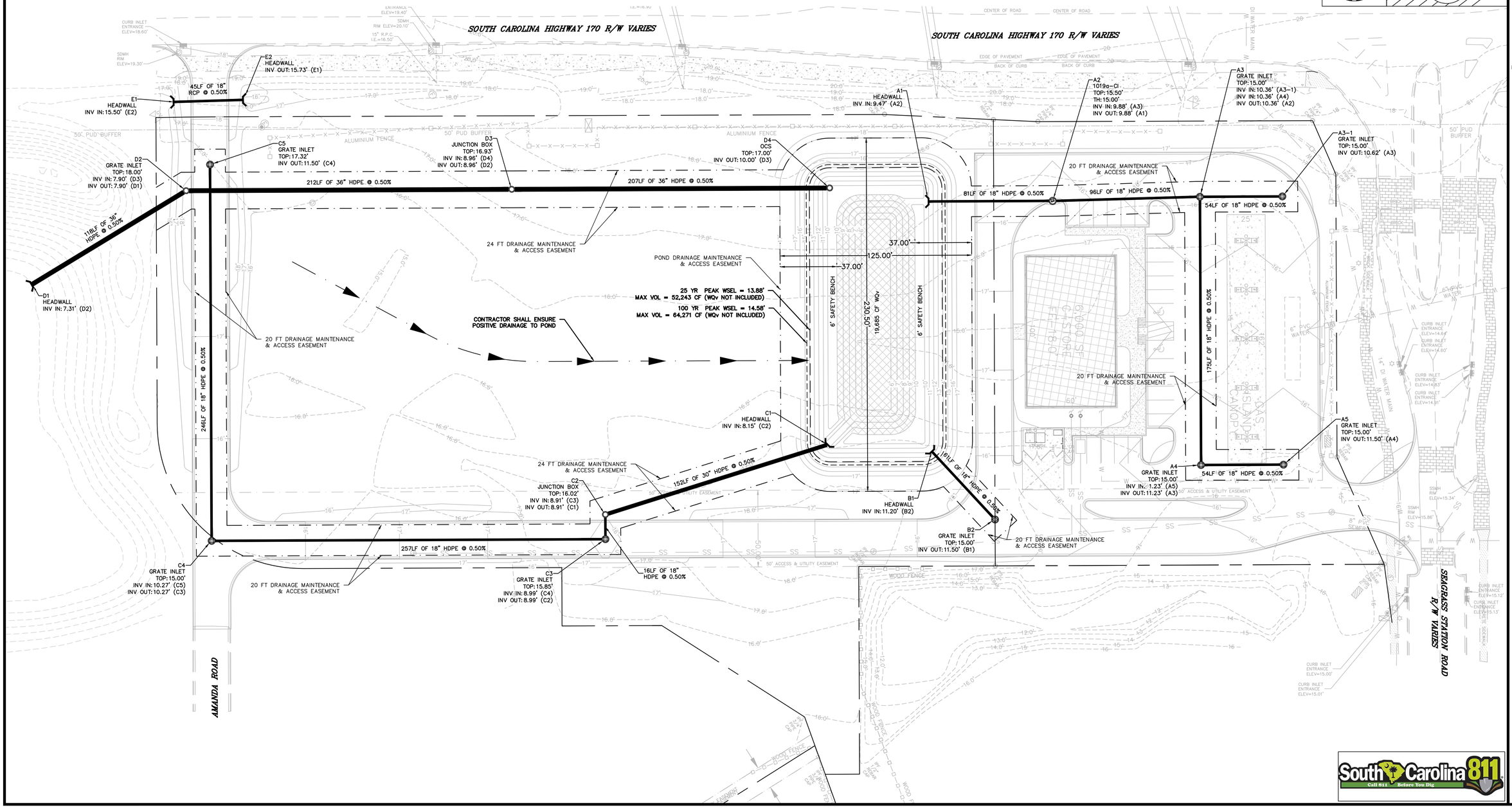

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05/14/25	PRELIM LAYOUT
06/16/25	PRE-DEV PLAN

SEAGRASS STATION C-STORE

110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
STORM PLAN

SHEET NUMBER:
C.400

South Carolina 811 Call 811 Before You Dig

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NOTES:

EVIDENCE SUPPORTS THAT THE SITE CAN BE SUPPLIED WITH ADEQUATE UTILITIES.

CAUTION

CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING THE SERVICES OF A PRIVATE UTILITY LOCATOR FIRM DURING THE ENTIRE COURSE OF CONSTRUCTION. CONTRACTOR SHALL PAY FOR SAID SERVICES. CONTRACTOR SHALL REPAIR ALL UTILITIES DAMAGED BY CONSTRUCTION ACTIVITIES, AT NO ADDITIONAL COST TO THE OWNER/DEVELOPER.

THE UTILITIES SHOWN ARE SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE SITE DESIGN PROFESSIONAL ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF UTILITIES WITHIN THE LIMITS OF THE WORK. DAMAGE TO EXISTING UTILITIES BY THE CONTRACTOR, FROM HIS/ HER OPERATIONS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

CONTRACTOR SHALL BE RESPONSIBLE FOR COMPACTION OF BACKFILL OF ALL UTILITY TRENCHES WITHIN SITE WORK LIMITS. THIS INCLUDES TRENCHES DUG AND BACKFILLED BY LOCAL UTILITIES, SUCH AS POWER, GAS, TELEPHONE, ETC. CONTRACTOR SHALL PROVIDE ADDITIONAL BACKFILL AND COMPACTION AS NECESSARY, IF SETTLEMENT OCCURS.

DO NOT DUPLICATE DRAWINGS WITHOUT PERMISSION

SOUTH CAROLINA HIGHWAY 170 R/W VARIES

SOUTH CAROLINA HIGHWAY 170 R/W VARIES

CENTER OF ROAD

EDGE OF PAVEMENT

BACK OF CURB

ASPHALT SIDEWALK

14" DI WATER MAIN

50' PUD BUFFER

50' ACCESS & UTILITY EASEMENT

6000 SF C-STORE FFE=18.0

PROPOSED 2" WATER METER REF. DTL W-09, SIZED & PURCHASED FROM BJWSA

PROPOSED 2" BACKFLOW PREVENTOR

6" PVC WATER

REF. MEP PLANS FOR CONNECTION DETAILS

PROPOSED 2" POLY WATER SERVICE, REF. DTL W-09

4" SS CLEANOUT W/ DUAL SWEEP WITHIN 5' OF BUILDING, REF. DTL S-11

1,500 GAL GREASE TRAP

PROPOSED 6" SDR-26 PVC SS LATERAL 1% MIN SLOPE, REF. DTL S-11

SSMH RIM ELEV=15.34'

SSMH RIM ELEV=15.86'

8" PVC SEWER

PROPOSED MH-2 REF. DTL S-XX

PROPOSED 8" SDR-26 PVC SS LATERAL 0.5% MIN SLOPE REF. DTL S-XX

PROPOSED MH-1 REF. DTL S-XX

PROPOSED 8" SDR-26 PVC SS LATERAL 0.5% MIN SLOPE, REF. DTL S-XX

AMANDA ROAD

SEAGRASS STATION ROAD R/W VARIES

South Carolina 811 Call 811 Before You Dig

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706.224.1629
ROBERT@MOORECIVIL.COM

GEORGIA REGISTERED No. PE035680 PROFESSIONAL ROBERT EUGENE MOORE

LEVEL II CERTIFIED
DESIGN PROFESSIONAL
GSWCC #0000064090
EXPIRATION: 05/30/2026

NOT RELEASED FOR CONSTRUCTION

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24 HOUR CONTACT
DHRUVIL PATEL
804-625-9072

CLIENT:
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BLUFFTON, SC 29910
PHONE: 804-625-9072
DHRUVILPATEL1122@GMAIL.COM

OWNER:
GIRISHKUMAR PATEL
2 CLAYTON COURT
BLUFFTON, SC 29910
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DHRUVILPATEL1122@GMAIL.COM

REVISIONS:

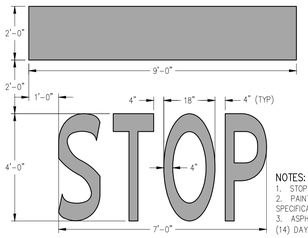
05/14/25	PRELIM LAYOUT
06/16/25	PRE-DEV PLAN

SEAGRASS STATION C-STORE

110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
UTILITY PLAN

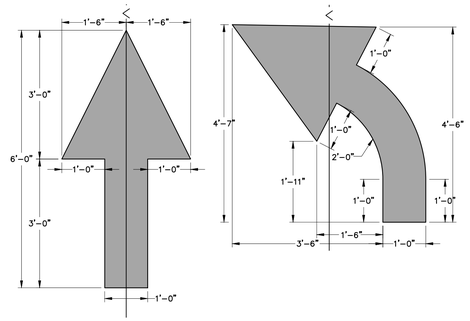
SHEET NUMBER:
C.500



NOTES:
1. STOP BAR AND WORD SHALL BE WHITE IN COLOR.
2. PAINT SHALL BE AS PER TECHNICAL SPECIFICATIONS.
3. ASPHALT TOP COURSE SHALL CURE FOR FOURTEEN (14) DAYS MINIMUM PRIOR TO PAINTING.

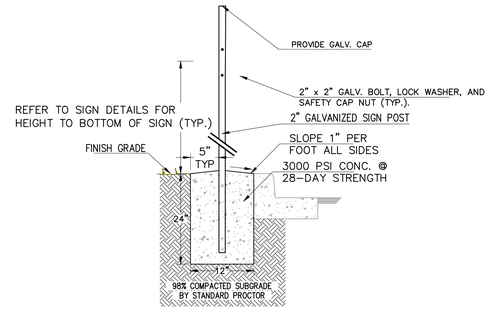
PAINTED STOP BAR & WORD

NOT TO SCALE



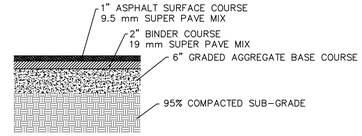
TRAFFIC STRIPING - ARROWS

NOT TO SCALE



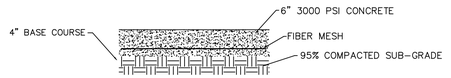
SITE SIGNAGE POST

NOT TO SCALE



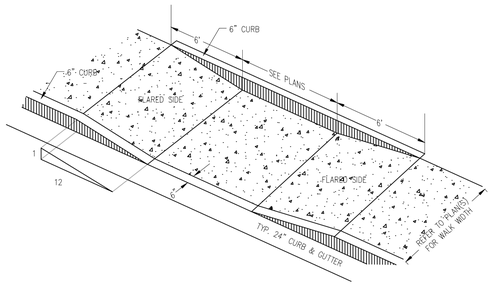
ASPHALT PAVING DETAIL

N.T.S.



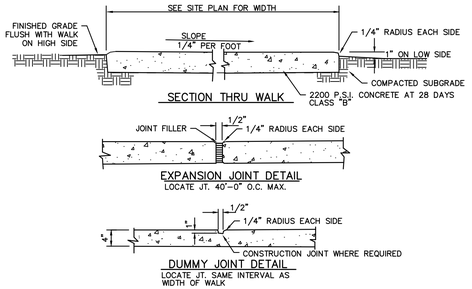
CONCRETE PAVEMENT DETAIL

N.T.S.



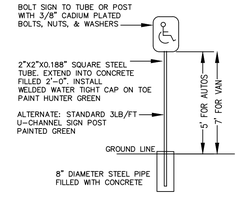
LOWERED WALK RAMP

NOT TO SCALE



TYPICAL WALK DETAILS

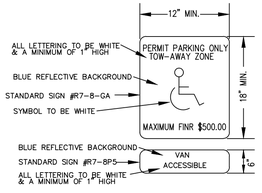
N.T.S.



1. ALL SIGNS TO BE 0.080" THICK ALUMINUM.
2. ALL SIGNS SHALL CONFORM WITH ALL CURRENT A.D.A., FEDERAL, STATE, AND LOCAL CODES & REGULATIONS.
3. PLACE "VAN ACCESSIBLE SIGN IN FRONT OF VAN ACCESSIBLE SPACES ONLY.

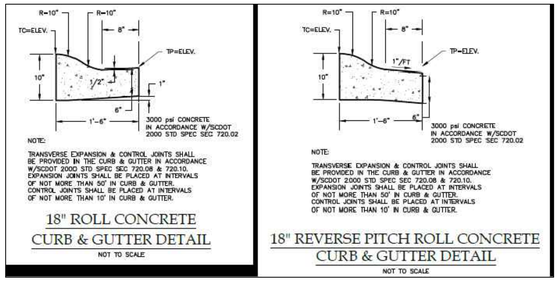
HANDICAP PARKING SIGN PLACEMENT DETAIL

N.T.S.



ADA PARKING SIGN DETAIL

N.T.S.



18" ROLL CONCRETE CURB & GUTTER DETAIL

NOT TO SCALE

18" REVERSE PITCH ROLL CONCRETE CURB & GUTTER DETAIL

NOT TO SCALE

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ROBERT@MOORECIVIL.COM

GEORGIA REGISTERED No. PE0035680 PROFESSIONAL ENGINEER ROBERT EUGENE MOORE

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REVISIONS:

05/14/25	PRELIM LAYOUT
06/16/25	PRE-DEV PLAN

SEAGRASS STATION C-STORE
110 SEAGRASS STATION
BLUFFTON, SC

SHEET TITLE:
CONSTRUCTION DETAILS

SHEET NUMBER:
C.800

PLAN REVIEW COMMENTS FOR DP-06-25-019799

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522

Plan Type: Development Plan
Apply Date: 06/16/2025
Plan Status: Active
Plan Address:
Case Manager: Dan Frazier
Plan PIN #: R610 021 000 0652 0000

Plan Description: **A request by Girishkumar Patel for approval of a Preliminary Development Plan application. The project consists of the construction of a 6,000 SF convenience store, fueling station with associated infrastructure. The property is within the Village at Verdier Planned Unit Development (PUD) consists of 5.46 acres identified by tax map numbers R610 021 000 0652 0000 and R610 021 000 0824 0000 at the intersection of HWY 170 and Seagrass Station Road.**
STATUS: This item will be heard at the July 23, 2025 Development Review Committee meeting.

Technical Review

Submission #: 1 Received: 06/16/2025 Completed: 07/18/2025

Reviewing Dept.	*Complete Date*	*Reviewer*	*Status*
Planning Commission Review	07/18/2025	Dan Frazier	Revisions Required

Comments:
PC Member Comment:
1. The convenience store should rotate 90 degrees, so the highway corridor overlay district can have the building addressed properly as a front elevation. The building and site was rotated 90 degrees as requested

Planning Review - Principal	07/18/2025	Dan Frazier	Revisions Required

Comments:
1. Provide an updated narrative that meets the narrative description provided in the development plan application checklist. See Below on page 2.
2. Consider revising the site plan to locate the C-store building between the SC 170 ROW and the gas pumps/canopy (preferred), or locate the C-store Building between the Seagrass Station Road ROW and the gas pumps/canopy. The preferred site layout fronts the convenience store on the highway corridor, screening the gas pumps and canopy. This layout also allows a better fuel truck circulation route. The building and site were rotated and orientated as requested.
3. The proposed connector road between SC 170 and Seagrass Station Road should be free flow, with Amanda Road tying in at 90 degrees as a stop sign controlled intersection. The roads were revised as requested
4. Foundation landscape plantings 8' in width are required around the convenience store building. There is 8' around the building for this purpose
5. The subject property is within the highway corridor and requires a Certificate of Appropriateness - Highway Corridor Overlay, reviewing architecture, lighting an landscaping. Understood

Watershed Management Review DRC	07/10/2025	Samantha Crotty	Revisions Required

Comments:
1. Revise discrepancies between Compliance Calculator, narrative, and site plans. Compliance Calculator indicates the use of an infiltration practice, while the narrative states proposed stormwater detention pond, and the site plans show a proposed retention pond. Updated as requested. A separate infiltration basin was added separate from the stormwater wet pond.
2. Revise narrative to state post-development peak discharge control for the 2, 10, 25, 50, and 100-year storm. (SWDM 3.5)
3. Revise the narrative to include how Better Site Design Principles have been incorporated into the plan. (SWDM 2.1.2) 2 & 3 - Added to narrative on C.100

Beaufort Jasper Water and Sewer Review	07/18/2025	Matthew Michaels	Approved
Building Safety Review	07/18/2025	Marcus Noe	Approved

Fire Department Review	07/18/2025	Dan Wiltse	Approved
Planning Review - Address	07/18/2025	Dan Frazier	Approved
Police Department Review	07/18/2025	Bill Bonhag	Approved
Transportation Department Review	06/24/2025	Mark Maxwell	Approved

Comments:
No comments

Plan Review Case Notes:

1. The narrative was updated to include Better Site Design explanation. The site is private, there are not any common or public areas or publicly dedicated improvements that require outside responsibility. Maintenance is the responsibility of the owner.

PLANNING COMMISSION

STAFF REPORT
Department of Growth Management

MEETING DATE:	August 27, 2025
PROJECT:	1271 May River Road Preliminary Development Plan
APPLICANT:	Sharan Pyari Patel
PROJECT NUMBER:	DP-06-25-019806
PROJECT MANAGER:	Dan Frazier Planning Manager Department of Growth Management

REQUEST: The Applicant, Kathleen Duncan of J.K Tiller Associates, Inc. on behalf of property owner Sharan Pyari Patel is requesting approval of a Preliminary Development Plan application. The project consists of the construction of a 5,259 SF mixed use building and a 1,200 SF carriage house with associated infrastructure (Attachment 1).

INTRODUCTION: The property is zoned Neighborhood General – Historic District (NG-HD) consists of approximately 0.34 acres identified by tax map number R610 039 000 0557 0000 located north of May River Road west of Goethe Road within the Old Town Bluffton Historic District (Attachment 2).

BACKGROUND: This application is for a preliminary development plan located within the Neighborhood General – Historic District (NG-HD) Zoning District and as such is subject to the standards set forth in the Unified Development Ordinance (UDO). The subject property is currently a non-conforming asphalt parking lot (UDO Table 4.3).

The Applicant proposes the construction of a 5,259 SF two and one half (2.5)-story mixed-use building referred to as the "Professional Building." The building is designed with potential for office/service, retail business, personal service establishment, professional office, or medical office use with two residential units on the second story and the half story above. In addition, a 1,200-square-foot, two-story mixed-use carriage house is proposed, which will include a residential dwelling unit on the second floor. The project also includes associated parking, utilities, and stormwater infrastructure. Tenants are to be determined (Attachment 3).

The site includes a Magnolia (6" DBH) and two (2) Live Oak (10" & 14" DBH). The Applicant proposed the removal of the 6" Magnolia and 10" Live Oak and the planting of one (1) Southern Live Oak and one (1) Dahoon Holly. As proposed, the site plan will meet the tree canopy and open space requirements. However, the proposed landscape plan does not meet UDO Section 5.15.7.D.2, requiring a visual buffer between public right-of-way and off-street parking area to be a minimum of 42 inches in height and 50% opacity.

Per UDO Section 5.15.7, based on the proposed site plan, fifteen (15) parking spaces are

required, which include nine (9) total spaces for the residential dwelling units, six (6) total spaces for the commercial units. The Applicant is proposing eleven (11) parking spaces in addition to four (4) on-street spaces.

The parking requirements and regulations are subject to review and adjustment by the UDO Administrator (UDO Section 5.15.7.A). While the overall parking meets the requirement for the proposed development, Staff is concerned that the parking requirements for the existing and proposed uses are not being met. Some of the current parking being used by the existing commercial uses is being displaced by the proposed development.

The Applicant provided a traffic assessment with their application which proposes shared overflow parking for the adjacent Bluffton Market property (Attachment 4). Should a shared access agreement be required, an easement must be in conformance with UDO Section 5.15.G and recorded with Beaufort County.

The subject parcel is within the Old Town Bluffton Historic District and will require a Certificate of Appropriateness – Historic District (COFA-HD) reviewing landscaping, lighting, and architecture at time of final development plan approval. The Applicant has moved forward with this process and the application was reviewed at the May 27, 2025, Historic Preservation Review Committee meeting.

Staff comments on the Preliminary Development Plan were reviewed at the July 23, 2025, Development Review Committee meeting (Attachment 5). The Applicant provided a response to comments and revised site plans on July 30, 2025 (Attachment 6 and 3).

REVIEW CRITERIA & ANALYSIS: The Planning Commission shall consider the criteria set forth in Section 3.10.3.A of the Unified Development Ordinance in assessing an application for a Preliminary Development Plan. The applicable criteria are provided below followed by Staff Finding(s) based upon review of the application submittals to date.

1. Section 3.10.3.A.1. Conformance with the applicable provisions provided in Article 5, Design Standards.

   Finding. The subject property is located within the Old Town Bluffton Historic District and therefore is subject to the standards set forth in the Town's Unified Development Ordinance (UDO).

   Finding. The UDO Administrator will review and adjust the parking requirements and regulations for the subject and adjacent properties, as needed, to address Staff's concerns (UDO Section 5.15.7.A).

   Finding. The Applicant does not provide a visual buffer between public right-of-way and off-street parking area a minimum of 42 inches in height and 50% opacity (UDO Section 5.15.7.D.2).

2. **Section 3.10.3.A.2. The proposed development shall be in conformance with any approved Development Agreement, PUD Concept Plan, PUD Master Plan, Subdivision Plan, or any other agreements or plans that are applicable.**

   Finding. The proposed development is not within any PUD, Development Agreement, or Subdivision Plan.

3. **Section 3.10.3.A.3. If the proposed development is associated with a previously approved Master Plan, then the traffic and access plans shall adhere to the previously approved traffic impact analysis or assessment, where applicable. If an application is not associated with a previously approved PUD Master Plan, then a traffic impact analysis shall be required at final development plan submittal.**

   Finding. The proposed development is not within any approved Master Plan or PUD.

   Finding. The Traffic Assessment concludes that the development provides shared overflow parking for the adjacent Bluffton Market property. Should a shared access agreement be required, an easement must be in conformance with UDO Section 5.15.G and recorded with Beaufort County.

4. **Section 3.10.3.A.4. The proposed development must be able to be served by adequate public services, including, but not limited to, water, sanitary sewer, roads, police, fire, and school services. For developments that have the potential for significant impact on infrastructure and services, the applicant shall be required to provide an analysis and mitigation of the impact on transportation, utilities, and community services.**

   Finding. Letters from the agencies providing public services will be required at time of Final Development Plan submittal per the Applications Manual.

5. **Section 3.10.3.A.5. The phasing plan, if applicable, is logical and is designed in a manner that allows each phase to fully function independently regarding services, utilities, circulation, facilities, and open space, irrespective of the completion of other proposed phases.**

   Finding. The project is proposed to be completed in a single phase.

6. **Section 3.10.3.A.6. The application must comply with applicable requirements in the Applications Manual.**

   Finding. The application has been reviewed by Town Staff and has been determined to be complete.

PLANNING COMMISSION ACTIONS: The Planning Commission has the authority to take the following actions with respect to the application as authorized by Section 2.2.6.C.5 of the UDO:

1. Approve the application as submitted;
2. Approve the application with conditions; or
3. Deny the application as submitted.

RECOMMENDATION: Should the Planning Commission choose to approve the application with conditions, Town Staff finds that the following conditions should be met prior to final development plan approval to be in conformance with UDO Section 3.10.3.A:

1. The UDO Administrator will review and adjust the parking requirements and regulations for the subject and adjacent properties, as needed, to address Staff's concerns
2. Provide an updated Landscape Plan providing a visual buffer between public right-of-way and off-street parking area a minimum of 42 inches in height and 50% opacity at time of Final Development Plan review.
3. Provide a shared access easement recorded with Beaufort County prior to Final Development Plan approval.

ATTACHMENTS:

1. Application and Project Narrative
2. Vicinity Map
3. Survey, Civil and Landscape Plan Set 07 30 25
4. Traffic Assessment
5. DRC Comments and Original Site Plans 06 11 25
6. Response to DRC Comments 07 30 25

TOWN OF BLUFFTON
DEVELOPMENT PLAN APPLICATION

ATTACH
Growth Management Custom
20 Bridge Street
Bluffton, SC 29910
(843)706-4522
www.townofbluffton.sc.gov
applicationfeedback@townofbluffton.com

Applicant	Property Owner
Name: Kathleen Duncan	Name: Sharan Pyari Patel
Phone: 843.815.4800, ext. 3#	Phone:
Mailing Address: 181 Bluffton Rd., Ste. B104 Bluffton, SC 29910	Mailing Address: P.O. Box 3853 Bluffton, SC 29910
E-mail: k.duncan@jktiller.com	E-mail: preet.patel2698@gmail.com
Town Business License # (if applicable): 25-03-7647	

Project Information

Project Name: 1271 May River Road Professional Bldg.	☒ Preliminary	☐ Final
Project Location: 271 May River Road	☒ New	☐ Amendment
Zoning District: NG-HD	Acreage: 0.34 Acres	
Tax Map Number(s): R610 039 000 0557 0000		
Project Description: See attached narrative		

Minimum Requirements for Submittal

☒ 1. Two (2) full sized copies and digital files of the Preliminary or Final Development Plans.
☒ 2. Project Narrative and digital file describing reason for application and compliance with the criteria in Article 3 of the UDO.
☒ 3. All information required on the attached Application Checklist.
☒ 4. An Application Review Fee as determined by the Town of Bluffton Master Fee Schedule. Checks made payable to the Town of Bluffton.

Note: **A Pre-Application Meeting is required prior to Application submittal.**

Disclaimer: **The Town of Bluffton assumes no legal or financial liability to the applicant or any third party whatsoever by approving the plans associated with this permit.**

I hereby acknowledge by my signature below that the foregoing application is complete and accurate and that I am the owner of the subject property. As applicable, I authorize the subject property to be posted and inspected.

Property Owner Signature: Sharan Patel Date: 06-04-25

Applicant Signature: Kathleen Duncan Date: 05/30/2025

For Office Use

Application Number:	*Date Received:*
Received By:	*Date Approved:*

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
	x	4. Location of solid waste/trash disposal units/dumpsters.
	x	5. Location of proposed water, sewer, electric, telephone, cable, data, and gas service layouts, and proposed easements and connections.
	x	6. Location of proposed fire lane, hydrant location(s), FDC(s), and apparatus access to the site and building(s).
	x	7. Location of service and meter areas.
	x	8. Location of mail delivery boxes.
	x	9. Capacity and service studies and/or calculations.
	x	10. Detailed engineering information identifying the location, construction specifications, typical sections, service connections, meters, valves, manholes, inverts, transformers, service pedestals/boxes, and any other utility information.
Lighting.		
x		1. Narrative or plan notes describing the proposed exterior lighting scheme for the property.
	x	2. Location, specifications, and details for existing and proposed exterior site and building light fixtures including the total lumen output, type of lamp, method of shielding, pole and mounting height, and verification that there are no conflicts between lighting and landscaping.
	x	3. Photometric grid overlaid on the proposed site plan indicating the overall light intensity throughout the site (in footcandles) including existing and proposed lighting. Photometric calculations must consider all exterior lighting including building lighting.
	x	4. Notes describing lighting limitations, prohibitions, and methods of enforcement.

SIGN AND RETURN THIS CHECKLIST WITH THE APPLICATION SUBMITTAL
ALL SUBMITTALS MUST BE COLLATED AND FOLDED TO 8-1/2" X 11"

By signature below I certify that I have reviewed and provided the minimum submittal requirements listed above, including any additional items requested by the Town of Bluffton Staff. Any items not provided have been listed in the project narrative with an explanation as to why the required submittal item has not been provided or is not applicable. Further, I understand that failure to provide a complete, quality application or erroneous information may result in the delay of processing my application(s).

Signature of Property Owner or Authorized Agent

06-04-25
Date

-)+4 -$ / '

Sharanpyari Patel
Printed Name

PLANNING COMMISSION – NARRATIVE

Date:
July 30, 2025

Applicant:
Kathleen Duncan, PLA
J.K. Tiller Associates, Inc.
181 Bluffton Road, Suite B104, Bluffton, SC 29910

Owner:
Sharan Pyari Patel
P.O. Box 3853, Bluffton, SC 29910
Email: preet.patel2698@gmail.com

Property:

PIN:	R610 039 000 0557 0000
Address:	1271 May River Road
Acres:	0.34 Acres / 14,812 SF
Frontage:	98.98 LF
Road Access:	May River Road (SCDOT)
Zoning:	Neighborhood General Historic District (NG-HD)
County:	Beaufort
Municipality:	Town of Bluffton
Applicable Code:	Unified Development Ordinance

Design Team:
Architect: Chris Epps, InCircle Architecture
Landscape Architect: Kathleen Duncan, J.K. Tiller Associates, Inc.
Civil: Sturre Engineering, Inc.

Project Name: 1271 May River Road Professional Building

Proposed Site Improvements:
The applicant proposes to build a Professional Building and a Carriage House and construct site infrastructure which includes, driveways, access, parking, walks, utilities, drainage, and stormwater BMPs. Final building uses and tenants are to be determined. The buildings will be submitted to Historic Preservation Committee under a separate review process, as will the Stormwater Permit.

Project Submittal Background:

- **10/24/2024 Pre-Application**: A conceptual site plan showing improvement to both the Texaco Site (adjacent parcel) and this site was provided to staff for review. During the

meeting, it was communicated that the Texaco site would need to be brought into full conformance with the UDO. As this was not financially or physically viable option, the team refocused our efforts to develop the parcel owned by Ms. Patel only.

- **04/24/2025 Pre-Application**: Based on feedback at the Pre-Application meeting, we adjusted the vacant lot plan as discussed at the previous Pre-Application meeting and solicited the services of a civil engineer for the team.
- **05/27/2025 Historic Preservation Review Committee (HPRC)**: review the architecture for both the Professional Building and the Carriage House.
- **07/09/2025 Design Review Committee (DRC):** Based on the feedback of the Pre-Application meeting, we adjusted the site plan
- **07/30/2025 Planning Commission Submittal:** Based on the comments from the DRC meeting, we have made plan adjustments to address comments.

Town of Bluffton Community Benefit:

This proposed development directly supports the goals and priorities outlined in the Town of Bluffton's Comprehensive Plan. Specifically, it addresses the need for walkable, "missing middle" housing—such as live-work units—as identified in Recommendation H2.1 of the Housing section. These housing types are essential to increasing housing diversity and affordability while enhancing walkability and reducing dependence on automobiles.

In addition to residential components, the development creates flexible commercial spaces designed to accommodate businesses in target economic sectors identified by the Comprehensive Plan, including Business Services, Marketing/Design, Publishing, Aerospace, and Communications. These uses directly align with the Town's economic development strategy and fiscal sustainability goals.

By offering a mix of studio-style residential units and small-scale commercial spaces, the development creates an environment conducive to business incubation and entrepreneurial activity. It also responds to Recommendation E1.2 in Section 3 (Economy), which calls for attracting young professionals through the development of lifestyle-oriented, mixed-use environments.

Furthermore, the inclusion of compact, studio-style units helps address the need for more affordable housing options, in support of Recommendation E2.3. These units add to the housing mix in a way that is compatible with the character of Old Town while meeting the needs of a growing and diverse population.

Located within the Historic District—designated in Chapter 7 (Land Use) as the Town Center and targeted for infill—the project reactivates an underutilized parcel. It contributes to the vibrancy and economic vitality of Old Town by bringing new residents, businesses, and foot traffic to the area.

Overall, this development is consistent with the Comprehensive Plan's vision for a more walkable, diverse, and economically resilient Bluffton. It delivers a harmonious, attractive, and convenient mixed-use environment that meets both current and future community needs.

Current Use: Vacant – Commercial. Site has a stand alone asphalt parking area. The use is non conforming as is the layout of the parking area.

Property Allowed and Conditional Uses (Table 4.3):

Residential: Single Family Detached, Single Family Attached, Accessory Dwelling Unit
Agricultural: Agricultural Use and Structures
Commercial: Outdoor Sales, Retail Businesses, Personal Service Establishments, Restaurant, Fueling/ Service Station including fuel pumps/ Convenience store, Car Wash
Lodging: Short-term rental**,** Homestay Rental, Ben and Breakfast, Inns
Office: Home Occupation, Professional Services

Human Care: Family Day Care Home, Group Day Care Home, Child Care Center, Medical Offices and Clinics, Nursing Homes
Civic: Cemetery, Social Center, Government Building, Parks, Museum, Religious Assembly, School, Utilities
Industrial: Artisan Workshop, Contractor's Office

Proposed Use: Mixed-Use. The specific tenets are to be determined. For both the buildings, the ground floor uses may include office/service, retail business, personal service establishment, professional office, or medical office. The Professional Building offers two (2) residential units on the second story and the half story above. The Carriage House also offers an accessory dwelling unit on the second floor.

Phasing: Single Phase

Architecture: This plan proposes two buildings. A 2.5-story primary structure and a 2-story carriage house

Professional Building
The primary structure is a two-and-a-half-story mixed-use building designed as a Main Street Building, located at the front of the property. The Professional Building will have a primary entrance that addresses May River Road. The primary building will host small retail or personal service businesses on the ground floor, while the upper levels will house residential units, creating a vibrant community hub.

The proposed professional building has a footprint of 1,944 sf (not including colonnades), has a total area of 5,259 sf, and is sized according to Section 5.15.8.A for a Main Street Building. The Professional building is consistent with the height, footprint, and size range of the Center Hall House (the largest residential building type allowed). The proposed Professional Building is also consistent with the specifications of the Additional Building Types for build-to line, lot width, setbacks, and height.

Carriage House
The accessory structure is a two-story building, located at the rear of the lot, designed to meet the carriage house building type standards (Section 5.15.8.F). The Carriage House will provide opportunity for professional services on the ground floor and an accessory dwelling unit on the second floor.

Architecture Review
The architecture for both buildings was reviewed by the HPRC on 5/27/2025. The Committee worked through detailing of the building with the Architect, Chris Epps. No comments regarding residential scale were made by the Committee at that meeting. A transcript of the meeting can be provided upon request.

Architectural Context
The architecture of the two proposed structures is consistent with the use, zoning, scale, and details of the buildings on the adjacent Palmetto Square Development, which is visible from May River Road / Highway 46. It is also very similar height of the newly constructed Ma Daisy's Porch.

Site Components:

- **Access Easement:** An easement access for utility connections and vehicular access will be legally drawn up with the adjacent parcel.

- **Buffer:** There are no required buffers for the proposed site development
- **Setbacks:** Based on the proposed site development and zoning type, For the Main Street Building and Additional Building types, a 10’ – 20’ build to zone at the front. There is a 10’ side setback. The Carriage House has a 5’ side and rear setback. Setbacks are shown on the plan provided.
- **Open Space:** The required open space is 20%. The proposed plan provides 40% open space, twice the required open space. Open space includes landscape areas, and does not include parking, sidewalks, or building. Open space exhibit provided within the landscape plans.
- **Impervious:** The current impervious surface is asphalt and is 5,612sf or 35.9% of the site. Of the existing impervious surface, 3,932 sf is to be removed, the remaining 1,682 sf will remain. The proposed site plan includes a total of 7,252 sf of impervious surface, which is 49.0%.
- **Vehicular Access:** The property will be accessed from May River Road via a drive aisle on the adjacent property at the Texaco site. The property owners will provide an easement agreement for the Final Development Plan submittal. The property is accessible to a single unit truck (dump truck), fire truck, as well as passenger vehicles. See the exhibit within the Civil Engineering Plan set to see turning radius.
- **Parking:** Our plan includes thoughtfully designed parking areas that will accommodate the needs of both the commercial and residential components on site, ensuring convenience for all users. Parking spaces are perpendicular spaces, 9’ wide x 18’ deep with a 22’ wide drive aisle. There will be one accessible parking space. Parking spaces are pervious paving with a concrete flush ribbon curb. Wheel stops are provided to protect adjacent landscaping and pedestrians. In addition to vehicular parking, bike parking has been provided on site in a manner consistent with the UDO. Signage will be utilized to designate hours for residential parking demands for peak times. Given the size of the units, they are likely to be occupied by a single occupant and thus have less parking demand than will be provided. This will provide additional parking opportunities to be shared with the adjacent Texaco site.
- **Waste Management:** Trash is provided by roll away waste receptacles that will be stored in a manner so as to be concealed from view from May River Road.
- **Planting Enhancements:** The plan offers 8’ wide foundation plantings for both buildings, screening service areas and trees for the parking area.
- **Tree Coverage:** The site has 3 trees, a 6 inch magnolia, 10 inch live oak, and 14 inch live oaks. The trees are considered protected; there are no significant trees on site. Due to location and site development requirements, the magnolia and the 10 inch live oak will need to be removed. The parking spaces were adjusted to preserve the 14 inch live oak. Tree replacement required for the removal of the aforementioned tree is one tree for each tree removed. Three live oaks are proposed on site. Between the existing live oak and proposed live oaks, the mature tree canopy will provide 95% coverage, exceeding the required 75% tree coverage.

- **Stormwater Management & Drainage:** Stormwater management for the proposed development will be satisfied through the use of pervious paver parking spaces and a centrally located bioretention cell. All flow will outfall into an existing onsite catch basin to the SCDOT r/w system along May River Road (SC 46). Runoff from the site discharges to Huger Cover through the SCDOT network before ultimately reaching the May River. A geotechnical report will be provided at the time of watershed submittal to justify the selected infiltration practices
- **Utilities:** It is our understanding that the site can be supplied with adequate utilities. Existing utility connections will be utilized for water, sewer, telecommunications, and electric. It is assumed the mixed-use structures will require sprinkler systems for fire protection. Final routing of fire protection will be provided at time of Final DRC.
- **Construction Traffic**: All construction traffic will enter and exit the site through the existing western curb cut. All pedestrian walkways will remain open at all times during construction.
- **Signage:** Signage to be permitted separately, not included in submittal package for review.
- **UDO Conformance:** This project will conform with the Town of Bluffton Unified Development Ordinance.

Historic Preservation Review Committee:

The architecture for both the Professional Building and the Carriage House were reviewed by the Historic Preservation Review Committee on May 27, 2025. The Committee reviewed comments provided. There was no vote on the proposed design, but details of the design and the comments provided were discussed. The committee raised no issue regarding the residential scale of the building.

Planning Commission Review Criteria:

1. Section 3.10.3.A.1. Conformance with the applicable provisions provided in Article 5, Design Standards
   The proposed site improvements conform with the applicable provisions provided in Article 5, Design Standards.
2. Section 3.10.3.A.2. The proposed development shall be in conformance with any approved Development Agreement, PUD Concept Plan, PUD Master Plan, Subdivision Plan, or any other agreements or plans that are applicable.
   Th proposed development is not within any PUD, Development Agreement, or Subdivision Plan.
3. Section 3.10.3.A.3. If the proposed development is associated with a previously approved Master Plan, then the traffic and access plans shall adhere to the previously approved traffic impact analysis or assessment, where applicable. If an application is not associated with a previously approved PUD Master Plan, then a traffic impact analysis shall be required at final development plan submittal.
   The proposed development is not within any approved Master Plan.
4. Section 3.10.3.A.4. The proposed development must be able to be served by adequate public services, including, but not limited to, water, sanitary sewer, roads, police, fire, and school services. For developments that have the potential for significant impact on infrastructure and services, the applicant shall be required to provide an analysis and mitigation of the impact on transportation, utilities, and community services.

The applicant is seeking an encroachment permit with SCDOT. Letters from the agencies providing public services will be provided at time of Final Development Plan submittal per the Applications Manual.

5. Section 3.10.3.A.5. The phasing plan, if applicable, is logical and is designed in a manner that allows each phase to fully function independently regarding services, utilities, circulation, facilities, and open space, irrespective of the completion of other proposed phases.
   The project is proposed to be completed in a single phase.
6. Section 3.10.3.A.6. The application must comply with the applicable requirements in the Applications Manual.
   The application submittal documents meet the requirements of the Applications Manual.

Conclusion:

This conceptual site plan represents a significant step forward in enhancing the functionality, appeal and vibrancy of our community and May River Road. This site provides for the critical housing and economic needs of the community. The proposed site plan and architecture are consistent with the detailing and scale of the building types prescribed in the UDO and are also consistent with the architectural details and scale of the nearby commercial buildings in the same zoning and constructed within the past few years under the current UDO.

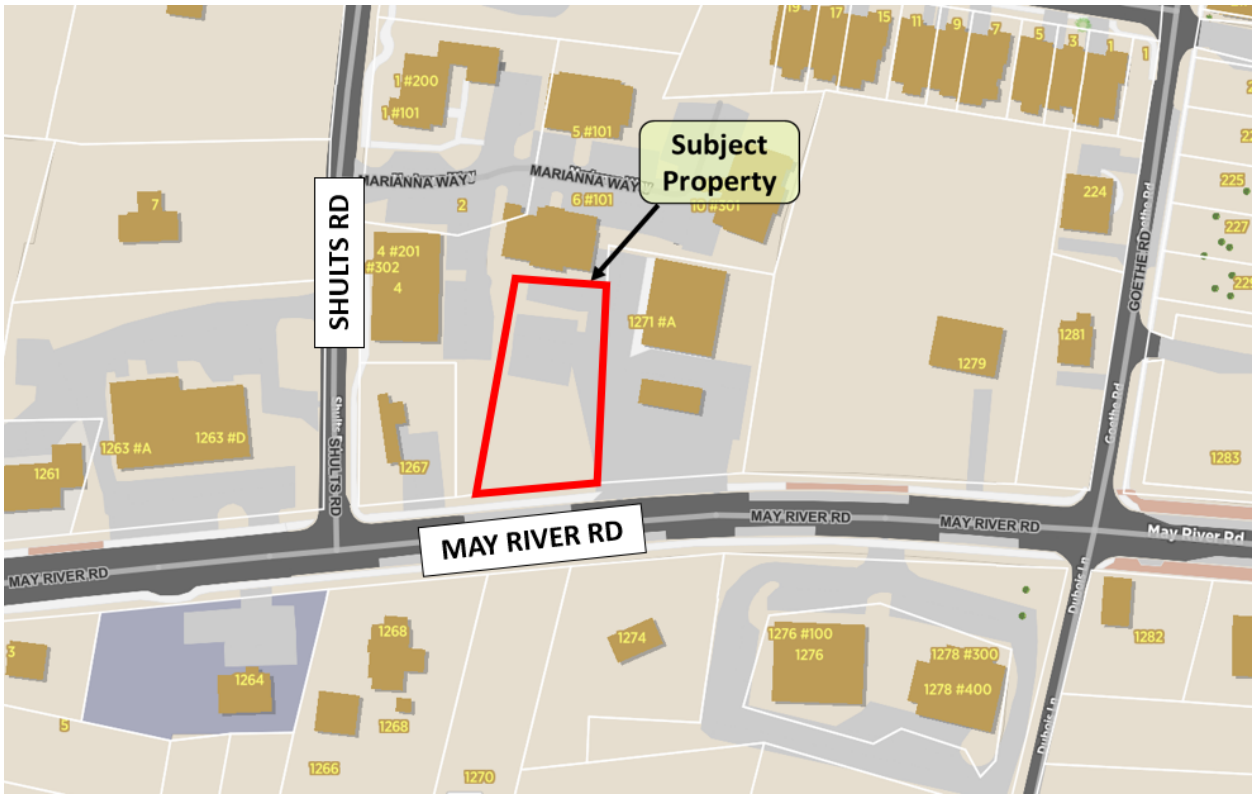
Documents Included:

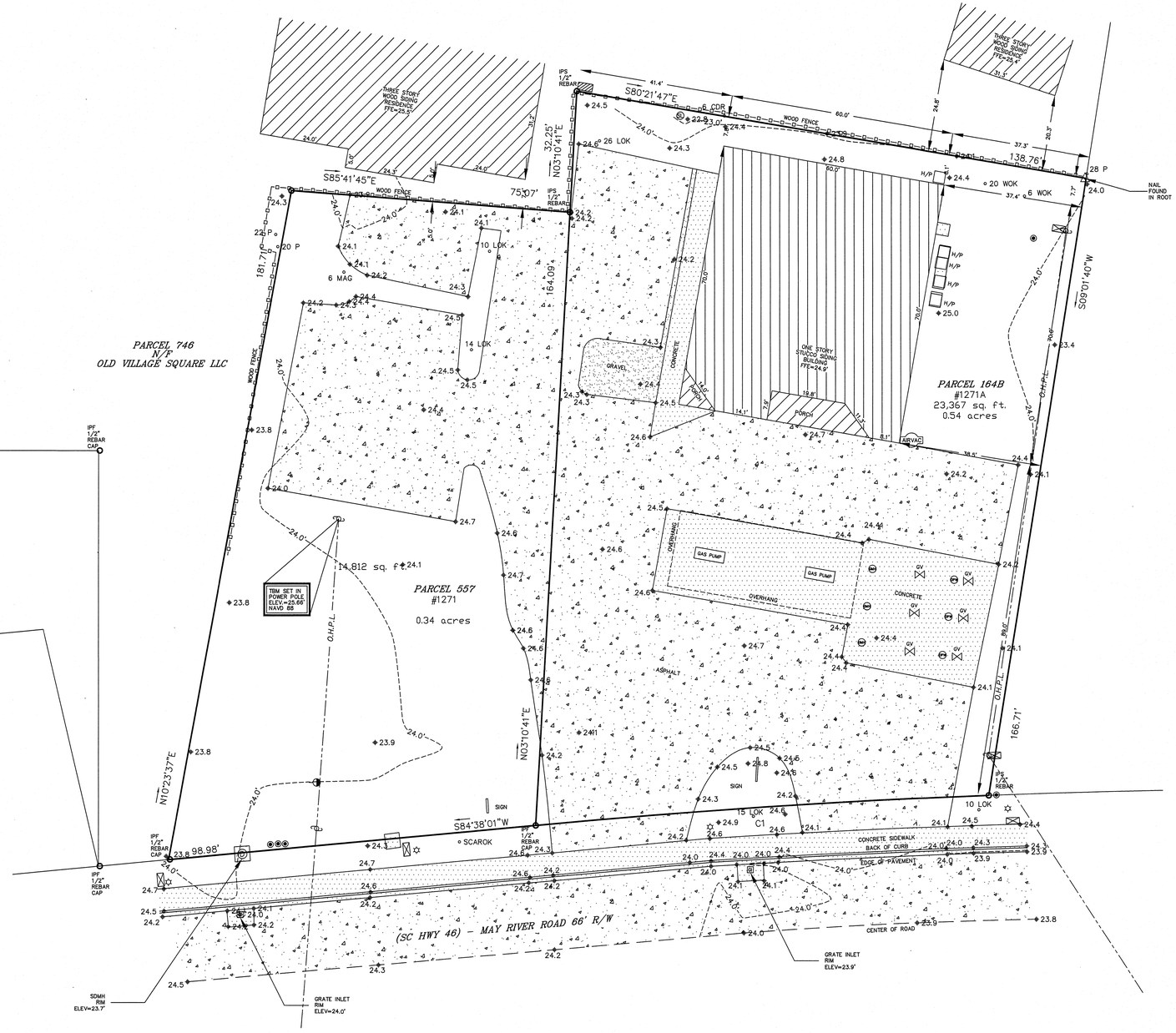
1. Narrative – above
2. Photos of the site – attached
3. Photos of Adjacent Commercial Developments - attached
4. Landscape Plan – J.K. Tiller Associates, Inc., dated 07/30/2025
5. As-Built Tree and Topography Survey – T Square Surveying, dated 09/11/2024
6. Drainage Plan – Sturre Engineering, Inc., dated 07/30/2025
7. SOLOCO Compliance Calculator for Town of Bluffton – Sturre Engineering, Inc.
8. DRC Comments Response
9. BJWSA Letter
10. Dominion Energy Letter

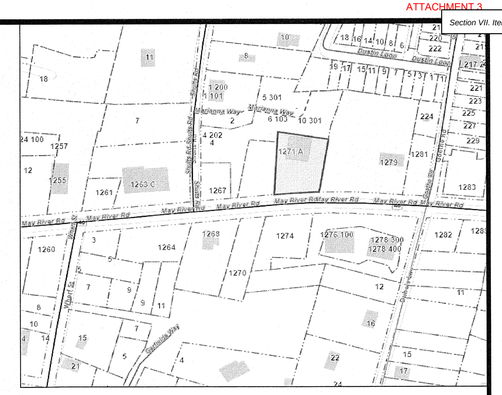
VICINITY MAP

1271 MAY RIVER ROAD

DEVELOPMENT PLAN







LOCATION MAP NOT TO SCALE

TREE LEGEND

WHIOK	WHITE OAK
LAOK	LAUREL OAK
LOK	LIVE OAK
WOK	WATER OAK
ROK	RED OAK
PCAN	PECAN
MAG	MAGNOLIA
HIC	HICKORY
MPL	MAPLE
PLM	PALMETTO
CHY	CHERRY
HLY	HOLLY
CDR	CEDAR
RDB	RED BUD
SAS	SASSAFRAS
DOG	DOGWOOD
SB	SUGARBERRY
P	PINE
G	GUM
B	BAY

LEGEND

- CMS – CONCRETE MONUMENT SET
- CMF – CONCRETE MONUMENT FOUND
- IPS – IRON PIN SET
- IPF – IRON PIN FOUND
- # – INDICATES STREET ADDRESS
- TBM – TEMPORARY BENCH MARK
- BSL – BUILDING SETBACK LINE
- – TELEPHONE PEDESTAL/ COMMUNICATOR
- – SEWER LATERAL
- – SANITARY SEWER MANHOLE
- – ELECTRIC BOX
- – SPOT ELEVATION SHOTS
- 12' – CONTOUR LINES
- – XFMER – TRANSFORMER
- WL – WATER LATERAL
- WM – WATER METER
- ICV – IRRIGATION CONTROL VALVE
- – FIRE HYDRANT
- – GRATE INLET
- – POWER POLE
- O.H.P.L. – OVER HEAD POWER LINE
- – GUY LINE
- – LIGHT POLE
- (D) – STORM DRAIN MANHOLE
- (F) – FIBEROPTICS MANHOLE
- AIRVAC – AIR VACUUM
- GV – GAS VALVE
- GMH – GAS MANHOLE
- GPW – MONITORING WELL

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD	BEARING	DELTA ANGLE
C1	121.81'	2288.21	121.80	S86°09'31"W	3°03'01"

GRAPHIC SCALE

16 0 8 16 32 64

(IN FEET)
1 inch = 16 ft.

SQUARE SURVEYING
WWW.TSQUARESURVEYING.COM

T SQUARE SURVEYING
PROFESSIONAL LAND SURVEYORS
P.O. Drawer 330
139 Burnt Church Road
Bluffton, S.C. 29910
tsquare@hargray.com
Phone 843-757-2650 Fax 843-757-5758

JOB No. 24-395AT

STATE OF SOUTH CAROLINA – REGISTERED LAND SURVEYOR – No.26960 – WILLIAM J. SMITH

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION & 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.

WILLIAM J. SMITH, PLS # 26960

T SQUARE SURVEYING – SOUTH CAROLINA – No.4595 – CERTIFICATE OF AUTHORIZATION – COMPANY, LLC

THE ABOVE PLAT PREPARED BY ME AT THE REQUEST OF

DEVSU, LLC

AN AS-BUILT, TREE & TOPOGRAPHIC SURVEY OF PARCELS 164B & 557
MAY RIVER ROAD, DISTRICT 610, TAX MAP 39,
TOWN OF BLUFFTON, BEAUFORT COUNTY, SOUTH CAROLINA.

DIST. 610, MAP 39, PARCEL 164B & 557

Notes:
1. According To FEMA Flood Insurance Rate Map # 45013C0426G This Lot Appears To Lie In A Federal Flood Plain Zone X, Minimum Required Elevation N/A Ft. NAVD88.
2. This Property May Be Subject To Easements, Protective Covenants And Other Facts That May Be Revealed By A Complete Title Search.
3. This Survey Was Performed Without The Benefit Of A Wetland Delineation.
4. All Building Setback Requirements Should Be Verified With The Proper Authorities Prior To Design And Construction.

Reference Plat(s):
PLAT BOOK 88 AT PAGE 142

DRAWN BY: B.M.S
APPROVED BY: W.J.S
PARTY CHIEF: W.J.S
DATE: SEPTEMBER 11, 2024

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC
No. 6843

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE
7/29/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.929.9432

SURVEYOR

WILLIAM SMITH, PLS
SC PLS# 26960
PO DRAWER 330
BLUFFTON, SC 29910
TEL: 843.757.2650

PREPARED FOR:

DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 5 10 20
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 10'

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 7/29/2025

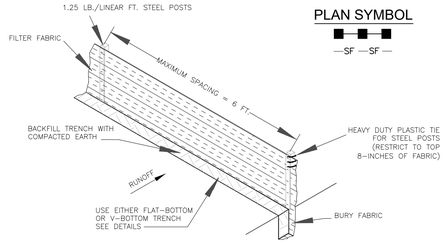
SHEET NAME

DEMOLITION & SWPP PLAN

SHEET NO.

C-1

SILT FENCE INSTALLATION



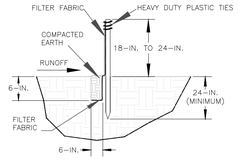
PLAN SYMBOL

—SF—SF—

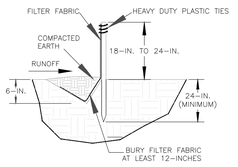
SILT FENCE – GENERAL NOTES

1. Do not place silt fence across channels or in other areas subject to concentrated flows. Silt fence should not be used as a velocity control BMP. Concentrated flows are any flows greater than 0.5 cfs.
2. Maximum sheet or overland flow path length to the silt fence shall be 100–feet.
3. Maximum slope steepness (normal [perpendicular] to the fence line) shall be 2:1.
4. Silt fence joints, when necessary, shall be completed by one of the following options:
   - Wrap each fabric together at a support post with both ends fastened to the post, with a 1–foot minimum overlap;
   - Overlap silt fence by installing 3–feet passed the support post to which the new silt fence roll is attached. Attach old roll to new roll with heavy–duty plastic ties; or,
   - Overlap entire width of each silt fence roll from one support post to the next support post.
5. Attach filter fabric to the steel posts using heavy–duty plastic ties that are evenly spaced within the top 8–inches of the fabric.
6. Install the silt fence perpendicular to the direction of the stormwater flow and place the silt fence the proper distance from the toe of steep slopes to provide sediment storage and access for maintenance and cleanout.
7. Install Silt Fence Checks (Tie–Backs) every 50–100 feet, dependent on slope, along silt fence that is installed with slope and where concentrated flows are expected or are documented along the proposed/installed silt fence.

FLAT-BOTTOM TRENCH DETAIL



V-SHAPED TRENCH DETAIL



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	

SILT FENCE – POST REQUIREMENTS

1. Silt fence posts must be 48–inch long steel posts that meet, at a minimum, the following physical characteristics.
   - Composed of a high strength steel with a minimum yield strength of 50,000 psi.
   - Include a standard "T" section with a nominal face width of 1.38–inches and a nominal "T" length of 1.48–inches.
   - Weigh 1.25 pounds per foot (± 8%)
2. Posts shall be equipped with projections to aid in fastening of filter fabric.
3. Steel posts may need to have a metal soil stabilization plate welded near the bottom when installed along steep slopes or installed in loose soils. The plate should have a minimum cross section of 17–square inches and be composed of 15 gauge steel, at a minimum. The metal soil stabilization plate should be completely buried.
4. Install posts to a minimum of 24–inches. A minimum height of 1– to 2–inches above the fabric shall be maintained, and a maximum height of 3 feet shall be maintained above the ground.
5. Post spacing shall be at a maximum of 6–feet on center.

SILT FENCE – FABRIC REQUIREMENTS

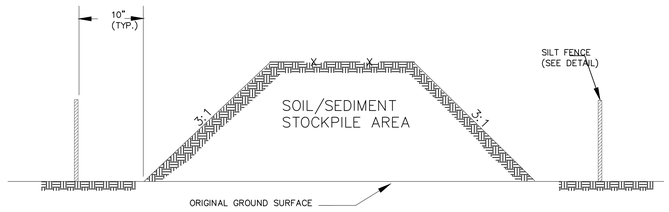
1. Silt fence must be composed of woven geotextile filter fabric that consists of the following requirements:
   - Composed of fibers consisting of long chain synthetic polymers of at least 85% by weight of polyolefins, polyesters, or polyamides that are formed into a network such that the filaments or yarns retain dimensional stability relative to each other;
   - Free of any treatment or coating which might adversely alter its physical properties after installation;
   - Free of any defects or flaws that significantly affect its physical and/or filtering properties; and,
   - Have a minimum width of 36–inches.
2. Use only fabric appearing on SC DOT's Qualified Products Listing (QPL), Approval Sheet #34, meeting the requirements of the most current edition of the SC DOT Standard Specifications for Highway Construction.
3. 12–inches of the fabric should be placed within excavated trench and toed in when the trench is backfilled.
4. Filter Fabric shall be purchased in continuous rolls and cut to the length of the barrier to avoid joints.
5. Filter Fabric shall be installed at a minimum of 24–inches above the ground.

SILT FENCE – INSPECTION & MAINTENANCE

1. The key to functional silt fence is weekly inspections, routine maintenance, and regular sediment removal.
2. Regular inspections of silt fence shall be conducted once every calendar week and, as recommended, within 24–hours after each rainfall even that produces 1/2–inch or more of precipitation.
3. Attention to sediment accumulations along the silt fence is extremely important. Accumulated sediment should be continually monitored and removed when necessary.
4. Remove accumulated sediment when it reaches 1/3 the height of the silt fence.
5. Removed sediment shall be placed in stockpile storage areas or spread thinly across disturbed area. Stabilize the removed sediment after it is relocated.
6. Check for areas where stormwater runoff has eroded a channel beneath the silt fence, or where the fence has sagged or collapsed due to runoff overtopping the silt fence. Install checks/tie–backs and/or reinstall silt fence, as necessary.
7. Check for tears within the silt fence, areas where silt fence has begun to decompose, and for any other circumstance that may render the silt fence ineffective. Removed damaged silt fence and reinstall new silt fence immediately.
8. Silt fence should be removed within 30 days after final stabilization is achieved and once it is removed, the resulting disturbed area shall be permanently stabilized.

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

TEMPORARY STOCKPILE AREA

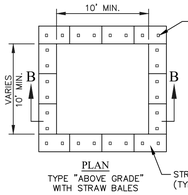


NOTES:

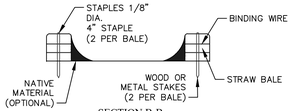
1. SILT FENCE TO EXTEND AROUND ENTIRE PERIMETER OF STOCKPILE, OR IF STOCKPILE AREA IS LOCATED ON/NEAR A SLOP THE SILT FENCE IS TO EXTEND ALONG CONTOURS OF THE DOWN–GRADIENT AREA.
2. IF STOCKPILE IS TO REMAIN FOR MORE THAN 14 DAYS, TEMPORARY STABILIZATION MEASURES MUST BE IMPLEMENTED.
3. SILT FENCE SHALL BE MAINTAINED UNTIL STOCKPILE AREA HAS EITHER BEEN REMOVED OR PERMANENTLY STABILIZED.
4. THE KEY TO FUNCTIONAL TEMPORARY STOCKPILE AREAS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.

South Carolina Department of Health and Environmental Control		
TEMPORARY STOCKPILE		
STANDARD DRAWING NO. SC–15	PAGE 1 of 1	
NOT TO SCALE	FEBRUARY 2014 DATE	

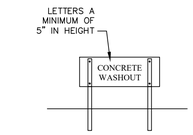
STRAW BALE BARRIER CONCRETE WASHOUT



PLAN
TYPE "ABOVE GRADE" WITH STRAW BALES



SECTION B-B



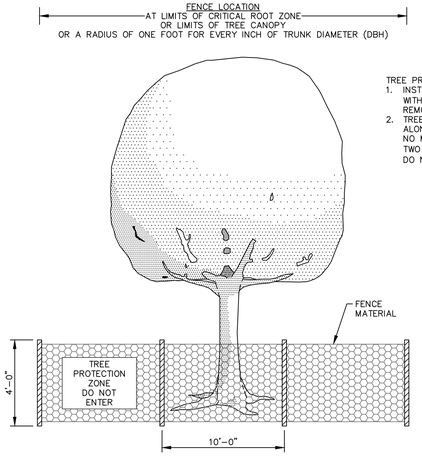
CONCRETE WASHOUT SIGN DETAIL

NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. INSTALL CONCRETE WASHOUT SIGN (24"X24", MINIMUM) WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. TEMPORARY WASHOUT AREA MUST BE AT LEAST 50' FROM A STORM DRAIN, CREEK BANK OR PERIMETER CONTROL.
4. CLEAN OUT CONCRETE WASHOUT AREA WHEN 50% FULL.
5. THE KEY TO FUNCTIONAL CONCRETE WASHOUTS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR CLEAN OUT.
6. SILT FENCE SHALL BE INSTALLED AROUND PERIMETER OF CONCRETE WASHOUT AREA EXCEPT FOR THE SIDE UTILIZED FOR ACCESSING THE WASHOUT.
7. A ROCK CONSTRUCTION ENTRANCE MAY BE NECESSARY ALONG ONE SIDE OF THE WASHOUT TO PROVIDE VEHICLE ACCESS.

CONCRETE WASHOUT STRAW BALES OR ABOVE GROUND

SOUTH CAROLINA DEPARTMENT OF PUBLIC HEALTH
STANDARD DRAWING NO. RC-07 [PAGE 1]
N.T.S.



TREE PROTECTION NOTES:
1. INSTALL TREE PROTECTION FENCE AROUND ALL TREES TO REMAIN WITHIN 25' OF ANY PROPOSED GRADING, CONSTRUCTION, OR TREE REMOVALS.
2. TREE PROTECTION ZONE WARNING SIGNAGE SHALL BE INSTALLED ALONG ALL REQUIRED TREE PROTECTION FENCING, SPACING SHALL BE NO MORE THAN 150 FEET APART. EACH SIGN MUST BE A MINIMUM OF TWO FEET BY TWO FEET WITH THE MESSAGE "TREE PROTECTION ZONE: DO NOT ENTER."

TREE PROTECTION FENCE DETAIL
N.T.S.

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC No. 6843

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER
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PREPARED FOR:
DEVSU, LLC

PROJECT:
1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG — SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 7/29/2025

SHEET NAME
SWPPP DETAILS

SHEET NO.
C-2

Dust Control

Plan Symbol

DC

Description

Wind erosion occurs when the surface soil is loose and dry, vegetation is sparse or absent, the wind is sufficiently strong, and when construction traffic disturbs the soil. Wind erodes soils and transports the sediment off site in the form of fugitive dust, where it may be washed into receiving water bodies by the next rainfall event. Fugitive dust is a nuisance for neighbors. It settles on automobiles, structures and windows and finds its way into homes. It also makes breathing difficult for those with respiratory problems and becomes a safety problem when it blinds motorists, equipment operators, and laborers.

When and Where to Use It

Utilize dust control methods whenever there are offsite impacts, especially during periods of drought. Implemented dust control until final stabilization is reached.

Dust Control Design Criteria

There are many methods to control dust on construction sites. These methods include but are not limited to :

- Phasing the Project. Phasing is done to decrease the area of disturbed soil that is exposed to erosion. The smaller the amount of soil that is exposed at one time, the smaller the potential for dust generation. Phasing a project and utilizing temporary stabilization practices can significantly reduce dust emissions.
- Vegetative Cover. A vegetative cover helps reduce wind erosion. Vegetative Cover is for disturbed areas not subject to traffic. Vegetation provides the most practical method of dust control.
- Mulch. Mulching offers a temporary way to stabilize the soil and prevent erosion. Mulching offers a fast, effective means of controlling dust.
- Sprinkling Water. Sprinkling helps control the suspension of dust particles and promotes dust to settle out of the air. Sprinkling water is effective for dust control on haul roads and other traffic routes.
- Spray-on-Adhesive. Adhesives prevent soil from blowing away. Latex emulsions, or resin in water is sprayed onto mineral soils to prevent their blowing away and reduce dust caused by traffic.
- Calcium Chloride. Calcium chloride keeps the soil surface moist and prevents erosion. Calcium chloride is applied by mechanical spreaders as loose, dry granules or flakes at a rate that keeps the surface moist but not so high as to cause water pollution or plant damage.
- Barriers. Barriers are fences that prevent erosion by obstructing the wind near the ground stopping the soil from blowing offsite. Broad, wind, or sediment fences can control air currents and blowing soil. Barriers are not a substitute for permanent stabilization. Perennial grass and strands of existing trees may also serve as wind barriers.

Inspection and Maintenance

- Add additional dust control or re-spray area as necessary to keep dust to a minimum.
- Spray exposed soil areas only with approved dust control agents as indicated by the SCDHEC Standard Specifications.

Dust Control by Sprinkling Water

Dust Control by Sprinkling Water

Preventive Measures and Troubleshooting Guide

Field Condition	Common Solutions
Excessive dust leaves the site.	Increase frequency of dust control application. Consider using a palliative or binder on inactive areas.
Vehicles kick up dust.	Water more frequently. Limit vehicle speeds. Stabilize the roadway.
Watering for dust control causes erosion.	Reduce water pressure on the water truck. Check watering equipment to ensure that it has a positive shutoff. Water less frequently.
Sprayed areas are ineffective at limiting dust.	Re-spray areas and ensure that the application rate is proper. Try another product or method if current dust control is not effective.

Temporary Seeding

Plan Symbol

TS

Description

The purpose of temporary seeding is to reduce erosion and sedimentation by stabilizing disturbed areas that would otherwise lay bare for long periods of time before they are worked or stabilized. Temporary seeding is also used where permanent vegetation growth is not necessary or appropriate.

When and Where to Use It

Temporary seeding is used on exposed soil surfaces such as demuded areas, soil stockpiles, dikes, dams, banks of sediment basins, banks of sediment traps, and temporary road banks. Temporary seeding prevents and limits costly maintenance operations on other sediment control structures. Sediment clean-out requirements for sediment basins, sediment, traps, and silt fence is reduced if the drainage area is seeded when grading and construction operation are not taking place.

Temporary stabilization is required within 14 days after construction activity is complete **unless construction activity is going to resume within 21 days**. Cover seeded areas with an appropriate mulch to provide protection from the weather. When the temporary vegetation does not grow quickly or thick enough to prevent erosion, re-seed as soon as possible. Keep seeded areas adequately moist. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

Seed Selection

Seed selection is based on geographical location, soil type and the season of the year in which the planting is to be done. Use the tables in Appendix C as a guide for conventional tillage methods (plowing, seedbed preparation, hydroseeding, etc). If a fast growing crop to nurse the permanent specie or species is required, then use the mix rate. Failure to carefully follow agronomic recommendations results in an inadequate stand of temporary vegetation that provides little or no erosion control.

Installation

Tillage

If the area has been recently plowed, no tillage is required other than raking or surface roughening to break any crust that has formed leaving a textured surface. Disk the soil for optimal germination when the soil is compacted less than 6-inches.

Soil Testing

Soil testing is available through Clemson University Cooperative Extension Service.

Lime

Lime is not required for temporary seeding unless a soil test shows that the soil pH is below 5.0. It may be desirable to apply lime during the temporary seeding operation to benefit the long-term permanent seeding. Apply a minimum of 1.5 tons of Lime/acre (70 pounds per 1000 square feet) if it is to be used.

Fertilizer

Apply a minimum of 500 pounds per acre of 10-10-10 fertilizer (11.5 pounds per 1000 square feet) or equivalent during temporary seeding unless a soil test indicates a different requirement. Incorporate fertilizer and lime (if used) into the top 4-6 inches of the soil by disking or other means where conditions allow.

Seeding

Loosen the soil surface before broadcasting the seed. Apply seed evenly by the most convenient method available for the type of seed used and the location of the temporary seeding. Typical application methods include but are not limited to cyclone seeders, rotary spreaders, drop spreaders, broadcast spreaders, hand spreaders, cultipacker seeder, and hydro-seeders. Cover applied seed by raking or dragging a chain, and then lightly firm the area with a roller or cultipacker.

Mulching

Use mulch with temporary seed applications to retain soil moisture and reduce erosion during the establishment of vegetation. Typical mulch applications include straw, wood fiber, hydromulches, BFM and FGM. Use hydromulches with a minimum blend of 70% wood fibers.

The most commonly accepted mulch used in conjunction with temporary seeding is small grain straw. This straw should be dry and free from mold damage and noxious weeds. The straw may need to be anchored with netting or emulsions to prevent it from being blown or washed away. Apply the straw mulch by hand or machine at the rate 1.5-2 tons per acre (90 pounds per 1000 square feet). Frequent inspections are necessary to check that conditions for growth are good.

Irrigation

Seeded areas should be kept adequately moist. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

Re-seeding

Re-seed areas where seeding does not grow quickly, thick enough, or adequately to prevent erosion. Base seed selection should on the requirements of local Specifications.

Inspection and Maintenance

- Inspect every 7 calendar days and within 24-hours after each rainfall event that produces ½-inches or more of precipitation.
- Cover seeded with mulch to provide protection. Frequent inspections are necessary to check that conditions for growth are good.
- Supply temporary seeding with adequate moisture. Supply water as needed, especially in abnormally hot or dry weather or on adverse sites. Control water application rates to prevent runoff.

- Base seed selection on local Specifications.
- Re-seed areas where the plants do not grow quick enough, thick enough, or adequately enough to prevent erosion should be re-seeded.

Temporary Seeding

Preventive Measures and Troubleshooting Guide

Field Condition	Common Solutions
Slope was improperly dressed before application.	Roughen slopes. Furrow along the contour of areas to be seeded.
Coverage is inadequate.	Follow recommended application rates. Count the number of seedbags to ensure the correct amount of material is being applied. Reapply to thin areas.
Seeds fail to germinate.	Apply straw mulch to keep seeds in place and to moderate soil moisture and temperature. In arid areas, temporary irrigation may be necessary.
Seeded slope fails.	Fill in rills and re-seed; fertilize, and mulch slopes.
Seeding is washed off slope.	Allow at least 24-hours for the materials to dry before a rain event. Follow manufacturer's recommendations. Reapply where necessary.
Excessive water flows across stabilized surface.	Use other BMPs to limit flow on stabilized area and to reduce slope lengths. Do not use to stabilize areas with swift moving concentrated flows.

Permanent Seeding

Plan Symbol

PS

Description

Controlling runoff and preventing erosion by establishing a perennial vegetative cover with seed.

When and Where to Use It

A major consideration in the selection of the type of permanent grass to establish is the intended use of the land. Land use is separated in to two categories, high-maintenance and low-maintenance.

High-maintenance

High maintenance areas are mowed frequently, lime or fertilized on a regular basis, and require maintenance to an aesthetic standard. Land uses with high maintenance grasses include homes, industrial parks, schools, churches, and recreational areas such as parks, athletic fields, and golf courses.

Low-maintenance

Low maintenance areas are mowed infrequently, if at all, and lime and fertilizer may not be applied on a regular schedule. These areas are not subject to intense use and do not require a uniform appearance. The vegetation must be able to survive with little maintenance over long periods of time. Grass and legume mixtures are favored in these areas because legumes are capable of fixing nitrogen in the soil for their own use and the use of the grasses around them. Land uses requiring low-maintenance grasses include steep slopes, stream and channel banks, road banks, and commercial and industrial areas with limited access.

Seed Selection

The use of native species is preferred when selecting vegetation. Base plant seed selection on geographical location, the type of soil, the season of the year in which the planting is to be done, and the needs and desires of the permanent land user. Failure to carefully follow agronomic recommendations results in an inadequate stand of permanent vegetation that provides little or no erosion control.

Installation

Topsoil

Apply topsoil if the surface soil of the seedbed is not adequate for plant growth.

Tillage

If the area has been recently plowed, no tillage is required other than raking or surface roughening to break any crust that has formed leaving a textured surface. Disk the soil for optimal germination when the soil is compacted less than 6-inches. If the soil is compacted more than 6-inches, sub-soiled and disk the area.

Soil Testing

Soil testing is available through Clemson University Cooperative Extension Service.

Lime

Unless a specific soil test indicates otherwise, apply 1½ tons of ground course textured agricultural limestone per acre (70 pounds per 1000 square feet).

Fertilizer

Apply a minimum of 1000 pounds per acre of a complete 10-10-10 fertilizer (23 pounds per 1000 square feet) or equivalent during permanent seeding of grasses unless a soil test indicates a different requirement. Incorporate fertilizer and lime (if used) into the top 4-6 inches of the soil by disking or other means where conditions allow. Do not mix the lime and the fertilizer prior to the field application.

Seeding

Loosen the surface of the soil just before broadcasting the seed. Evenly apply seed by the most convenient method available for the type of seed applied and the location of the seeding. Typical application methods include but are not limited to cyclone seeders, rotary spreaders, drop spreaders, broadcast spreaders, hand spreaders, cultipacker seeder, and hydro-seeders. Cover applied seed by raking or dragging a chain or brush mat, and then lightly firm the area with a roller or cultipacker. Do not roll seed that is applied with a hydro-seeder and hydro-mulch.

Mulching

Cover all permanent seeded areas with mulch immediately upon completion of the seeding application to retain soil moisture and reduce erosion during establishment of vegetation. Apply the mulch evenly in such a manner that it provides a minimum of 75% coverage. Typical mulch applications include straw, wood fiber, hydromulches, BFM and FGM. Use hydromulches with a minimum blend of 70% wood fibers.

The most commonly accepted mulch used in conjunction with permanent seeding is small grain straw. Select straw that is dry and free from mold damage and noxious weeds. The straw may need to be anchored with netting or asphalt emulsions to prevent it from being blown or washed away. Apply straw mulch by hand or machine at the rate 2 tons per acre (90 pounds per 1000 square feet). Frequent inspections are necessary to check that conditions for growth are good.

Irrigation

Keep permanent seeded areas adequately moist, especially late in the specific growing season. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

Re-seeding

Inspect permanently seeded areas for failure, make necessary repairs and re-seed or overseed within the same growing season if possible. If the grass cover is sparse or patchy, re-evaluate the choice of grass and quantities of lime and fertilizer applied. Final stabilization by permanent seeding of the site requires that it be covered by a 70% coverage rate.

Inspection and Maintenance

- Inspect seeded areas for failure and make necessary repairs and re-seed immediately. Conduct a follow-up survey after one year and replace failed plants where necessary.
- If vegetative cover is inadequate to prevent rill erosion, overseed and fertilize in accordance with soil test results.
- If a stand of permanent vegetation has less than 40 percent cover, re-evaluate choice of plant materials and quantities of lime and fertilizer.
- Re-establish the stand following seed bed preparation and seeding recommendations, omitting lime and fertilizer in the absence of soil test results.
- If the season prevents re-sowing, mulch is an effective temporary cover.
- Final stabilization of the site requires a 70 percent overall coverage rate. This does not mean that 30 percent of the site can remain bare. The coverage is defined as looking at a square yard of coverage, in which 70 percent of that square yard is covered with vegetation.

Permanent Seeding

Permanent Seeding

Preventive Measures and Troubleshooting Guide

Field Condition	Common Solutions
Areas have eroded.	Re-seed or replace eroded areas.
Vegetation cover is inadequate and rill erosion is occurring.	Overseed and fertilize in accordance with soil test results.
Stand of permanent vegetation has less than 40% cover.	Re-evaluate choice of plant materials and quantities of lime and fertilizer.
Vegetation show signs of wilting before noon.	Water vegetation by wetting soil to a depth of 4-inches.

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA NATIONAL
STURRE DESIGN & DEVELOPMENT, LLC No. 6843
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE
7/29/2025

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TEL: 843.757.2650

PREPARED FOR:

DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG 811 SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 7/29/2025

SHEET NAME
SWPPP DETAILS

SHEET NO.
C-3

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA
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DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 5 10 20
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" =10'

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 7/29/2025

SHEET NAME

SITE IMPROVEMENTS PLAN

SHEET NO.

C-4

NOTE: GEOTECHNICAL INVESTIGATIONS ARE UNDERWAY TO APPROPRIATELY DESIGN SYSTEM. DETAILED DESIGN TO BE PROVIDED AT TIME OF WATERSHED SUBMITTAL.

DEVELOPMENT AREA CALCULATION	PRE			POST			CHANGE
	SF	AC	%	SF	AC	%	
TOTAL AREA	14,812	0.340	100%	14,812	0.340	100%	-
BUILDING & STAIRS	-	-	0%	4,676	0.107	32%	4,469
ASPHALT	4,115	0.094	28%	1,704	0.039	12%	-2411
CONCRETE	-	-	0%	1,232	0.028	8%	1232
TOTAL IMPERVIOUS	4,115	0.094	28%	7,612	0.175	51%	3,497
PERVIOUS PARKING	-	-	0%	1,657	0.038	11%	1,657
RAIN GARDEN	-	-	0%	669	0.015	5%	669
TOTAL BMP	-	-	0%	2,326	0.053	16%	2,326
REMAINING OPEN SPACE	10,698	0.246	72%	4,875	0.112	33%	-5,823

IMPERVIOUS AREA

BMP AREA

PERVIOUS OPEN SPACE

STORMWATER RUNOFF DIRECTIONAL FLOW ARROW

STURRE ENGINEERING
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VERT. DATUM: NAVD88

N

0 5 10 20
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" =10'

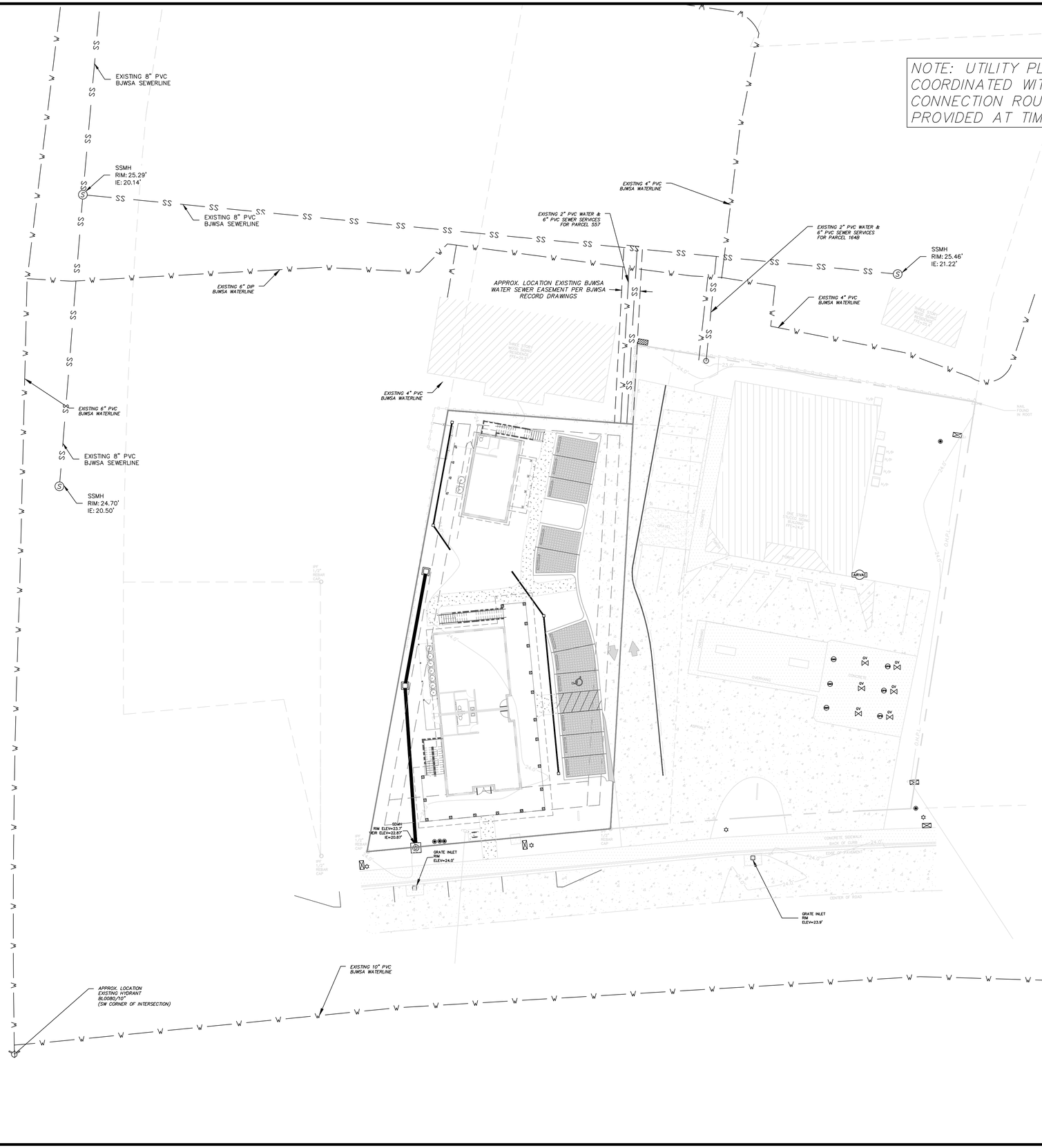
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 7/29/2025

SHEET NAME
STORMWATER COMPLIANCE PLAN

SHEET NO.
C-5



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HORIZ. DATUM:
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VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

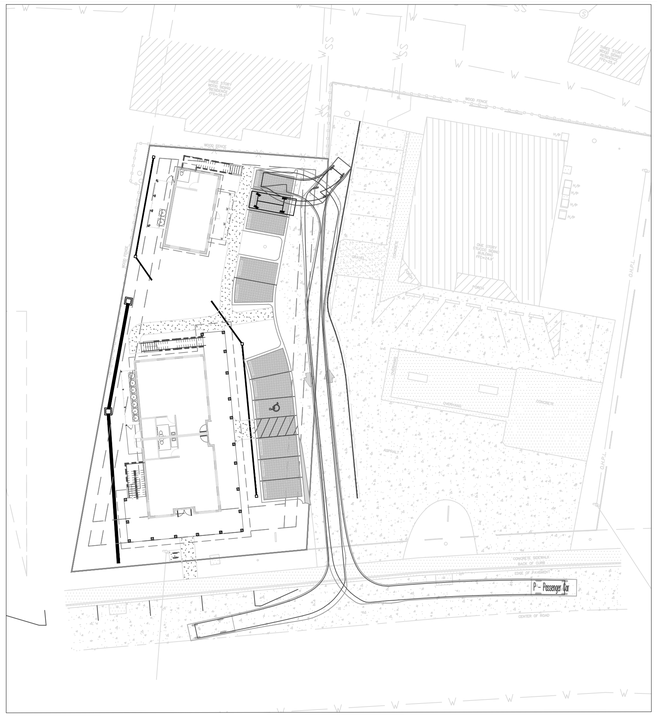
CALL 811 BEFORE YOU DIG — 811 — SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 7/29/2025

SHEET NAME
UTILITY PLAN

SHEET NO.
C-6



DESIGN VEHICLE

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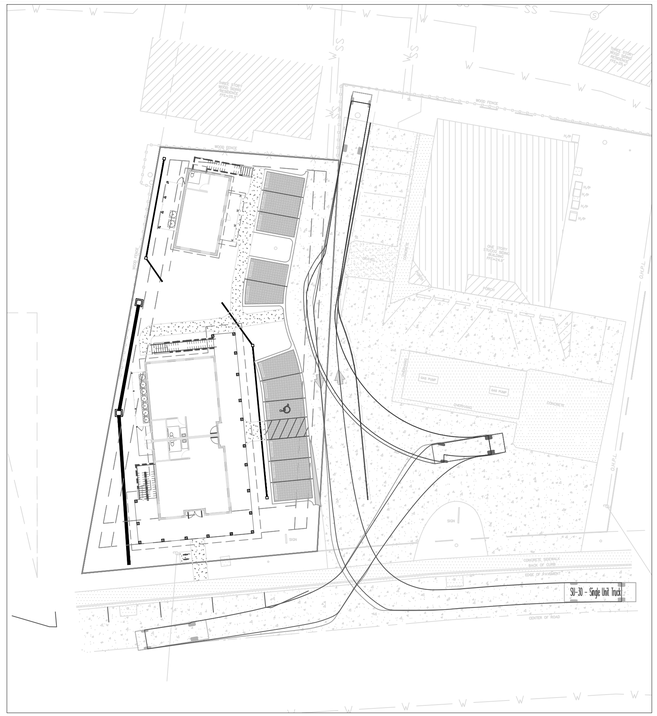

DESIGN VEHICLE

DUMP TRUCK - SU 30 SINGLE UNIT TRUCK
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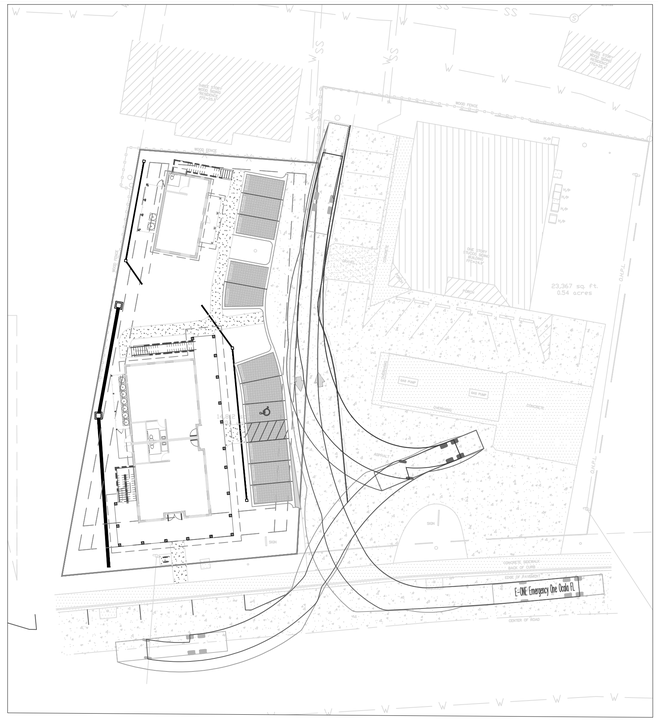
LENGTH = 30.000
W/W RADIUS = 43.480



DESIGN VEHICLE

FIRE TRUCK - E1 EMERGENCY OCALA, FL
WIDTH = 8.333
LENGTH = 46.333
W/W RADIUS = 44.272

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PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 15 30 60
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 30'

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

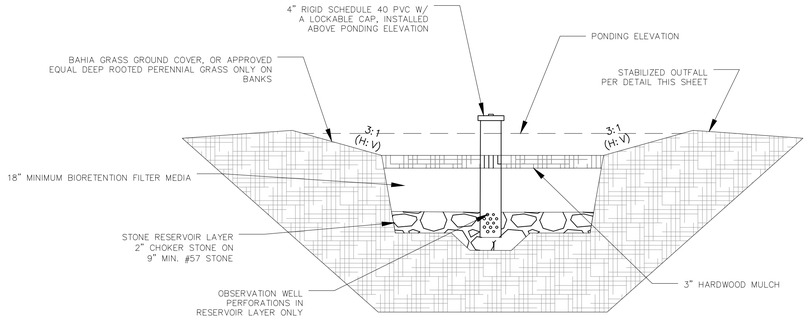
DATE 7/29/2025

SHEET NAME

AUTO-TURN EXHIBIT

SHEET NO.

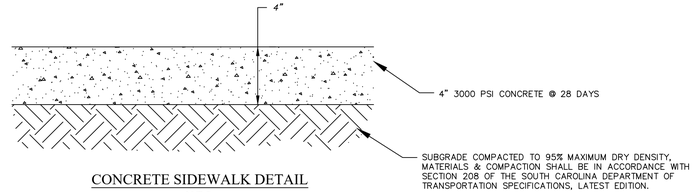
C-7



RAINGARDEN DETAIL

N.T.S.

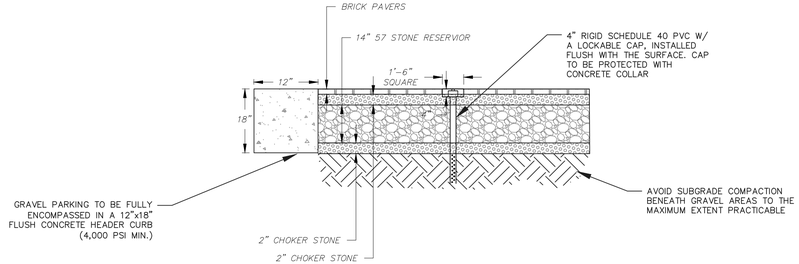
NOTE:
1. DETAIL MODIFIED FROM SOUTHERN LOWCOUNTRY STORMWATER DESIGN MANUAL
2. CONTRACTOR SHALL COORDINATE WITH ENGINEER IF GROUNDWATER IS INTERCEPTED DURING CONSTRUCTION IN FACILITY.
3. STABILIZE BANKS, PRETREATMENT AND/OR OUTFALL AREAS WITH VEGETATIVE OR SYNTHETIC MATTING WHERE NECESSARY
4. USE 4-INCH RIGID SCHEDULE 40 PVC PIPE WITH THREE OR FOUR ROWS OF 3/8-INCH PERFORATIONS AT 6 INCHES ON CENTER.
5. THERE SHOULD BE NO PERFORATION WITHIN 1 FOOT OF THE SURFACE



CONCRETE SIDEWALK DETAIL

N.T.S.

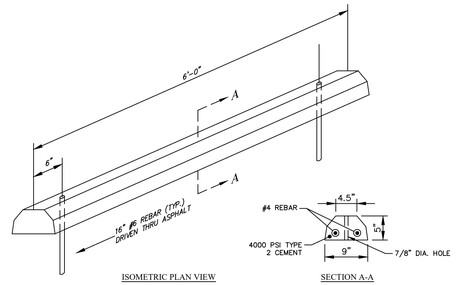
NOTES:
1. SIDEWALK WIDTH PER SITE IMPROVEMENTS PLAN.
2. USE ⅜" X 4" EXPANSION JOINTS AT CHANGE OF DIRECTIONS, CURBS, RIGID STRUCTURES AND RIGID PAVEMENT. ON STRAIGHT RUNS PROVIDE EXPANSION JOINTS EVERY 24 FEET.
3. TOOL ALL EXPOSED EDGES AND JOINTS TO ¼" RADIUS.
4. BROOM FINISH PERPENDICULAR TO TRAVEL.
5. PROVIDE ¾" DEEP SAW CUT CONTRACTION JOINTS EVERY 5 FEET.



PERVIOUS PARKING DETAIL

N.T.S.

NOTE:
1. PERVIOUS PARKING AREAS SHALL NOT BE USED AS TEMPORARY RUNOFF CONTROL DURING CONSTRUCTION.
2. ALL AGGREGATES TO BE DOUBLE WASHED STONE, NO FINES OR DUSTS.
3. USE 4-INCH RIGID SCHEDULE 40 PVC PIPE WITH THREE OR FOUR ROWS OF 3/8-INCH PERFORATIONS AT 6 INCHES ON CENTER.
4. THERE SHOULD BE NO PERFORATION WITHIN 1 FOOT OF THE SURFACE



WHEEL STOP

N.T.S.

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC No. 6843

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE
7/29/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.929.9432

SURVEYOR

WILLIAM SMITH, PLS
SC PLS# 26960
PO DRAWER 330
BLUFFTON, SC 29910
TEL: 843.757.2650

PREPARED FOR:

DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG 811 SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 7/29/2025

SHEET NAME

CIVIL DETAILS

SHEET NO.

C-8

PRELIMINARY NOT FOR CONSTRUCTION

PLANNING COMMISSION REVIEW

1271 MAY RIVER ROAD

PROFESSIONAL BUILDING AND CARRIAGE HOUSE

BLUFFTON, SOUTH CAROLINA

06/03/2025
07/30/2025

SHEET INDEX

CS	COVER SHEET
L1	EXISTING CONDITIONS
L2	DEMOLITION
L3	SITE PLAN
L4	SITE DATA
L5	PLANTING PLAN
L6	PLANTING SCHEDULE

CAUTION

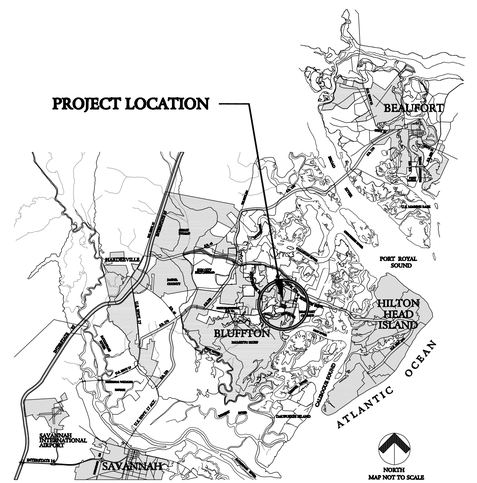
UTILITY PROTECTION CENTER

3 DAYS BEFORE DIGGING CALL
TOLL FREE 1-888-721-7877

A ONE-CALL SYSTEM FOR COMMUNITY AND JOB SAFETY

GENERAL 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 OWNERS REPRESENTATIVE. ALL CONSTRUCTION MUST ADHERE TO ALL NATIONAL, STATE AND LOCAL CODES. J.K. TILLER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY WRONGFUL CONSTRUCTION PRACTICES.
3. ALL SURVEY AND SITE INFORMATION WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES. SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS, REPORT ANY DISCREPANCIES TO THE OWNER OR OWNERS REPRESENTATIVE.
4. ALL SURVEY AND SITE INFORMATION HAS BEEN OBTAINED FROM T-SQUARE SURVEYING, DATED 9/11/2024, JOB# 24-395AT.
5. 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.
6. THE REQUIREMENTS OF THE SPECIFICATIONS, DRAWINGS, GENERAL REQUIREMENTS, AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE EQUALLY BINDING FOR ALL CONTRACTORS AND TRADES.
7. 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.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS AND INSPECTIONS AS REQUIRED BY LOCAL PLANNING, ZONING AND BUILDING CODE AUTHORITIES.
9. J.K. 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'.
10. 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.
11. THE CONTRACTOR SHALL PROTECT ALL TREES AND VEGETATION THAT IS NOT SCHEDULED TO BE REMOVED.
12. THE OWNER MAY REQUIRE FLAG MEN TO BE AVAILABLE DURING THE CONSTRUCTION PROCESS.
13. ALL WORKMANSHIP AND INSTALLATION FOR ALL TRADES SHALL MEET OR EXCEED THE PRODUCT MANUFACTURER'S RECOMMENDATIONS AND/OR ALL NATIONAL, STATE, AND LOCAL CODES.
14. ANY DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY J.K. TILLER ASSOCIATES, INC. AND THE OWNER OR OWNER'S REPRESENTATIVE.



JKT JOB NUMBER: 202501-02

J. K. TILLER ASSOCIATES, INC.
LAND PLANNING
181 BLUFFTON ROAD, SUITE B104
Voice 843.815.4800
LANDSCAPE ARCHITECTURE
BLUFFTON, SC 29910
jktiller@jktiller.com
Fax 843.815.4801

1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title: Cover Sheet

Job Number: 202501-02

Date: 06/03/2025

Drawn: KJD

Approved:

Revisions: 7/30/2025

Sheet CS **Of**

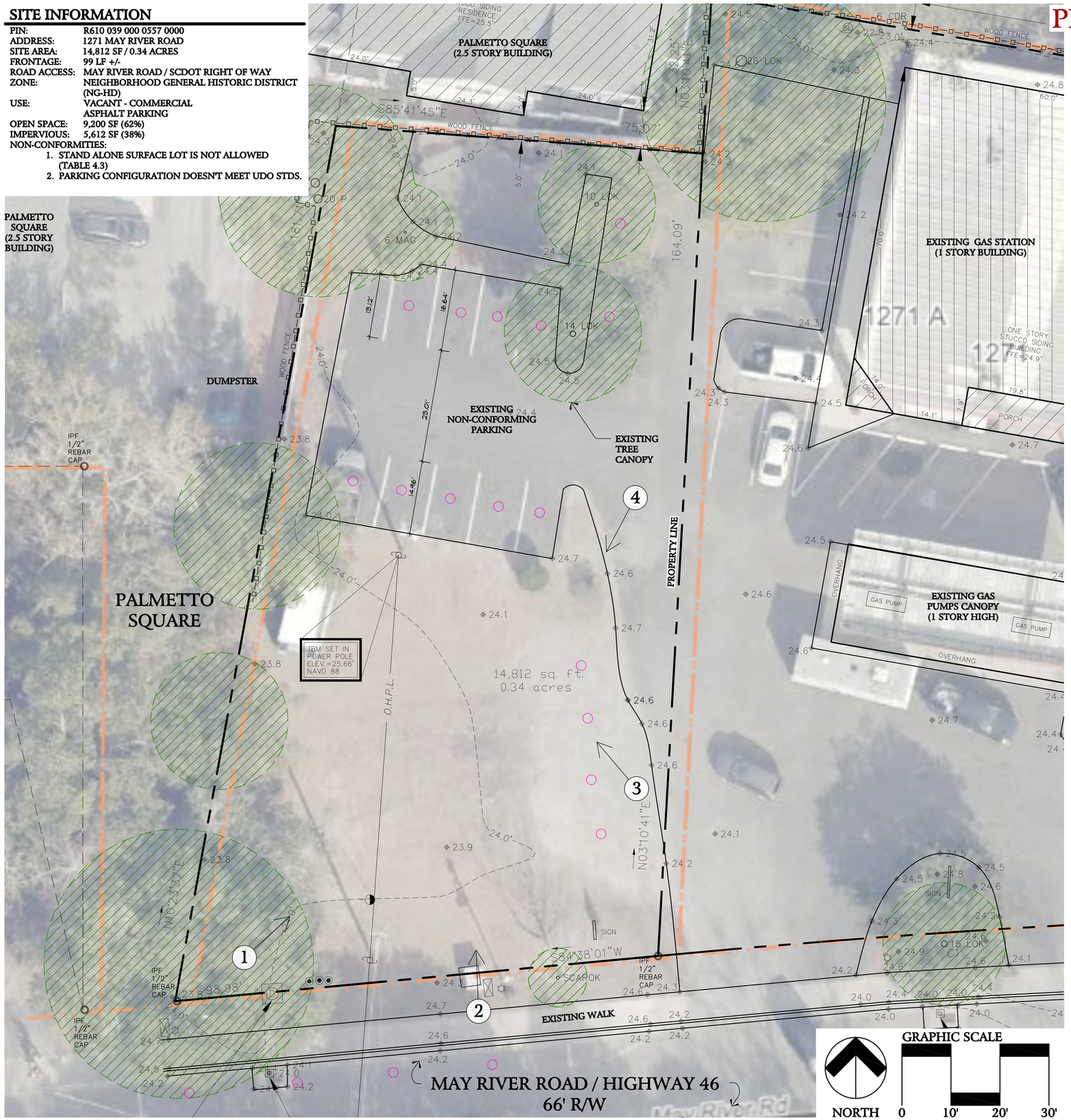
PRELIMINARY NOT FOR CONSTRUCTION

SITE INFORMATION

PIN:	R610 039 000 0557 0000
ADDRESS:	1271 MAY RIVER ROAD
SITE AREA:	14,812 SF / 0.34 ACRES
FRONTAGE:	99 LF +/-
ROAD ACCESS:	MAY RIVER ROAD / SCDOT RIGHT OF WAY
ZONE:	NEIGHBORHOOD GENERAL HISTORIC DISTRICT (NG-HD)
USE:	VACANT - COMMERCIAL ASPHALT PARKING
OPEN SPACE:	9,200 SF (62%)
IMPERVIOUS:	5,612 SF (38%)

NON-CONFORMITIES:

1. STAND ALONE SURFACE LOT IS NOT ALLOWED (TABLE 4.3)
2. PARKING CONFIGURATION DOESN'T MEET UDO STDS.



SITE PHOTOS

J. K. TILLER ASSOCIATES, INC.
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BLUFFTON, SC 29910
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Fax: 843.815.4801

1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title:
Existing Contitions

Job Number:
202501-02

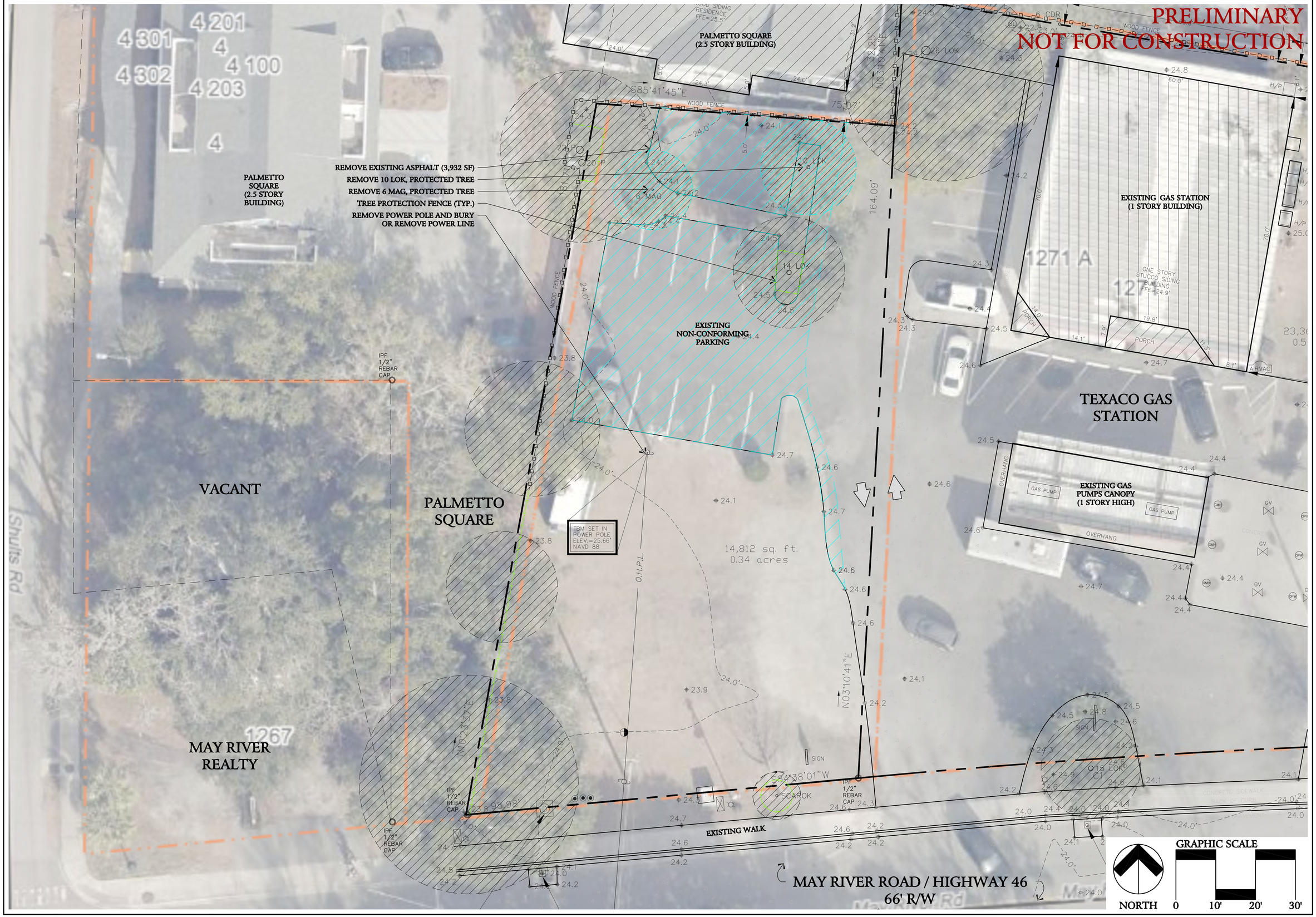
Date:
06/03/2025

Drawn:
KJD

Approved:

Revisions:
07/30/2025

Sheet
L1
Of


PRELIMINARY
NOT FOR CONSTRUCTION

J. K. TILLER ASSOCIATES, INC.
LAND PLANNING
LANDSCAPE ARCHITECTURE
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BLUFFTON, SC 29910
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jktiller@jktiller.com

1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title: Demolition Plan

Job Number: 202501-02

Date: 06/03/2025

Drawn: KJD

Approved:

Revisions: 07/30/2025

Sheet L2 Of

SITE INFORMATION

COMMERCIAL LOT
PIN: R610 039 000 0557 0000
ADDRESS: 1271 MAY RIVER ROAD
ACRES: 0.34 ACRES
FRONTAGE: 99 LF +/-
ROAD ACCESS: MAY RIVER ROAD / SCDOT RIGHT OF WAY
ZONING: NEIGHBORHOOD GENERAL HISTORIC DISTRICT (NG-HD)

DEVELOPMENT SUMMARY

EXISTING SITE AREA:	14,812 SF
PROPOSED USES:	MIXED USE PROFESSIONAL SERVICE AND RESIDENTIAL
BUILDING AREAS (COLONNADES ARE NOT INCLUDED):	
PROF. BLDG. 1ST:	1,944 SF
PROF. BLDG. 2ND:	1,980 SF / 2 DU
PROF. BLDG. 3RD:	1,335 SF / 2 DU
CARRIAGE HOUSE 1ST:	600 SF
CARRIAGE HOUSE 2ND:	600 SF / 1 DU
PARKING REQUIRED:	15 TOTAL
TABLE 5.15.7.C.1.a	12 PROFESSIONAL BLDG 4 OFFICE/ RETAIL 8 RESIDENTIAL 3 CARRIAGE HOUSE 2 OFFICE/ RETAIL 1 RESIDENTIAL
PARKING: PROPOSED:	11 SPACES (INCL. 1 HC) 4 SPACES ON-STREET
BIKE PARKING: 5.11.6	1 BIKE RACK REQUIRED 2 BIKE RACKS PROVIDED
FOUNDATION PLANTING: 5.3.7.E	8' AROUND ALL STRUCTURES
WASTE SERVICE:	ROLL OUT BINS
SIGNAGE:	PERMITTED SEPARATELY
DETENTION AREA:	609 SF

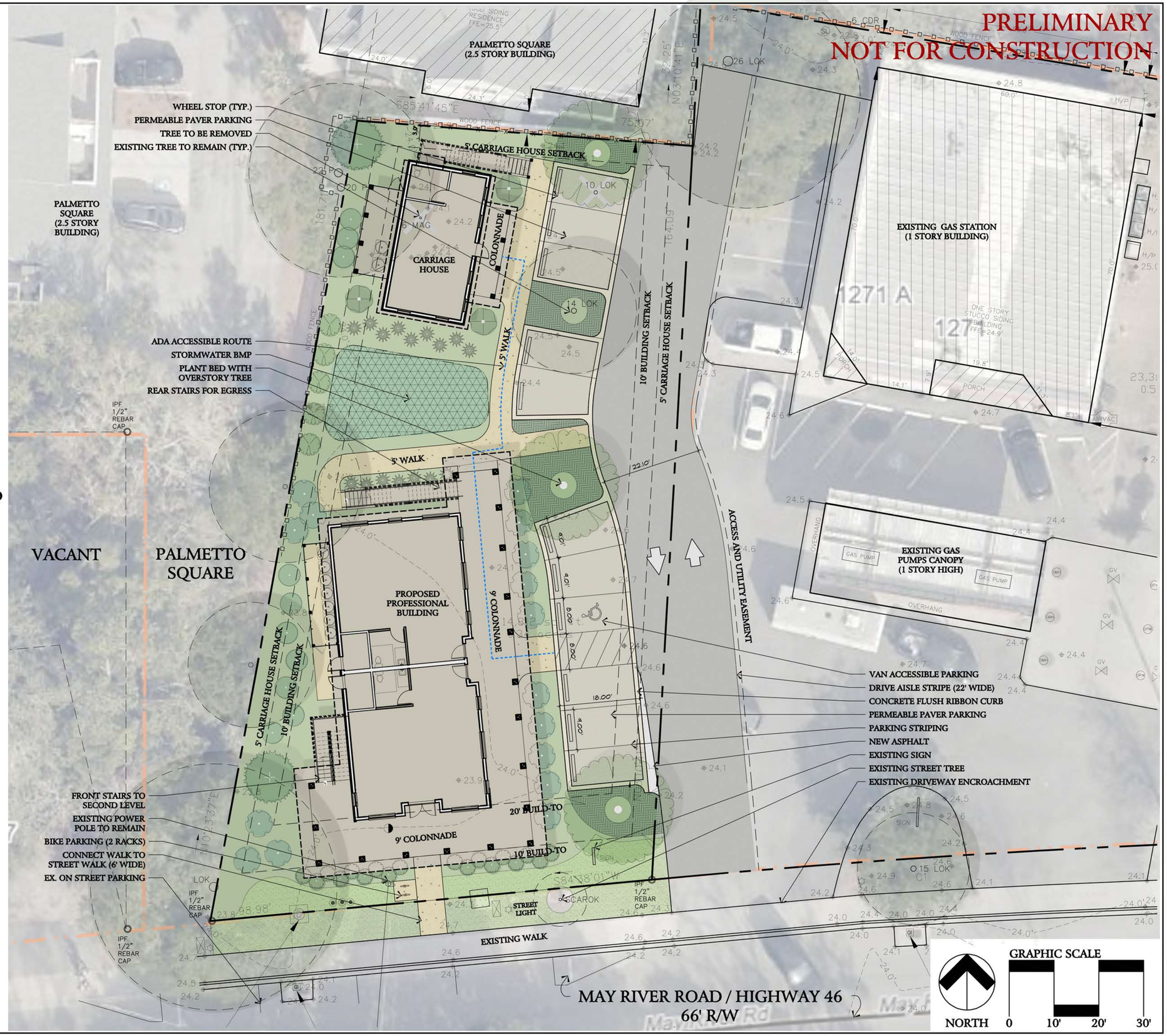
NOTE: SEE UDO REFERENCES ON SITE DATA SHEET

ALLOWED & CONDITIONAL* USES IN NG -HD (TABLE 4.3)

RESIDENTIAL:	SINGLE FAMILY DETACHED, SINGLE FAMILY ATTACHED, ACCESSORY DWELLING UNIT*
AGRICULTURAL:	AGRICULTURAL USE AND STRUCTURES
COMMERCIAL:	OUTDOOR SALES*, RETAIL BUSINESSES*, PERSONAL SERVICE ESTABLISHMENTS, RESTAURANT*, FUELING/ SERVICE STATION INCLUDING FUEL PUMPS/ CONVENIENCE STORE*, CAR WASH*
LODGING:	SHORT-TERM RENTAL*, HOMESTAY RENTAL, BED AND BREAKFAST, INNS
OFFICE:	HOME OCCUPATION, PROFESSIONAL SERVICES
HUMAN CARE:	FAMILY DAY CARE HOME, GROUP DAY CARE HOME, CHILD CARE CENTER, MEDICAL OFFICES AND CLINICS, NURSING HOMES
CIVIC:	CEMETERY, SOCIAL CENTER, GOVERNMENT BUILDING, PARKS, MUSEUM, RELIGIOUS ASSEMBLY, SCHOOL, UTILITIES
INDUSTRIAL:	ARTISAN WORKSHOP, CONTRACTOR'S OFFICE*, MANUFACTURING STOREFRONT*

LOT STANDARDS (SEC. 5.15.5.C)

BUILDING TYPE:	MAIN STREET/ ADDITIONAL BUILDING TYPE
LOT WIDTH:	70'-100'
SETBACKS:	10'-20' FRONT 25' REAR 10' SIDE
HEIGHT:	2-2.5 STORIES
MAX. FOOTPRINT:	2,000 SF (NOT INCLUDING COLONNADES)
SIZE RANGE:	2,000 - 5,500 SF (NOT INCLUDING COLONNADES)
TYP BLDG. WIDTH:	10'-55'
BUILDING TYPE:	CARRIAGE HOUSE
SETBACKS:	5' REAR 5' SIDE
HEIGHT:	1-2 STORIES
MAX. FOOTPRINT:	800 SF (NOT INCLUDING COLONNADES)
SIZE RANGE:	121 – 1,200 SF (NOT INCLUDING COLONNADES)



J. K. TILLER ASSOCIATES, INC.
LAND PLANNING LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE B104 BLUFFTON, SC 29910
Voice: 843.815.4800 jktiller@jktiller.com Fax: 843.815.4801

1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title: Site Plan

Job Number: 202501-02

Date: 06/03/2025

Drawn: KD

Approved:

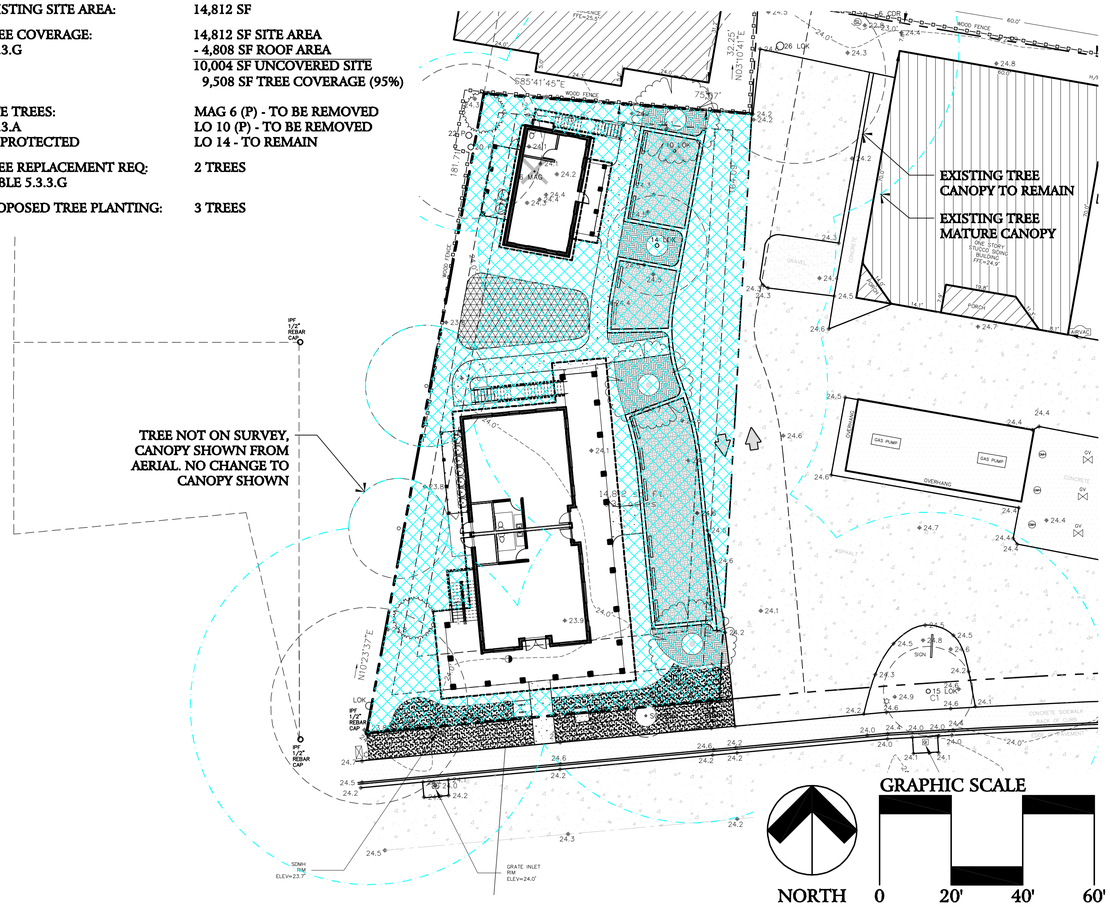
Revisions: 07/30/2025

Sheet L3 Of 7

PRELIMINARY NOT FOR CONSTRUCTION

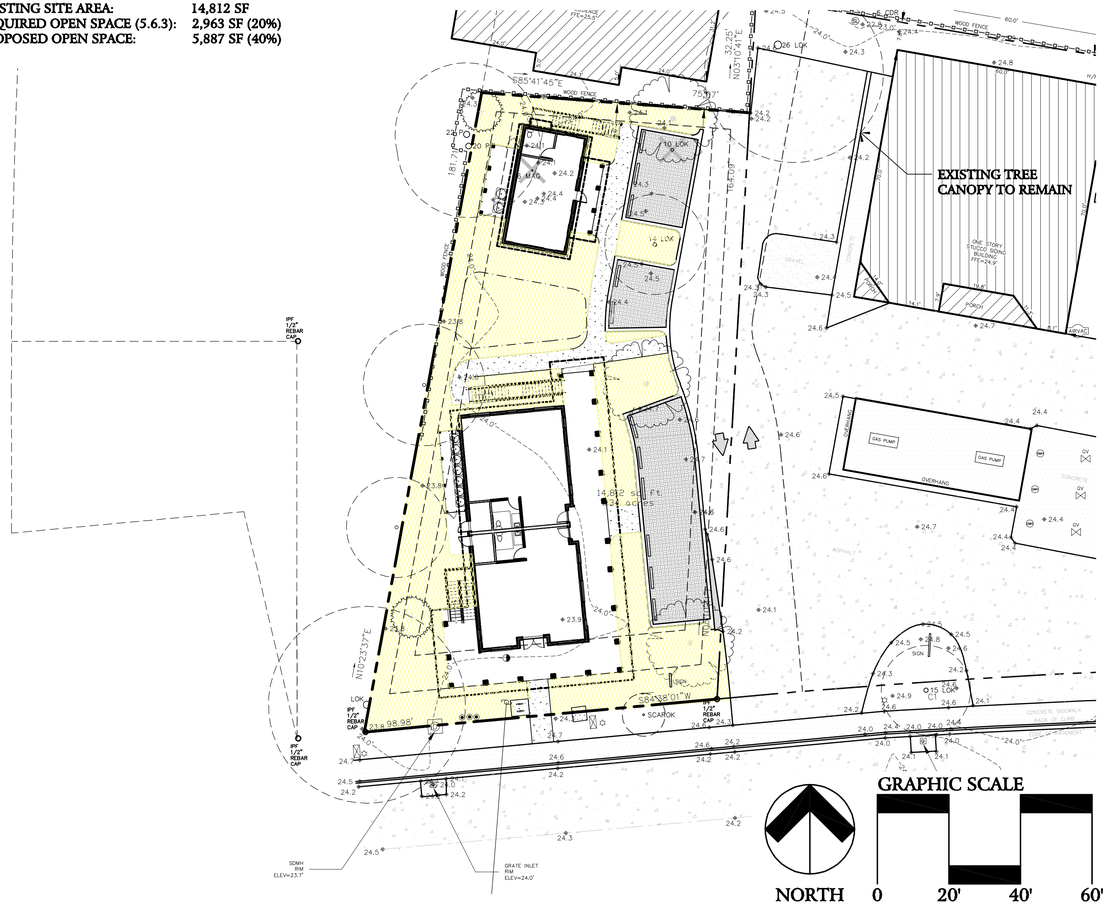
TREE COVERAGE

EXISTING SITE AREA:	14,812 SF
TREE COVERAGE: 5.3.3.G	14,812 SF SITE AREA - 4,808 SF ROOF AREA 10,004 SF UNCOVERED SITE 9,508 SF TREE COVERAGE (95%)
SITE TREES: 5.3.3.A (P) PROTECTED	MAG 6 (P) - TO BE REMOVED LO 10 (P) - TO BE REMOVED LO 14 - TO REMAIN
TREE REPLACEMENT REQ: TABLE 5.3.3.G	2 TREES
PROPOSED TREE PLANTING:	3 TREES



OPEN SPACE

EXISTING SITE AREA:	14,812 SF
REQUIRED OPEN SPACE (5.6.3):	2,963 SF (20%)
PROPOSED OPEN SPACE:	5,887 SF (40%)



DEVELOPMENT SUMMARY

EXISTING SITE AREA:	14,812 SF
PROPOSED USES:	MIXED-USE PROFESSIONAL SERVICE OR RETAIL AND RESIDENTIAL
BUILDING AREAS (DOES NOT INCLUDE PORCHES):	
PROF. BLDG. 1ST:	1,944 SF
PROF. BLDG. 2ND:	1,980 SF / 2 DU
PROF. BLDG. 3RD:	1,335 SF / 2 DU
CARRIAGE HOUSE 1ST:	600 SF
CARRIAGE HOUSE 2ND:	600 SF / 1 DU
BUILDING TYPE:	
PROFESSIONAL BUILDING:	MAIN STREET/ADDITIONAL
CARRIAGE HOUSE:	CARRIAGE HOUSE
PARKING REQUIRED: TABLE 5.15.7.C.1.a	15 TOTAL 12 PROFESSIONAL BLDG 4 OFFICE/ RETAIL 8 RESIDENTIAL 3 CARRIAGE HOUSE 2 OFFICE/ RETAIL 1 RESIDENTIAL
PARKING: PROPOSED:	15 TOTAL 11 SPACES (INCL. 1 HC) 4 SPACES ON-STREET
BIKE PARKING: 5.11.6	1 BIKE RACK REQUIRED 2 BIKE RACKS PROVIDED
FOUNDATION PLANTING: 5.3.7.E	8' AROUND ALL STRUCTURES
WASTE SERVICE:	ROLL OUT BINS
SIGNAGE:	TO BE PERMITTED SEPARATELY
DETENTION AREA:	609 SF

NEIGHBORHOOD GENERAL - HD: APPLICABLE UDO CODES

Table 5.3.3.G
Number of Replacement Trees Required

Protected Tree DBH Removed	Number of Replacement Trees
Significant Trees ≥24 inches; any tree listed on the America's Historic Tree Register maintained by American Forests; all trees, regardless of size, located within regulated wetland buffers	5 trees or 3 trees with a 6-inch caliper at time of planting
18 inches < 24 inches	3 trees
12 inches < 18 inches	2 trees
8 inches < 12 inches	1 tree
≥4 inches for the following trees: American holly, dogwood, redbud, southern magnolia, and red buckeye	1 tree

5.3.7 Specific Landscaping Standards

E. **Foundation Plantings**

1. Except when a build-to line or minimum setback identified in this Ordinance makes the provision of foundation plantings impractical, a foundation planting area at least 3 feet wide shall be maintained around all structures. The foundation planting shall incorporate a mixture of trees, shrubs, and ground covers in order to soften the building façade. Foundation plantings shall not be required along any building elevation or portion thereof that contains only service and/or delivery area that are not visible from any roadway.
2. Foundation planting(s), as described above, shall only be provided along the front yard elevation(s) for single-family detached residential uses.

5.9.4 Access Management Standards

A. **Intent**

1. The intent of this Section is to improve traffic operations; reduce potential for crashes; improve pedestrian and transit environments; and preserve the vehicular carrying capacity of roads through regulations on the number, spacing, placement and design of access points (driveways and intersections).
2. This Section is also intended to help ensure coordination between the Town of Bluffton and Beaufort County and the South Carolina Department of Transportation (SCDOT) for access to roads under their jurisdiction.

B. **Applicability**

1. Regulations. Regulations adopted by the applicable jurisdictions shall apply for sites along state or county roads. Where conflicts occur, the more restrictive regulations and standards shall apply.
2. Development Regulated. The standards of this section shall apply to development with frontage along arterial and collector roadways as noted below.

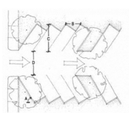
C. **Standards**

1. Compliance with Corridor Plan. Access shall generally be consistent with Access Management Plans and Corridor Plans adopted by the Town of Bluffton and the recommendations of any related plan.
2. Number of Driveways. The number of driveways shall be the fewest necessary to provide reasonable access to the site.
3. Intersection and Driveway Spacing. Spacing shall be governed by the SCDOT Access and Roadside Management Standards (ARMS).
4. Consideration of Adjacent Sites. Where the subject site adjoins land that may be developed or redeveloped in the future, the access shall be located to ensure the adjacent site(s) can also meet the access location standards in the future and a connection shall be provided between adjacent sites.
5. Access Design. Where practical given right-of-way constraints, driveways shall be designed with radii, tapers and other geometries as determined by the UDO Administrator in consideration to the disruption of through traffic and to provide a safe crossing environment.
6. Sight Distance. Driveways shall be located so as not to interfere with safe intersection sight distance as determined by American Association of State Highway and Transportation Officials (AASHTO) Green Book as amended.
7. Shared Driveways. Where possible access shall be provided via a shared driveway or service drive.
8. Restricted Turning Movement. Where driveways are proposed along a road segment defined as a high crash rate area, one that experiences significant traffic congestion/delays, or where left-turn access is available through other means, driveway design may be required to include channelization or signage that prohibits certain turning movements.

5.11.4 Standards: Design Standards for Parking Areas and Parking Lots

A. The following dimensional requirements for parking spaces shall be applicable to all parking areas and parking lots other than single-family detached residential parking on the lots:

1. Diagonal/angled and perpendicular parking spaces and parking space sizes shall conform to the following table of minimum values.



Parking Dimensional Standards

Table 5.11.4.A.1
Parking Space Design Standards

A	B	C	D	
Parking Angle (degrees)	Curb Length (feet)	Stall Depth (feet)	Aisle Width	
			One-Way	Two-Way

2. For any non-residential use that requires at least 25 parking spaces, up to 10% of the parking spaces may be designated for compact car parking. Compact parking spaces shall be grouped, where possible, and designated by signage or pavement marking. Compact parking space dimensions shall be no less than nine (9) feet wide and 15 feet in length. Golf cart parking spaces shall not count towards required parking spaces. If golf cart parking spaces are provided, parking space dimension shall not be less than six (6) feet wide by 12 feet in length.
3. Parallel parking spaces shall be a minimum of nine (9) feet in width and 22 feet in length.
4. Wheel stops shall be provided in all parking facilities without curbing. The vehicle side of the wheel stop shall be no more than 18 inches from the end of the parking space.
5. Each parking bay shall be separated from other parking bays by a median. All medians shall be at least 12 feet wide.
6. Not more than eight (8) continuous parking spaces shall be allowed in a row of parking without separation by a landscape island. Each landscape island shall be at least 10 feet in width.
7. A landscape island of at least 12 feet in width shall be provided at the ends of each parking bay.

5.11.6 Standards: Bicycle Parking

All retail services, food services, office, entertainment, recreation, civic, educational and public uses shall provide bike racks for bicycle parking at a rate of 1 bicycle for each 15 vehicular parking spaces required. Racks shall be located adjacent to primary access points of the principal use of the building. Shared bicycle parking may be allowed to reduce the number of bicycle parking up to 50 percent for uses within 500 feet of one another.

5.15.5 GENERAL STANDARDS

C. Neighborhood General Historic District (NG-HD)

Within the NG-HD district, building form and scale shall be primarily residential to maintain the predominantly residential character component of this district. The UDO Administrator may waive the mandatory residential component for properties with frontage on SC Highway 46 and Bruin Road; buildings on these properties may be constructed with retail shopfronts, awnings, marquees, colonnades, or arcades in accordance with this UDO but must be residential in form and scale.

NG-HD Precedent Imagery

NG-HD Regulating Plan

Neighborhood General Building Type Requirements:	Front Build-to Zone	Lot Width	Frontage Requirement	Setback (from rear property line)	Side Setback (from side property lines)	Height (in stories)
Carriage House	See Sec. 5.15.8.F. for placement and other requirements.			5'	5'	1-2
Live-Work Sideyard	10'-20'	50'-100'	N/A	25'	10'	1-2.5
Commercial Cottage	10'-20	50'-100'	N/A	25'	10'	1-1.5
Bungalow Court	10'-20' (for foremost bungalow)	60'-100'	N/A	25'	15'	1-1.5
Cottage	10'-20'	50'-60'	N/A	25'	10'	1-1.5
Medium House	10'-20'	50'-60'	N/A	25'	10'	1-2
Village House	10'-20'	50'-65'	N/A	30'	15'	2-2.5
Sideyard House	10'-15'	50'-65'	N/A	30'	5'	2
Vernacular House	10'-20'	60'-100'	N/A	30'	15'	1.5
Center Hall House	15'-25'	70'-100'	N/A	30'	15'	2-2.5
Civic Building	10'-35'	N/A	N/A	N/A	10'	2
Additional Building Types						
As approved by the UDO Administrator or Board/ Commission with approval authority in accordance with *Article 2* of this Ordinance, additional building types may be allowed in the Neighborhood General-HD zoning district. Building types not specifically listed shall be regulated by the following general	10'-20'	50'-100'	N/A	25'	10'	1 - 2.5

5.15.7 Parking

A. **Intent.** The intent of these parking regulations is to encourage a balance between compact pedestrian oriented development and necessary car storage. The goal is to construct neither more nor less parking than is needed. The parking requirements and regulations are subject to review and adjustment by the UDO Administrator.

B. **Applicability.** In addition to the parking requirements found in *Section 5.15.7* Parking within the Old Town Bluffton Historic District, the provisions found in *Section 5.11.4* Standards: Design Standards for Parking Areas and Parking Lots and in *Section 5.11.6* Standards: Bicycle Parking shall apply to all development in the Old Town Bluffton Historic District.

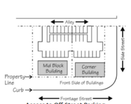
C. **Parking Requirements**

1. The minimum parking count requirement shall be in accordance with the following parking standard in Table 5.15.7.C.1.a:

Table 5.15.7.C.1.a Parking Spaces

Use	Parking Standard
Residential	2 spaces per dwelling unit 1 space per accessory dwelling unit
Lodging	1 space per room for rent plus 2 spaces per 1000 sf of ancillary office use
Office	2 spaces per 1000 sf
Health/Human Care	2 spaces per 1000 sf
Commercial Services	2 spaces per 1000 sf
Restaurants	6 spaces per 1000 sf
Restaurant – Carry Out Only	2 spaces per 1000 sf
Civic/Institutional	2 spaces per 1000 sf
Religious Assembly	1 space per 6 seats
School	1 space per instructor
Recreation/Entertainment	Number of spaces shown to be necessary and reasonable by data submitted by the Applicant and as approved by the UDO Administrator

2. Credit shall be given for on-street parking spaces located within the public or private right-of-way that are directly in front of or adjacent to a property (except for restaurant uses).
When an on-street parking space is shared between two properties, the following methods shall determine how that parking space will be allocated.
   a. If the on-street parking space is demarcated, project the property line or, in the absence of a property line separating the subject building or use from the adjacent building, use a line determined by the midpoint between the closest points of the subject and adjacent buildings or uses, perpendicular to the to the edge of parking pavement. From this point measure the distance along the pavement edge to each parking space marking. The use or parcel having the majority of this distance may count the space towards the required parking.
   b. If the on-street parking space is not demarcated, project the property line or, in the absence of a property line separating the subject building or use from the adjacent building, use a line determined by the midpoint between the closest points of the subject and adjacent buildings or uses, perpendicular to the to the edge of parking pavement. From this point measure the total distance along the pavement edge between each property line or adjacent building or use. For parallel parking divide the total distance by twenty-two (22) feet and for angled parking divide the total distance by nine (9) feet. Round the resulting value down to the nearest whole number.



5.15.8 Building Types

A. Main Street Building

General: Detached Mixed Use Building.
Size Range: NC-HD: 2,000 – 8,000 sq. ft.
NCE-HD: 2,000 – 5,000 sq. ft.
Maximum Footprint (not including porches):
NC-HD: 3,500 sq. ft.
NCE-HD: 2,500 sq. ft.
Height: NC-HD: 2 – 3 stories.
NCE-HD: 2 – 2.5 stories.
Characteristics:
A shopfront building.
Retail/office space on ground floor.
Office/living space on upper levels.
Must have an arcade, colonnade, marquee or awning along the front façade (arcades/ colonnades are preferred).

CORE • CENTER • GENERAL • CONSERVE • RIVER EDGE

F. Carriage House

General: Accessory Structure.
Size Range: 121 – 1,200 sq. ft. (per unit).
Maximum Footprint (not including porches):
800 sq. ft.
Height: 1 – 2 stories.
Characteristics:
A detached or an attached accessory structure. An attached structure must be clearly incidental to, smaller than, and distinguished from the principal building form.
Only one permitted per lot, except within the RV-HD district where two may be allowed for lots of at least one acre.
May be used as a garage, carport, dwelling unit, shop, studio, workshop (or combination thereof) as permitted by Sec. 4.3.
Garages are limited to 2 cars, with maximum garage door widths of 12' each.
Must be of same general character as primary structure.
Must be placed behind the primary structure and towards the back of the lot. For lots with a Contributing Resource, the UDO Administrator may consider an alternate location.

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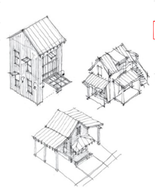

M. Center Hall House **LARGEST RESIDENTIAL BLDG ALLOWED**

General: Detached Single Family Residence.
Size Range: 2,000 – 5,500 sq. ft.
Maximum Footprint (not including porches):
2,000 sq. ft.
Height: 2 – 2.5 stories.
Characteristics:
Similar to Seven Oaks and Guerrard's Bluff.
May have a single or double height front porch.
May have side or rear wings, which are secondary to the main mass of the building.
Typically 40' - 55' wide.

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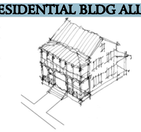

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LAND PLANNING
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Voice 843.815.4800
LANDSCAPE ARCHITECTURE
BLUFFTON, SC 29910
Fax: 843.815.4801
jktiller@jktiller.com

1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title:
Site Data

Job Number:
202501–02

Date:
06/03/2025

Drawn:
KD

Approved:

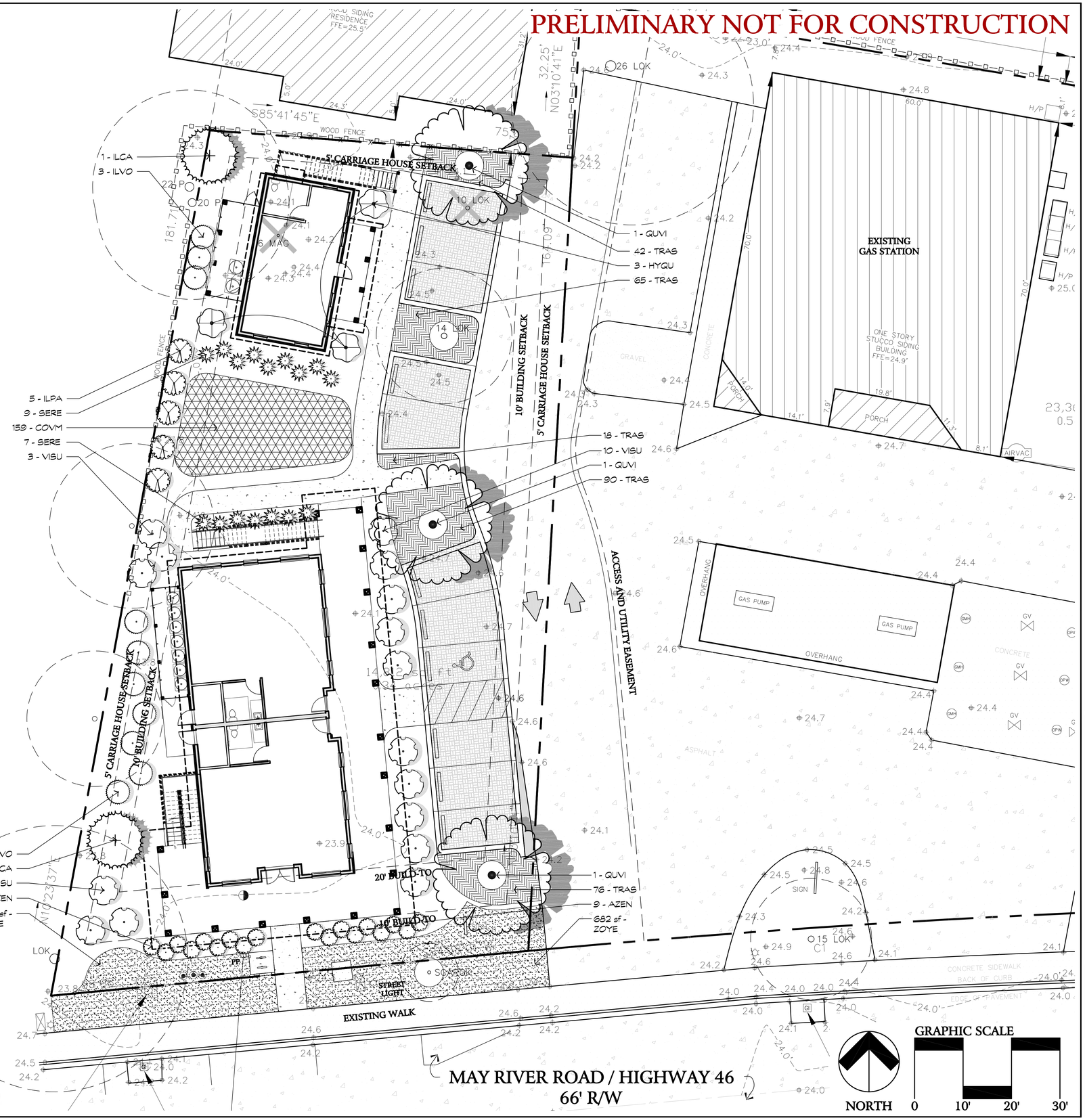
Revisions:
07/30/2025

Sheet
L4
Of

PRELIMINARY NOT FOR CONSTRUCTION

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	ILCA	Ilex cassine / Dahoon Holly
	QUVI	Quercus virginiana / Southern Live Oak
SHRUBS		
	AZEN	Azalea Encore TM / Encore Azalea
	HYQU	Hydrangea quercifolia / Oakleaf Hydrangea
	ILVO	Ilex vomitoria / Youpon Holly
	ILPA	Illicium parviflorum / Anise Tree
	SERE	Serenoa repens / Saw Palmetto
	VISU	Viburnum suspensum / Sandankwa Viburnum
GROUND COVERS		
	COVM	Coreopsis verticillata 'Moonbeam' / Moonbeam Tickseed
	TRAS	Trachelospermum asiaticum `Asiatic` / Asiatic Jasmine
	ZOYE	Zoysia japonica `Empire` / Korean Grass



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1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title:
Planting Plan

Job Number:
202501-02

Date:
06/03/2025

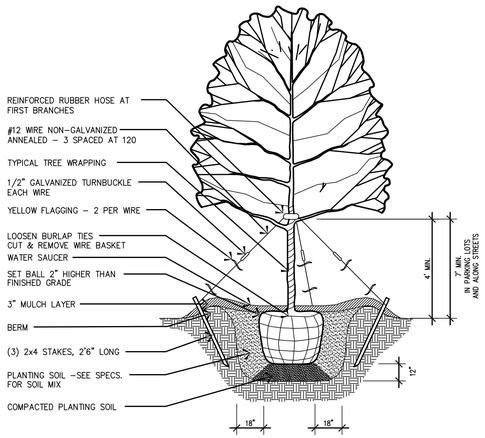
Drawn:
KJD

Approved:

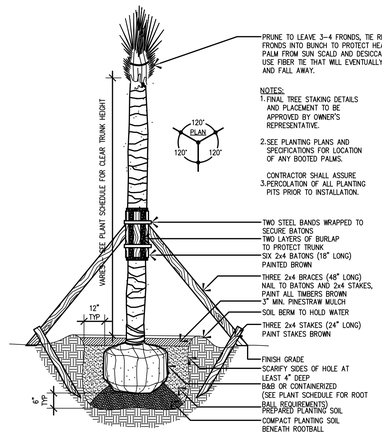
Revisions:
07/30/2025

Sheet
L5
Of

PRELIMINARY NOT FOR CONSTRUCTION



1 / L6 Tree Planting
Not to Scale



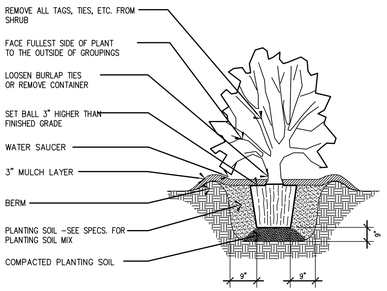
2 / L6 Palmetto Tree Planting
Not to Scale

PLANT SCHEDULE

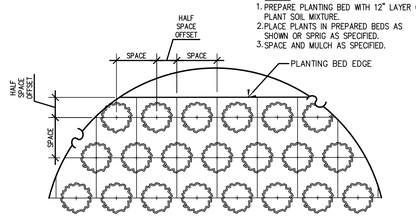
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL.	HEIGHT	SPREAD	CONT.
TREES							
	ILCA	2	Ilex cassine / Dahoon Holly	1.5" min.	6`-8`	3`-4`	Cont.
	QUVI	3	Quercus virginiana / Southern Live Oak	2.5"	12` min	6`-8`	Cont.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT	SPREAD
SHRUBS						
	AZEN	18	Azalea Encore TM / Encore Azalea	3 Gal.	18" Min	15"-18"
	HYQU	3	Hydrangea quercifolia / Oakleaf Hydrangea	3 Gal.	18"-24"	18"-24"
	ILVO	10	Ilex vomitoria / Youpon Holly	7 Gal.	24"-36"	24"-36"
	ILPA	5	Illicium parviflorum / Anise Tree	7 Gal.	24"-36"	24"-36"
	SERE	16	Serenoa repens / Saw Palmetto	3 Gal.	12"-18"	12"-18"
	VISU	16	Viburnum suspensum / Sandankwa Viburnum	7 Gal.	24"-36"	24"-36"

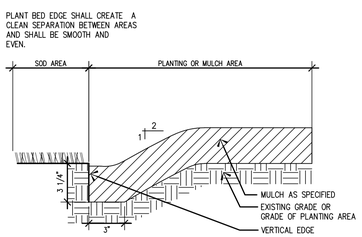
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	HEIGHT	SPREAD	SPACING
GROUND COVERS							
	COVM	158	Coreopsis verticillata 'Moonbeam' / Moonbeam Tickseed	1 Gal.	6"-12"	6"-12"	24" o.c.
	TRAS	291	Trachelospermum asiaticum `Asiatic` / Asiatic Jasmine	1 Gal.		6"-8"	18" o.c.
	ZOYE	1,247 sf	Zoysia japonica `Empire` / Korean Grass	SOD			



3 / L6 Shrub Planting
Not to Scale



4 / L6 Ground Covers & Perennials
Not to Scale



5 / L6 Sod / Plant Bed Edge Detail
Not to Scale

PLANTING NOTES:

1. 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.
2. ROOT TYPES MAY BE FREELY SUBSTITUTED IN CASE OF BALLED AND BURLAPPED OR CONTAINER GROWN, ALL OTHER SPECIFICATIONS TO REMAIN UNCHANGED.
3. CONTRACTOR TO VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSAL IS SUBMITTED.
4. SEE TREE, SHRUB, AND GROUND COVER PLANTING DETAILS AND SPECIAL PROVISIONS FOR PLANTING SPECIFICATIONS.
5. 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.
6. 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 CONTRACTORS EXPENSE.
7. ALL SHRUB BEDS TO RECEIVE 3" DEEP LONGLEAF PINESTRAW MULCH.
8. CONTRACTOR TO MAINTAIN THE PLANTINGS AND CONTROL WEEDS IN MULCH AREAS THROUGH THE DURATION OF CONSTRUCTION UNTIL FINAL ACCEPTANCE.
9. ALL PLANT BED AND SOD AREAS TO RECEIVE 100% IRRIGATION COVERAGE EXCEPT WHERE NOTED ON THE PLAN.
10. 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.
11. HERBICIDE SHALL BE APPLIED TO PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION.
12. PLANT BED SHALL BE TESTED FOR PH AND AMENDED PRIOR TO INSTALLATION.
13. 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.
14. 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.

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1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title:
Planting Schedule, Notes and Details

Job Number:
202501-02

Date:
06/03/2025

Drawn:
KJD

Approved:

Revisions:
07/30/2025

Sheet
L6
Of

TRAFFIC ASSESSMENT

August 19, 2025

Town of Bluffton
Growth Management
Development Plan Permitting

Re: 1271 May River Road Professional Building, Bluffton South Carolina

General Site Description

Size: 0.34 Acres / 14,812 SF

Zoning: Neighborhood General – Historic District (NG-HD)

Proposed Land Use: Mixed-Use (Residential and Professional Services or Boutique Retail)

Project Description:
The proposed development consists of a 2.5 story Mixed-Use Professional Building (5,259 GSF) and a 2-story Carriage House (1,200 GSF), also mixed-use. The Professional Building includes first floor professional services (1,944 SF) and four residential units above. The Carriage House provides professional services on the first floor (600 SF) and a residential unit above.

Adjacent Property Land Uses:

- North/ West: Old Village Square (AKA Palmetto Square) – Mixed Use
  - Zoned NG-HD
  - Located on two parcels
  - Building 1 is two stories, located at 6 Shults Road on a 0.53 Acre Site. The other 4 buildings are 2.5 stories and are located on the 1.21 acre parcel adjacent to the proposed development. Building areas are as follows: 10 Marianna (5,328 sf), 5 Marianna (5,423 sf), 6 Marianna (5,328 sf), 4 Shults Road (5,355 sf)
  - The development is served by a course aggregate drive aisle and parking
- West: May River Realty
  - Zone NG-HD
  - General Office Structure (489 sf), 0.21 acre lot
  - Does not share common property boundary with the proposed development
- South: May River Road (SCDOT) - Minor Arterial Road
  - May River Road has 15,200 AADT according to SCDOT traffic counts
  - The roadway is level and has no unusual geometric constraints.
- East: The Bluffton Market – Commercial
  - Zoned NG-HD
  - Property is adjacent to Neighborhood Core – Historic District (NC-HD) zoning
  - Primary building is 3,966 sf and has 4 gas pumps
  - The building is used for Texaco Gas Station and Convenience Center, King of Kings Barber, Taqueria El Primo (to-go only restaurant).
  - Property has non-conforming site plan and building type
  - Site has 15 parking spaces; only 9 spaces are required. Parking provided exceeds the required parking on site.
  - Bluffton Market will serve as the access drive to the proposed development

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COMPREHENSIVE LAND PLANNING ■ LANDSCAPE ARCHITECTURE

Trip Generation

Trip generation was calculated using data from the **ITE Trip Generation Manual, 11th Edition**, using the following:

Land Use Code (LUC) 826 – Specialty Retail

1,944 sf Professional Building
600 sf Carriage House
2,544 sf Total

Land Use Code (LUC) 220 – Residential Apartment

4 DU Professional Building
1 DU Carriage House
5 DU Total

ITE-Based Trip Generation Summary:

Land Use	Size/Units	Trip Rate (ITE)	Total Trips
Specialty Retail (LUC 826)	2,544 sf	44.32 vehicle trips/ 1,000 SF GFA (ADT)	113 daily trips
	2,544 sf	2.71 vehicle trips/ 1,000 SF GFA (AM peak hour)	7 trips (4 in / 3 out)
	2,544 sf	5.11 vehicle trips/ 1,000 SF GFA (PM peak hour)	13 trips (6 in / 7 out)

Land Use	Size/Units	Trip Rate (ITE)	Total Trips
Residential Apartment (LUC 220)	5 units	6.65 vehicle trips/ apartment unit (ADT)	33 daily trips
	5 units	0.51 vehicle trips per apartment unit (AM peak hour)	3 trips (1 in / 2 out)
	5 units	0.62 vehicle trips per apartment unit (PM peak hour)	3 trips (2 in / 1 out)

Notes:

- For calculation purposes, the highest use is assumed for the first floor of each building type. While the owner intends to rent spaces for professional service or general office, a space could be rented to a specialty retail shop.
- Specialty Retail includes small scale retail focused on unique or niche products, which generates higher trip rates compared to general office due to customer-oriented traffic.
- The residential rates are based on Low Rise Apartment (1-3 stories), which applies to general urban/suburban settings.
- The rates assume no adjustments for pass-by trips, internal capture, or transit use, which may reduce actual trips.
- Mixed-Use developments often have internal capture, where trips between on-site uses do not add to external roadway trips. The ITE Trip Generation Handbook provides methodology for estimating internal capture rates, ranging between 5-30%.
- Trip counts include both in and out

Roadway Conditions and Access Potential

Roadway Classification (SCDOT Traffic Analysis & Data Application (TADA)):

- **May River Road Details:**
  - Type: Minor Arterial (Urban)
  - Cross-section: 2-lane
  - 66’ R/W
  - Posted Speed: 30 mph
- **Analysis Summary:**
  - AADT: 15,200 (Station Id: 07-0157; S- 29 (Buck Island Rd) TO S- 120 (Bruin Rd), L- 66)
  - Single Unit AADT: 682
  - Combo Unit AADT: 43
  - Truck%: 5%

Level of Service (LOS) Assessment:
Although detailed LOS calculations require full intersection geometry, existing AADT volumes on May River Road remain below capacity thresholds for a 2-lane Minor Arterial. Using Highway Capacity Manual (HCM) 7th Edition, May River Road currently operates at LOS C or better for a Class I two-lane highway. The projected peak hour trips are negligible compared to the AADT for May River Road. The impact from this site specifically would be less than 1% of AADT, which is below thresholds typically requiring mitigation.

Sight Distance Analysis:

- According to the Access and Roadside Management Standards (ARMS) Manual, the access drive would be considered a Medium Volume Driveway.
- For 30 mph roadway, the site distance is 335 feet.
- This development will access May River Road from an existing driveway located at The Bluffton Market property. The Bluffton Market has two existing driveway encroachments (36’ & 39’ wide).
- The proposed site development does not propose any features (bike rack, sign, vegetation) impediments within the site triangle

Conclusions

Based on the above analysis, the proposed development at 1271 May River Road is expected to:

- Provide housing and commercial infill within the Old Town, creating a more walkable, pedestrian friendly community, consistent with the Old Town Master Plan and Comprehensive Plan.
- Generate negligible traffic volumes and peak hour trips
- Benefit from existing infrastructure (on-street parking and existing driveway access)
- Provide shared overflow parking for the adjacent Bluffton Market property
- Be located on roadways currently operating at acceptable LOS.

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PLAN REVIEW COMMENTS FOR DP-06-25-019806

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522
OLD TOWN

Plan Type:	**Development Plan**	**Apply Date:**	**06/18/2025**
Plan Status:	**Active**	**Plan Address:**	**1271 May River Rd Road BLUFFTON, SC 29910**
Case Manager:	**Dan Frazier**	**Plan PIN #:**	**R610 039 000 164B 0000**

Plan Description: **A request by Kathleen Duncan of J.K. Tiller Associates, Inc. on behalf of property owner Sharan Pyari Patel fo approval of a Preliminary Development Plan application. The project consists of the construction of a 5,259 S mixed use building and one (1) 1,200 SF carriage house with associated infrastructure. The property is zoned Neighborhood General - Historic District (NG-HD) consists of 0.34 acres identified by tax map numbers R610 039 000 0557 0000 within the Old Town Bluffton Historic District.**
STATUS: This item will be heard at the July 23, 2025 Development Review Committee meeting.

Technical Review

Submission #: 1 Received: 06/18/2025 Completed: 07/18/2025

Reviewing Dept.	*Complete Date*	*Reviewer*	*Status*
Planning Review - Principal	07/18/2025	Dan Frazier	Revisions Required

Comments:

1. The site plan proposes too much development on too little land area. The required parking drive and dumpster are not provided on the subject property. Consider eliminating the rear building to provide all site plan elements on the subject property, including buildings, infrastructure, access, parking and dumpster.
2. While proposed parking meets the requirement for the proposed development, the overall parking requirements for the existing and proposed uses are not being met. Some of the current parking being used by the current commercial uses is being displaced by the proposed development.
3. Provide a minimum sidewalk width of five (5) feet (UDO Section 5.9).
4. The proposed ADA parking space does not appear to provide ADA access to the rear building.
5. The parking access drive should be well-defined with a minimum 22- foot width.
6. The prosed new access easement is shown as 20 feet on the site improvement plan and 24 feet on the landscape plan.
7. There appears to be movement conflicts between the existing parking and proposed parking.

Planning Commission Review	07/18/2025	Dan Frazier	Approved with Conditions

Comments:

1. HPC Comment - The architecture of the buildings will need to demonstrate compliance with 5.15.5.F.1.a of the UDO: “Building heights and widths shall be visually similar to those in the neighboring vicinity.”

Planning Review - Senior	07/18/2025	Angie Castrillon	Approved with Conditions

Comments:

1. Provide an accessible dumpster and dumpster enclosure.
2. A Main Street Building Type is not an allowed building type in the Neighborhood General Historic District.
3. The landscape plan locates tree plantings in the same location that stormwater compliance plan is locating stormwater infrastructure. Revise.
4. Standard parking space dimensions are 9' x 18' (UDO Section 5.11.4). The site improvement plan shows parking dimensions as 9' x 16'. Revise.

Watershed Management Review DRC	07/10/2025	Samantha Crotty	Approved with Conditions

Comments:

1. At time of Stormwater Permit submittal, provide a geotechnical report that shows infiltration rates greater than 0.5 inches per hour in order to justify the ability to use bioretention - no underdrain in D soils. 2. Revise "Gravel Parking Detail" to "Pervious Paver Detail". 3. Revise "Infiltration Basin Detail" to "Bioretention Detail". Note: Bioretention filter media is required.			
Beaufort Jasper Water and Sewer Review	07/18/2025	Matthew Michaels	Approved
Building Safety Review	07/18/2025	Marcus Noe	Approved
Fire Department Review	07/18/2025	Dan Wiltse	Approved
Planning Review - Address	07/18/2025	Dan Frazier	Approved
Police Department Review	07/18/2025	Bill Bonhag	Approved
Transportation Department Review	07/18/2025	Mark Maxwell	Approved

Plan Review Case Notes:

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA STURRE DESIGN & DEVELOPMENT, LLC No. 6843 CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 40266 NATHAN STURRE
6/13/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.929.9432

SURVEYOR

WILLIAM SMITH, PLS
SC PLS# 26960
PO DRAWER 330
BLUFFTON, SC 29910
TEL: 843.757.2650

PREPARED FOR:

DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 5 10 20
SCALE IN FEET
PLAN
HORIZONTAL SCALE 1" = 10'

CALL 811 BEFORE YOU DIG 811 SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 6/13/2025

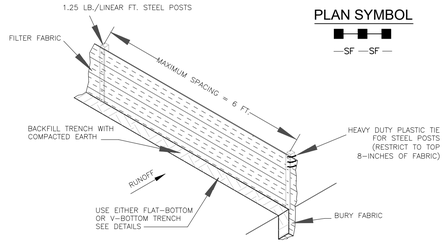
SHEET NAME

DEMOLITION & SWPP PLAN

SHEET NO.

C-1

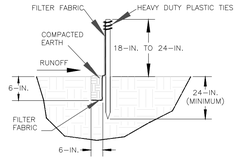
SILT FENCE INSTALLATION



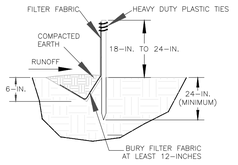
PLAN SYMBOL

—SF—SF—

FLAT-BOTTOM TRENCH DETAIL



V-SHAPED TRENCH DETAIL



SILT FENCE – GENERAL NOTES

1. Do not place silt fence across channels or in other areas subject to concentrated flows. Silt fence should not be used as a velocity control BMP. Concentrated flows are any flows greater than 0.5 cfs.
2. Maximum sheet or overland flow path length to the silt fence shall be 100–feet.
3. Maximum slope steepness (normal [perpendicular] to the fence line) shall be 2:1.
4. Silt fence joints, when necessary, shall be completed by one of the following options:
   - Wrap each fabric together at a support post with both ends fastened to the post, with a 1–foot minimum overlap;
   - Overlap silt fence by installing 3–feet passed the support post to which the new silt fence roll is attached. Attach old roll to new roll with heavy–duty plastic ties; or,
   - Overlap entire width of each silt fence roll from one support post to the next support post.
5. Attach filter fabric to the steel posts using heavy–duty plastic ties that are evenly spaced within the top 8–inches of the fabric.
6. Install the silt fence perpendicular to the direction of the stormwater flow and place the silt fence the proper distance from the toe of steep slopes to provide sediment storage and access for maintenance and cleanout.
7. Install Silt Fence Checks (Tie–Backs) every 50–100 feet, dependent on slope, along silt fence that is installed with slope and where concentrated flows are expected or are documented along the proposed/installed silt fence.

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

SILT FENCE – POST REQUIREMENTS

1. Silt fence posts must be 48–inch long steel posts that meet, at a minimum, the following physical characteristics.
   - Composed of a high strength steel with a minimum yield strength of 50,000 psi.
   - Include a standard "T" section with a nominal face width of 1.38–inches and a nominal "T" length of 1.48–inches.
   - Weigh 1.25 pounds per foot (± 8%)
2. Posts shall be equipped with projections to aid in fastening of filter fabric.
3. Steel posts may need to have a metal soil stabilization plate welded near the bottom when installed along steep slopes or installed in loose soils. The plate should have a minimum cross section of 17–square inches and be composed of 15 gauge steel, at a minimum. The metal soil stabilization plate should be completely buried.
4. Install posts to a minimum of 24–inches. A minimum height of 1– to 2–inches above the fabric shall be maintained, and a maximum height of 3 feet shall be maintained above the ground.
5. Post spacing shall be at a maximum of 6–feet on center.

SILT FENCE – FABRIC REQUIREMENTS

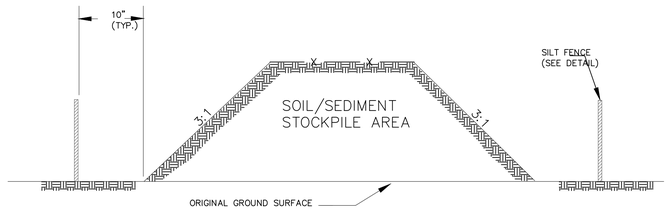
1. Silt fence must be composed of woven geotextile filter fabric that consists of the following requirements:
   - Composed of fibers consisting of long chain synthetic polymers of at least 85% by weight of polyolefins, polyesters, or polyamides that are formed into a network such that the filaments or yarns retain dimensional stability relative to each other;
   - Free of any treatment or coating which might adversely alter its physical properties after installation;
   - Free of any defects or flaws that significantly affect its physical and/or filtering properties; and,
   - Have a minimum width of 36–inches.
2. Use only fabric appearing on SC DOT's Qualified Products Listing (QPL), Approval Sheet #34, meeting the requirements of the most current edition of the SC DOT Standard Specifications for Highway Construction.
3. 12–inches of the fabric should be placed within excavated trench and toed in when the trench is backfilled.
4. Filter Fabric shall be purchased in continuous rolls and cut to the length of the barrier to avoid joints.
5. Filter Fabric shall be installed at a minimum of 24–inches above the ground.

SILT FENCE – INSPECTION & MAINTENANCE

1. The key to functional silt fence is weekly inspections, routine maintenance, and regular sediment removal.
2. Regular inspections of silt fence shall be conducted once every calendar week and, as recommended, within 24–hours after each rainfall even that produces 1/2–inch or more of precipitation.
3. Attention to sediment accumulations along the silt fence is extremely important. Accumulated sediment should be continually monitored and removed when necessary.
4. Remove accumulated sediment when it reaches 1/3 the height of the silt fence.
5. Removed sediment shall be placed in stockpile storage areas or spread thinly across disturbed area. Stabilize the removed sediment after it is relocated.
6. Check for areas where stormwater runoff has eroded a channel beneath the silt fence, or where the fence has sagged or collapsed due to runoff overtopping the silt fence. Install checks/tie–backs and/or reinstall silt fence, as necessary.
7. Check for tears within the silt fence, areas where silt fence has begun to decompose, and for any other circumstance that may render the silt fence ineffective. Removed damaged silt fence and reinstall new silt fence immediately.
8. Silt fence should be removed within 30 days after final stabilization is achieved and once it is removed, the resulting disturbed area shall be permanently stabilized.

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

TEMPORARY STOCKPILE AREA

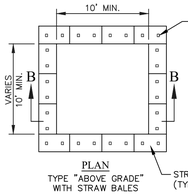


NOTES:

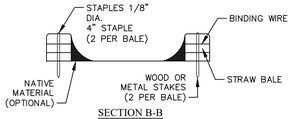
1. SILT FENCE TO EXTEND AROUND ENTIRE PERIMETER OF STOCKPILE, OR IF STOCKPILE AREA IS LOCATED ON/NEAR A SLOP THE SILT FENCE IS TO EXTEND ALONG CONTOURS OF THE DOWN–GRADIENT AREA.
2. IF STOCKPILE IS TO REMAIN FOR MORE THAN 14 DAYS, TEMPORARY STABILIZATION MEASURES MUST BE IMPLEMENTED.
3. SILT FENCE SHALL BE MAINTAINED UNTIL STOCKPILE AREA HAS EITHER BEEN REMOVED OR PERMANENTLY STABILIZED.
4. THE KEY TO FUNCTIONAL TEMPORARY STOCKPILE AREAS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.

South Carolina Department of Health and Environmental Control	
TEMPORARY STOCKPILE	
STANDARD DRAWING NO. SC–15	PAGE 1 of 1
NOT TO SCALE	FEBRUARY 2014 DATE

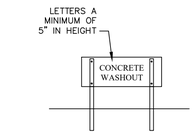
STRAW BALE BARRIER CONCRETE WASHOUT



PLAN
TYPE "ABOVE GRADE" WITH STRAW BALES



SECTION B-B



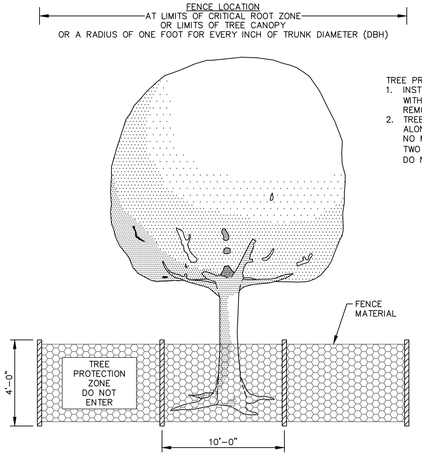
CONCRETE WASHOUT SIGN DETAIL

NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. INSTALL CONCRETE WASHOUT SIGN (24"X24", MINIMUM) WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. TEMPORARY WASHOUT AREA MUST BE AT LEAST 50' FROM A STORM DRAIN, CREEK BANK OR PERIMETER CONTROL.
4. CLEAN OUT CONCRETE WASHOUT AREA WHEN 50% FULL.
5. THE KEY TO FUNCTIONAL CONCRETE WASHOUTS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR CLEAN OUT.
6. SILT FENCE SHALL BE INSTALLED AROUND PERIMETER OF CONCRETE WASHOUT AREA EXCEPT FOR THE SIDE UTILIZED FOR ACCESSING THE WASHOUT.
7. A ROCK CONSTRUCTION ENTRANCE MAY BE NECESSARY ALONG ONE SIDE OF THE WASHOUT TO PROVIDE VEHICLE ACCESS.

CONCRETE WASHOUT STRAW BALES OR ABOVE GROUND

SOUTH CAROLINA DEPARTMENT OF PUBLIC HEALTH
STANDARD DRAWING NO. RC-07 [PAGE 1]
N.T.S.



TREE PROTECTION NOTES:
1. INSTALL TREE PROTECTION FENCE AROUND ALL TREES TO REMAIN WITHIN 25' OF ANY PROPOSED GRADING, CONSTRUCTION, OR TREE REMOVALS.
2. TREE PROTECTION ZONE WARNING SIGNAGE SHALL BE INSTALLED ALONG ALL REQUIRED TREE PROTECTION FENCING, SPACING SHALL BE NO MORE THAN 150 FEET APART. EACH SIGN MUST BE A MINIMUM OF TWO FEET BY TWO FEET WITH THE MESSAGE "TREE PROTECTION ZONE: DO NOT ENTER."

TREE PROTECTION FENCE DETAIL
N.T.S.

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PREPARED FOR:

DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

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DATE 6/13/2025

SHEET NAME
SWPPP DETAILS

SHEET NO.
C-2

Dust Control

Plan Symbol

DC

Description

Wind erosion occurs when the surface soil is loose and dry, vegetation is sparse or absent, the wind is sufficiently strong, and when construction traffic disturbs the soil. Wind erodes soils and transports the sediment off site in the form of fugitive dust, where it may be washed into receiving water bodies by the next rainfall event. Fugitive dust is a nuisance for neighbors. It settles on automobiles, structures and windows and finds its way into homes. It also makes breathing difficult for those with respiratory problems and becomes a safety problem when it blinds motorists, equipment operators, and laborers.

When and Where to Use It

Utilize dust control methods whenever there are offsite impacts, especially during periods of drought. Implemented dust control until final stabilization is reached.

Dust Control Design Criteria

There are many methods to control dust on construction sites. These methods include but are not limited to :

- Phasing the Project. Phasing is done to decrease the area of disturbed soil that is exposed to erosion. The smaller the amount of soil that is exposed at one time, the smaller the potential for dust generation. Phasing a project and utilizing temporary stabilization practices can significantly reduce dust emissions.
- Vegetative Cover. A vegetative cover helps reduce wind erosion. Vegetative Cover is for disturbed areas not subject to traffic. Vegetation provides the most practical method of dust control.
- Mulch. Mulching offers a temporary way to stabilize the soil and prevent erosion. Mulching offers a fast, effective means of controlling dust.
- Sprinkling Water. Sprinkling helps control the suspension of dust particles and promotes dust to settle out of the air. Sprinkling water is effective for dust control on haul roads and other traffic routes.
- Spray-on-Adhesive. Adhesives prevent soil from blowing away. Latex emulsions, or resin in water is sprayed onto mineral soils to prevent their blowing away and reduce dust caused by traffic.
- Calcium Chloride. Calcium chloride keeps the soil surface moist and prevents erosion. Calcium chloride is applied by mechanical spreaders as loose, dry granules or flakes at a rate that keeps the surface moist but not so high as to cause water pollution or plant damage.
- Barriers. Barriers are fences that prevent erosion by obstructing the wind near the ground stopping the soil from blowing offsite. Broad, wind, or sediment fences can control air currents and blowing soil. Barriers are not a substitute for permanent stabilization. Perennial grass and strands of existing trees may also serve as wind barriers.

Inspection and Maintenance

- Add additional dust control or re-spray area as necessary to keep dust to a minimum.
- Spray exposed soil areas only with approved dust control agents as indicated by the SCDHEC Standard Specifications.

Dust Control by Sprinkling Water

Dust Control by Sprinkling Water

Preventive Measures and Troubleshooting Guide

Field Condition	Common Solutions
Excessive dust leaves the site.	Increase frequency of dust control application. Consider using a palliative or binder on inactive areas.
Vehicles kick up dust.	Water more frequently. Limit vehicle speeds. Stabilize the roadway.
Watering for dust control causes erosion.	Reduce water pressure on the water truck. Check watering equipment to ensure that it has a positive shutoff. Water less frequently.
Sprayed areas are ineffective at limiting dust.	Re-spray areas and ensure that the application rate is proper. Try another product or method if current dust control is not effective.

Temporary Seeding

Plan Symbol

TS

Description

The purpose of temporary seeding is to reduce erosion and sedimentation by stabilizing disturbed areas that would otherwise lay bare for long periods of time before they are worked or stabilized. Temporary seeding is also used where permanent vegetation growth is not necessary or appropriate.

When and Where to Use It

Temporary seeding is used on exposed soil surfaces such as demuded areas, soil stockpiles, dikes, dams, banks of sediment basins, banks of sediment traps, and temporary road banks. Temporary seeding prevents and limits costly maintenance operations on other sediment control structures. Sediment clean-out requirements for sediment basins, sediment, traps, and silt fence is reduced if the drainage area is seeded when grading and construction operation are not taking place.

Temporary stabilization is required within 14 days after construction activity is complete **unless construction activity is going to resume within 21 days**. Cover seeded areas with an appropriate mulch to provide protection from the weather. When the temporary vegetation does not grow quickly or thick enough to prevent erosion, re-seed as soon as possible. Keep seeded areas adequately moist. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

Seed Selection

Seed selection is based on geographical location, soil type and the season of the year in which the planting is to be done. Use the tables in Appendix C as a guide for conventional tillage methods (plowing, seedbed preparation, hydroseeding, etc). If a fast growing crop to nurse the permanent specie or species is required, then use the mix rate. Failure to carefully follow agronomic recommendations results in an inadequate stand of temporary vegetation that provides little or no erosion control.

Installation

Tillage

If the area has been recently plowed, no tillage is required other than raking or surface roughening to break any crust that has formed leaving a textured surface. Disk the soil for optimal germination when the soil is compacted less than 6-inches.

Soil Testing

Soil testing is available through Clemson University Cooperative Extension Service.

Lime

Lime is not required for temporary seeding unless a soil test shows that the soil pH is below 5.0. It may be desirable to apply lime during the temporary seeding operation to benefit the long-term permanent seeding. Apply a minimum of 1.5 tons of Lime/acre (70 pounds per 1000 square feet) if it is to be used.

Fertilizer

Apply a minimum of 500 pounds per acre of 10-10-10 fertilizer (11.5 pounds per 1000 square feet) or equivalent during temporary seeding unless a soil test indicates a different requirement. Incorporate fertilizer and lime (if used) into the top 4-6 inches of the soil by disking or other means where conditions allow.

Seeding

Loosen the soil surface before broadcasting the seed. Apply seed evenly by the most convenient method available for the type of seed used and the location of the temporary seeding. Typical application methods include but are not limited to cyclone seeders, rotary spreaders, drop spreaders, broadcast spreaders, hand spreaders, cultipacker seeder, and hydro-seeders. Cover applied seed by raking or dragging a chain, and then lightly firm the area with a roller or cultipacker.

Mulching

Use mulch with temporary seed applications to retain soil moisture and reduce erosion during the establishment of vegetation. Typical mulch applications include straw, wood fiber, hydromulches, BFM and FGM. Use hydromulches with a minimum blend of 70% wood fibers.

The most commonly accepted mulch used in conjunction with temporary seeding is small grain straw. This straw should be dry and free from mold damage and noxious weeds. The straw may need to be anchored with netting or emulsions to prevent it from being blown or washed away. Apply the straw mulch by hand or machine at the rate 1.5-2 tons per acre (90 pounds per 1000 square feet). Frequent inspections are necessary to check that conditions for growth are good.

Irrigation

Seeded areas should be kept adequately moist. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

Re-seeding

Re-seed areas where seeding does not grow quickly, thick enough, or adequately to prevent erosion. Base seed selection should on the requirements of local Specifications.

Inspection and Maintenance

- Inspect every 7 calendar days and within 24-hours after each rainfall event that produces ½-inches or more of precipitation.
- Cover seeded with mulch to provide protection. Frequent inspections are necessary to check that conditions for growth are good.
- Supply temporary seeding with adequate moisture. Supply water as needed, especially in abnormally hot or dry weather or on adverse sites. Control water application rates to prevent runoff.

- Base seed selection on local Specifications.
- Re-seed areas where the plants do not grow quick enough, thick enough, or adequately enough to prevent erosion should be re-seeded.

Temporary Seeding

Preventive Measures and Troubleshooting Guide

Field Condition	Common Solutions
Slope was improperly dressed before application.	Roughen slopes. Furrow along the contour of areas to be seeded.
Coverage is inadequate.	Follow recommended application rates. Count the number of seedbags to ensure the correct amount of material is being applied. Reapply to thin areas.
Seeds fail to germinate.	Apply straw mulch to keep seeds in place and to moderate soil moisture and temperature. In arid areas, temporary irrigation may be necessary.
Seeded slope fails.	Fill in rills and re-seed; fertilize, and mulch slopes.
Seeding is washed off slope.	Allow at least 24-hours for the materials to dry before a rain event. Follow manufacturer's recommendations. Reapply where necessary.
Excessive water flows across stabilized surface.	Use other BMPs to limit flow on stabilized area and to reduce slope lengths. Do not use to stabilize areas with swift moving concentrated flows.

Permanent Seeding

Plan Symbol

PS

Description

Controlling runoff and preventing erosion by establishing a perennial vegetative cover with seed.

When and Where to Use It

A major consideration in the selection of the type of permanent grass to establish is the intended use of the land. Land use is separated in to two categories, high-maintenance and low-maintenance.

High-maintenance

High maintenance areas are mowed frequently, lime or fertilized on a regular basis, and require maintenance to an aesthetic standard. Land uses with high maintenance grasses include homes, industrial parks, schools, churches, and recreational areas such as parks, athletic fields, and golf courses.

Low-maintenance

Low maintenance areas are mowed infrequently, if at all, and lime and fertilizer may not be applied on a regular schedule. These areas are not subject to intense use and do not require a uniform appearance. The vegetation must be able to survive with little maintenance over long periods of time. Grass and legume mixtures are favored in these areas because legumes are capable of fixing nitrogen in the soil for their own use and the use of the grasses around them. Land uses requiring low-maintenance grasses include steep slopes, stream and channel banks, road banks, and commercial and industrial areas with limited access.

Seed Selection

The use of native species is preferred when selecting vegetation. Base plant seed selection on geographical location, the type of soil, the season of the year in which the planting is to be done, and the needs and desires of the permanent land user. Failure to carefully follow agronomic recommendations results in an inadequate stand of permanent vegetation that provides little or no erosion control.

Installation

Topsoil

Apply topsoil if the surface soil of the seedbed is not adequate for plant growth.

Tillage

If the area has been recently plowed, no tillage is required other than raking or surface roughening to break any crust that has formed leaving a textured surface. Disk the soil for optimal germination when the soil is compacted less than 6-inches. If the soil is compacted more than 6-inches, sub-soiled and disk the area.

Soil Testing

Soil testing is available through Clemson University Cooperative Extension Service.

Lime

Unless a specific soil test indicates otherwise, apply 1½ tons of ground course textured agricultural limestone per acre (70 pounds per 1000 square feet).

Fertilizer

Apply a minimum of 1000 pounds per acre of a complete 10-10-10 fertilizer (23 pounds per 1000 square feet) or equivalent during permanent seeding of grasses unless a soil test indicates a different requirement. Incorporate fertilizer and lime (if used) into the top 4-6 inches of the soil by disking or other means where conditions allow. Do not mix the lime and the fertilizer prior to the field application.

Seeding

Loosen the surface of the soil just before broadcasting the seed. Evenly apply seed by the most convenient method available for the type of seed applied and the location of the seeding. Typical application methods include but are not limited to cyclone seeders, rotary spreaders, drop spreaders, broadcast spreaders, hand spreaders, cultipacker seeder, and hydro-seeders. Cover applied seed by raking or dragging a chain or brush mat, and then lightly firm the area with a roller or cultipacker. Do not roll seed that is applied with a hydro-seeder and hydro-mulch.

Mulching

Cover all permanent seeded areas with mulch immediately upon completion of the seeding application to retain soil moisture and reduce erosion during establishment of vegetation. Apply the mulch evenly in such a manner that it provides a minimum of 75% coverage. Typical mulch applications include straw, wood fiber, hydromulches, BFM and FGM. Use hydromulches with a minimum blend of 70% wood fibers.

The most commonly accepted mulch used in conjunction with permanent seeding is small grain straw. Select straw that is dry and free from mold damage and noxious weeds. The straw may need to be anchored with netting or asphalt emulsions to prevent it from being blown or washed away. Apply straw mulch by hand or machine at the rate 2 tons per acre (90 pounds per 1000 square feet). Frequent inspections are necessary to check that conditions for growth are good.

Irrigation

Keep permanent seeded areas adequately moist, especially late in the specific growing season. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

Re-seeding

Inspect permanently seeded areas for failure, make necessary repairs and re-seed or overseed within the same growing season if possible. If the grass cover is sparse or patchy, re-evaluate the choice of grass and quantities of lime and fertilizer applied. Final stabilization by permanent seeding of the site requires that it be covered by a 70% coverage rate.

Inspection and Maintenance

- Inspect seeded areas for failure and make necessary repairs and re-seed immediately. Conduct a follow-up survey after one year and replace failed plants where necessary.
- If vegetative cover is inadequate to prevent rill erosion, overseed and fertilize in accordance with soil test results.
- If a stand of permanent vegetation has less than 40 percent cover, re-evaluate choice of plant materials and quantities of lime and fertilizer.
- Re-establish the stand following seed bed preparation and seeding recommendations, omitting lime and fertilizer in the absence of soil test results.
- If the season prevents re-sowing, mulch is an effective temporary cover.
- Final stabilization of the site requires a 70 percent overall coverage rate. This does not mean that 30 percent of the site can remain bare. The coverage is defined as looking at a square yard of coverage, in which 70 percent of that square yard is covered with vegetation.

Permanent Seeding

Permanent Seeding

Preventive Measures and Troubleshooting Guide

Field Condition	Common Solutions
Areas have eroded.	Re-seed or replace eroded areas.
Vegetation cover is inadequate and rill erosion is occurring.	Overseed and fertilize in accordance with soil test results.
Stand of permanent vegetation has less than 40% cover.	Re-evaluate choice of plant materials and quantities of lime and fertilizer.
Vegetation show signs of wilting before noon.	Water vegetation by wetting soil to a depth of 4-inches.

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PREPARED FOR:

DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

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811
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REV #	DATE	DESCRIPTION

DATE 6/13/2025

SHEET NAME
SWPPP DETAILS

SHEET NO.
C-3

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N

0 5 10 20
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" =10'

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REV #	DATE	DESCRIPTION

DATE 6/13/2025

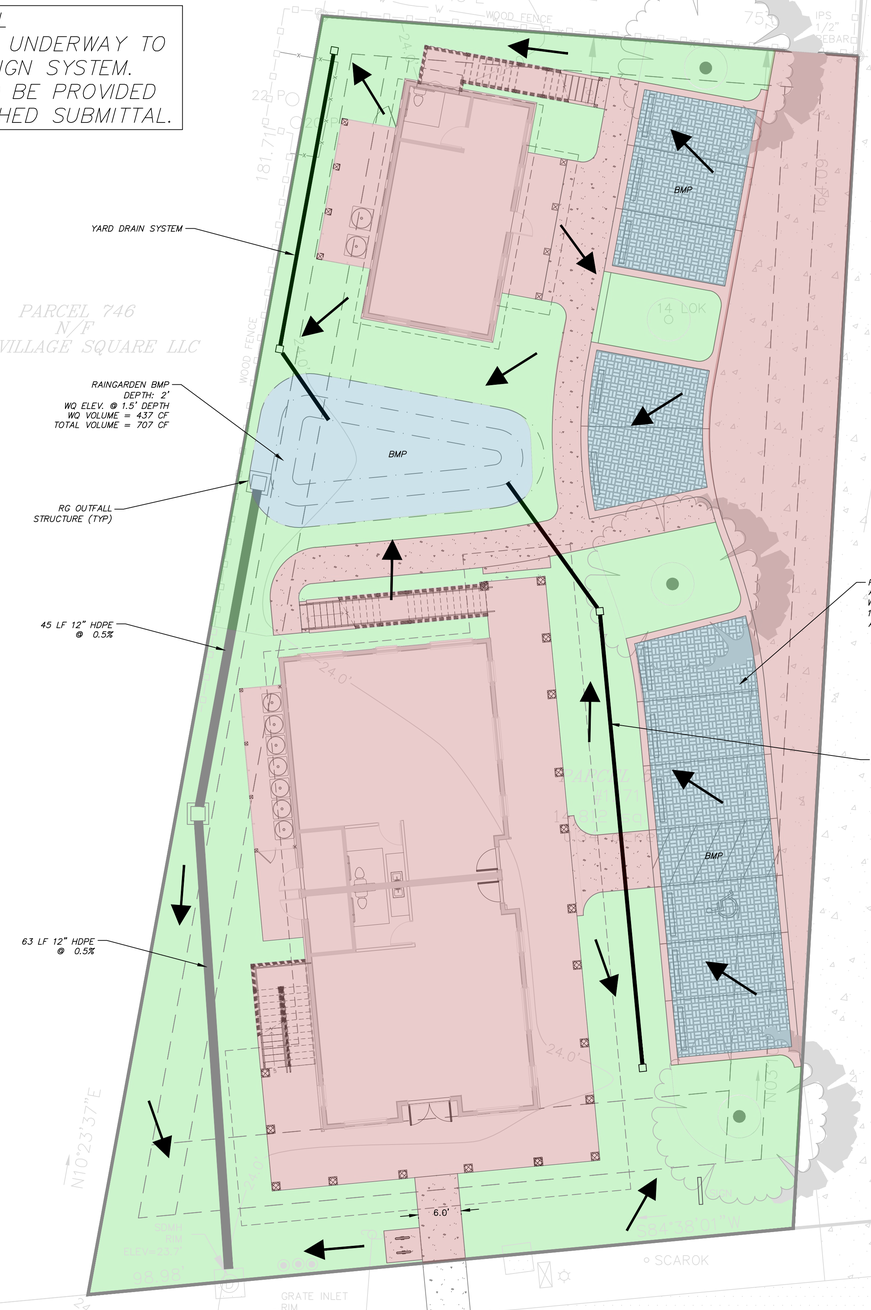
SHEET NAME

SITE IMPROVEMENTS PLAN

SHEET NO.

C-4

NOTE: GEOTECHNICAL INVESTIGATIONS ARE UNDERWAY TO APPROPRIATELY DESIGN SYSTEM. DETAILED DESIGN TO BE PROVIDED AT TIME OF WATERSHED SUBMITTAL.



DEVELOPMENT AREA CALCULATION	PRE			POST			CHANGE
	SF	AC	%	SF	AC	%	
TOTAL AREA	14,812	0.340	100%	14,812	0.340	100%	-
BUILDING & STAIRS	-	-	0%	4,493	0.103	30%	4,469
ASPHALT	4,115	0.094	28%	1,482	0.034	10%	-2632
CONCRETE	-	-	0%	1,190	0.027	8%	1190
TOTAL IMPERVIOUS	4,115	0.094	28%	7,166	0.165	48%	3,052
PERVIOUS PARKING	-	-	0%	1,664	0.038	11%	1,664
RAIN GARDEN	-	-	0%	607	0.014	4%	607
TOTAL BMP	-	-	0%	2,272	0.052	15%	2,272
REMAINING OPEN SPACE	10,698	0.246	72%	5,374	0.123	36%	-5,323

IMPERVIOUS AREA

BMP AREA

PERVIOUS OPEN SPACE

STORMWATER RUNOFF DIRECTIONAL FLOW ARROW

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DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 5 10 20
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" =10'

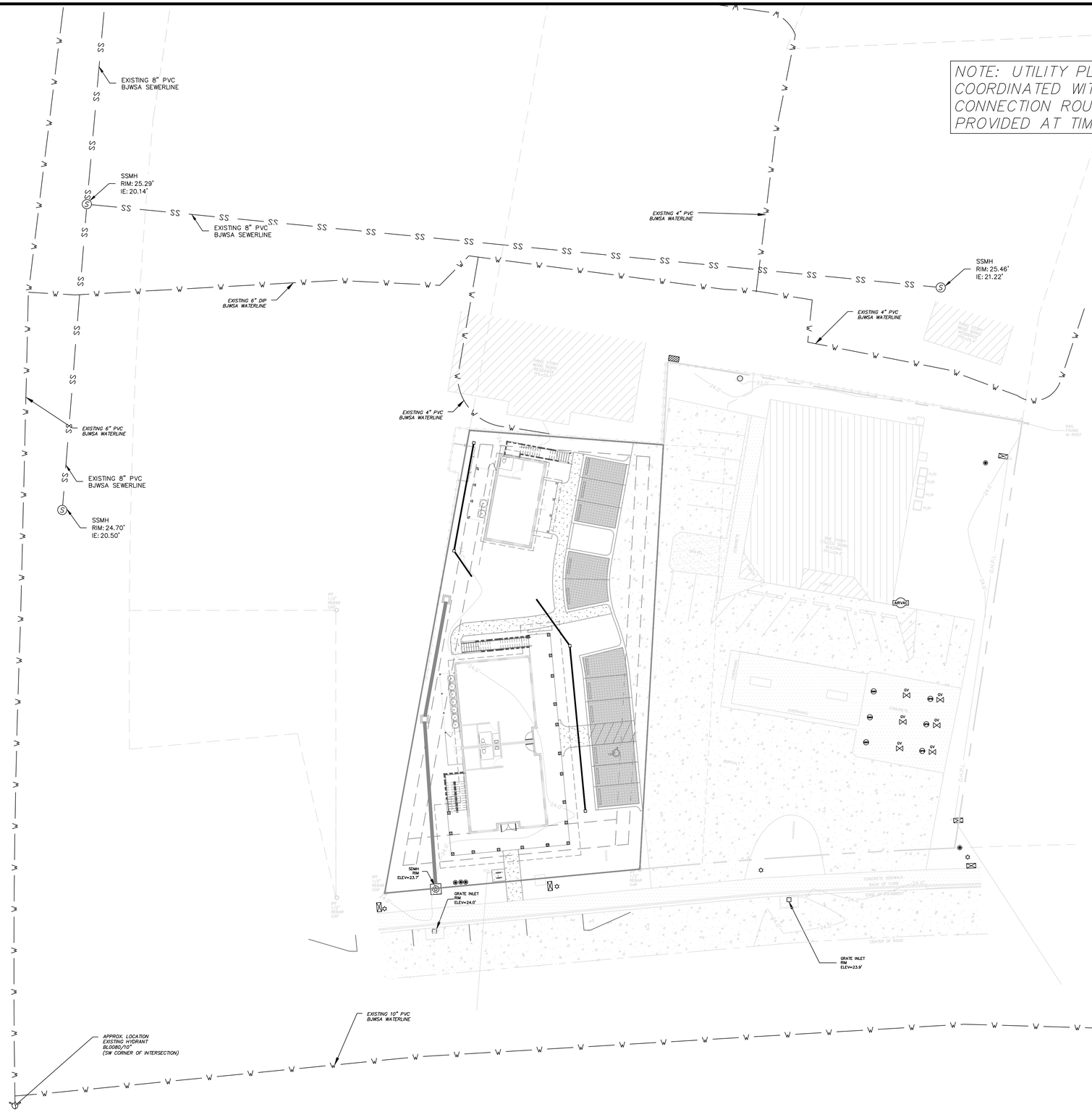
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 6/13/2025

SHEET NAME
STORMWATER COMPLIANCE PLAN

SHEET NO.
C-5



STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC No. 6843

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE
6/13/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.929.9432

SURVEYOR

WILLIAM SMITH, PLS
SC PLS# 26960
PO DRAWER 330
BLUFFTON, SC 29910
TEL: 843.757.2650

PREPARED FOR:

DEVSU, LLC

PROJECT:

1271 MAY RIVER ROAD
R610-039-000-557-0000

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

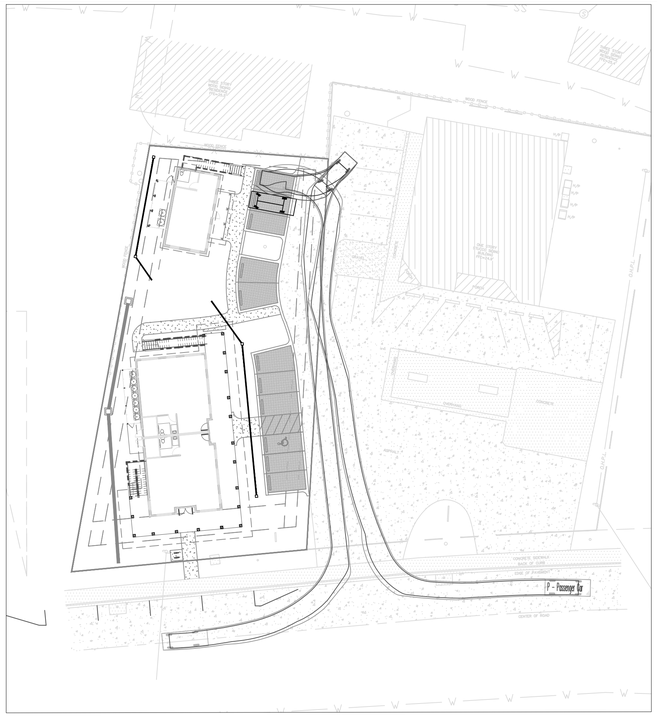
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

DATE 6/13/2025

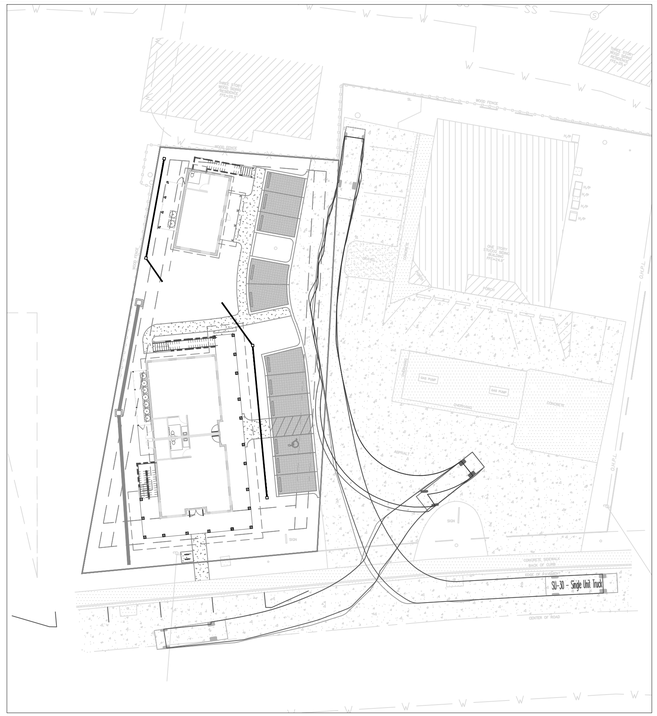
SHEET NAME
UTILITY PLAN

SHEET NO.
C-6



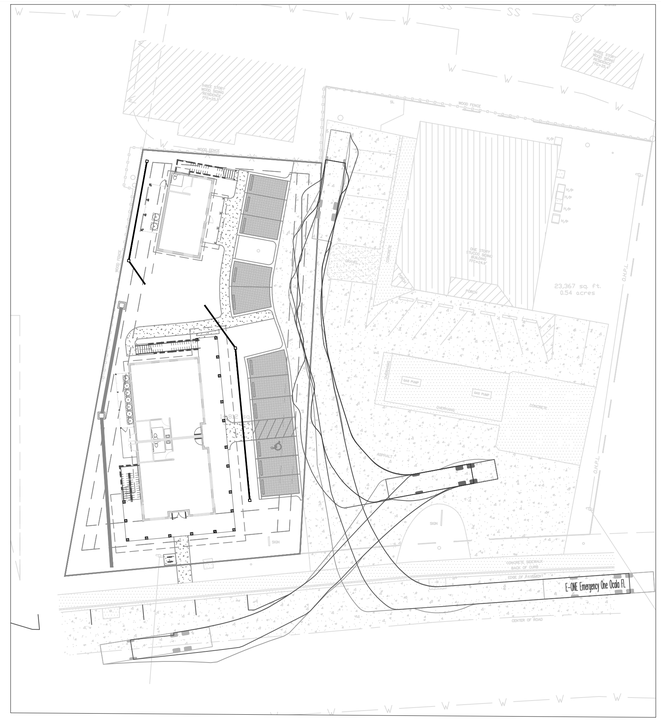
DESIGN VEHICLE

PASSENGER CAR
WIDTH = 7.000
LENGTH = 19.000
W/W RADIUS = 25.556



DESIGN VEHICLE

DUMP TRUCK - SU 30 SINGLE UNIT TRUCK
WIDTH = 8.000
LENGTH = 30.000
W/W RADIUS = 43.480



DESIGN VEHICLE

FIRE TRUCK - E1 EMERGENCY OCALA, FL
WIDTH = 8.333
LENGTH = 46.333
W/W RADIUS = 44.272

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R610-039-000-557-0000

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STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 15 30 60
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 30'

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

REV #	DATE	DESCRIPTION

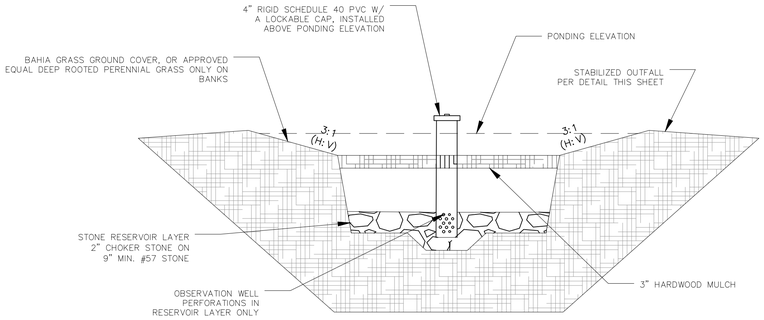
DATE 6/13/2025

SHEET NAME

AUTO-TURN EXHIBIT

SHEET NO.

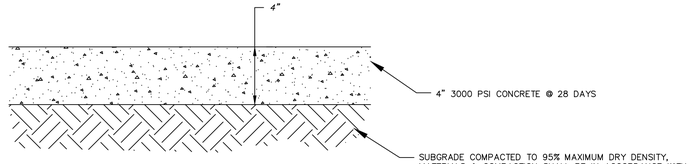
C-7



INFILTRATION BASIN

N.T.S.

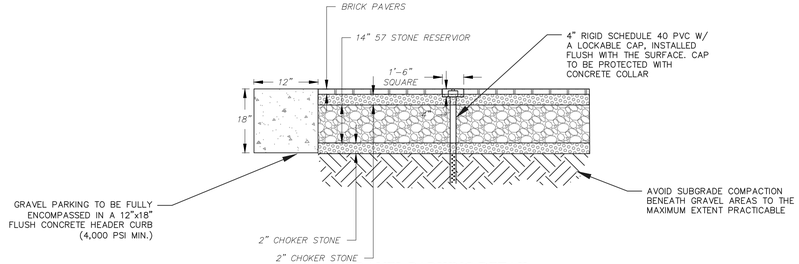
NOTE:
1. DETAIL MODIFIED FROM SOUTHERN LOWCOUNTRY STORMWATER DESIGN MANUAL
2. FILTER MEDIA NOT SPECIFIED AS USDA SOILS REPORT INDICATES SANDY SOILS WITH ADEQUATE INFILTRATION RATES. SOIL AMENDMENTS MAY BE REQUIRED BASED ON IN-SITU SOIL CONDITIONS AS IDENTIFIED ON THE SITE PLAN. CONTRACTOR SHALL CONTACT ENGINEER FOR ADDITIONAL DETAIL.
3. CONTRACTOR SHALL COORDINATE WITH ENGINEER IF GROUNDWATER IS INTERCEPTED DURING CONSTRUCTION IN FACILITY.
4. STABILIZE BANKS, PRETREATMENT AND/OR OUTFALL AREAS WITH VEGETATIVE OR SYNTHETIC MATTING WHERE NECESSARY
5. USE 4-INCH RIGID SCHEDULE 40 PVC PIPE WITH THREE OR FOUR ROWS OF 3/8-INCH PERFORATIONS AT 6 INCHES ON CENTER.
6. THERE SHOULD BE NO PERFORATION WITHIN 1 FOOT OF THE SURFACE



CONCRETE SIDEWALK DETAIL

N.T.S.

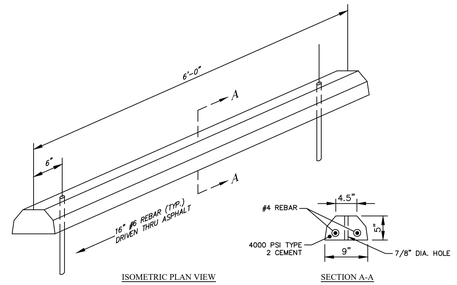
NOTES:
1. SIDEWALK WIDTH PER SITE IMPROVEMENTS PLAN.
2. USE ⅜" X 4" EXPANSION JOINTS AT CHANGE OF DIRECTIONS, CURBS, RIGID STRUCTURES AND RIGID PAVEMENT. ON STRAIGHT RUNS PROVIDE EXPANSION JOINTS EVERY 24 FEET.
3. TOOL ALL EXPOSED EDGES AND JOINTS TO ¼" RADIUS.
4. BROOM FINISH PERPENDICULAR TO TRAVEL.
5. PROVIDE ¾" DEEP SAW CUT CONTRACTION JOINTS EVERY 5 FEET.



GRAVEL PARKING DETAIL

N.T.S.

NOTE:
1. PERVIOUS PARKING AREAS SHALL NOT BE USED AS TEMPORARY RUNOFF CONTROL DURING CONSTRUCTION.
2. ALL AGGREGATES TO BE DOUBLE WASHED STONE. NO FINES OR DUSTS.
3. USE 4-INCH RIGID SCHEDULE 40 PVC PIPE WITH THREE OR FOUR ROWS OF 3/8-INCH PERFORATIONS AT 6 INCHES ON CENTER.
4. THERE SHOULD BE NO PERFORATION WITHIN 1 FOOT OF THE SURFACE



WHEEL STOP

N.T.S.

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REV #	DATE	DESCRIPTION

DATE 6/13/2025

SHEET NAME

CIVIL DETAILS

SHEET NO.

C-8

PRELIMINARY NOT FOR CONSTRUCTION

PRELIMINARY DEVELOPMENT PLAN REVIEW

1271 MAY RIVER ROAD

PROFESSIONAL BUILDING

BLUFFTON, SOUTH CAROLINA

06/03/2024

SHEET INDEX

CS	COVER SHEET
L1	SHEET TITLE
L2	SHEET TITLE
L3	SHEET TITLE
L4	SHEET TITLE
L5	SHEET TITLE
L6	SHEET TITLE
L7	SHEET TITLE
L8	SHEET TITLE
L9	SHEET TITLE

CAUTION

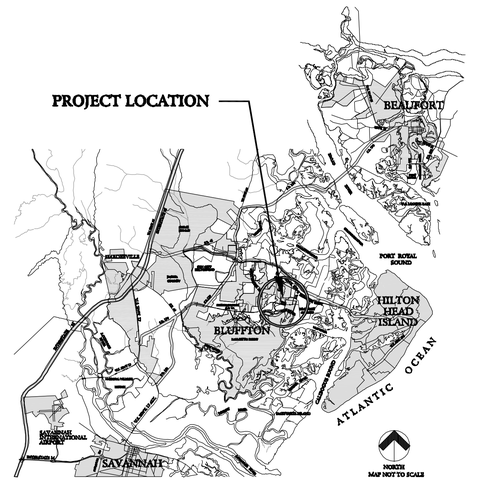
UTILITY PROTECTION CENTER

3 DAYS BEFORE DIGGING CALL TOLL FREE 1-888-721-7877

A ONE-CALL SYSTEM FOR COMMUNITY AND JOB SAFETY

GENERAL 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 OWNERS REPRESENTATIVE. ALL CONSTRUCTION MUST ADHERE TO ALL NATIONAL, STATE AND LOCAL CODES. J.K. TILLER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR ANY WRONGFUL CONSTRUCTION PRACTICES.
3. ALL SURVEY AND SITE INFORMATION WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES. SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS, REPORT ANY DISCREPANCIES TO THE OWNER OR OWNERS REPRESENTATIVE.
4. ALL SURVEY AND SITE INFORMATION HAS BEEN OBTAINED FROM T-SQUARE SURVEYING, DATED 9/11/2024, JOB# 24-395AT.
5. 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.
6. THE REQUIREMENTS OF THE SPECIFICATIONS, DRAWINGS, GENERAL REQUIREMENTS, AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE EQUALLY BINDING FOR ALL CONTRACTORS AND TRADES.
7. 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.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS AND INSPECTIONS AS REQUIRED BY LOCAL PLANNING, ZONING AND BUILDING CODE AUTHORITIES.
9. J.K. 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'.
10. 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.
11. THE CONTRACTOR SHALL PROTECT ALL TREES AND VEGETATION THAT IS NOT SCHEDULED TO BE REMOVED.
12. THE OWNER MAY REQUIRE FLAG MEN TO BE AVAILABLE DURING THE CONSTRUCTION PROCESS.
13. ALL WORKMANSHIP AND INSTALLATION FOR ALL TRADES SHALL MEET OR EXCEED THE PRODUCT MANUFACTURERS RECOMMENDATIONS AND/OR ALL NATIONAL, STATE, AND LOCAL CODES.
14. ANY DEVIATION FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY J.K. TILLER ASSOCIATES, INC. AND THE OWNER OR OWNERS REPRESENTATIVE.



JKT JOB NUMBER: 202501-02

J. K. TILLER ASSOCIATES, INC.
LAND PLANNING LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE B104 BLUFFTON, SC 29910
Voice: 843.815.4800 jktiller@jktiller.com Fax: 843.815.4801

1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title:
Cover Sheet

Job Number:
202501-02

Date:
06/03/2025

Drawn:
KJD

Approved:

Revisions:

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EXISTING CONDITIONS NOTES:

1. ALL NOTES APPLY TO ALL DRAWINGS AND ALL TRADES.
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3. ALL SURVEY AND SITE INFORMATION WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES. SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS, REPORT ANY DISCREPANCIES TO THE OWNER OR OWNERS REPRESENTATIVE.
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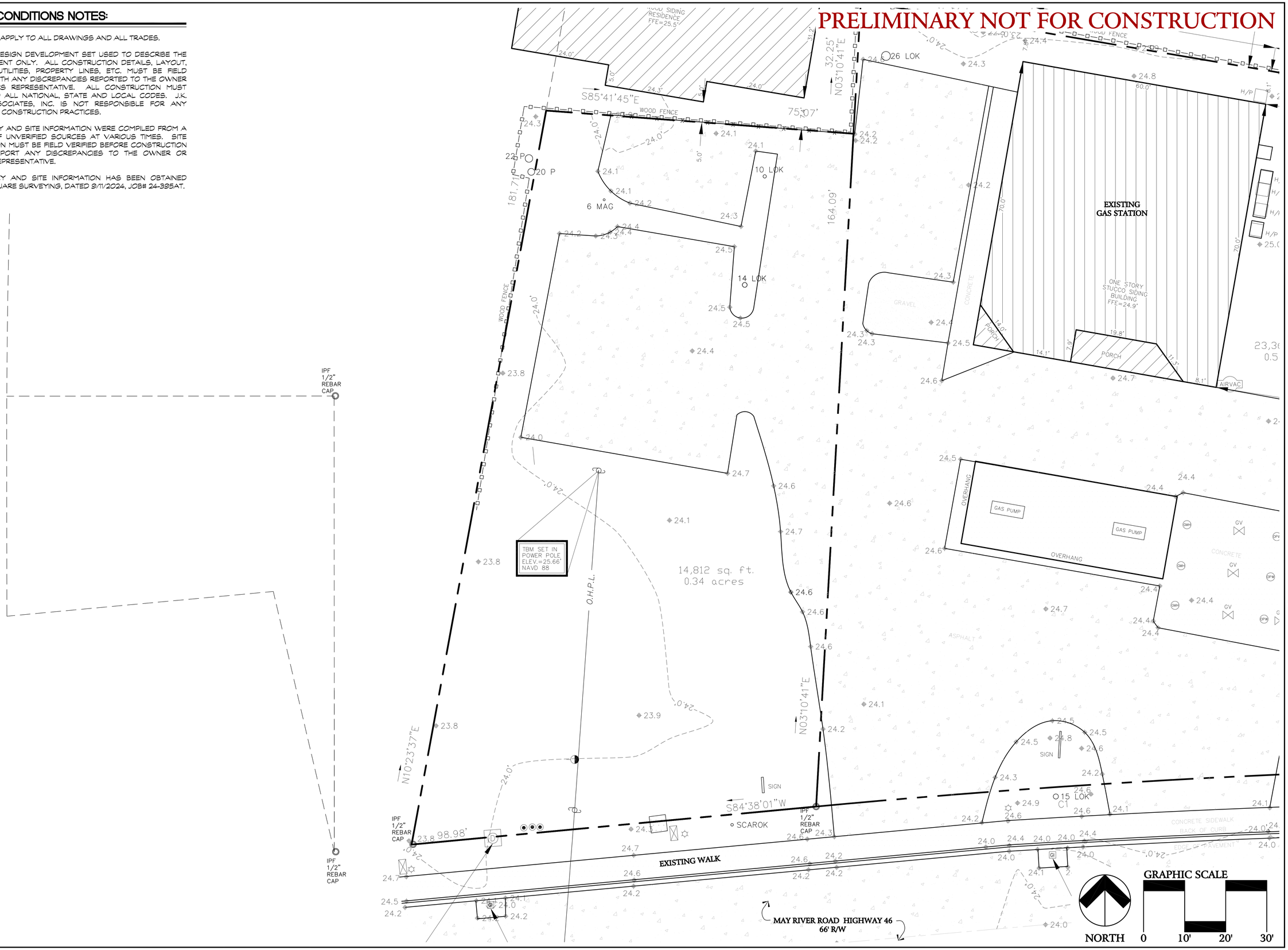

J. K. TILLER ASSOCIATES, INC.
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LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE B104
BLUFFTON, SC 29910
Voice 843.815.4800
Fax 843.815.4801
jktiller@jktiller.com

1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title:
Existing Contitions

Job Number:
202501-02

Date:
06/03/2025

Drawn:
KJD

Approved:

Revisions:

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Of

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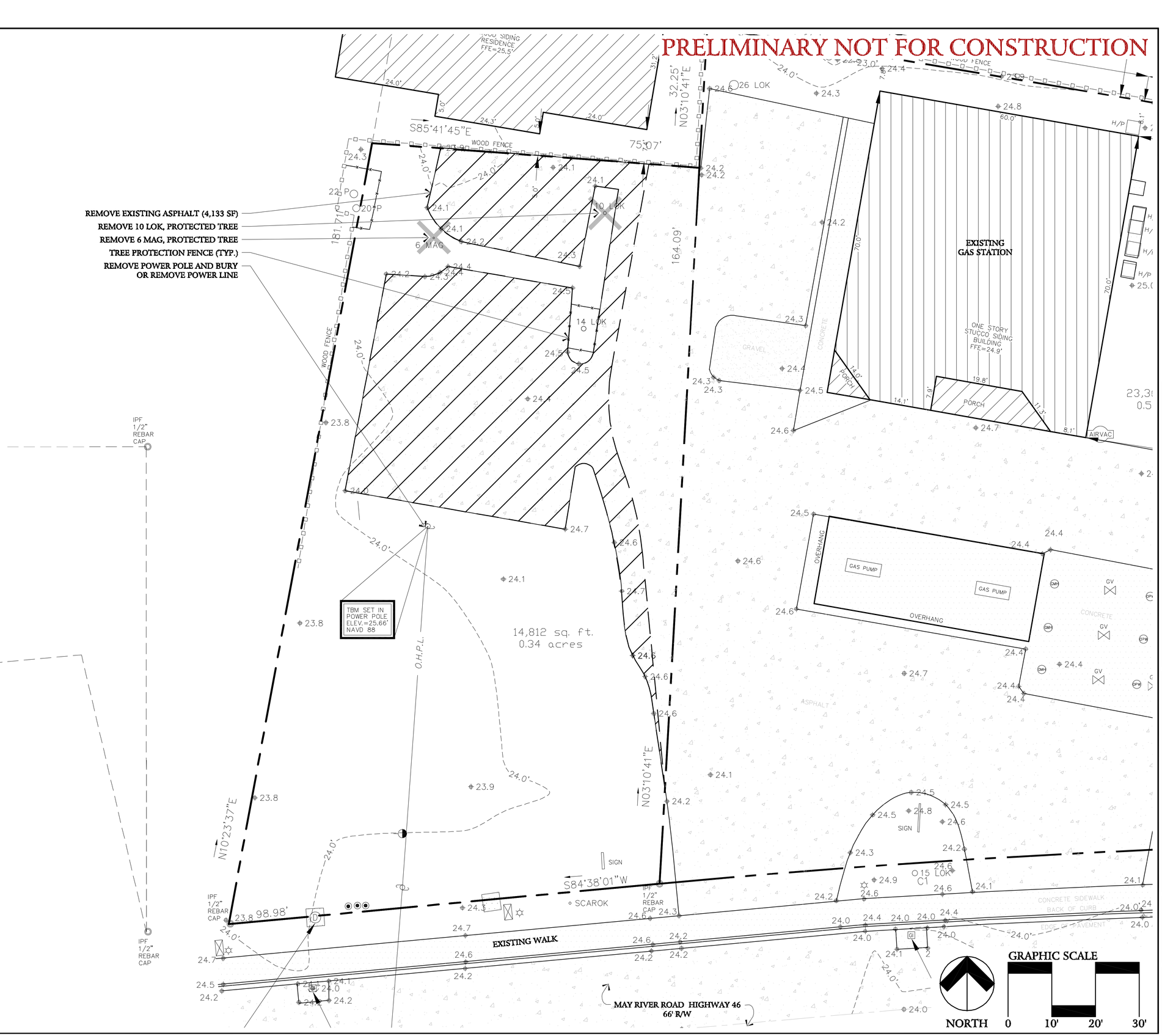
DEMOLITION NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DATA PROVIDED IN THESE DRAWINGS. THE CONTRACTOR SHALL PERFORM HIS OWN ESTIMATE OF MATERIAL FOR DEMOLITION AND REPORT ANY DISCREPANCIES TO THE OWNER OR THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
2. ALL UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE AND FOR ESTIMATING PURPOSES ONLY. THE EXACT LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO BEGINNING DEMOLITION WORK. ALL UTILITIES SHALL BE LOCATED AND PROTECTED TO PREVENT DAMAGE. ANY DAMAGE WHICH MAY OCCUR DURING THE CONSTRUCTION PROCESS IS TO BE PROMPTLY REPORTED TO THE APPROPRIATE UTILITY AND REPAIRS SHALL BE MADE IN ACCORDANCE WITH THEIR REQUIREMENTS. THE SAFE DEMOLITION AND REMOVAL OF UTILITIES, STRUCTURES, AND EQUIPMENT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF LOCAL, STATE, AND FEDERAL REGULATORY AGENCIES WHICH MAY HAVE JURISDICTION OVER SUCH ACTIVITIES.
4. THE CONTRACTOR, BEFORE BEGINNING ANY DEMOLITION ACTIVITY, SHALL CONTACT THE LOCAL UTILITIES FOR INSTRUCTION ON SPECIAL PROCEDURES THAT MAY BE REQUIRED BY THE UTILITIES CONCERNING DEMOLITION.
5. REMOVAL OF ANY AND ALL MATERIALS INDICATED INCLUDES ALL MATERIALS ASSOCIATED WITH THAT ITEM INCLUDING SUBSURFACE MATERIAL, IF APPLICABLE, NOT NEEDED OR IN NEED OF REPAIR OR REPLACEMENT.
6. ALL DEMOLITION MATERIALS SHALL BE HAULED AWAY AND DISPOSED OF PROPERLY IN A LANDFILL AS REQUIRED.
7. THE OWNER SHALL BE NOTIFIED AS TO THE TIMING OF THE WORK SO THAT PROPER SECURITY NOTIFICATION IS MADE.
8. THE CONTRACTOR SHALL TAKE CARE WHEN WORKING AROUND EXISTING TREES SCHEDULED TO REMAIN. PROPER TREE PROTECTION IN ACCORDANCE WITH LOCAL CODES SHALL BE MADE PRIOR TO CONSTRUCTION BEGINNING AND THROUGHOUT THE CONSTRUCTION PROCESS.
9. THE OWNER MAY REQUIRE FLAG MEN TO BE AVAILABLE DURING THE CONSTRUCTION PROCESS.
10. BARRIERS MAY BE REQUIRED FOR SAFETY. VERIFY REQUIREMENTS WITH THE OWNER FOR SUCH NEEDS PRIOR TO BEGINNING THE WORK.
11. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY, AT THE DIRECTION OF THE OWNER'S REPRESENTATIVE, THE UTILITIES HAVING JURISDICTION OVER ANY UTILITY EASEMENTS OF ANY KIND FOR APPROVAL OF WORK WITHIN THE EASEMENT.
12. SOME TREES AND SHRUBS SCHEDULED FOR RELOCATION AND REUSE ON THE PROPERTY MAY NOT BE SALVAGEABLE DUE TO UNDERGROUND UTILITIES.



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1271 May River Road
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Town of Bluffton, South Carolina

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Demolition Plan

Job Number:
202501-02

Date:
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Drawn:
KJD

Approved:

Revisions:

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PRELIMINARY
NOT FOR CONSTRUCTION

SITE INFORMATION

COMMERCIAL LOT
PIN: R610 039 000 0557 0000
ADDRESS: 1271 MAY RIVER ROAD
ACRES: 0.34 ACRES
FRONTAGE: 99 LF +/-
ROAD ACCESS: MAY RIVER ROAD / SCDOT RIGHT OF WAY
ZONING: NEIGHBORHOOD GENERAL HISTORIC DISTRICT (NG-HD)

DEVELOPMENT SUMMARY

EXISTING CONDITIONS

COMMERCIAL - EXISTING
EXISTING SITE AREA: 14,814 SF
ROOF AREA: 0 SF
PERVIOUS/IMPERVIOUS
HARDSCAPE IMP.: 6,281 SF 42.3%
PERVIOUS PAVE: 1,255 SF 8.5%
PERVIOUS: 7,279 SF 49.1%
PARKING: 14 NON CONFORMING SPACES PROVIDED
0 REQUIRED SPACES (5.15.7; 2/1000 SF COMM.)
NON-CONFORMITIES:
1. PARKING CONFIGURATION DOESN'T MEET UDO

UDO LOT STANDARDS (SEC. 5.15.5.C)

BUILDING TYPE: MAIN STREET/ ADDITIONAL BUILDING TYPE
LOT WIDTH: 70'-100'
SETBACKS: 10'-20' FRONT
25' REAR
10' SIDE
HEIGHT: 2-2.5 STORIES
MAX. FOOTPRINT: 2,000 SF
SIZE RANGE: 2,000 - 5,500 SF
TYP BLDG. WIDTH: 10'-55'

BUILDING TYPE: CARRIAGE HOUSE
SETBACKS: 5' REAR
5' SIDE
HEIGHT: 1-2 STORIES
MAX. FOOTPRINT: 800 SF
SIZE RANGE: 121 – 1,200 SF

PROPOSED DEVELOPMENT

EXISTING SITE AREA: 14,814 SF
PROPOSED USES: PROFESSIONAL BUILDING (I.E. OFFICE/ SERVICE, RETAIL BUSINESS, PERSONAL SERVICE ESTABLISHMENT, PROFESSIONAL OFFICE, MEDICAL OFFICE) RESIDENTIAL

BLDG. COMM. AREA:
PROF. BLDG. 1ST: 1,944 SF
PROF. BLDG. 2ND: 1,980 SF / 2 DU
PROF. BLDG. 3RD: 1,335 SF / 2 DU
CARRIAGE HOUSE 1ST: 600 SF
CARRIAGE HOUSE 2ND: 600 SF / 1 DU

PARKING REQUIRED*: 15 TOTAL
TABLE 5.15.7.1.a 12 PROFESSIONAL BLDG
4 COMMERCIAL
8 RESIDENTIAL
3 CARRIAGE HOUSE
2 COMMERCIAL
1 RESIDENTIAL
*NOTE: PARKING PER 5.15.7.C.1.a; OFFICE - 2 PER 1000 SF & RESIDENTIAL 2 SPACES PER DU & 1 PER ADU.

PARKING: PROPOSED: 11 SPACES (INCL. 1 HC)
4 SPACES ON-STREET

TREE COVERAGE: 14,814 SF SITE AREA
5.3.3.G - 4,808 SF ROOF AREA
10,004 SF UNCOVERED SITE
8,583 SF TREE COVERAGE / 85.8%

SITE TREES: MAG 6 (P) - TO BE REMOVED
5.3.3.A LO 10 (P) - TO BE REMOVED
(P) PROTECTED LO 14 - TO REMAIN

TREE REPLACEMENT REQ: 2 TREES
PROPOSED TREE PLANTING: 4 TREES
TABLE 5.3.3.G

FOUNDATION PLANTING: 8' AROUND ALL STRUCTURES
5.3.7.E

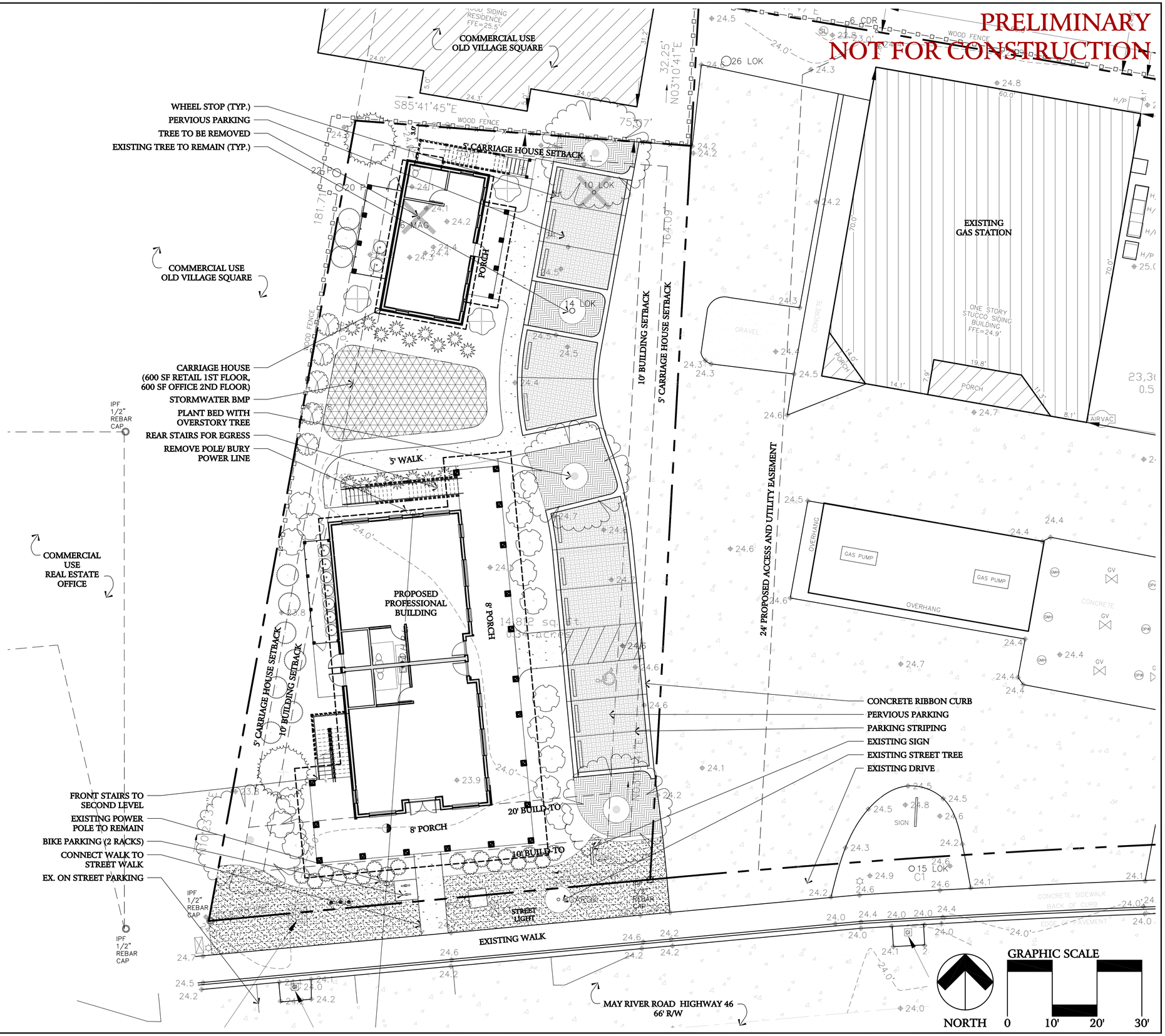
OPEN SPACE: 2,963 SF (20%) REQUIRED
5.6.3 6,106 SF (41%) PROVIDED

WASTE SERVICE: CURBSIDE PICK-UP

SIGNAGE: PERMITTED SEPARATELY

DETENTION AREA: 610 SF

BIKE PARKING: 1 BIKE RACK REQUIRED
5.11.6 2 BIKE RACKS PROVIDED



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1271 May River Road
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Town of Bluffton, South Carolina

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Site Plan

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Drawn:
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Approved:

Revisions:

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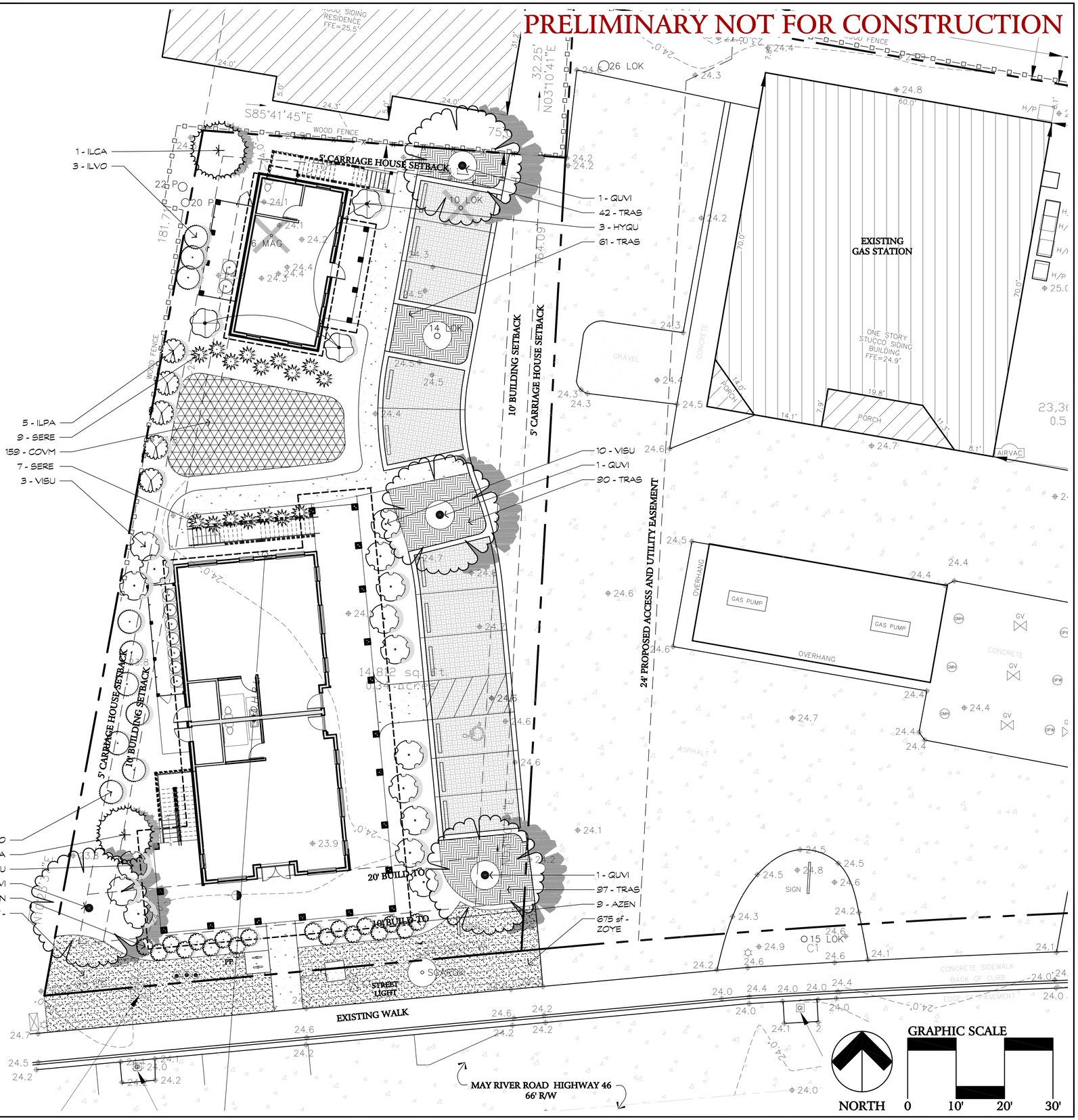
PRELIMINARY NOT FOR CONSTRUCTION

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME
TREES		
	ILCA	Ilex cassine / Dahoon Holly
	QUVI	Quercus virginiana / Southern Live Oak
SHRUBS		
	AZEN	Azalea Encore TM / Encore Azalea
	HYQU	Hydrangea quercifolia / Oakleaf Hydrangea
	ILVO	Ilex vomitoria / Youpon Holly
	ILPA	Illicium parviflorum / Anise Tree
	SERE	Serenoa repens / Saw Palmetto
	VISU	Viburnum suspensum / Sandankwa Viburnum
GROUND COVERS		
	COVM	Coreopsis verticillata 'Moonbeam' / Moonbeam Tickseed
	TRAS	Trachelospermum asiaticum `Asiatic` / Asiatic Jasmine
	ZOYE	Zoysia japonica `Empire` / Korean Grass



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1271 May River Road
Professional Building
Town of Bluffton, South Carolina

Sheet Title:
Planting Plan

Job Number:
202501-02

Date:
06/03/2025

Drawn:
KJD

Approved:

Revisions:

Sheet
L4
Of

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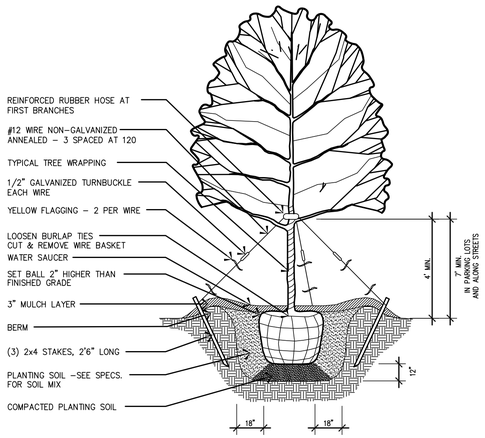
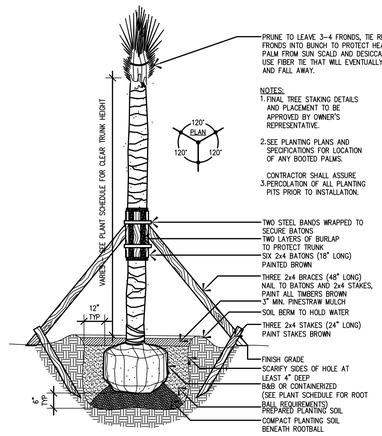
PRELIMINARY NOT FOR CONSTRUCTION



1 / L5 Tree Planting
Not to Scale



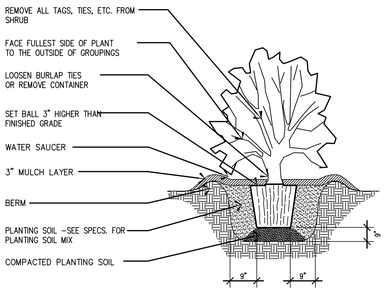
2 / L5 Palmetto Tree Planting
Not to Scale

PLANT SCHEDULE

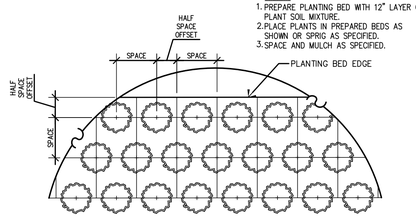
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CAL.	HEIGHT	SPREAD	CONT.
TREES							
	ILCA	2	Ilex cassine / Dahoon Holly	1.5" min.	6`-8`	3`-4`	Cont.
	QUVI	4	Quercus virginiana / Southern Live Oak	2.5"	8`-10`	6`-8`	Cont.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT	SPREAD
SHRUBS						
	AZEN	18	Azalea Encore TM / Encore Azalea	3 Gal.	15"-18"	15"-18"
	HYQU	3	Hydrangea quercifolia / Oakleaf Hydrangea	3 Gal.	18"-24"	18"-24"
	ILVO	10	Ilex vomitoria / Youpon Holly	7 Gal.	24"-36"	24"-36"
	ILPA	5	Illicium parviflorum / Anise Tree	7 Gal.	24"-36"	24"-36"
	SERE	16	Serenoa repens / Saw Palmetto	3 Gal.	12"-18"	12"-18"
	VISU	16	Viburnum suspensum / Sandankwa Viburnum	7 Gal.	24"-36"	24"-36"

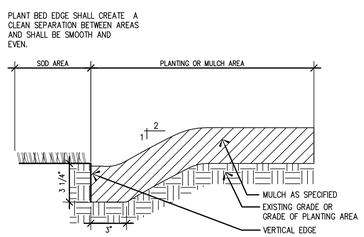
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	HEIGHT	SPREAD	SPACING
GROUND COVERS							
	COVM	158	Coreopsis verticillata 'Moonbeam' / Moonbeam Tickseed	1 Gal.	6"-12"	6"-12"	24" o.c.
	TRAS	280	Trachelospermum asiaticum `Asiatic` / Asiatic Jasmine	1 Gal.		6"-8"	18" o.c.
	ZOYE	1,333 sf	Zoysia japonica `Empire` / Korean Grass	SOD			



3 / L5 Shrub Planting
Not to Scale



4 / L5 Ground Covers & Perennials
Not to Scale



5 / L5 Sod / Plant Bed Edge Detail
Not to Scale

PLANTING NOTES:

1. 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.
2. ROOT TYPES MAY BE FREELY SUBSTITUTED IN CASE OF BALLED AND BURLAPPED OR CONTAINER GROWN, ALL OTHER SPECIFICATIONS TO REMAIN UNCHANGED.
3. CONTRACTOR TO VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED WHEN PROPOSAL IS SUBMITTED.
4. SEE TREE, SHRUB, AND GROUND COVER PLANTING DETAILS AND SPECIAL PROVISIONS FOR PLANTING SPECIFICATIONS.
5. 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.
6. 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 CONTRACTORS EXPENSE.
7. ALL SHRUB BEDS TO RECEIVE 3" DEEP LONGLEAF PINESTRAW MULCH.
8. CONTRACTOR TO MAINTAIN THE PLANTINGS AND CONTROL WEEDS IN MULCH AREAS THROUGH THE DURATION OF CONSTRUCTION UNTIL FINAL ACCEPTANCE.
9. ALL PLANT BED AND SOD AREAS TO RECEIVE 100% IRRIGATION COVERAGE EXCEPT WHERE NOTED ON THE PLAN.
10. 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.
11. HERBICIDE SHALL BE APPLIED TO PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION.
12. PLANT BED SHALL BE TESTED FOR PH AND AMENDED PRIOR TO INSTALLATION.
13. 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.
14. 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.

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PLAN REVIEW COMMENT – DRC COMMENTS RESPONSE LETTER

July 30, 2025

Town of Bluffton
Growth Management
Development Plan Permitting

Re: 1271 May River Road Development Plan – Plan Review Comments for DP-06-25-019806

Planning Review - Principal

1. The site plan proposes too much development on too little land area. The required parking drive and dumpster are not provided on the subject property. Consider eliminating the rear building to provide all site plan elements on the subject property, including buildings, infrastructure, access, parking and dumpster.
   Site Capacity
   The proposed plan is able to accommodate buildings, infrastructure, access, and parking. We are also able to provide SoLoCo Stormwater requirements, utilities, bicycle parking, pedestrian pathways, landscaping, open space, tree preservation and tree coverage. Even with all of that, we are providing double the required open space area. We are exceeding many required minimums of the UDO (open space, tree coverage, tree mitigation, and bicycle racks).

   Access Drive
   Not only is the access drive not required to be located on property, the UDO encourages the use of shared drives. Per Section 5.9.4.C.7, the UDO states, “Where possible, access shall be provided via a shared driveway or service drive.” Fortunately, this site provides an opportunity to share driveway access with the adjacent gas station property. A legal access easement agreement will be provided at Final Development Plan submittal.

   Waste Receptacle
   A waste receptacle/dumpster is not required by the UDO. Trash service will be collected in roll away bins, stored on property, and screened from the view of Highway 46/ May River Road.

2. While proposed parking meets the requirement for the proposed development, the overall parking requirements for the existing and proposed uses are not being met. Some of the current parking being used by the current commercial uses is being displaced by the proposed development.
   Any development on this site would impact the adjacent site. However, this property is not required to provide parking to adjacent properties. There is no legally binding agreement to provide parking for adjacent properties.
   The current use, as a stand alone parking lot, is non-conforming (Table 4.3). The asphalt parking lot layout is also non-conforming (Section 7.11). Any development to occur on this site would require additional infrastructure to bring it into a land use conformance and the parking layout would need to be redesigned to be brought into conformance with the UDO.
   That being said, in an effort to be a good neighbor and mitigate parking concerns, parking will be permitted on site for the adjacent property (Texaco site) during certain hours. The residential parking spaces will be reserved for residents during overnight hours and signage will be provided on site.

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3. Provide a minimum sidewalk width of five (5) feet (UDO Section 5.9).
   Sidewalks were adjusted to 5’

4. The proposed ADA parking space does not appear to provide ADA access to the rear building.
   ADA access has been noted on the site plan with a blue dashed line.

5. The parking access drive should be well-defined with a minimum 22- foot width.
   The drive aisle is 22’ wide. A painted stripe, indicating the path of the drive aisle, will be provided as discussed with staff during the DRC meeting.

6. The prosed new access easement is shown as 20 feet on the site improvement plan and 24 feet on the landscape plan.
   The access easement width will be coordinated with the civil prior to the Planning Commission submittal.

7. There appears to be movement conflicts between the existing parking and proposed parking
   Movement conflicts have been addressed. The drive-aisle has been adjust to not conflict with striped parking on the Texaco property.

Planning Commission Review

1. HPC Comment - The architecture of the buildings will need to demonstrate compliance with 5.15.5.F.1.a of the UDO: “Building heights and widths shall be visually similar to those in the neighboring vicinity.”
   HPRC has reviewed building plans and elevations on 5/27/2025. The committee expressed support of the buildings designs as proposed. They raised no concerns regarding the height, width, or scale of the building. They addressed detailing (i.e. column spacing, window proportions) with the architect at that meeting.
   The proposed Professional Building is similar in size, both in height and width, and detailing to Palmetto Square (Old Village Square) building, located on the adjacent property to the north. The Palmetto Square buildings are visible from May River Road/ Highway 46, in the same sight line and as the proposed buildings. The building heights and widths are in conformance with the meets UDO allowed footprints, heights, and massing.
   The proposed Carriage House is also consistent with the UDO standards and the height, width, and form of carriage houses throughout the Historic District

Planning Review - Senior

1. Provide an accessible dumpster and dumpster enclosure.
   A dumpster is not required by the UDO.
2. A Main Street Building Type is not an allowed building type in the Neighborhood General Historic District.
   UDO Section 5.15.8.A Main Street Building Type, includes a table on the upper right of the page. It shows that a Main Street Building is allowed in Neighborhood Core, Center, and General. The proposed Professional Building meets the specifications for an additional building type as well. Additionally, the proposed Professional Building would also fit within the size parameters of the Center Hall House, the largest building allowed within NG-HD.
3. The landscape plan locates tree plantings in the same location that stormwater compliance plan is locating stormwater infrastructure. Revise.
   The understory trees locations will be coordinated with the Civil Engineer to minimize any potential impacts to stormwater infrastructure.
4. Standard parking space dimensions are 9' x 18' (UDO Section 5.11.4). The site improvement plan shows parking dimensions as 9' x 16'. Revise.
   All parking is 9’x18’ to meet UDO requirement. The parking space includes a 1’ flush ribbon curb which bounds the permeable parking areas.

Watershed Management Review

1. At time of Stormwater Permit submittal, provide a geotechnical report that shows infiltration rates greater than 0.5 inches per hour in order to justify the ability to use bioretention - no underdrain in D soils.
   A geotechnical report will be provided at the times of the Stormwater Permit submittal.
2. Revise "Gravel Parking Detail" to "Pervious Paver Detail".
   The gravel parking detail label will be revised to permeable paving detail.
3. Revise "Infiltration Basin Detail" to "Bioretention Detail". Note: Bioretention filter media is required.
   The detail will be revised in accordance with the SoLoCo manual.

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