

### **Planning Commission Meeting**

Wednesday, March 27, 2024 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 <u>BCTV</u>, on Hargray 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 THE AGENDA
- V. ADOPTION OF MINUTES
  - 1. February 28, 2024 Minutes
- VI. PUBLIC COMMENT
- VII. OLD BUSINESS
- **VIII. NEW BUSINESS** 
  - Proposed Prioritization of Fiscal Year 2025 Capital Improvement Program Projects: A request by the Town of Bluffton for recommendation of approval to Town Council of the FY2025 Capital Improvement Program. (Staff Kimberly Washok-Jones)
  - Public Hearing Unified Development Ordinance Amendments (Zoning Text Amendments): Amendments to the Town of Bluffton's Municipal Code of Ordinances, Chapter 23, Unified Development Ordinance, Article 5 Design Standards, Sec. 5.4 (Wetlands) and Sec. 5.10 (Stormwater); and, Article 9 Definitions and Interpretations, Sec. 9.2 (Defined Terms). (Staff Charlotte Moore)
  - 3. Public Hearing Cornerstone Church Campus Rezoning Request (Zoning Map Amendment):

    A request by Nathan Sturre of Sturre Engineering on behalf of the property owners

    Cornerstone Church of Bluffton and Lalie Mole for approval of a zoning map amendment. The

request is to rezone parcel R610 036 000 0014 0000 from Planned Unit Development (PUD) to Agriculture (AG) and Rural Mixed-Use (RMU), and rezone R610036 000 014B 0000 from Planned Unit Development (PUD) to Agriculture (AG). The former parcel is addressed 11 Grassey Lane consisting of approximately 41.29 acres and the latter parcel is addressed 21 Lake Lane consisting of approximately 2.02 acres. (ZONE-02-24-018921) (Staff – Dan Frazier)

#### IX. DISCUSSION

#### X. ADJOURNMENT

#### **NEXT MEETING DATE: Wednesday, April 24, 2024**

"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.

### **Planning Commission Meeting**

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

### February 28, 2024

#### I. CALL TO ORDER

Chairwoman Denmark called the meeting to order at 6pm.

#### II. ROLL CALL

#### **PRESENT**

Chairwoman Amanda Jackson Denmark Vice Chairman Charlie Wetmore Commissioner Michael Brock Commissioner Rich Delcore Commissioner Jim Flynn

Commissioner Jason Stewart

#### **ABSENT**

Commissioner Lydia DePauw

#### III. ADOPTION OF THE AGENDA

Vice Chairman Wetmore made a motion to adopt the agenda as written.

Seconded by Commissioner Delcore.

Voting Yea: Chairwoman Jackson Denmark, Vice Chairman Wetmore, Commissioner Brock, Commissioner Delcore, Commissioner Flynn, Commissioner Stewart

All were in favor and the motion passed.

#### IV. ADOPTION OF MINUTES

1. January 24, 2024 Minutes

Commissioner Brock made a motion to adopt the minutes as written.

Seconded by Commissioner Delcore.

Voting Yea: Chairwoman Jackson Denmark, Vice Chairman Wetmore, Commissioner Brock, Commissioner Delcore, Commissioner Flynn, Commissioner Stewart

All were in favor and the motion passed.

#### V. PUBLIC COMMENT

#### VI. OLD BUSINESS

#### VII. NEW BUSINESS

1. Unified Development Ordinance Amendments (Public Hearing): Amendments to the Town of Bluffton's Municipal Code of Ordinances, Chapter 23, Unified Development Ordinance, Article 3 – Application Process, Sec. 3.13, Development Surety and Stormwater Surety and Sec. 3.14,

February 28, 2024

Certificate of Construction Compliance; and, Article 5 – Design Standards, Sec. 5.10 Stormwater. (Staff - Charlotte Moore)

Chairwoman Denmark called for public comment for the public hearing. There was a second and third call for public comment. There were no public comments and the public hearing was closed.

Staff presented. The Commission had no questions or comments on the amendments.

Commissioner Brock made a motion to recommend to Town Council approval of the amendments to the Town of Bluffton Municipal Code of Ordinances, Chapter 23, Unified Development Ordinance, Article 3 – Application Process, Sec. 3.13, Development Surety and Stormwater Surety and Sec. 3.14, Certificate of Construction Compliance; and, Article 5 – Design Standards, Sec. 5.10 Stormwater.

Seconded by Commissioner Stewart.

Voting Yea: Chairwoman Jackson Denmark, Vice Chairman Wetmore, Commissioner Brock, Commissioner Delcore, Commissioner Flynn, Commissioner Stewart

All were in favor and the motion passed.

2. Cornerstone Church Campus – Rezoning Request (PLANNING WORKSHOP – NO ACTION): A request by Nathan Sturre of Sturre Engineering on behalf of the property owners Cornerstone Church of Bluffton and Lalie Mole for approval of an Amendment to the Town of Bluffton Official Zoning Map to rezone two (2) parcels from Planned Unit Development (PUD) to Agriculture (AG) and Rural Mixed-Use (RMU). The subject parcels consist of approximately 43.3 acres and are identified by Beaufort County Tax Map Numbers R610 036 000 0014 0000 and R610036 000 014B 0000 located at 11 Grassey Lane and 21 Lake Lane, respectively. (ZONE-02-24-018921) (Staff – Dan Frazier)

Staff presented. There was discussion about right of ways, access roads, stormwater and tree canopies. This was a workshop and no action was taken.

#### **VIII. DISCUSSION**

#### IX. ADJOURNMENT

Commissioner Brock made a motion to adjourn.

Seconded by Commissioner Flynn.

Voting Yea: Chairwoman Jackson Denmark, Vice Chairman Wetmore, Commissioner Brock, Commissioner Delcore, Commissioner Flynn, Commissioner Stewart

All were in favor and the motion passed. The meeting adjourned at 6:31pm.

### PLANNING COMMISSION

# STAFF REPORT Department of Projects and Watershed Resilience



MEETING DATE:	March 27, 2024
PROJECT:	Proposed Prioritization of Fiscal Year 2025 Capital Improvement Program Projects
PROJECT MANAGER:	Pat Rooney, Manager of the Capital Improvements Program

**REQUEST:** Town Staff requests the Planning Commission recommend for Town Council's consideration a prioritized list of proposed Capital Improvement Program projects for the FY 2025 Budget, as submitted.

<u>INTRODUCTION:</u> As required annually by South Carolina Code of Laws Section 6-29-340(B)(2)(e), staff is seeking Planning Commission's review, input, and recommendation for Town Council's consideration a prioritized Fiscal Year (FY) 2025 Capital Improvement Program (CIP) project list.

<u>BACKGROUND</u>: Per South Carolina Code of Laws Section 6-29-340(B)(2)(e), the Planning Commission:

has the power and duty to prepare and recommend for adoption to the appropriate governing authority or authorities as a means for implementing the plans and programs in its area a capital improvements program setting forth projects required to implement plans which have been prepared and adopted, including an annual listing of priority projects for consideration by the governmental bodies responsible for implementation prior to preparation of their capital budget.

As large capital projects may span multiple fiscal years to fund (depending upon priority) design, permit and construct, Staff has provided a summary of which projects:

- 1. either have, or will be, completed during FY 2024 (Attachment 1, page 1);
- 2. are newly proposed for FY 2025 and as such are currently unranked and require Planning Commission consideration (Attachment 1, page 2); and
- 3. were previously identified as priority items that are in progress and will carry over into FY 2025 or future fiscal years (Attachment 1, page 3).

Projects are classified into two groups, labeled as "1" or "2," with projects graded "1" considered a higher priority than projects graded "2." Please note that projects are not listed in rank order (i.e., #1, #2, #3, etc.), nor should they be ranked from top to bottom. However, it is required that the projects be placed in one of two groups by the Planning Commission.

The distribution of current and proposed CIP projects throughout the Town's jurisdiction

is illustrated in Attachment 2 (Note: Certain projects may not be mapped due to map limitations). Project data sheets for all proposed FY 2025 projects are provided (Attachment 3).

**REVIEW CRITERIA & ANALYSIS:** The Planning Commission is charged with reviewing the CIP project list and making a recommendation by affirmative vote of a prioritized CIP project list to Town Council. Town Council will then take the Planning Commission recommendation under advisement in setting CIP project priorities and the FY 2024 Budget.

Although there are no review criteria specified in State Law for CIP prioritization, the Government Finance Association's "Capital Improvement Programming: A Guide for Smaller Governments" (1996) offers the following criteria as examples of factors to consider when evaluating and ranking capital projects:

- 1. Legal mandates is the project needed to meet federal mandates?
- 2. Fiscal and budget impacts what is the project cost and impact to the operating budget?
- 3. Health and safety impacts will the project improve the health and/or safety of residents in a measurable way?
- 4. Environmental, aesthetic and social effects does the project reduce pollution levels or ensure community values are being achieved?
- 5. Economic development impacts does the project promote economic vitality?
- 6. Relationship to other projects are there advantages from this project which benefit other ones?

Staff has generally utilized these criteria in providing the proposed CIP project ranking.

<u>PLANNING COMMISSION ACTIONS:</u> The Planning Commission has the authority to take the following actions:

- 1. Approve the CIP FY 2025 prioritization as submitted; or
- 2. Approve the CIP FY 2025 prioritization with revisions.

<u>RECOMMENDATION:</u> The Department of Projects and Watershed Resilience staff request the Planning Commission recommend approval of the proposed CIP FY 2025 project priorities, as submitted, for Town Council's consideration.

#### ATTACHMENTS:

- 1. FY 2025 Budget Proposal
- 2. CIP Project Map
- 3. CIP Project Data Sheets

FY25 CIP Recommendations Planning Commission Planning Commission



# Proposed Prioritization of Fiscal Year 2025 Capital Improvement Program

Town of Bluffton Planning Commission

March 27, 2024

Pat Rooney

Manager of Capital Improvements Program



# Town Staff Request

Planning Commission to recommend for Town Council's consideration a prioritized list of proposed Capital Improvement Program (CIP) projects for the FY 2025 Budget, as submitted.



- In accordance with South Carolina Code of Laws Section 6-29-340(B)(2)(e), the Planning Commission has the power and duty to prepare and recommend for adoption to Town Council the Capital Improvements Program, setting forth projects required to implement plans which have been adopted. This includes setting forth an annual listing of priority public projects for consideration.
- The Planning Commission is charged with reviewing the CIP project list and priorities and making a recommendation by affirmative vote of a prioritized CIP project list to Town Council.
- Town Council will then take the Planning Commission recommendation under advisement in setting CIP project priorities and the FY24 Budget.

Page 9



As large capital projects may span multiple fiscal years to fund (depending upon priority), design, permit and construct, Staff has provided a summary of which projects:

- 1. either have, or will be, completed during FY 2024;
- 2. are newly proposed for FY 2025 and as such are currently unranked and require Planning Commission consideration; and
- were previously identified as priority items that are in progress and will carry over into FY 2025 or future fiscal years.

Page 10



The projects are classified into two groups, labeled as "1" or "2," with projects graded "1" considered a higher priority than projects graded "2."

• Please note that projects are not listed in rank order (i.e., #1, #2, #3, etc.), nor should they be ranked from top to bottom. However, it is important that the projects be placed in one of two groups by the Planning Commission.

# FY 2024 – Completed Projects



### FY25 BUDGET PROPOSAL 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS FY25 - FY29

#### PROJECTS SUBSTANTIALLY COMPLETED TO BE REMOVED FROM CIP

Item	Project #	Completed FY24 Projects	Strategic Plan Focus Area(s)	Description
1	00044	Buck Island-Simmonsville Sanitary Sewer Phase 5	May River & Surrounding Rivers and Watersheds	Sewer Installation and Watershed Protection
2	00054	Buck Island-Simmonsville Neighborhood Sidewalks & Lighting	Community Quality of Life, Infrastructure	Sidewalks, Lighting, Pedestrian Safety
3	00055	Goethe-Shults Neighborhood Improvments	Community Quality of Life, Infrastructure	Sidewalks, Lighting, Pedestrian Safety
4	00065	Wright Family Park	Town Organization, Infrastructure	Park Improvement
5	00068	Wharf Street Lighting	Community Quality of Life, Infrastructure	Lighting, Pedestrian Safety
6	00069	Boundary Street Lighting	Community Quality of Life, Infrastructure	Lighting, Pedestrian Safety
7	00071	Historic District Sewer Extension Phase 2	May River & Surrounding Rivers and Watersheds	Sewer Installation and Watershed Protection
8	00072	Historic District Sewer Extension Phase 3	May River & Surrounding Rivers and Watersheds	Sewer Installation and Watershed Protection
9	00081	Garvin-Garvey House Interpretive Signage	Community Quality of Life, Infrastructure	Facility Improvement
10	00088	Town Hall Improvements	Town Organization, Infrastructure	Facility Improvement
11	00100	Buck Island Road Drainage Improvements	May River & Surrounding Rivers and Watersheds	Storm Sewer Installation and Watershed Protection
12	00108	New River Village Park	Town Organization, Infrastructure	Park Improvement
Projects ant	icipated to be o	complete prior to end of FY24		

# FY 2024 Projects – In Progress



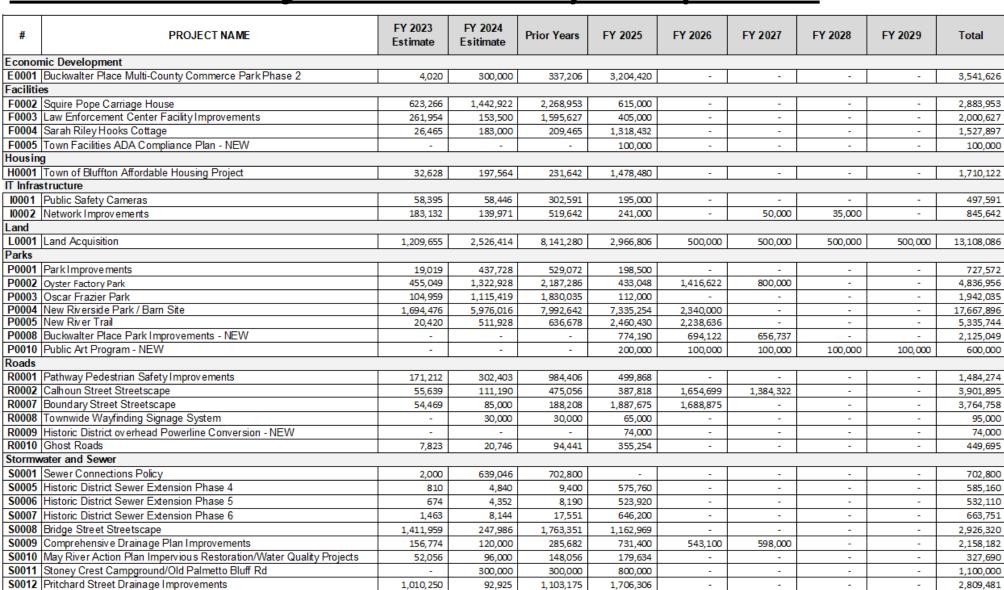
#### FY25 BUDGET PROPOSAL

#### 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS FY25 - FY29

Ita m D	roject #	FY25-29 Projects	Funding Status	Strategic Plan Focus Area(s)	Description	Previous	Staff	PC	TC
nem P	roject #	FF 25-29 PTO JECUS	Funding Status	Strategic Plan Focus Area(s)	Description	Prioritization	Priority	Priority	Priority
1	E0001	Buckwalter Multi-County Commerce Park Phase 2	Funded	Economic Growth	Comprehensive Infrastructure	1	1		-
2	F0002	Squire Pope Carriage House	Funded	Community Quality of Life	Park Improvement and Facility Improvement	1	1		-
3	F0003	Law Enforcement Center Facility Improvements	Funded	Infrastructure, Town Organization	Facility Improvement	1	1		-
4	F0004	Sarah Riley Hooks Cottage	Partially Funded	Infrastructure	Facility and Park Improvement	2	1		-
5	F0005	Town Facilities ADA Compliance Implementation (NEW)	Not Funded	Infrastructure	Facility ADA Compliance	-	1		
6	H0001	Town of Bluffton Housing Project	Funded	Affordable and/or Workforce Housing	Workforce/Affordable Housing	1	1		
7	10001	Community Safety Cameras Phase 7	Funded	Community Quality of Life, Infrastructure	Public Safety	1	1		
8	10002	Network Infrastructure Improvements	Partially Funded	Infrastructure	IT Infrastructure Upgrades	1	1		
9	L0001	Land Acquisition	Not Funded	Economic Growth, Infrastructure	Public Land	1	-		-
10	P0001	Park Improvements	Partially Funded	Community Quality of Life	Park Improvements	1	1		
11	P0002	Oyster Factory Park	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Park and Facility Improvement	1	1		
12	P0003	Oscar Frazier Park	Funded	Community Quality of Life	Park and Facility Improvement	1	1		
13	P0004	New Riverside Park / Barn Site	Partially Funded	Community Quality of Life, Infrastructure	Park and Facility Improvement	1	1		-
14	P0005	New River Linear Trail	Partially Funded	Community Quality of Life, Infrastructure	Pathway Improvements	1	1		
15	P0008	Buckwalter Place Park Improvements (NEW)	Not Funded	Community Quality of Life	Park and Facility Improvements	-	1		_
16	P0010	Public Art (NEW)	Not Funded	Community Quality of Life, Infrastructure	Public Art Improvements	-	1		
17	R0001	Pathway and Pedestrian Safety Improvements	Partially Funded	Community Quality of Life	ADA Compliance and Public Safety	2	1		
18	R0002	Calhoun Street Streetscape	Partially Funded	Economic Growth, Infrastructure	Comprehensive Infrastructure - Streets cape	1	1		-
20	R0007	Boundary Street Streetscape	Partially Funded	Community Quality of Life, Economic Growth, Infrastructure	Comprehensive Infrastructure - Streets cape	1	1		
21	R0008	Town Wide Wayfinding Signage	Partially Funded	Community Quality of Life, Infrastructure	Town-wide Directional Signage	-	2		-
22	R0009	Historic District Overhead Powerline Conversion (NEW)	Not Funded	Infrastructure	Public Safety	-	1		
23	R0010	Ghost Roads	Funded	Economic Growth, Infrastructure	Comprehensive Infrastructure - ROW Acquisition	1	1		-
24	50001	Se wer Connections	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Sewer and Watershed Protection	1	1		-
25	S0005	Historic District Sewer Extension Phase 4	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Sewer and Watershed Protection	1	1		-
26	S0006	Historic District Sewer Extension Phase 5	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Sewer and Watershed Protection	1	1		-
27	S0007	Historic District Sewer Extension Phase 6	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Sewer and Watershed Protection	1	1		-
28	S0008	Bridge Street Streetscape	Funded	Economic Growth, Infrastructure	Comprehensive Infrastructure - Streets cape	1	1		-
29	S0009	Comprehensive Drainage Plan Improvements	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Drainage and Watershed Protection	1	1		
30	50010	May River Watershed Action Plan - Impervious Surface Restoration	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Drainage and Watershed Protection	1	1		-
31	S0011	Stoney Crest Campground/Old Palmetto Bluff Rd	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Sewer and Watershed Protection	1	1		-
32		Pritchard Street Drainage Improvements	Partially Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Comprehensive Infrastructure - Streets cape	1	1		-
19	S0013	Shults Road Drainage Improvements (NEW)	Funded	Infrastructure, May River & Surrounding Rivers and Watersheds	Drainage and Watershed Protection		1		-
33		Cove Pedestrian Bridges (Skids)	Not Funded	Community Quality of Life, Infrastructure	Heritage Infrastructure	2	2		
34		May River Road - Pedestrian Trail	Not Funded	Community Quality of Life, Infrastructure	Pathway Improvements	2	2		

## FY 2025 Projects – Newly Proposed

\$0013 Shults Road Drainage Improvements



272,500



272,500

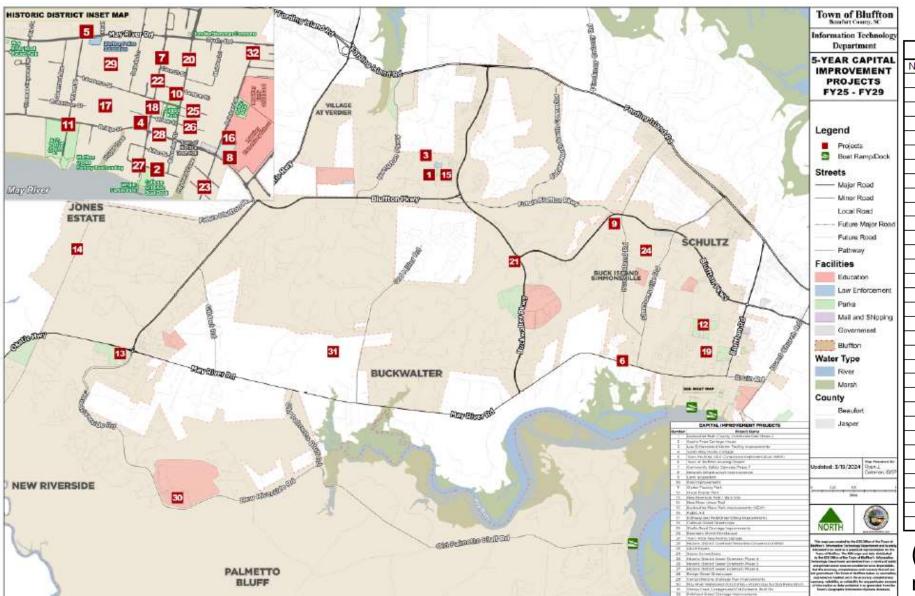


• The distribution of current and proposed CIP projects throughout the Town's jurisdiction is illustrated on the following slide.

Note: Interactive CIP Dashboard can be found <u>HERE</u>

# FY 2025 Projects – Distribution





	CAPITAL IMPROVEMENT PROJECTS
Number	Project Name
1	Buckwalter Multi-County Commerce Park Phase 2
2	Squire Pope Carriage House
3	Law Enforcement Center Facility Improvements
4	Sarah Riley Hooks Cottage
5	Town Facilities ADA Compliance Implementation (NEW)
6	Town of Bluffton Housing Project
7	Community Safety Cameras Phase 7
8	Network Infrastructure Improvements
9	Land Acquisition
10	Park Improvements
11	Oyster Factory Park
12	Oscar Frazier Park
13	New Riverside Park / Barn Site
14	New River Linear Trail
15	Buckwalter Place Park Improvements (NEW)
16	Public Art
17	Pathway and Pedestrian Safety Improvements
18	Calhoun Street Streetscape
19	Shults Road Drainage Improvements
20	Boundary Street Streetscape
21	Town Wide Wayfinding Signage
22	Historic District Overhead Powerline Conversion (NEW)
23	Ghost Roads
24	Sewer Connections
25	Historic District Sewer Extension Phase 4
26	Historic District Sewer Extension Phase 5
27	Historic District Sewer Extension Phase 6
28	Bridge Street Streetscape
29	Comprehensive Drainage Plan Improvements
30	May River Watershed Action Plan - Impervious Surface Restoration
31	Stoney Crest Campground/Old Palmetto Bluff Rd
32	Pritchard Street Drainage Improvements

(Note: Some projects may repage 16 mapped due to map limitations)



# Capital Projects Evaluation Criteria

The following criteria\* are examples of factors to consider when evaluating and ranking capital projects per the Government Finance Association (1996):

- 1. Legal mandates is the project needed to meet federal mandates?
- 2. Fiscal and budget impacts what is the project cost and impact to operating Budget?
- 3. Health and safety impacts will the project improve the health and/or safety of residents in a measurable way?
- 4. Environmental, aesthetic and social effects does the project reduce pollution levels or ensure community values are being achieved?
- 5. Economic development impacts does the project promote economic vitality?
- 6. Relationship to other projects are there advantages from this project which benefit other ones?

<sup>\*</sup>Staff has generally utilized this criteria in providing the proposed CIP project ranking.



## **Planning Commission Action**

The Planning Commission has the authority to take the following actions:

- 1. Approve the CIP FY 2025 prioritization as submitted; or
- 2. Approve the CIP FY 2025 prioritization with revisions.



# DISCUSSION



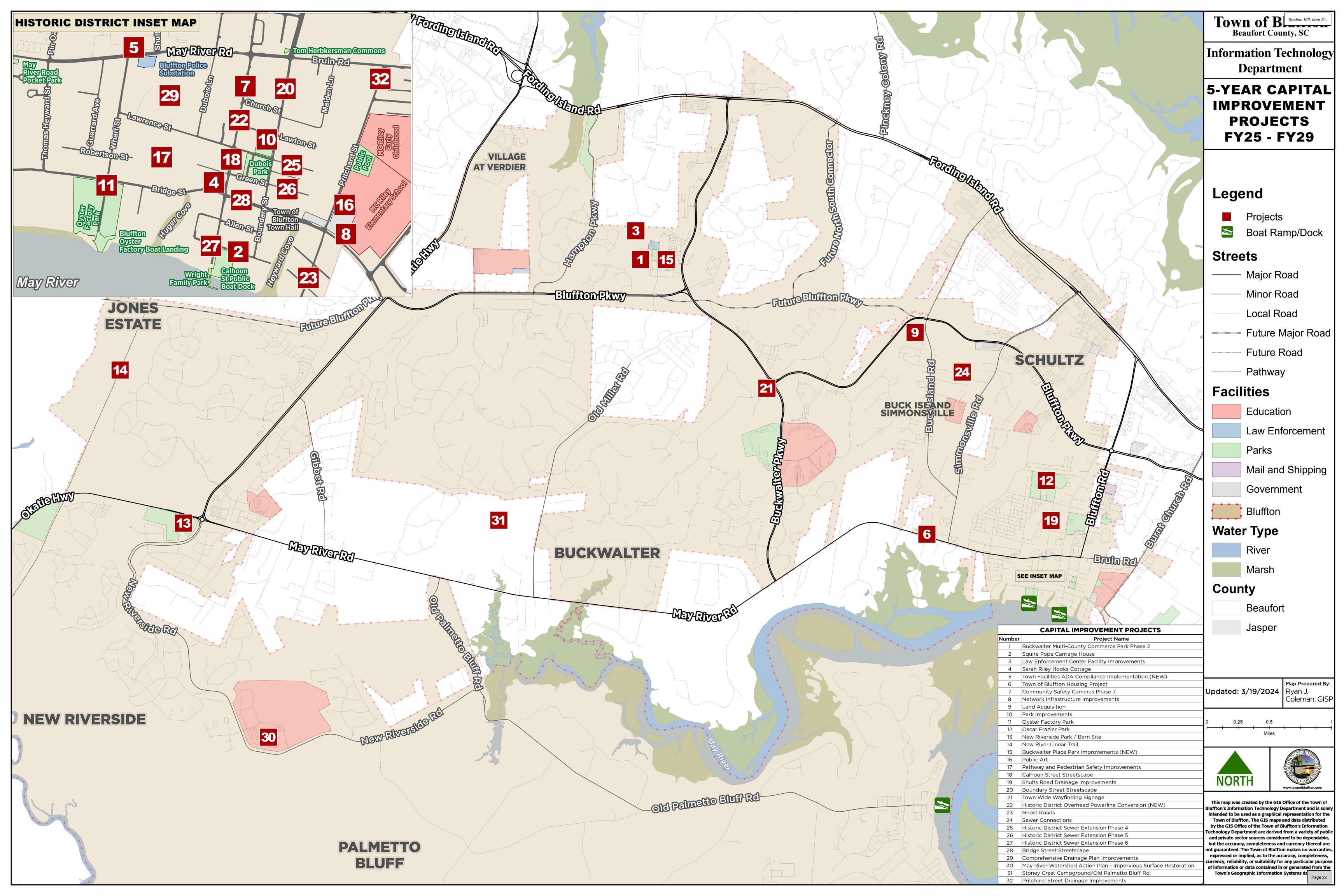
### Recommended Motion

"I move to adopt, (as submitted/as revised), the prioritized list of proposed Capital Improvement Program projects for Fiscal Year 2025 for Council's consideration."

Section VIII. Item #1.

### \*\*SUBJECT TO CHANGE

	PROJECT NAME	Prior Years	FY 2023 Estimate	FY 2024 Esitimate	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Economic Dev	evelopment			<del>,</del>		<del>,</del>			<del>,</del>		
	alter Place Multi-County Commerce Park Phase 2	33,186	4,020	300,000	337,206	3,204,420	-	-	-		3,541,626
Facilities				<del>,</del>			<del>,</del>		<del>,</del>		
	O002 Squire Pope Carriage House		623,266	1,442,922	2,268,953	615,000	-	-	-	-	2,883,953
	nforcement Center Facility Improvements	1,180,173	261,954	153,500	1,595,627	405,000	-	-	-	-	2,000,627
	Riley Hooks Cottage	-	26,465	183,000	209,465	1,318,432	-	-	-	-	1,527,897
	Facilities ADA Compliance Plan - NEW	-	-	-	-	100,000	-	-	-	-	100,000
Housing				<del>,</del>		<del>,</del>			<del>,</del>		
	able Housing Project	1,450	32,628	197,564	231,642	1,478,480	-	-	-	-	1,710,122
IT Infrastructu					1						
<b>10001</b> Commi	nunity Safety Cameras	185,750	58,395	58,446	302,591	195,000	-	-	-	-	497,591
I0002 Networ	rk Improvements	196,539	183,132	139,971	519,642	241,000	-	50,000	35,000	-	845,642
Land					1						
<b>L0001</b> Land A	Acquisition	4,405,211	1,209,655	2,526,414	8,141,280	2,966,806	500,000	500,000	500,000	500,000	13,108,086
Parks					1						
P0001 Park Im	mprovements	72,325	19,019	437,728	529,072	198,500	-	-	-	-	727,572
P0002 Oyster I	Factory Park	409,309	455,049	1,322,928	2,187,286	433,048	1,416,622	800,000	-	-	4,836,956
P0003 Oscar I	Frazier Park	609,657	104,959	1,115,419	1,830,035	112,000	-	-	-	-	1,942,035
<b>P0004</b> New Ri	tiverside Park / Barn Site	322,150	1,694,476	5,976,016	7,992,642	7,335,254	2,340,000	-	-	-	17,667,896
<b>P0005</b> New Ri	tiver Trail	104,330	20,420	511,928	636,678	2,460,430	2,238,636	-	-	-	5,335,744
	tiverside Village Park	-	-	288,000	288,000	-	-	-	-	-	288,000
P0008 Buckwa	alter Place Park Improvements - NEW	-	-	-	-	774,190	694,122	656,737	-	-	2,125,049
<b>P0010</b> Public A	Art Program	-	-	-	-	200,000	100,000	100,000	100,000	100,000	600,000
Roads					1						
	ay Pedestrian Safety Improvements	510,791	171,212	302,403	984,406	499,868	-	-	-	-	1,484,274
	un Street Streetscape	308,227	55,639	111,190	475,056	387,818	1,654,699	1,384,322	-	-	3,901,895
R0007 Bounda	ary Street Streetscape	48,739	54,469	85,000	188,208	1,887,675	1,688,875	-	-	-	3,764,758
	vide Wayfinding Signage System	-	-	30,000	30,000	65,000	-	-	-	-	95,000
	c District overhead Powerline Conversion - NEW	-	-	-	-	74,000	-	-	-	-	74,000
R0010 Ghost I		65,872	7,823	20,746	94,441	355,254	-	-	-	-	449,695
Stormwater a					1						
<b>S0001</b> Sewer	Connections Policy	61,754	2,000	639,046	702,800	-	-	-	-	-	702,800
S0005 Historic	c District Sewer Extension Phase 4	3,750	810	4,840	9,400	575,760	-	-	-	-	585,160
S0006 Historic	c District Sewer Extension Phase 5	3,164	674	4,352	8,190	523,920	-	-	-	-	532,110
	007 Historic District Sewer Extension Phase 6		1,463	8,144	17,551	646,200	-	-	-	-	663,751
S0008 Bridge	08 Bridge Street Streetscape		1,411,959	247,986	1,763,351	1,162,969	-	-	-	-	2,926,320
S0009 Compr	Comprehensive Drainage Plan Improvements		156,774	120,000	285,682	731,400	543,100	598,000	-		2,158,182
<b>S0010</b> May Ri	iver Action Plan Impervious Restoration/Water Quality Projects	-	52,056	96,000	148,056	179,634	-	-	-		327,690
S0011 Stoney	y Crest Campground/Old Palmetto Bluff Rd	-		300,000	300,000	800,000	-	-	-		1,100,000
S0012 Pritcha	ard Street Drainage Improvements	-	1,010,250	92,925	1,103,175	1,706,306	-	-	-	-	2,809,481
	TOTAL	\$ 8,845,400	\$ 7,618,567	\$ 16,716,468	\$ 33,180,435	\$ 31,633,364	\$ 11,176,054	\$ 4,089,059	\$ 635,000	\$ 600,000	\$ 81,313,912



Section VIII. Item #1.

Project Scope

Project scope includes planning, design, and construction of infrastructure improvements at Buckwalter Place Commerce Park to enhance economic development opportunities on Town-owned land. Bluffton Town Council, Beaufort County Council, and Jasper County Council previously joined together to designate this site as a Multi-County Industrial Park (MCIP). Improvements include infrastructure needed to support existing businesses, schools, and parks, as well as create a business-ready site for future business park development located north of the Law Enforcement Center.



				Project Bud	get				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ 35,661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	28,079	5,000	-	-	-	-	-	-	28,079
Construction	9,128	3,463,759	300,000	3,204,420	-	-	-	-	3,513,548
Other	-	-	=	=	-	-	-	-	=
Total	\$ 37,207	\$ 3,504,420	\$ 300,000	\$ 3,204,420	\$ -	\$ -	\$ -	\$ -	\$ 3,541,627
			Pro	oject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
TIF	\$ 27,296	\$ 2,571,992	\$ -	\$ 2,204,420	\$ -	\$ -	\$ -	\$ -	\$ 2,231,716
GF Fund Balance	-	655,000	-	=	-	-	-	=	=
Utility Tax Credit	9,911	175,000	294,500	=	-	-	-	-	304,411
Grants/Provisos	-	85,287	5,500	1,000,000	-	-	-	-	1,005,500
Total	\$ 37,207	\$ 3,487,279	\$ 300,000	\$ 3,204,420	\$ -	\$ -	\$ -	\$ -	\$ 3,541,627

Strategic Focus Area & Guiding Principle

Economic Growth - Guiding Principal #3: Focus on economic growth pursuits that will increase jobs, generate additional revenue and create demand for supporting

Guiding Principal #4: Develop and implement a collaborative Economic Gardening strategy with local businesses.

businesses.

Project Status

Assist with infrastructure as needed for the future development parcel in FY24. Construction of the above items are planned to be implemented in FY25-FY26.

Guide Project Performance Measures

1) 2014 Comprehensive Plan, Economic Development, Community Facilities and Priority Investment Chapters, and 2) FY 2020 - 2021 Strategic Plan.

Construction and infrastructure development as set forth in the Public-Private Partnership Agreement supporting job ready sites.

	General Fund Operations & Maintenance (O&M) Costs													
	Description	FY2025 Forecas		FY2026 Forecast		FY2027 Forecast		Y2028 orecast	FY2029 Forecast			Total recast		
Operations	TBD	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-		
Maintenance	TBD	-		-		-		-		-		-		
Total		\$ -	\$	-	\$	-	\$	-	\$	-	\$	-		
Made add a Fatima	Mathed for Fatherstine One to COM and to be determined on a construction consoliding													

Method for Estimating Costs: O&M costs to be determined upon construction completion.

### Capital Improvements Program Fund Project Data Sheet Project Name Squire Pope Carriage House Project # F0002 Program Type Facilities Project Manager Brian Osborne Start/End FY2019 - FY2025

Project Scope

Located along the May River and built in 1850, the Squire Pope Carriage House is one of the Town's remaining 10 antebellum structures. It is listed as a contributing structure in the Town of Bluffton's National Register Historic District. The overall property was acquired May 9, 2017 by the Town of Bluffton and the Beaufort County Rural and Critical Lands Program. The project scope includes a preservation plan, construction documents, stabilization and final rehabilitation.



										7	A. P.	and the				
						P	roject Bud	get								
	Е	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate			FY2025 Adopted Budget		FY2026 Forecast		FY2027 Forecast		Y2028 orecast	FY2029 Forecast		Total Project Forecast
Planning	\$	110,484	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 110,484
Design		26,813	62,000		42,000		•		-		-		•		-	68,813
Construction		604,753	1,385,657	1,	227,135		615,000		-		-		-		-	2,446,888
Other		83,980	173,787		173,787		-		-		-		-		-	257,767
Total	\$	826,030	\$ 1,621,444	\$ 1,	442,922	\$	615,000	\$	-	\$	-	\$	-	\$	-	\$ 2,883,952
					Pr	ojec	t Funding s	Sou	irces							
	Е	Prior Years' Expended	FY2024 Revised Budget		/2024 stimate		FY2025 Adopted Budget		FY2026 Forecast		Y2027 orecast		Y2028 orecast		Y2029 recast	Total Project Forecast
Local ATAX	\$	703,749	\$ 798,879	\$ 1,	093,033	\$	157,967	\$	-	\$	-	\$	•	\$	-	\$ 1,954,749
Grants		30,000	131,020		131,020		-		-		-		-		-	161,020
Hospitality Tax		92,281	981,754		212,100		457,033		-		-		-		-	761,414
TIF		-	6,769		6,769		-		-		-		-			6,769
Total	\$	826,030	\$ 1,918,422	\$ 1,	442,922	\$	615,000	\$	-	\$	-	\$	-	\$	-	\$ 2,883,952

#### Strategic Focus Area & Guiding Principle

Community Quality of Life

Guiding Principle #4 Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.

The Preservation Plan was completed in FY20. Public surveys were conducted to determine the highest and best use of the structure. Construction documents, final stabilization plans, permitting and bidding were completed in FY23. Temporary Stabilization was completed in FY23. Rehabilitation started FY23 with project completion in FY25.

**Project Status** 

#### Project Origination Project Performance Measures

FY14 Comprehensive Plan, preservation of significant cultural and historical resources.

The rehabilitation of the structure will result in an additional historic resource that contributes to the economic development of the community and increases both Heritage tourism and public education.

General Fund Operations & Maintenance (O&M) Costs												
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total					
	Description	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast					
Operations							\$ -					
Maintenance							-					
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					

Method for Estimating Costs: The cost estimate was prepared by Meadors as part of the Preservation Plan. O&M costs to be determined upon construction completion.

#### 

Project Scope

Improvements include LEC parking expansion, security fence installation, door and vehicular access systems updates, and kitchen renovations, bathroom renovations, a reflection plaza, covered carport, challenge course and impound lot as well as other interior and exterior upgrades to the facility and grounds. Kitchen renovations are scheduled for construction in future fiscal years.



				Project Bud	get										
	Years' Revised FY2024 Estimate Prop		FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast							
Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Design	88,688	25,000	22,000	47,500	•	-	-	-	158,188						
Construction	1,353,439	169,985	131,500	355,000	-	-	-	-	1,839,939						
Other	•	-	•	2,500		-	-	-	2,500						
Total \$ 1,442,127 \$ 194,985 \$ 153,500 \$ 4				\$ 405,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,627						
			Pro	ject Funding	Sources										
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast						
MIDF	\$ 72,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,400						
SWU Fees	134,399	-	-	-	-	-	-	-	134,399						
Local HTAX	864,227	20,000	-	365,820	-	-	-	-	1,230,047						
General Fund FB	34,013	40,000	-	-	-	-	-	-	34,013						
Utility Tax Credits	36,425	-	-	-	-	-	-	-	36,425						
Donation	-	35,000	-	-	-	-	-	-	-						
Local ATAX	238,993	-	-	-	-	-	-	-	238,993						
TIF	61,670	220,771	153,500	39,180	-	-	-	-	254,350						
Total	\$ 1,442,127	\$ 315,771	\$ 153,500	\$ 405,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,627						
Stra	tegic Focus A	rea & Guiding	Principle				Project Status	;							

#### Infrastructure

Guiding Principle #1: Establish routine and industry best practice maintenance guidelines to monitor the efficiency an operability of current below and above grade infrastructure and facilities.

Guiding Principle #2: Identify programs, technologies or resources to compliment current operational practices that ensure the sustainability of existing infrastructure and facilities.

#### Town Organization

Guiding Principle #4: Implement programs and develop projects that create a professional, safe, value-oriented, accountable and responsive work environment with opportunities for education, advancement, and job fulfillment.

The LEC service yard design began in FY21 and construction was completed in FY22. Flooring replacement, and covered parking shed was completed in FY23. Challenge course, impound lot, HVAC, interior painting and replacement of the restroom plumbing fixtures, roof drain connections and other various improvements are scheduled for FY24.

### Project Origination

#### **Project Performance Measures**

FY 2019-2020 Strategic Plan.

Complete facility improvements to maintain and security and ensure the sustainability of existing Town infrastructure and facilities.

	General Fund Operations & Maintenance (O&M) Costs													
	Description		FY2025 Forecast		FY2026 Forecast		FY2027 Forecast		FY2028 Forecast	FY2029 Forecast		F	Total orecast	
Operations	TBD	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
Maintenance		6,500		6,500		6,500		6,500		6,500		32,500		
Total		\$	6,500	\$	6,500	\$	6,500	\$	6,500	\$	6,500	\$	32,500	
Method for Estimating Costs: O&M costs to be determined upon construction completion														

#### 

Project Scope

The Town of Bluffton purchased the Sarah Riley Hooks Cottage property consisting of .896 acres at 76 Bridge Street. This purchase will provide additional public open space in the Historic District and access to Huger Cove. Surveying and a conceptual master planning are planned in the near future to determine the highest and best public use of the land.



				Project Bud	get				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ 47,000	\$ 17,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000
Design	26,465	154,215	161,000	30,000	=	-	-	-	217,465
Construction		163,217	5,000	1,288,432	=	-	-	-	1,293,432
Other	-	-	-	-	=	=	-	=	-
Total	\$ 26,465	\$ 364,432	\$ 183,000	\$ 1,318,432	\$ -	\$ -	\$ -	\$ -	\$ 1,527,897
			Pro	oject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Hospitality Tax	\$ 26,465	\$ 45,680	\$ 183,000	\$ 800,215	\$ -	\$ -	\$ -	\$ -	\$ 1,009,680
CIP Fund Balance	-	-	-	518,217	-	-	-	-	518,217
									-
									-
Total	\$ 26,465	\$ 45,680	\$ 183,000	\$ 1,318,432	\$ -	\$ -	\$ -	\$ -	\$ 1,527,897

### Strategic Focus Area & Guiding Principle Infrastructure

#### Project Status

Guiding Principle #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

Sarah Riley Hooks Cottage construction documents and permitting to be complete in FY24. The cottage reconstruction is planned to begin in FY25, subject to budget approval. Site work will follow cottage construction and begin in FY26.

#### Project Origination

#### Project Performance Measures

FY 2021-2022 Strategic Plan

The purchase of this parcel aligns with the Strategic Plan Guiding Principals to preserve significant open space and environmental resources within the Town.

	General Fund (	Operations	and Ma	intenance (O&	kM) Costs						
	Description	FY:	2025	FY2026	FY2027	F	Y2028	F	Y2029		Total
	Description	For	ecast	Forecast	Forecast	Fo	orecast	F	orecast	F	orecast
Operations	TBD					\$	3,000	\$	3,000	\$	6,000
Maintenance							5,000		10,000		15,000
Total		\$	-	\$ -	\$ -	\$	8,000	\$	13,000	\$	21,000
Method for Estimati	ing Costs: Costs were based on quotes and h	nistorical co	sts data	of similar proje	ects.						

#### Capital Improvements Program Fund Project Data Sheet Project Name Town Facilities ADA Compliance Implementation F0005 Project # Project Manager Town Facilities Mark Maxwell Start to End FY 25 - FY28 Program Type Project Photo or Map **Project Scope** Project includes the design and implementation of upfits required for existing Town facilities to meet the Americans with Disabilities Act regulations and Project Budget Prior FY2024 FY2025 Total FY2024 FY2026 FY2027 FY2028 FY2029 Years' Amended Proposed Project Estimate Forecast Forecast Forecast Forecast Expended Budget Budget Forecast Planning \$ \$ \$ Design 100,000 100,000 Construction Other -Total \$ \$ \$ 100,000 \$ \$ \$ 100,000 **Project Funding Sources** FY2024 Total Prior FY2024 FY2027 FY2026 FY2028 FY2029 Years' Amended Proposed Project Estimate Forecast Forecast Forecast Forecast Expended Budget Budget Forecast General Fund 100,000 100,000 \$ \$ \$ \$ \$ \$ ---100,000 \$ \$ \$ 100,000 Strategic Focus Area & Guiding Principle **Project Status** Design and construction documents of proposed facility Guiding Principal #1: Establish routine and industry best practice maintenance improvements to meet ADA standards will be substantially complete guidelines to monitor the efficiency and operability of current below and above in FY 25. Permitting to begin in FY 26 and construction to be grade infrastructure and facilities. implemented in FY 26 through FY 28. Guiding Principal #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable. **Project Origination Project Performance Measures** Project originated from the 2024 Architectural Space Needs Planning That all town-owned facilities are fully accessible and compliant with the American's with Disabilities Act regulations. Assessment. General Fund Operations & Maintenance (O&M) Costs FY2025 FY2026 FY2028 FY2029 FY2027 Total Description Forecast Forecast Forecast Forecast Forecast Forecast Operations -Maintenance \$ \$ \$ \$ \$ \$ Total Method for Estimating Costs:

#### Capital Improvements Program Fund Project Data Sheet Town of Bluffton Affordable Housing Project H0001 Project Name Project # Housing FY2020 - FY2025 Project Manager Victoria Smalls Start to End Program Type

**Project Scope** 

Town Council approved the purchase of a 1.78 acre tract at 1095 May River Road for the purpose of developing Workforce and/or Affordable Housing. The Town has established a private/ public partnership with a State of Mind LLC who is a qualifying developer to construct 12 townhomes.



						P	Project Bud	get					
		,	Prior Years' pended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Proposed Budget	ı	FY2026 Forecast	Y2027 orecast	/2028 recast	72029 recast	Total Project Forecast
Planning		\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$ -	\$ -	\$ -
Design			-	-	-		-		-	-	-	-	-
Construction			1,450	917,899	-		1,478,480		-	-	-	-	1,479,930
Other			32,628	758,145	-		-		-	-	-	-	32,628
	Total	\$	34,078	\$ 1,676,044	\$ -	\$	1,478,480	\$	-	\$ -	\$ -	\$ -	\$ 1,512,558
					Pro	ojec	ct Funding S	Sou	rces				
		,	Prior Years'	FY2024 Revised	FY2024 Estimate		FY2025 Proposed		FY2026 Forecast	Y2027 orecast	/2028 recast	/2029 recast	Total Project

				Pro	oject Funding :	Sources				
	Prid Yea Exper	ars'	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
GF Fund Balance	\$	1,450	\$ 158,145	\$ -	\$ 241,207	\$ -	\$ -	\$ -	\$ -	\$ 242,657
CIP Fund Balance		-	1,123,751	-	1,084,332	-	-	-	-	1,084,332
State ATAX		-	154,523	-	152,941	-	-	-	-	152,941
Local ATAX		-	239,625	-	-	-	-	-	-	-
Total	\$	1,450	\$ 1,676,044	\$ -	\$ 1,478,480	\$ -	\$ -	\$ -	\$ -	\$ 1,479,930
Stra	itegic Fo	ocus Aı	rea & Guiding	Principle				Project Status	;	

Affordable and/or Workforce Housing

Guiding Principle #1: Foster private sector partners to design and develop diverse housing options within existing development agreements.

The Town has partnered with State of Mind LLC to condtruct 12, 2 and 3 bedroom townhomes that will be offered for homeownership to income qualifying applicants that fall within the AMI of 60 to 100 percent. Conceptual architectural design is currently being worked on.

### **Project Origination**

1) 2014 Comprehensive Plan, Housing and Economic Development Chapters, and 2) FY2019-2020 Strategic Plan.

Providing infrastructure investments to facilitate future affordable or workforce housing options for the Bluffton community.

**Project Performance Measures** 

		Ge	neral Fund Op	eration	s & Mai	ntena	nce (O&I	M) Cos	ts						
		Description		FY2	025	F١	′2026	FY	2027	F	Y2028	FY	′2029	Т	otal
		Description		Fore	cast	Fo	recast	For	ecast	Fo	orecast	Fo	recast	For	recast
Operations				\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Maintenance					-		-		-		-		-		-
Total				\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Method for Estimati	ng Costs:														

#### 

Project Scope

Replacement of failing cameras in the Old Town area: Shults Road, Guerrard Avenue, Police Substation, Wharf Street, Pin Oak Street, Lawrence Street, Dr. Mellichamp Drive, Johnston Way, Goethe Road and Bluffton Road. New cameras will be added to other designated areas as identified.



								-0	1/6			 THE PARTY	100	
						Р	roject Bud	get						
	E	Prior Years' xpended		FY2024 Revised Budget	Y2024 stimate	,	FY2025 Adopted Budget		FY2026 Forecast	2027 ecast	/2028 recast	Y2029 orecast		Total Project orecast
Planning	\$	-	\$	-	\$ -	\$		\$	-	\$ -	\$ -	\$ -	\$	-
Design		-		-	-				-	-	-	-		-
Construction		244,145		68,500	58,446		195,000		-	-	-	-		497,591
Other		-		-	-		-		-	-	-	-		-
Total	\$	244,145	\$	68,500	\$ 58,446	\$	195,000	\$	-	\$ -	\$ -	\$ -	\$	497,591
					Pro	ojec	t Funding S	Sou	irces					
	E	Prior Years' xpended	1	FY2024 Revised Budget	Y2024 stimate	,	FY2025 Adopted Budget		FY2026 Forecast	2027 ecast	/2028 recast	Y2029 orecast		Total Project orecast
TIF	\$	58,766	\$	(10,054)	\$ -	\$		\$	•	\$ -	\$ -	\$ -	\$	58,766
Hospitality Tax		118,904		68,500	58,446		195,000		-	-	-	-		372,350
CIP Fund Balance		8,080		-	-		-		-	-	-	-		8,080
		-		-	-		-		-	-	-	-		-
Total	\$	185,750	\$	58,446	\$ 58,446	\$	195,000	\$	-	\$ -	\$ -	\$ -	\$	439,196

Strategic Focus Area & Guiding Principle Community Quality of Life

Guiding Principle #1: Enhance public safety around our school systems.

Guiding Principle #2: Enhance public safety around our parks.

Guiding Principle #4: Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.

Infrastructure

Guiding Principle #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens

As needed camera replacements in FY24.

**Project Status** 

FY 2019-2020 Strategic Plan.

Completion of this project will increase citizen safety and surveillance capabilities and reduce crime.

	General Fund Op	eratior	ıs & Mai	ntena	ınce (O&N	II) Co	sts						
	Description	FY.	2025	F	Y2026	F`	Y2027	F١	Y2028	FY	2029	T	Total
	Description	For	ecast	Fo	orecast	Fo	recast	Fo	recast	For	ecast	Fo	recast
Operations		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Maintenance			-		-		-		-		-		-
Total		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Method for Estimating	Costs: Estimates were based on actual costs	of the	previous	came	era phases	S.							

	C	Capital Improvements Program	m Project Data Sheet		
Project Name	Network Infrastructure Impro	ovements		Project #	10002
Program Type	IT Infrastructure	Project Manager	Tracye Stormer	Start to End	FY2021 - FY2027

#### Project Scope

- This is a multifaceted project: 1. Replace the existing core switches and Town Hall and the Law Enforcement Center. These two pieces of network equipment route traffic to al users in these
- 2. Replace two of the four VMWare hosts. These hosts run our virtual server environment.
- 3. Re-cable the Watershed and Substation buildings. The cabling inside these building is outdated and results in network traffic issues for end users.
- 4. Replace 50% of wireless access points in all town buildings. They will need to be replaced every five years.
- 5. Town-wide desk phone upgrade; the current system is 10 years old. We will transition to a cloud based system that allows staff mobility with their work
- 6. Migrate the business license module of the financial software to align with the current system for efficiency.



Project Photo or Map

					F	Project Bud	get					
	E	Prior Years' xpended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Adopted Budget		FY2026 Forecast	FY2027 orecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$	-	\$ -	\$ -	\$	-	\$	-	\$ -	\$	\$ -	\$ -
Design		-	-	-		-		-	-	-	-	-
Construction		379,671	124,971	139,971		226,000		50,000	35,000	-	-	830,642
Other		-	15,000	-		15,000		-	-	i	•	15,000
Total	\$	379,671	\$ 139,971	\$ 139,971	\$	241,000	\$	50,000	\$ 35,000	\$ -	\$ -	\$ 845,642
				Pro	jec	ct Funding S	Sou	rces				
	E	Prior Years' xpended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Adopted Budget		FY2026 Forecast	FY2027 orecast	FY2028 Forecast	FY2029 Forecast	Total Project orecast
GF Fund Balance	\$	196,539	\$ 195,000	\$ 129,539	\$	241,000	\$	125,000	\$ 50,000	\$ 35,000	\$ -	\$ 777,078
CIP Fund Balance		-	53,461	53,461		-		-	-	-	-	53,461
	\$	196,539	\$ 248,461	\$ 183,000	\$	241,000	\$	125,000	\$ 50,000	\$ 35,000	\$ -	\$ 830,539

#### Strategic Focus Area & Guiding Principle

#### **Project Status**

#### Infrastructure

Identify programs, technologies or resources to compliment current operational practices that ensure the sustainability of existing infrastructure and facilities.

Our network infrastructure plans for FY 2024 will include the following

- Upgrade the Town wide desk phone system; this system is currently 10 years old and we are in need of a cloud based system to allow staff mobility with their jobs and work environment.
- Migrate the business license module of the financial software system to align to the current system for more efficiency.
- Re-cable Watershed and Substation buildings as the cabling in these buildings is outdated and results in network traffic issues for end users.
- Replace 50% of wireless access point in Town buildings.

	Project Origination						Project	Perfor	mance N	<i>l</i> leasur	es		
Strategic Plan FY 202	1-2022			Infr	astructure	e enha	ncement	to the	network.				
	General Fund Op	eration	ns & Mai	ntena	nce (O&I	M) Cos	ts						
	Description	FY	2025	F١	/2026	FY	2027	FY	2028	FY:	2029	T	otal
	Description	For	recast	Fo	recast	For	ecast	For	recast	For	ecast	For	ecast
Operations		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Maintenance			-		-		-		-		-		-
Total		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Method for Estimating	Costs: Costs were based on cost data of sim	ilar pro	jects in th	ne indi	ustry.								

#### 

Project Scope

Acquisition of land for municipal purposes as directed by Town Council. As part of the 2019 Strategic Plan Action Agenda, the Town will develop a formal Land Acquisition Policy for future investments.



				Project Bud	lget				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Total	\$ 5,614,866	\$ 4,702,875	\$ 1,204,700	\$ 2,966,806	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 11,786,372
			Pr	oject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Hospitality Tax	\$ 1,090,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,090,310
Interest Income	391	-	-	-	-	-	-	-	391
Donation	156,800	-	-	-	-	-	-	-	156,800
Sale of Assets	588,653	-	-	-	-	-	-	-	588,653
RDA Funds	200,000	-	-	-	-	-	-	-	200,000
TIF Debt Service	407,834	-	-	-	-	-	-	-	407,834
Rental Income	83,123	-	-	-	-	-	-	-	83,123
MIDF	406,594	1,200,000	-	-	-	-	-	-	406,594
GO Bond Proceeds	10,765	-	-	-	-	-	-	-	10,765
GF Fund Balance	943,081	500,000	-	500,000	500,000	500,000	500,000	500,000	3,443,081
CIP Fund Balance	517,660	3,002,875	1,204,700	2,466,806	-	-	-	-	4,189,166
TBD	-	-	-	-	-	-	-	-	-
Total	\$ 4,405,211	\$ 4,702,875	\$ 1,204,700	\$ 2,966,806	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 10,576,717

#### Infrastructure

Guiding Principle #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

Strategic Focus Area & Guiding Principle

Economic Growth

Guiding Principle #3: Focus on strategic economic development pursuits that will increase local jobs, generate additional revenue and create demand for supporting businesses

FY2017- 2019 Property Acquisitions included 68 Boundary Street, Wright

Family Park, 184 Bluffton Road,1095 May River Road, New Riverside Barn Site, and the Sarah Riley Hooks property. Future Acquisitions are currently undetermined and funding sources are To Be Determined (TBD) depending on location and future use.

**Project Status** 

FY23-FY24 Due diligence performed on potential parcels.

### Project Origination Project Performance Measures

FY 2019-2020 Strategic Plan

A parcel is purchased which aligns with the Guiding Principles and adds significantly to the cultural and operational environment base of the Town.

#### General Fund Operations & Maintenance (O&M) Costs FY2028 FY2029 Total Description Forecast Forecast Forecast Forecast Forecast Forecast 0 Operations \$ \$ Maintenance \$

Method for Estimating Costs: Per Fund Balance Policy minimum \$500,000 budget per year plus unspent carry forward.

#### Capital Improvements Program Project Data Sheet Project Name Park Improvements Project # P0001 Program Type Parks Project Manager Pat Rooney Start to End FY2020 - FY2025

**Project Scope** 

This project consists of the design and construction of capital improvements to Town Parks outside of general maintenance and repairs. Many of the Town Parks have been developed over several years according to Conceptual Master Plans. The components of these areas have also been phased over several years with

Parks scheduled for capital improvements include DuBois, Pritchard Pocket Park, Oscar Frazier, Wright Family, and Martin Family Park.

construction of play structures, swings, synthetic turf, fencing, lighting, signage and



Project Photo or Map

									a the contract of the	The second second		ATTENDED	100	200	
						Pr	oject Bud	get							
		,	Prior Years' pended	FY2024 Revised Budget	FY2024 Estimate	Р	Y2025 roposed Budget		FY2026 Forecast	2027 ecast	Y2028 orecast		Y2029 precast		Total Project orecast
Planning		\$	-	\$ -	\$ 47,835	\$	15,000	\$	-	\$ -	\$	\$	-	\$	62,835
Design			-	25,000	15,000		-		-	-	-		-		15,000
Construction			91,344	475,138	374,593		183,500		-	-	-		-		649,437
Other			-	-	-		-		-	-	-		-		-
	Total	\$	91,344	\$ 500,138	\$ 437,428	\$	198,500	\$	-	\$ -	\$ -	\$	-	\$	727,272
					Pro	oject	Funding S	Sou	rces						
		,	Prior Years'	FY2024 Revised	FY2024 Estimate	Р	roposed		FY2026 Forecast	2027 ecast	Y2028 orecast		Y2029 precast		Total Project

		E:	Prior Years' xpended		FY2024 Revised Budget		FY2024 Estimate	Р	Proposed		FY2026 Forecast		FY2027 Forecast		Y2028 orecast	′2029 recast	ı	Total Project Forecast
Hospitality Tax		\$	230,694	\$	295,109	\$	99,588	\$	97,399	\$	-	\$	-	\$	-	\$ -	\$	427,681
General Fund			-		59,591		25,409		101,101		-		-		-	-		126,510
			-				-		-		-		-		-	-		-
			-		-		-		-		-		-		-	-		-
7	Total	\$	230,694	\$	354,700	\$	124,997	\$	198,500	\$	-	\$	-	\$	-	\$ -	\$	554,191
	Stra	tegi	Strategic Focus Area & Guiding Principle Project Status															

#### Strategic Focus Area & Guiding Principle

Community Quality of Life

landscaping.

Guiding Principle #4: Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.

Planned improvements for FY24 included shade sails at Buckwalter Place Park, additional play equipment at DuBois Park, and landscape upgrades at selected Town Parks. FY 25 improvements include an additional shade sail, bulkhead repair at Wright Family Park, various landscape upgrades, and design of hardscape and structure improvements.

#### **Project Origination**

#### **Project Performance Measures**

1) 2014 Comprehensive Plan, and 2) citizen feedback/input.

These improvements are designed to make these areas more hospitable to encourage discovery and use by citizens and visitors.

	General Fund Operations & Maintenance (O&M) Costs													
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total							
	Boompton	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast							
Operations		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
Maintenance				-	-		-							
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							

Method for Estimating Costs: O&M costs included in existing Public Services budget.

### Capital Improvements Program Fund Project Data Sheet Project Name Oyster Factory Park Project # Project # Project # Project # Project # Project Manager Project # Pr

**Project Scope** 

bandstand, treehouse, bottlecap mural, bulkhead, boardwalk, pathways,

landscaping, signage and site furnishings.

This project is a continuation of the Oyster Factory Park improvements per the 2016 Conceptual Master Plan. Recently completed improvements include a courtesy dock, boat ramp and parking expansion, sidewalks, parking, lighting, landscaping and renovations to the Historic Garvin - Garvey House and Oyster Factory. Future improvements include, decks and terracing at the existing cook out area,



				1		A PROPERTY.	5 7	SECRETARY IN	-	100						
						P	roject Bud	get								
	E	Prior Years' xpended	FY2024 Revised Budget		FY2024 Estimate		FY2025 Proposed Budget		FY2026 Forecast	FY2027 Forecast		Y2028 orecast		Y2029 orecast		Total Project Forecast
Planning	\$	3,179	\$ 12,750	\$	7,750	\$	6,250	\$	-	\$ •	\$	-	\$	-	\$	17,179
Design		111,761	82,500		57,500		110,000		7,500			-		-		286,761
Construction	\$	739,351	1,351,132	,	1,256,818		314,648		1,409,122	800,000		-		-		4,519,939
Other		10,067	860		860		2,150		-	-				13,077		
Total	\$	864,358	\$ 1,447,242	\$ ^	1,322,928	\$	433,048	\$	1,416,622	\$ 800,000	\$	-	\$	-	\$	4,836,956
					Pro	ojec	t Funding	Soi	urces							
	E	Prior Years' xpended	FY2024 Revised Budget		-Y2024 Estimate		FY2025 Proposed Budget		FY2026 Forecast	FY2027 Forecast		Y2028 orecast		Y2029 orecast		Total Project Forecast
Grant	\$	50,000	\$ -	\$	-	\$	-	\$	-	\$ 1	\$	-	\$	-	\$	50,000
Hospitality Tax		465,917	684,614		684,614		86,061		300,000	100,000		-		-		1,636,592
CIP Fund Balance		65,090	-		-		346,987			-		-		-		412,077
Local ATAX		283,352	762,628		638,311		-		116,622	100,000		-		-		1,138,285
TIF Bond		-	-		-		-		1,000,000	600,000		-		-		1,600,000
Total	\$	864,358	\$ 1,447,242	\$ ^	1,322,925	\$	433,048	\$	1,416,622	\$ 800,000	\$	-	\$	-	\$	4,836,953

#### Infrastructure

Guiding Principle #3: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

Strategic Focus Area & Guiding Principle

May River & Surrounding Rivers and Watersheds

 ${\it Guiding \ Principle \ \#3:}\ Celebrate the May River, its heritage and importance to the community.$ 

A Master Plan update was completed in FY22 and approved by Town Council and the Beaufort County Rural and Critical Land Trust. Design and permitting of the expanded parking lot was completed FY23. Construction was completed in FY23 as well. Design of the cook out area improvements will begin in FY24, with construction planned to start in late FY24. Future master-planned improvements to be phased in future years based on funding availability.

**Project Status** 

### Project Origination

#### **Project Performance Measures**

1) FY19-20 Strategic Plan, 2) 2016 Conceptual Master Plan prepared by Witmer Jones Keefer, 3) 2014 Comprehensive Plan, 4) Updated 2020 Master Plan

Completion of the future improvements will allow for much improved access to the May River, enhance the Oyster Factory Park as a public gathering space and complete the total revitalization of the park. Project performance will be measured by overall public use of the park.

	Description	FY2025		FY2026	FY	2027	FY2028		FY2029	Total
	Description	Forecast		Forecast	For	recast	Forecast	ı	Forecast	Forecast
Operations	TBD	\$ 10,000	) \$	12,000	\$	14,000	\$ 16,000	\$	18,000	\$ 70,000
Maintenance	TBD	20,000	) \$	22,000	\$	24,000	\$ 26,000	\$	28,000	\$ 120,000
Total	Total				\$	38,000	\$ 42,000	\$	46,000	\$ 190,000
				·			'		'	

Method for Estimating Costs: O&M costs to be determined upon construction completion.

### Capital Improvements Program Project Data Sheet Project Name Oscar Frazier Park Project # P0003 Program Type Parks Project Manager Pat Rooney Start to End FY2020 - FY2024

Project Scope

Project Photo or Map

This project includes the design and construction of public recreation and open space amenities in the Field of Dreams area at Oscar Frazier Park. These amenities are being implemented in phases according to a Conceptual Master Plan prepared by Witmer, Jones Keefer, Ltd. Previously completed improvements include new play equipment, synthetic turf, pavilion/restroom, dog park, lighting, landscaping and perimeter walkways. Future improvements may include an outdoor gathering space and additional walkways adjacent to the Community Center, splash pad, lighting, site furnishings, and landscaping.



									- 5-			7	-111	Mark St. Th.	THE REAL PROPERTY.	
							Р	roject Bud	get							
	E	Prior Years' xpended		FY2024 Revised Budget		Y2024 stimate	,	FY2025 Adopted Budget		FY2026 Forecast		Y2027 precast	FY2028 Forecast		FY2029 Forecast	Total Project Forecast
Planning	\$	4,299	\$		\$	-	\$		\$	-	\$ -		\$ -		\$ -	\$ 4,299
Design		17,674		110,000		70,000				-		-		-	-	87,674
Construction		692,643		1,005,419	1	,045,419		112,000		-		-		-	-	1,850,062
Other		-		-		-				-		-		-	-	-
Total	\$	714,616	\$	1,115,419	\$ 1	,115,419	\$	112,000	\$	-	\$	-	\$	-	\$ -	\$ 1,942,035
	Project Funding									irces						
	E	Prior Years' xpended		FY2024 Revised Budget		Y2024 stimate	,	FY2025 Adopted Budget		FY2026 Forecast		Y2027 precast		Y2028 precast	FY2029 Forecast	Total Project Forecast
TIF	\$	134,753	\$	110,000	\$	70,000	\$	71,860	\$	-	\$	-	\$		\$ -	\$ 276,613
Grant		138,047		-		-				-		-		-	-	138,047
Hospitality Tax		131,321		1,005,419	1	,045,419		40,140		-		-		-	-	1,216,880
Donation		310,496		-		-		-		-		-		-	-	310,496
Total	\$	714,616	\$	1,115,419	\$ 1	,115,419	\$	112,000	\$	-	\$	-	\$	-	\$ -	\$ 1,942,035

#### Community Quality of Life

Guiding Principle #4: Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.

Strategic Focus Area & Guiding Principle

Splash pad, hardscape and landscape improvements are to be completed in FY24. Additional improvements to the Rotary Center and playground are planned for FY25.

**Project Status** 

#### Project Origination

#### **Project Performance Measures**

1) FY 2019-20 Strategic Plan, 2) 2014 Comprehensive Plan, and 3) Master Plan.

These improvements are designed increase recreational opportunities at the park and to increase use and visitation by citizens and visitors.

General Fund Operations & Maintenance (O&M) Costs													
	Description	F	Y2025		FY2026	F	FY2027	F	Y2028		FY2029		Total
	Description	F	Forecast		Forecast		orecast	Forecast		Forecast			Forecast
Operations		\$	3,000	\$	3,000	\$	5,000	\$	5,000	\$	5,000	\$	21,000
Maintenance			15,000		15,000		15,000		15,000		15,000		75,000
Total	otal				18,000	\$	20,000	\$	20,000	\$	20,000	\$	96,000

Method of Estimating Costs: Construction costs were determined based on a detailed estimate of probable construction for the Conceptual Master Plan. O&M costs included in existing Public Services budget.

#### Capital Improvements Program Fund Project Data Sheet Project Name New Riverside Park / Barn Site Project # P0004 Parks Project Manager B. Osborne / P. Rooney Start to End FY2020 - FY2026 Program Type

Project Scope

This project consists of master planning, design and construction of a public park and gathering place at the 37-acre New Riverside barn site. The site is located at the southwestern quadrant of the New Riverside traffic circle at the intersection of SC Highway 170 and 46. Future improvements may include the renovation of the existing barn for a gathering and event space, parking, perimeter trails, open fields to allow for larger community events, site furnishings, destination playground, picnic shelter, lighting, landscaping and safety cameras. The project will likely be implemented in phases depending on funding availability. Project stakeholders include the citizens of the Town of Bluffton, especially the expanding population at the New Riverside, Palmetto Bluff, Jones Estate and Buckwalter PUD's.



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	Project Budget  Prior FY2024 FY2025 FY2025 FY2027 FY2027 FY2020 T														
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast						
Planning	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000						
Design	671,269	157,000	77,570	35,995	50,000	-	-	-	834,834						
Construction	2,974,342	1,881,263	5,898,446	7,299,259	2,290,000	-	-	-	18,462,047						
Other	41	3,937,753	-	-	-	-	-	-	41						
Total	\$ 3,670,652	\$ 5,976,016	\$ 5,976,016	\$ 7,335,254	\$ 2,340,000	\$ -	\$ -	\$ -	\$ 19,321,922						
			P	Sources											
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast						
TIF	\$ 46,735	\$ 621,544	\$ 621,544	\$ 2,823,349	\$ -	\$ -	\$ -	\$ -	\$ 3,491,628						
TIF Bond	•	4,716,551	4,716,551	4,511,905	2,340,000	-	-	-	11,568,456						
Hospitality Tax	127,194	=	-	-	-	-	-	-	127,194						
Grant	148,221	637,921	637,921	-	-	-	-	-	786,142						
	-	-	-	-	-	-	-	-	-						
Total	\$ 322,150	\$ 5,976,016	\$ 5,976,016	\$ 7,335,254	\$ 2,340,000	\$ -	\$ -	\$ -	\$ 15,973,420						
Stra	ategic Focus A	rea & Guiding	Principle				Project Statu	s							

#### Infrastructure

Community Quality of Life

Guiding Principle #5: Foster place-based initiatives and Town codes that support a clean, well-maintained, sustainable community while protecting our natural resources including the May River.

Guiding Principle #4: Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.

Project Status

Surveying, Conceptual Master Planning and Schematic Design is complete. Final design for the Phase 1 site development was completed in FY23. Construction started in FY23. Final Design of the Barn expansion was completed in FY23 with construction to be complete in the spring of 2026. A \$500,000 grant was awarded to the Town from LWCF in FY22.

#### **Project Origination**

### **Project Performance Measures**

1) 2014 Comprehensive Plan, Public Recreation Facility needs, and 2) FY 2019-2020 Strategic Plan.

Adoption of a Park Master Plan and budget. Implementation of park construction and visitor use of competed project.

	General Fund	Operations & Ma	intenance (O&	M) Costs			
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total
	Description	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Operations	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	-
			1.		1 .		1 .

Method for Estimating Costs: O&M costs to be determined upon construction completion.

## Capital Improvements Program Project Data Sheet Project Name New River Linear Trail Project # P0005 Program Type Parks Project Manager Constance Clarkson Start to End FY2020 - FY2027

**Project Scope** 

The project scope proposes the planning, design and construction of a paved multipurpose pathway identified as the New River Linear Trail. The trail originates at the banks of the New River, extends northward along abandoned railway and powerlines to the Sun City Community boundary and is planned to proceed eastward along the proposed Bluffton Parkway extension to connect to Highway 170. Phase 1 consists of the New River Trail head area to include lighting, restroom and well and the section of the trail from the Okatie Highway south to the east bank of the New River. Phase 2 includes the section of trail from the Okatie Highway north to the south boundary of Sun City Hilton Head.



					Proje	ct Budo	get									
	E	Prior Years' xpended	FY2024 Revised Budget	Y2024 Actuals	Ado	2025 pted dget	FY202 Foreca			Y2027 orecast		2028 ecast		2029 ecast		Total Project Forecast
Planning	\$	64,293	\$ -	\$ 19,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	83,293
Design	\$	14,870	40,000	37,555	1	15,000	15	,000		-		-		-		182,425
Construction	\$	38,942	2,048,750	447,373	2,3	45,430	2,223	,636		-		-		-		5,055,381
Other	\$	6,645	15,000	8,000		-		-			-		-		14,645	
Total	\$	124,750	\$ 2,103,750	\$ 511,928	\$ 2,4	60,430	\$ 2,238	,636	\$	-	\$	-	\$	-	\$	5,335,744
				Pro	ject Fu	ınding S	Sources									
	E	Prior Years' xpended	FY2024 Revised Budget	Y2024 Actuals	Ado	2025 pted dget	FY202 Foreca			Y2027 orecast		'2028 'ecast		2029 ecast	F	Total Project Forecast
CIP Fund Balance	\$	38,942	\$ 10,061	\$ 10,061	\$	-	\$	-	\$	-	\$	-	\$	-	\$	49,003
TIF		65,565	12,051	12,051	4:	32,235	1,500	,000		-		-		-		2,009,851
Grant Pending		20,243	2,081,638	489,816	2,0	28,195		-		-		-		-		2,538,254
Hospitality Tax							338	,636								
Local ATAX		-	-	-		-	400	,000		-		-		-		400,000
Total	\$	124,750	\$ 2,103,750	\$ 511,928	\$ 2,4	60,430	\$ 2,238	,636	\$	-	\$	-	\$	-	\$	4,997,108

#### Infrastructure

Guiding Principal #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

Strategic Focus Area & Guiding Principle

Community Quality of Life

Guiding Principle #5: Foster and support place-based initiatives and evaluate community policies, programs, gathering spaces, and events that promote healthy and quality lifestyles for our diverse citizenry.

Phase 1 Conceptual Master Planning and Preliminary Site Planning was completed in FY22 with construction starting in FY24. Phase 2 planning and design began in FY24. Phase 2 construction is planned to start in FY25 with completion in FY26 based on funding from grants and other Town or County budget sources.

**Project Status** 

#### Project Origination

Project Performance Measures

1) 2014 Comprehensive Plan, and 2) citizen feedback/input.

Project performance will be measured by increased public use of the trail.

General Fund Operations & Maintenance (O&M) Costs													
	Description	-	Y2025		Y2026		FY2027		FY2028		FY2029		Total
	111	F	orecast	Forecast		F	orecast		Forecast	F	Forecast	F	orecast
Operations	Lighting	\$	500	\$	500	\$	500	\$	500	\$	500	\$	2,500
Operations	Pump Out	\$	-	\$	5,000	\$	5,000	\$	5,000	\$	5,000	\$	20,000
Maintenance	Cleaning		2,700		10,800		10,800		10,800		10,800		45,900
Total	otal			\$	15,800	\$	15,800	\$	15,800	\$	15,800	\$	65,900

**Method for Estimating Costs:** Project costs were determined from engineer cost estimates. O&M costs are based on recommendations from the Public Service department and will be updated with the completion of each element.

#### 

# **Project Scope**

The New Riverside Village Park is a proposed open space and public park within the New Riverside Village mixed-use development. The approximately 5.5 acre site is located around the perimeter of two ponds and the cost of the park development will be shared between the developer and the Town. The Town of Bluffton obligation includes the design and construction of site lighting, site furnishing, wayfinding signage and partial entry/roadway cost share expenses.

## Project Photo or Map



							Pro	ject Bud	get					
		Ye	ior ars' nded	Ame	2024 ended dget	FY2024 Estimate	Pro	Y2025 oposed udget		Y2026 orecast	/2027 recast	FY2028 Forecast	/2029 recast	Total Project orecast
Planning		\$	-	\$	-	\$ -	\$	-	\$	-	\$ -	\$ -	\$ -	\$ -
Design			-	7	70,000	-		-		-	-	-	-	-
Construction			-	21	18,000	288,000		-		-	-	-	-	288,000
Other			-		-	-		-		-	-	-	-	-
-	Total	\$	-	\$ 28	38,000	\$ 288,000	\$		\$	-	\$ -	\$	\$ -	\$ 288,000

	*	¥ ===,===	¥ ===,===	· ·	*	*	*	*	<b>+</b> ===,===
			Pro	ject Funding	Sources				
	Prior Years' Expended	FY2024 Amended Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
HTAX	\$ -	\$ 144,000	\$ 144,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144,000
LATAX	-	144,000	144,000	-	-	-	-	-	144,000
	-	-	-	-	-	-	-	-	-
Total	\$ -	\$ 288,000	\$ 288,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 288,000

# Strategic Focus Area & Guiding Principle

Infrastructure

Community Quality of Life

Guiding Principle #4: Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.

Guiding Principle #5: Foster place-based initiatives and Town codes that support a clean, well-maintained, sustainable community while protecting our natural resources including the May River.

# Project Status

Design and construction will be completed in FY24.

# **Project Origination**

Project Performance Measures

1) 2014 Comprehensive Plan, Public Recreation Facility needs, 2) FY 2020-2021 Strategic Plan and Land Swap Agreement between MFH Land, LLC and the Town of Bluffton.

Public usage upon completion of the park.

# General Fund Operations & Maintenance (O&M) Costs

	Description	FY2025 Forecast	Y2026 orecast	Y2027 orecast	FY2028 Forecast	Y2029 orecast	Total orecast
Operations			\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 12,000
Maintenance			20,000	20,000	20,000	20,000	80,000
Total		\$ -	\$ 23,000	\$ 23,000	\$ 23,000	\$ 23,000	\$ 92,000

**Method for Estimating Costs:** Estimates for design and construction cost are based on historical cost data obtained from similar park projects within the Town. O&M costs will be determined near project completion.

# Capital Improvements Program Fund Project Data Sheet Project Name Buckwalter Place Park Improvements Project # P0008 Program Type Parks Project Manager Constance Clarkson Start to End FY2024-FY2027

### **Project Scope**

This project consists of master planning, design and construction improvements of the public park and gathering place at the Buckwalter Place Park. The goal is to provide shade, maintain open visibility, and add additional pedestrian connections. The site is located in the Buckwalter Place Commercial Center near the Veterans Memorial and Law Enforcement Center. Future improvements may include additional lighting, raised crosswalk between the two park areas, sidewalk connectivity, shade sails, seating nodes with art sculptures, amphitheater upgrades, exercise circuit, entry upgrades, trellis swings and safety cameras. The project will be implemented in phases



											100	200		9 4	1		2000
									Project B	udg	et						
		Prid Yea Exper	ırs'	Ame	2024 ended dget	FY20 Estim		Р	FY2025 Proposed Budget		Y2026 orecast		Y2027 orecast	FY2028 Forecast	2029 ecast	Proj	Total ect Forecast
Planning		\$	-	\$	-	\$	-	<b>\$</b>	•	\$	-	\$	-	\$ -	\$ -	\$	-
Design			-		-		-		30,000		-		-	-	-		30,000
Construction			-		-		-		744,190		694,122		656,737	-	-		2,095,049
Other			-		-		-		-		-		-	-	-		-
	Total	\$	-	\$	-	\$	-	\$	774,190	\$	694,122	\$	656,737	\$ -	\$ -	\$	2,125,049
							Р	roje	ct Fundin	g S	ources						
		Prio Yea Exper	ırs'	Ame	2024 ended dget	FY20 Estim		Р	FY2025 Proposed Budget		Y2026 orecast		Y2027 orecast	FY2028 Forecast	2029 ecast	Proj	Total ect Forecast
Local ATAX		\$	-	\$	-	\$	-	\$	574,190	\$	-	\$	-	\$ -	\$ -	\$	574,190
MIDF			-		-		-		200,000		-		-	-	-		200,000
			-		-		-				-		-	-	-		-
	•		-		-		-		-		-		-	-	-		-
	Total	\$	-	\$	-	\$	-	\$	774,190	\$	-	\$	-	\$ -	\$ -	\$	774,190

# Strategic Focus Area & Guiding Principle

# Community Quality of Life

depending on funding availability.

Guiding Principle #4: Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.

# Project Status

Conceptual landscape design and playground shade sails will be complete in FY24. Hardscape design will be complete in FY25 along some landscape and hardscape construction improvements. Remaining construction improvements will be completed throughout FY26 and 27.

# **Project Origination**

# Project Performance Measures

1) 2014 Comprehensive Plan, Public Recreation Facility needs, and 2) FY 2023-2024 Strategic Plan.

These improvements are designed to make this park more hospitable to encourage the discovery and use by citizens and visitors.

	General Fund O	peratio	ons & N	/lainter	ance (	O&M) (	Costs					
	Description	FY2	2025	FY2	2026	FY2	027	FY2	2028	FY2	2029	Total
	Description	Fore	ecast	Fore	ecast	Fore	cast	Fore	ecast	Fore	ecast	Forecast
Operations		\$	-	\$	-	\$	-	\$	-	\$	-	\$ -
Maintenance			-		-		-				-	-
Total		\$	-	\$	-	\$	-	\$	-	\$	-	\$ -

Method for Estimating Costs: Based off past projects of historical park bids in the region.

#### 

# **Project Scope**

The Town public art program incorporates the work and ideas of artists and designers into public settings while creating connections among artists, project partners, and the community. The public art program is administered through the Executive Department and in coordination with Public Services. It is directed by Town Council and through their appointed Public Art Committee (PAC), with guidance from the Town of Bluffton's Strategic Plan. A primary aim of the PAC and the public art program is to raise public awareness of the impact of public art and its cultural and economic contributions.



								- Har	
				Project Bud	get				
	Prior Years' Expended	FY2024 Amended Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	-	-	-	-	-	-	-	-	-
Construction	-	-	-	200,000	100,000	100,000	100,000	100,000	600,000
Other	-	-	=	-	=	-	=	-	-
Total	\$ -	\$ -	\$ -	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
			Pro	ject Funding S	Sources				
	Prior Years' Expended	FY2024 Amended Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
General Fund Transfer	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
CIP Fund Balance	-	-	-	100,000	-	-	-	-	100,000
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Total	\$ -	\$ -	\$ -	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000

# Strategic Focus Area & Guiding Principle

# Community Quality of Life

Method for Estimating Costs:

Guiding Principal #2: Support and create partnerships with public/private educational institutions and local school leadership. Provide multi-generational development programs to ensure quality education and recreational opportunities.

Infrastructure

Guiding Principal #4: Create, pursue and maintain collaborative partnerships to maximize and leverage outside agency's infrastructure to benefit our residents.

# **Project Status**

A Public Art Committee has been formed and is meeting monthly. The committee will determine where installations of art are to be placed.

# Project Origination Project Performance Measures Placement of art on Town owned properties and facility Placement of art on Town owned properties and facility

October 11, 2022 Resolution adopting the Town of Bluffton Public Art Policy Placement of art on Town owned properties and facilities.

	General Fund Ope	rations & Mai	ntenance (O8	kM) Costs			
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total
	2 de dispute in	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Operations							\$ -
Maintenance							-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

#### 

This project consists of improvements to walkways, crosswalks, traffic-calming measures, lighting and signage for Town-wide pathways. Individual improvement projects are based on the Town of Bluffton Sidewalk Accessibility Analysis and Traffic Calming Policy adopted in 2021. Phase 1 included multiple locations along Goethe Road. Phase 2 includes locations throughout Bluffton's Historic District, to include Lawrence, Lawton, Thomas Heyward, Dubois Lane, and Pin Oak. Phase 3 will include an analysis of pedestrian safety for areas outside of the Historic District to include Buck Island, Simmonsville Road and Buckwalter Park.



								163	25	0	0.00	s cold Ni	5.5		
					P	roject Bud	get								
	E	Prior Years' xpended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Adopted Budget		FY2026 Forecast		Y2027 orecast		Y2028 precast		′2029 recast	Total Project orecast
Planning	\$	17,606	\$ 85,000	\$ 151,000	\$	•	\$	-	\$	-	\$		\$	-	\$ 168,606
Design		109,439	455,084	127,725		104,325		-		-		-		-	341,489
Construction	\$	541,343	25,000	-		320,463		-		-		-		-	861,805
Other		13,615	95,287	23,678		75,080		-		-		-		-	112,373
Total	\$	682,003	\$ 660,371	\$ 302,403	\$	499,868	\$	-	\$	-	\$	-	\$	-	\$ 1,484,273
				Pro	ojec	t Funding S	Soi	urces							
	E	Prior Years' xpended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Adopted Budget		FY2026 Forecast		Y2027 orecast		Y2028 orecast		′2029 recast	Total Project orecast
TIF	\$	143,482	\$ 171,554	\$ 171,554	\$	57,217	\$	-	\$	-	\$	-	\$	-	\$ 372,253
Local ATAX		118,115	463,307	130,849		139,918		-		-		-		-	388,882
Hospitality Tax		420,406	25,510	-		189,915		-		-		-		-	610,321
CIP Fund Balance		-	-	-		112,818		-		-		-		-	112,818
Total	\$	682,003	\$ 660,371	\$ 302,403	\$	499,868	\$	-	\$	-	\$	-	\$	-	\$ 1,484,274

# Strategic Focus Area & Guiding Principle

Community Quality of Life

Guiding Principle #3: Enhance public safety business process improvements and innovative programs that ensure a safe community.

# Project Status Phase 1 construction was completed in FY23.

Phase 2 design began in FY23, the easement acquisitions are planned for FY24 and construction in FY25.

Phase 3 analysis is planned for FY24. The design and construction schedule for phase 3 will be determined from the analysis results.

# Project Origination Project Performance Measures

1) 2014 Comprehensive Plan, Transportation Chapter, 2) 2021 Sidewalk Accessibility Analysis, 3) 2021 Traffic Calming Policy, 4) citizen input, and 5) FY 2023-2024 Strategic Plan.

This Project was formerly known as Historic District Streetscape Enhancements.

Compliance with ADA standards, improvements to pedestrian safety, and increased the Town's walk score.

	General Fund Op	erations & Mai	ntenance (O&I	M) Costs			
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total
	Description	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Operations		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance		2,500	2,500	3,000	3,000	5,000	16,000
Total		\$ 2,500	\$ 2,500	\$ 3,000	\$ 3,000	\$ 5,000	\$ 16,000

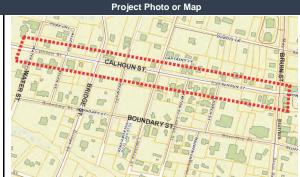
Method for Estimating Costs: Costs were based on anticipated scope, past costs, industry knowledge and best practices. O&M was based on recommendations from the Public Service department. Future Phase 3 design and construction costs are not included.

# Capital Improvements Program Project Data Sheet Project Name Calhoun Street Streetscape Project Manager Pat Rooney Start to End FY2014 - FY2026

## Project Scope

site furnishings, landscaping and utility relocations.

This project consists of planning, design and construction of streetscape improvements for Calhoun Street from May River Road to Water Street. Future improvements may include pervious paver parking, road resurfacing, sidewalk widening, more defined crosswalks, drainage/stormwater, street lighting, signage,



							Y		1	-/7	1-0-		107	7-1-	the	- P -
					P	roject Bud	get									
	E	Prior Years' xpended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Adopted Budget		FY2026 Forecast		FY2027 Forecast		Y2028 orecast		Y2029 orecast		Total Project Forecast
Planning	\$	123,939	\$ -	\$ -	\$	-	\$	-	\$	-	\$	-	\$	-	\$	123,939
Design		195,641	301,087	101,190		288,893		102,000		-		-		-		687,724
Construction		42,393	-	-		-		1,384,324		1,384,322		-		-		2,811,039
Other		1,893	376,430	10,000		98,925		168,375		-		-		-		279,193
Total	\$	363,866	\$ 677,517	\$ 111,190	\$	387,818	\$	1,654,699	\$	1,384,322	\$	-	\$	-	\$	3,901,895
				Pro	ojec	t Funding	Sou	ırces								
	E	Prior Years' xpended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Adopted Budget		FY2026 Forecast		FY2027 Forecast		Y2028 orecast		Y2029 orecast		Total Project Forecast
Hospitality Tax	\$	255,081	\$ 335,203	\$ 111,190	\$	196,914	\$	354,699	\$	214,322	\$	-	\$	-	\$	1,132,206
TIF		108,785	141,682	-		-		1,000,000		1,000,000		-		-		2,108,785
Local ATAX		-	190,904	-		190,904		300,000		170,000		-		-		660,904
CIP Fund Balance		-	9,728	-		=		-		-		-		-		-
Total	\$	363,866	\$ 677,517	\$ 111,190	\$	387,818	\$	1,654,699	\$	1,384,322	\$	-	\$	-	\$	3,901,895

# Economic Growth

Guiding Principle #6: Support place-based economic development strategies that invest in public amenities to enhance our quality of life and thereby drive economic growth.

Strategic Focus Area & Guiding Principle

# Infrastructure

Guiding Principle #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

Engineering design and permitting is planned to be substantially complete in FY25 subject to completion of the Dominion powerline design. Easement acquisition for streetscape and underground burial is to begin in FY25. Phased construction to begin in FY26 dependent on budget approval and completion of approximately 70 easements.

**Project Status** 

# **Project Origination**

# **Project Performance Measures**

Calhoun Street and Adjacent Area Study, adopted by Town Council in 2016, 2)
 Old Town Master Plan, 3) Transportation Chapter of the 2014 Comprehensive Plan, and 4) FY20-21 Strategic Plan.

The Comprehensive Plan promotes the provision for parking, open space, interconnectivity, pedestrian access, and other matters related to the study work area. Project goal is to increase the Town's walk score and encourage private investment in the Historic District.

# General Fund Operations & Maintenance (O&M) Costs

	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total
	Description	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Operations	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance	TBD	-	-	-	-	-	-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Method for Estimating Costs: Estimates are based on historical cost data obtained from similar streetscape projects within the Town. More detailed construction estimates will be provided at the completion of Engineering design. O&M costs to be determined upon construction completion.

#### 

Project Scope

Boundary Street is a heavily traveled road within the Historic District with an existing sidewalk located on the western side of the roadway. Other than at the Town parks, the existing sidewalk is located immediately adjacent to the travel lane without benefit of any physical separation from the roadway through a raised curb or tree lawn. This project includes the design and construction of walkways, crosswalks, utility relocations, drainage improvements and traffic calming measures inside and adjacent to the Boundary Street Right of Way.



								- A	Allenso	4	E.	The same of		
					F	Project Bud	get							
	E:	Prior Years' xpended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Proposed Budget		FY2026 Forecast	FY2027 Forecast		Y2028 precast		Y2029 orecast	Total Project Forecast
Planning	\$	4,950	\$ -	\$ -	\$	19,000	\$	-	\$	\$		\$	-	\$ 23,950
Design		97,771	43,821	55,000		149,800		-	-		-		-	302,571
Construction		-	832,960	-		1,688,875		1,688,875	-		-		-	3,377,750
Other		488	60,000	30,000		30,000		-			-		-	60,488
Total	\$	103,209	\$ 936,781	\$ 85,000	\$	1,887,675	\$	1,688,875	\$ -	\$	-	\$	-	\$ 3,764,759
				Pro	oje	ct Funding S	δοι	irces						
	E:	Prior Years' xpended	FY2024 Revised Budget	FY2024 Estimate		FY2025 Proposed Budget		FY2026 Forecast	FY2027 Forecast		Y2028 precast		Y2029 orecast	Total Project Forecast
TIF	\$	103,209	\$ 806,781	\$ 85,000	\$	1,757,675	\$	1,688,875	\$ -	\$	-	\$	-	\$ 3,634,759
Hospitality Tax		-	130,000	-		130,000		-	-		-		-	130,000
		-	-	-		-		-	-		-		-	-
		-	-	-		-		-	-		-		-	-
Total	\$	103,209	\$ 936,781	\$ 85,000	\$	1,887,675	\$	1,688,875	\$ -	\$	-	\$	-	\$ 3,764,759

# Strategic Focus Area & Guiding Principle

Infrastructure

Community Quality of Life

Guiding Principal #3: Enhance public safety improvements and innovative programs that ensure a safe community.

Guiding Principal #4: Support initiatives and evaluate community policies, programs, gathering places and events that promote healthy and quality lifestyles for our diverse citizenry.

Economic Growth

Guiding Principal #6: Support place-bases economic development strategies that invest in public amenities to enhance our quality of life and thereby drive economic growth.

Surveying was completed in FY23. Engineering design and easement acquisition is proposed to begin in FY24. Construction to begin in FY25.

**Project Status** 

# **Project Performance Measures**

Town of Bluffton Comprehensive Plan and Old Town Master Plan

Performance measures shall include monitoring pedestrian and bicycle use along new walkways. The project goal is to improve pedestrian safety and Town walk score.

	General Fund Op	eration	s & Maiı	nten	ance (O&N	I) Co	osts						
	Description		2025	F	Y2026	F	FY2027		FY2028	F	FY2029		Total
	Description	For	ecast	F	orecast	F	orecast	F	Forecast	F	orecast	F	Forecast
Operations		\$		\$	-	\$		\$	-	\$	-	\$	-
Maintenance			-		7,500		15,000		15,000		15,000		52,500
Total		\$	-	\$	7,500	\$	15,000	\$	15,000	\$	15,000	\$	52,500

Method for Estimating Costs: Design Costs based on similar project costs for past sidewalk projects. O&M costs to be determined upon construction completion.

# Capital Improvements Program Fund Project Data Sheet Project Name Town-Wide Wayfinding Signage System Project # R0008 Program Type Roads Project Manager Mark Maxwell Start to End FY2024 - FY2027

**Project Scope** 

Project includes the establishment of a town-wide way-finding signage system and implementation strategy to identify community assets and public facilities including; the Law Enforcement Center, Hospitals, Government Buildings, Public Parks and other Community Facilities. This project will also evaluate existing town entry monuments and potential opportunities for redesign and inclusion of signage for local service organizations.



**Project Photo or Map** 

				Project Bud	get				
	Prior Years' Expended	FY2024 Amended Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	-	40,000	30,000	65,000	-	-	-	-	95,000
Construction	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total	\$ -	\$ 40,000	\$ 30,000	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000
			Pro	ject Funding	Sources				
	Prior Years' Expended	FY2024 Amended Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
GF Transfer In	\$ -	\$ 40,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000
Hospitality Tax	-	-	-	30,000					30,000
Local ATAX	_	_	_	35,000					35,000

65,000 \$

\$

# Strategic Focus Area & Guiding Principle

40,000

30,000

Community Quality of Life

Total

Guiding Principal #3: Enhance public safety business process improvements and innovative programs that ensure a safe community.

Guiding Principal #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

Begin RFP solicitation for graphic design/signage consultant in FY24. Prepare initial way-finding signage system, obtain Town Council input and finalize design in FY24. Obtain permits and begin construction in FY25, subject to Town Council budget approval.

**Project Status** 

\$

# Project Origination Project Performance Measures

Transportation Chapter of the 2014 Comprehensive Plan, FY 21 - FY22 Strategic Plan.

Project goal is to provide a comprehensive way-finding system along major arterial roadways to help direct motorists, cyclists, and improve overall traffic safety within the Town.

	General Fund Ope	rations & Mai	ntenance (O&	M) Costs			
	Description	FY2025 Forecast	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Forecast
Operations							\$ -
Maintenance							-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Method for Estimating Costs: Costs were estimated from prior design projects.

95,000

#### 

Project Scope

Project includes easement acquisition, design, permitting and construction to accommodate the burial of overhead power lines within certain areas of the Historic District not currently covered in streetscape projects. These areas include the conversion of the main transmission lines on May River Road and underground conversions on Maiden, DuBois, Green, Lawrence, Waters and Boundary south of Bridge Street. Included in this project would be the right of entry and conversion of individual power services to individual homes and



				Project Bud	get				
	Prior Years' Expended	FY2024 Amended Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ -	\$ -	\$ 44,000	\$ -	\$ -	\$ -	\$ -	\$ 44,000
Design	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-
Other	-	-	-	30,000	=	-	-	-	30,000
Tota	I \$ -	\$ -	\$ -	\$ 74,000	\$ -	\$ -	\$ -	\$ -	\$ 74,000
			Pro	ject Funding :	Sources				
	Prior Years' Expended	FY2024 Amended Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Hospitality Tax	\$ -	\$ -	\$ -	\$ 44,000	\$ -	\$ -	\$ -	\$ -	\$ 44,000
Local ATAX	-	-	-	30,000	-	-	-	-	30,000
	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Tota	I \$ -	\$ -	\$ -	\$ 74,000	\$ -	\$ -	\$ -	\$ -	\$ 74,000

# Strategic Focus Area & Guiding Principle

# Infrastructure:

2001 Settlement Agreem

Guiding Principle #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

# Project Status

Surveying, title work and easement acquisition to begin in FY25. Complete easement acquisition and design in FY26 and begin construction in FY27.

Project Origination	Project Performance Measures
nent with SCE&G	Conversion of overhead power to underground in portions of the
	Historic District

	General Fund Ope	erations & Mai	ntenance (O&	kM) Costs									
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total						
	Description	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast						
Operations							\$ -						
Maintenance							-						
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Method for Estimating	Method for Estimating Costs:												

# Capital Improvements Program Project Data Sheet Project Name Ghost Roads Project Manager Mark Maxwell Start to End FY2020 - FY2025

Project Scope

The intent of this project is to establish clear title to existing unimproved street rights of-way, often referred to as "ghost roads" or "orphan roads" that exist within the Old Town Historic District. Establishing ownership of these roads will give the Town the ability to maintain them and to provide public services to contiguous lots. Acquisition of the ghost roads began in FY20.



							Pi	roject Bud	get					
		E	Prior Years' cpended	ı	FY2024 Revised Budget	FY2024 Estimate	Á	FY2025 Adopted Budget		FY2026 Forecast	FY2027 Forecast	Y2028 orecast	′2029 recast	Total Project orecast
Planning		\$	38	\$	-	\$ -	\$	•	\$	-	\$ -	\$ -	\$ -	\$ 38
Design			-		-	-		•		-	-	-	-	-
Construction			-		-	-		•		-	-	-	-	-
Other			73,657		388,177	20,746		377,412		-	-	-	-	471,815
	Total	\$	73,695	\$	388,177	\$ 20,746	\$	377,412	\$	-	\$ -	\$ -	\$ -	\$ 471,853
						Pro	ojeci	Funding S	Sou	rces				
			Prior		EV2024			EV2025						Total

				Pro	ojec	t Funding S	Sou	rces				
	Prior Years' cpended	-	FY2024 Revised Budget	FY2024 Estimate	1	FY2025 Adopted Budget		FY2026 Forecast	Y2027 orecast	FY2028 Forecast	Y2029 orecast	Total Project orecast
TIF	\$ 49,000	\$	366,199	\$ 11,200	\$	364,234	<b>\$</b> \$	-	\$ -	\$ -	\$ -	\$ 424,434
Hospitality Tax	24,695		21,978	9,546		13,178		-	-	-	-	47,419
	-		-	-		•		=	-	-	-	-
	-		-	-		-		-	-	-	-	-
Total	\$ 73,695	\$	388,177	\$ 20,746	\$	377,412	\$	-	\$ -	\$ -	\$ -	\$ 471,853

Strategic Focus Area & Guiding Principle

Project Status

Infrastructure

Guiding Principle #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

Economic Growth

Guiding Principle #3: Focus on strategic economic development pursuits that will increase local jobs, generate additional revenue and create demand for supporting businesses.

Rights-of-way to be acquired have been identified and prioritized. Public meetings are being held with some of the property owners to explain the history and reasoning behind the Town's effort to acquire the various unclaimed rights-of-way.

# **Project Origination**

# **Project Performance Measures**

FY19-20 Strategic Plan; and Bluffton's Old Town Master Plan.

A ghost road is purchased which aligns with the Guiding Principles and adds significantly to the cultural and operational environment base of the Town.

#### General Fund Operations & Maintenance (O&M) Costs FY2025 FY2026 FY2027 FY2028 FY2029 Total Description Forecast Forecast Forecast Forecast Forecast Forecast Operations TBD Maintenance TBD Total \$ \$ \$ \$

Method for Estimating Costs: Assumed typical costs for five roads at \$5000 per Road per Year. O&M costs to be determined upon construction completion.

#### Capital Improvements Program Project Data Sheet Project Name **Sewer Connections** Project # S0001 Mark Maxwell Program Type Stormwater & Sewer Project Manager Start to End FY2019 - FY2025

# **Project Scope**

As sanitary sewer is extended throughout the Town's jurisdiction, additional connections will follow. Construction of sewer connections will involve coordination with BJWSA and available trunk lines.

The connections are inclusive of all sanitary sewer extension projects which install sewer trunk lines and will facilitate additional sewer connections in FY20-24. The Sewer Connection and Extension Policy prioritizes sewer extension and connection to currently unserved areas within a 500' buffer of the May River and Coves in the Town's jurisdiction, supported by Microbial Source Tracking results.



					:	mer em étar		F000	
				Project Bud	get				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	•	-	-	-	-	-	-	-	-
Construction	27,715	1,137,776	-	498,730	-	-	-	-	526,445
Other	36,039	-	-	-	-	-	-	-	36,039
Total	\$ 63,754	\$ 1,137,776	\$ -	\$ 498,730	\$ -	\$ -	\$ -	\$ -	\$ 562,484
			Pro	oject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
319 Grant	\$ 14,532	\$ 469,468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,532
SWU Fees	49,222	68,898	-	-	-	-	-	-	49,222
SWU GO Bond	-	384,000	-	498,730	-	-	-	-	882,730
Proviso 118.16	-	-	-	-	-	-	-	-	-
CIP Fund Balance	-	215,410	-	-	-	-	-	-	215,410
Total	\$ 63,754	\$ 1,137,776	\$ -	\$ 498,730	\$ -	\$ -	\$ -	\$ -	\$ 946,484

# Strategic Focus Area & Guiding Principle

Guiding Principle #3: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

May River & Surrounding Rivers and Watersheds

Guiding Principle #1: Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their

Guiding Principle #2: Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

Connections following the Buck Island - Simmonsville Phase 5 and Historic District Sewer Extension Phase 1-5 are projected through FY24. Currently this project activity is funded and dependent on the availability of State Proviso 118.16 awards and 319 funding from SCDHEC. All future phases are contingent upon funding.

## **Project Origination**

# **Project Performance Measures**

1) May River Watershed Action Plan, and 2) FY 2019-2020 Strategic Plan.

The project priority area for sewer connections is within a 500' buffer of the May River and Coves in the Historic District of the Town's jurisdiction. Parcels outside the priority area will be connected as funding allows.

#### General Fund Operations & Maintenance (O&M) Costs FY2025 FY2026 FY2027 FY2028 FY2029 Total Description Forecast Forecast Forecast Forecast Forecast \$ \$ \$

Forecast Operations Maintenance Total \$

Method for Estimating Costs: Sewer connection cost estimates based on unit price information from recent sewer projects.

# Capital Improvements Program Project Data Sheet Project Name Historic District Sewer Extension Phase 4 Project # S0005 Program Type Stormwater & Sewer Project Manager Charles Savino Start to End FY2021 - FY2025

**Project Scope** 

Historic District Sewer Extension - Phase 4 along Lawrence Street between the intersection of Boundary Street and Heyward Cove, consists of planning, ghost road and easement acquisition, appraisals, legal fees, engineering design and construction of 450 linear feet of 8" gravity sewer and common force mains. The project will provide service to five parcels.



								_			_		1104 1	
						Pi	roject Bud	get						
		Prior Years' pended	F	FY2024 Revised Budget	Y2024 stimate	Р	FY2025 roposed Budget		FY2026 Forecast	Y2027 precast		FY2028 Forecast	Y2029 precast	Total Project orecast
Planning		\$ -	\$	-	\$ -	\$	•	\$	-	\$ -	\$	-	\$ -	\$ -
Design		4,560		4,900	4,840				-	-		-	-	9,400
Construction		-		554,063	-		575,760		-	-		-	-	575,760
Other		-		-	-		-		-	-		-	-	-
	Total	\$ 4,560	\$	558,963	\$ 4,840	\$	575,760	\$	-	\$ -	\$	-	\$ -	\$ 585,160
					Pro	ojeci	Funding S	Sou	rces					
		Prior Years' pended	F	FY2024 Revised Budget	Y2024 stimate	Р	FY2025 roposed Budget		FY2026 Forecast	Y2027 precast		FY2028 Forecast	Y2029 precast	Total Project orecast
SWU GO Bond		\$ 4,560	\$	38,823	\$ 4,840	\$	38,828	\$	-	\$ -	\$	-	\$ -	\$ 48,228
Hospitality Tax		-		520,140	-		536,932		-	-		-	-	536,932
		-		-	-		-		-	-		-	-	-
		-		-	-		-		-	-		-	-	-
	Total	\$ 4,560	\$	558,963	\$ 4,840	\$	575,760	\$	-	\$ -	\$	-	\$ -	\$ 585,160

Strategic Focus Area & Guiding Principle Infrastructure

Guiding Principle #3 Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

May River & Surrounding Rivers and Watersheds

Guiding Principle #1 Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie / Colleton and New Rivers and their watersheds.

Guiding Principle #2 Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

Project Status

Planning and design in coordination with BJWSA was completed in FY24 and construction will begin in FY25.

Project Origination

**Project Performance Measures** 

FY19-20 Strategic Plan.

Remove residences from septic and extend public sanitary sewer.

	General Fund Operations & Maintenance (O&M) Costs													
	Description	FY20:	25	FY:	2026	FY2	2027	FY	2028	FY	′2029	Т	Total	
					ecast	Fore	ecast	For	ecast	For	recast	For	recast	
Operations		\$		\$		\$	-	\$	-	\$	-	\$	-	
Maintenance			-		-		-		-		-		-	
Total		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	

Method for Estimating Costs: Construction cost estimates are based on current unit price information for nearby sewer projects and quantities based on the completed construction documents. Town O&M costs are expected to be zero; BJWSA takes over operations & maintenance upon system acceptance.

488.886

532,110

#### 

Project Scope

Historic District Sewer Extension - Phase 5 along Green Street between the intersection of Boundary Street and Heyward Cove, consists of planning, ghost road and easement acquisition, appraisals, legal fees, engineering design and construction of 400 linear feet of 8" gravity sewer main, grinder pumps and force mains, and the abandonment of septic tanks where present. The project will provide service to five parcels.



				Project Bud	get				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	3,83	8 4,400	4,352	-	-	-	-	-	8,190
Construction	-	499,114	-	523,920	-	-	-	-	523,920
Other	-	=	-	-	-	-	-	=	-
Total	\$ 3,83	8 \$ 503,514	\$ 4,352	\$ 523,920	\$ -	\$ -	\$ -	\$ -	\$ 532,110
			Pr	oject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
SWU GO Bond	\$ 3,83	8 \$ 503,514	\$ 4,352	\$ 35,034	\$ -	\$ -	\$ -	\$ -	\$ 43,224

488,886

523,920

\$

Strategic Focus Area & Guiding Principle

3,838

Project Status

Infrastructure

Hospitality Tax

Guiding Principle #3 Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

May River & Surrounding Rivers and Watersheds

Total

Guiding Principle #1 Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.

Guiding Principle #2 Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

Planning and design in coordination with BJWSA was completed in FY24 and construction to begin in FY25.

# Project Origination

503,514

4,352

**Project Performance Measures** 

1) FY19-20 Strategic Plan, and 2) May River Watershed Action Plan.

Remove residences from septic and extend public sanitary sewer.

General Fund Operations & Maintenance (O&M) Costs											
	Description	FY2025 Forecast	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Forecast				
Operations		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Maintenance		-	-	-	-	-	-				
Total \$ - \$ - \$ - \$ - \$ -											

Method for Estimating Costs: Construction cost estimates are based on current unit price information for nearby sewer projects and quantities based on the completed construction documents. Town O&M costs are expected to be zero; BJWSA takes over operations & maintenance upon system acceptance.

#### Capital Improvements Program Project Data Sheet S0007 Historic District Sewer Extension Phase 6 Project Name Project # Program Type Stormwater & Sewer Project Manager Charles Savino Start to End FY2021 - FY2025

**Project Scope** 

Historic District Sewer Extension - Phase 6 along Water Street (East & West) between Huger Cove and Heyward Cove, consists of planning, ghost road and easement acquisition, appraisals, legal fees, engineering design and construction of 500 linear feet of 8" gravity sewer main, grinder pumps and force mains, and the abandonment of septic tanks where present. The project will provide service to six parcels.



								33 / 0	
				Project Bud	get				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	9,406	8,200	8,144	=	-	-	-	-	17,550
Construction	-	613,437	-	646,200	-	-	-	-	646,200
Other	=	-	=	=	-	-	=	-	-
Total	\$ 9,406	\$ 621,637	\$ 8,144	\$ 646,200	\$ -	\$ -	\$ -	\$ -	\$ 663,750
			Pro	oject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
SWU Go Bond	\$ 9,406	\$ 42,037	\$ 8,144	\$ 384,000	\$ -	\$ -	\$ -	\$ -	\$ 401,550
Hospitality Tax	-	195,600	-	262,200	-	-	-	-	262,200
SWU Fees	-	384,000	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-
Total	\$ 9,406	\$ 621,637	\$ 8,144	\$ 646,200	\$ -	\$ -	\$ -	\$ -	\$ 663,750
Stra	ategic Focus	Area & Guiding	Principle				<b>Project Status</b>	;	

Infrastructure

Guiding Principle #3 Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

May River & Surrounding Rivers and Watersheds

Guiding Principle #1 Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their

Guiding Principle #2 Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

Planning and design in coordination with BJWSA was completed in FY24 and construction to begin in FY25.

Project Origination	Project Performance Measures
Project Origination	Froject Ferrormance Measures

1) FY19-20 Strategic Plan, and 2) May River Watershed Action Plan.

Remove residences from septic and extend public sanitary sewer.

General Fund Operations & Maintenance (O&M) Costs												
	Description	FY2025		FY2026	F	Y2027	F	Y2028	FY	′2029		Γotal
	Boompton	Forecast		Forecast	Fo	recast	Fo	orecast	Fo	recast	Fo	recast
Operations		\$ -	9	\$ -	\$	-	\$	-	\$	-	\$	-
Maintenance		-		-		-		-		-		-
Total		\$ -	9	\$ -	\$	-	\$	-	\$	-	\$	-

Method for Estimating Costs: Construction cost estimates are based on current unit price information for nearby sewer projects and quantities based on the completed construction documents. Town O&M costs are expected to be zero; BJWSA takes over operations & maintenance upon system acceptance.

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Bridge Street is a major east-west connector road in the Historic District that parallels the May River. This project includes the planning and construction of new streetscape improvements to include drainage improvements, sidewalks, on-street parking, street lighting, crosswalks, and ADA compliance improvements on Bridge from Burnt Church Road to Thomas Heyward Road. The project is planned to be implemented in two phases. Phase 1 included streetscape improvements from Burnt Church Road to Calhoun Street and Phase 2 will be located west of Calhoun Street to Thomas Heyward Road. Street lighting will be similar to the lighting used throughout the Historic District. The goal is to improve overall pedestrian circulation and safety in the Historic District. The result will be a stormwater retrofit that will reduce runoff including bacteria and other local pollutants of concern and improve

overall water quality of the May River.

Project Scope



				Project Bud	get				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ 66,105	\$ -	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 78,105
Design	28,461	134,500	56,760	29,000	-	-	-	-	114,221
Construction	1,409,320	210,990	123,326	1,106,469	-	-	-	-	2,639,115
Other	11,479	330,927	55,900	27,500	-	-	-	-	94,879
Total	\$ 1,515,365	\$ 676,417	\$ 247,986	\$ 1,162,969	\$ -	\$ -	\$ -	\$ -	\$ 2,926,320
			Pro	ject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
TIF	\$ 1,515,365	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,515,365
SWU GO Bond	-	-	-	890,525	-	-	-	-	890,525
Grant/Proviso	-	8,751	8,751	-	-	-	-	-	8,751
SWU Fees	-	59,417	59,417	-	-	-	-	-	59,417
Hospitality Tax	-	332,141	179,818	136,172	-	-	-	-	315,990
Local ATAX	-	136,272	-	-	-	-	-	-	-
CIP Fund Balance	-	139,836		136,272	-	-	-	-	136,272
Total	\$ 1,515,365	\$ 676,417	\$ 247,986	\$ 1,162,969	\$ -	\$ -	\$ -	\$ -	\$ 2,926,320

# Strategic Focus Area & Guiding Principle

Economic Growth

Guiding Principle #6: Support place-based economic development strategies that invest in public amenities to enhance our quality of life and thereby drive economic growth.

Infrastructure

Guiding Principle #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

Project Status

Phase 1 construction was completed in FY24. Phase 2 design is planned for completion in FY24 with construction starting in FY25 depending on funding approval and successful completion of easement acquisitions.

# Project Origination

# Project Performance Measures

FY19-20 Strategic Plan.

The Comprehensive Plan promotes the provision for parking, interconnectivity, pedestrian access, and other matters related to the Historic District area. Project goal is to increase the Town's walk score, improve pedestrian safety and protect the May River.

	General Fund Operations & Ma						1) C	osts			
	Description	Description				FY2026 Forecast		FY2027 Forecast	FY2028 Forecast	Y2029 orecast	Total Forecast
Operations			\$	1,603	\$	1,703	\$	1,803	\$ 1,903	\$ 2,003	\$ 9,015
Maintenance	Sidewalk		\$	1,000	\$	1,000	\$	1,000	\$ 1,000	\$ 1,000	\$ 5,000
Maintenance	Streetscape		\$	1,000	\$	1,000	\$	1,000	\$ 1,000	\$ 1,000	\$ 5,000
Maintenance Landscape				2,500		2,500		2,500	2,500	2,500	12,500
Total				6,103	\$	6,203	\$	6,303	\$ 6,403	\$ 6,503	\$ 31,515

**Method for Estimating Costs:** Estimates for design and construction cost are based on historical cost data obtained from similar streetscape projects within the Town. O&M costs which include sidewalk, streetscape, landscape maintenance and actual utility cost of street lighting are determined upon construction completion.

#### Capital Improvements Program Project Data Sheet S0009 Project Name Comprehensive Drainage Plan Improvements Project # Program Type Stormwater & Sewer Project Manager Dan Rybak Start to End FY2022 - FY2027

**Project Scope** 

This project consists of Drainage Infrastructure inventory, assessment and improvements within the various watersheds and drainage areas within the municipal limits of the Town of Bluffton. An overall inventory and assessment of storm drain features to include storm drain lines, storm drain inlets, manholes, structures, ditches/channels and other stormwater conveyance systems to determine if they are providing adequate drainage conveyance and/or functioning as designed. Development of a hydrologic/hydraulic model of primary drainage network systems is envisioned to determine inundation zones from storm events of different magnitude and help identify "choke" points and areas of needed drainage improvement. Upon completion of the overall assessment, a list of individual projec improvements will be established and prioritized to be implemented by proposed individual CIP projects.



									-		_		 100000	_	
					P	roject Bud	get								
		Prior Years' pended	FY2024 Revised Budget	FY2024 Estimate	A	FY2025 Adopted Budget		FY2026 Forecast		FY2027 orecast		Y2028 precast	Y2029 precast		Total Project Forecast
Planning		\$ -	\$ 20,000	\$ -	\$	15,000	\$	15,000	\$	20,000	\$	-	\$ -	\$	50,000
Design		165,682	259,417	120,000		645,000		455,000		555,000		-	-		1,940,682
Construction		-	-	-		-		-		-		-	-		-
Other		-	8,100	-		16,400		8,100		8,000		-	-		32,500
	Total	\$ 165,682	\$ 287,517	\$ 120,000	\$	676,400	\$	478,100	\$	583,000	\$	-	\$ -	\$	2,023,182
				Pro	ojec	t Funding S	Sou	rces							
		Prior Years' spended	FY2024 Revised Budget	FY2024 Estimate	A	FY2025 Adopted Budget		FY2026 Forecast		Y2027 Forecast		Y2028 precast	Y2029 orecast		Total Project Forecast

	Project Funding Sources															
	E	Prior Years' xpended		FY2024 Revised Budget		FY2024 Estimate		FY2025 Adopted Budget		FY2026 Forecast		FY2027 Forecast		FY2028 Forecast	Y2029 precast	Total Project Forecast
SWU Fees	\$	165,682	\$	287,517	\$	120,000	\$	731,400	\$	543,100	\$	598,000	\$		\$	\$ 2,158,182
		-		-		-		-		-		-		-	-	-
Total	Total \$ 165,682 \$ 287,517 \$ 120,000 \$ 731,400 \$ 543,100 \$ 598,000 \$ - \$ - \$ 2,158,182															
Stra	itegi	ic Focus A	rea	& Guiding	Prii	nciple							Pro	ject Status		

Strategic Focus Area & Guiding Principle

Infrastructure

Guiding Principle #3: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

May River & Surrounding Rivers and Watersheds

Guiding Principle #1: Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their

Guiding Principle #2: Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

Asset inventory, assessment, surveying, and engineering design began in FY22 with the initial study area being Heyward Cove. Heyward Cove Drainage Basin Study was completed in FY24. Drainage area and H/H Modeling performed to identify assets in need of maintenance, replacement and/or upgrade. Crooked and Guerrard Coves are scheduled to be implemented in FY24. Verdier and Huger Cove is proposed for FY25. Construction of identified improvements within each watershed will be performed by way of proposed individual CIP projects for identified improvements.

**Project Origination Project Performance Measures** 1) FY19-20 Strategic Plan and 2) citizen input. Identify infrastructure work needed by asset owners, to reduce the risk of flooding.

	General Fund Operations & Maintenance (O&M) Costs											
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total					
	Description	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast					
Operations	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Maintenance	TBD	-					-					
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					

Method for Estimating Costs: Costs were based on anticipated work items, past costs, industry knowledge and best practices. O&M costs to be determined upon construction completion.

# Capital Improvements Program Fund Project Data Sheet Project Name May River Action Plan Impervious Restoration/Water Quality Projects Project # S0010 Program Type Stormwater & Sewer Project Manager Dan Rybak Start to End FY2023 - FY2025

# **Project Scope**

As a result of the update to the MRWAP, 11 new project/site locations were recommended in lieu of the previous projects identified prior to MRWAP update. Eleven sites were selected based on site impervious area to estimate proposed benefits and pollutant removal once project work was completed. Current work also involves identification of 15 additional sites within Town Municipal limits suitable for retrofit and to be used as future project inventory. Once formal agreements are reached with property owners, identifying BMP types and location to be installed on their properties, individual CIPs will be recommended to perform final design, permitting and construction on the property. Expenditures of this and future May River Action Plan Impervious Restoration Program CIPs will be supported by SWU fees, potential developer participation and/or fee-in-lieu contributions.



					Project	Budget				
		Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning		\$ -	\$ 20,000	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ 65,000
Design		52,056	430,000	50,000	130,634	-	-	-	-	232,690
Construction		-	-	-	-	-	-	-	-	-
Other		-	9,000	5,000	25,000	-	-	-	-	30,000
	Total	\$ 52,056	\$ 459,000	\$ 55,000	\$ 220,634	\$ -	\$ -	\$ -	\$ -	\$ 327,690
					Project Fund	ding Sources				
		Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
SWU Bond		\$ 52,056	\$ 459,000	\$ 55,000	\$ 220,634	\$ -	\$ -	\$ -	\$ -	\$ 327,690
HTAX		-	-	-	-	-	-	-	-	-
LATAX		-	-	-	-	-	-	-	-	-
SWU Fees		-	-	-	-	-	-	-	-	-
	Total	\$ 52,056	\$ 459,000	\$ 55,000	\$ 220,634	\$ -	\$ -	\$ -	\$ -	\$ 327,690

## Strategic Focus Area & Guiding Principle

# Infrastructure

Guiding Principle #3: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

May River & Surrounding Rivers and Watersheds

Guiding Principle #1: Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.

Guiding Principle #2: Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

## Project Status

On-going planning, geotechnical evaluation and site evaluation took place in FY24, the results of which helped finalized conceptual plans at each site location. 15 additional sites within Town municipal limits have been identified for concept plan development and future project inventory. Final Preliminary Design of proposed project improvements has been initiated and will be finalized as discussions with property owners are held to reach agreement on BMP types and locations. Policy Document formulation continues and will provide requirements, guidelines and incentives for program participation for projects to move from Planning stage to Final design/construction stage. Project implementation will require coordination and agreement from each property owner. Once agreement is in place, an individual CIP project will be recommedned to take each project to final design, permitting and construction.

# Project Origination Project Performance Measures Reduce pollutant loads associated with stormwater runoff and improve water quality of receiving streams and May River. General Fund Operations & Maintenance (O&M) Costs Description Project Performance Measures Reduce pollutant loads associated with stormwater runoff and improve water quality of receiving streams and May River. FY2025 FY2026 FY2027 FY2028 FY2029 Total Forecast Forecast Forecast Forecast Forecast Forecast

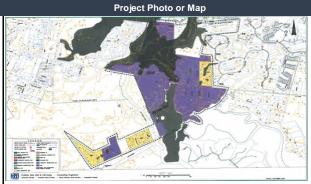
				(,			
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total
	Description	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Operations	TBD	\$ -					\$ -
Maintenance	TBD	-					-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Method for Estimating Costs: Costs were based on anticipated work items, past costs, industry knowledge and best practices. O&M costs to be determined upon construction completion.

	Capital Improvements Program Project Data Sheet										
Project Name	Stoney Crest Campground I	Palmetto Bluff Road		Project #	S0011						
Program Type	Stormwater & Sewer	Project Manager	Kim Jones/Mark Maxwell	Start to End	FY2022 - FY2026						

Project Scope

The Town of Bluffton is pursuing a multi-jurisdictional partnership with Beaufort County and Beaufort-Jasper Water and Sewer Authority for the installation of a vacuum system consisting of an estimated 150 individual connections with a buildout prediction of 200 lots. The project is approximately 747 acres with the boundaries outline.



					1900				pers. minuse per
				Project Bud	get				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	-	152,432	-	•	-	-	-	-	-
Construction	-	-	-	1,100,000	-	-	-	-	1,100,000
Other	-	266,667	-	-	=	-	-	=	=
Total	\$ -	\$ 419,099	\$ -	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000
			Pro	oject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
SWU GO Bond	\$ -	\$ 419,099	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
CIP Fund Balance	-	-	-	300,000	=	-	=	=	300,000
Other	-	-	-	500,000	=	-	-	=	500,000
	-	-	-	-	-	-	-	-	-
Total	\$ -	\$ 419,099	\$ 300,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000

# Strategic Focus Area & Guiding Principle

# Project Status

Infrastructure

Guiding Principle #3: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

May River & Surrounding Rivers and Watersheds

Guiding Principle #1: Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.

Guiding Principle #2: Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watersheds.

Design and construction phases will be scheduled after partnership agreements is finalized with Beaufort County, BJWSA and the Town of Bluffton. A South Carolina Infrastructure Investment Program Grant has been awarded to assist in funding for construction.

Project Origination Project Performance Measures

May River Watershed Sewer Master Plan

	General Fund	intenance (O&	M) Costs				
	Description	FY2025 Forecast	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Forecast
Operations	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance	n/a	-	-	-	-	-	-
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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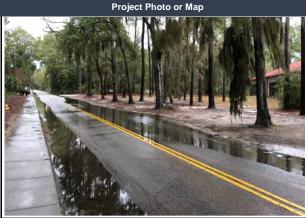
Method for Estimating Costs:

# Capital Improvements Program Fund Project Data Sheet Project Name Pritchard Street Streetscape and Drainage Improvements Project # \$0012 Program Type Stormwater & Sewer Project Manager Dan Rybak Start to End FY2022 - FY2026

## **Project Scope**

Planning and Design of Pritchard Street Streetscape and Drainage Improvement project was initiated FY22 subsequent to completion of Historic District Phase 1 sewer extension work and needed drainage improvements. The project will include design and construction of permitted improvements to capture and convey roadway and surface drainage to an outfall location(s) at Heyward Cove. Streetscape elements were added in FY24 and include sidewalk additions and improvement for pederstrian connectivity, ADA pedestrian compliance measures, traffic calming and street lighting. Construction will include proposed project improvements, installation of inlets and storm drain pipe, roadside channel improvements, maintenance of traffic, erosion and sediment control and appurtenances. Additionally, installation of water quality BMPs is included and supported by 319 grant funding to treat

stormwater runoff from impervious surfaces.



					Project Bu	ıdget				
		Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning		\$ 8,310	\$ -	\$ 5,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 23,310
Design		35,415	14,990	45,000	48,925	-	-	-	-	129,340
Construction		57,525	1,410,706	-	1,640,706	40,000	-	-	-	1,738,231
Other		-	27,000	-	42,600	-	-	-	-	42,600
-	Total	\$ 101,250	\$ 1,452,696	\$ 50,000	\$ 1,742,231	\$ 40,000	\$ -	\$ -	\$ -	\$ 1,933,481
	Project Funding Sources									
		Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Adopted Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
SWU Bond		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GO Bond		-	99,520	-	124,960	-	-	-	-	124,960
HTAX		101,250	1,193,169	92,925	1,389,687	40,000	-	-	-	1,623,862
LATAX		-	35,430	-	141,659	-	-	-	-	141,659
319 Grant		-	124,577	-	50,000	-	-	-	-	50,000
-	Total	\$ 101,250	\$ 1,452,696	\$ 92,925	\$ 1,706,306	\$ 40,000	\$ -	\$ -	\$ -	\$ 1,940,481

# Strategic Focus Area & Guiding Principle

## Infrastructure

Guiding Principle #3: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

May River & Surrounding Rivers and Watersheds

Guiding Principle #1: Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.

Guiding Principle #2 Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

# **Project Status**

Phase I Design initiated in FY22 under HD Sewer Phase 1 project. Design, easement acquisition and permitting of proposed drainage improvements are scheduled to be completed in summer FY25. Construction of phase I estimated to be completed Fall/Winter FY25. Design of Streetscape elements is anticipated to be started in FY24 and construction in FY25/26.

	Project Origination	Project Performance Measures						
1) FY19-20 Strategic Plan and 2) citizen input.			Drainage improvements to reduce the risk of flooding.					
General Fund Operations & Maintenance (O&M) Costs								
	Description	FY2025 Forecast	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Forecast	
Operations		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Maintenance	Sidewalk, mowing, Inlet cleaning/pump out 2x annually and pipe/roadside swale cleaning annually.	-	3,000	3,000	3,000	3,000	12,000	
Total		\$ -	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 12,000	

Method for Estimating Costs: Costs by Public Works were based on anticipated work items, past costs, industry knowledge and best practices.

#### Capital Improvements Program Project Data Sheet Project Name Shults Road Drainage Improvements Project # S0013 Dan Rybak FY2025 - FY2026 Stormwater and Sewer Project Manager Start to End Program Type

**Project Scope** Project includes the design and construction of proposed drainage improvements on Shults Road between Hildebrand and May River Road. Design is planned to be initiated in FY24 with construction anticipated in FY25.



							AL SHARE	No constant	6
				Project Bud	get				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
Planning	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000
Design	-	-	-	20,000	-	-	-	-	20,000
Construction	-	-	-	230,000	-	-	-	-	230,000
Other	-	-	-	14,500	-	-	-	-	14,500
Total	\$ -	\$ -	\$ -	\$ 272,500	\$ -	\$ -	\$ -	\$ -	\$ 272,500
			Pre	oject Funding	Sources				
	Prior Years' Expended	FY2024 Revised Budget	FY2024 Estimate	FY2025 Proposed Budget	FY2026 Forecast	FY2027 Forecast	FY2028 Forecast	FY2029 Forecast	Total Project Forecast
TIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local ATAX	-	-	-	-	-	-	-	-	-
Hospitality Tax	-	-	-	-	-	-	-	-	-
Grant - Provisos	-	-	-	272,500	-	-	-	-	272,500
Total	\$ -	\$ -	\$ -	\$ 272,500	\$ -	\$ -	\$ -	\$ -	\$ 272,500

# Strategic Focus Area & Guiding Principle

Infrastructure Guiding Principle #2: Identify programs, technologies or resources to compliment current operational practices that ensure the sustainability of existing infrastructure

Community Quality of Life

Guiding Principle #2: Create an enhanced connection with neighborhoods throughout the Town through focused outreach and strategic utilization of various communication methods.

Phase 3 Shults Road drainage improvement design initiated in Winter FY24. Construction is anticipated to begin in FY25.

**Project Origination Project Performance Measures** 

1) Goethe Shults Neighborhood Infrastructure Plan adopted by Town Council in 2018, 2) Transportation Chapter of the 2014 Comprehensive Plan, and 3) FY 2019 2020 Strategic Plan.

Performance measures will be based on the alleviation of standing water in the existing drainage ditches, reduced flooding risk, and long-term improvement to stormwater conveyance along the Shults Road  $\bar{\mbox{corridor}}.$ 

General Fund Operations & Maintenance (O&M) Costs							
	Description	FY2025	FY2026	FY2027	FY2028	FY2029	Total
	Description	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Operations		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance		-	1,500	1,500	1,500	1,500	6,000
Total		\$ -	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 6,000

Method for Estimating Costs: Construction cost estimates are based on the Engineer's estimate of probable construction cost. Design costs estimates are pased on similar consultant proposals from Phase 1. O&M costs were confirmed with Public Services.

# PLANNING COMMISSION

# **STAFF REPORT Growth Management Department**



MEETING DATE:	March 27, 2024
PROJECT:	Amendments to the Town of Bluffton's Municipal Code of Ordinances, Chapter 23, Unified Development Ordinance, Article 5 – Design Standards, Sec. 5.4 (Wetlands) and Sec. 5.10 (Stormwater); and Article 9 – Definitions and Interpretation, Sec. 9.2 (Defined Terms)
PROJECT MANAGER:	Charlotte Moore, AICP Principal Planner

**INTRODUCTION:** As set forth in Section 3.5.2 of the Unified Development Ordinance (UDO), "an application for a UDO Text Amendment may be initiated by a Town of Bluffton property owner, Town Council, Planning Commission, or the UDO Administrator when public necessity, convenience, State or Federal law, general welfare, new research, or published recommendations on zoning and land development justifies such action."

**REQUEST:** The UDO Administrator requests that the Planning Commission recommend approval to Town Council of certain text amendments to the Town of Bluffton's Municipal Code of Ordinances, Chapter 23, Unified Development Ordinance, Article 5 – Design Standards, Sec. 5.4 (Wetlands) and Sec. 5.10 (Stormwater); and Article 9 – Definitions and Interpretation, Sec. 9.2 (Defined Terms).

BACKGROUND: In May of 2023, the U.S. Supreme Court ruled that wetlands, in general, are not waters protected by the Clean Water Act. The decision removed long-standing federal safeguards to ensure that wetlands are not polluted, drained or filled, thus leaving state and local governments to determine how to address the regulatory void. At present, the South Carolina Department of Health and Environmental Control (SCDHEC) is drafting regulations to protect the waters of the state. Since it is not known when SCDHEC will adopt new regulations, it is proposed that a 25- foot riparian buffer be established adjacent to wetlands as a protective measure when land disturbance activity is proposed on a wetland or adjacent to a wetland. The most recent National Wetlands Inventory Map would be referenced to identify wetlands. All vegetation within the buffer would have to be retained, and no utilities could locate in the buffer unless the Unified Development Ordinance Administrator rules that it is not feasible to locate the utility elsewhere. A definition of "wetlands" is also proposed.

March 27, 2024 Section VIII. Item #2.

**REVIEW CRITERIA & ANALYSIS:** When assessing an application for UDO Text Amendments, Town Council is required to consider the criteria set forth in UDO Section 3.5.3, Application Review Criteria. These criteria are provided below, followed by a Finding.

- 1. <u>Section 3.5.3.A</u>. Consistency with the Comprehensive Plan or, if conditions have changed since the Comprehensive Plan was adopted, consistency with the overall intent of the Plan, recent development trends and the general character of the area.
  - **Finding.** The proposed amendments are consistent with Comprehensive Plan policies for stormwater management.
- 2. <u>Section 3.5.3.B.</u> Consistency with demographic changes, prevailing economic trends, and/or newly recognized best planning practices.
  - **Finding.** The proposed amendments support best-planning practices for stormwater management.
- 3. <u>Section 3.5.3.C.</u> Enhancement of the health, safety, and welfare of the Town of Bluffton.
  - **Finding.** The proposed amendments support the general welfare of the Town and its residents.
- 4. <u>Section 3.5.3.D.</u> Impact of the proposed amendment on the provision of public services.
  - **Finding.** The proposed amendments have no relationship to this criterion.
- 5. <u>Section 3.5.3.E.</u> The application must comply with applicable requirements in the Applications Manual.
  - **Finding.** The application complies with all applicable requirements of the Applications Manual.

UDO Amendments Planning Commission – Public Hearin

Page 58

March 27, 2024 Section VIII. Item #2.

# **NEXT STEPS:**

UDO Text Amendment Procedure	Date	Complete
Step 1. Planning Commission Public Hearing and Recommendation	March 27, 2024	✓
Step 2. Town Council – 1st Reading	April 9, 2024	×
Step 3. Town Council Meeting – Final Reading and Public Hearing	May 14, 2024	×

**PLANNING COMMISSION ACTIONS:** As granted by the powers and duties set forth in Sec. 2.2.6.C.4 of the UDO, the Planning Commission has the authority to take the following actions with respect to this application:

- 1. Approval of the application as submitted;
- 2. Approval of the application with amendments; or
- 3. Denial of the application as submitted by the Applicant.

**STAFF RECOMMENDATION:** Growth Management staff recommends the Planning Commission recommend approval of the proposed Text Amendments to Town Council as submitted.

# **ATTACHMENTS**:

1. Proposed Amendments

# Sec. 5.4 Natural Resources: Wetlands

Proposed Change: To provide a cross-reference to Section 5.10.7, Wetland Riparian Buffers.

No provisions of this Ordinance shall be construed to relieve the Applicant or Property Owner from the requirement to obtain permits from the United States Army Corps of Engineers and/or the State of South Carolina, as applicable, prior to the commencement of any land disturbance activity within the boundaries of a wetland or wetland buffer. See Section 5.10.7 for specific wetland riparian buffer requirements.

# Sec. 5.10.7 Stormwater

Proposed Changes: 1) Addition of wetlands setback requirement under 5.10.7 and 2) Move current 5.10.7 "Violations, Enforcement, and Penalties" to new 5.10.8.

## Sec. 5.10.1 – 5.10.6.

No changes.

# Sec. 5.10.7. Violations, Enforcement, and Penalties-Wetland Riparian Buffer Required

The Town is authorized to enforce the provisions of this Article as described in Article 8, Penalties and Enforcement. Any action or inaction that violates the provisions of this Article or Design Manual requirements shall be subject to enforcement actions. Any such action or inaction that is continuous with respect to time is deemed to be a public nuisance and may be abated by injunctive or other equitable relief. This Section shall apply to all building, development, redevelopment, and site alteration on any land located on or immediately adjacent to wetlands as defined by the National Wetlands Inventory Map. No provisions of this Ordinance shall be construed to relieve the Applicant or Property Owner from the provisions of Section 5.4.

A riparian buffer shall be established for all building, development, redevelopment, or site alteration when the land on which the action is proposed is located on or is adjacent to wetlands as identified on the National Wetlands Inventory Map.

# Riparian buffers shall comply with the following:

- A. For any land disturbance activity, a 25-foot minimum undisturbed riparian buffer shall be established adjacent to a wetland unless a larger buffer is required by OCRM. The buffer shall be measured from the edge of the wetland.
- B. <u>All vegetation within the riparian buffer shall be retained, including but not limited to groundcover, shrubs and trees.</u>
- C. No utilities shall be located within wetlands or the riparian buffer. If ruled unfeasible by the UDO Administrator, any utility encroachment into a wetland or riparian buffer shall be routed to minimize any impacts and potential hazards.

# Sec. 5.10.8 – Violations, Enforcement, and Penalties

The Town is authorized to enforce the provisions of this Article as described in Article 8, Penalties and Enforcement. Any action or inaction that violates the provisions of this Article or Design Manual requirements shall be subject to enforcement actions. Any such action or inaction that is continuous with respect to time is deemed to be a public nuisance and may be abated by injunctive or other equitable relief.

# Sec. 9.2 Natural Resources: Wetlands

Proposed Change: To provide a definition of "wetlands."

Wetlands: Any areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

# PLANNING COMMISSION

# STAFF REPORT Department of Growth Management



MEETING DATE:	March 27, 2024
PROJECT:	Cornerstone Church Campus Zoning Map Amendment
APPLICANT:	Nathan Sturre, Sturre Engineering
PROJECT NUMBER:	ZONE-02-24-018921
PROJECT MANAGER:	Dan Frazier Principal Planner Department of Growth Management

<u>REQUEST:</u> The Applicant, Nathan Sturre of Sturre Engineering, on behalf of the property owners Cornerstone Church of Bluffton and Lalie Ann Mole, is requesting approval of a Zoning Map Amendment. The two subject parcels total +/- 43.31 acres and are identified by Beaufort County Tax Map Numbers R610 036 000 0014 0000 and R610 036 000 014B 0000 (Attachment 1).

The Applicant is requesting an amendment to the Official Zoning Map for the Town of Bluffton to rezone the two (2) parcels from Planned Unit Development (PUD) to a mix of Agricultural (AG) and Rural Mixed Use (RMU) zoning designations. The subject properties are currently zoned Planned Unit Development (PUD) and regulated by the Mindstream Academy Planned Unit Development (Attachment 2).

**INTRODUCTION:** The Applicant proposes to rezone the southern portion of Parcel R610 036 000 0014 0000 (11 Grassey Lane) to the AG zone district. Due to the proximity of the northern portion of 11 Grassey Lane to the May River Road (SC 46) corridor, the Applicant proposes to subdivide this +/- 7.0 acres into its own parcel zoned RMU. The Applicant also proposes to rezone the 2.1-acre Parcel R610 036 000 014B 0000 (21 Lake Lane) to the AG zone district (Attachment 3). The application includes a Use Comparison Table that provides a comparison of uses allowed under the currently zoned Mindstream PUD and the proposed zone districts (Attachment 4).

<u>BACKGROUND</u>: Initially approved by Beaufort County and developed in accordance with Beaufort County's Zoning and Development Standards Ordinance (ZDSO), the properties contains approximately 98,000 square feet of existing buildings, which include an equestrian center, dormitory building, maintenance facility, multiple classrooms, and several accessory structures. In addition to these buildings, a 7.87-acre pond, several pasture areas, outdoor gathering spaces, and numerous significant trees are located throughout the site.

On July 20, 2010, Bluffton Town Council approved the Annexation Petition, Tulfinney PUD Zoning Map Amendment, and associated Initial Master Plan with the following conditions:

Section VIII. Item #3.

- Phase 1 can operate under the current business structure using the existing structure up to 32 occupants;
- Phase 2 (future development) land use and density program will be determined upon a Planning Commission meeting and a Neighborhood meeting prior to Town Council approval.

On April 12, 2011, after having held the required meetings, Town Council approved the now renamed Mindstream Academy PUD Zoning Map Amendment and Initial Master Plan as presented. The approved master plan included a Future Development Plan Exhibit (Attachment 5).

As a requirement for this zoning map amendment request, a Planning Commission Workshop was held on February 28, 2024. This request is on the agenda as a public hearing item and for consideration of a recommendation to Town Council. As of March 19, 2024, Town Staff has received six (6) public comment inquiries (Attachment 8).

**REVIEW CRITERIA & ANALYSIS:** The Planning Commission and Town Council shall consider the criteria set forth in Section 3.4.3 of the Unified Development Ordinance in assessing an application for a Zoning Map Amendment. The applicable criteria are provided below followed by Staff Finding(s) based upon review of the application submittals to date. Pages 8-10 of the narrative submitted with the Applicant's Zoning Map Amendment application includes a section that describes compliance with the below referenced review criteria 1-5 (Attachment 1).

1. Section 3.4.3.A. Consistency with the Comprehensive Plan or, if conditions have changed since the Comprehensive Plan was adopted, consistency with the overall intent of the Comprehensive Plan, recent development trends and the general character of the area.

Finding. The request is consistent with Blueprint Bluffton, The Town's Comprehensive Plan.

The Future Land Use Plan presented in the Comprehensive Plan identifies the subject properties as Residential Estate uses (Attachment 6). As described in the Comprehensive Plan, this category is intended to maintain existing rural character, decrease environmental impacts, and reduce traffic volumes.

2. Section 3.4.3.B. Capability of the site's physical, geological, hydrological and other environmental features to support the breadth and intensity of uses that could be developed in the proposed zoning district.

Finding. The site can support the breadth and intensity of uses that could be developed in the proposed zoning district.

The requested rezoning restricts uses permitted in the Rural Mixed Use (RMU) Zone District to a 7.0-acre section that fronts on May River Road. The remainder of the subject parcels will be within the Agricultural (AG) Zone District (Attachment 3). Per the Town's Unified Development Ordinance (UDO)

Section VIII. Item #3.

the character of the RMU Zone District is "low-intensity, mixed-use development", and the character of the AG Zone District is "Agricultural; rural residential at very low densities".

Furthermore, a Use Comparison Table provided by the Applicant demonstrates that the requested zone districts represent a significant down-zoning from the uses currently allowed in the Mindstream PUD (Attachment 4). It should also be noted that all the permitted uses allowed under the Mindstream PUD are allowed anywhere within the areas identified as "undeveloped land" on the Mindstream Future Development Map (Attachment 5).

3. Section 3.4.3.C. Compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning districts in terms of suitability of location, impacts on the environment, noise, density, nature of use, traffic impacts, aesthetics, ability to develop adjacent properties under existing zoning, and potential influence on property values.

Finding. The potential uses allowed in the proposed zoning districts are compatible with surrounding uses and zoning districts in terms of suitability of location, impacts on the environment, noise, density, nature of use, traffic impacts, aesthetics, ability to develop adjacent properties under existing zoning, and potential influence on property values.

The rear 36.3 acres, representing over 83% of the subject property, is restricted to the AG Zone District. Uses allowed within this district have minimal impacts regarding environment, noise, density, nature of use, and aesthetics. The remainder of the subject property is located nearest May River Road and is restricted to uses allowed within the RMU Zone District. Similarly, uses allowed within this district have minimal impacts regarding environment, noise, density, nature of use, and aesthetics. Some of the uses currently allowed within the Mindstream PUD, such as grocery stores and vehicle sales, are not allowed in either of the proposed zone districts.

A Traffic Impact Study prepared in October 2023 is included as part of this zoning map amendment request (Attachment 7). Section 5 of the traffic study provides summary findings and recommendations based on build-out traffic volumes of the church and a day care. Based on the anticipated build out volumes, a left-turn lane and right-turn lane are warranted and recommended along SC 46 at Meadow Drive. The mainline of the existing intersection of SC 46 & Meadow Drive is expected to operate adequately with the proposed project in the 2025 Build conditions. The Meadow Drive approach is expected to experience delays; however this is typical of minor approaches of two-way stop-controlled intersections. Consistent with the Town's development process, any future developed proposed within the RMU Zone District would require a similar traffic impact study based on anticipated traffic volumes.

4. Section 3.4.3.D. Capacity of public infrastructure and services to sufficiently accommodate all potential uses allowed in the proposed district without compromising the public health, safety and welfare of the Town of Bluffton.

Finding. Public infrastructure and services are sufficient to accommodate all potential uses allowed in the proposed zone districts without compromising the public health, safety, and welfare of the Town of Bluffton.

The existing infrastructure including Dominion Energy electric service, Hargray Communications service, private well and private septic system are adequate to serve the proposed Religious Assembly use for the site. Any future development would be required to meet applicable BJWSA sewer and water requirements. Currently, BJWSA infrastructure is available for the site along Stardust Lane, located approximately 1,000 feet north of the front proposed RMU acreage and approximately 3,200 feet north of the back proposed AG acreage.

5. Section 3.4.3.E. Public need for the potential uses permitted in the requested zoning district.

Finding. There is public need for the potential uses permitted in the requested zone districts.

The Current Growth Framework Map presented in the Comprehensive Plan identifies the subject properties as being situated along a Character Preservation Corridor (May River Road) and between two "place types"; a Town Center Node located at the Okatie Highway/May River Road intersection, and a Rural Crossroad Node located at the Gibbet Road/May River Road intersection (Attachment 9). The intent of the map is to encourage future growth based on "place types" that are considerate of the Town's "natural resources, historic fabric, diverse housing, access to nature, mixed-use activity centers, street network and neighborhood structure." The requested AG and RMU zone districts support the preservation of existing rural corridors and gateways by limiting future development to a short list of rural-type uses.

In addition, Cornerstone Church offers numerous community recreation and institutional opportunities which will be a direct benefit to the community. Cornerstone Church has adamantly planned through this process to provide regular community events and opportunities for the adjacent property owners to also enjoy and utilize the property.

Section VIII. Item #3.

6. Section 3.4.3.F. 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.

<u>PLANNING COMMISSION ACTIONS:</u> The Planning Commission has the authority to take the following actions with respect to the recommendation of the application to Town Council:

- 1. Recommend approval to Town Council of the application as submitted by the Applicant;
- 2. Recommend approval to Town Council of the application with conditions; or
- 3. Recommend denial to Town Council of the application as submitted by the Applicant.

<u>TOWN STAFF RECOMMENDATION:</u> Town Staff finds that the requirements of Section 3.4.3 of the Unified Development Ordinance have been met and recommends that the Planning Commission provide a recommendation of approval to Town Council for the Cornerstone Church Campus Zoning Map Amendment.

Zoning Map Amendment Procedure	Step Completed	Date Completed
Step 1. Pre-Application Meeting	✓	June 6, 2023
Step 2. Application Check-In Meeting	✓	January 31, 2024
Step 3. Planning Commission Workshop	✓	February 28, 2024
Step 4. Planning Commission Public Hearing and Recommendation	✓	March 27, 2024
Step 5. Town Council Ordinance 1 <sup>st</sup> Reading	<b>√</b>	TBD
Step 6. Town Council Public Hearing and Ordinance 2 <sup>nd/</sup> Final Reading	<b>√</b>	TBD

# ATTACHMENTS:

- 1. Application and Project Narrative
- 2. Zoning Map
- 3. Proposed Zoning
- 4. Use Comparison Table
- 5. Mindstream PUD Future Development Plan
- 6. Future Land Use Map
- 7. Traffic Impact Study October 2023
- 8. Public Comment Received
- 9. Growth Framework Map



# **TOWN OF BLUFFTON ZONING MAP AMENDMENT APPLICATION**

**Growth Management Custom** 

Section VIII. Item #3.

Bluffton, SC 29910 (843) 706-4500 www.townofbluffton.sc.gov applicationfeedback@townofbluffton.com

Applicant	Property Owner
Name: NATHAN STUPLE	Name: Cornerstone Church of Bluffton
Phone: 843.929, 9432	Phone: 843 . 757 · 3472
Mailing Address:	Mailing Address: PO BOX 2540
PO BOX 2227, BLUFFTON, SC 29910	Biuffton, SC 29910
PO BOX 2227, BLUFFTON, SC 29910 E-mail: nother @sturnerngineerry.com	E-mail: m. devaney @ go corner stone church
Town Business License # (if applicable): 02-23-04+665	
Project Information	
Project Name: cornerstone Church Compus	Acreage: 43.31
Project Location: 11 Grassey Lane	Comprehensive Plan Amendment: ☐ Yes ☐ No
Existing Zoning: PVD	Proposed Zoning: RMO 3 A6
Parcel Number(s): 600 - 036 - 000 - 014 - 0000	
Project Description: THE PROPOSED ZONING MAP AMONDMONT INCLUDES THE	
REZONING OF 11 GLASSEY LAND & ZILAKE LAND TO AGRICULTURES WITH	
THE FRONT I.OU ACRE PARISL BEING REZONED TO RURAL MIXED USE TO PROVIDE LOCAL COMMERCE OPPOSITIVITIES ALONG THE HUD 46 CORRIDOR.	
Minimum Requirements for Submittal	
1. Digital files of the maps and/or plans depicting the subject property.  2. Project Narrative describing reason for application and compliance with the criteria in Article 3 of the UDO.  3. An Application Review Fee as determined by the Town of Bluffton Master Fee Schedule. Checks made payable to the Town of Bluffton. To Bo PAID GY OWNOR.  4. Recorded deed and plat showing proof of property ownership.	
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 application.	
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: 1/31/24
Applicant Signature: NM M	Date: 1/31/24  Date: 2/2/2024
For Office Use	
Application Number:	Date Received:
Received By:	Date Approved:

Section VIII. Item #3.



# Application for Zoning Map Amendment

**Town of Bluffton, SC** 

January 31, 2024

Submitted to:

Town of Bluffton

Department of Growth Management

20 Bridge Street

Bluffton, SC 29910

Section VIII. Item #3.



February 2, 2024

Mr. Kevin Icard
Town of Bluffton
20 Bridge Street
Bluffton, SC 29910
843.706.4529
kicard@townofbluffton.com

**RE: Cornerstone (formerly MindStream)** 

Mr. Icard:

Enclosed please find the Application for a Zoning Map Amendment associated with the proposed Cornerstone Church Campus located at 11 Grassey Lane in the current Mindstream Academy PUD (formerly Tulifinny PUD). We are proposing rezoning of the site from PUD designation to a mix of Agriculture (AG) and Rural Mixed-Use (RMU) zoning designations to support the change of use of the site from a Substance Abuse Facility to a Religious Assembly use.

It is proposed to develop the church campus on the larger, southern portion of Parcel R610 036 000 0014 0000 (11 Grassey Lane) through an AG zoning designation. Due to the proximity of the northern portion of 11 Grassey Lane to the May River Road (SC 46) corridor, it is proposed to subdivide this 7.00 acres into its own parcel with a RMU designation. Additionally, it is proposed to rezone Parcel R610 036 000 014B 0000 (21 Lake Lane) to an AG zoning designation as it is most applicable to the current approved use for the site as low-density single-family residence.

As demonstrated in the provided Zoning Map Amendment Narrative, the proposed zoning districts are consistent with the current use of the property, proposed use of the property, adjacent lower density uses and zoning classifications, requirements set forth in the Town of Bluffton UDO Section 3.4, and the vision of the current Town of Bluffton Comprehensive Plan.

If you have any questions, please feel free to contact me any time.

Sincerely,

Nathan Sturre, P.E. Sturre Engineering

**Zoning Map Amendment** 

January 31, 2024

# **Project Team:**

Cornerstone Church is pleased to list the initial professional development team that have been contacted and consulted with regarding the Planned Unit Development (PUD) Zoning Map Amendment and Initial Master Plan application:

Applicant:

Cornerstone Church Mr. Mark DeVaney

Agent:

Sturre Engineering Mr. Nathan Sturre

**Land Planning / Engineering:** 

Sturre Engineering Mr. Nathan Sturre

**Architecture:** 

McAbee Architects Mr. David McAbee

Survey:

Atlas Surveying Mr. Jeremy Reeder

# **EXHIBITS:**

- **A.** Boundary Plat, Topographic Survey, Existing Utilities
- **B.** Legal Description of Subject Property
- **C.** Use Comparison Table
- **D.** Ramey Kemp Associates Traffic Impact Study, Dated October 2023

# I. <u>Project Introduction</u>

Cornerstone Church is proposing a 41.3-acre campus located in a rural and serene environment along the south side of SC Hwy 46 just east of the SC Hwy 46/SC Hwy 170 Roundabout. Cornerstone Church has been serving Bluffton for over 120 years. Founded in 1902 as Lawton Memorial Baptist Church, this faith community has expanded and grown over time. In 2022, Cornerstone Church expanded to two locations as it launched its Okatie campus with a desire to serve the expansive growth occurring in the Okatie/Hardeeville area. On average, every Sunday, the congregation has around 650 people gathering for worship, and overall about 1,200 different people gather throughout the month.

The leadership team at Cornerstone has spent the last several years trying to accommodate the need for additional parking and ministry space at the Old Town location and decided it would need to relocate at some point to accommodate the growth. The church entered into an agreement in January 2023 to sell its existing campus and purchase 41.3 acres at 11 Grassey Lane (Parcel No. R610 036 000 0014 0000) to relocate the Bluffton campus to a more expansive location.

Cornerstone serves Bluffton, Okatie, and the surrounding communities through various ministries. Detailed information for the various ministries can be found in the Cornerstone Church Program Overview section below.

# A. Weekly Ministries

- a. Cornerstone Kids
- b. Cornerstone Students
- c. Cornerstone Young Adults
- d. Sonshine Preschool

# B. Local Outreach

- a. Mobile Food Pantry
- b. School Serve Initiative
- c. Giving Tree
- d. Christmas Festival

# C. Global Missions

- a. Costa Rica
- b. Ecuador
- c. Hungary
- d. Haiti
- e. Live Global
- f. South Africa

Town of Bluffton, SC 1 | Page Page 71

**Zoning Map Amendment** 

# **II.** Existing Site Conditions

The property is bound by SC Hwy 46 to the north, single family residential properties and family compounds to the east and south, and New Riverside PUD to the west.

The site was originally permitted under 2 distinct phases with Phase I encompassing 21.90 acres, developed as the 15.94-acre commercial equestrian facility and 5.96-acre ROW-Easement. The original Phase I development consisted of 31% developed area and 69% open space. Phase II left the remaining 19.40 acres to be developed under a future phase at 20% developed and 80% open space to maintain a final buildout condition of 10.56 acres developed (26%) and 30.74 acres open space (74%) for Parcel R610 036 000 0014 0000.

Approximately 2.0 acres along Lake Lane was subdivided during Phase 1 as a single-family residential use. The new parcel was given the address of 21 Lake Lane and Parcel No. R610 036 000 014B 0000.

# A. Boundary Plat

A Boundary Plat, Topographic Survey, Existing Utilities of the property is attached as Exhibit A.

# B. Legal Description

A legal description of the site as described on the current property deeds are attached to the application as **Exhibit B**.

# C. Delineated Wetlands

Wetlands delineation and verification shall be verified at the time of Development Permit Application. There are no known wetland areas on the site.

# D. Drainage

Drainage for the existing development is currently being discharged to an onsite detention pond that has more than adequate capacity to control stormwater quantity leaving the site not only for the existing development, but also for future development.

As future development occurs, the existing drainage network is required to be analyzed to ensure that the system has adequate capacity and meets the requirements as set forth by South Carolina Department of Health and Environmental Control's Office of Coastal Resource Management (SCDHEC-OCRM).

# E. FEMA Flood Zone

The property is in FEMA Flood Zone X, based on Community 050251, Map Number 45013C0405G.

Town of Bluffton, SC 2 | Page | Page 72

### F. Existing Infrastructure

The site is currently accessed through an existing dirt road that serves the campus as well as neighboring low density single family residential properties along Meadow Drive and Lake Lane. A 60-foot ingress/egress and utility easement runs throughout the entire property providing unfettered access to each parcel. The existing development currently has direct access to Highway 46. The roads and related improvements developed within the PUD shall initially be owned and maintained by the developer but may be conveyed to appropriate property owner associations in the future who will have assessment and lien rights sufficient to ensure their maintenance. These facilities may be, but are not required to be offered for public dedication in the future.

Per the approved PUD, as future development occurs on the site a traffic analysis is required to be completed using the latest edition of the Trip Generation Manual published by the Institute of Transportation Engineers to determine the peak morning and evening trip generation for the existing and proposed development using the access to Highway 46. Once the existing and proposed developments intended use reaches 100 peak hour trips then a full traffic study shall be completed meeting the requirements set forth by the Town of Bluffton and SCDOT.

Easements will be provided for utility facilities including but not limited to water distribution, wastewater collection, communications, electric power distribution, and natural gas. Potential utility routing is currently required to be routed through the existing access easement which runs throughout the entire property, providing unfettered access for applicable utility companies to maintain and access their infrastructure.

Water service is currently provided through an existing potable groundwater well. Fire protection is provided through pond hydrants around the existing structures as well as a small fire suppression system in the equestrian offices.

Sewer service is currently provided by a privately owned effluent pump station that discharges through an existing on-site nitrification field for treatment.

The stormwater management/drainage systems, and related improvements developed within the PUD shall initially be owned and maintained by the developer but may be conveyed to appropriate property owner associations in the future who will have assessment and lien rights sufficient to ensure their maintenance. This system and its constituent facilities will not be offered for public dedication in the future but will be connected to existing and future public drainage facilities and waterways.

Town of Bluffton, SC 3 | Page 73

### G. Development Standards

The following development standards are currently approved based on the Mindstream Academy PUD which are loosely based on the standards previously established in the Pritchardville "Community Preservation" Beaufort County Zoning Development and Standards.

The intent of PUDs parking requirements is to encourage the balance between compact pedestrianoriented development and necessary vehicle storage. The goal is to construct neither more nor less parking than needed. There shall be no minimum parking requirement. Instead, if additional parking is necessary in future phasing, the applicant shall provide a parking analysis justifying the proposed parking layout.

### **Table 1: Site Data Table**

1.	Density:		Max. Gross	Max. Net
	a.	Single-Family:	1.0 units per acre	1.66 units per acre
	b.	Single-Family Cluster:	2.1 units per acre	3.80 units per acre
	c.	Planned:	4.5 units per acre	6.10 units per acre
	d.	Other Permitted Uses:	N/A	N/A

2.	Lot	t Area:	Min. Lot Area	Min. Lot Width
	a.	Single-Family:	21,780 sf (0.5 ac)	150 feet
	b.	Single-Family Cluster:	20 Acres	Lot Line or Village House

c. Planned: 10 Acres TBD d. Other Permitted Uses: 10,890 sf (0.25 ac) 50 feet

- 3. Maximum Building Height: 35 feet
- 4. Minimum Open Space (Full Build-out): 74%
- 5. Single-Family Use Setbacks:

### TO BE UPDATED WHEN APPROVED PUD IS RECEIVED FROM TOWN

o Street Yard (Highway 46): 25 feet

Street Yard: 20 feetSide Yard: 18 feetRear Yard: 20 feet

6. Other Permitted Use Setbacks:

### TO BE UPDATED WHEN APPROVED PUD IS RECEIVED FROM TOWN

Street Yard (Highway 46): 25 feet

Street Yard: 10 feetSide Yard: 5 feetRear Yard: 50 feet

### H. Existing Zoning Districts

The subject property was previously annexed into the Town of Bluffton with a PUD zoning designation which generally allows for flexibility in land planning for future development of the site. A PUD amendment application was submitted for the site to accommodate the proposed change in use, however through the PUD amendment process, it was determined that a Zoning Map Amendment was more in line with the Town of Bluffton's future growth vision for the area as identified in the current Comprehensive plan (Amended 12/9/2014), yet still met the needs of the church and desired future use of the property.

Shown below are the existing Zoning Designations for the site and adjacent properties. The site is generally bordered to the north by the May River Road (SC 46) right of way and a property zoned Rural Mixed Use (RMU). To the east by Unincorporated Beaufort County T3 Edge and Rural T2R zoning districts. To the south by Unincorporated Beaufort County Rural T2R zoning district.

Per the Town of Bluffton Unified Development Ordinance (UDO), the Rural Mixed Use (RMU) Zone is intended to be located at the intersections of rural crossroads to provide local commerce in a rural context that includes small scale retail, service and other similar business establishments that compliment agricultural uses and/or the natural environment. The regulations are designed to accommodate a mix of low-intensity uses that support this intent and accommodate business that primarily meet the needs of residents within the surrounding area and pass-by traffic.

Per the Beaufort County Development Manual, the Rural (T2R) Zone is intended to preserve the rural character of Beaufort County. This Zone applies to areas that consist of sparsely settled lands in an open or cultivated state. It may include large lot residential, farms where animals are raised or crops are grown, parks, woodland, grasslands, trails, and open space areas. The Edge (T3E) Zone is intended to reinforce established neighborhoods, to maintain neighborhood stability and provide a transition between the walkable neighborhood and Natural Preserves and Waterways.

Additional Zoning Districts in the vicinity are Beaufort County May River Community Preservation (MRCP) and Beaufort County Rural Center (T2RC). The MRCP District is intended to promote low intensity rural development patterns comprised primarily of residential uses; while encouraging and allowing more urban development to locate outside the district at either end of the corridor. The Rural Center (T2RC) Zone applies to areas that are In the immediate vicinity of a Rural Crossroads or other important rural intersections, where service and limited commercial uses can cluster in more closely spaced buildings of residential character.

Figure 1 below provides an overview of the existing zoning classifications within the vicinity of the Mindstream PUD. The Use Comparison Table provided as Exhibit C provides an overview of allowed uses in the existing zoning districts in comparison to the approved Mindstream PUD and proposed zoning districts. Additional information on the current zoning districts can be found in the Town of Bluffton UDO Section 4.2 or Beaufort County Development Manual Article 3.2 & Appendix A13.

Town of Bluffton, SC 5 | Page Page 75



Figure 1 – Existing Zoning Districts

### III. Zoning Map Amendment

The subject property was previously annexed into the Town of Bluffton with a PUD zoning designation which generally allows for flexibility in land planning for future development of the site. A PUD amendment application was submitted for the site to accommodate the proposed change in use, however through the PUD amendment process, it was determined that a Zoning Map Amendment was more in line with the Town of Bluffton's framework for future grown as identified in the current Comprehensive plan (Amended 12/9/2014), yet still met the needs of the church and desired future use of the property.

Cornerstone Church is proposing rezoning of the site from the current Mindstream PUD designation to a mix of Agriculture (AG) and Rural Mixed-Use (RMU) zoning designations to support the change of use of the site from a Substance Abuse Facility to a Religious Assembly use.

It is proposed to develop the church campus on the larger, southern portion of Parcel R610 036 000 0014 0000 (11 Grassey Lane) through an AG zoning designation. Due to the proximity of the northern portion of 11 Grassey Lane to the May River Road (SC 46) corridor, it is proposed to subdivide this 7.00 acres into its own parcel with a RMU designation. Additionally, it is proposed to rezone Parcel R610 036 000 014B 0000 (21 Lake Lane) to an AG zoning designation as it is most applicable to the current approved use for the site as low-density single-family residence.

Town of Bluffton, SC 6 | Page 76

### A. Project Phasing

The site will be developed in phases as outlined below.

During the PUD amendment process, South Carolina Department of Transportation (SCDOT), Beaufort Jasper Water and Sewer Authority (BJWSA), and Town of Bluffton, SC requested coordination with the property owner of 76 May River Road (Parcel R600 036 000 0013 0000) to accommodate a shared access drive, in line with Stardust Lane, north of May River Road (SC 46), as well as coordinating joint improvements to May River Road to accommodate acceleration, deceleration and turn lanes along May River Road required for the development of both properties.

BJWSA requested this partnership as an opportunity to loop a waterline off the distribution main in the southern SC 46 R/W rather than tying into smaller infrastructure located approx. 3,200 feet north of the proposed church campus. Another potential benefit of this partnership would be in providing additional discharge locations for the proposed sanitary sewer.

The following phasing outline assumes development of the 7 acres fronting May River Road and routing of public water and sewer infrastructure to the site will be completed in the future as partnership opportunities with adjacent property owners present themselves. Or when public infrastructure is required for development of the front Cornerstone acreage based on any potential future use.

- 1. Rezoning and Subdivision of Mindstream PUD to Agriculture and Rural Mixed Use as described previously in **Section IV**.
- 2. Development of the larger, southern parcel into the Cornerstone Church Campus including but not limited to;
  - a. Church campus and 21 Lake Lane to remain on private well and septic services until such a time as public infrastructure is required.
  - b. Improved access drive per SCDOT and Town of Bluffton standards. Civil and Traffic Engineers to coordinate with regulatory agencies throughout the development process.
  - Existing Paddocks to be enclosed to accommodate the Cornerstone Church Program
    as described in Section V below. This will include the main assembly hall, staff
    offices, classrooms, and outreach programs.
  - d. Construction of parking facilities, stormwater infrastructure, and other site and utility improvements to support the Cornerstone Church operations.
- 3. Future development of any portion of the original Mindstream PUD will be done in accordance with the Town of Bluffton UDO, current at the time of development, per the applicable zoning districts.

Town of Bluffton, SC 7 | Page Page 77

### B. Town of Bluffton UDO Section 3.4 Compliance

The Town of Bluffton UDO Section 3.4 presents criteria Planning Commission and Town Council will use to assess the Zoning Map Amendment application. The following section describes compliance with this assessment criteria.

 Consistency with the Comprehensive Plan or, if conditions have changed since the Comprehensive Plan was adopted, consistency with the overall intent of the Comprehensive Plan, recent development trends and the general character of the area.

The Future Land Use Plan presented in the Town of Bluffton 2014 Comprehensive Plan (Comp Plan), identifies the Mindstream PUD property as a Residential Estate use. Per the Comp Plan, this category is intended to maintain existing rural character, decrease environmental impacts, and reduce traffic volumes. Furthermore, the placement of this category is intended to provide a logical step-down in development intensity from activity centers and corridors to the undisturbed natural environment along the community's waterways.

UDO **Section 4.2** provides the intent of the Agricultural and Rural Mixed Uses Zoning Districts which demonstrate conformance to the Comp Plan Residential Estate future land use. The intent of the AG district is to provide for agricultural, forestry, and low-density rural residential uses. The regulations are designed to conserve cultivated, forested, or pastoral land, and to discourage residential development. The district is also intended to provide for supporting uses associated with agricultural activities. The intent of the RMU district is to be located at the intersections of rural crossroads to provide local commerce in a rural context that includes small scale retail, service and other similar business establishments that compliment agricultural uses and/or the natural environment. The regulations are designed to accommodate a mix of low-intensity uses that support this intent and accommodate businesses that primarily meet the needs of residents within the surrounding area and pass-by traffic.

The intent of the proposed zoning districts fall directly in line with the Residential Estate use as they are aimed at maintaining a rural character, preserving land, discouraging large development, and the lower density uses will demand a reduced average daily traffic volume compared to the adjacent Town Center and Hamlet areas identified on **Figure 7.7** of the Comp Plan included below. The RMU zoning will help preserve the rural character of the May River Road corridor through the smaller scale retail and service uses as well as the enhanced SC 46 setback and buffer requirements presented in **Section II.G** above.

Additionally, the proposed zoning districts will provide the logical step-down in development intensity, which is the intent of the Residential Estate use, along the May River Road corridor from the Adjacent New River Village Town Center and Gibbet Road Hamlet/Rural Crossroad.

A traffic impact analysis was performed by a licensed Traffic Engineer to evaluate the impacts the proposed church activities would have on adjacent roadways and intersections. The results of this study are included as **Exhibit D**.

Town of Bluffton, SC 8 | Page 78

Cornerstone Church

Zoning Map Amendment

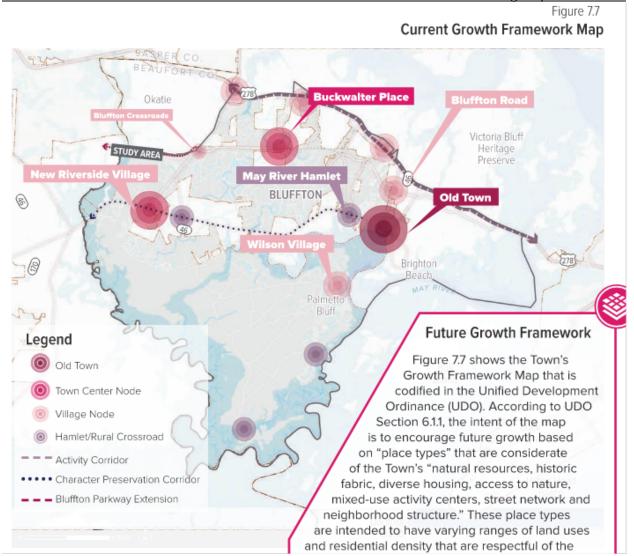


Figure 2 – Comprehensive Plan Figure 7.7 – Current Growth Framework Map

2. Capability of the site's physical, geological, hydrological and other environmental features to support the breadth and intensity of uses that could be developed in the proposed zoning district.

The site was previously developed under the Mindstream PUD to provide a rural and serene environment along the south side of SC 46. This was accomplished through the intent of maintaining enhanced open space areas and use of natural hydrology for the site to capture all runoff from the developed areas in a large stormwater detention facility. The pond provides both a beautiful rural farm pond aesthetic for the site and water quality benefits for downstream receiving waters. Excess runoff is detained in the pond allowing time for sediment and nutrient reduction through settlement, microbial decay, mixing and aeration through existing diffusers, irrigation re-use, evaporation, and other natural means of nutrient reduction.

The Cornerstone Church Campus will employ new stormwater facilities to intercept runoff from any newly developed areas upstream of the pond, reducing levels of sediment and nutrient loadings to the

Town of Bluffton, SC 9 | Page 79

Cornerstone Church

**Zoning Map Amendment** 

pond below pre-development conditions. Cornerstone will fully comply with SCDHEC and SoLoCo water quality and quantity standards from the newly improved areas. Very well drained, sandy soils with a deep seasonal high groundwater were encountered during the geotechnical investigation completed by Whitaker Laboratories supporting the ability to capture and effectively treat runoff leaving the newly developed areas.

3. Compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning districts in terms of suitability of location, impacts on the environment, noise, density, nature of use, traffic impacts, aesthetics, ability to develop adjacent properties under existing zoning, and potential influence on property values.

**Exhibit C** is provided to show a comparison of allowed uses in the currently approved Mindstream PUD and Town of Bluffton Agriculture and Rural Mixed Use Zoning Districts to all rural uses adjacent to and in the vicinity of the site. These Zoning Districts include Town of Bluffton Rural Mixed Use (RMU) and Beaufort County May River Community Preservation (MRCP), Rural (T2R), Rural Center (T2RC), and T3 Edge (T3E). A detailed description of each adjacent use is provided in **Section II.H** above.

As seen in **Exhibit C**, twenty-one (21) currently allowed uses for Mindstream PUD which are permitted or conditionally permitted will be removed for all or a portion of the property through the rezoning process. These removed uses are the major contributors to potential environmental, nuisance noise, traffic impacts, impacts to the rural aesthetic and would most significantly influence adjacent property values. These uses include but are not limited to Clearcutting, Motor Vehicle Sales and Service, Grocery Stores up to 40,000 square feet, Residential Storage Facilities, Hospitals, Conference or Exhibition Centers, Concrete and Asphalt Plants, Light Assembly/Fabrication, and Stand-Alone Parking Lots.

4. Capacity of public infrastructure and services to sufficiently accommodate all potential uses allowed in the proposed district without compromising the public health, safety and welfare of the Town of Bluffton.

The existing infrastructure including Dominion Energy electric service, Hargray Communications service, private well and private septic system are adequate to serve the proposed Religious Assembly use for the site. In the event larger water capacity is required for any future use prior to any joint ventures with adjacent property owners, BJWSA infrastructure is currently available for the site along Stardust Lane, located approximately 1,000 feet north of the front proposed RMU acreage and approximately 3,200 feet north of the back proposed AG acreage.

5. Public need for the potential uses permitted in the requested zoning district.

The proposed rezoning will help provide a buffer for existing residents in the lower-density zoning districts from the high-density New Riverside PUD areas. This benefits the public by helping step down the intensity to maintain the rural aesthetic in the area. The proposed rezoning offers numerous community recreation and institutional opportunities which will be a direct benefit to the community. Cornerstone Church has adamantly planned through this process to provide regular community events and opportunities for the adjacent property owners to also enjoy and utilize the property.

Page 81

Zoning Map Amendment

### IV. Cornerstone Church Program Overview

Cornerstone Church has been serving Bluffton for over 120 years. Founded in 1902 as Lawton Memorial Baptist Church, this faith community has expanded and grown over time. In 2022, Cornerstone Church expanded to two locations as it launched its Okatie campus with a desire to serve the expansive growth occurring in the Okatie/Hardeeville area. On average, every Sunday, we have around 650 people gathering for worship, and overall about 1,200 different people gather throughout the month.

The leadership team at Cornerstone has spent the last several years trying to accommodate the need for more parking and ministry space at the Old Town location and decided it would need to relocate at some point to accommodate the growth. The church entered into an agreement in January 2023 to sell its existing campus and purchase 41.3 acres (11 Grassey Lane) to relocate the Bluffton campus to a more expansive location. Cornerstone serves Bluffton, Okatie, and the surrounding communities through various ministries.

### **Weekly Ministries**

**Cornerstone Kids** offers weekly programming for children from Birth through Fifth Grade. In addition to weekly programming, children and their families have opportunities to participate in summer camps, holiday events, parenting classes, and service projects.

**Cornerstone Students** serve Sixth through Twelfth Graders through weekly programming. Additionally, students and their families are invited to participate in Winter and Fall retreats, Summer camps, international mission trips, and service projects.

**Cornerstone Young Adults** serve college and 20-somethings in the local area. They gather weekly to connect young adults in worship, relationship, and spiritual growth.

**Sonshine Preschool** is a faith-based, half-day preschool program offered by Cornerstone Church. They serve children from eighteen months through five years old (Pre-K). They offer a structured setting while using a curriculum that provides hands-on activities. Each classroom prepares children academically and socially for their next level of education. Sonshine Preschool has about 80 children each day with a total enrollment of 120.

### **Local Outreach**

Our **Mobile Food Pantry** connects a Cornerstone member to a family in need. We serve upwards of 50 families every other week, delivering supplemental food, a connection to Cornerstone, and other resources of Beaufort County that may help ease some of the tension in their life. We are in the process of developing a Care Center where we will compassionately serve people through aid, resources, and education.

Through our **School Serve Initiative**, we serve 9 Beaufort County schools throughout the school year, encouraging over 1300 teachers each time we serve. We are an approved partner of the School District.

Town of Bluffton, SC 11 | Page

Every November we have a **Giving Tree** that our congregation is involved in. We purchase gifts for kids in need and are able to deliver them to the parents before Christmas so that the parents can gift them to the kids.

**Christmas Festival** - Every other year, beginning in 2016, we wanted to give back to the community and provide a free Christmas Festival celebrating the free gift that Jesus gave us! We have over 2000 people in attendance. We provide food, a live nativity, snow, sledding, inflatables, games, Santa, s'mores, and more!

### **Global Missions**

We have six partners around the world that we support financially in addition to sending teams and resources throughout the year.

**Costa Rica** - Iglesia de la Ciudad is located in a low-income area and exists to meet the spiritual and practical needs of the people in Alajuelita, San José, Costa Rica since 2006. Miguel Alberto Rojas serves as Pastor. He and his wife, Karina are both natives of Alajuelita, Costa Rica.

**Ecuador** - Gary and Dena Pate are full-time independent missionaries. They have lived in Ecuador since 2014, and have worked in rural and remote villages, reaching the communities through Bible Clubs. They have recently moved and expanded the ministry to the Montañita area.

**Hungary** - Devin and Jessica Grome serve through the European Initiative (EI) in Budapest, Hungary. EI exists to bring the gospel to a lost Europe. They mobilize teams of Christians to partner with European churches and ministries on short-term mission trips.

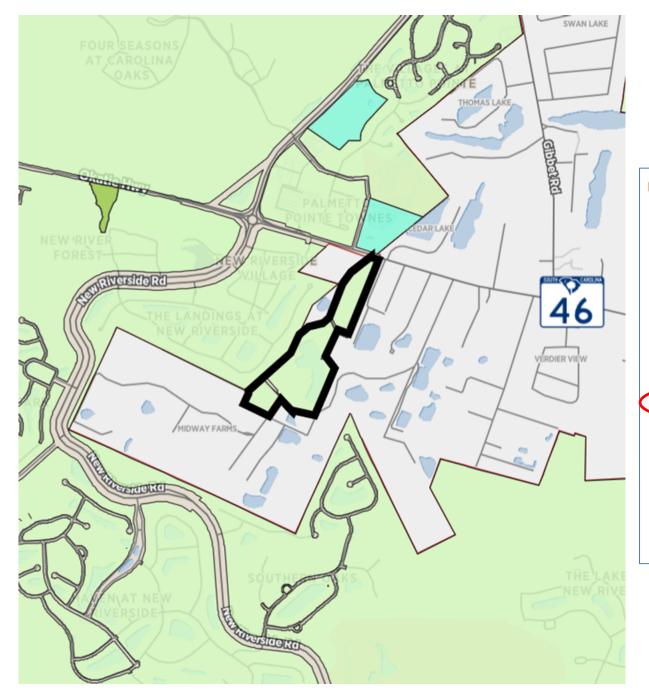
**Haiti** - International Christian Development Mission in Haiti exists to teach and preach the good news of Jesus Christ; to help impoverished people become self-supporting, and to educate and motivate children, youth, and adults. Pastor Ivan Pierre is the director of ICDM. He and his wife Myriam are both natives of Haiti.

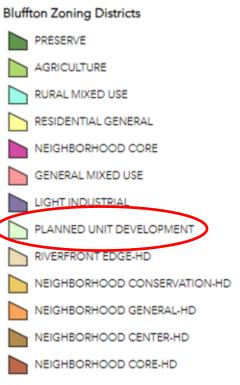
**Live Global** - Matt and Jennifer Johnson are missionaries serving through Live Global. Live Global cultivates relationships between the North American church and ministries across the globe to multiply gospel impact on their communities and beyond.

**South Africa** - Philip and Maryna DeVries are missionaries serving through Life Community Services in George, South Africa. They focus on meeting the needs of children through the love of Jesus, education, clothing, food, and programs geared to the enrichment of children.

### Staff

We currently have 15 people on our church staff, many key volunteer leaders, and 21 seasonal preschool staff members.





### Attachment 3

Section VIII. Item #3.

# PROPOSED RURAL MIXED USE (RMU) ZONE DISTRICT PORTION OF PARCEL

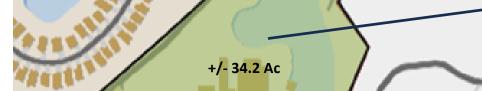
R610 036 000 0014 0000

# PROPOSED AGRICULTURAL (AG) ZONE DISTRICT

PARCEL R610 036 000 014B 0000

## PROPOSED AGRICULTURAL (AG) ZONE DISTRICT

PORTION OF PARCEL R610 036 000 0014 0000



MAY RIVER ROAD

+/- 7.0 Ac

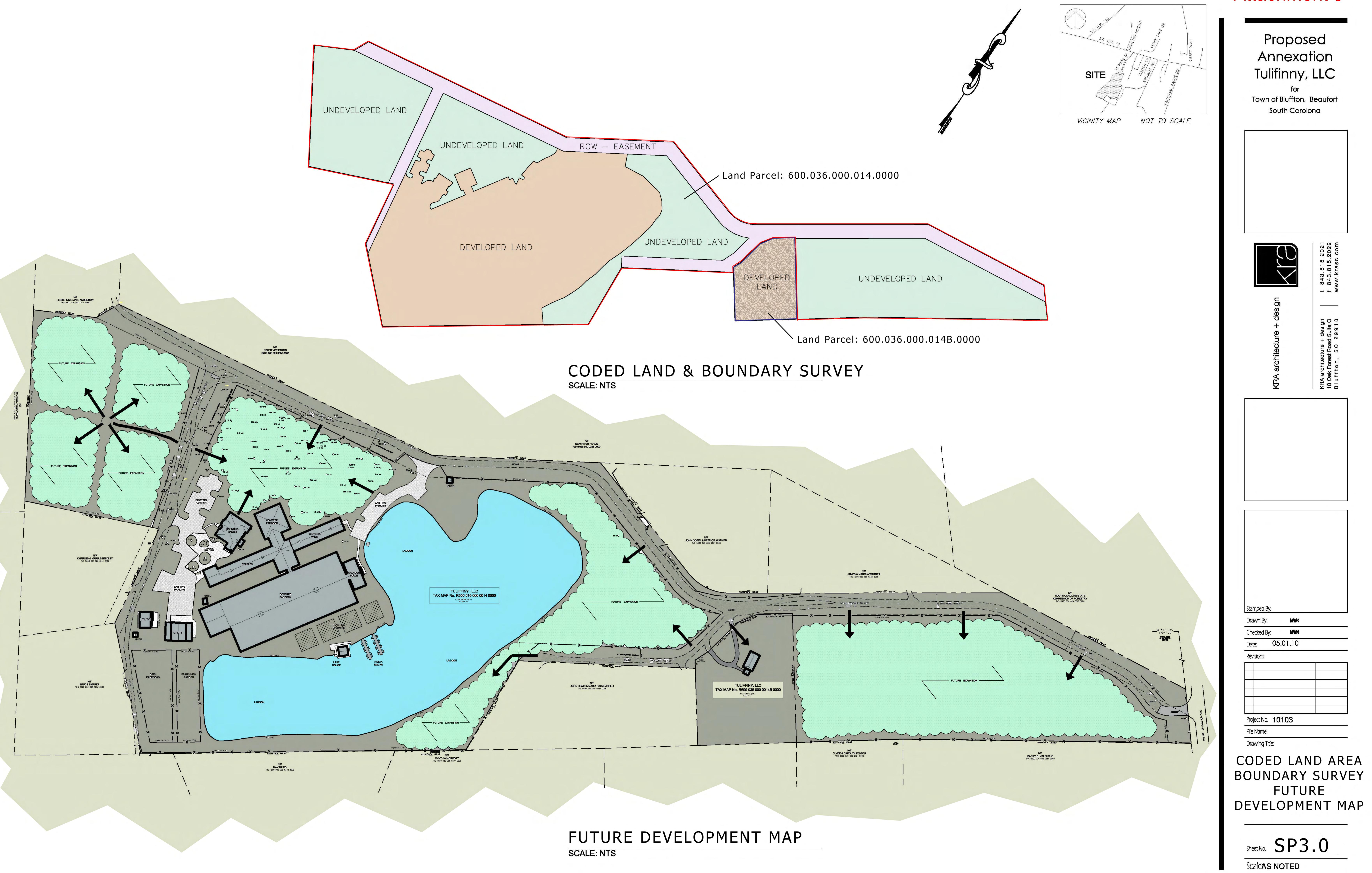
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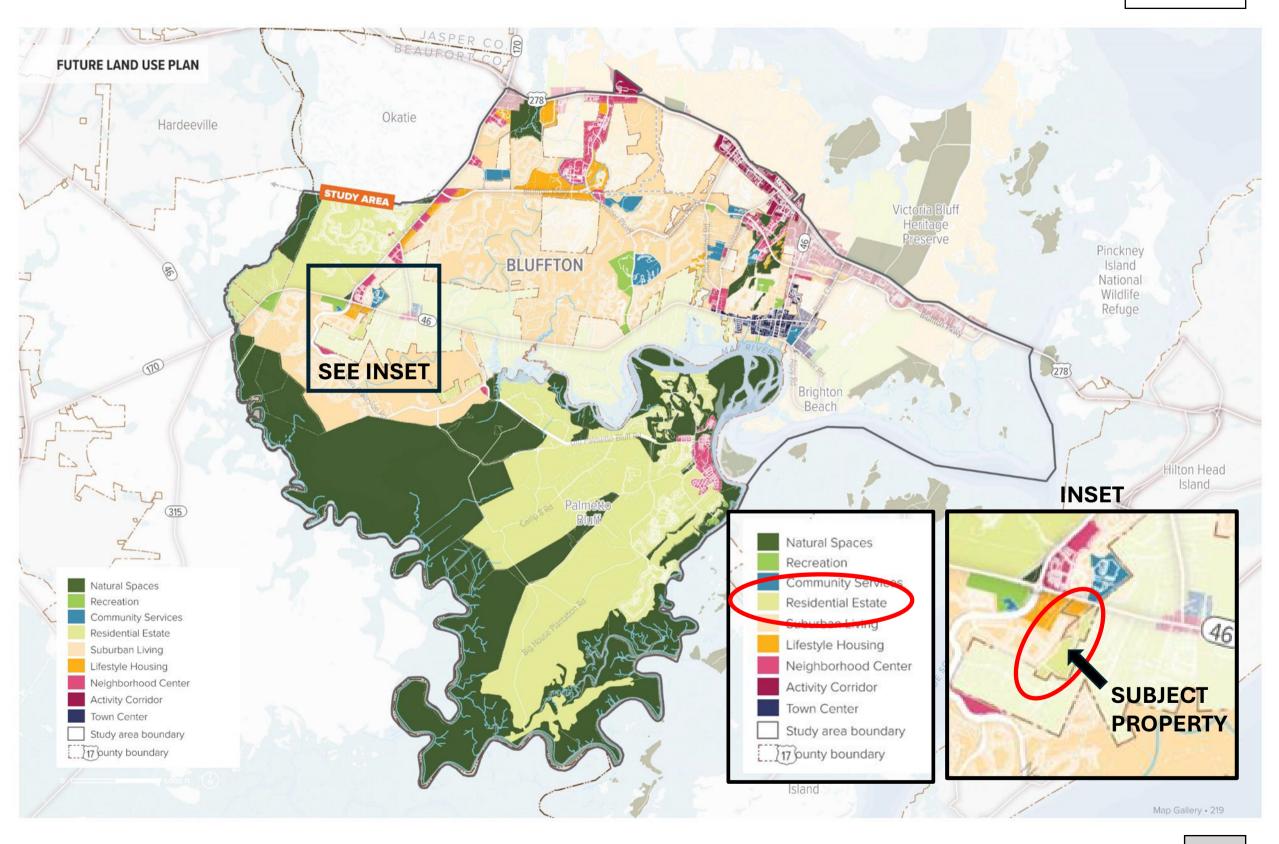
### **Use Comparison Table**

P = Permitted by right subject to general district standards C = Permitted subject to specific conditions and specific use standards

SE = Permitted by special exception through a discretionary review process - = Prohibited use Land Use Mindstream PUD BC MRCP BC T3Edge TOB AG TOB RMU BC T2R BC T2RC **RESIDENTIAL USES** Single-family Detached Single-family Attached Р Muli-Family Р **Accessory Dwelling Unit** C C C Single-family Cluste Family Compound Planned Development Р Small Single-Family Affordable Manufactured Home Community Community Residence (dorms, Convents, assisted living, temporary shelters) Р Р AGRICULTURE/CONSERVATION Agricultural Use and Structures Р Ρ Р Animal Hospital, Veterinary Clinic, Kennel C SE C Р Horse Riding School, Horse Training Facility and/or Commercial Stables С Р Ρ С С С Seafood/Shellfish Packaging/Processing С C Forestry Ρ Ρ Р Ρ Ρ SE SE SE Aquaponics Agricultural Support Services Ρ Ρ **Animal Production Animal Production: Factory Farming** SE Seasonal Farmworker Housing C C **COMMERCIAL SERVICES Outdoor Sales** Р Retail Businesses C Р C Personal Service Establishments C Ρ Restaurant Fueling/Service Station including fuel pumps/Convenience Store Р C SE С Ρ Car Wash С Tattoo/Body Art Parlor **Adult Oriented Business** Low Speed Recreational Vehicle Sales Grocery Store up to 40,000 st Residential Storage Facility Ρ Bar, Tavern, Nighclub Drive-Through Facilities C LODGING Short-Term Rental SE SE SE Homestay Rental (1-Bedroom) Р Р Bed and Breakfast (2-5 Bedrooms) SE Р Р С Р Inns (6-12 Bedrooms) Inns (up to 24 Bedrooms) SE Ρ Hotel (12 or More Bedrooms Cottage Industry С Office Home Occupation Ρ Ρ С C С **Professional Offices** Health/Human Care Family Day Care Home (6 or Less Children) Ρ Ρ Ρ Ρ Group Day Care Home (7 to 12 Children) Ρ Ρ Ρ Ρ C Ρ Child Care Center (13 or More Children) Р Ρ С Medical Offices and Clinics С Ρ Р Nursing Homes and Long-Term Care SE SE RECREATION/ENTERTAINMENT Campgrounds and Recreational Vehicle Parks SE Ρ Р Ρ Golf Course Р Ρ Ρ Recreation Facility Р С SE SE C **Theaters and Auditoriums** CIVIC/INSTITUTIONAL Cemetery Club, Lodge, Union Hall, or Social Center Ρ C Conference or Exhibition Cente Government Building Р Ρ Ρ Ρ Parks Р Р Р C C Religious Assembly Р Р School SE SE Р Р Ρ C SE Recreational Institutiona SE Ecotourism C С Detention Facility Transportation, Terminal SE Airport, Aviation Services SE INDUSTRIAL Artisan Workshop Р Р SE Concrete and Asphalt Plants Contractor's Office Ρ C Р Junk and Salvage Operations SE SE Light Assembly/Fabrication Manufacturing C -Manufacturing Storefront С Manufacturing Storehouse Research and laboratory С C Solid Waste Transfer Facility/Recycling Center С C **Telecommunications Towers** SE С С SE SE Warehouse or Distribution Operation C Outdoor Maintenance/Storage Yard C Mining & Resource Extraction SE Other Public and Private Parking Structures and Stand Alone Parking Lots Р Christmas Tree Sale Roadside Stand Р Mobile Homes/Sales Office

Public Interest and Special Events





## TRAFFIC IMPACT STUDY

for the

# Cornerstone Church

Located in Town of Bluffton, South Carolina

Prepared for Cornerstone Church

Prepared by Ramey Kemp Associates



October 2023 RKA Project #23100

## TRAFFIC IMPACT STUDY

for the

# Cornerstone Church

Located in
Town of Bluffton, South Carolina

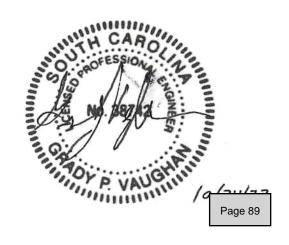
Prepared for Cornerstone Church 11 Grassey Lane Bluffton, SC 29910

Prepared by
Ramey Kemp Associates
1411 Gervais Street, Suite 150
Columbia, South Carolina 29201



October 2023 RKA Project #23100





### **Table of Contents**

<b>EXECUTIVE SU</b>	JMMARY	ii				
1. INTRODUC	TION	1				
1.1.						
1.2.						
1.3.						
1.4.	Driveway Location	∠				
2. PROJECT TRAFFIC						
2.1.	Proposed Land Uses	8				
2.2.	Trip Generation Estimates	8				
2.3.	Trip Distribution & Assignment	8				
3. TRAFFIC VO	OLUME DEVELOPMENT	13				
3.1.	Future No-Build Traffic Volumes	13				
3.2.	Build-Out Traffic Volumes	13				
4. TRAFFIC IM	1PACT ANALYSIS	18				
4.1.	Turn Lane Analysis	18				
4.2.	Intersection LOS Analysis	18				
5. SUMMARY	OF FINDINGS AND RECOMMENDATIONS	22				



### **List of Tables**

Table 1 – Street Inventory	4
Table 2 - Trip Generation Estimates	8
Table 3 - HCM 6 <sup>th</sup> Edition LOS Criteria for Unsignalized Intersections	19
Table 4 - Intersection Analysis Results	19
Table 5 - Sunday Intersection Analysis Results	20
List of Figures	
Figure 1 - Project Location Map	2
Figure 2 – Conceptual Site Plan	3
Figure 3 – Existing Lane Configuration	5
Figure 4 – Existing (2023) Peak-Hour Traffic Volumes	6
Figure 5 – Existing (2023) Sunday Peak-Hour Traffic Volumes	
Figure 6 - Project Trip Distributions	10
Figure 7 - Project Trip Assignment	11
Figure 8 – Sunday Project Trip Assignment	12
Figure 9 - No-Build (2025) Peak-Hour Traffic Volumes	14
Figure 10 - No-Build (2025) Sunday Peak-Hour Traffic Volumes	15
Figure 11 - Build (2025) Peak-Hour Traffic Volumes	16
Figure 12 - Build (2025) Sunday Peak-Hour Traffic Volumes	17
Figure 13 - Proposed Lane Configuration	21

## **List of Appendices**

- A) Scoping
- B) Traffic Count Data
- C) Traffic Volume Development Worksheets & ITE Trip Generation Sheets
- D) Turn Lane Analysis Worksheets
- E) Capacity Analysis



**Cornerstone Churc** 

Section VIII. Item #3.

### **EXECUTIVE SUMMARY**

A traffic impact study was conducted for the proposed Cornerstone Church development in accordance with SCDOT and Town of Bluffton guidelines. The development is proposed to be located on Meadow Drive south of SC 46 in the Town of Bluffton, South Carolina. The development is planned to consist of up to 800 seats and a Monday through Thursday day care with 120 students enrolled. Access to the site will be provided via one existing full access on Meadow Drive and via Grassey Lane.

The proposed accesses are expected to operate adequately with the existing one ingress and one egress lane. The site accesses should be designed to provide proper sight distances and should meet Town of Bluffton design criteria.

Based on the anticipated build out volumes, a left-turn lane and right-turn lane are warranted and recommended along SC 46 at Meadow Drive. The mainline of the existing intersection of SC 46 & Meadow Drive is expected to operate adequately with the proposed project in the 2025 Build conditions. The Meadow Drive approach is expected to experience delays, however this is typical of minor approaches of two-way stop-controlled intersections. The Meadow Drive approach to SC 46 is recommended to provide two egress lanes and one ingress lane. The Meadow Drive approach to SC 46 should to be designed to provide proper sight distances and should meet SCDOT design criteria.

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### 1. INTRODUCTION

The purpose of this report is to document a traffic impact study conducted for the proposed Cornerstone Church development in the Town of Bluffton, South Carolina in accordance with SCDOT and Town of Bluffton guidelines. This report summarizes the procedures and findings of the traffic impact study. Scoping is attached in Appendix A.

### 1.1. Project Background

The development will be located on the east side of Meadow Drive south of SC 46. The development is planned to consist of up to 800 seats and a Monday through Thursday day care with 120 students enrolled. Access to the site will be provided via one existing full access on Meadow Drive and via Grassey Lane.

The traffic impact study considered the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM), and the Sunday peak hour (between 8:30 AM and 12:30 PM) as the study time frames. The following intersections were studied:

May River Road (S-46) & Meadow Drive

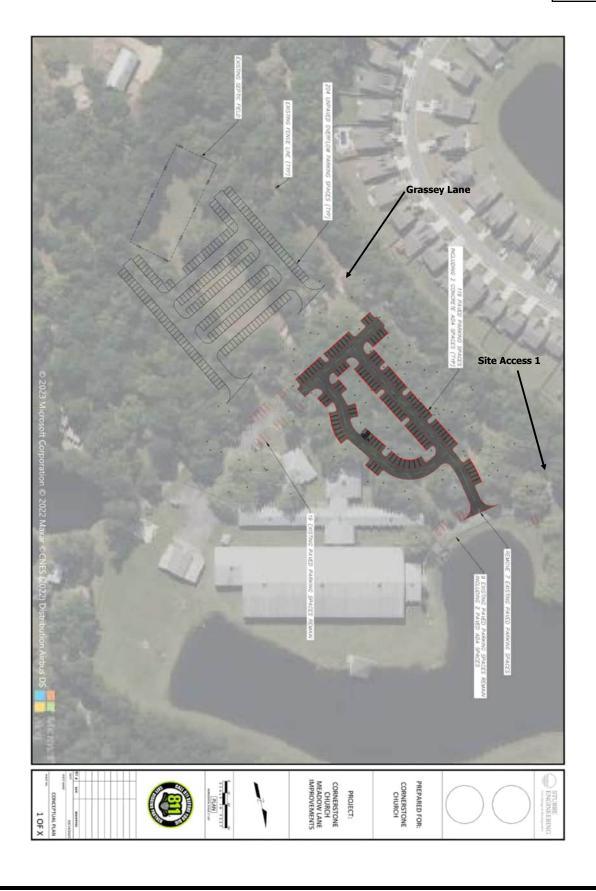
Future-year analyses assume 2025 conditions as the Build scenario. Figure 1 shows the location of the project site, and Figure 2 illustrates the conceptual site plan.



Section VIII. Item #3. SC 46 STOP **Project Location** 



Cornerstone Church - Traffic Impact Study





Cornerstone Church - Traffic Impact Study

Cornerstone Churc Section VIII. Item #3.

### 1.2. Existing Roadway Conditions

A review of the existing roadway conditions in the study area was conducted and is summarized in Table 1. Figure 3 illustrates the existing lane geometry.

**Table 1 - Street Inventory** 

Facility Name	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2022 AADT	
May River Road	S-46	2-lane undivided	35 MPH	SCDOT	$14,000^{1}$	
Meadow Drive	-	2-lane undivided	15 MPH	Local	-	

<sup>&</sup>lt;sup>1</sup> SCDOT Count Station #07-0155

### 1.3. Existing Traffic Count

Vehicle turning movement counts were collected by in May 2023 for the Sunday peak period (8:30 AM to 12:30 PM) and PM peak period (4:00 PM to 6:00 PM) at the intersection of:

• SC 46 & Meadow Drive

The AM peak volumes were developed utilizing a prior 2022 count along SC 46 and grown to 2023 by applying a 2.0% growth rate. Volumes along the Meadow Drive approach for the AM peak period were estimated based on trip generation for 25 homes.

The counts were conducted while the local school district was in session. The raw traffic volumes are provided in Appendix B. The 2023 AM and PM traffic volumes are illustrated in Figure 4. The existing 2023 Sunday peak volumes are illustrated in Figure 5.

### 1.4. Driveway Location

Access points are proposed to be at an existing full access driveway located along Meadow Drive approximately 2,460 feet south of the intersection with SC 46 and also via Grassy Lane. Since existing accesses are proposed to be utilized, there are no recommendations.





X' Storage (In Feet)



Cornerstone Church - Traffic Impact Study

Section VIII. Item #3. **=** 493 (689) 1 (2) SC 46 STOP (597) 796 = (5) 9 (5)**Meadow Drive** LEGEND 000 - AM Peak-Hour Traffic Volumes (000) - PM Peak-Hour Traffic Volumes



Cornerstone Church - Traffic Impact Study

Section VIII. Item #3. **=** 596 0 SC 46 **Meadow Drive** LEGEND 000 - Sunday Peak Traffic Volumes



Cornerstone Church - Traffic Impact Study

Figure 5 - Existing (2023) Sunday Peak-Hour Traffic Volumes

**Cornerstone Chur** 

Section VIII. Item #3.

#### 2. PROJECT TRAFFIC

#### 2.1. **Proposed Land Uses**

The Cornerstone Church development is proposed to have 800 seats and a day care with 120 students enrolled. The project site location is currently a horse farm.

#### 2.2. **Trip Generation Estimates**

The trip generation potential was estimated using information contained in ITE's Trip Generation Manual, 11th Edition (2021) for land use code (LUC) 560 - Church and LUC 565 - Day Care Center. The trip generation estimates for of the weekday daily, the Sunday peak hour of generator, 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 2. ITE trip generation sheets are provided in Appendix C.

Table 2 - Trip Generation Estimates

1												
Land Use	ITE	Size	Daily Sunday			AM Peak		PM Peak				
Lanu Ose	LUC	31Ze	Traffic	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Church	560	800 seats	727	197	205	402	34	22	56	36	44	80
Day Care Center	565	120 students	474	7	6	13	46	42	88	40	46	86
New, External Traffic				204	211	415	80	64	144	76	90	166

LUC 560

Daily Trips: T = 5.40(X) + 50.83 (50% In; 50% Out)

Sunday Peak Hour of Generator: T = 7.87(X) + 93.13 (48% In; 52% Out)

AM Peak-Hour: T = 0.37(X) - 1.84 (62% In; 38% Out) PM Peak-Hour: T = 0.36(X) + 4.70 (44% In; 56% Out)

LUC 565

Daily Trips: T = 3.56 (X)+ 47.23 (50% In; 50% Out)

Sunday Peak Hour of Generator: T = 0.11(X) (54% In; 46% Out)

AM Peak-Hour: T = 0.66(X) + 8.42 (53% In; 47% Out)PM Peak-Hour: Ln(T) = 0.87Ln(X) + 0.29 (47% In; 53% Out)

### 2.3. **Trip Distribution & Assignment**

New external traffic expected to be generated was distributed and assigned to the roadway network based on the surrounding land uses and current patterns. The general distribution of new external project trips was assumed to be:

- 55% to/from the west via SC 46
- 45% to/from the east via SC 46



RAMEY KEMP ASSOCIATES

Moving forward.

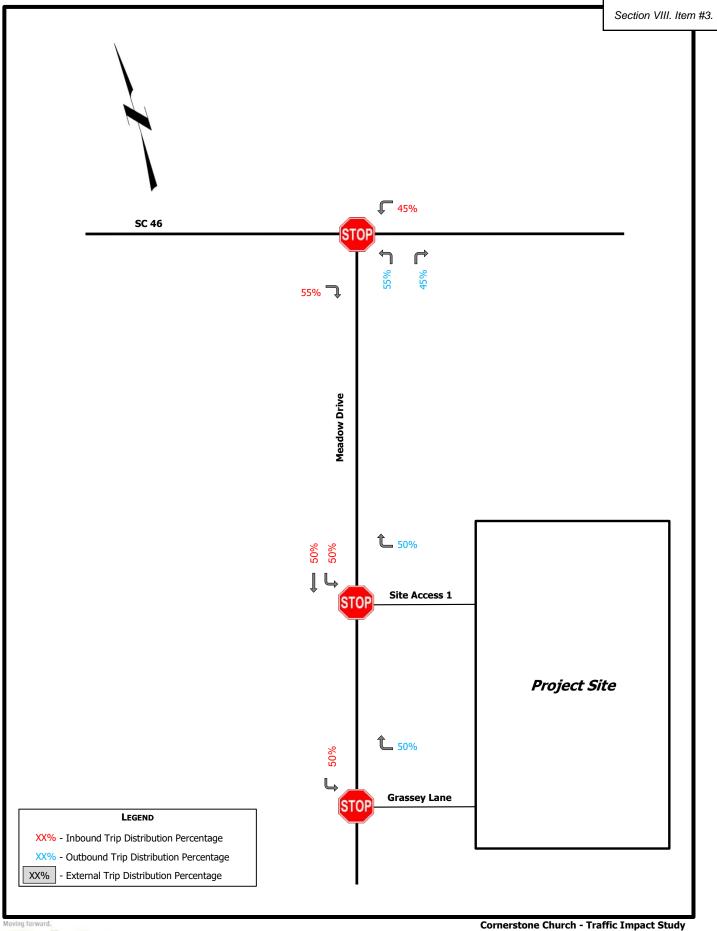
**Cornerstone Churc** 

Section VIII. Item #3.

The directional distribution assumptions are shown in Figure 6. The assignment of the new project traffic during the AM and PM peaks are shown in Figure 7. The Sunday assignment of the new project traffic is illustrated in Figure 8

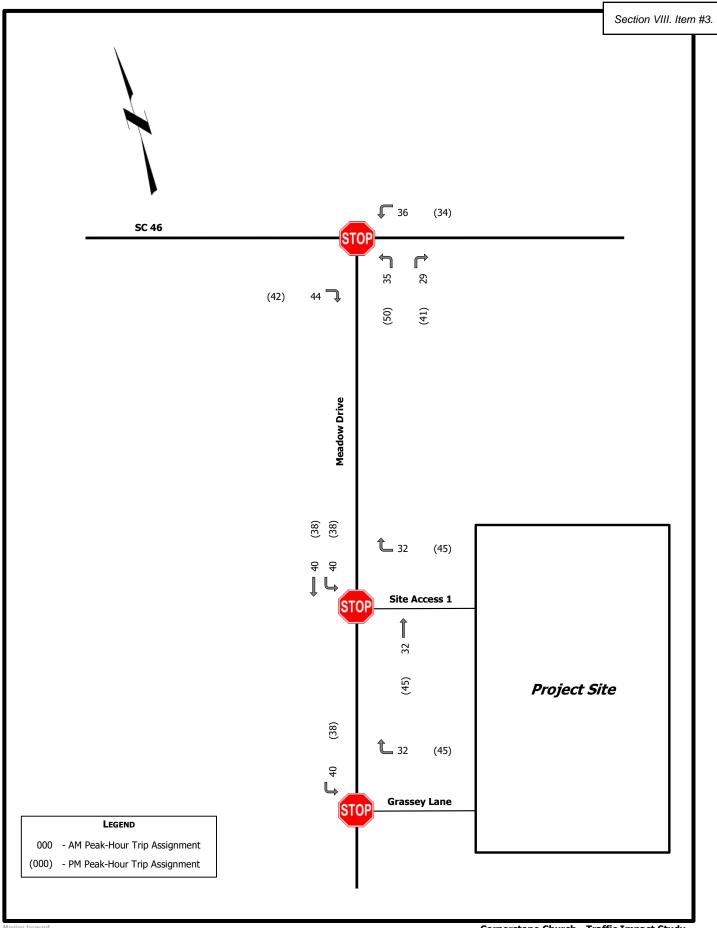


### Attachment 7



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Figure 6 - Project Trip Distributions

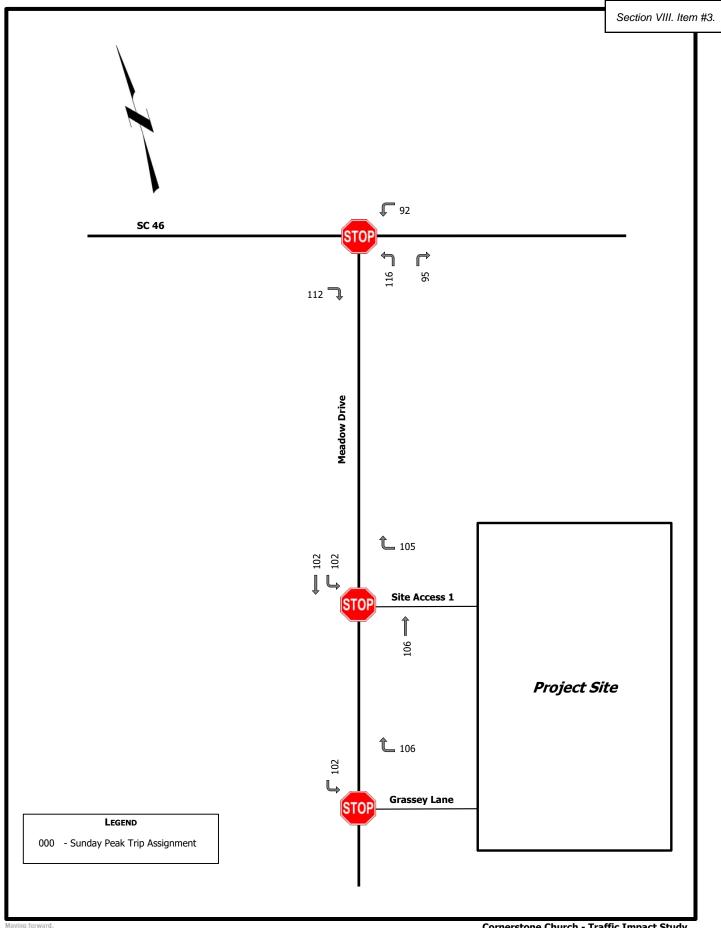


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**Cornerstone Church - Traffic Impact Study** 

Figure 7 - Weekday Project Trip Assignment

### Attachment 7



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**Cornerstone Church - Traffic Impact Study** 

Figure 8 - Sunday Project Trip Assignment



**Cornerstone Church** 

Section VIII. Item #3.

### 3. TRAFFIC VOLUME DEVELOPMENT

### 3.1. Future No-Build Traffic Volumes

To develop the No-Build volumes, an annual background growth rate of 2.0% was applied to the 2023 traffic volumes. The annual growth rate was based on SCDOT count station data, existing traffic patterns, and expected growth in the area.

An adjacent development, *The May River Townhomes TIS*, was considered as vested traffic which considered 79 townhomes. The traffic volumes from the proposed development were included in the future volumes along SC 46.

The 2025 AM and PM No-Build volumes are illustrated in Figure 9. The 2025 Sunday No-Build volumes are illustrated in Figure 10.

### 3.2. Build-Out Traffic Volumes

The site generated traffic volumes were added to the 2025 No-Build traffic volumes to determine the future Build volumes. The 2025 AM and PM Build volumes and 2025 Sunday Build volumes are illustrated respectively in Figure 11 and Figure 12. Volume development worksheets are included in Appendix C.





000 - AM Peak-Hour Traffic Volumes (000) - PM Peak-Hour Traffic Volumes

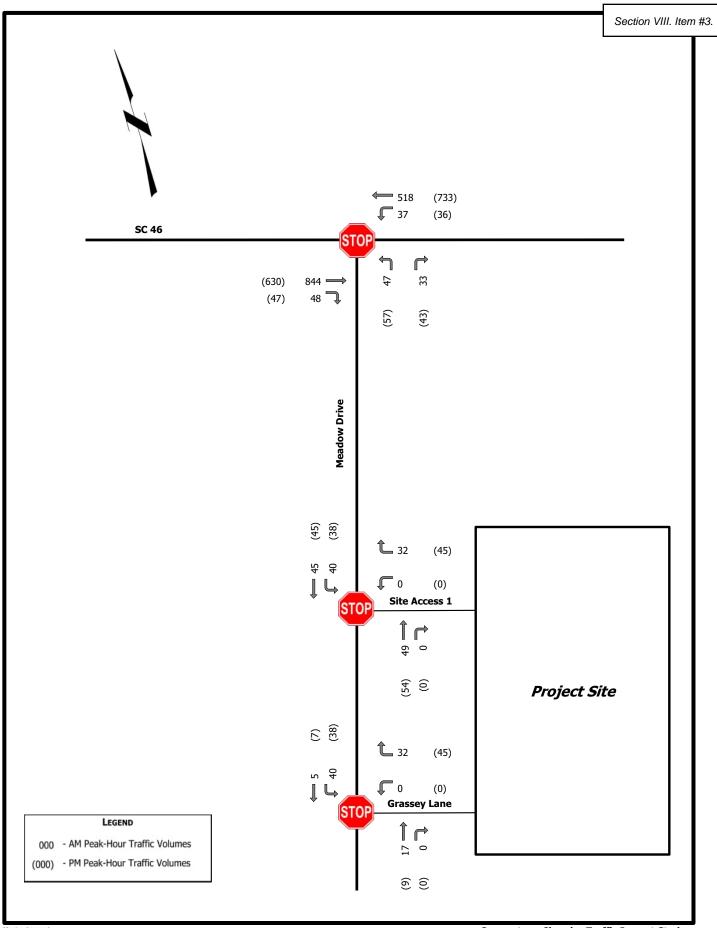
Cornerstone Church - Traffic Impact Study

000 - Sunday Peak Traffic Volumes

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Figure 10 - No-Build (2025) Sunday Peak-Hour Traffic Volumes

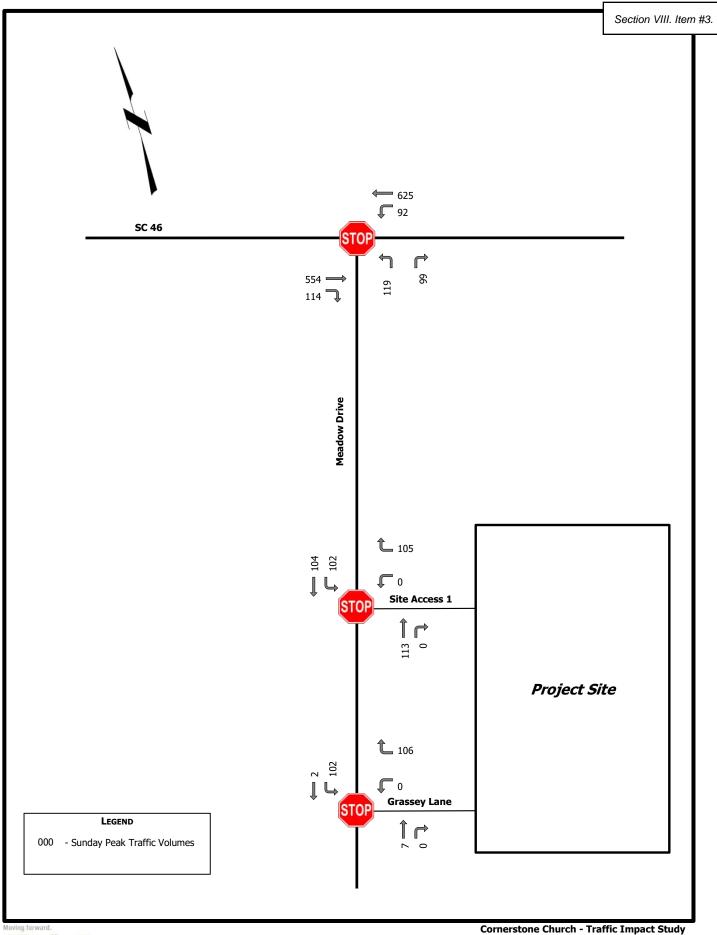




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Figure 11 - Build (2025) Weekday Peak-Hour Traffic Volumes



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Figure 12 - Build (2025) Sunday Peak-Hour Traffic Volumes

### 4. TRAFFIC IMPACT ANALYSIS

#### 4.1. Turn Lane Analysis

Auxiliary turn-lane analyses were conducted for the SC 46 & Meadow Drive intersection using the 2025 Build volumes. Turn lane analyses were considered based on the SCDOT Roadway Design Manual (RDM) Section 9.5.1.

Based on the anticipated build out volumes, a left-turn lane and a right-turn lane are warranted and recommended along SC 46 at Meadow Drive. Turn lane analyses are provided in Appendix D.

## 4.2. Intersection LOS Analysis

Intersection analyses were conducted for the study intersections considering 2023 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual* 6<sup>th</sup> Edition (HCM 6<sup>th</sup> Edition) methodologies of the *Synchro*, Version 11 software.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays and are generally considered undesirable. Table 3 summarizes the *HCM* 6<sup>th</sup> Edition control delay thresholds associated with each LOS grade for unsignalized intersections.

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. A constant PHF of 0.92 was applied for future year analysis. Existing heavy vehicle percentages were utilized for all analysis scenarios, with a minimum percentage of 2% considered.



Table 3 - HCM 6th Edition LOS Criteria for Unsignalized Intersections

Unsi	gnalized Intersections
LOS	Control Delay per Vehicle (seconds)
A	≤10
В	> 10 and ≤ 15
С	> 15 and ≤ 25
D	> 25 and ≤ 35
Е	> 35 and ≤ 50
F	> 50

Using the Synchro software, intersection analyses were conducted for the weekday AM peak-hour, weekday PM peak-hour, and Sunday peak time periods. The recommended turn lanes were considered in the build conditions. The results of the intersection AM and PM analyses results are summarized in Table 4. The Sunday peak intersection analyses results are summarized in Table 5.

**Table 4 - Intersection Analysis Results** 

			]	LOS/Delay	(seconds)		
Intersection	Approach		xisting itions	2025 No	o-Build itions	2025 Cond	
		AM	PM	AM	PM	AM	PM
SC 46 & Meadow Drive	WB <sup>1</sup>	A/9.7	A/8.9	A/9.9	A/9.0	B/10.4	A/9.3
3C 40 & Meadow Drive	NB <sup>2</sup>	D/26.7	D/25.8	D/29.4	D/28.4	E/41.5	E/43.7
Meadow Drive & Site	WB <sup>2</sup>	-	-	-	-	A/8.7	A/8.8
Access #1	SB <sup>1</sup>	-	-	-	-	A/7.4	A/7.4
Meadow Drive &	WB <sup>2</sup>	-	-	-	-	A/8.5	A/8.5
Grassey Lane	SB <sup>1</sup>	-	-	-	-	A/7.3	A/7.3

<sup>&</sup>lt;sup>1</sup>LOS for major street left turn movement; <sup>2</sup>LOS for minor street approach



**Cornerstone Church** 

Section VIII. Item #3.

Table 5 - Sunday Intersection Analysis Results

		LOS	6/Delay (secon	ds)
Intersection	Approach	2023 Existing Conditions	2025 No- Build Conditions	2025 Build Conditions
			Sunday Peak	
SC 46 & Meadow Drive	$WB^1$	A/0.0	A/0.0	A/9.6
3C 40 & Meadow Dilve	NB <sup>2</sup>	C/16.7	C/17.7	F/97.9
Meadow Drive & Site	WB <sup>2</sup>	-	-	A/9.4
Access #1	SB1	-	-	A/7.7
Meadow Drive &	WB <sup>2</sup>	-	-	A/8.8
Grassey Lane	SB <sup>1</sup>	-	-	A/7.4

<sup>&</sup>lt;sup>1</sup>LOS for major street left turn movement; <sup>2</sup>LOS for minor street approach

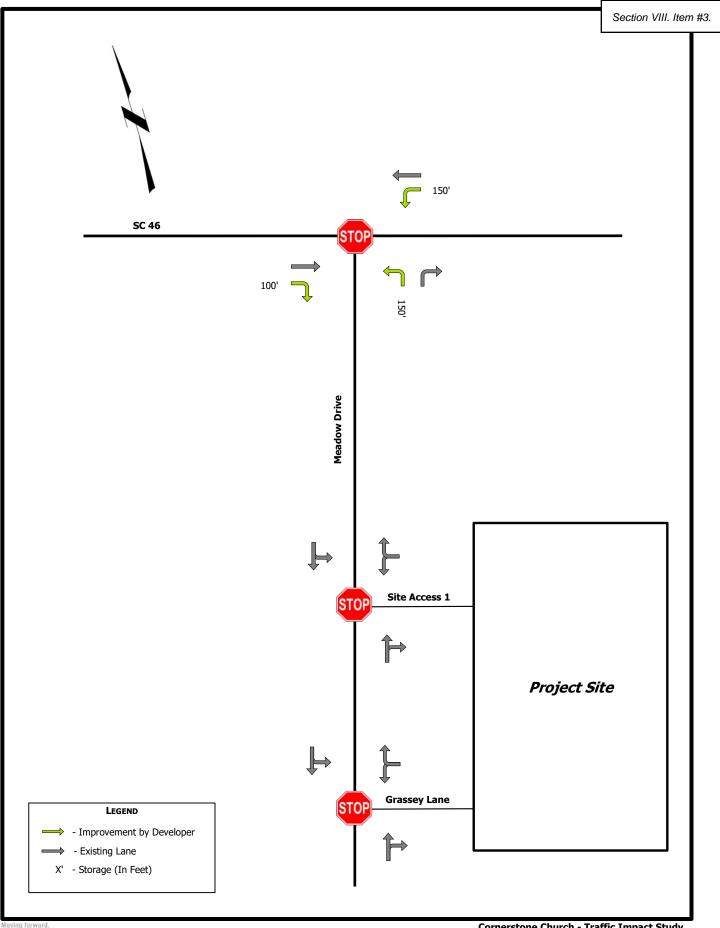
The mainline of the existing intersection of SC 46 & Meadow Drive is expected to operate adequately with the proposed project in the 2025 Build conditions. The Meadow Drive approach is expected to experience delays, however this is typical of minor approaches of two-way stopcontrolled intersections. The Meadow Drive approach to SC 46 is recommended to provide two egress lanes and one ingress lane. The Meadow Drive approach should be designed to provide proper sight distances and should meet SCDOT design criteria.

The proposed accesses are expected to operate adequately with one ingress and one egress lane. The site accesses should be designed to provide proper sight distances and should meet Town of Bluffton design criteria.

Figure 13 shows the proposed lane configuration for the Build conditions. The capacity analysis worksheets are provided in Appendix E.



#### Attachment 7



RAMEY KEMP ASSOCIATES

**Cornerstone Church - Traffic Impact Study** 

Figure 13 - Proposed Lane Configuration

**Cornerstone Church** 

Section VIII. Item #3.

#### 5. SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Cornerstone Church development in accordance with SCDOT and Town of Bluffton guidelines. The development is proposed to be located on Meadow Drive south of SC 46 in the Town of Bluffton, South Carolina. The development is planned to consist of up to 800 seats and a Monday through Thursday day care with 120 students enrolled. Access to the site will be provided via one existing full access on Meadow Drive and via Grassey Lane.

The proposed accesses are expected to operate adequately with the existing one ingress and one egress lane. The site accesses should be designed to provide proper sight distances and should meet Town of Bluffton design criteria.

Based on the anticipated build out volumes, a left-turn lane and right-turn lane are warranted and recommended along SC 46 at Meadow Drive. The mainline of the existing intersection of SC 46 & Meadow Drive is expected to operate adequately with the proposed project in the 2025 Build conditions. The Meadow Drive approach is expected to experience delays, however this is typical of minor approaches of two-way stop-controlled intersections. The Meadow Drive approach to SC 46 is recommended to provide two egress lanes and one ingress lane. The Meadow Drive approach to SC 46 should to be designed to provide proper sight distances and should meet SCDOT design criteria.



## **APPENDIX A**

**Scoping** 



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Page 115

### **Katelyn Love**

From: Katelyn Love

**Sent:** Monday, August 14, 2023 4:31 PM

**To:** Johnson, Joshua A. **Cc:** Jeff Ingham

**Subject:** RE: Cornerstone Church TIS

Thank you, Josh. I reached out to Dillon today. He confirmed with the developer we could use their counts. We will proceed with the AM estimates on Meadow Drive.

Have a good evening, Katelyn

## Katelyn Love, PE, PTOE Traffic Project Manager

C 803 385 7494

From: Johnson, Joshua A. < Johnson JA@scdot.org>

**Sent:** Monday, August 14, 2023 11:40 AM **To:** Katelyn Love <klove@rameykemp.com> **Cc:** Jeff Ingham <jingham@rameykemp.com>

Subject: RE: Cornerstone Church TIS

Katelyn, I can't authorize you to use counts from someone else's TIA. You'll have to coordinate this with them directly. However, if they permit you to use the counts then I agree to allow an existing traffic estimate for Meadow Drive.

#### Josh Johnson, PE, PTOE

District Traffic Engineer | SCDOT District 6



From: Katelyn Love < klove@rameykemp.com>

Sent: Friday, July 21, 2023 12:04 PM

**To:** Johnson, Joshua A. < <u>JohnsonJA@scdot.org</u>> **Cc:** Jeff Ingham < <u>jingham@rameykemp.com</u>>

Subject: RE: Cornerstone Church TIS

\*\*\* This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. \*\*\*

There are 80 children each day with a total enrollment of 120. I don't think the client was aware of the May River TH development but thank you for looking into the projects.

Since we will need a weekday AM analysis and Meadow Drive serves ~25 single family homes would it \( \begin{align\*} \leq \text{Section VIII. Note that the insection of the May River TH mainline counts on SC 46 and use trip generation to estimate the insection of the PM counts as well as the PM trip gen to our counts and I think this could be a viable approach without waiting until the end of August for a count.

Let me know your thoughts.

Thank you, Katelyn

## Katelyn Love, PE, PTOE Traffic Project Manager

C 803 385 7494

From: Johnson, Joshua A. < Johnson JA@scdot.org >

**Sent:** Wednesday, July 19, 2023 10:32 AM **To:** Katelyn Love < <u>klove@rameykemp.com</u>> **Cc:** Jeff Ingham < <u>jingham@rameykemp.com</u>>

Subject: RE: Cornerstone Church TIS

What is the size of the daycare? If 70 students or less, I am not concerned. If larger, please include but you will need to get the AM traffic counts. If there is objection, you can submit a trip generation and distribution for my review and determination of necessary mitigation. I will need to see where the access is planned to SC 46 to include dimensions to nearby intersections/drives.

I have searched my records and found the "May River Townhomes" TIA from Kimley Horn which I did not technically review but I approved the mitigation because that was what I was recommending anyway. I have attached it here. This may be what you are referring to. There are no SCDOT projects in the area that I am aware of.

#### Thanks,

#### Josh Johnson, PE, PTOE

District Traffic Engineer | SCDOT District 6



From: Katelyn Love < klove@rameykemp.com>
Sent: Wednesday, July 12, 2023 8:28 AM
To: Johnson, Joshua A. < JohnsonJA@scdot.org>
Cc: Jeff Ingham < jingham@rameykemp.com>

Subject: Cornerstone Church TIS

\*\*\* This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. \*\*\*

Josh,

The client for Cornerstone Church has asked for a Monday – Thursday day care be included now. We initially collected Sunday counts and Wednesday PM counts for the church analysis. Do we need to consider a weekday AM peak now with the day care? If so, to keep the project progressing would using the 2021 hourly site data from Station 07-0157 be acceptable?

The client mentioned SCDOT had a current project on SC 46 that included this study area. I do not see a project near Meadow Drive, but one that appears to terminate at SC 170. Is there another project I haven't found?

Thanks, Katelyn

Katelyn Love, PE, PTOE Traffic Project Manager C 803 385 7494



## **APPENDIX B**

**Traffic Count Data** 



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Page 119

Section VIII. Item #3.

735 Maryland St Columbia, SC 29201

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File Name: SC 46 @ Meadow Dr Wednesday

Site Code:

Start Date : 04/19/2023

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

					roups P			er venic	ies - Hea			uses			40		1
						SC	-			Meado				SC			
		South				Westb				Northb				Eastb			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
16:00	0	0	0	0	1	188	0	0	2	0	1	0	0	162	3	0	357
16:15	0	0	0	0	0	181	0	0	2	0	1	0	0	137	0	0	321
16:30	0	0	0	0	1	155	0	0	1	0	0	0	0	161	1	0	319
16:45	0	0	0	0	0	165	0	0	2	0	0	0	0	137	1_	0	305
Total	0	0	0	0	2	689	0	0	7	0	2	0	0	597	5	0	1302
i																	i
17:00	0	0	0	0	0	146	0	0	1	0	2	0	0	188	1	0	338
17:15	0	0	0	0	1	166	0	0	2	0	2	0	0	141	2	0	314
17:30	0	0	0	0	0	139	0	0	0	0	0	0	0	152	2	0	293
17:45	0	0	0	0	1	175	0	0	0	0	1	0	0	149	2	0	328
Total	0	0	0	0	2	626	0	0	3	0	5	0	0	630	7	0	1273
Grand Total	0	0	0	0	4	1315	0	0	10	0	7	0	0	1227	12	0	2575
Apprch %	0	0	0	0	0.3	99.7	0	0	58.8	0	41.2	0	0	99	1	0	
Total %	0	0	0	0	0.2	51.1	0	0	0.4	0	0.3	0	0	47.7	0.5	0	
Passenger Vehicles	0	0	0	0	4	1305	0	0	10	0	7	0	0	1208	12	0	2546
% Passenger Vehicles	0	0	0	0	100	99.2	0	0	100	0	100	0	0	98.5	100	0	98.9
Heavy Vehicles	0	0	0	0	0	7	0	0	0	0	0	0	0	10	0	0	17
% Heavy Vehicles	0	0	0	0	0	0.5	0	0	0	0	0	0	0	0.8	0	0	0.7
Buses	0	0	0	0	0	3	0	0	0	0	0	0	0	9	0	0	12
% Buses	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0.7	0	0	0.5

Section VIII. Item #3.

735 Maryland St Columbia, SC 29201

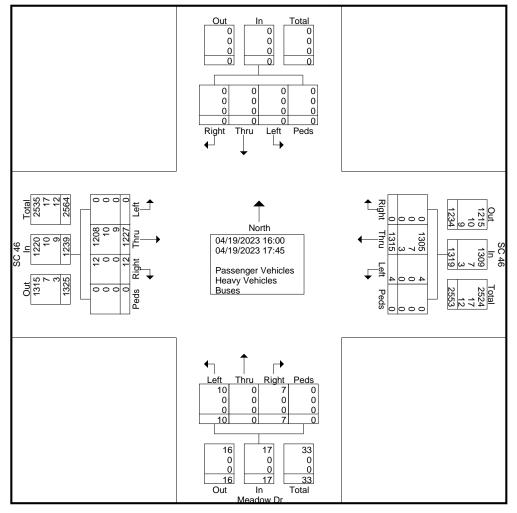
We can't say we're the Best, but you Can!

File Name: SC 46 @ Meadow Dr Wednesday

Site Code:

Start Date : 04/19/2023

Page No : 2



Section VIII. Item #3.

735 Maryland St Columbia, SC 29201

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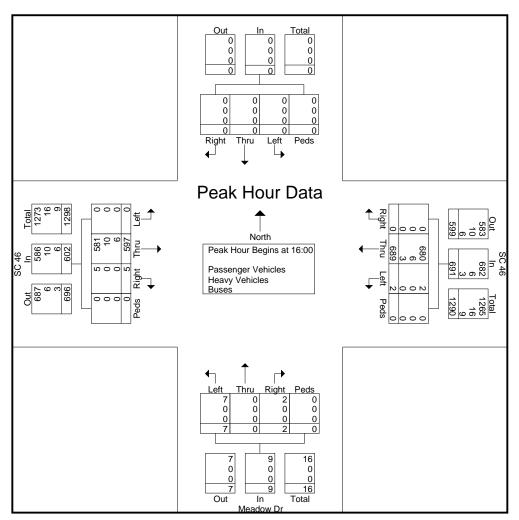
File Name: SC 46 @ Meadow Dr Wednesday

Site Code:

Start Date : 04/19/2023

Page No : 3

		Sc	outhboo	und			W	SC 46					eadow orthbo				E	SC 46			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar																					
Peak Hour fo	r Entire	Inters	ection	Begins	at 16:0	0															
16:00	0	0	0	0	0	1	188	0	0	189	2	0	1	0	3	0	162	3	0	165	357
16:15	0	0	0	0	0	0	181	0	0	181	2	0	1	0	3	0	137	0	0	137	321
16:30	0	0	0	0	0	1	155	0	0	156	1	0	0	0	1	0	161	1	0	162	319
16:45	0	0	0	0	0	0	165	0	0	165	2	0	0	0	2	0	137	1_	0	138	305
Total Volume	0	0	0	0	0	2	689	0	0	691	7	0	2	0	9	0	597	5	0	602	1302
% App. Total	0	0	0	0		0.3	99.7	0	0		77.8	0	22.2	0		0	99.2	0.8	0		
PHF	.000	.000	.000	.000	.000	.500	.916	.000	.000	.914	.875	.000	.500	.000	.750	.000	.921	.417	.000	.912	.912
Passenger Vehicles	0	0	0	0	0	2	680	0	0	682	7	0	2	0	9	0	581	5	0	586	1277
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	16
% Heavy Vehicles	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0	1.7	0	0	1.7	1.2
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	1.0	0	0	1.0	0.7



Section VIII. Item #3.

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

File Name: SC 46 @ Meadow Dr Sunday

Site Code:

Start Date : 04/23/2023

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

				٩	roups P			<u>er veniç</u>	ies - Hea			uses					
						SC	-			Meado				SC			
		South				Westb	ound			Northb	ound			Eastb	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
08:30	0	0	0	0	0	53	0	0	1	0	1	0	0	83	0	0	138
08:45	0	0	0	0	0	57	0	0	0	0	0	0	0	84	0	0	141
Total	0	0	0	0	0	110	0	0	1	0	1	0	0	167	0	0	279
09:00	0	0	0	0	0	74	0	0	0	0	0	0	0	62	1	0	137
09:00	0	0	0	0	0	91	0	0	0	0	0	0	0	105	0	0	196
09:15	0	0	0	0	0	108	0	0	0	0	1	0	0	103	0	_	212
	•	0	-	- 1	-		-	- 1	-	-	1	0	-		-	0	
09:45	0		0	0	0	99	0	0	0	0	0	-	0	94	0	0	193
Total	0	0	0	0	0	372	0	0	0	0	1	0	0	364	1	0	738
10:00	0	0	0	0	0	109	0	0	1	0	0	0	0	108	0	0	218
10:15	0	0	0	0	0	131	0	0	0	0	1	0	0	116	1	0	249
10:30	0	0	0	0	0	135	0	0	0	0	0	0	0	95	0	0	230
10:45	0	0	0	0	0	140	0	0	0	0	0	0	0	95	1	0	236
Total	0	0	0	0	0	515	0	0	1	0	1	0	0	414	2	0	933
11:00	0	0	0	0	0	146	0	0	0	0	4	0	0	97	0	0	247
11:15	0	0	0	0	0	135	0	0	0	0	0	0	0	131	0	0	266
11:30	0	0	0	0	0	160	0	0	1	0	0	0	0	117	1	0	279
11:45	0	0	0	0	0	139	0	0	2	0	1	0	0	128	1	0	271
Total	0	0	0	0	0	580	0	0	3	0	5	0	0	473	2	0	1063
12:00	0	0	0	0	0	143	0	0	0	0	1	0	0	127	0	0	271
12:15	0	0	0	0	0	154	0	0	0	0	2	0	0	145	0	0	301
Grand Total	0	0	0	0	0	1874	0	0	5	0	11	0	0	1690	5	0	3585
Apprch %	0	0	0	0	0	100	0	0	31.2	0	68.8	0	0	99.7	0.3	0	3363
Total %	0	0	0	0	0	52.3	0	0	0.1	0	0.3	0	0	99.7 47.1	0.3	0	
	0	0	0	0	0	1870	0	0	5	0	11	0	0	1686	5	0	3577
Passenger Vehicles	0	0	0	0	0	99.8	0	0	100	0	100	0	0	99.8	100	0	
% Passenger Vehicles	0	0	0	0	0	99.8 4	0	0	0	0	0	0	0	99.8 4	0	0	99.8 8
Heavy Vehicles	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0.2	0	0	_
% Heavy Vehicles	0	0	0	0	0		0	0		0	0	0	0		0	0	0.2
Buses	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0	0 0	0	_	0 0
% Buses	U	U	U	U	U	U	U	0	U	U	U	U	U	U	U	0	U

Section VIII. Item #3.

735 Maryland St Columbia, SC 29201

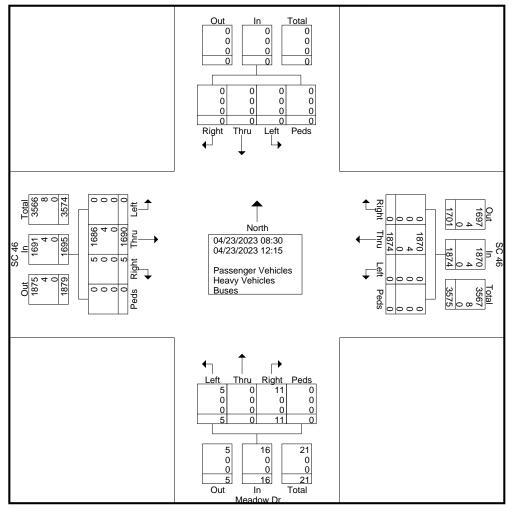
We can't say we're the Best, but you Can!

File Name: SC 46 @ Meadow Dr Sunday

Site Code:

Start Date : 04/23/2023

Page No : 2



Section VIII. Item #3.

735 Maryland St Columbia, SC 29201

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

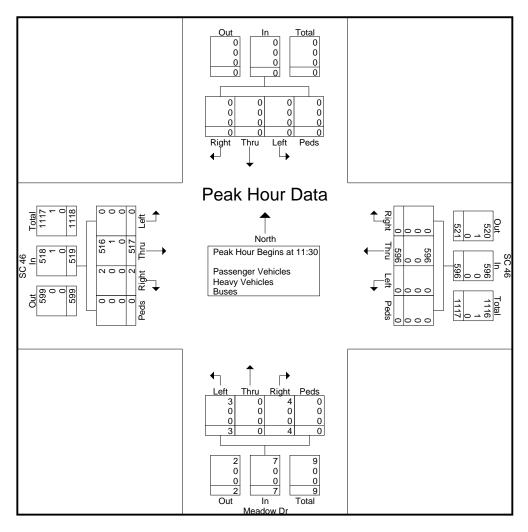
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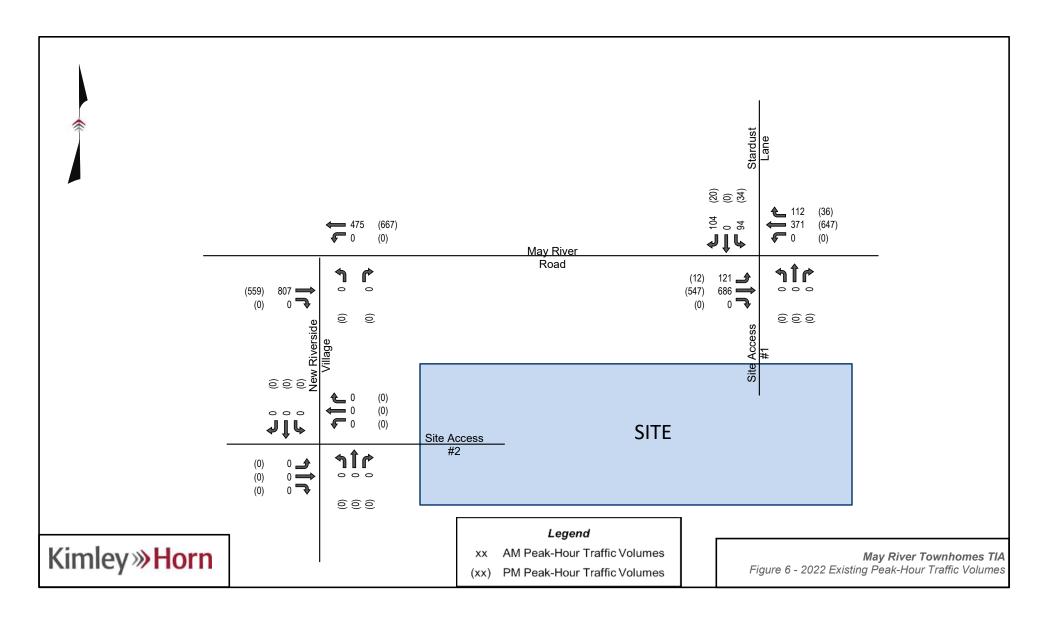
Site Code:

Start Date : 04/23/2023

Page No : 3

		Sc	uthbou	und			W	SC 46 estbou					eadow orthbo				E	SC 46			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From (	08:30 to	o 12:15	- Peak	1 of 1															
Peak Hour fo	r Entire	Inters	ection	Begins	at 11:3	0															
11:30	0	0	0	0	0	0	160	0	0	160	1	0	0	0	1	0	117	1	0	118	279
11:45	0	0	0	0	0	0	139	0	0	139	2	0	1	0	3	0	128	1	0	129	271
12:00	0	0	0	0	0	0	143	0	0	143	0	0	1	0	1	0	127	0	0	127	271
12:15	0	0	0	0	0	0	154	0	0	154	0	0	2	0	2	0	145	0	0	145	301
Total Volume	0	0	0	0	0	0	596	0	0	596	3	0	4	0	7	0	517	2	0	519	1122
% App. Total	0	0	0	0		0	100	0	0		42.9	0	57.1	0		0	99.6	0.4	0		
PHF	.000	.000	.000	.000	.000	.000	.931	.000	.000	.931	.375	.000	.500	.000	.583	.000	.891	.500	.000	.895	.932
Passenger Vehicles	0	0	0	0	0	0	596	0	0	596	3	0	4	0	7	0	516	2	0	518	1121
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





## **APPENDIX C**

# Traffic Volume Development Worksheets & ITE Trip Generation Sheets



#### INTERSECTION TRAFFIC VOLUME DEVELOPMENT

#### SC 46 & Meadow Drive

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, April 19, 2023

AM PEAK HOUR (7:00-8:00 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2022 Traffic Volumes	12		4				1	483			780	4
Years To Current Year (2023)	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%		2.0%				2.0%	2.0%			2.0%	2.0%
Background Traffic Growth	0		0				0	10			16	0
2023 TRAFFIC VOLUMES	12		4				1	493			796	4
Years To Buildout (2025)	2		2				2	2			2	2
Yearly Growth Rate	2.0%		2.0%				2.0%	2.0%			2.0%	2.0%
Background Traffic Growth	0		0				0	20			32	0
Vested New Trips								5			16	
Vested Traffic Volumes								5			16	
2025 NO-BUILD TRAFFIC VOLUMES	12		4				1	518			844	4
Inbound Trip Distribution Percentage							45%					55%
Outbound Trip Distribution Percentage	55%		45%									
Inbound New Project Traffic							36					44
Outbound New Project Traffic	35		29									
Total New Project Traffic	35		29				36					44
2025 BUILD TRAFFIC VOLUMES	47		33				37	518			844	48

PM PEAK HOUR (4:00-5:00 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2023 TRAFFIC VOLUMES	7		2				2	689			597	5
Years To Current Year (2023)	0		0				0	0			0	0
Yearly Growth Rate	2.0%		2.0%				2.0%	2.0%			2.0%	2.0%
Background Traffic Growth	0		0				0	0			0	0
2023 TRAFFIC VOLUMES	7		2				2	689			597	5
Years To Buildout (2025)	2		2				2	2			2	2
Yearly Growth Rate	2.0%		2.0%				2.0%	2.0%			2.0%	2.0%
Background Traffic Growth	0		0				0	28			24	0
Vested New Trips								16			9	
Vested Traffic Volumes								16			9	
2025 NO-BUILD TRAFFIC VOLUMES	7		2				2	733			630	5
Inbound Trip Distribution Percentage							45%					55%
Outbound Trip Distribution Percentage	55%		45%									
Inbound New Project Traffic							34					42
Outbound New Project Traffic	50		41									
Total New Project Traffic	50		41				34					42
2025 BUILD TRAFFIC VOLUMES	57		43				36	733			630	47

#### INTERSECTION TRAFFIC VOLUME DEVELOPMENT

#### Meadow Drive & Site Access 1

TRAFFIC CONTROL: Unsignalized DATE COUNTED: N/A

SUNDAY PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2021 Traffic Volumes		16	0	0	5		0		0			
Years To Current Year (2023)		0	0	0	0		0		0			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
2023 TRAFFIC VOLUMES		16	0	0	5		0		0			
Years To Buildout (2025)		2	2	2	2		2		2			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		1	0	0	0		0		0			
Vested New Trips												
Vested Traffic Volumes												
2025 NO-BUILD TRAFFIC VOLUMES		17	0	0	5		0		0			
Inbound Trip Distribution Percentage				50%	50%							
Outbound Trip Distribution Percentage		50%							50%			
Inbound New Project Traffic				40	40							
Outbound New Project Traffic		32							32			
Total New Project Traffic		32		40	40				32			
2025 BUILD TRAFFIC VOLUMES		49	0	40	45		0		32			

PM PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2023 TRAFFIC VOLUMES		9	0	0	7		0		0			
Years To Current Year (2023)		0	0	0	0		0		0			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
2023 TRAFFIC VOLUMES		9	0	0	7		0		0			
Years To Buildout (2025)		2	2	2	2		2		2			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
2025 NO-BUILD TRAFFIC VOLUMES		9	0	0	7		0		0			
Inbound Trip Distribution Percentage				50%	50%							
Outbound Trip Distribution Percentage		50%							50%			
Inbound New Project Traffic				38	38							
Outbound New Project Traffic		45							45			
Total New Project Traffic		45		38	38				45			
2025 BUILD TRAFFIC VOLUMES		54	0	38	45		0		45			

#### INTERSECTION TRAFFIC VOLUME DEVELOPMENT

## **Meadow Drive & Grassey Lane**

TRAFFIC CONTROL: Unsignalized DATE COUNTED: N/A

SUNDAY PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2021 Traffic Volumes		16	0	0	5		0		0			
Years To Current Year (2023)		0	0	0	0		0		0			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
2023 TRAFFIC VOLUMES		16	0	0	5		0		0			
Years To Buildout (2025)		2	2	2	2		2		2			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		1	0	0	0		0		0			
Vested New Trips												
Vested Traffic Volumes												
2025 NO-BUILD TRAFFIC VOLUMES		17	0	0	5		0		0			
Inbound Trip Distribution Percentage				50%								
Outbound Trip Distribution Percentage									50%			
Inbound New Project Traffic				40								
Outbound New Project Traffic									32			
Total New Project Traffic				40					32			
2025 BUILD TRAFFIC VOLUMES		17	0	40	5		0		32			

PM PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2023 TRAFFIC VOLUMES		9	0	0	7		0		0			
Years To Current Year (2023)		0	0	0	0		0		0			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
2023 TRAFFIC VOLUMES		9	0	0	7		0		0			
Years To Buildout (2025)		2	2	2	2		2		2			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
2025 NO-BUILD TRAFFIC VOLUMES		9	0	0	7		0		0			
Inbound Trip Distribution Percentage				50%								
Outbound Trip Distribution Percentage									50%			
Inbound New Project Traffic				38								
Outbound New Project Traffic									45			
Total New Project Traffic				38					45			
2025 BUILD TRAFFIC VOLUMES		9	0	38	7		0		45			

#### INTERSECTION TRAFFIC VOLUME DEVELOPMENT

#### SC 46 & Meadow Drive

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Sunday, April 23, 2023

SUNDAY PEAK HOUR (11:30 AM-12:30 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2023 Traffic Volumes	3		4				0	596			517	2
Years To Current Year (2023)	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	2.0%		2.0%				2.0%	2.0%			2.0%	2.0%
Background Traffic Growth	0		0				0	0			0	0
2023 TRAFFIC VOLUMES	3		4				0	596			517	2
Years To Buildout (2025)	2		2				2	2			2	2
Yearly Growth Rate	2.0%		2.0%				2.0%	2.0%			2.0%	2.0%
Background Traffic Growth	0		0				0	24			21	0
Vested New Trips								5			16	
Vested Traffic Volumes								5			16	
2025 NO-BUILD TRAFFIC VOLUMES	3		4				0	625			554	2
Inbound Trip Distribution Percentage							45%					55%
Outbound Trip Distribution Percentage	55%		45%									
Inbound New Project Traffic							92					112
Outbound New Project Traffic	116		95									
Total New Project Traffic	116		95				92					112
2025 BUILD TRAFFIC VOLUMES	119		99				92	625			554	114

#### INTERSECTION TRAFFIC VOLUME DEVELOPMENT

#### Meadow Drive & Site Access 1

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

SUNDAY PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2023 Traffic Volumes		7	0	0	2		0		0			
Years To Current Year (2023)	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
2023 TRAFFIC VOLUMES		7	0	0	2		0		0			
Years To Buildout (2025)		2	2	2	2		2		2			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
Vested New Trips												
Vested Traffic Volumes												
2025 NO-BUILD TRAFFIC VOLUMES		7	0	0	2		0		0			
Inbound Trip Distribution Percentage				50%	50%							
Outbound Trip Distribution Percentage		50%							50%			
Inbound New Project Traffic				102	102							
Outbound New Project Traffic		106							105			
Total New Project Traffic		106		102	102				105			
2025 BUILD TRAFFIC VOLUMES		113	0	102	104		0		105			

#### INTERSECTION TRAFFIC VOLUME DEVELOPMENT

## **Meadow Drive & Grassey Lane**

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

SUNDAY PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2023 Traffic Volumes		7	0	0	2		0		0			
Years To Current Year (2023)	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
2023 TRAFFIC VOLUMES		7	0	0	2		0		0			
Years To Buildout (2025)		2	2	2	2		2		2			
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%		2.0%		2.0%			
Background Traffic Growth		0	0	0	0		0		0			
Vested New Trips												
Vested Traffic Volumes												
2025 NO-BUILD TRAFFIC VOLUMES		7	0	0	2		0		0			
Inbound Trip Distribution Percentage				50%								
Outbound Trip Distribution Percentage									50%			
Inbound New Project Traffic				102								
Outbound New Project Traffic									106			
Total New Project Traffic				102					106			
2025 BUILD TRAFFIC VOLUMES		7	0	102	2		0		106			

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# Graph Look Up

Graph Look Up

How to Use ITETripGen

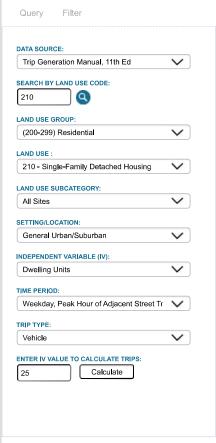
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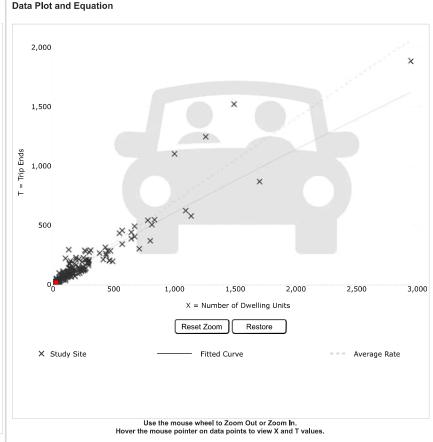
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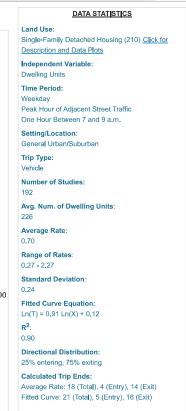
Support Documents

Add Users

Comments

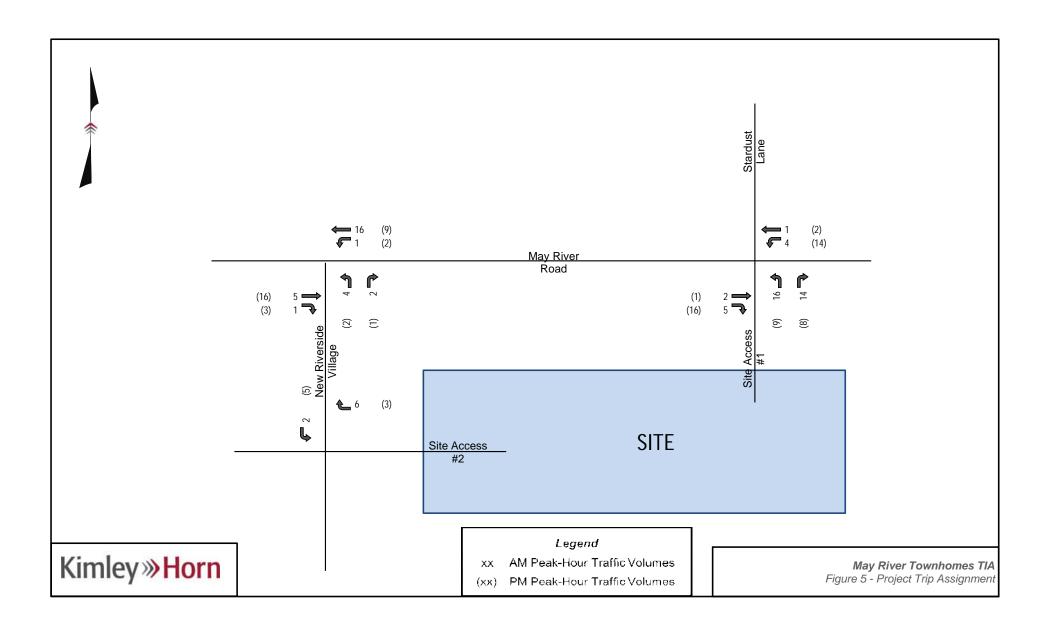






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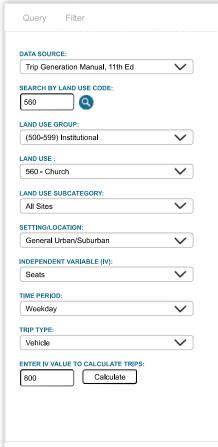
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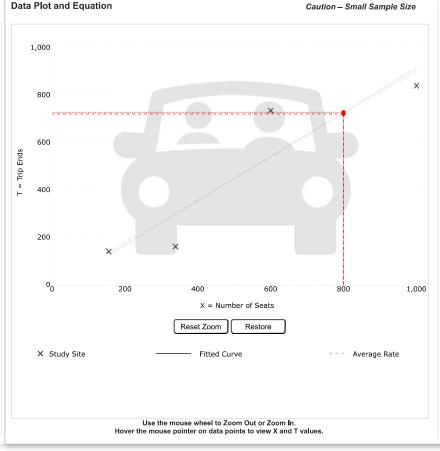
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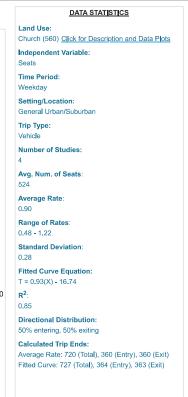
Support Documents

Add Users

Comments







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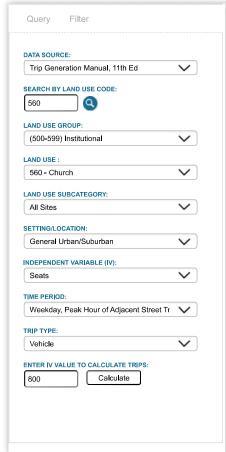
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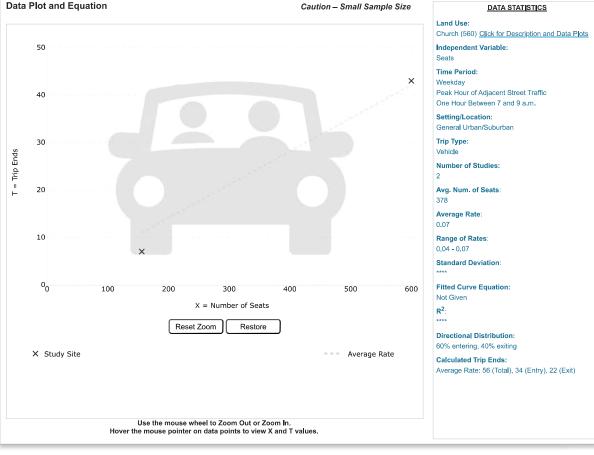


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Page 137

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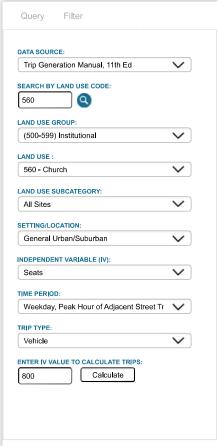
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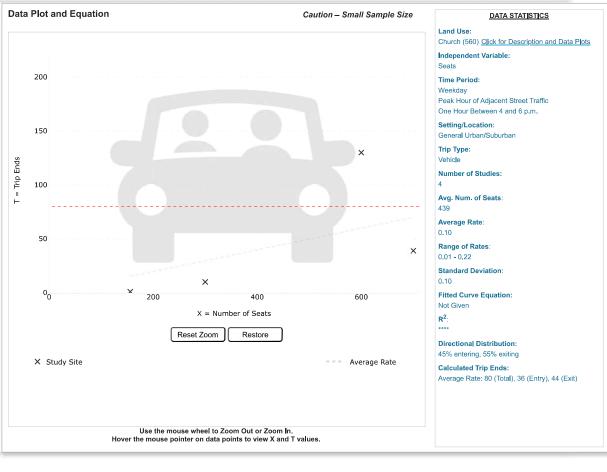
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# **Graph Look Up**

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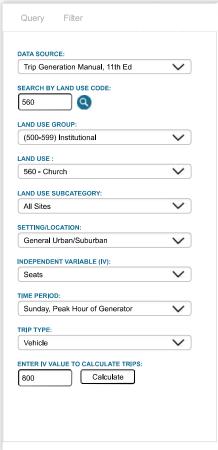
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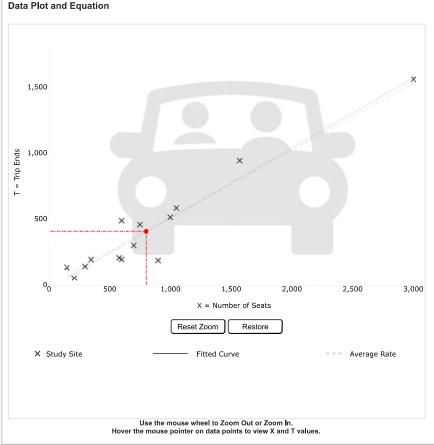
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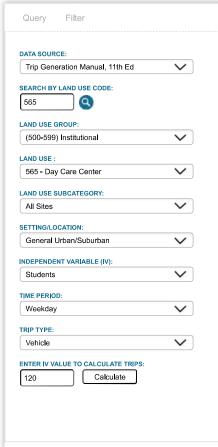
TGM Desk Reference

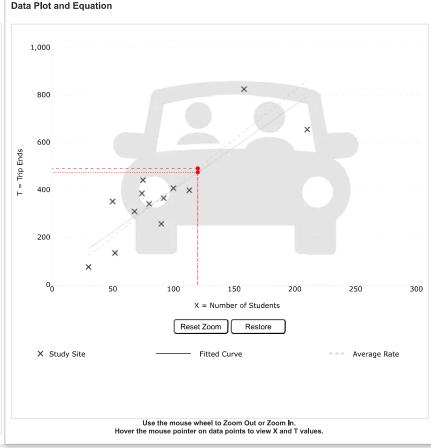
TGM Appendices

Support Documents

Add Users

Comments







Add-ons to do more

Try OTISS Pri

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Page 140

Attachment 7 8/23/23, 6:37 PM Graph Look Up

#### ITETripGen Web-based App



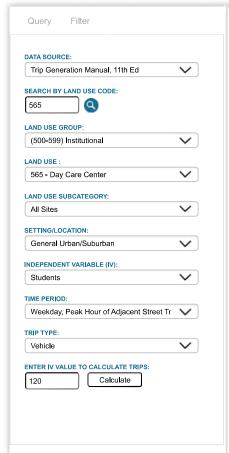
Section VIII. Item #3.

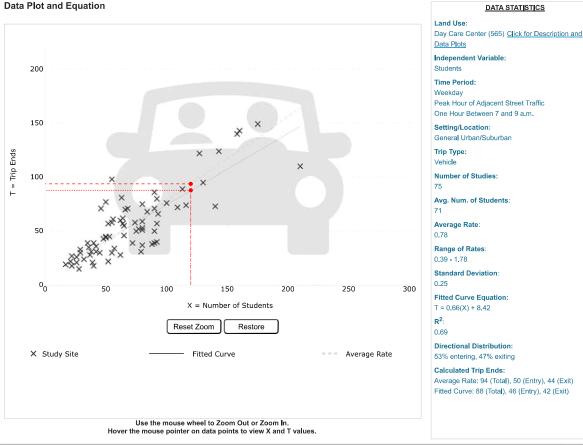


DATA STATISTICS



ITETripGen Web-based App Graph Look Up TGM Desk Reference





Add-ons to do more

Page 141

#### ITETripGen Web-based App



Section VIII. Item #3.





Graph Look Up

How to Use ITETripGen

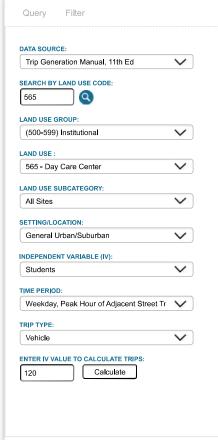
TGM Desk Reference

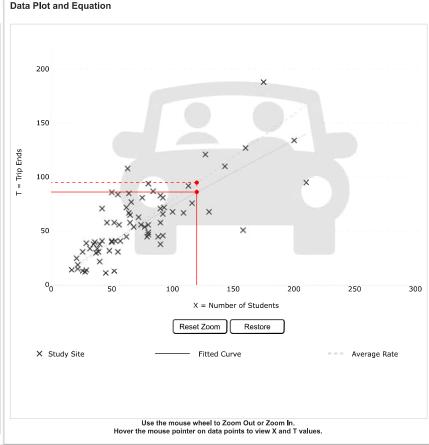
TGM Appendices

Support Documents

Add Users

Comments







47% entering, 53% exiting

Average Rate: 95 (Total), 45 (Entry), 50 (Exit) Fitted Curve: 86 (Total), 40 (Entry), 46 (Exit)

Calculated Trip Ends:

Add-ons to do more

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#### ITETripGen Web-based App







# Graph Look Up

Graph Look Up

How to Use ITETripGen

Tip Ger

TGM Desk Reference

SEARCH B

565

LAND USE

(500-598

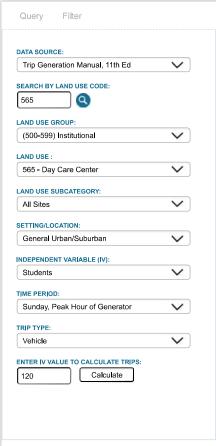
Add Users

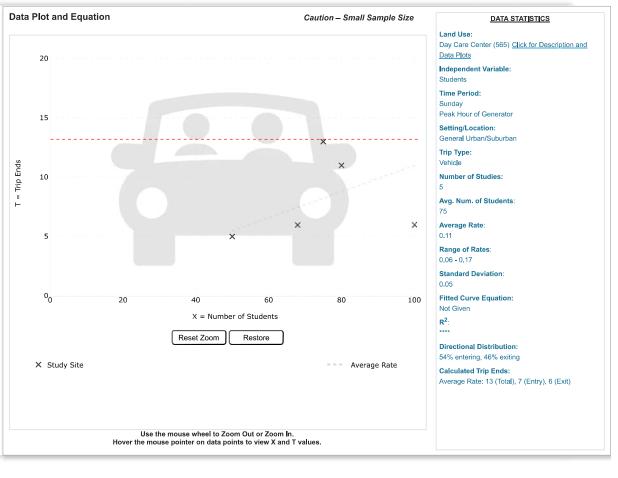
LAND USE

All Sites

SETTING/L

General





Add-ons to do more

Try OTISS Pri

## **APPENDIX D**

## **Turn Lane Analysis Worksheets**

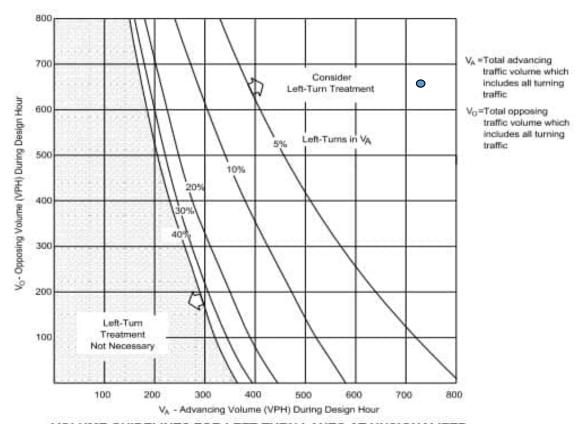


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Page 144

# Cornerstone Church TIS LEFT-TURN LANE WARRANT REVIEW

March 2017 INTERSECTIONS 9.5-9



# VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph) Figure 9.5-G

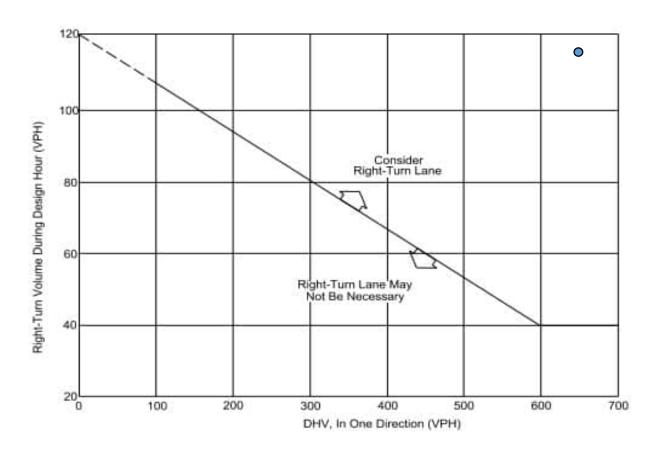
INTERSECTION: SC 46 & Meadow Drive

MOVEMENT: Westbound left turn

SCENARIO	Advancing Volume (V <sub>a</sub> )	Westbound left turn	Opposing Volume (V <sub>o</sub> )	Left Turn % of V <sub>a</sub>	Symbol
Sunday Build	717	92	668	12.8%	•

# Cornerstone Church TIS RIGHT-TURN LANE WARRANT REVIEW

9.5-2 INTERSECTIONS March 2017



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

### GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

#### Figure 9.5-A

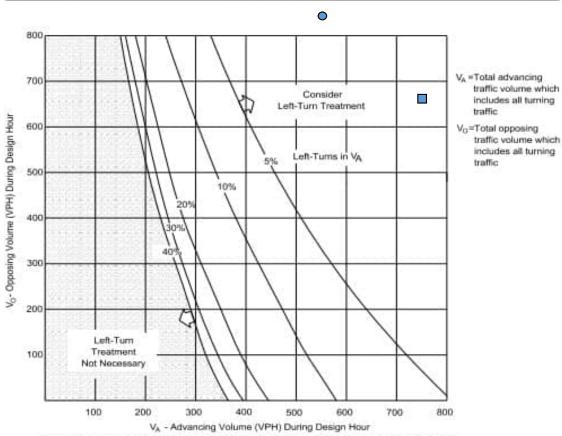
INTERSECTION: SC 46 & Meadow Drive

MOVEMENT: Eastbound Right Turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
Sunday Build 11am	668	114	•

# Cornerstone Church TIS LEFT-TURN LANE WARRANT REVIEW





# VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph) Figure 9.5-G

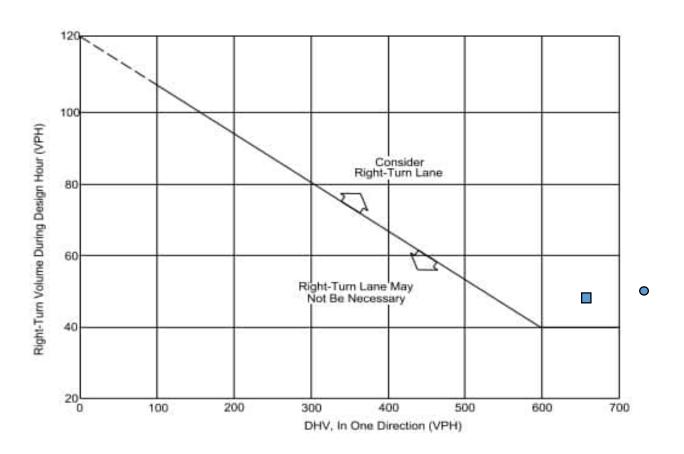
INTERSECTION: SC 46 & Meadow Drive

MOVEMENT: Westbound left turn

SCENARIO	Advancing Volume (V <sub>a</sub> )	Westbound left turn	Opposing Volume (V <sub>o</sub> )	Left Turn % of V <sub>a</sub>	Symbol
AM Build	555	37	892	6.7%	0
PM Build	769	36	677	4.7%	

# Cornerstone Church TIS RIGHT-TURN LANE WARRANT REVIEW

9.5-2 INTERSECTIONS March 2017



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

### GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

#### Figure 9.5-A

INTERSECTION: SC 46 & Meadow Drive

MOVEMENT: Eastbound Right Turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
2025 AM Build	892	48	•
2025 PM Build	677	47	

### **APPENDIX E**

## **Capacity Analysis**



Transportation Consulting that moves forward.

### **2023 – Existing Conditions**



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Page 150

2023 Existing Section VIII. Item #3.

AM Peak Hour

Int Delay, s/veh  Movement  Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, %	0.3 EBT 796 796 0 Free,# 0	EBR  4 4 0 Free None 100	WBL 1 1 0 Free	WBT 493 493 0 Free	NBL 12 12 12	NBR
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor	796 796 0 Free - - ,# 0	4 4 0 Free None	1 1 0 Free	493 493 0	12 12	<b>7</b>
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor	796 796 0 Free - - ,# 0	4 4 0 Free None	1 1 0 Free	493 493 0	12 12	<b>7</b>
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor	796 796 0 Free - - , # 0	4 4 0 Free None	1 1 0 Free	493 493 0	12 12	4
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor	796 0 Free - - , # 0	4 0 Free None	0 Free	493 0	12	
Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor	0 Free - - ,# 0	0 Free None	Free	0		4
Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor	- - ,# 0	None		Free	U	0
RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor	,# 0		-		Stop	Stop
Veh in Median Storage Grade, % Peak Hour Factor	,# 0	100		None	-	None
Veh in Median Storage Grade, % Peak Hour Factor			150	-	150	0
Grade, % Peak Hour Factor		-	-	0	0	-
	U	-	-	0	0	-
Heavy Vehicles %	92	92	92	92	92	92
ricavy vernoice, /e	2	2	2	2	2	2
Mvmt Flow	865	4	1	536	13	4
Major/Minor I	Major1	N	Majara		Minor1	
	Major1		Major2			005
Conflicting Flow All	0	0	869		1403	865
Stage 1	-	-	-	-	865	-
Stage 2	-	-	- 4.40	-	538	-
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	
Pot Cap-1 Maneuver	-	-	775	-	154	353
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	775	-	154	353
Mov Cap-2 Maneuver	-	-	-	-	154	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	584	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		26.7	
HCM LOS	U		U		20.7 D	
1.0111 200						
		UD1 /	unu d			14.5
Minor Lane/Major Mvm	t l	NBLn11		EBT	EBR	WBL
Capacity (veh/h)		154	353	-	-	775
HCM Lane V/C Ratio		0.085		-	-	0.001
HCM Control Delay (s)		30.5	15.3	-	-	9.7
HCM Lane LOS		D	С	-	-	Α
HCM 95th %tile Q(veh)		0.3	0	-	-	0

2023 Existing Section VIII. Item #3.
PM Peak Hour

Intersection							
Int Delay, s/veh	0.2						
	ГОТ	EDD	WDI	WDT	NDI	NDD	
	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1	ř	7	1	ሻ	7	
Traffic Vol, veh/h	597	5	2	689	7	2	
Future Vol, veh/h	597	5	2	689	7	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	
0	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	100	150	-	150	0	
Veh in Median Storage, #	# 0	-	-	0	0	-	
Grade, %	0	_	-	0	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	649	5	2	749	8	2	
IVIVIIIL FIOW	049	ວ	2	149	0	2	
Major/Minor Ma	ajor1	I	Major2		Minor1		
Conflicting Flow All	0	0	654	0	1402	649	
Stage 1	-	-	-	-	649	-	
		_			753		
Stage 2	-	-	4.40	-		-	
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		
Pot Cap-1 Maneuver	-	-	933	-	154	470	
Stage 1	-	-	-	-	520	-	
Stage 2	-	-	-	-	465	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	933	-	154	470	
Mov Cap-2 Maneuver	_	_	-	_	154	-	
Stage 1			_	_	520	_	
	_	_		_	464	-	
Stage 2	-	-	-	-	404	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0		25.8		
HCM LOS	U		U		23.0 D		
I IOW LOS					U		
Minor Lane/Major Mvmt	N	NBLn11	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)		154	470	-	-	933	
HCM Lane V/C Ratio		0.049		_		0.002	
HCM Control Delay (s)		29.6	12.7	_	_	8.9	
HCM Lane LOS		29.0 D	12.7 B	_	_	Α	
HCM 95th %tile Q(veh)		0.2	0		-	0	
HOW SOUT WILLE Q(Ven)		U.Z	U	-		U	

2023 Existing Section VIII. Item #3.

Intersection							
Int Delay, s/veh	0.1						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1	7	7	<b>↑</b>	7	7	
Traffic Vol, veh/h	517	2	0	596	3	4	
Future Vol, veh/h	517	2	0	596	3	4	
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-	None	-	None	
Storage Length	_	100	150	-	150	0	
Veh in Median Storag	ge,# 0	-	-	0	0	-	
Grade, %	0	_	_	0	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	562	2	0	648	3	4	
MINITE FIOW	302		U	040	J	4	
Major/Minor	Major1	ı	Major2	ı	Minor1		
Conflicting Flow All	0	0	564	0	1210	562	
Stage 1	-	-	-	-	562	-	
Stage 2	-	-	-	-	648	-	
Critical Hdwy	_	_	4.12	_	6.42	6.22	
Critical Hdwy Stg 1	_	-	- 1.12	_	5.42	-	
Critical Hdwy Stg 2	_	_	_	_	5.42	_	
Follow-up Hdwy	_	_	2.218		3.518		
Pot Cap-1 Maneuver			1008	_	202	526	
Stage 1	_	-	1000	_	571	JZ0 -	
Stage 1					521		
Platoon blocked, %	_	-	-		JZ I	-	
	- -		1000	-	202	526	
Mov Cap-1 Maneuve		-	1008	-	202		
Mov Cap-2 Maneuver		-	-	-	202	-	
Stage 1	-	-	-	-	571	-	
Stage 2	-	-	-	-	521	-	
Approach	EB		WB		NB		
HCM Control Delay, s			0		16.7		
HCM LOS	<b>5</b> U		U		16.7 C		
I IOIVI LOS					U		
Minor Lane/Major Mv	mt l	NBLn11	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)		202	526		-	1008	
HCM Lane V/C Ratio		0.016		_	-	-	
HCM Control Delay (s		23.1	11.9	_	_	0	
HCM Lane LOS	7	C	В	_	_	A	
LICIVI LAUG LCCC						, ,	
HCM 95th %tile Q(vel	h)	0	0	_	_	0	



### **2025 No-Build Conditions**



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Page 154

2025 No-Build

Section VIII. Item #3.

Sunday Peak

Intersection							
Int Delay, s/veh	0.1						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	<u></u>	LDI\	VVDL	1000	NDL 7	TION.	
Traffic Vol, veh/h	554	2	0	625	3	4	
Future Vol, veh/h	554	2	0	625	3	4	
Conflicting Peds, #/hr		0	0	023	0	0	
	Free	Free	Free	Free	Stop		
Sign Control RT Channelized	Free -					Stop None	
	- -	100	150		- 150		
Storage Length				0		0	
Veh in Median Storage		-	-		0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	602	2	0	679	3	4	
Major/Minor	Major1	- 1	Major2	1	Minor1		
Conflicting Flow All	0		604			602	
Stage 1	-	-	004	-	602	002	
•		-		_	679		
Stage 2	-		4.12		6.42	6.22	
Critical Hdwy		-		-			
Critical Hdwy Stg 1	-		-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	-	5.42	-	
Follow-up Hdwy	-	-	2.218		3.518		
Pot Cap-1 Maneuver	-	-	974	-	183	500	
Stage 1	-	-	-	-	547	-	
Stage 2	-	-	-	-	504	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	974	-	183	500	
Mov Cap-2 Maneuver	-	-	-	-	183	-	
Stage 1	-	-	-	-	547	-	
Stage 2	-	-	-	-	504	-	
Ŭ							
Approach	EB		WB		NB		
HCM Control Delay, s	0		0		17.7		
HCM LOS					С		
Minor Lane/Major Mvn	nt	NBLn11	NBL n2	EBT	EBR	WBL	
Capacity (veh/h)		183	500	-	- LDIX	974	į
HCM Lane V/C Ratio		0.018				974	
HCM Control Delay (s		25	12.3	-	-	0	
HCM Lane LOS	)	D		-	-		
HCM 95th %tile Q(veh	2)	0.1	B 0	-	-	A 0	
	11	U. I	U	_	-	U	
TION South found Q(VOI)	')	• • • • • • • • • • • • • • • • • • • •					

2025 No-Build Section VIII. Item #3.

AM Peak Hour

Intersection							
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	J
Lane Configurations	<b>↑</b>	7	7	1	ħ	7	
Traffic Vol, veh/h	844	4	1	518	12	4	
Future Vol, veh/h	844	4	1	518	12	4	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-	None	-	None	
Storage Length	_	100	150	-	150	0	
Veh in Median Storage,	# 0	-	-	0	0	_	
Grade, %	0	_	-	0	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	917	4	1	563	13	4	
WWITETIOW	517	7		000	10	7	
	lajor1		Major2		Minor1		
Conflicting Flow All	0	0	921	0	1482	917	
Stage 1	-	-	-	-	917	-	
Stage 2	-	-	-	-	565	-	
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	-	-	741	-	138	330	
Stage 1	-	-	-	-	390	-	
Stage 2	-	-	-	-	569	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	741	-	138	330	
Mov Cap-2 Maneuver	-	-	-	-	138	-	
Stage 1	-	-	-	-	390	-	
Stage 2	_	_	-	_	568	_	
5 tag5 _							
Approach	EB		WB		NB		
HCM Control Delay, s	0		0		29.4		
HCM LOS					D		
Minor Lane/Major Mvmt		NBLn11	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)		138	330			741	
HCM Lane V/C Ratio		0.095		_	_	0.001	
HCM Control Delay (s)		33.8	16.1		_	9.9	
HCM Lane LOS		D	C	-	-	Α.5	
HCM 95th %tile Q(veh)		0.3	0		_	0	
		0.0	U			U	

2025 No-Build Section VIII. Item #3.

PM Peak Hour	PM	Peak	Hour
--------------	----	------	------

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^</b>	7	7	<b>^</b>	7	7
Traffic Vol, veh/h	630	5	2	733	7	2
Future Vol, veh/h	630	5	2	733	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	-	None
Storage Length	_	100	150	-	150	0
Veh in Median Storage	e, # 0	-	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	685	5	2	797	8	2
IVIVIIIL I IOW	003	J		131	U	
Major/Minor	Major1	1	Major2	ľ	Minor1	
Conflicting Flow All	0	0	690	0	1486	685
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	801	-
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	-	-	905	-	137	448
Stage 1	-	-	_	-	500	-
Stage 2	-	-	_	-	442	-
Platoon blocked, %	_	-		_		
Mov Cap-1 Maneuver	-	-	905	_	137	448
Mov Cap-2 Maneuver	_	_	-	_	137	-
Stage 1	_		_	_	500	_
Stage 2	_		_		441	_
Staye 2	-	-	-	-	441	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		28.4	
HCM LOS					D	
Minor Long/Major M.		UDL 4 P	VIDL O	EDT	EDD	WDI
Minor Lane/Major Mvm	ιτ Γ	VBLn11		EBT	EBR	WBL
Capacity (veh/h)		137	448	-	-	905
HCM Lane V/C Ratio		0.056		-		0.002
HCM Control Delay (s)		32.8	13.1	-	-	9
HCM Lane LOS		D	В	-	-	A
HCM 95th %tile Q(veh	)	0.2	0	-	-	0



### **2025 No-Build Conditions**



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Page 158

2025 Build Section VIII. Item #3.
PM Peak Hour

Intersection							
Int Delay, s/veh	3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	<b>1</b>	T T	7	<b>↑</b>	T	T T	
Traffic Vol, veh/h	630	47	36	733	57	43	
Future Vol, veh/h	630	47	36	733	57	43	
Conflicting Peds, #/hr	0.00	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None		None		None	
		100	150		- 150		
Storage Length	-			-		0	
Veh in Median Storage, #		-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	685	51	39	797	62	47	
Major/Minor Ma	ajor1	N	Major2	N	Minor1		
Conflicting Flow All	0	0	736		1560	685	
Stage 1	-	_	-	-	685	-	
Stage 2	_	_	_	<u>-</u>	875	_	
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		
Pot Cap-1 Maneuver	-	-	870	-	123	448	
Stage 1	-	-	-	-	500	-	
Stage 2	-	-	-	-	408	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	870	-	117	448	
Mov Cap-2 Maneuver	-	-	-	-	117	-	
Stage 1	-	-	-	-	500	-	
Stage 2	-	-	-	-	390	-	
Annanah	ED		WD		ND		
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.4		43.7		
HCM LOS					Е		
Minor Lane/Major Mvmt	N	NBLn11	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)		117	448			870	
HCM Lane V/C Ratio			0.104	-	_	0.045	
		66.1	14	_	_	9.3	
						0.0	
HCM Control Delay (s)				_	_	Δ	
		F 2.5	B 0.3	-	-	A 0.1	

2025 Build Section VIII. Item #3.

PM Peak Hour

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**		1			4
Traffic Vol, veh/h	0	45	54	0	38	45
Future Vol, veh/h	0	45	54	0	38	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-	None	-	None
Storage Length	0	None -	-	NOTIC	-	NULLE
			_	-		-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	59	0	41	49
Major/Minor I	Minor1	N	Major1	ı	Major2	
Conflicting Flow All	190	59	0	0	59	0
Stage 1	59	-	-	-	-	-
•						
Stage 2	131	-	-	-	- 4.40	-
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		-	-	2.218	-
Pot Cap-1 Maneuver	799	1007	-	-	1545	-
Stage 1	964	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	1007	-	-	1545	_
Mov Cap-2 Maneuver	777	-	_	_	-	_
Stage 1	964	_	_	_	_	_
Stage 2	871		_	_		_
Staye 2	0/1	-	-		-	-
Approach	WB		NB		SB	
HCM Control Delay, s	8.8		0		3.4	
HCM LOS	Α					
	, ,					
1 /2 / 1		NET	NES	MDL 4	051	057
Minor Lane/Major Mvm	ıt	NBT	NBK	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	1007	1545	-
HCM Lane V/C Ratio		-	-	0.049		-
HCM Control Delay (s)		-	-	8.8	7.4	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(veh)	)	-	-	0.2	0.1	-

Intersection						
Int Delay, s/veh	6.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WDL	אטא	†	TADIX	ODL	3B1
Traffic Vol, veh/h	0	45	9	0	38	7
Future Vol, veh/h	0	45	9	0	38	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	0		_	0
Grade, %	,# 0	_	0	_	_	0
Peak Hour Factor	92	92	92	92	92	92
	2	2	2	2	2	2
Heavy Vehicles, %		49	10		41	
Mvmt Flow	0	49	10	0	41	8
Major/Minor N	Minor1	N	Major1		Major2	
Conflicting Flow All	100	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	_	-	_	-	_
		3.318	_	_	2.218	_
Pot Cap-1 Maneuver	899	1071	-	_	1610	_
Stage 1	1013	-	_	_		_
Stage 2	934	-	_	_	-	-
Platoon blocked, %	001		_	_		_
Mov Cap-1 Maneuver	876	1071	_	_	1610	_
Mov Cap-1 Maneuver	876	-	_	_	-	_
Stage 1	1013		-		_	
Stage 2	910	_			_	_
Slaye 2	310	-	_	<u>-</u>	<u>-</u>	<u>-</u>
Approach	WB		NB		SB	
HCM Control Delay, s	8.5		0		6.2	
HCM LOS	Α					
Minor Lane/Major Mvm	t	NBT	NRRV	VBLn1	SBL	SBT
Capacity (veh/h)		-		1071	1610	- 301
HCM Lane V/C Ratio		-		0.046		-
TO AVELABLE V/C EXIII)		-	-	8.5	7.3	0
					1.0	U
HCM Control Delay (s)						
		-	<u>-</u>	A 0.1	A 0.1	A

2025 Build Section VIII. Item #3.

Sunday Peak

Intersection								
Int Delay, s/veh	13.9							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	<b>^</b>	7	*	<b>↑</b>	7	7		
Traffic Vol, veh/h	554	114	92	625	119	99		
Future Vol, veh/h	554	114	92	625	119	99		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-		-	None	-			
Storage Length	-	100	150	-	150	0		
Veh in Median Storage	, # 0	-	-	0	0	-		
Grade, %	0	_	_	0	0	_		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	602	124	100	679	129	108		
WIVIII LIOW	002	124	100	013	123	100		
Major/Minor N	Major1		Major2		Minor1			
Conflicting Flow All	0	0	726		1481	602		
Stage 1	-	-	720	-	602	- 002		
Stage 2	_		_	_	879	_		
Critical Hdwy	_	_	4.12	_	6.42	6.22		
Critical Hdwy Stg 1	-		4.12		5.42	0.22		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
	-	-	2.218		3.518			
Follow-up Hdwy Pot Cap-1 Maneuver	-	-	877		138	500		
	-			-	547	500		
Stage 1	-	-	-	-	406	-		
Stage 2			-	-	400			
Platoon blocked, %	-	-	877	-	100	500		
Mov Cap-1 Maneuver	-	-			~ 122			
Mov Cap-2 Maneuver	-	-	-		~ 122	-		
Stage 1	-	-	-	-	547	-		
Stage 2	-	-	-	-	360	-		
A			MD		NE			
Approach	EB		WB		NB			
HCM Control Delay, s	0		1.2		97.9			
HCM LOS					F			
		NIBL (	unu a			14/=:	1407	
Minor Lane/Major Mvm	it I	NBLn11		EBT	EBR	WBL	WBT	
Capacity (veh/h)		122	500	-	-	877	-	
HCM Lane V/C Ratio			0.215	-	-	0.114	-	
HCM Control Delay (s)		167.5	14.2	-	-	9.6	-	
HCM Lane LOS		F	В	-	-	Α	-	
HCM 95th %tile Q(veh)		7.4	8.0	-	-	0.4	-	
Notes								
~: Volume exceeds cap	pacity	\$: De	elay exc	eeds 30	00s	+: Com	putation Not Defined	*: All major volume in platoon
								,

2025 Build Section VIII. Item #3.

Sunday Peak

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
		WDI\		ווטוז	ODL	
Lane Configurations Traffic Vol, veh/h	**	105	113	0	102	104
	0	105		0	102	104
Future Vol, veh/h	0		113	0		
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
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	114	123	0	111	113
N.A. '. (N.A'						
	Minor1		Major1		Major2	
Conflicting Flow All	458	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	_	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy		3.318	_	_	2.218	-
Pot Cap-1 Maneuver	561	928	-	-	1464	-
Stage 1	902	-	_	_		_
Stage 2	725	_	_	_	_	_
Platoon blocked, %	120		_	_		_
Mov Cap-1 Maneuver	516	928	_	_	1464	-
	516					
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.4		0		3.8	
HCM LOS			U		3.0	
HOWI LUS	Α					
Minor Lane/Major Mvm	ıt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			-	928	1464	-
HCM Lane V/C Ratio		-		0.123		_
		-	-	9.4	7.7	0
HCM Control Delay (s) HCM Lane LOS		•	-			
		-	-	Α	A	Α
HCM 95th %tile Q(veh)		-	-	0.4	0.2	-

7.8					
WRI	WRR	NRT	NRR	SRI	SBT
	WDR		NON	JDL	
	106		0	100	<b>4</b> 2
		-			2
					0
					Free
-					-
	-	~	-	-	0
	-		-	-	0
					92
					2
0	115	8	0	111	2
Minor1	N	/laior1		Maior2	
					0
					-
	-			-	•
	6.00			4.40	-
	0.22	-	-	4.12	-
	-	-	-	-	-
	-	-	-	-	-
		-	-		-
	1074	-	-	1612	-
	-	-	-	-	-
813	-	-	-	-	-
		-	-		-
704	1074	-	-	1612	-
	1071				
704	-	-	-	-	-
	-	-	-	-	-
1015	-	- - -	- -	-	- - -
	-	- - -	- - -	- - -	- - -
1015 757	-	-	- - -	- - -	- - -
1015 757 WB	-	- - NB	-	- - - SB	-
1015 757	-	-	-	- - -	-
1015 757 WB	-	- - NB	-	- - - SB	-
1015 757 WB 8.8	-	- - NB		- - - SB	
1015 757 WB 8.8 A	-	- - NB 0	- - - - WRI n1	- - - SB 7.3	- - -
1015 757 WB 8.8	- - - NBT	NB 0	- - - - - - VBLn1	- - - SB 7.3	- - - SBT
1015 757 WB 8.8 A	- - - NBT	NB 0	1074	SB 7.3	-
1015 757 WB 8.8 A	- - - NBT	NB 0	1074 0.107	SB 7.3  SBL 1612 0.069	-
1015 757 WB 8.8 A	- - - NBT - -	NB 0	1074 0.107 8.8	SB 7.3  SBL 1612 0.069 7.4	- - 0
1015 757 WB 8.8 A	- - - NBT	NB 0	1074 0.107	SB 7.3  SBL 1612 0.069	-
	WBL 0 0 0 Stop - 0 92 2 0 Minor1 232 8 224 6.42 5.42 5.42 3.518 756 1015 813	WBL WBR  0 106 0 106 0 0 Stop Stop - None 0 - 9, # 0 - 92 92 2 2 2 0 115  Minor1 N 232 8 8 - 224 - 6.42 6.22 5.42 - 5.42 - 3.518 3.318 756 1074 1015 - 813 -	WBL WBR NBT  0 106 7 0 106 7 0 106 7 0 0 0 0 Stop Stop Free - None 0 0 92 92 92 2 2 2 2 0 115 8  Minor1 Major1 232 8 0 8 224 6.42 6.22 - 5.42 5.42 5.42 3.518 3.318 - 756 1074 - 1015 813	WBL         WBR         NBT         NBR           0         106         7         0           0         106         7         0           0         0         0         0           0         0         0         0           Stop         Stop         Free         Free           -         None         -         None           0         -         -         -           0         -         0         -           92         92         92         92           2         2         2         2           0         115         8         0           0         115         8         0           0         115         8         0           0         115         8         0           0         115         8         0           0         115         8         0           0         0         115         8           0         0         115         8           0         0         0         0           0         0         0         0	WBL         WBR         NBT         NBR         SBL           10         106         7         0         102           0         106         7         0         102           0         0         0         0         0           0         0         0         0         0           0         -         -         -         -           0         -         -         -         -           0         -         0         -         -           92         92         92         92         92           2         2         2         2         2           0         115         8         0         111           Minor1         Major1         Major2           232         8         0         0         8           8         -         -         -         -           224         -         -         -         -           6.42         6.22         -         4.12         -           5.42         -         -         -         -           5.42         -         -         -

2025 Build Section VIII. Item #3.

AM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
	EBT	EBR	WBL	WBT	NBL	NBR
	_			_		
Lane Configurations	944	10	27	<b>f</b> 10	47	77
Traffic Vol, veh/h	844	48	37	518	47	33
Future Vol, veh/h	844	48	37	518	47	33
Conflicting Peds, #/hr	0	0	0	0	O Cton	O Cton
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None		None	- 150	None
Storage Length	-	100	150	-	150	0
Veh in Median Storage, #		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	917	52	40	563	51	36
Major/Minor Ma	ajor1		Major2	N	/linor1	
Conflicting Flow All	0	0	969	0	1560	917
Stage 1	-	-	-	-	917	-
Stage 2	_	_	_	_	643	_
Critical Hdwy	_	_	4.12	_	6.42	6.22
Critical Hdwy Stg 1	_	_		_	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
Follow-up Hdwy	<u>-</u>	_	2.218	_	3.518	
Pot Cap-1 Maneuver			711		123	330
Stage 1	_	_	- / 11	_	390	-
Stage 2			_		523	
Platoon blocked, %	-	-	-		JZJ	-
· · · · · · · · · · · · · · · · · · ·			711	-	116	330
Mov Cap-1 Maneuver	-	-		-		
Mov Cap-2 Maneuver	-	-	-	-	116	-
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	494	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		41.5	
HCM LOS	U		0.1		E	
					_	
Minor Lane/Major Mvmt	N	NBLn11		EBT	EBR	WBL
Capacity (veh/h)		116	330	-	-	711
HCM Lane V/C Ratio			0.109	-	-	0.057
HCM Control Delay (s)		58.5	17.2	-	-	10.4
HCM Lane LOS		F	С	-	-	В
HCM 95th %tile Q(veh)		1.9	0.4	-	-	0.2

2: Meadow Drive & Site Access 1

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**		1			4
Traffic Vol, veh/h	0	32	49	0	40	45
Future Vol, veh/h	0	32	49	0	40	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop	None	riee -	None	riee -	None
	0	None -	-		•	None -
Storage Length			-	-	-	
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	53	0	43	49
Major/Minor	Minor1	N	Major1	N	Major2	
Conflicting Flow All	188	53	0	0	53	0
Stage 1	53	-	-	-	-	-
Stage 2	135	-	-	-	-	-
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	801	1014	_	_	1553	-
Stage 1	970	-	_	_	-	_
Stage 2	891		_		_	_
Platoon blocked, %	031	_		_		
	770	1014	-	-	1550	-
Mov Cap-1 Maneuver	779	1014	-	-	1553	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	8.7		0		3.5	
HCM LOS	Α		- 0		3.0	
	, \					
Minor Lane/Major Mvm	nt	NBT	NRDV	VBLn1	SBL	SBT
	ıı	וטוו	אטרע	1014	1553	וטט
Capacity (veh/h)		-	-			-
HCM Cantrol Polov (a)		-	-	0.034		-
HCM Control Delay (s)		-	-	8.7	7.4	0
HCM Lane LOS	\	-	-	A	A	Α
HCM 95th %tile Q(veh	)	-	-	0.1	0.1	-

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	NDL.	וטיי	1301	NUIN	ODL	4
Traffic Vol, veh/h	0	32	17	0	40	5
Future Vol, veh/h	0	32	17	0	40	5
<u> </u>	0	0	0	0	0	0
Conflicting Peds, #/hr					Free	Free
Sign Control	Stop	Stop	Free	Free		
RT Channelized	-		-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	18	0	43	5
Major/Minor I	Minor1	N	Major1		Major2	
		18			18	^
Conflicting Flow All	109		0	0		0
Stage 1	18	-	-	-	-	-
Stage 2	91	-	-	-	- 4.40	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy		3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1061	-	-	1599	-
Stage 1	1005	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	864	1061	-	-	1599	-
Mov Cap-2 Maneuver	864	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	908	-	-	-	-	-
<del></del>						
Approach	WB		NB		SB	
HCM Control Delay, s	8.5		0		6.5	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-		1061	1599	
HCM Lane V/C Ratio		_		0.033		_
HCM Control Delay (s)			-	8.5	7.3	0
HCM Lane LOS		-	-	0.5 A	7.3 A	A
HCM 95th %tile Q(veh)	\	-	<u>-</u>	0.1	0.1	- -
		_	_	U. I	U. I	_

#### Frazier, Dan

From: Icard, Kevin

**Sent:** Monday, March 11, 2024 8:59 AM

To: David Elliott Cc: Frazier, Dan

**Subject:** RE: Rezoning Opposition - R610 036 000 0014 0000 and R610 036 000 014B 0000

Good Morning Mr. Elliott,

Thank you for your email. I will pass this along to the Planning Commission and Town Council as part of the packet. If you wish, you may speak at during public comment when this request goes to Planning Commission. They will be providing a recommendation that is forwarded to Town Council.

Planning Commission held a Workshop in February to hear the request, there was no action from the meeting. Here is a link to the Staff Report and attachments. Cornerstone Church Rezoning Request

The anticipated schedule of meetings is as follows.

- 1. Planning Commission Recommendation March 27th starting at 6pm at Town Hall.
- 2. Town Council 1st Reading April 9th at 5pm at Town Hall
- 3. Town Council 2nd and Final Reading May 14th at 5pm at Town Hall

Should you have any follow up questions, please feel free to reach out to Dan Frazier, Principal Planner and Project Manager for this request. I've included him on this response.

Thanks,

Kevin P. Icard, AICP Director of Growth Management

Town of Bluffton PO Box 386 20 Bridge Street Bluffton, SC 29910 (Office) 843-706-4529 (Cell) 843-540-2183 www.townofbluffton.sc.gov

----Original Message-----

From: David Elliott < DElliott@peeplesind.com>

Sent: Saturday, March 9, 2024 1:23 PM

To: Icard, Kevin < kicard@townofbluffton.com>

Subject: Rezoning Opposition - R610 036 000 0014 0000 and R610 036 000 014B 0000

WARNING!

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Hi Kevin,

I received the attached notice about Cornerstone Church and Lalie Ann Mole petitioning to rezone the land adjacent to our neighborhood. Since the church (which is more of a property investment firm) moved onto the property, the backyards of those of us adjacent to them have been lit up at night by their development. It is highly disruptive to the those of us who live on the edge of the community (along Wheelhouse Way). We purchased blackout blinds for the back of our house and the pastor of the church has been unresponsive even though he lives in another part of this community.

I want to register my strong opposition to any further rezoning or changes that Cornerstone and/or Lalie Ann Mole are requesting.

Regards, David Elliott

David S. Elliott, Sr. Chief Financial Officer Peeples Industries, Inc. Direct: (843) 802-9550

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#### Frazier, Dan

From: Mark Cechini <mark.cechini99@gmail.com>

**Sent:** Monday, March 11, 2024 11:42 PM

**To:** Frazier, Dan

#### **WARNING!**

This email originated from outside of the Town of Bluffton's email system. <u>DO NOT</u> click any links or open any attachments unless you recognize the sender and know the content is safe.

Hi Dan,

As a home owner at 180 Wheelhouse Way, within The Landings, I am very concerned about the Cornerstone Church Rezone Request.

The Rezoning and subsequent building of large lit parking lots (structures?) and commercial retail / other buildings will have a severe negative impact on our home values given the deforestation to take place, heavy vehicular traffic that will traverse immediately along our backyard property lines facing Meadows Drive, and destruction of our natural surroundings which so many in Bluffton are seeking to preserve vs pave over.

Currently, our property is enhanced in value, and we paid "lot premiums" to Pulte to build on these desirable lots. Ours was \$40,000 alone.

The proposed Rezoning which will facilitate building a large church which will necessitate constructing massive parking lots immediately adjacent to our property will involve destruction of hundreds of trees, as well as the habitat of deer along with other wildlife.

It is unacceptable that as residents of Bluffton who built homes in locations chosen for the natural beauty of the surrounding trees and green spaces, now face the potential of literally living with our backyards to face, and views from bedrooms, now to be of concrete "suburban sprawl" worse than the congested areas we so much wanted to leave behind when we came to call Bluffton home.

The plans are inappropriate and not respectful of the neighbors whose homes are within the Landings. Further, these plans do not fit into the vision of balancing responsible development with preservation of our extremely special beautiful surroundings of Bluffton, which can not be taken for granted any longer.

We request that you ensure that our neighborhood, and homes are not severely impacted by these Rezoning requests.

It's interest that the pastor of the Church lives in our neighborhood, but seemingly purchased a home not backing to this purpose site if Rezoning.

### Attachment 8

Section VIII. Item #3.

As citizens of Bluffton, We need your help!

Thank you for your assistance-

Mark Cechini 180 Wheelhouse Way Bluffton, SC 29910 908-304-3075

#### Frazier, Dan

From: Icard, Kevin

Sent: Tuesday, March 12, 2024 8:41 AM

To: Monica Cc: Frazier, Dan

**Subject:** RE: Notice from cornerstone church

Good Morning Ms. Stuchlik,

Thank you for your email. Cornerstone Church is requesting to rezone their property from Planned Unit Development to Agriculture & Rural Mixed-Use as outlined in the <u>Unified Development Ordinance</u> (See Article 4). Planning Commission held a Workshop in February to hear the request, there was no action from the meeting. Here is a link to the Staff Report and attachments. <u>Cornerstone Church Rezoning Request</u>

The anticipated schedule of meetings is as follows.

- 1. Planning Commission Recommendation March 27th starting at 6pm at Town Hall.
- 2. Town Council 1st Reading April 9th at 5pm at Town Hall
- 3. Town Council 2nd and Final Reading May 14th at 5pm at Town Hall

If you wish, you may speak at during public comment when this request goes to Planning Commission. Should you have any follow up questions, please feel free to contact me or Dan Fraizer, Principal Planner & Project Manager.

Thanks,

Kevin P. Icard, AICP Director of Growth Management

Town of Bluffton PO Box 386 20 Bridge Street Bluffton, SC 29910 (Office) 843-706-4529 (Cell) 843-540-2183 www.townofbluffton.sc.gov





From: Monica <2013monaj@gmail.com> Sent: Tuesday, March 12, 2024 8:27 AM

**To:** Icard, Kevin < kicard@townofbluffton.com> **Subject:** Notice from cornerstone church

#### **WARNING!**

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#### Kevin

Hello. Wells are reaching out about this rural mixed rezone notice and what it means for our neighborhood, the Landings. We are already concerned about the loud music and lights. Could you provide more information and needed steps?

#### Monica Stuchlik

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#### Frazier, Dan

From: Anna Barry <anna@fishbat.com>
Sent: Tuesday, March 12, 2024 9:53 PM

**To:** Frazier, Dan

**Subject:** Strong Opposition to Cornerstone Rezoning Request

#### **WARNING!**

This email originated from outside of the Town of Bluffton's email system. <u>DO NOT</u> click any links or open any attachments unless you recognize the sender and know the content is safe.

Dear Mr. Frazier,

I hope this message finds you well. I am writing to express my deep concerns and opposition regarding the proposed reclassification of the land behind Wheelhouse Way/ Cornerstone Rezoning Request in Bluffton to Rural Mixed Use. As a resident of The Landings community whose property directly backs up to that area, I firmly believe that this decision would have detrimental effects on our neighborhood and quality of life.

First and foremost, the reclassification would significantly alter the character of our residential area, which is already becoming overpopulated with commercial land. The tranquility and peacefulness that we currently enjoy would be disrupted by increased noise levels, traffic congestion, and the potential for crime associated with commercial activities.

Furthermore, the reclassification would pose serious environmental concerns. The additional traffic generated by commercial activities would contribute to air and noise pollution, threatening the health and well-being of residents. Many of us on this block, such as myself, have young children and did not buy a home to back up to noisy commercial space. When we purchased our home, we checked how the land was zoned and the town's master plan and are extremely disappointed that reclassification is even being considered.

Additionally, I am deeply concerned about the impact of this decision on property values. The presence of commercial establishments behind our homes could decrease the desirability of our neighborhood, leading to a decrease in property values and potentially causing financial harm to homeowners who bought these homes at already high values during hard economic times.

It is crucial to consider the wishes and concerns of the residents who will be directly affected by this decision. As a member of this community, I urge you to prioritize the preservation of our residential neighborhood and reject the proposed reclassification of the land to Rural Mixed Use.

I kindly request that you take my objections into serious consideration and oppose this detrimental proposal. I am more than willing to engage in further discussions or provide additional information to support my stance.

Thank you for your attention to this matter.

Sincerely, Anna Barry

# 288 Wheelhouse Way, Bluffton, SC 29910 631-830-2326 / <a href="mailto:anna@fishbat.com">anna@fishbat.com</a>

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631-830-2326 | 855-347-4228

anna@fishbat.com

fishbat.com











#### Frazier, Dan

From: brad hundt <bradhundt@yahoo.com>
Sent: Tuesday, March 19, 2024 10:03 PM

To: Frazier, Dan Cc: Jen Hundt

**Subject:** Cornerstone Church rezoning

#### WARNING!

This email originated from outside of the Town of Bluffton's email system. DO NOT click any links or open any attachments unless you recognize the sender and know the content is safe.

Mr. Frazier.

We are sending this email to voice our concerns regarding the Public Notice received regarding the new Cornerstone Church property (I.e. RE: Cornerstone Church Campus - R610 036 000 0014 0000 and R610 036 000 014B 0000-Zoning Map Amendment).

We are against any rezoning of the property to be used for Rural Mixed Use. The Landings was built knowing the New Riverside Village would be built adjacent to our land. As many Blufftonians agree, it is important to maintain the integrity of our town and ensure proper natural landscape be maintained to the best of its ability. One can see a multitude of land currently for lease/sale along the 170 corridor that will allow plenty future commercial enterprises to be brought to the New Riverside are of Bluffton. Adding a large church compound and the possible addition of commercial businesses right near an already busy traffic circle and an influx of traffic from the future New Riverside Village will only create further congestion in an already overburdened infrastructure. We inherently oppose the rezoning of the current property.

We are also concerned with the potential impacts of our personal property in regards to the Cornerstone Church's future plans. We want to ensure that none of the trees along The Landings property line tree buffer are cut down during their renovation process. In actuality, we would like to ensure that zero trees are cut down. Any trees that the Cornerstone Church deems necessary to cut down, we would like replaced along our privacy tree buffer line. It would be ideal if any future parking lot is designed to be aesthetically pleasing (using existing trees to ensure camouflage, utilizing natural sources for parking structures, like pebbles/shells/rocks, over asphalt, etc.) We would also like to ensure bright lights will not be used on the property-especially at nighttime. We would like to preserve our property value as well and are concerned with how the rezoning could negatively affect this.

Thank you for your consideration and we look forward to future discussions on this matter. Please let us know if we can be of any further assistance.

Sincerely,

Brad and Jen Hundt 236 Wheelhouse Way Bluffton, SC 29910 630-659-7393

#### Frazier, Dan

From: Mike ODonnell <michaelodonnell02@gmail.com>

**Sent:** Tuesday, March 19, 2024 8:41 AM

**To:** Frazier, Dan

**Subject:** Cornerstone Church Rezone

#### WARNING!

This email originated from outside of the Town of Bluffton's email system. DO NOT click any links or open any attachments unless you recognize the sender and know the content is safe.

Hi Dan,

I'm a resident of The Landings, live on Wheelhouse Way and my property backs up to the land that church is asking to be rezoned. I understand that you are open to listening to residents and help with their concerns; thank you.

I've heard many different rumors about the plans from just enclosing existing structures to erecting retail buildings behind our houses. Are you aware of any formal plans that the church may have that you can share?

I have no issue with renovating existing buildings or even putting up new ones, but I don't understand why they need to be right at the property line (if true). I'd be happy to support plans that build out the main property as long the property line is respected and preserved.

One of the reasons that we paid a premium for our lot was because of the woods with a view of the water behind it. I have no doubt that my property value will decrease, significantly, should the church put up large structures.

I really appreciate your taking the time to listen to the residents of The Landings and for anything you are able to do.

Thanks and have a great day.

Mike O'Donnell

## Current Growth Framework map

