

COUNTY COUNCIL OF BEAUFORT COUNTY  
ADMINISTRATION BUILDING  
BEAUFORT COUNTY GOVERNMENT ROBERT SMALLS COMPLEX  
100 RIBAUT ROAD  
POST OFFICE DRAWER 1228  
BEAUFORT, SOUTH CAROLINA 29901-1228  
TELEPHONE: (843) 255-2180  
[www.beaufortcountysc.gov](http://www.beaufortcountysc.gov)

STEWART H. RODMAN  
CHAIRMAN

D. PAUL SOMMERVILLE  
VICE CHAIRMAN

COUNCIL MEMBERS

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BRIAN E. FLEWELLING  
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CHRIS HERVOCHON  
ALICE G. HOWARD  
MARK LAWSON  
LAWRENCE P. MCELYNN  
JOSEPH F. PASSIMENT, JR.

ASHLEY M. JACOBS  
COUNTY ADMINISTRATOR

SARAH W. BROCK  
CLERK TO COUNCIL

AGENDA  
COUNTY COUNCIL OF BEAUFORT COUNTY  
REGULAR SESSION  
Monday, June 24, 2019  
6:00 p.m.  
Council Chambers, Administration Building  
Beaufort County Government Robert Smalls Complex  
100 Ribaut Road, Beaufort

1. **CALL TO ORDER REGULAR SESSION** – Chairman Stu Rodman 6:00 p.m.
2. **PLEDGE OF ALLEGIANCE AND INVOCATION** – Vice Chairman Paul Sommerville
3. **APPROVAL OF AGENDA**
4. **CITIZEN COMMENTS** [*See Clerk to Council for sign-in prior to meeting. Speakers shall limit comments to three minutes and comments must pertain to items on the Agenda.*]
5. **PRESENTATION**
  - A. 278 Corridor Environmental Assessment and Jenkins Island improvements – *Craig Winn, SCDOT*
6. **CONSENT AGENDA**
  - A. **Items Originating from the Public Facilities Committee – Councilman Flewelling**
    1. **Third Reading of an ordinance approving the lease of Bob Jones Property** (backup)
      1. Consideration of third and final reading on June 24, 2019
      2. Public Hearing on June 17, 2019
      3. Second reading approved on June 17, 2019 / Vote 8:0
      4. First reading approved on June 10, 2019 / Vote 10:0
      5. Public Facilities Committee recommended approval on June 3, 2019 / Vote 8:0
  - B. **Items Originating from the Natural Resources Committee – Councilwoman Howard**
    1. **Appointments and Reappointments to Boards and Commissions**
      1. Katherine Pringle to the Historic Preservation Board
    2. **Approval of Contract for \$1,272,504 for Widgeon Point Park improvements** (backup)
      1. Consideration of approval on June 24, 2019



2. Natural Resources recommended approval on June 17, 2019 / Vote 4:0
3. **Approval of Contract for \$413,101 for Crystal Lake Phase III** (backup)
  1. Consideration of approval on June 24, 2019
  2. Natural Resources recommended approval on June 17, 2019 / Vote 4:0
4. **Approval of contract with BrightView Landscape Services, Inc., for \$328,436.57 for the Highway 278 Medians between Rose Hill and Berkeley Hall Plantations** (backup)
  1. Consideration of approval on June 24, 2019
  2. Natural Resources recommended approval on June 17, 2019 / Vote 4:0
5. **First reading of an ordinance regarding text amendments to the Beaufort County Code of Ordinances for 19 Covenant Drive from S1 Industrial to T2 Rural** (backup)
  1. Consideration of first reading June 24, 2019
  2. Public Hearing – Monday, July 22, 2019, 6:00 p.m., in the Council Chambers of the Administration Building, Beaufort County Government Robert Smalls Complex, 100 Ribaut Road, Beaufort
  3. Natural Resources Committee recommended approval on June 17, 2019 / Vote 4:0

**C. Items Originating from the Finance Committee – Councilman Passiment**

1. **Third Reading of an ordinance to appropriate funds not to exceed \$114,450.00 from the 3% local accommodations tax funds to the County General Fund to provide support for the 2019 Dixie Junior Boys and Dixie Boys World Series Baseball Event** (backup)
  1. Third and final reading on June 24, 2019
  2. Public hearing on June 17, 2019
  3. Second reading approved on June 17, 2019 / 8:0
  4. First reading approved on June 10, 2019 / Vote 10:0
  5. Finance Committee recommended approval on May 28, 2019 / Vote 9:0
2. **Third Reading of Fiscal Year 2019-2020 Airports Budget Proposal (Enterprise Fund)** (backup)
  1. Consideration of third and final reading on June 24, 2019
  2. Public hearing on June 17, 2019
  3. Second reading approved on June 17, 2019 / Vote 8:0
  4. First reading approved on June 10, 2019 / Vote 10:0
  5. Finance Committee recommended approval on May 28, 2019 / Vote 9:0
3. **Third Reading of Fiscal Year 2019-2020 Stormwater Management Utility Budget Proposal (Enterprise Fund)** (backup)
  1. Third and final reading on June 24, 2019
  2. Public hearing on June 17, 2019
  3. Second reading approved on June 17, 2019 / 8:0
  4. First reading approved on June 10, 2019 / Vote 10:0
  5. Finance Committee recommended approval on May 28, 2019 / Vote 9:0

**D. Items Originating from the Executive Committee – Chairman Rodman**

1. **Second Reading of an ordinance amending the 2008 Osprey Point / Malind Bluff development agreement and PUD** (backup) (Exhibit F)
  1. Consideration of second reading on June 24, 2019
  2. Public Hearing – Monday, July 22, 2019, 6:00 p.m. in the Council Chambers of the Administration Building, Beaufort County Government Robert Smalls Complex, 100 Ribaut Road, Beaufort
  3. First reading approved on May 28, 2019 / Vote 8:1
  
2. **Second Reading of an ordinance to authorize the Administrator to execute an amended a lease agreement for the Marshside Mama’s building to include the adjacent General Store square footage and to also terminate the existing lease agreement for the General Store space** (backup)
  1. Consideration of second reading on June 24, 2019
  2. Public Hearing – Monday, July 22, 2019, 6:00 p.m. in the Council Chambers of the Administration Building, Beaufort County Government Robert Smalls Complex, 100 Ribaut Road, Beaufort
  3. First reading approved on June 10, 2019 / Vote 10:0
  
3. **A resolution to adopt the Beaufort County Airports Hangar Use Agreement** (backup)
  1. Consideration of adoption on June 24, 2019
  2. Executive Committee recommended adoption on June 10, 2019 / Vote 9:0

**7. TIME-SENSITIVE ITEMS POTENTIALLY COMING FORTH FROM JUNE 24, 2019  
FINANCE COMMITTEE MEETING FOR COUNCIL CONSIDERATION**

- A. First reading of an ordinance authorizing the execution and delivery of a fee agreement by and between Beaufort County, South Carolina and Project Burnt Church Distillery providing for a payment of a Fee in Lieu of Taxes and other matters related thereto**
1. Consideration of approval on first reading, by title only, on June 24, 2019
  2. Public Hearing – Monday, June 22, 2019 beginning at 6:00 p.m., in Council Chambers of the Administration Building, Beaufort County Government Robert Smalls Complex, 100 Ribaut Road, Beaufort
  3. Finance Committee discussion to occur on June 24, 2019

**8. PUBLIC HEARINGS**

1. **Third Reading of an ordinance to provide for the levy of tax for school purposes for Beaufort County for the fiscal year beginning July 1, 2019 and ending June 30, 2020 and to make appropriations for said purposes** (backup)
  1. Third reading on June 24, 2019
  2. Public hearing (2 of 2) – Monday, June 24, 2019 beginning at 6:00 p.m. in Council Chambers of the Administration Building, Beaufort County Government Robert Smalls Complex, 100 Ribaut Road, Beaufort
  3. Second reading approved on June 17, 2019 / Vote 5:3
  4. First reading, by title only, approved on June 10, 2019 / Vote 8:2
  5. Finance Committee recommended approval June 3, 2019 / Vote 10:0
  6. Finance Committee discussion occurred May 28, 2019

**2. Third Reading of Fiscal Year 2019-2020 Beaufort County Budget Proposal ([backup](#))**

1. Consideration of third and final reading June 24, 2019
2. Public hearing (2 of 2) – Monday, June 24, 2019 beginning at 6:00 p.m. in Council Chambers of the Administration Building, Beaufort County Government Robert Smalls Complex, 100 Ribaut Road, Beaufort
3. Public hearing on June 17, 2019
4. Second reading approved on June 17, 2019 / 8:0
5. First reading, by title only, approved on June 10, 2019 / Vote 10:0
6. Finance Committee recommended approval on June 3, 2019 Vote 10:0
7. Finance Committee discussion occurred May 28, 2019

**9. DISCUSSION AND ACTION ITEMS**

**A. Committee Reports**

**Prior Meetings**

1. Finance Committee (June 24, 2019)
2. Governmental Committee (June 24, 2019)

**Upcoming Meetings**

**(No Meetings in the month of July)**

**10. CITIZEN COMMENTS**

**11. EXECUTIVE SESSION**

1. Receipt of legal advice regarding retention of counsel to clarify or renegotiate terms of existing contract.
2. Receipt of legal advice regarding retention of counsel to represent Beaufort County in pending litigation.
3. Receipt of legal advice regarding a person regulated by County Council.

**12. MATTERS ARISING OUT OF EXECUTIVE SESSION**

**13. ADJOURNMENT**





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## BEAUFORT COUNTY COUNCIL

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### Agenda Item Summary

#### Item Title:

Recommendation of Award for Widgeon Point Park Improvements (IFB#052019E)

#### Council Committee:

County Council

#### Meeting Date:

June 24, 2019

#### Committee Presenter (Name and Title):

J. Wes Campbell, Construction Manager/Engineering

#### Issues for Consideration:

IFB#052019E is to create parking, walkways, a pavilion, bird blind, bathrooms and a bridge to a future walking trail at Widgeon Park. (The bridge was an alternate on the solicitation so that bidders without bridge certification would not be disqualified from bidding.) Two bids were received as follows (to include the alternate bridge): EnviroSmart (\$1,156,822), and Quality Enterprises (\$1,212,350). With both bidders qualifying in all areas, the low bid by EnviroSmart, Inc., is recommended for approval by Council. Natural Resources Committee approved recommendation on June 17, 2019.

#### Points to Consider:

The two bids, approximately 4% difference in cost, are deemed to be competitive and both are responsive to the County's solicitation.

#### Funding & Liability Factors:

This project is within budget and fully funded under the Passive Parks Program.

#### Council Options:

#### Recommendation:

Recommend Council approve and award the construction of Widgeon Point Park Improvements (IFB#052019E) to EnviroSmart, Inc.



**COUNTY COUNCIL OF BEAUFORT COUNTY  
ENGINEERING DEPARTMENT**

2266 Boundary Street, Beaufort, South Carolina 29902  
Post Office Drawer 1228, Beaufort, South Carolina 29901-1228

Telephone: 843-255-2700 Facsimile: 843-255-9420

Website: [www.bcgov.net](http://www.bcgov.net)

TO: Chairman Stewart H. Rodman, County Council

FROM: J. Wes Campbell, CIP Manager Department of Engineering

SUBJ: **Recommendation of Award to EnviroSmart**  
IFB # 052019E, Widgeon Point Park Improvements

DATE: June 18, 2019

**BACKGROUND.** Beaufort County Engineering submitted a solicitation for Widgeon Point Park Improvements to include create parking, walkways, an entrance, a pavilion, bird blind, bathrooms and a bridge to future walking trails. (The bridge was included as an alternate on the solicitation to ensure bidders without State bridge certification would not be disqualified from bidding.) Two bids were received to include the alternate bridge:

1. EnviroSmart at \$1,156,822
2. Quality Enterprises at \$1,212,350

A review of the bids by Beaufort County Engineering indicated that both bids were responsive and responsible, addressed all the issues and requirements of the solicitation. Further, the bids came in within less than 5% of one another, indication reasonable and competitive bidding.

Natural Resources Committee approved recommendation on June 17, 2019.

**FUNDING.** The amount of the bid is **\$1,156,822** with a 10% potential contingency of **\$115,682**, totaling the project cost to **\$1,272,504**. Funding to come from Real Property Program.

**FOR ACTION.** County Council Meeting, June 24, 2019.

**RECOMMENDATION.** After the review of the bids, it is recommended that the Council recommends award of the contract to the lowest responsible bidder, EnviroSmart, for construction of Widgeon Point Park Improvements.

JRM/JWC/bmaf



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## BEAUFORT COUNTY COUNCIL

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### Agenda Item Summary

#### Item Title:

Recommendation of Award for Crystal Lake Phase III (IFB#051519E)

#### Council Committee:

County Council

#### Meeting Date:

June 24, 2019

#### Committee Presenter (Name and Title):

J. Wes Campbell, Construction Manager/Engineering

#### Issues for Consideration:

IFB#051519E is for Crystal Lake Phase III to encircle the lake with a combination of ADA-accessible boardwalk and a compressed path. Three bids were received: Patterson Const, \$375,546.05; Beaufort Const, \$398,409; and Nix Const, \$496,850. The low bid by Patterson Construction Inc. Of Beaufort is recommended for approval by Council. Natural Resources Committee approved recommendation on June 17, 2019.

#### Points to Consider:

#### Funding & Liability Factors:

This project is within budget and fully funded under the Passive Parks Program.

#### Council Options:

Award the construction of Crystal Lake Phase III (IFB#051519E) to Patterson Construction Inc Of Beaufort, or Disapprove this recommendation.

#### Recommendation:

Recommend Council approve and award the construction of Crystal Lake Phase III to Patterson Construction Inc Of Beaufort.



**COUNTY COUNCIL OF BEAUFORT COUNTY  
ENGINEERING DEPARTMENT**

2266 Boundary Street, Beaufort, South Carolina 29902  
Post Office Drawer 1228, Beaufort, South Carolina 29901-1228  
Telephone: 843-255-2700 Facsimile: 843-255-9420  
Website: www.bcgov.net

TO: Chairman Stewart H. Rodman, County Council

FROM: J. Wes Campbell, CIP Manager Department of Engineering

SUBJ: **Recommendation of Award to Patterson Construction Inc.**  
IFB # 051519E, Crystal Lake Phase III

DATE: June 18, 2019

**BACKGROUND.** Beaufort County Engineering submitted a solicitation for Crystal Lake Phase III to encircle the lake with a combination ADA-accessible boardwalk/compressed path. Three bids were received:

1. Patterson Construction at \$375,546
2. Beaufort Construction at \$398,409
3. Nix Construction at \$496,850

A review of the bids by Beaufort County Engineering indicated that all three bids were responsive and responsible, and addressed all the issues and requirements of the solicitation. Further, the two lower bids came in within 6% of one another, indicating reasonable and competitive bidding.

Natural Resources Committee approved recommendation on June 17, 2019.

**FUNDING.** The amount of the bid is **\$375,546** with a 10% potential contingency of **\$37,555**, totaling the project cost to **\$413,101**. Funding to come from Real Property Program.

**FOR ACTION.** County Council Meeting, June 24, 2019.

**RECOMMENDATION.** After the review of the bids, it is recommended that the Council recommends award of the contract to the lowest responsible bidder, Patterson Construction Inc. of Beaufort, for construction of Crystal Lake Phase III.

JRM/JWC/bmaf



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## BEAUFORT COUNTY COUNCIL

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### Agenda Item Summary

#### Item Title:

RFP# 052319 Project Management, Landscape Installation & Maintenance Services for the Highway 278 Medians between Rose Hill and Berkeley Hall Plantations

#### Council Committee:

Natural Resources Committee

#### Meeting Date:

June 17, 2019

#### Committee Presenter (Name and Title):

Dave Thomas, Purchasing Director and Nancy Moss, Community Development Planner

#### Issues for Consideration:

On May 23, 2019 the Purchasing Department received four responses to the above RFP. See the attached memo. The evaluation committee reviewed all of the responses and selected BrightView as the number one ranked firm.  
BrightView provided the lowest price of \$328,436 and scored the most points on the evaluation criteria.

#### Points to Consider:

This service includes landscape site preparation/grading, twelve month hand watering, warranty and maintenance program to facilitate plant establishment, cost of plants and installation of plants, and the cost of pine straw mulch with installation.  
The maintenance program to begin on July 15, 2019 and end July 15, 2024 for a total 5 years of landscape maintenance.

#### Funding & Liability Factors:

Funding is from the Tree Reforestation Fund. There was \$998,105 as of 06/05/19.

#### Council Options:

Award the contract or not award the contract.

#### Recommendation:

The Purchasing Department recommends that the Natural Resources Committee approve and recommend to County Council the contract award to BrightView Landscape Services, Inc., in the amount of \$328,436 for the aforementioned Landscaping Services from the funding source listed above.



COUNTY COUNCIL OF BEAUFORT COUNTY  
**PURCHASING DEPARTMENT**  
106 Industrial Village Road  
Post Office Drawer 1228  
Beaufort, South Carolina 29901-1228

TO: Councilwoman Alice Howard, Chairman, Natural Resources Committee

FROM: Dave Thomas, CPPO, Purchasing Director

**SUBJ: Recommendation of Contract Award for RFP# 052319 Project Management, Landscape Installation & Maintenance Services for the Highway 278 Medians between Rose Hill and Berkeley Hall Plantations for Beaufort County**

DATE: June 4, 2019

**BACKGROUND:** On May 23, 2019, Beaufort County received four proposals for landscaping services for the Highway 278 traffic medians between Rose Hill and Berkeley Hall Plantations in Bluffton, South Carolina. This service includes landscape site preparation/grading, twelve (12) month hand-watering, warranty and maintenance program to facilitate plant establishment, cost of plants and installation of plants, and the cost of pine straw mulch with installation. In addition to the twelve month maintenance program which is estimated to begin on July 15, 2019, the service also includes an additional four (4) years of landscape maintenance for a total of five (5) years of landscape maintenance which is estimated to end on July 15, 2024. The evaluation committee consisting of Amanda Flake, Beaufort County Natural Resources Planner, Robert Merchant, Assistant Community Development Department Director and Nancy Moss, Community Development Planner evaluated the bids for the following four firms: BrightView Landscape Services, Inc., Hilton Head Landscapes, LLC; The Greenery and The Green Thumb Nursery on June 3, 2019 and selected BrightView Landscape Services, Inc. as their number one ranked firm. Please see below the four firms that submitted proposals for this project, and their final ranking.

**FIRMS FINAL RANKING:**

**Cost:**

1. BrightView Landscape Services, Inc., Bluffton, SC 29910	\$328,436.57
2. Hilton Head Landscapes, LLC, Hilton Head Island, SC 29926	\$399,741.75
3. The Greenery, Inc., Hilton Head Island, SC 29938	\$428,685.08
4. The Green Thumb Nursery, Hilton Head Island, SC 29926	\$660,398.91

\*All firms are self-performing this project.

**FUNDING:** Funding is from the Tree Reforestation Fund. There was \$998,105.93 as of 06/05/19.

**FOR ACTION:** Natural Resources Committee meeting on Monday, June 17, 2019 at 2:00 p.m.

**RECOMMENDATION:** The Community Development Department recommends that the Natural Resources Committee approve and recommend to County Council the contract award to BrightView Landscape Services, Inc. in the amount of \$328,436.57 for the aforementioned Landscaping Services from the funding source listed above.

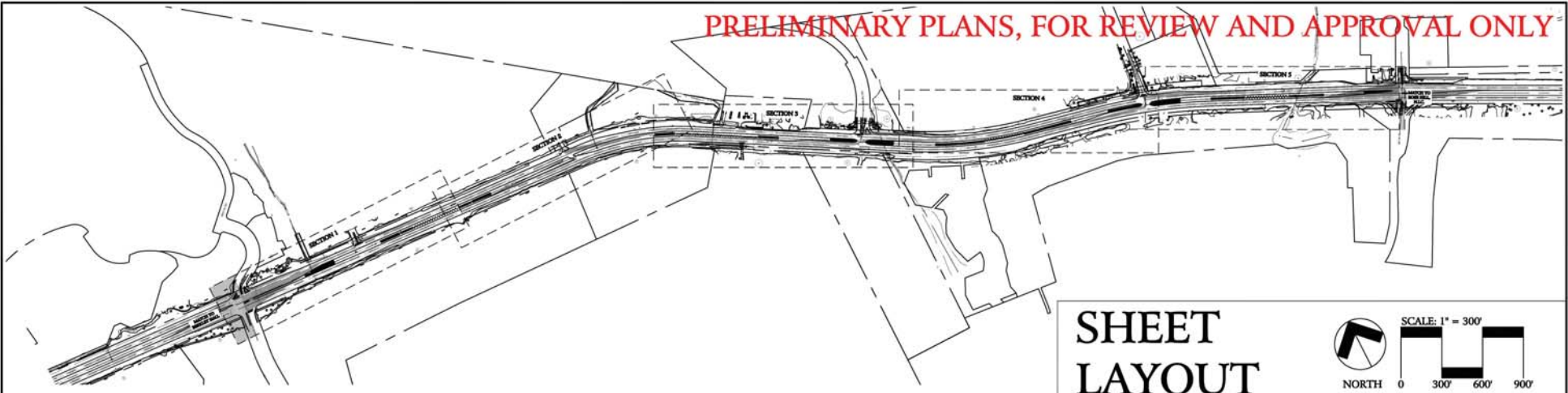
CC: Ashley Jacobs, County Administrator  
Alicia Holland, Asst. Co. Administrator, Finance  
Eric Larson, Environmental Engineer  
Eric Greenway, Community Development Department Director

Att: Final Ranking Summary, Landscape Plan Drawing

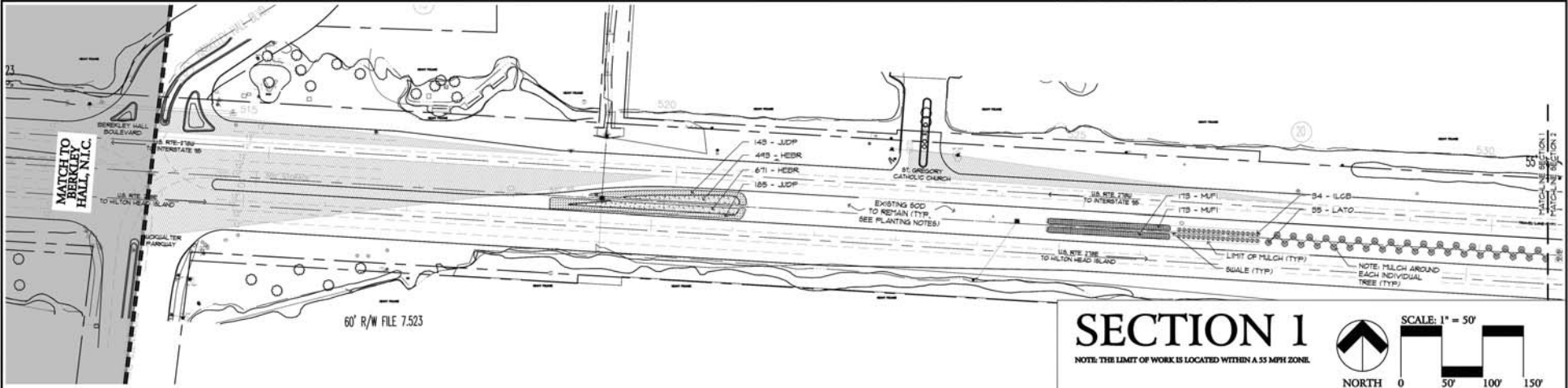
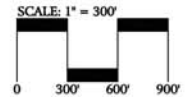




PRELIMINARY PLANS, FOR REVIEW AND APPROVAL ONLY

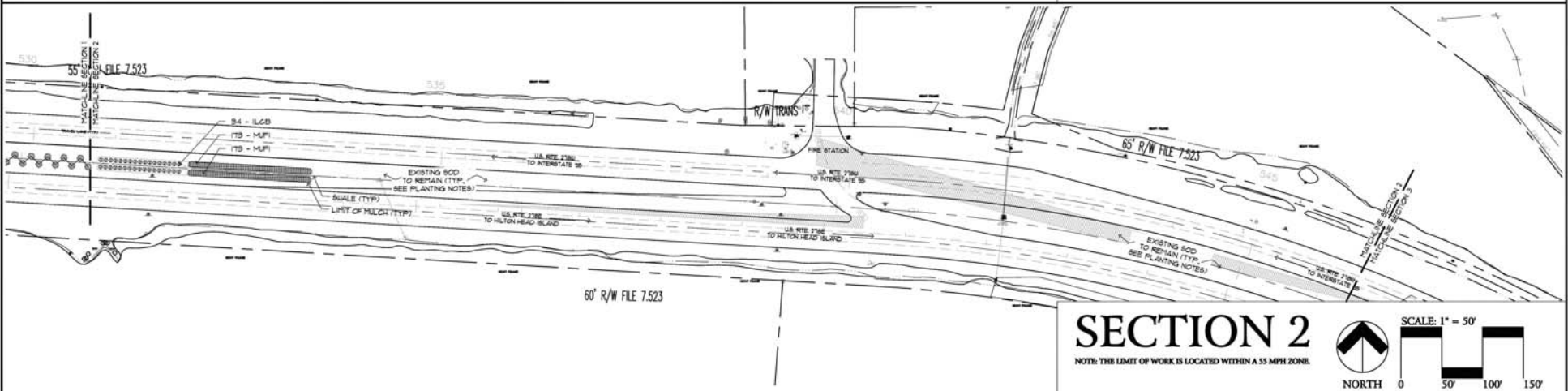
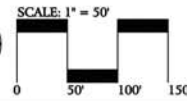


SHEET LAYOUT



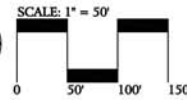
SECTION 1

NOTE: THE LIMIT OF WORK IS LOCATED WITHIN A 55 MPH ZONE.



SECTION 2

NOTE: THE LIMIT OF WORK IS LOCATED WITHIN A 55 MPH ZONE.



J. K. TILLER ASSOCIATES, INC.  
 LAND PLANNING  
 LANDSCAPE ARCHITECTURE  
 181 BLUFFTON ROAD, SUITE F203  
 BLUFFTON, SC 29910  
 Phone 843.815.4800  
 jktiller@tiller.com



SC HIGHWAY 278  
 MEDIAN LANDSCAPE DESIGN  
 ROSE HILL ENTRANCE TO BERKLEY HALL ENTRANCE  
 Prepared for Beaufort County, South Carolina

Sheet Title:  
 LANDSCAPE PLAN

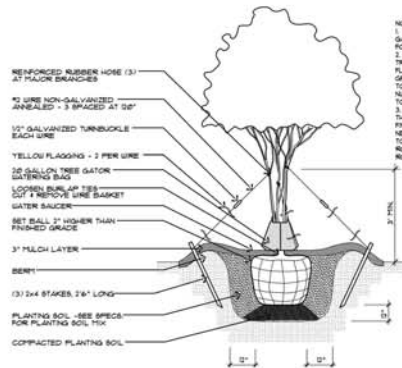
Job Number:  
 201708-01  
 Date:  
 September 27, 2017  
 Drawn:  
 JKT  
 Approved:  
 Revisions:

Sheet  
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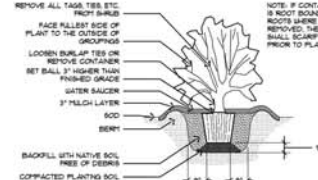




# PRELIMINARY PLANS, FOR REVIEW AND APPROVAL ONLY



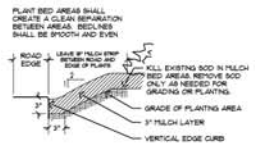
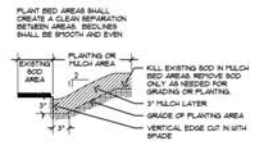
NOTE:  
1. CONTRACTOR SHALL REFER TO TREE GATE WATERING BAG SPECIFICATIONS FOR INSTALLATION PROCEDURES.  
2. CONTRACTOR SHALL PLACE THE TREE IN THE PIT SO THAT THE ROOT FLARE IS EVEN WITH THE FINISHED GRADE LEVEL. IT MAY BE NECESSARY TO REMOVE SOIL FROM THE TOP OF THE NURSERY-GROWN ROOTBALL IN ORDER TO EXPOSE THE ROOT FLARE (TTY).  
3. PLACE THE TREE IN THE PIT SO THAT THE ROOT FLARE IS EVEN WITH THE FINISHED GRADE LEVEL. IT MAY BE NECESSARY TO REMOVE SOIL FROM THE TOP OF THE NURSERY-GROWN ROOTBALL IN ORDER TO EXPOSE THE ROOT FLARE.



NOTE: IF CONTAINER STICK IS ROOT BOUND OR SOIL ROOTS ARE CONTAINER BOUND, THE CONTRACTOR SHALL SCARIFY ROOTS PRIOR TO PLANTING.

**1 Multi-Trunk Tree Planting Detail**  
Not to Scale

**2 Shrub Planting**  
Not to Scale



**3 Plant Bed Edge Detail Against Sod**  
Not to Scale

**4 Plant Bed Edge Detail Against Road**  
Not to Scale

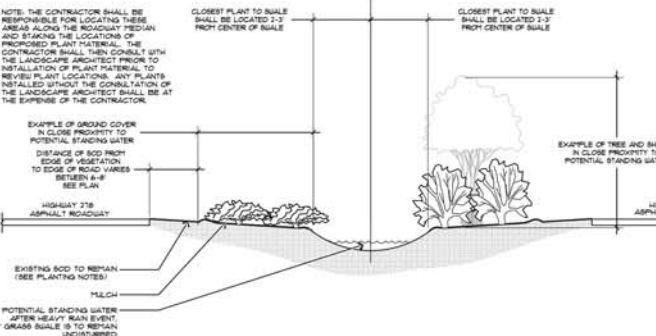
**PLANT SCHEDULE**

SHRUB	QTY	BOTANICAL NAME / COMMON NAME	CONT.	HEIGHT	SPREAD
LDB	150	Ilex cornuta Dwarf Burford Holly 5' dia.	5 gal.	18"-24"	18"-24"
LAMP	60	Lagerstroemia indica 'PILASH-VI' PPAP / Moonlight Magic Crape Myrtle multi-stem, 1" container caliper	5 gal.	6' min.	5' min.
LATO	72	Lagerstroemia x 'Tanta' / Japanese Crape Myrtle Multi-Trunk	5 gal.	6' min.	5' min.
LOGG	156	Loquatium chinense 'Chang Non Hong' / Ever Red Fringe Flower 6' dia.	7 gal.	2' min.	2' min.
SERE	302	Serenia repens / San Palmetto	3 gal.	12" min.	12" min.
SHRUB COVERING	385	BOTANICAL NAME / COMMON NAME Hemerocallis x 'Joan Senior' / Joan Senior Daylily	1 gal.	6"-12"	6"-12"
SHRUB	385	BOTANICAL NAME / COMMON NAME Hemerocallis x 'Joan Senior' / Joan Senior Daylily	1 gal.	6"-12"	6"-12"
HEER	5,085	Hemerocallis x 'Butterscotch Ruffles' / Butterscotch Ruffles Daylily	1 gal.	6"-12"	6"-12"
JIMP	2,460	Jungeria davisiana 'Parson' / Parson's Juniper	1 gal.	6"-12"	12"-18"
JMNH	240	Jungeria horizontalis 'Wilson' / Blue Rug Juniper	1 gal.	6"-12"	6"-12"
MPI	1,245	Muhlenbergia filipes / Maly	3 gal.	10"-24"	12"-18"
GRASS	44,740 SF	PRINCEPAUL FLOET			

**PLANTING NOTES:**

- MATERIALS LIST WAS PREPARED FOR ESTIMATING PURPOSES. CONTRACTOR SHALL MAKE OWN QUANTITY TAKE-OFF USING DRAWINGS AND SPECIFICATIONS TO DETERMINE QUANTITIES TO HIS SATISFACTION. REPORTING PROBLEMS ANY DISCREPANCIES EARLY MAY AVOID BIDDING PROBLEMS FOR DAMAGES.
- ROOT TYPES MAY BE FREELY SUBSTITUTED IN CASE OF BULBS AND BURLAPPED OR CONTAINER GROWN. ALL OTHER SPECIFICATIONS TO REMAIN UNCHANGED.
- CONTRACTOR TO VERIFY THAT ALL PLANT MATERIAL IS AVAILABLE AS SPECIFIED. BIDDING PROPOSAL IS SUBMITTED.
- SEE TREE, SHRUB, AND GRASS COVER PLANTING DETAILS AND SPECIAL PROVISIONS FOR PLANTING SPECIFICATIONS.
- CONTRACTOR SHALL STAKE OUT ALL SHRUB BED LINES, TREE LOCATIONS, AND SHRUB GROUPINGS FOR APPROVAL BY LANDSCAPE ARCHITECT BEFORE BEGINNING PLANTING OPERATIONS. IF PLANTING OCCURS WITHOUT APPROVAL, RELOCATION OF PLANTINGS REQUESTED BY THE LANDSCAPE ARCHITECT SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
- ALL SHRUB AND GRASS COVER BEDS TO RECEIVE 3" DEEP LONGLEAF PINESTRAW MULCH (SEE PLANS FOR LIST OF MULCH AROUND SHRUB BEDS).
- CONTRACTOR TO MAINTAIN THE PLANTINGS AND CONTROL WEEDS IN ALL AREAS THROUGH THE DURATION OF CONSTRUCTION UNTIL FINAL ACCEPTANCE. REFER TO SPECIFICATIONS FOR MAINTENANCE DURATION AND REQUIREMENTS.
- ALL NEW PLANT BEDS AND EXISTING SOIL AREAS TO RECEIVE NEW IRRIGATION COVERAGE.
- HERBICIDE MAY BE APPLIED TO PLANTING AREAS PRIOR TO LANDSCAPE INSTALLATION ACCORDING TO SCOTD HERBICIDE OPERATIONS MANUAL (JULY 2006 EDITION) IN ROL.
- PLANT BED SHALL BE TESTED FOR PH AND SOILS IN PLANT ROOT REGION SHALL BE AMENDED PRIOR TO INSTALLATION FOR ASSURANCE OF PROPER PLANT GROWTH WITHIN EACH PLANT PH RANGE.
- PLANT SIZES AND SPECIES MAY VARY DUE TO AVAILABILITY. CHANGES TO PLANT SIZES AND SPECIES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT. SUBSTITUTED PLANT SPECIES SHALL HAVE SIMILAR CHARACTER AS ORIGINAL PLANT. PRICE ADJUSTMENT SHALL BE FACILITATED VIA A CHANGE ORDER AS OUTLINED IN THE SPECIFICATIONS.
- ALL EXISTING SOIL SHALL REMAIN IN PLACE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR ANY SOIL AREAS DAMAGED.
- COUNTY SHALL BE RESPONSIBLE FOR ALL VEGETATION MAINTENANCE WITHIN RIGHT OF WAY THAT IS CONTIGUOUS WITH PROPOSED LANDSCAPING.
- CONTRACTOR TO PROVIDE ROOT BARRIER WHERE NECESSARY TO PREVENT IMPACT TO ADJACENT ROADWAYS OR UTILITIES.

**5 Ground Covers and Ornamental Grass Planting/Spacing**  
Not to Scale



**6 Planting in Areas of Potential Standing Water**  
Not to Scale



**J. K. TILLER ASSOCIATES, INC.**  
 LANDSCAPE ARCHITECTURE  
 LAND PLANNING  
 181 BLUFFTON ROAD, SUITE 2103  
 BLUFFTON, SC 29910  
 Phone 843.815.4802  
 jktiller@jktiller.com



**SC HIGHWAY 278**  
 MEDIAN LANDSCAPE DESIGN  
 ROSE HILL ENTRANCE TO BERKLEY HALL ENTRANCE  
 Prepared for Beaufort County, South Carolina

**Sheet Title:**  
 PLANT SCHEDULE  
**Job Number:**  
 201708-01  
**Date:**  
 September 27, 2017  
**Drawn:**  
 RD  
**Approved:**  
  
**Revisions:**

Sheet  
**PS**

06/05/2019 14:44  
clewis

BEAUFORT COUNTY  
YEAR-TO-DATE BUDGET REPORT

P 1  
glytdbud

FOR 2019 12

ACCOUNTS FOR: 2012	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENC/REQ	AVAILABLE BUDGET	PCT USED
20120001 REFORESTATION TRUST							
43 INTERGOVERNMENTAL							
20120001 43780 FEDERAL GRANT FU	0	0	0	.00	.00	.00	.0%
TOTAL INTERGOVERNMENTAL	0	0	0	.00	.00	.00	.0%
45 FINES & FORFEITURES							
20120001 45150 TREE CUTTING FIN	-65,000	0	-65,000	-188,834.00	.00	123,834.00	290.5%
TOTAL FINES & FORFEITURES	-65,000	0	-65,000	-188,834.00	.00	123,834.00	290.5%
46 INTEREST							
20120001 46010 INTEREST ON INVE	-2,000	0	-2,000	.00	.00	-2,000.00	.0%*
TOTAL INTEREST	-2,000	0	-2,000	.00	.00	-2,000.00	.0%
47 MISCELLANEOUS							
20120001 47800 CASH OVER / SHOR	0	0	0	.00	.00	.00	.0%
TOTAL MISCELLANEOUS	0	0	0	.00	.00	.00	.0%
48 OTHER FIN SOURCES							
20120001 48910 CONT FROM PR YR	0	0	0	.00	.00	.00	.0%
TOTAL OTHER FIN SOURCES	0	0	0	.00	.00	.00	.0%
TOTAL REFORESTATION TRUST	-67,000	0	-67,000	-188,834.00	.00	121,834.00	281.8%
20120011 REFORESTATION TRUST							

06/05/2019 14:44  
clewis

BEAUFORT COUNTY  
YEAR-TO-DATE BUDGET REPORT

P 2  
glytdbud

FOR 2019 12

ACCOUNTS FOR: 2012	REFORESTATION TRUST	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENC/REQ	AVAILABLE BUDGET	PCT USED
<u>51 PURCHASED SERVICES</u>								
<u>20120011</u>	<u>51160</u>	<u>PROFESSIONAL SER</u>						
		67,000	0	67,000	162,480.69	142,627.72	-238,108.41	455.4%*
	TOTAL PURCHASED SERVICES	67,000	0	67,000	162,480.69	142,627.72	-238,108.41	455.4%
<u>54 CAPITAL OUTLAY</u>								
<u>20120011</u>	<u>54450</u>	<u>OTHER IMPROVEMEN</u>						
	TOTAL CAPITAL OUTLAY	0	0	0	.00	.00	.00	.0%
<u>57 OTHER EXPENDITURES</u>								
<u>20120011</u>	<u>57700</u>	<u>TRUST FUNDS DISB</u>						
	TOTAL OTHER EXPENDITURES	0	0	0	.00	.00	.00	.0%
	TOTAL REFORESTATION TRUST	67,000	0	67,000	162,480.69	142,627.72	-238,108.41	455.4%
	TOTAL REFORESTATION TRUST	0	0	0	-26,353.31	142,627.72	-116,274.41	100.0%
	TOTAL REVENUES	-67,000	0	-67,000	-188,834.00	.00	121,834.00	
	TOTAL EXPENSES	67,000	0	67,000	162,480.69	142,627.72	-238,108.41	
	PRIOR FUND BALANCE				971,752.32			
	CHANGE IN FUND BALANCE - NET OF REVENUES/EXPENSES				26,353.31			
	REVISED FUND BALANCE				998,105.63			

06/05/2019 14:44  
clewis

BEAUFORT COUNTY  
YEAR-TO-DATE BUDGET REPORT

P 3  
glytbdud

FOR 2019 12

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	YTD ACTUAL	ENC/REQ	AVAILABLE BUDGET	PCT USED
GRAND TOTAL	0	0	0	-26,353.31	142,627.72	-116,274.41	100.0%

\*\* END OF REPORT - Generated by Chanel Lewis \*\*



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## BEAUFORT COUNTY COUNCIL

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### Agenda Item Summary

#### Item Title:

6-acre newly subdivided parcel where the applicant is interested in building a private residence- S1 Industrial does not permit single family houses.

#### Council Committee:

Natrual Resources Committee

#### Meeting Date:

June 17, 2019

#### Committee Presenter (Name and Title):

Rob Merchant

#### Issues for Consideration:

This property has a history of zoning amendments that have reflected the different uses past property owners have desired for the site. Historically, a portion of the property had a light industrial use on it located in an 8,000 square foot metal frame building. The property was originally zoned Light Industrial under the Zoning and Development Standards Ordinance (ZDSO). In 2006, the property was purchased by a church and the owner rezoned the parcel to Rural with Transitional Overlay since churches were not a permitted use in Light Industrial. In 2017, the new owner changed the zoning to S1-Industrial to locate a cabinet shop in the same building. Now the current owner has subdivided the property and is interested in building a single-family residence on the western half of the property.

#### Points to Consider:

1. Impact on Proposed Land Use on Adjoining Properties: The property is bordered on the west and north by parcels zoned S1- Industrial. South and east of the property are large undeveloped tracts that are zoned T2-Rural. The property is located approximately 500 feet south of the Beaufort Commerce Park. Along Bay Pines Road and Covenant Drive, there are six other light industrial and warehousing operations in addition to the Burton Fire District Pinewood Station. The proposed residential use for this property will have no adverse impact on the surrounding uses.
2. Impact on MCAS Airport Overlay District: The property is located in the MCAS Airport Overlay District Zone 2a which has a day-night average noise level of 65 to 70 decibels. While the MCAS-AO district discourages high density residential development, this proposed zoning amendment would only result in the maximum potential development of two houses on 6 acres.

#### Funding & Liability Factors:

None

#### Council Options:

Approve the rezoning.

Deny the rezoning.

#### Recommendation:

Staff recommends approval of the rezoning request for 6 acres at 19 Covenant Drive from S1 Industrial to T2 Rural. The Metro Planning Commission, at their May 20, 2019, meeting, unanimously supported the zoning amendment. The Beaufort County Planning Commission, at their June 3rd, 2019 meeting, unanimously supported the amendment.



NORTHERN BEAUFORT COUNTY MAP AMENDMENT / REZONING REQUEST FOR R100 024  
000 078C 0000 (12.21 ACRES AT 19 COVENANT DRIVE, BEAUFORT, SC) FROM S1  
INDUSTRIAL TO T2R RURAL

Adopted this 17<sup>th</sup> day of June, 2019.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: \_\_\_\_\_

Stu Rodman, Chairman

APPROVED AS TO FORM:

\_\_\_\_\_

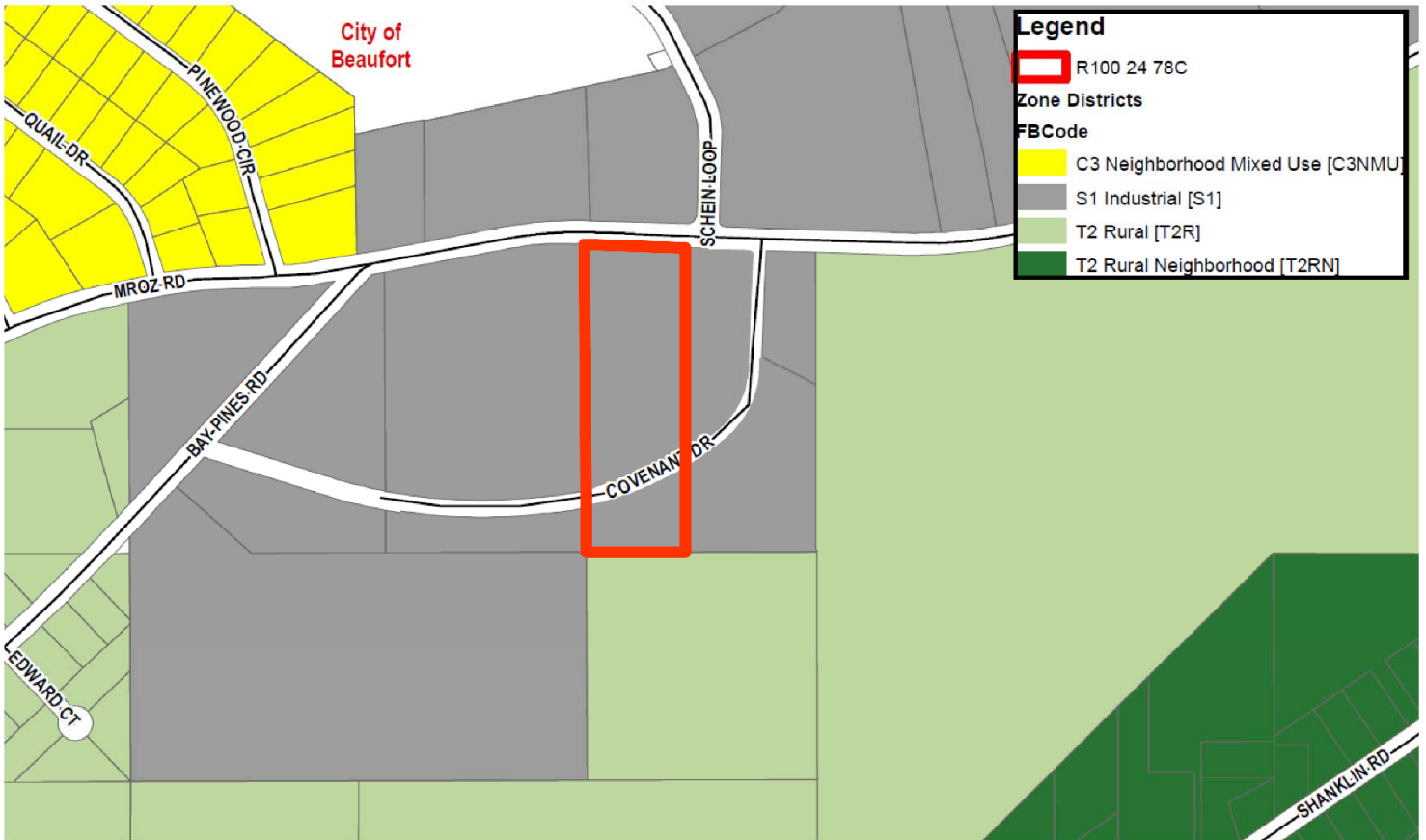
Thomas J. Keaveny II, County Attorney

ATTEST:

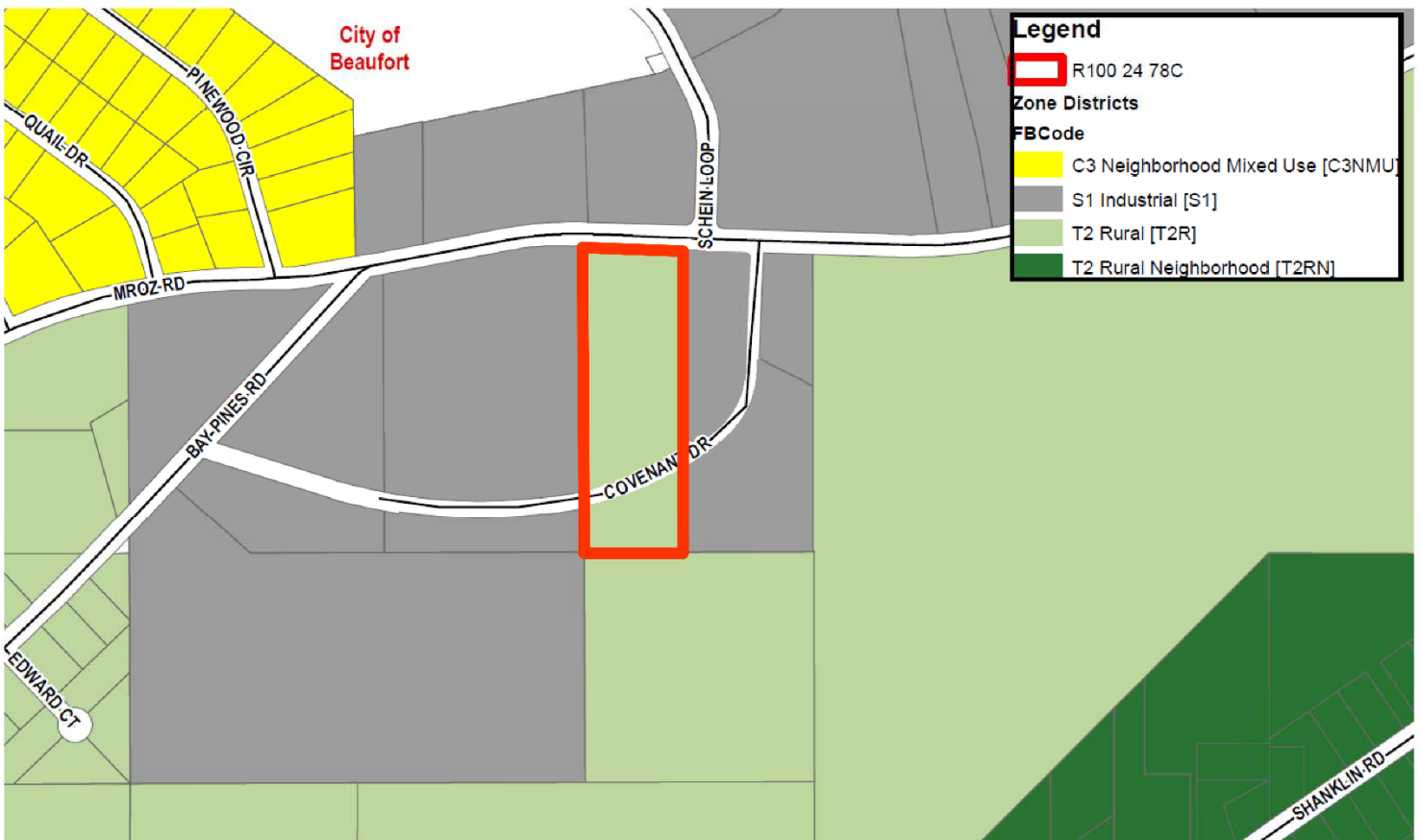
\_\_\_\_\_

Sarah W. Brock, Clerk to Council

# Existing Zoning



# Proposed Zoning





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## BEAUFORT COUNTY COUNCIL

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### Agenda Item Summary

**Item Title:**

SOUTHERN BEAUFORT COUNTY PLANNED UNIT DEVELOPMENT (PUD) AMENDMENT FOR OSPREY POINT

**Council Committee:**

Executive Committee

**Meeting Date:**

June 17, 2019

**Committee Presenter (Name and Title):**

**Issues for Consideration:**

**Points to Consider:**

None.

**Funding & Liability Factors:**

None.

**Council Options:**

Approve second reading.

**Recommendation:**

2019/\_\_\_

FIRST AMENDMENT TO THE OSPREY POINT DEVELOPMENT AGREEMENT, ENTERED BY AND BETWEEN LCP III, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY (THE “OWNER”), AND BEAUFORT COUNTY, SOUTH CAROLINA (“COUNTY”), UPON THE COUNTY COUNCIL’S APPROVED FINDINGS AND TERMS.

WHEREAS, pursuant to the South Carolina Local Government Development Agreement Act, Sections 6-31-10 through 6-31-160 of the South Carolina Code of Laws (1976, as amended) (the “Act”), the Owner and County entered into a Development Agreement dated September 3, 2009, recorded on September 11, 2009 in Book 02888 at Pages 0169-0550 of the Register of Deeds for Beaufort County, South Carolina (“Development Agreement”), the Development Agreement having been authorized by the Beaufort County Council (“County Council”) upon Third and Final Reading on October 27, 2008; and

WHEREAS, the Owner and the County desire to amend the terms of the Development Agreement as set forth in the First Amendment to Development Agreement (“First Amendment”), a copy of which is attached hereto as Exhibit A; and

WHEREAS, after due investigation, the County Council has determined that it is in the best interests of the County to approve the First Amendment and authorize its execution and delivery; and

WHEREAS, the County Council finds that the development of the Property as proposed in the Amended Master Plan, as defined in the First Amendment, is consistent with the County’s comprehensive plan and land development regulations applicable to the Property; and

WHEREAS, Section 6-31-60(B) of the Act provides that “a major modification of the Development Agreement may occur only after public notice and a public hearing”; and

WHEREAS, after a duly noticed public hearing held by the County Council, the County Council approved the County's entry of the First Amendment by an Ordinance legally adopted on July 22, 2019 and the conditions precedent to the execution and delivery of the First Amendment have been met; and

THEREFORE, BE IT ORDERED, that the County Council hereby authorizes the entry by the County into the First Amendment in the form attached hereto as Exhibit A.

The County Council further authorizes the Chairman of the County Council and the County Administrator to execute and deliver the First Amendment to the Owner. The Council Clerk is hereby authorized to affix, emboss, or otherwise reproduce the seal of the County to the First Amendment and attest the same.

This Ordinance shall be effective from and after the date of adoption. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Adopted this \_\_\_ day of \_\_\_\_\_, 2019.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: \_\_\_\_\_  
Chairman

Approved as to form:

\_\_\_\_\_

ATTEST:

\_\_\_\_\_

Clerk to Council

First Reading:

Second Reading:

Public Hearing:

Third and Final Reading:

**FIRST AMENDMENT TO  
DEVELOPMENT AGREEMENT**

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (this “First Amendment”) is made and entered into as of the 22nd day of July 2019, by and between LCP III, LLC, a South Carolina limited liability company (the “Owner”), and BEAUFORT COUNTY, SOUTH CAROLINA (the “County”).

**WITNESSETH**

WHEREAS, pursuant to the South Carolina Local Government Development Agreement Act, Sections 6-31-10 through 6-31-160 of the South Carolina Code of Laws (1976, as amended) (the “Act”), the Owner and County entered into a Development Agreement dated September 3, 2009, recorded on September 11, 2009 in Book 02888 at Pages 0169-0550 of the Register of Deeds for Beaufort County, South Carolina (“Development Agreement”), the Development Agreement having been authorized by the Beaufort County Council (“County Council”) upon Third and Final Reading on October 27, 2008; and

WHEREAS, in 2014, the Owner and the County negotiated for and the County Council approved an amendment to the Development Agreement and PUD Zoning but a dispute arose over whether that amendment agreement was ever consummated or is legally effective and, in consideration of this First Amendment to Development Agreement, the parties hereto hereby mutually agree that the 2014 proposed amendment is of no force and effect; and

WHEREAS, in 2017, the Owner pursued a further amendment to the Development Agreement but that application was later abandoned or withdrawn by the Owner; and

WHEREAS, therefore, the Development Agreement, dated September 3, 2009 and recorded on September 11, 2009, has remained in full force and effect as originally written prior to entry of this First Amendment to Development Agreement; and

WHEREAS, the Owner and the County now desire to amend the terms of the Development Agreement as set forth hereinbelow; and

WHEREAS, Section 6-31-60(B) of the Act provides that “a major modification of the Development Agreement may occur only after public notice and a public hearing”; and

WHEREAS, after a duly noticed public hearing held by the County Council (the “County Council”), the County Council approved this First Amendment to Development Agreement by an Ordinance legally adopted on July 22, 2019; and

WHEREAS, pursuant to the Act and the Ordinance adopted by the County Council on July 22, 2019, the parties have entered into this First Amendment to Development Agreement.

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants and agreements contained herein, the parties hereto agree as follows.

1. INCORPORATION

The above recitals are hereby incorporated into this Agreement.

2. MODIFICATION OF CERTAIN DEFINED TERMS

The definitions of the following capitalized term in Section II on Page 3 of 38 of the Development Agreement shall be modified to read as follows:

“Development Plan” means the layout and development scheme contemplated for the Property, as more fully set forth in the updated PUD approval for Osprey Point, attached hereto as Exhibit B, and as may be modified per the terms of this agreement. All references to Exhibit B in the Development Agreement and also herein shall mean the updated Exhibit B attached hereto. This Exhibit B is intended to govern the land use and development scheme contemplated for the Property; by accepting this Exhibit B the County is not committing to the road access, signalization or any offsite matters that may be shown on the Plan and the County is not responsible for funding any improvements or the maintenance thereof.

Except as modified above, all capitalized terms used in this First Amendment to Development Agreement shall have the meaning ascribed to them in the Development Agreement.

3. MODIFICATION OF SECTION III - TERM AND AMENDMENTS

Section III on Page 4 of 38 of the Development Agreement is hereby amended to provide as follows:

(a) The Development Agreement was for an initial term of five (5) years unless extended by the mutual agreement of the County and the Owner.

(b) After its entry, the Development Agreement was subject to the South Carolina General Assembly’s 2010 Joint Resolution to Extend Certain Government Approvals Affecting the Development of Real Property Within the State (H4445) and the 2013 Joint Resolution to Suspend the Running of Certain Governmental Approvals Affecting the Development of Real Property within the State for the Period Beginning January 1, 2013 and Ending December 31, 2016 (H3774) (the “Joint Resolutions”). Based on the foregoing Joint Resolutions tolling the term of the Development Agreement by operation of law from its inception until December 31, 2016, the Development Agreement will expire on January 1, 2022.

(c) The parties further agree that the term of the Development Agreement, as amended hereby, shall be extended to a date that is five (5) years from the date of the approval and execution of this First Amendment to Development Agreement by the County and the Owner (the “Term”), except as provided in the following paragraph. Because of uncertain and changing market conditions, the parties further agree that either the Owner or the County may request that the other party consent and agree, which consent and agreement shall not be unreasonably withheld, to an extension of the term of the Development Agreement for another period of five years if requested more than one year before the expiration of the Term and if at that time the Owner still owns twenty-five or more acres of highland as provided in S.C. Code Ann. § 6-31-40.



(d) The County will have no liability to the Owner or any third party in the event a court of competent jurisdiction in a final unappealable order rules that the extension of the Term as provided in Section 3(c) is for any reason unenforceable. In the event of such unenforceability, the Term shall extend to January 1, 2022.

4. DELETION OF SECTION IV(A)

Section IV (A) is hereby deleted.

5. MODIFICATION OF SECTION IV(C)

Section IV(C) on Pages 5-6 of 38 of the Development Agreement is hereby deleted and the following is substituted in its place:

Permitted Uses. Permitted uses on the Property include single-family dwellings and accessory uses thereto, recreational uses such as parks, water-related amenities and the like, and commercial, office and retail uses as shown and depicted on the attached Osprey Point PUD approval that is labeled Exhibit B. No more than three hundred and forty-five (345) single-family dwelling units, and no more than 207,700 square feet of nonresidential commercial, office and/or retail space shall be constructed on the Property. Timesharing or fractional ownership uses shall not be permitted. Owner or its assigns shall be allowed to convert up to 10% of the total residential units allowed to additional commercial square footage allowed, at the rate of one residential unit equal to 2,400 square feet of commercial, as a matter of right thereunder. An additional 10% of total residential units may be converted to additional commercial square footage allowed, at the same conversion rate, to accommodate economic development opportunities only for above average wage jobs, within the original commercial area or adjacent thereto, if such additional conversion is approved by the Land Management Committee of County Council, after consultation with the Planning Department. Such additional square footage of commercial shall be developed within the commercial area of the PUD or within reasonable close proximity thereto, so as to preserve the general pattern of uses established under the PUD, and no amendment hereto or to the PUD shall be required.

Furthermore, it is expressly understood and hereby provided that lodging facilities (hotel/motel) may be desirable in or near the commercial area of the PUD, and such units are expressly allowed. It is hereby agreed that any lodging facilities, as well as ancillary services and facilities typically located within hotel or motel uses, will not count against overall residential density. All such facilities shall count as commercial square footage.

6. MODIFICATION OF SECTION IV(F)

So much of Section IV(F) on Pages 7-8 of 38 of the Development Agreement is hereby amended as to provide that Owner agrees to build the frontage road (road behind commercial tract) before the platting of Phase III of the development and the building of any commercial development. Owner agrees to provide adequate bonding, in accordance with Beaufort County law and other applicable Beaufort County policies and procedures, to guarantee construction of the road if the road is not constructed by the time specified in the previous sentence. County agrees to cooperate with Owner in seeking a reciprocal easement from the BCSD that is necessary to

facilitate the construction of the Connector Road's connectivity to Hwy 170. Except as amended hereby, Section IV(F) of the Development Agreement shall remain in full force and effect.

7. MODIFICATION OF SECTION IV(G)

Section IV(G) on Pages 8-10 of 38 of the the Development Agreement is hereby deleted. The parties agree that the Property and contemplated project shall be subject to all applicable impact fees, user fees and assessments in effect in Beaufort County at the time the developer submits its permit applications, specifically including any such fees and assessments that were or may be adopted after entry of the Development Agreement or this First Amendment.

The County agrees to cooperate with Owner in seeking the reciprocal easement from the School District for the use of the existing road and the road be constructed behind the commercial frontage that will provide a second ingress and egress to Highway 170 for the School.

Owner will pay an impact fee of \$1,500 for each residential unit at the time of obtaining the building permit. This fee would terminate if the County were to adopt a school impact fee during the Term at which time the Owner would pay the amount of the County-wide fee in lieu of the amount of the fee specified herein.

8. MODIFICATION OF SECTION IV(H)

Section IV(H) on Pages 10-12 of 38 of the the Development Agreement is hereby deleted. The parties agree that the Property and contemplated project shall be subject to all applicable impact fees, user fees and assessments in effect in Beaufort County at the time the developer submits its permit applications, specifically including any such fees and assessments that were or may be adopted after entry of the Development Agreement or this First Amendment.

9. MODIFICATION OF SECTIONS IV(E) AND (I)

Sections IV (E) and (I) on Pages 7 and 12 of 38 of the the Development Agreement, respectively, are hereby deleted upon the specific condition that the Property shall not be annexed into Jasper County, the Town of Hardeeville or any other local government prior to the expiration of the Term or extended term of the Development Agreement. In lieu of said Sections IV (E) and (I), Owner hereby agrees to comply with all public park, open space, and recreation requirements contained in the Beaufort County Subdivision Ordinance in effect at the time the project's preliminary site plan is approved. In the event of any conflict between the Beaufort County Subdivision Ordinance and Exhibit B, the layout and development scheme of Exhibit B shall control. The parties hereby agree that the layout and development scheme shown on Exhibit B satisfies all public park, open space, and recreation requirements. The common areas, open space, and recreation on the Property shall be for the benefit of the community on the Property rather than the public at large.

Owner further agrees that if the Property is annexed into Jasper County, the Town of Hardeeville or any other local government prior to the expiration of the Term or extended term of the Development Agreement, in addition to the County's remedies preserved by Section VIII(O) below, the Owner shall be responsible to comply with Section IV(I) on Page 12 of 38 of the original

Development Agreement. Owner hereby agrees that this undertaking shall survive the termination of the Development Agreement as amended hereby.

10. MODIFICATION OF SECTION IV(K)

Section IV(K) on Page 13 of 38 of the Development Agreement is hereby amended to provide that the public safety site shall be at least one-half (.5) acre instead of approximately one (1.0) acre.

11. MODIFICATION OF SECTION IV(M)

Section IV(M) on Pages 13-14 of 38 of the Development Agreement is hereby deleted and replaced with the following:

The Design Guidelines applicable to the residential dwelling units shall consist of the various elevations attached hereto as Exhibit F. The architectural review board established under the restrictive covenants must approve in writing any material deviation from the Design Guidelines before construction occurs.

12. DELETION OF SECTION V

Section V on Page 14 of 38 is hereby deleted in its entirety.

13. MODIFICATION OF SECTION VI

Section VI on Pages 14-15 of 38 of the Development Agreement is hereby amended to provide that the applicable development schedule is the Amended Development Schedule attached hereto as Exhibit D. Except as amended hereby, Section VI of the Development Agreement shall remain in full force and effect.

14. MODIFICATION OF SECTION VII

Section VII on Pages 15-16 of 38 of the Development Agreement is hereby amended to add the following new paragraphs at the end of the section:

Notwithstanding any provision to the contrary in this Development Agreement, the parties agree that the Property and Project shall be subject to any and all impact fees, user fees and assessments in effect in Beaufort County at the time the developer submits its permit applications, specifically including any such fees and assessment that were or may be adopted after entry of the Development Agreement or this First Amendment.

Notwithstanding anything to the contrary in this Development Agreement, the parties agree that the Owner shall be deemed to comply with all public park, open space, and recreation requirements contained in the Beaufort County Subdivision Ordinance in effect at the time the project's preliminary site plan is approved if the project's preliminary site plan is in accordance with Exhibit B.

Notwithstanding anything to the contrary in this Development Agreement, the Owner shall be required to abide by all provisions of federal and state laws and regulations, including those established by the Department of Health and Environmental Control, the Office of Ocean and Coastal Resource Management, and their successors, for the handling of storm water that are in effect at the time of permitting.

15. MODIFICATION OF SECTION VIII(D)

The last sentence of Section VIII(D) on Page 17 of 38 of the Development Agreement is hereby deleted and replaced with the following:

If the BJWSA concurs, Owner is not required to use treated water for irrigation purposes.

16. MODIFICATION OF SECTION VIII(E)

Section VIII(E) on Pages 17-19 of 38 of the Development Agreement is hereby amended as follows: The third, fourth, fifth, sixth, and seventh sentences shall be deleted. The first and second sentences shall be retained and modified as follows:

Drainage System. All storm water runoff and drainage system improvements within the Property will be designed utilizing the County's best management practices in effect at the time development permits are applied for, will be constructed by Owner, Developer or their assigns, and will be maintained by Owner, Developer and/or a Homeowners' Association. The County of Beaufort will not be responsible for any construction or maintenance costs associated with the drainage system within the Property.

The Owner, its successors and assigns, shall be required to abide by all provisions of federal and state laws and regulations, including those established by the Department of Health and Environmental Control, the Office of Ocean and Coastal Resource Management, and their successors, for the handling of storm water that are in effect at the time of permitting.

17. DELETION OF SECTION VIII(K)

Section VIII(K) on Page 20 of 38 is hereby deleted in its entirety.

18. ADDITION OF NEW SECTION SECTION VIII(O)

A new Section VIII(O) shall be added as follows:

Agreement Not To Annex. Owner agrees that it shall not seek or permit the Property to be annexed into Jasper County, the City of Hardeeville or any other local government prior to the expiration of the Term or extended term of the Development Agreement. This provision may be enforced by the County by all available legal means, and include all remedies available at law or in equity, including specific performance and injunctive relief. Owner hereby agrees that this undertaking shall survive the termination of the Development Agreement as amended hereby. County agrees that its Community Development Department will process all complete application submittals on matters within its jurisdiction that do not require outside review within two weeks of receipt by providing comments or decisions. If the Owner has any questions or concerns

regarding the timely processing of any application submittals made to the County, the Owner shall contact the County's Community Development Director and County Attorney, who will investigate any such questions or concerns and report back to the Owner within ten (10) days of being notified.

19. MODIFICATION OF SECTION XIII

The notice address for each party to the Development Agreement as set out in Section XIII on Page 24 of 38 of the Development Agreement is hereby amended as follows:

If to Owner: Nathan Duggins, III  
P.O. Box 2888  
Greensboro, NC 27402

Copy to: G. Trenholm Walker  
PO Drawer 22167  
Charleston, SC 29413-2167

If to County: Beaufort County Administrator  
PO Box 1228  
Beaufort, SC 29901

Copy to: Thomas J. Keaveny, II  
Beaufort County Attorney  
PO Box 1228  
Beaufort, SC 29901

Except as amended hereby, Section XIII of the Development Agreement shall remain in full force and effect.

20. CONFORMANCE OF PUD ZONING

The parties agree that the PUD zoning for the Property is amended in all respects to be in conformance with the Development Agreement as amended by this First Amendment, such that everything allowed and granted under their terms are allowed and granted by the PUD zoning.

21. RATIFICATION OF DEVELOPMENT AGREEMENT

Except as expressly modified or amended by this First Amendment, the parties hereto ratify and affirm all provisions of the Development Agreement approved by the County Council on October 27, 2008, entered by the parties on September 3, 2009, and recorded on September 11, 2009, in Book 02888 at Pages 0169-0550 with the Register of Deeds.

22. RECORDING

The Owner shall record this First Amendment in the real estate records of the County within fourteen (14) days of the execution of this First Amendment by the County.



Notary Public for \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_



STATE OF SOUTH CAROLINA    )  
  )  
COUNTY OF BEAUFORT        )        PROBATE

PERSONALLY appeared before me the undersigned witness and made oath that (s)he saw the within named BEAUFORT COUNTY, SOUTH CAROLINA, by its duly authorized officer, sign, seal and as its act and deed, deliver the within written instrument and that (s)he, with the other witness above subscribed, witnessed the execution thereof.

---

First Witness Signs Again Here

SWORN to before me this  
\_\_\_ day of \_\_\_\_\_, 2019

---

Notary Public Signs AS NOTARY  
Notary Public for South Carolina  
My Commission Expires: \_\_\_\_\_

**EXHIBIT A**

**Property Description**

[See Original Development Agreement]

**EXHIBIT B**

**Updated Master Development Plan and Opsrey Point PUD Approval**

[Attached]



# EXHIBIT B



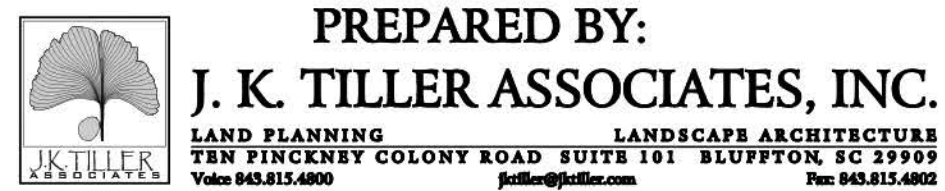
## DEVELOPMENT SUMMARY

TOTAL ACRES:	+/- 119.28 ACRES
COMMERCIAL ACRES:	+/- 18.66 ACRES
COMMERCIAL BUILDING SF:	207,700 SF
RESIDENTIAL DENSITY:	2.89 UNITS PER ACRE
TOTAL RESIDENTIAL UNITS***:	345
OPEN SPACE****:	+/- 48.05 ACRES (40.28% Open Space)
<b>LOT SETBACKS:</b>	
FRONT YARD:	20' Minimum
BACK YARD:	10' Minimum
SIDE YARD:	5' Minimum
LOT DIMENSIONS:	+/-52' X +/-120' (TYP.)
ROAD R/W	50'

\* PRUNING OF BUFFER, FENCING AND SCREENING ALLOWED IF IN COMPLIANCE WITH ANSI A500 STANDARDS FOR TREES AND INDUSTRY ACCEPTED BEST MANAGEMENT PRACTICES FOR SHRUBS.  
 \*\* ALL EXISTING ROAD ACCESS EASEMENTS MAY BE UTILIZED FOR CONSTRUCTION ACCESS THROUGHOUT DEVELOPMENT UNTIL THE RED OAKS ENTRANCE IS INSTALLED. ONCE RED OAKS ENTRANCE IS INSTALLED, CONSTRUCTION TRAFFIC MAY NOT UTILIZE THE PRITCHER POINT ROAD.  
 \*\*\* ACTUAL LOCATION AND MIX OF LOT TYPES CAN BE ADJUSTED BY DEVELOPER BASED ON MARKET DEMAND.  
 \*\*\*\* INCLUDES 6.65 ACRES WITHIN THE COMMERCIAL AREA, TRAILS, AMENITY SITE, PARKS, WETLANDS, LAGOONS, AND OTHER NON-BUILDABLE AREAS.  
 \*\*\*\*\* ACCESS POINT SUBJECT TO SCDOT APPROVAL AND ENCROACHMENT PERMITS

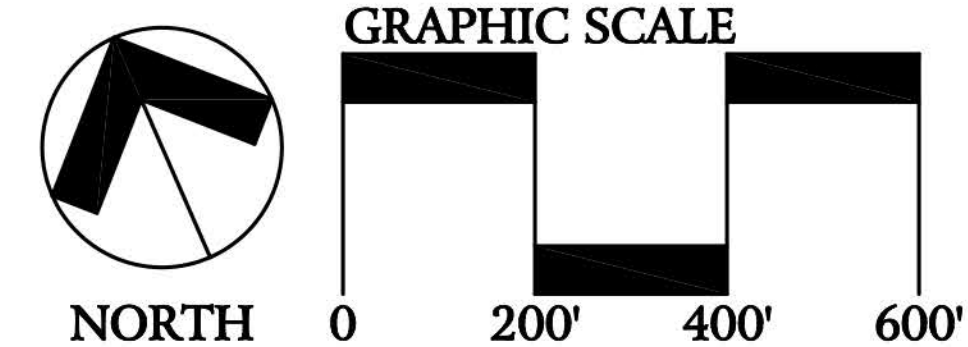
PREPARED FOR:  
LCP III, LLC

PREPARED BY:  
J. K. TILLER ASSOCIATES, INC.



# MALIND BLUFF MASTER PLAN

BEAUFORT COUNTY, SOUTH CAROLINA  
JUNE 5, 2019



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**EXHIBIT C**

**Zoning Regulations**

[See Original Development Agreement]

**EXHIBIT D**

**Amended Development Schedule**

[Attached]

**Exhibit D**

**DEVELOPMENT SCHEDULE**

Development of the Property is expected to occur over the five (5) year term of the Agreement, with the sequence and timing of development activity to be dictated largely by market conditions. The following estimate of expected activity is hereby included, to be update by Owner as the development evolves over the term:

**Year(s) of Commencement / Completion**

<b><u>Type of Development</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>
Commercial (Sq. Ft.)					207,000
Residential, Single Family			75	75	75
Public Safety Site Transfer					100%

- 120 single family units are forecast to remain to be built at the end of five years.

As stated in the Development Agreement, Section VI, actual development may occur more rapidly or less rapidly, based on market conditions and final product mix.

**EXHIBIT E**

**Estimated Population at Project Buildout**

[See Original Development Agreement]



**EXHIBIT F**

**Amended Okatie Village Design Guidelines**

[Attached]

2019/\_\_\_

SOUTHERN BEAUFORT COUNTY PLANNED UNIT DEVELOPMENT (PUD) AMENDMENT FOR OSPREY POINT (R603 013 000 0006 0000) (119.254 ACRES ALONG S.C. HIGHWAY 170, BLUFFTON).

BE IT ORDERED, THAT THE COUNTY COUNCIL OF BEAUFORT COUNTY, SOUTH CAROLINA, HEREBY AMENDS AND RESTATES THE OSPREY POINT PLANNED UNIT DEVELOPMENT (“PUD”) AND THE ORDINANCES AUTHORIZING THE SAME. THE SUMMARY AND FINDINGS OF THE COUNTY COUNCIL FOR THE AMENDMENT TO THE OSPREY POINT PUD IS ATTACHED HERETO AND ADOPTED BY THE COUNTY COUNCIL. THE COUNTY COUNCIL HEREBY ORDERS AS FOLLOWS:

1. The Planned Unit Development Amendment Ordinance enacted by the County Council by Ordinance 2014/31, following Third Reading on December 8, 2014, is hereby withdrawn and is of no further effect.

2. The original Osprey Point Planned Unit Development and Ordinance is hereby amended and restated to incorporate the document entitled Osprey Point (Malind Bluff) PUD Planned Unit Development Narrative Description and accompanying attachments, a copy of which is attached hereto as Attachment 1 and incorporated herein by reference, and is hereby further amended by the First Amendment to Osprey Point Development Agreement, a copy of which is attached hereto as Attachment 2 and incorporated herein by reference. Premised upon and following the due and lawful adoption of this PUD Amendment Ordinance, the original Osprey Point Planned Unit Development Ordinance is hereby replaced and is of no further force and effect.

Adopted this \_\_\_ day of \_\_\_\_\_, 2019.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: \_\_\_\_\_  
Chairman

Approved as to form:

\_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Clerk to Council

First Reading:

Second Reading:

Public Hearing:

Third and Final Reading:

## **SUMMARY AND FINDINGS FOR AMENDMENT TO OSPREY POINT PUD**

The Owner of the Osprey Point PUD has submitted a requested Malind Bluff PUD Planned Unit Development Amendment and accompanying narrative description and attachments and a requested First Amendment to Osprey Point Development Agreement, copies of which are attached to this Ordinance and incorporated herein by reference, containing the requested changes to both the Osprey Point Development Agreement and the Osprey Point PUD Zoning.

By way of background, the Osprey Point Development Agreement, with accompanying PUD Zoning, was made and entered between the Owner and Beaufort County for Osprey Point, recorded in Book 2888 at page 169, *et. seq.*, on September 3, 2009, following passage by the County Council and due execution by the parties. Osprey Point is a portion of a larger, coordinated development area, known as Okatie Village, which also included the Okatie Marsh PUD and the River Oaks PUD, with their respective Development Agreements, which were negotiated, adopted and recorded simultaneously with Osprey Point.

Significant changes have taken place in real estate market conditions and within the Okatie Village development area since the original approvals for Osprey Point, making it practically and economically unfeasible to develop Osprey Point under the exact terms of the original Osprey Point Development Agreement and PUD. The Owner seeks to amend the Osprey Point PUD in order to adjust the terms thereof to reflect current conditions, as provided below, while at the same time significantly reducing the density of Osprey Point and preserving the important protections to the environment and many other important features of the original Osprey Point PUD.

Osprey Point will continue as a mixed use PUD, with commercial uses adjacent to Highway 170, residential uses in the center of the Property, and a green space/community area on the eastern

boundary adjacent to the marshes of the Okatie River. Internal interconnectivity and all environmental standards are maintained. The internally integrated nature of the development, the interconnectivity to adjacent parcels, and other features justify the continuing PUD status for the Property.

Without limitation, the following changes are being made by way of the attached First Amendment:

The allowed commercial and residential densities for Osprey Point are set forth in Section IV(C) and IV(D) of the Development Agreement and are referenced in the attached First Amendment. The allowed density for commercial development remains 207,000 square feet. The new allowed residential density is 345 total residential units, rather than the original 527 residential units. The original Development Agreement and PUD allowed the Owner/Developer the discretion to determine the mix of single family detached, attached and multifamily units. Notwithstanding this general design flexibility, Owner hereby commits to a scheme of density and use allocation as set forth on the attached Osprey Point Amended Master Plan, which is hereby incorporated into this First Amendment and made binding upon the Property. As noted on the Amended Master Plan, a portion of the Property nearest to the marshes will be utilized for open space and a passive riverfront park, with no residential construction allowed. The residential zone adjoins the riverfront park and extends to the Connector Road. Any townhome or multifamily units will be located so as to be near and most accessible to the adjacent Commercial Area. The Commercial Area will continue to have the same standards, allowed uses and densities as set forth in the original PUD and Development Agreement. The commitment to a village scale commercial design, as provided under the original PUD and Design Guidelines, remains unchanged.

The Public Safety Site shall be located within the Commercial/Mixed Use area of the Amended Master Plan. The area to be donated for a Public Safety Site shall be 1/2 (.5) acre, sufficient for a Fire/EMS facility. Required drainage and open space for the Public Safety Site shall be provided on the adjacent Commercial Area so that the Public Safety Site shall be a buildable area footprint.

The amended Design Guidelines set forth in Section IV(M) of the First Amendment (and Exhibit F thereto) are established for Osprey Point. Subject to the same reservations and conditions provided under the original Development Agreement, the Development Schedule is hereby amended as set forth in Exhibit D to the First Amendment.

The foregoing is intended generally to describe the nature of the PUD amendment approved hereby.

## **EXHIBIT A**

### **Property Description**

The Osprey Point property consists of that certain piece and parcel of real property, and all improvements thereon, located in Beaufort County, South Carolina, containing 119.254 acres, more or less, and more particularly described on a plat prepared by Christensen Khalil Surveyors, Inc. date February 5, 2006, and last revised on June 15, 2007, and recorded in the Office of the Register of Deeds for Beaufort County, South Carolina in Plat Book 120 at Page 103.

**EXHIBIT B**

**Osprey Point Amended Master Plan**

**[Attached]**



# EXHIBIT B



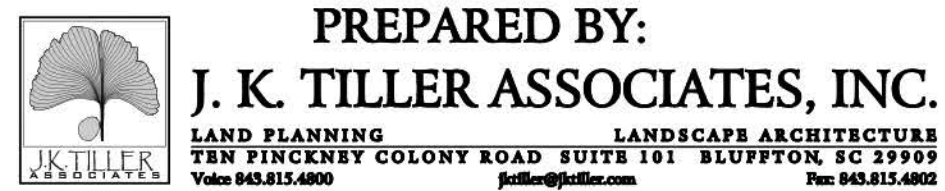
## DEVELOPMENT SUMMARY

TOTAL ACRES:	+/- 119.28 ACRES
COMMERCIAL ACRES:	+/- 18.66 ACRES
COMMERCIAL BUILDING SF:	207,700 SF
RESIDENTIAL DENSITY:	2.89 UNITS PER ACRE
TOTAL RESIDENTIAL UNITS***:	345
OPEN SPACE****:	+/- 48.05 ACRES (40.28% Open Space)
<b>LOT SETBACKS:</b>	
FRONT YARD:	20' Minimum
BACK YARD:	10' Minimum
SIDE YARD:	5' Minimum
LOT DIMENSIONS:	+/-52' X +/-120' (TYP.)
ROAD R/W	50'

\* PRUNING OF BUFFER, FENCING AND SCREENING ALLOWED IF IN COMPLIANCE WITH ANSI A500 STANDARDS FOR TREES AND INDUSTRY ACCEPTED BEST MANAGEMENT PRACTICES FOR SHRUBS.  
 \*\* ALL EXISTING ROAD ACCESS EASEMENTS MAY BE UTILIZED FOR CONSTRUCTION ACCESS THROUGHOUT DEVELOPMENT UNTIL THE RED OAKS ENTRANCE IS INSTALLED. ONCE RED OAKS ENTRANCE IS INSTALLED, CONSTRUCTION TRAFFIC MAY NOT UTILIZE THE PRITCHER POINT ROAD.  
 \*\*\* ACTUAL LOCATION AND MIX OF LOT TYPES CAN BE ADJUSTED BY DEVELOPER BASED ON MARKET DEMAND.  
 \*\*\*\* INCLUDES 6.65 ACRES WITHIN THE COMMERCIAL AREA, TRAILS, AMENITY SITE, PARKS, WETLANDS, LAGOONS, AND OTHER NON-BUILDABLE AREAS.  
 \*\*\*\*\* ACCESS POINT SUBJECT TO SCDOT APPROVAL AND ENCROACHMENT PERMITS

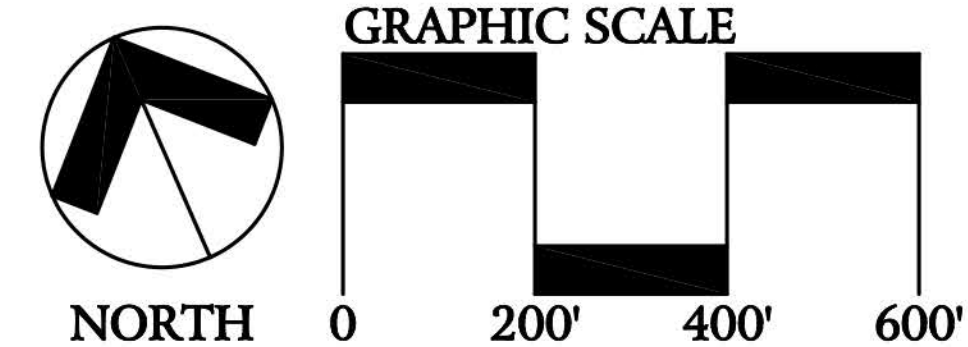
PREPARED FOR:  
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# MALIND BLUFF MASTER PLAN

BEAUFORT COUNTY, SOUTH CAROLINA  
JUNE 5, 2019



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**ATTACHMENT 1**

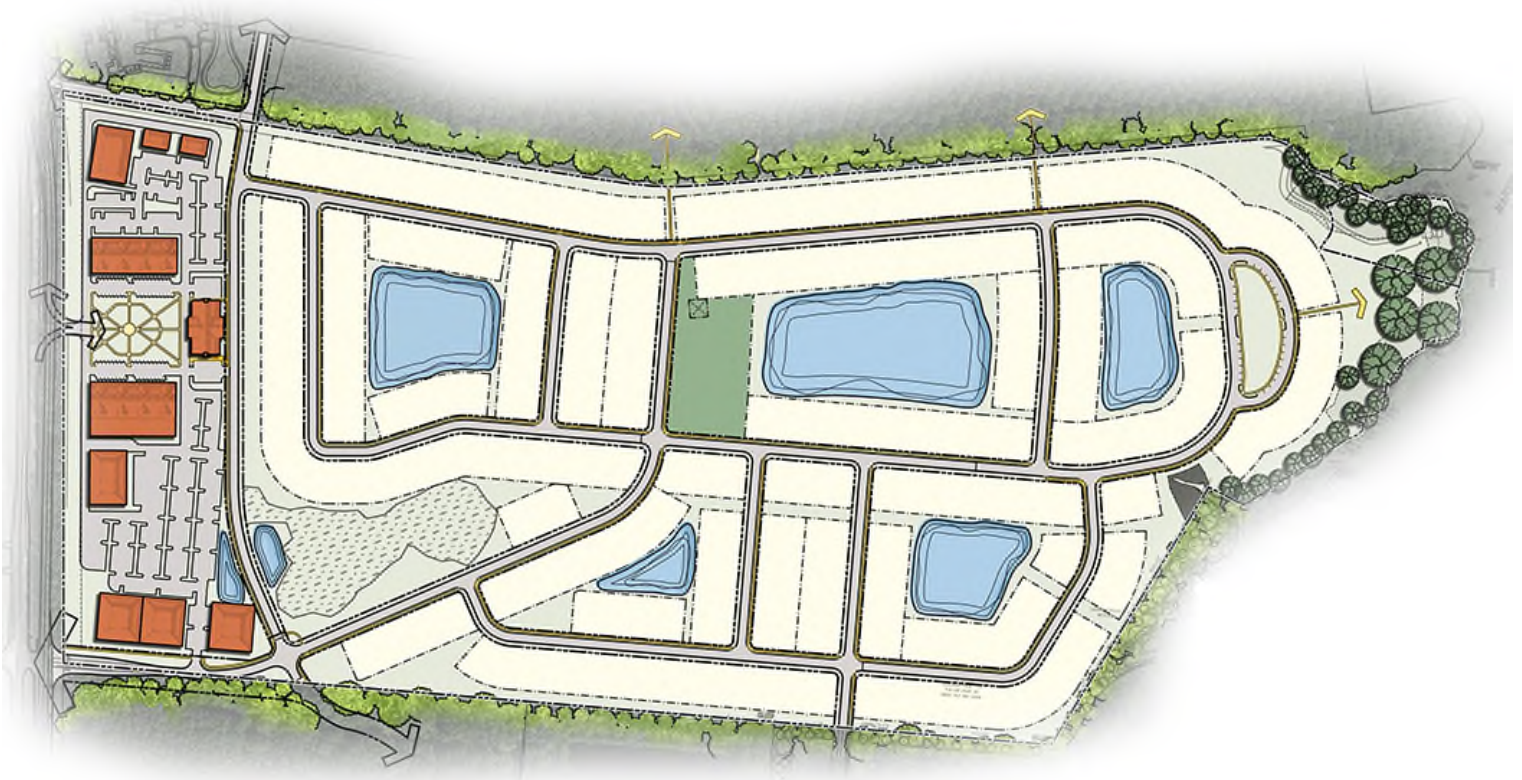
**Malind Bluff PUD Planned Unit Development Narrative and Description**

**[Attached]**

# OSPREY POINT at OKATIE VILLAGE (MALIND BLUFF)

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## Narrative Description



PREPARED FOR:

**LPC III, LLC**

SUBMITTED TO:

**BEAUFORT COUNTY, SOUTH CAROLINA**

May 5, 2019

PREPARED BY:

**J.K. TILLER ASSOCIATES, INC.  
WARD EDWARDS ENGINEERING**

## APPLICANT AND PLANNING TEAM

- Owner/Applicant \_\_\_\_\_ LCP III, LLC  
Mr. Nathan Duggins, III
  
- Land Planner/Landscape Architect \_\_\_\_\_ J. K. Tiller Associates, Inc.  
Mr. Josh K. Tiller, PLA, ASLA
  
- Civil Engineering \_\_\_\_\_ Ward Edwards Engineering  
Mr. Heath Duncan, PE  
Mr. Willy Powell, PE
  
- Legal Counsel \_\_\_\_\_ Walker Gressette Freeman Linton LLC  
Mr. G. Trenholm Walker

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  - C. PUD Benefits
  - D. Allowed Land Uses
  - E. Phasing
  - F. Compatibility of Proposed Land Uses Within the PUD and the Surrounding Area
  - G. Technical Review and Service Letters
    - i. Exhibit E- Stormwater Drainage
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    - iii. Exhibit G- Sanitary Sewer
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  - I. Proposed Densities
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  - J. Impact on local and regional transportation (Traffic Study)
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  - S. Units by Zoning Classification
  - T. Ownership of Community Amenities

# **MALIND BLUFF PUD**

## **PLANNED UNIT DEVELOPMENT NARRATIVE DESCRIPTION**

### **PROJECT LOCATION**

Lowcountry Partners III LLC contracted to purchase the property from Suzanne Sheik in 2005. The property is located on a 119.254 acre parcel in Beaufort County to the East of Highway 170 N.

The property is located adjacent to Pritcher Point Rd and runs the entire length along the South side of Pritcher Point Road. Along Hwy 170 it is North of River Bend and South of Oldfield. "Short Cut" Road exits 170 opposite to Pritcher Point Rd. and cuts from Hwy 170 to Hwy 141.

The new development planned for this site will be named "Okatie Village" which will be the name of the commercial village while the residential will be known as "Osprey Point at Okatie Village".

### **PROPERTY ACCESS**

The intersection of Short Cut Road and Pritcher Point Road is shown on the Hwy 170 development plan as a point of access and is designated for future signalization. This intersection is envisioned as the primary access to the proposed development.

The intersection with 170 will be a divided roadway designed in accordance with DOT requirements and will incorporate the recommendations of the project Traffic Engineer who is working with the County Traffic planner in developing the needs for this intersection.

The road off Hwy 170 will provide a perpendicular "Cross" intersection at the present intersection. The entry roadway will be landscaped and curved back approximately 400 feet to an intersection that will provide access to a new road that will provide access across the property to the property of the Beaufort County School District which lies to the South of the subject tract. The new Road will provide the primary access to non-residential sites to the West and access to the entrance for the Osprey Point residential community which will stretch from the access road, east to the Okatie River tidal basin. The tidal basin forms the Eastern boundary of the property.

### **PROPOSAL**

The property is proposed to be zoned to a PUD development with 345 residential units. These units will be developed in the Residential Transect, east of the north/south Connector Road and the Urban Center Transect (See Exhibit H). Any units not utilized in the R1 Residential zone may be developed in the Urban Center Transect as Live Work or Residential Above Commercial. There will be 50' right-of-way provided for a Connector Road between the Residential and Urban Center Transect that runs parallel to Highway 170. The Connector Road will provide access to the School Board property at the Okatie Elementary School (to the south) and the Beaufort County Animal Shelter and future Passive Park (to the north).

Several community and environmental issues were defined by the planning team as significant to address through the planning process. These include:

- (1) Creation of a sustainable mixed-use community in the Okatie area of Beaufort County

- (2) Storm Water Detention provisions meeting Best Management requirements and sustainable community standards
- (3) Storm Water discharge quality
- (4) Detention pond water quality
- (5) Tree protection of specimen trees.
- (7) Provision for future public transit, with boarding points identified, and sufficient population and job densities to make them financially feasible

## STORMWATER DETENTION

The stormwater detention system will be designed to conform to current state and Beaufort County regulations for stormwater quantity and quality control.

## STORMWATER DISCHARGE QUALITY

The stormwater detention system will be designed to conform to current state and Beaufort County regulations for stormwater quantity and quality control.

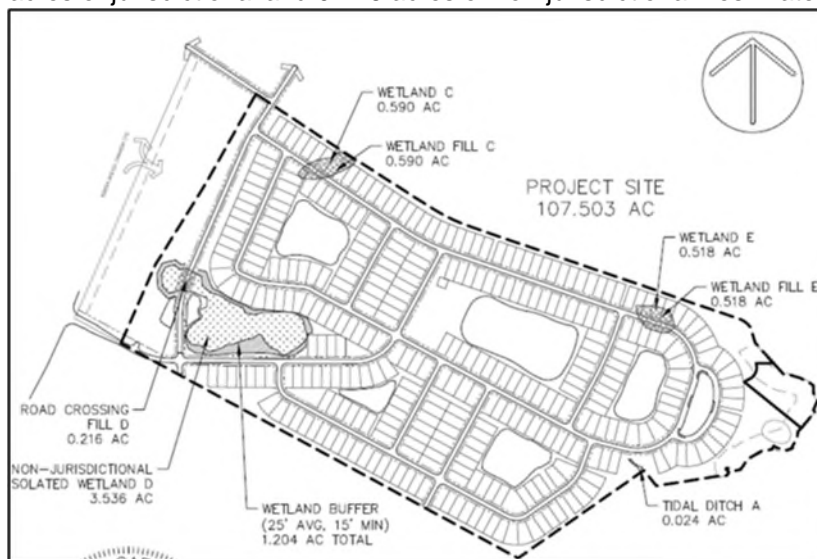
## RETENTION POND WATER QUALITY

The stormwater detention system will be designed to conform to current state and Beaufort County regulations for stormwater quantity and quality control.

## WETLAND PRESERVATION

There are 5.855 acres of wetlands located on the property, which were confirmed by the US Army Corps of Engineers on June 11, 2018 (AJD)(SAC-2014-01087). 1.132 acres of wetlands were deemed subject to the regulatory jurisdiction of the US Army Corps. The remaining 4.723 acres of wetlands were deemed non-jurisdictional. Those wetlands are not under the regulatory jurisdiction of the US Army Corps; however, they are subject to state and local regulations concerning wetlands.

The applicant has received a permit (SAC-2014-01087, May 13, 2019) from SCDHEC to fill 1.1 acres of jurisdictional and 0.216 acres of non-jurisdictional freshwater wetlands. Required



mitigation includes the purchase of 13.8 credits from an approved wetland mitigation bank and the preservation of the remaining 3.320 acres of non-jurisdictional freshwater wetlands and 1.204 acres of upland buffer through a recorded restrictive covenant/plat. The only wetland and critical line buffers imposed within the development shall be the mitigation buffers approved by SCDHEC and US Army Corps of Engineers illustrated below and on

the masterplan. A special use permit will not be required by Beaufort County for the cited

approved wetland impacts.

## **SPECIMEN TREE PROTECTION**

Specimen trees have been identified and located on the Natural Resources plan. Protection for these trees is being anticipated by the plan to the extent possible and the plan will allow for some adjustment to improve the protection for the trees as the plan is developed.

The conditions of the plan will be modeled after existing tree protection standards in the county and tree protection practices will be a requirement as construction proceeds. There are particularly fine specimen live oak, pecan and walnut trees in the area of the house that exists on the property. These trees are incorporated into the public area of the project so that they can be maintained and celebrated by all.

## **SOLID WASTE DISPOSAL**

Solid waste pick-up will be negotiated by the POA with a limited number of carriers on an annual basis and may include recycling services as part of the programs offered. Solid Waste services will then be contracted by the individual owners with the selected Company or Companies at the negotiated rate.

## **DENSITY**

Along with addressing environmental concerns and important part of the plan that makes the other issues possible is the overall density of the development. The average density of the Okatie Village region is between 3 and 5 units per acre per acre which is considered low to medium by most jurisdictions in this state and in this country. The density in Osprey Point (2.89Units/acre) falls in the middle of the PUD's that make up the Okatie Village Area. This density allows for a mix of housing types and provides space for amenities such as the lakes and ponds, the environmental buffers and natural areas and the amenity areas. It also provides for transects of decreasing density outward from the Urban Center.

Residential units will be "live/work" or "residential above commercial" units located in the Urban Center, but only if units go unutilized within the Residential transect. Up to 345 units will be single family within the Residential transect.

## **RECREATIONAL OPPORTUNITIES**

Recreation opportunities in Osprey Point will be both active and passive. The facilities planned may include:

- (1) Lakes and ponds stocked with fish.
- (2) Lake access with canoes and or kayaks available.
- (3) Fishing piers and community observation points.
- (4) A Okatie River community area
- (5) Along the new road a community amenity area with swimming pool
- (6) Playground
- (7) Sidewalk Trails

As mentioned above the project will have a number of acres devoted to lakes and ponds. The lakes may be stocked with fish and have a management plan in place. Piers may be located at strategic points on the lakes that will be available to all. Individual owners who front on the lakes will have within prescribed limits the ability to build small piers so that they can access the lakes. Boats on the lake will be limited to canoes, kayaks and "john" boats under 12 feet. Motors will be restricted to electric only under 3 horsepower.



The existing house on the property will be retained for community use. The house and the immediate grounds will make an attractive setting for weddings, family gatherings and some community events. The existing dock down to Malind Creek will be retained to allow for crabbing, fishing and limited access to the river. There are no plans to expand the existing dock.

Throughout Osprey Point there will be a system of sidewalks for the use of the people who live in the community. This trail system will connect to the school site so that children can travel from this and other adjoining neighborhoods to the school.

## **INTERCONNECTIVITY**

The Osprey Point planning team has been working with the planners for the adjacent properties to provide for interconnectivity of roads, open space and leisure trails. There is the road off Highway 170 and internal trails that will be shared with the Okatie Marsh property to the North. The new Connector road running north/south across the property to the School is planned to connect at each end to the roads on the adjacent properties.

Within the residential community there are interconnecting roads that tie together the properties to the North and to the South. These same provisions will accommodate sewer and water services as approved and coordinated with Beaufort Jasper Water Sewer Authority.

## **PROPOSED DEVELOPMENT SCHEDULE**

The project is expected to be phased. (See Exhibit D)

## **LOCAL TEAM/LOCAL GOALS**

Design Team:

It is the intent of the Owner and Purchaser to use local professionals to assist with the Planning and Development process to the Maximum extent possible. The following team members have been identified and are under contract or expected to go under contract at the appropriate time in the process.

Owner/Applicant	LPC III, LLC Mr. Nathan Duggins, III
Land Planning/Landscape Architecture	J.K. Tiller Associates, Inc. Bluffton, SC
Civil Engineering	Ward Edwards Bluffton, SC
Development Permitting	Walker Gressette Freeman Linton LLC Charleston, SC

### **A. INTERCONNECTIVITY**

The plan provides inter-connectivity at several levels- Highways, Leisure Sidewalks, Utilities, and Recreation.

#### **ROADS**

The main entrance to the project is connected to Highway 170 at its intersection with Shortcut Road. From there, one road departs to Okatie Marsh to the north and another departs South across the property and connects to the Beaufort County School District. This road will allow people to get from Okatie Marsh to the BCSD without traveling on HWY 170. Further east, there is another road that connects to River Oaks.

#### BIKE AND LEISURE WALKS/TRAILS

There is a portion of the East Coast Greenway, a bike trail from Maine to Florida that passes adjacent to the property. Sidewalks will be concrete. These sidewalks will inter-connect within the development so that the residents of Osprey Point can get to school and to the Urban Center without depending on a vehicle. In addition, pedestrians will be able to connect to River Oaks and the Okatie Marsh Passive Park.

#### UTILITY SYSTEMS

Utility systems are planned to inter-connect with adjacent community services and will be served by Beaufort Jasper Water Sewer Authority and Palmetto Electric.

#### RECREATION (Active and Passive)

The property includes a 6.5 Acre Riverfront Passive Park that allows access for all homeowners to the Okatie River. In addition, this provides a 100' river buffer and protects the canopy of existing live oaks and other significant specimen trees. Other pocket parks and open areas will be assessable by homeowners. A +/- 2.1 Acre recreational park with amenities will also be located central to the plan and assessable to all homeowners.

## **B. THE SITE, EXISTING STRUCTURES, AND ADJACENT PROPERTIES**

The Osprey Point site contains 119.28 Acres. It is located in Beaufort County to the east of Highway 170 and stretches eastward to the banks of Malind Creek and the marshes of the Okatie River. Malind Creek is part of the Okatie River basin and its waters eventually exit into the ocean through the Port Royal Sound via the Colleton River.

The property has over one thousand five hundred feet of frontage on Highway 170. It has approximately one thousand two hundred linear feet of shoreline on Malind Creek.

The property is approximately three quarters of a mile from Highway 170 eastward to Malind Creek. The deed and site map are included herewith.

The property is owned by LCP III, LLC. The property will be developed as an environmentally sensitive and sustainable community that is a celebration of all that makes the Lowcountry special.

There are three existing structures on the property. None qualifies as historic. These structures include a two-story vacation home, a pier with a floating dock, and a concrete boat ramp.

**VACATION HOME:** The vacation home appears to have been built in the late nineties. It is of sound construction. The lower floor includes a three bay garage, screened porch, rest room and laundry. The upper floor is the "living" floor with a kitchen, great room, two bedrooms with closets, and one bath.

The house contains approximately 3700 SF including garage and porches. It is the intent of the development team to keep the structure intact.

**DOCK:** The existing dock will remain but may need the addition of hand and guardrails on the ramp for safety.

BOAT RAMP: The existing boat ramp is on the South end of Malind Creek shoreline and is adequate for small boat launching. There are no improved roads to the ramp.

#### ADJACENT PROPERTIES

Adjacent property owners are identified on the Master Plan Exhibit. (SEE EXHIBIT B)

### **C. PUD BENEFITS**

1. Urban Center: This area will provide diversity in tax base and will contribute to the developing commercial character of the HWY 170 corridor. I will also provide sites for convenience-type services for the area residents and jobs for residents.

2. Interconnectivity with adjacent sites: There are 3 proposed access points into the development from HWY 170. These access points include a right-in/right-out at the Urban Center, a Full Signalized intersection at Pritcher Point Road, and a Full Access at Red Oaks Drive. A north/south Connector Road will connect Osprey Point to the River Marsh property to the north and the BCSD property to the south. In addition, there is a connection to the River Oaks development to the south, which will provide access from Cherry Point Road to the signalized intersection at HWY 170, the Urban Center, and the county's passive park at River Marsh. This interconnectivity will provide internal capture of vehicular traffic and quicker response times for emergency vehicles.

3. Provision of a commercial lot for public service use: The applicant intends to dedicate one commercial lot for public service use. The tenant of this lot has not been identified at this point and the applicant remains flexible in the final use of this parcel.

4. Preservation of freshwater wetlands: Freshwater wetlands and buffers will be placed under protective covenant in accordance with USACE Permit SAC-2014-01087.

5. Increased amount of open space to be preserved immediately adjacent to the protected river buffer: The benefits of this increased buffer include increased overland filtration of stormwater before it reaches the marsh, flexibility of land use as a passive recreational facility open to homeowner use, additional protection of river buffer from effects of development. This buffer consists of more than 6.5 Acres of pecan orchard and mixed woodland area. The area also includes the archeological sites identified on the property and the majority of the specimen trees.

6. Sanitary sewer system: The applicant will extend an easement to its southern property line for purposes of future extension to existing homes along Cherry Point Road.

7. Stormwater management system will conform to current state and local stormwater regulations.

8. Lakes to be stocked with fish- recreation/water quality: The stormwater lakes will be stocked with fish providing recreational opportunities as well as improving the water quality. The species of fish will be carefully selected according to their benefit to water quality.

9. Recreational opportunities provided: Walking trails/sidewalks, fishing, boating, amenity building, and pool will be part of the development's recreational/wellness plan.

10. Walk to School: Sidewalks make every home within Osprey Point accessible to Okatie Elementary School and any other schools built on the BCSD property in less than 10 minutes. By bike, the commute time is even less.

11. Public Transit: The plan as proposed will concentrate sufficient density in the Okatie Village area to make future public transit economically viable. The plan provides for the public Transit stops at the Okatie Village which is within a 10 minute walk of any house in the community. Transit stops are planned within other facilities in the Master Planned Okatie Village area.

12. Economic Benefit: The community real estate values at build out will generate taxes estimated to be ten times greater than the tax anticipated from the current zoning. An analysis is in process and will be provided. It is believed that the benefit to the county exceeds the cost to the county so that the long term effect should help to reduce existing County operating deficits.

## **D. ALLOWED LAND USES**

Within the Residential Transect (R1), a total of 345 Single Family Residential are planned. Density will not exceed 3.43 units per acre. Other uses included passive and active recreational areas.

Within the Urban Center, the uses are as described for Suburban Commercial and Institutional in the ZDSO to include retail, assisted living and nursing care, offices (medical and professional), real estate sales, bank, child or adult day care, grocery or food store (up to 50,000 SF), pharmacy, restaurant, landscape and hardscape sales, furniture store, churches and associated buildings, gas sales, and fitness center.

The district may be sub-divided for different users.

The district is to be organized around a Village Green. Stores will front on the sidewalks and toward the Village Green and to the exterior of the property. Parking will be on the inside of the complex, screened from the buildings and green spaces.

Buildings are expected to be three stories or less, with retail on the lower level, offices or residences on the mid-level, and residential on the upper level. Office space is included in the Commercial cap of 207,700 gross square feet. Residential units not utilized in the R-1 transect may be used in the Urban Center as Live Work or Residential above Commercial.

Open Space: Total open space for the Malind Bluff PUD shall be calculated for the boundary of the Malind Bluff PUD and not on a site-specific basis for each phase of the Malind Bluff PUD, individual development or project. Open Space includes the following:

1. Landscaped areas including manicured village greens
2. 100% of lagoons, ponds, impoundments and lakes (detention, retention, or recreational).
3. 100% of freshwater wetlands
4. Wetland buffers
5. Forest, wildlife preserves/corridors, conservation areas and greenbelts
6. Community Garden Plots
7. Recreation areas including swimming pools, tennis courts, playgrounds, ball fields, lawn game fields, gardens, etc.
8. Pedestrian/bicycle sidewalks
9. Perimeter buffers
10. Other non-buildable areas

Buffers for perimeter and wetlands: As shown on Exhibit B (Master Plan). The property perimeter is protected by buffers on all sides. These buffers are wooded with good understory in most areas. If necessary, walls or fences may be placed within the buffers to provide additional screening. Buffer sizes vary as noted on Exhibit B. Wetland buffers shall be limited to those required by SCDHEC and US Army Corps of Engineers for mitigation purposes.

## **E. PHASING**

See Exhibit D

## **F. COMPATIBILITY OF PROPOSED LAND USES WITHIN THE PUD AND THE SURROUNDING AREA**

The Urban Center property is adjacent to HWY 170. It is part of the Okatie Village Regional Plan. There are 3 proposed access points into the development from HWY 170. These access points include a right-in/right-out at the Urban Center, a Full Signalized intersection at Pritcher Point Road, and a Full Access at Red Oaks Drive. In addition, a 50 foot vegetative buffer along HWY 170 will provide visual screening.

Across HWY 170 in Jasper County, the property is zoned light industrial use.

Single-family homes are located along the boundary adjacent to Okatie Elementary School. Teachers and children living in Osprey Point will be able to walk to the school.

Sidewalks will allow children to walk or ride bikes to school. When the weather is inclement, students may be driven to and from school without driving on HWY 170.

Other adjacent properties in the area are or are being planned for residential use with similar densities to those proposed.

Years ago, the County Planning Staff did a planning analysis of the area and found that it was no longer rural in character. The recommendation from the analysis was that the area should be rezoned for Suburban Residential with an allowable Residential Density of 3 to 4 units per acre.

The Southern Beaufort County Comprehensive Plan shows the area as Residential, confirming that the property is no longer rural. The Comprehensive Plan also encourages the creation of areas of higher density and mixed use. The Okatie Village Master Plan envisions the location of this area as one of those pockets of mixed use due to its location adjacent to the Okatie Elementary School and the ability to accommodate denser residential development.

## **G. TECHNICAL REVIEW AND SERVICE LETTERS**

Service and review letters have been requested from the entities listed below for the project as previously planned. These letters were requested for an earlier development on the same property and copies of the letters requesting service for this plan and copies of the letters previously provided are included. The service letters for the previous plan will be replaced as soon as the new letters arrive.

Electrical Service:	Palmetto Electric Cooperative, Inc.
Water and Sewer Service:	Beaufort-Jasper Water Sewer Authority; SCDHEC
Stormwater and Drainage:	SCDHEC
Telephone/Cable/Internet:	Hargray
Emergency Services:	Beaufort County Sheriff's Department

Electrical utility service lines to developed lots and buildings within the community will be installed underground. This includes the existing building. There are transmission lines that pass through the property. Every effort will be made to work with the Palmetto Electric to place these lines underground.

**i. Exhibit E- Stormwater Drainage:** The stormwater drainage exhibit illustrates the size and location of proposed stormwater lagoons, interconnectivity, and point(s) of discharge to the adjacent receiving water body.

**ii. Exhibit F Water Distribution:** The water distribution exhibit illustrates the proposed configuration of the water mains that will provide drinking water, irrigation, and fire protection to the proposed development. The exhibit has been reviewed and coordinated with Beaufort-Jasper Water & Sewer Authority to include planning considerations for future service to adjacent properties.

**iii. Exhibit G- Sanitary Sewer:** The sanitary sewer exhibit illustrates the proposed

configuration of gravity sewer collection, pump stations, force mains, and points of connection to existing mains. The exhibit has been reviewed and coordinated with Beaufort-Jasper Water & Sewer Authority to include planning considerations for future service to adjacent properties.

## **H. EFFECTS UPON PUBLIC HEALTH, SAFETY, AND WELFARE**

This development improves the overall public health, safety, and general welfare of the county in the surrounding Okatie area. Specific improvements include:

1. Retention of stormwater in accordance with current state and Beaufort County regulations for stormwater quality and quantity control.
2. Vegetation within stormwater BMPs will improve water quality.
3. Expanded river buffer along Malind Creek exceeds the current ordinance.
4. Enhanced buffers along wetlands in accordance with mitigation buffers approved by SCDHEC and US Army Corps of Engineers.
5. Interconnecting Connector Road parallel to HWY 170 relieves traffic and provides for internal capture within Okatie Village
6. Interconnecting sidewalks connect, amenities, the school, the commercial area and adjoining communities.
7. The applicant is willing to extend an easement for potential future use/extension of sanitary sewer service to the River Oaks property line for potential service to existing homes along the bluff.

## **I. PROPOSED DENSITIES**

- i. **Exhibit H- Transect Map:** (See Attached Exhibit H)

## **J. IMPACT ON LOCAL AND REGIONAL TRANSPORTATION**

SEE TRAFFIC STUDY

## **K. PRESERVATION OF OPEN SPACE, NATURAL AND CULTURAL RESOURCES**

The Open Space preserved on the property is approximately +/-48.05 Acres as shown on Exhibit B. These open space areas, including parks (both passive and active), wetlands, buffers, stormwater lagoons, and other non-buildable areas contribute to the collection of the 100 year flood waters- all of this contributes to the protection of the Okatie River headwaters. (SEE ATTACHED EXHIBIT B AND C)

Preservation of freshwater wetlands: Freshwater wetlands and buffers will be preserved as shown in Exhibit B. Where the wetlands would hinder the accomplishment of other sustainability goals, the wetlands will be filled and mitigated. The applicant will be placing buffers of varying dimensions near/around some of the wetlands which will be secured via restrictive covenants. A special use permit for wetland impacts will not be required by Beaufort County in this instance.

Existing trees will be protected throughout the community within the wetlands, passive and active parks, buffers, and other non-buildable areas.

Newkirk Environmental prepared an Endangered Species report (ATTACHED) and a letter from the State Department of Natural Resources is also included.

RS Webb completed an investigation of the site and found sites which are outlined in the attached report. A MOU is being worked out with the State Historic Properties Office for the sites identified as having potential significance but cannot be finalized until a number is assigned by OCRM for

Land Disturbance. The areas brought into question by the report are in areas undisturbed as shown on the Master Plan (Exhibit B).

RS Webb completed an archaeological study of the property several years ago. A copy of their report is included in this document. Three sites were found to contain artifacts. These are designated 38BU 2230, 2230, and 2232. Site 38BU 2230 and 2232 were located along Malind Creek. Both sites are in a later phase of the project and are in areas that are to remain undisturbed by the proposed development.

There is subterranean evidence on the site of pre Columbian occupation of the site for hunting, fishing, and camping. Additionally, there is evidence of a house that is no longer there.

Agreements are being worked out with the State Historic Properties Office. All areas found are in later Phases of the development plan and in areas that will be undisturbed by the development proposed. A copy of the RS Webb report is attached and a copy of the MOA will be provided as soon as it is in hand.

**i. Exhibit C- Trails and Open Space Plan:** The Trails and Open Space exhibit shows the proposed open spaces and trails/sidewalk locations and the summary for open space within each planning area.

## **L. ENHANCED LANDSCAPING BUFFERS**

The plan calls for significantly increased buffers in locations where the development has the potential to impact the surrounding environment. Along Malind Creek, the buffers exceed 100' in order to protect the river basin.

Along Highway 170, the buffer is 50' and is to be planted with materials that compliment the plan and help to accomplish its objectives.

Amongst the three PUDs that make up Okatie Village, there are buffers and opens spaces that separate the PUDs. However, the buffers between PUDs have been minimized to make the communities flow together better as one larger community.

Landscape entry features are planned at several points through the development. The entry road off 170 at Pritcher Road will be the gateway for Okatie Village, the County's new Animal Shelter and the proposed Okatie Marsh Passive Park.

Street trees will be planted at a minimum of 50' OC on both sides of the streets. Measures will be taken to preserve specimen trees that can be saved within the ROWs throughout the community.

Covenants and restrictions will encourage preservation of existing trees and shrubs (in addition to the requirements of the County's Tree Ordinance) and require additional landscaping on the residential lots.

## **M. ROADWAYS, SIDEWALKS, ACCESS TRAILS**

Osprey Point has approximately 1500' of frontage on HWY 170. This main County thoroughfare is divided lane highway with both grass median. There are two lanes headed north and two headed south. Acceleration and Deceleration Lanes are planned as recommended by the Traffic Study prepared by SRS Traffic Engineers.

Pritcher Road, the northern access point, provides a gateway to the County's new Animal Shelter, the County's proposed Okatie Marsh Passive Park, and Osprey Point. It will provide access to the Connector Road, and eventually the Urban Center and Residential District.

Further south along HWY 170, a right-in/right-out intersection provides access directly into the Urban Center. This gateway is enhanced by a public greenspace and walkable commercial village.

The southern most access point provides access to the Urban Center, Beaufort County Schools properties, and the main gateway into the Residential District of Osprey Point. All entry designs and monument signage will be designed by J. K. Tiller Associates, Inc.

The Residential District has three proposed vehicular access points, including a direct vehicular access to River Oaks to the south. In addition, sidewalks and trails provide access to the Urban Center, the County's proposed Okatie Marsh Passive Park, Okatie Elementary, amenities, and parks.

**i. Exhibit C- Trails and Opens Space Plan:** See Exhibit C (Attached)

## **N. PUBLIC BENEFITS AND COMMUNITY FACILITIES**

This development improves the overall public health, safety, and general welfare of the county in the surrounding Okatie area. Specific improvements include:

1. Retention of stormwater in accordance with current state and Beaufort County regulations for stormwater quality and quantity control.
2. Vegetation within stormwater BMPs will improve water quality.
3. Expanded river buffer along Malind Creek exceeds the current ordinance.
4. Enhanced buffers along wetlands in accordance with mitigation buffers approved by SCDHEC and US Army Corps of Engineers.
5. Interconnecting Connector Road parallel to HWY 170 relieves traffic and provides for internal capture within Okatie Village
6. Interconnecting sidewalks connect, amenities, the school, the commercial area and adjoining communities.
7. Sanitary sewer system: The applicant will extend an easement to its southern property line for purposes of future extension to existing homes along Cherry Point Road.

The project is located in a TIF district. The development, at build-out, will substantially raise the tax base for the county and for the schools.

Children and adults can walk or ride bikes to school and to the Urban Center for shopping. Teachers and workers can walk or ride to work.

The Urban Center serves Osprey Point and River Oaks. Potential uses include grocery, pharmacy, child care, adult day care, churches, government services, restaurants, convenience store, bakery Lowcountry confectionary store, furniture store, florist, fitness center, plant store, other retail, mercantile businesses and offices.

It is the goal of the plan to capture more than 15% of the trips generated within the three communities that make up Okatie Village.

## **O. PERIMETER TREATMENT**

As presented earlier, the property perimeter is protected by buffers on all sides. These buffers are wooded with good under story plantings in most areas. The neighbors on either side are being planned concurrently and will include interconnectivity, both vehicular and pedestrian.

If it is necessary to add a fence to ensure screening, the fence will be treated as an urban wall or



buffered with landscape, if not. Throughout the community, walls and fences are generally welcome.

Along Highway 170, the buffer is 50' and along the River, the buffer is a minimum of 100'.

## **P. UNDERGROUND UTILITIES**

Electrical utility service lines to developed lots and buildings within the community will be installed underground. This includes the existing building. There are transmission lines that pass through the property. Every effort will be made to work with the Palmetto Electric to place these lines underground.

## **Q. ZDSO TABLE 106-1098**

Within the Residential Transect (R1), a total of 345 Single Family Residential are planned. Density will not exceed 3.43 units per acre. Other uses included passive and active recreational areas.

Within the Urban Center, the uses are as described for Suburban Commercial and Institutional in the ZDSO to include retail, assisted living and nursing care, offices (medical and professional), real estate sales, bank, child or adult day care, grocery or food store (up to 50,000 SF), pharmacy, restaurant, landscape and hardscape sales, furniture store, churches and associated buildings, gas sales, and fitness center.

The district may be sub-divided for different users.

The district is to be organized around a Village Green. Stores will front on the sidewalks and toward the Village Green and to the exterior of the property. Parking will be on the inside of the complex, screened from the buildings and green spaces.

Buildings are expected to be three stories or less, with retail on the lower level, offices or residences on the mid-level, and residential on the upper level. Office space is included in the Commercial cap of 207,700 gross square feet. Residential units not utilized in the R-1 transect may be used in the Urban Center as Live Work or Residential above Commercial.

Open Space: Total open space for the Malind Bluff PUD shall be calculated for the boundary of the Malind Bluff PUD and not on a site-specific basis for each phase of the Malind Bluff PUD, individual development or project. Open Space includes the following:

1. Landscaped areas including manicured village greens
2. 100% of lagoons, ponds, impoundments and lakes (detention, retention, or recreational).
3. 100% of freshwater wetlands
4. Wetland buffers
5. Forest, wildlife preserves/corridors, conservation areas and greenbelts
6. Community Garden Plots
7. Recreation areas including swimming pools, tennis courts, playgrounds, ball fields, lawn game fields, gardens, etc.
8. Pedestrian/bicycle trails
9. Perimeter buffers
10. Other non-buildable areas

Buffers for perimeter and wetlands: As shown on Exhibit B (Master Plan). The property perimeter is protected by buffers on all sides. These buffers are wooded with good understory in most areas. If necessary, walls or fences may be placed within the buffers to provide additional screening. Buffer sizes vary as noted on Exhibit B. Wetland buffers shall be limited to those required by SCDHEC

and US Army Corps of Engineers for mitigation purposes.

## **R. MASTER PLAN- EXHIBIT B**

The Master Plan illustrates the proposed development for Osprey Point. It outlines the overall development and allows for a basic understanding of the proposed components for the development.

The exhibit illustrates and delineates the location for lots, lakes and littoral shelves, and amenities (both passive and active). It also delineates areas for access, internal roadways, and interconnectivity. In addition, the plan depicts the areas of open space, wetland buffers, interconnected sidewalks/paths, and required buffers.

For detached single family residential (i) the minimum lot width shall be 50 feet with a minimum lot depth of 100 feet, (ii) the average lot size may vary as to specific area of the master plan, but the overall average lot size on the Property shall not be less than 5000 square feet and (iii) the minimum side setbacks shall be 5 feet on each side. As for dwelling units, a minimum front-yard setback of 20 feet shall be imposed on lots with front-loaded garages; a minimum setback of 15 feet for lots with side-loaded garages; a minimum setback of 10 feet from the back lot line; and a minimum setback of 3 feet from a pool, deck, or pool deck.

Roadways throughout the development shall have a minimum ROW width of 50'. Travel lanes shall have a minimum paved surface width of 24'. Sidewalks shall have a minimum offset from back of curb of 3.5' and minimum width of 5'.

Any and all street signage and marketing signage within the property of Malind Bluff PUD shall be governed by the Malind Bluff ARB. Entrance monumentation fronting public ROWs will be governed by the attached BC ordinance, but permanent monumentation at each entrance will be allowed at minimum. Allowable signage SF will be per the attached BC ordinance.

Any other size parameters not mentioned within this text will be governed by the attached Exhibits B and C or the attached County Zoning and Development Ordinance (in that order of hierarchy).

**i. Exhibit B- Master Plan:** The Master Plan exhibit shows the proposed development. It outlines the overall development and allows for a basic understanding of the development and its components. The Master Plan identifies areas of development, open space, roads, walks, lagoons, access/connectivity, buffers, and development summary.

## **S. UNITS BY ZONING CLASSIFICATION**

Within the Residential Transect (R1), a total of 345 Single Family Residential are planned. Density will not exceed 3.43 units per acre. Other uses included passive and active recreational areas.

Within the Urban Center, the uses are as described for Suburban Commercial and Institutional in the ZDSO to include retail, assisted living and nursing care, offices (medical and professional), real estate sales, bank, child or adult day care, grocery or food store (up to 50,000 SF), pharmacy, restaurant, landscape and hardscape sales, furniture store, churches and associated buildings, gas sales, and fitness center.

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Buffers for perimeter and wetlands: As shown on Exhibit B (Master Plan). The property perimeter is protected by buffers on all sides. These buffers are wooded with good understory in most areas. If necessary, walls or fences may be placed within the buffers to provide additional screening. Buffer sizes vary as noted on Exhibit B. Wetland buffers shall be limited to those required by SCDHEC and US Army Corps of Engineers for mitigation purposes.

## **T. OWNERSHIP OF COMMUNITY AMENITIES**

The Covenants for Osprey Point will establish a residential property owner's association (POA) and Business Owners Association (BOA) both of which will have an annual regime fee. The POA and BOA will own and manage the community support facilities, including roads, sidewalks, lakes and drainage structures, open spaces, and amenities. Percentage of responsibility will be determined based on anticipated use and benefit.

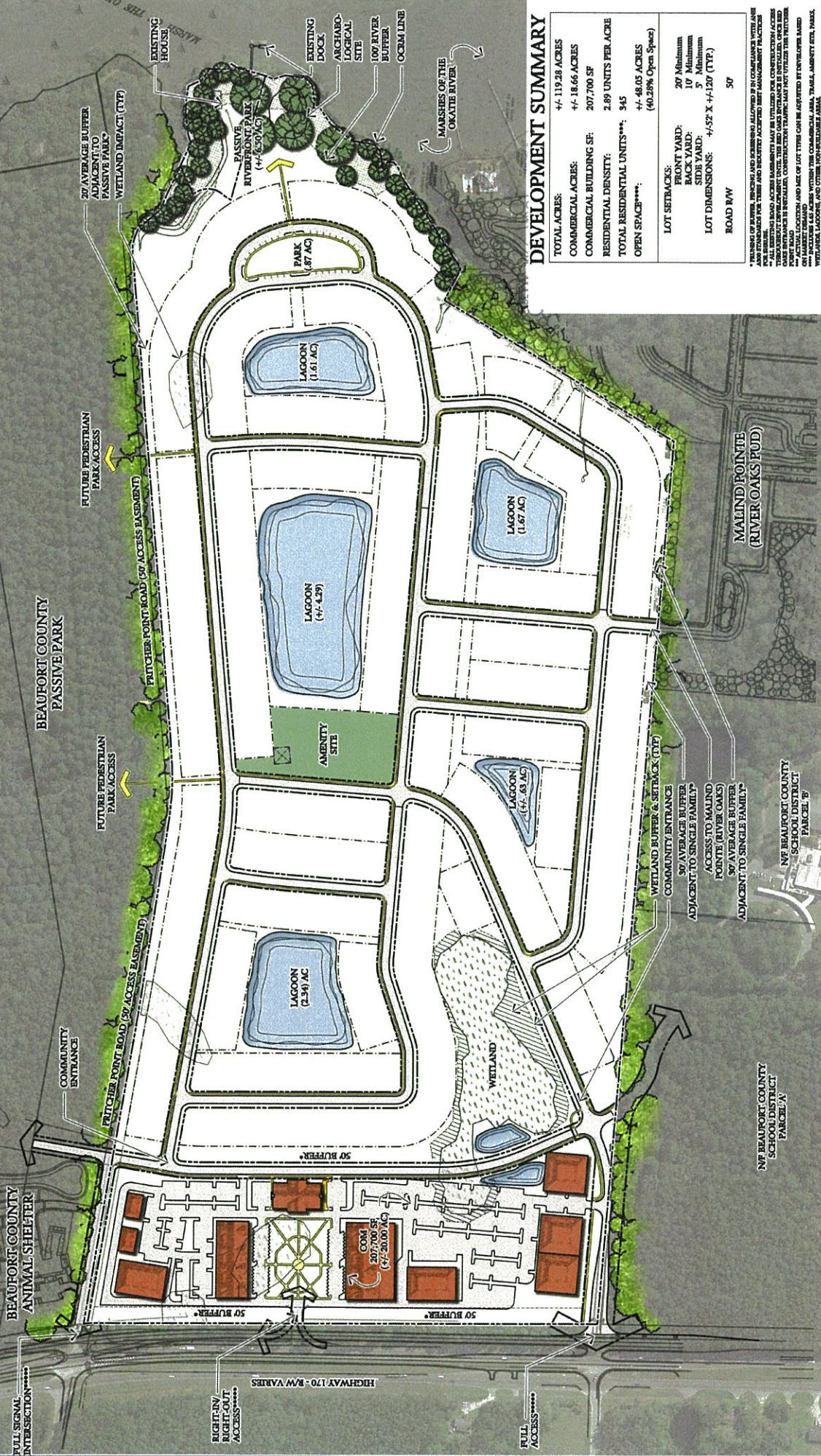
A regime fee will be established with a method of perpetuating itself. Collection methods, rate adjustment policies and administration of funds will be established in the covenants. Proceeds from the collection of fees will be used to defray the cost of all commonly owned facilities.

The Connector Road serves the school which in all likelihood will be used in case of a disaster. For this reason the roadway may be turned over to SCDOT, however, if the SCDOT is not in a position to take on responsibility, then that road will be owned and maintained by the POA/BOA.





# EXHIBIT B



### DEVELOPMENT SUMMARY

TOTAL ACRES:	44-119.28 ACRES
COMMERCIAL ACRES:	44-18.66 ACRES
COMMERCIAL BUILDING SF:	207,700 SF
RESIDENTIAL DENSITY:	2.89 UNITS PER ACRE
TOTAL RESIDENTIAL UNITS***:	345
OPEN SPACES***:	44-48.05 ACRES (40.28% Open Space)
LOT SETBACKS:	
FRONT YARD:	20' Minimum
BACK YARD:	10' Minimum
SIDE YARD:	5' Minimum
LOT DIMENSIONS:	44-52 X 44-120 (TYP.)
ROAD RW:	50'

\* TREES TO BE REMOVED AND REIMPLANTED ALLOWED IF IN COMPLIANCE WITH LAND AND STREAMS FOR THE TRACT AND PROTECTED BY AN ENVIRONMENTAL PROTECTION PLAN AND PERMITS FROM THE STATE AND FEDERAL AGENCIES.  
 \*\* ALL SETBACKS AND OPEN SPACES MAY BE UTILIZED FOR CONSTRUCTION ACCORDING TO THE DEVELOPMENT PLAN AND PERMITS FROM THE STATE AND FEDERAL AGENCIES.  
 \*\*\* THESE FIGURES ARE BASED ON THE DEVELOPMENT PLAN AND PERMITS FROM THE STATE AND FEDERAL AGENCIES.  
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 \*\*\*\*\* THESE FIGURES ARE BASED ON THE DEVELOPMENT PLAN AND PERMITS FROM THE STATE AND FEDERAL AGENCIES.

**GRAPHIC SCALE**

**NORTH** 0 200' 400' 600'

NET Job Number: 201731-01

## MALIND BLUFF MASTER PLAN

BEAUFORT COUNTY, SOUTH CAROLINA  
JUNE 5, 2019

PREPARED FOR:  
LCP III, LLC

PREPARED BY:  
J. K. TILLER ASSOCIATES, INC.

INDUSTRIAL ARCHITECTURE  
LANDSCAPE ARCHITECTURE  
PLANNING  
100 PINEHURST COLONY ROAD, SUITE 101  
WILMINGTON, NC 28403  
Phone: 910.341.8888  
www.jktiller.com

Ward Edwards  
ENGINEERING

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



**Legal Description of Sheik Tract**

ALL that certain tract of land containing 122.021 acres located in Beaufort County, South Carolina, shown and described on a survey entitled "Property of Sonnie Sheik, James W. Fritchard Land, Cherry Point, Hilton Township, Beaufort County", prepared by Nails Christensen IV, RLS 13162, dated April 9, 1994, recorded in the R.M.C. Office for Beaufort County, South Carolina in Plat Book 50 at Page 5, and without warranties of title, also all the land between the South Carolina Coastal Council Critical Line as shown on said survey and mean high water of the Okechie River.

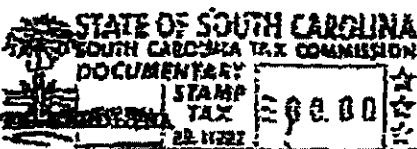
Said conveyance is made subject to the restriction that should the grantee herein desire to sell the above-described land or any portion of the land, the land (or the portion being sold) must be offered to the grantor herein, as long as the grantor is living, at the same price and under the same terms and conditions at which a bona fide offer accepted by the grantee has been made for the land, and the grantor shall have thirty (30) days after receipt of written notice of the price and terms within which to purchase the land at the offered price and terms. This right of first refusal is personal to the grantor and is not transferable and shall terminate upon the death of the grantor.

This being a portion of the property conveyed to the Grantor herein by Deeds recorded in Deed Book 156 at Page 24 and Deed Book 166 at Page 250 and Deed Book 166 at Page 252 in the RMC Office for Beaufort County, South Carolina.

This Deed was prepared in the Law Offices of J. Simon Fraser, P.A., Post Office Box 5098, Hilton Head Island, South Carolina 29938-5098 by J. Simon Fraser, Esquire.

2007

23355



BEAUFORT COUNTY, SC  
REVENUE STAMPS COLLECTED  
STATE 2007 COUNTY Beaufort  
Real Estate Transfer Fee Collected  
\$ 2,400.00

STATE OF SOUTH CAROLINA  
COUNTY OF BEAUFORT

WARRANTY DEED

71

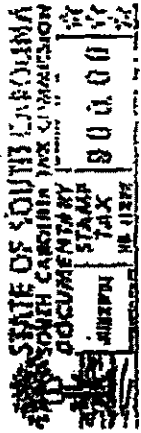
KNOW ALL MEN BY THESE PRESENTS, THAT JAMES W. PRITCHER, in the State aforesaid for and in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, to him hand paid at and before the sealing of these presents by SUZANNE T. SHEIK, 149 A Lighthouse Road, Hilton Head Island, South Carolina 29928, in the State aforesaid, the receipt whereof is hereby acknowledged; have granted, bargained, sold and released, and by these Presents do grant, bargain, sell and release unto the said SUZANNE T. SHEIK, her heirs and assigns, forever, the following described property, to-wit:

YOUR TAX OFFICE WILL BE SENT THE ADDRESS SHOWN ON YOUR DEED IF YOU DID NOT RETURN BY RETURN MAIL. IF THE ADDRESS IS INCORRECT, PLEASE NOTIFY THE COUNTY ASSESSOR.

ALL that certain tract of land containing 122.023 acres located in Beaufort County, South Carolina, shown and described on a survey entitled "Property of Zonnie Sheik, James W. Pritchard Land, Cherry Point, Bluffton Township, Beaufort County", prepared by Neils Christensen IV, RLS 13162, dated April 9, 1994, recorded in the R.M.C. Office for Beaufort County, South Carolina in Plat Book 50 at Page 5, and without warranties of title, also all the land between the South Carolina Coastal Council Critical Line as shown on said survey and near high water of the Okatie River.

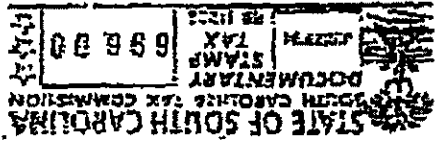
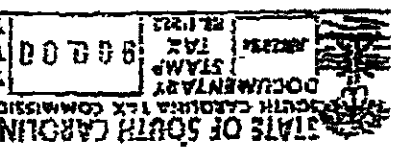
Said conveyance is made subject to the restriction that should the grantee herein desire to sell the above-described land or any portion of the land, the land (or the portion being sold) must be offered to the grantor herein, as long as the grantor is living, at the same price and under the same terms and conditions at which a bona fide offer accepted by the grantee has been made for the land, and the grantor shall have thirty (30) days after receipt of written notice of the price and terms within which to purchase the land at the offered price and terms. This right of first refusal is personal to the grantor and is not transferable and shall terminate upon the death of the grantor.

This being a portion of the property conveyed to the Grantor herein by Deeds recorded in Deed Book 156 at Page 24 and Deed Book 166 at Page 250 and Deed Book 166 at Page 252 in the REC Office for Beaufort County, South Carolina.



BEAUFORT COUNTY TAX MAP REFERENCE

100	100	100	100	100
100	100	100	100	100
100	100	100	100	100
100	100	100	100	100



This Deed was prepared in the Law Offices of J. Simon Fraser, P.A., Post Office Box 5098, Hilton Head Island, South Carolina 29938-5098 by J. Simon Fraser, Esquire.

TOGETHER with all and singular, the Rights, Members, Hereditaments and Appurtenances to the said Premises belonging, or in anywise incident or appertaining.

TO HAVE AND TO HOLD, all and singular, the said Premises before mentioned unto the said SUZANNE T. SHEIK, her heirs and assigns, forever.

AND the said JAMES W. PRITCHER, does hereby bind himself and his heirs and assigns, to warrant and forever defend, all and singular, the said Premises unto the said SUZANNE T. SHEIK, her heirs and assigns, forever, against him and his heirs and assigns, and all persons whomsoever lawfully claiming, or to claim the same or any part thereof.

IN WITNESS WHEREOF, JAMES W. PRITCHER, has caused these presents to be executed as of the 26<sup>th</sup> day of June, 1994.

SIGNED, SEALED AND DELIVERED  
IN THE PRESENCE OF:

Henrietta Soari  
(Witness)

James W. Pritchard  
James W. Pritchard

[Signature]  
(Notary)



STATE OF WASHINGTON )  
COUNTY OF Wade County )

PROBATE

PERSONALLY appeared before me the undersigned witness and made oath that (s)he saw the within-named, JAMES W. PRITCHER, sign, seal and, as his act and deed, deliver the within written Deed, and that (s)he, with the other undersigned witness, witnessed the execution thereof.

[Signature]  
\_\_\_\_\_  
(Witness)

SWORN to and subscribed before me this 15 day of June, 1994.

[Signature]  
\_\_\_\_\_  
Notary Public for Washington  
My Commission Expires: 12/1/95

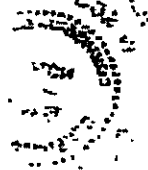


*Fraser*  
FILED - 1206  
JOHN A. SULLIVAN, JR.  
R.M.C.  
BEAUFORT COUNTY, S.C.  
94 JUN 29 AM 9:42 *MLL*

718

BK 715 PG 715  
FOLDER #

RECORDED THIS 26 DAY  
OF July 19 94  
IN BOOK 117 PAGE 649  
*John A. Sullivan, Jr.*  
AUDITOR, BEAUFORT COUNTY, S.C.





# Oyster Point

A Residential Planned Community  
 Highway 170 @ Cherry Point  
 Bluffton Township, SC  
 29915-1000  
 Lowcountry Partners III



PROCTOR ROAD 50' R/W

SOUTH CAROLINA HIGHWAY 170 100' R/W

WALTON CREEK

Existing Properties  
 Exhibit G

SECTION 01 - 000 0' SEC.  
 TOWNSHIP 03 POSSE



Vicinity Map No Scale

TOTAL	5,194,714 sq. ft.
	119,254 acres
WETLAND	202,822 SQ. FT.
	4,585 ACRES
WATER	4,897,892 SQ. FT.
	114,598 ACRES



SCALE: 1" = 400'

WARD EDWARDS, INC.  
 Registered Professional Engineer - Surveying  
 1000 North Main Street  
 Bluffton, South Carolina 29910  
 Phone: 843.831.1111  
 Fax: 843.831.1112

**Exhibit D**

**DEVELOPMENT SCHEDULE**

Development of the Property is expected to occur over the five (5) year term of the Agreement, with the sequence and timing of development activity to be dictated largely by market conditions. The following estimate of expected activity is hereby included, to be update by Owner as the development evolves over the term:

**Year(s) of Commencement / Completion**

<b><u>Type of Development</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>
Commercial (Sq. Ft.)					207,000
Residential, Single Family			75	75	75
Public Safety Site Transfer					100%

- 120 single family units are forecast to remain to be built at the end of five years.

As stated in the Development Agreement, Section VI, actual development may occur more rapidly or less rapidly, based on market conditions and final product mix.

RECEIVED NOV 13 2006



One Cooperative Way

Hardeeville, SC 29927-5123

843-208-5551

November 8, 2006

Willy Powell, P.E.  
Ward Edwards  
P. O. Box 381  
Bluffton, SC 29910-0381

Re: Osprey Point PUD  
Your Project No.: 060121

Dear Willy:

Palmetto Electric Cooperative, Inc. ("PECI") has ample power available to serve the above-referenced project. A redline drawing will be provided when the electrical load requirements and a detailed drawing have been received.

Thank you for your assistance and cooperation in this matter. If you have any questions or if I may be of further assistance, please do not hesitate to contact me at (843) 208-5508.

Sincerely,

PALMETTO ELECTRIC COOPERATIVE, INC.

A handwritten signature in cursive script that reads "Bob Bishop".

Bob Bishop  
Manager, Engineering Services

RB:sdr

c: Mr. Bob Casavant, PECI  
Mr. Parks Moss, PECI

Your Touchstone Energy® Partner The logo for Touchstone Energy, which is a stylized sun or starburst shape.





6 SNAKE ROAD, OKATIE, SC 29909-3997  
843.987.9292 FAX 843.987.9293  
Customer Service 843.987.9200  
Operations & Maintenance 843.987.9220  
Engineering 843.987.9250  
www.bjwsa.org

DEAN MOSS, General Manager

November 21, 2006

RECEIVED NOV 27 2006

Willy Powell  
Ward Edwards  
P.O. Box 381  
Bluffton, SC 29910

Subject: Water & Sewer Availability – Osprey Point

Dear Mr. Powell:

This letter shall serve as confirmation that water and sewer is available to the subject property. You will need to submit plans, specifications, and loading calculations to BJWSA for approval. Once the design package is approved, capacity fees will be quoted. Please note that all fees must be paid in full before a capacity commitment is issued by this office and the construction permit application is submitted to SC DHEC. Construction cannot begin until the SC DHEC construction permit has been issued.

Should you have any questions, please do not hesitate to contact me at 843-987-9247.

Sincerely,

Merry A. Barton, P.E.  
Senior Design Manager

Copy: file

MARK C. SNYDER  
CHAIRMAN

JIM CARLEN  
JOHN R. PHILIPS

MICHAEL L. BELL  
VICE CHAIRMAN

BRANDY GRAY  
JOHN D. ROGERS

DAVID M. TAUB  
SECRETARY/TREASURER

JAMES P. "PAT" O'NEAL  
CHARLIE H. WHITE

RECEIVED NOV - 8 2006



C. Earl Hunter, Commissioner

Promoting and protecting the health of the public and the environment

November 3, 2006

Mr. Willy Powell  
Ward Edwards  
Post Office Box 381  
Bluffton, SC 29910

RE: Osprey Point PUD  
Beaufort County

Dear Mr. Powell:

I am in receipt of your request for preliminary comments on the referenced project. As stated in your letter, Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County.

Provided that the Beaufort Jasper Water & Sewer Authority has the capacity and is willing to provide water and sewer service, preliminary approval could be given. As you know, appropriate permits would have to be issued prior to the initiation of any construction of water or sewer lines. This preliminary approval does not mean that construction permits would be issued. Also, the developer is encouraged to provide buffers in conjunction with stormwater controls to minimize the impact from non-point source run-off.

Should have any questions or require any additional information, please feel free to call me at 843-846-1030.

Sincerely,

Penny Cornett  
Water Program Manager  
Environmental Quality Control  
Beaufort EQC

cc: Russell Berry

SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL

Region 8

Serving Beaufort, Colleton, Hampton and Jasper Counties

Beaufort EQC Office • 104 Parker Drive • Burton, SC 29905 • Phone: (843) 846-1030 • Fax: (843) 846-0604 • www.scdhec.gov





G. Earl Hunter, Commissioner

Promoting and protecting the health of the public and the environment

November 29, 2006

RECEIVED DEC 04 2006

Willy Powell, P.E.  
Ward Edwards, Inc.  
Post Office Box 381  
Bluffton, SC 29910

Re: Osprey Point Planned Unit Development  
Conceptual Storm Drainage Master Plan  
Beaufort County

Dear Mr. Powell:

The staff of DHEC-OCRM has reviewed the conceptual stormwater master drainage plan for the above referenced project and the submitted plan appears amenable to the existing regulatory constraints. Prior to any actual land disturbance activities on the site, DHEC-OCRM must issue, but not limited to, a NPDES Construction General Permit.

I am available to review more detailed plans of the project as it progresses. Presently, it appears you are aware of the various requirements relating to DHEC-OCRM approval of the project.

Sincerely,

Tara C. Maddock  
Project Manager  
Regulatory Programs Division

SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL

Ocean and Coastal Resource Management

Charleston Office • 1362 McMillan Avenue • Suite 400 • Charleston, SC 29405

Phone: (843) 744-5838 • Fax: (843) 744-5847 • www.scdhec.gov



Frankie Denmark  
Developer Relations Manager

December 18, 2006

Jim Robinson  
Lowcountry Partners III  
204 Meadowbrook Terrace  
Greensboro, NC 27408

Dear Mr. Robinson:

SUBJ: Letter of Intent to Provide Service for: **Osprey Point, Hwy 170 @ Cherry Point, Bluffton, SC**

As introduction, my name is Frankie Denmark. I am the Developer Relations Manager for Hargray Communications. I am in receipt of your request for a "Letter of Intent" and I will be responding to your request as quickly as possible. I wish to take this opportunity to provide some information about Hargray and the services we provide. Enclosed you will find a folder detailing some of the services we provide.

Hargray Communications, a locally owned and operated corporation, has been a leading telecommunications provider in the South Carolina Low Country for 57 years. We are committed to providing excellent customer service, delivering state of the art technology, and we are deeply involved in community activities and community service in the areas we serve.

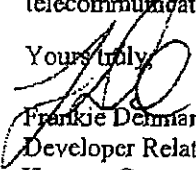
Briefly the services we provide include:

- Voice: Wire line, Wireless, VOIP, Centrex, Long Distance, Wide Area Calling.
- Video: Analog, Digital, HDTV, VOD, DVR
- Data: High Speed Internet, Metro Ethernet, VPN, Wi-Fi 3G Wireless Data T-1, Network Consulting
- ISP: Web, DNS, E-Mail Hosting, Web Site Development and E-Commerce Services
- Community Channel
- Security Monitoring (Camera at the gate)
- LAN, WLAN
- Mapping and Electronic Design services

In addition, we are capable of providing assistance in the planning, implementation and construction of in home wiring, engineering a complete communications solution, WEB hosting, e-commerce, and in house communications.

Even though we are locally owned and operated we take pride in the full scope of services we are capable of providing. My responsibility is to assist you with your telecommunications needs, whatever they may be. In closing, I would like to call on you at your convenience to explore how Hargray can service your telecommunication needs. I will be calling in the next few days.

Yours truly,

  
Frankie Denmark  
Developer Relations Manager  
Hargray Communications  
843-815-1694 or 843-683-1682

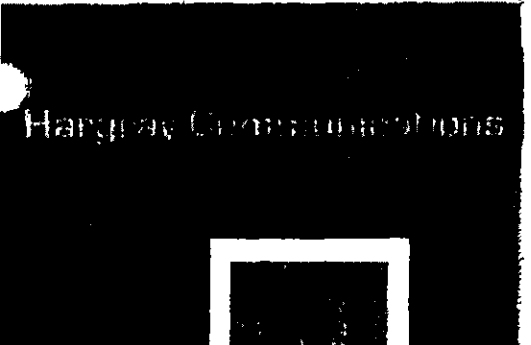
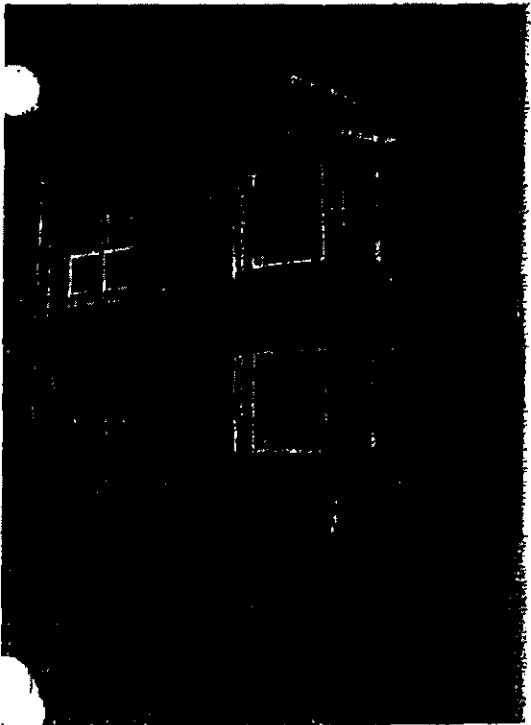
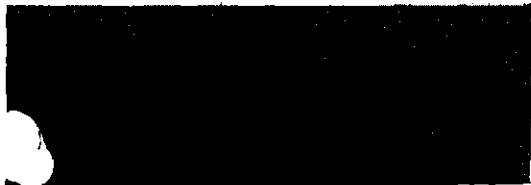
7 Arley Way, Suite 200 • P.O. Box 3380 • Bluffton, SC 29910  
Office: 843.815.1694 • Cell: 843.683.1682 • Fax: 843.815.6201 • Email: frankie.denmark@htc.hargray.com



**HARGRAY TECHNOLOGY  
COMMUNITY**

# PROVIDER OF CHOICE





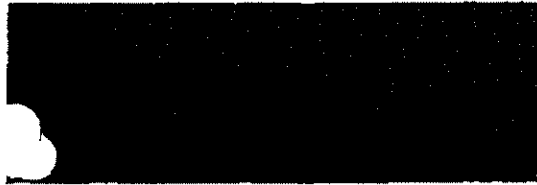
## Welcome to Hargray Communications

Hargray Communications, a locally owned and operated corporation, has been a leading telecommunications provider in the South Carolina Low Country for 57 years. Hargray is committed to providing excellent customer service, state of the art technology, and telecommunications for today's technologically advanced consumers.


Hargray began operations in 1949 serving the area of Hardeeville, SC. Since that time we have continuously expanded our area of operations and made investments to maintain state of the art technology. Hargray currently serves more than 100,000 subscribers in South Carolina and Georgia and is the communications provider of choice throughout the Lowcountry.

### Your Lowcountry Provider of Choice!





to provide the best  
telecommunications  
services




## Hargray Technology Community Advantage

Hargray's commitment to stay up-to-date with state of the art technology is evident in the products and network capabilities available for homeowners. This commitment means that homeowners can take advantage of a fiber optic network capable of providing all your communications and entertainment needs. Hargray provides competitively affordable packages of services that can include the following:

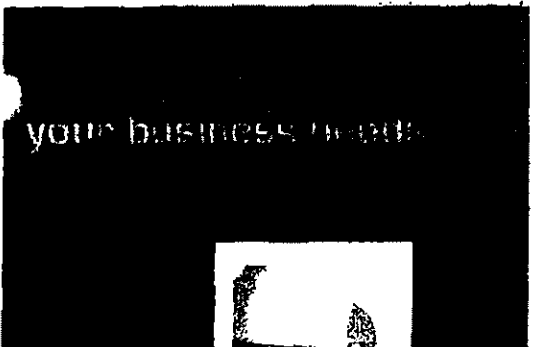
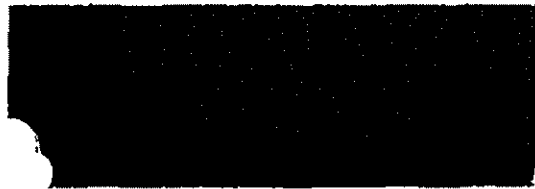
- **Residential Telephone Service**  
Unlimited Long Distance and Wide Area Calling Plans
- **Wireless Phone Service**  
Unlimited Long Distance and Wide Area Calling Plans
- **Digital TV**  
HD, Movie on Demand, Pay-per-view, and Digital Video Recorders
- **High Speed Internet Services**
- **Home Network Consulting**
- **PC Support**
- **Web Hosting**

Hargray also has the ability to provide enhanced services for the community and the developer, such as:

- **Security monitoring**
- **Web Cams** - for monitoring development via web site
- **WiFi hotspots** - within the development
- **Community web site**

**Your Lowcountry Provider of Choice!**





## Hargray Technology for Business

Hargray provides quality networking services and support. Hargray's migration, integration, upgrade and administration services include: planning and system design, installation and deployment, relocation and business expansion, project management and documentation, on-site and remote technical support and troubleshooting, and expert security consulting.

Hargray Integrated Services combine years of networking expertise with industry "best practices" to build, expand or enhance any corporate network. Hargray's networking services employ the latest technology and provide the best value for IT investments.

For business, Hargray has a wide variety of customized services to support today's business needs including:

- **Centrex Services**
- **Mapping and Electronic Design Services**
- **Metro Ethernet**
- **Business Network Consulting**
- **Security Analysis and Firewall Installation**
- **Virtual Private Networks (VPN)**
- **T-1's and DS-3's**
- **Web and Email Hosting**
- **Website Development**
- **Wireless Networking**

We are committed to providing the most advanced products and services as well as the best customer care possible. Our knowledgeable and experienced team of professionals are also members of your community and take pride in serving area residents.

### Your Lowcountry Provider of Choice!









P. J. Tanner  
Sheriff

**OFFICE OF SHERIFF  
BEAUFORT COUNTY**  
POST OFFICE BOX 1758  
BEAUFORT, SOUTH CAROLINA 29901

AREA CODE (843)

SHERIFF	470-3200
CHIEF DEPUTY	470-3192
CRIMINAL RECORDS	470-3188
CIVIL RECORDS	470-3188
JUDGMENTS	470-3189
FAX #	470-3187

November 22, 2006

RECEIVED NOV 29 2006

Mr. Willy Powell, P.E.  
WARD EDWARDS  
Post Office Box 381  
Bluffton, South Carolina 29910

Dear Mr. Powell:

Reference is made to your October 31, 2006 letter requesting information concerning our ability to respond to the planned mixed-use development acreage known as Osprey Point in the Cherry Point area of Beaufort County.

Records on file with this Office generated from our Computer Aided Dispatch (CAD) indicate that our average response time to the area immediately North of the Okatie Elementary School and just South of Rivers End Subdivision, or collectively known as grid 4404, is 25 minutes, 13 seconds. This response time has been estimated as a result of there being no requests for addressing for this parcel, making it necessary to use the entire area 4404. Attached is supporting documentation verifying same.

If I may be of any further assistance, please feel free to contact me at anytime.

Sincerely,

Michael M. Hatfield  
Chief Deputy

cc: P.J. Tanner, Sheriff

# Memo

**To:** M. Hatfield – Chief Deputy, Beaufort County S. O.  
**From:** Gwen Duhon – Emer. Comm. Coord., Comm. Center <sup>JD</sup>  
**Via:** Todd Ferguson – Deputy Director, Comm. Center <sup>TF</sup>  
**Date:** November 17, 2006  
**Re:** Request for Response Service times by Ward Edwards for Grid area 4404

---

Ward Edwards requested the Response Service times for the area immediately North of the Okatie Elementary School and just South of the Rivers End Subdivision. Presently, there have been no requests for any addresses on this parcel, so it was necessary to use the grid for the entire area, which is 4404.

With that said, the following time was found as a response time for a six month time frame (May – October 2006)

25 minutes and 13 seconds.

If I can be of further assistance, please let me know.

1822

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C A P S

21.19

RESPONSE TIME REPORT

AGENCY: 00

05/01/2006 THRU 05/31/2006

21.33

25.13 per

Event Number: 200605090346 Date: 05/09/2006 Activity: LOST PROPERTY  
Incident: 4404 Patrol: 04B Priority: 3 Dispo: NO PAPER  
Address: 0000053 CHERRY POINT RD  
Dispatcher: GREMILLION, JC  
Unit: 00B73 Crew: KLEIN, J

Additional Units: 0B73

Received Time: 13:07:08 Dispatched Time: 13:08:25 Difference: 00:01:17  
Dispatched Time: 13:08:25 Responding Time: 13:10:10 Difference: 00:01:45  
Responding Time: 13:10:10 On Scene Time: 13:10:10 Difference: 00:00:00  
Received Time: 13:07:08 On Scene Time: 13:10:10 Difference: 00:03:02  
On-Scene Time: 13:10:10 Clear Time: 13:10:10 Difference: 00:00:00

3.05

Event Number: 200605190386 Date: 05/19/2006 Activity: DISTURBANCE  
Incident: 4404 Patrol: 04B Priority: 1 Dispo: NO PAPER  
Address: 0000053 CHERRY POINT RD  
Dispatcher: MIDDLETON, PEGGY  
Unit: 00B32 Crew: ALBERTIN, LAUREL GAYLE, CALVIN

Additional Units: 0B32 0B53

Received Time: 13:50:20 Dispatched Time: 13:53:03 Difference: 00:02:43  
Dispatched Time: 13:53:03 Responding Time: 13:53:45 Difference: 00:00:42  
Responding Time: 13:53:45 On Scene Time: 13:53:45 Difference: 00:00:00  
Received Time: 13:50:20 On Scene Time: 13:53:45 Difference: 00:03:25  
On-Scene Time: 13:53:45 Clear Time: 13:53:45 Difference: 00:00:00

3.42

'S22

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C A P S

RESPONSE TIME REPORT

AGENCY: 00

05/01/2006 THRU 05/31/2006

Event Number: 200605250121 Date: 05/25/2006 Activity: DISTURBANCE  
Incident ID: 4404 Patrol: 04B Priority: 1 Disposition: REPORT  
Address: 0000053 CHERRY POINT RD  
Dispatcher: NZONGOLA, CHERYLANN  
Unit: 00B24 Crew: BRIGMAN, ANDRE M

Additional Units: 0B71 0B24

Received Time:	07:47:39	Dispatched Time:	07:51:44	Difference:	00:04:05
Dispatched Time:	07:51:44	Responding Time:	08:02:31	Difference:	00:10:47
Responding Time:	08:02:31	On Scene Time:	08:02:31	Difference:	00:00:00
Received Time:	07:47:39	On Scene Time:	08:02:31	Difference:	00:14:52
On-Scene Time:	08:02:31	Clear Time:	08:34:07	Difference:	00:31:36

14, 52

7822

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C A P S

RESPONSE TIME REPORT

AGENCY: 00

06/01/2006 THRU 06/30/2006

117  
28

Event Number: 200606190505 Date: 06/19/2006 Activity: PROACTIVE BUSINESS  
Incident: 4404 Patrol: 04B Priority: 5 Dispo: NO PAPER  
Address: 0000053 CHERRY POINT RD  
Dispatcher: SMALLS, DAVE  
Unit: 00B30 Crew: PATRILLA, RICHARD FRANKLIN

Additional Units: 0B30

Received Time:	19:58:27	Dispatched Time:	19:58:44	Difference:	00:00:17
Dispatched Time:	19:58:44	Responding Time:	19:58:44	Difference:	00:00:00
Responding Time:	19:58:44	On Scene Time:	19:58:44	Difference:	00:00:00
Received Time:	19:58:27	On Scene Time:	19:58:44	Difference:	00:00:17
On-Scene Time:	19:58:44	Clear Time:	20:01:59	Difference:	00:03:15

28

Event Number: 200606200341 Date: 06/20/2006 Activity: PROACTIVE RESIDENCE  
Incident: 4404 Patrol: 04B Priority: 4 Dispo: NO PAPER  
Address: 0000000 OKATIE ELEM  
Dispatcher: GROOVER, BETH  
Unit: 00B86 Crew: COOLER, BRANDON

Additional Units: 0B86

Received Time:	11:09:10	Dispatched Time:	11:09:10	Difference:	00:00:00
Dispatched Time:	11:09:10	Responding Time:	11:09:10	Difference:	00:00:00
Responding Time:	11:09:10	On Scene Time:	11:09:10	Difference:	00:00:00
Received Time:	11:09:10	On Scene Time:	11:09:10	Difference:	00:00:00
On-Scene Time:	11:09:10	Clear Time:	11:12:34	Difference:	00:03:24

9

PS22

\* \* \* \* \*

C A P S

RESPONSE TIME REPORT

AGENCY: 00

06/01/2006 THRU 06/30/2006

Event Number: 200606200345 Date: 06/20/2006 Activity: PROACTIVE BUSINESS  
 Incident: 4404 Patrol: 04Z Priority: 5 Dispo: NO PAPER  
 Address: 0000000 PANTRY CHERRY POINT  
 Dispatcher: GROOVER, BETH  
 Unit: 00B86 Crew: COOLER, BRANDON

Additional Units: 0B86

Received Time: 11:13:47 Dispatched Time: 11:13:47 Difference: 00:00:00  
 Dispatched Time: 11:13:47 Responding Time: 11:13:47 Difference: 00:00:00  
 Responding Time: 11:13:47 On Scene Time: 11:13:47 Difference: 00:00:00  
 Received Time: 11:13:47 On Scene Time: 11:13:47 Difference: 00:00:00  
 On-Scene Time: 11:13:47 Clear Time: 11:17:25 Difference: 00:03:38

RS22

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C A P S

RESPONSE TIME REPORT

ALERT CY: 00

07/01/2006 THRU 07/31/2006

7758  
72.35  
1.17.35

Event Number: 200607060524 Date: 07/06/2006 Activity: SHOTS FIRED  
Incident: 4404 Patrol: 04B Priority: 2 Dispo: REPORT  
Address: 0000000 CHERRY POINT RD  
Dispatcher: HOWRICH, GREG  
Unit: 00B57 Crew: SNYDER, RYAN GAYLE, CALVIN

Additional Units: 0B62 0B53 0B57

Received Time: 20:52:10 Dispatched Time: 20:53:47 Difference: 00:01:37  
Dispatched Time: 20:53:47 Responding Time: 21:09:16 Difference: 00:15:29  
Responding Time: 21:09:16 On Scene Time: 21:09:16 Difference: 00:00:00  
Received Time: 20:52:10 On Scene Time: 21:09:16 Difference: 00:17:06  
On-Scene Time: 21:09:16 Clear Time: 21:27:23 Difference: 00:18:07

17:10

Event Number: 200607120432 Date: 07/12/2006 Activity: TRAFFIC HAZARD  
Incident: 4404 Patrol: 04B Priority: 4 Dispo: NO PAPER  
Address: 0000053 CHERRY POINT RD  
Dispatcher: MIDDLETON, PEGGY  
Unit: 00B84 Crew: PULLICINO, VINCENT

Additional Units: 0B28 0B84

Received Time: 15:44:31 Dispatched Time: 15:46:38 Difference: 00:02:07  
Dispatched Time: 15:46:38 Responding Time: 16:08:17 Difference: 00:21:39  
Responding Time: 16:08:17 On Scene Time: 16:08:17 Difference: 00:00:00  
Received Time: 15:44:31 On Scene Time: 16:08:17 Difference: 00:23:46  
On-Scene Time: 16:08:17 Clear Time: 16:08:17 Difference: 00:00:00

011

23.76



PS22

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C A P S

RESPONSE TIME REPORT

AGENCY: 00

07/01/2006 THRU 07/31/2006

Incident Number: 200607260440 Date: 07/26/2006 Activity: CAR STOP  
 Incident ID: 4404 Patrol: 04B Priority: 2 Dispo: REPORT  
 Address: 0000000 170/RED OAK PLAZA BLUFFTON  
 Dispatcher: METCALF, BARBARA  
 Unit: 00S30 Crew: BLACKMON, RANDOLPH MACPHEE, NEAL

Additional Units: 0S30 0S34 0B76

Received Time: 14:51:07 Dispatched Time: 14:51:31 Difference: 00:00:24  
 Dispatched Time: 14:51:31 Responding Time: 14:51:31 Difference: 00:00:00  
 Responding Time: 14:51:31 On Scene Time: 14:51:31 Difference: 00:00:00  
 Received Time: 14:51:07 On Scene Time: 14:51:31 Difference: 00:00:24  
 On-Scene Time: 14:51:31 Clear Time: 15:27:39 Difference: 00:36:08

40

3822

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C A P S

RESPONSE TIME REPORT

ACTIVITY: 00

09/01/2006 THRU 09/30/2006

5:55 / 5:33

Event Number: 200609060139 Date: 09/06/2006 Activity: DRAG RACING  
 Unit: 4404 Patrol: 04B Priority: 4 Dispo: NO PAPER  
 Address: 0000053 CHERRY POINT RD  
 Dispatcher:  
 Unit: Crew:

Received Time: 07:52:57 Dispatched Time: 07:58:21 Difference: 00:05:24  
 Dispatched Time: 07:58:21 Responding Time: 07:58:21 Difference: 00:00:00  
 Responding Time: 07:58:21 On Scene Time: 07:58:21 Difference: 00:00:00  
 Received Time: 07:52:57 On Scene Time: 07:58:21 Difference: 00:05:24  
 On-Scene Time: 07:58:21 Clear Time: 07:58:21 Difference: 00:00:00

6:40

Event Number: 200609080182 Date: 09/08/2006 Activity: PROACTIVE BUSINESS  
 Unit: 4404 Patrol: 04B Priority: 5 Dispo: NO PAPER  
 Address: 0000004 CHERRY POINT RD  
 Dispatcher: PAUGH, ALEXA  
 Unit: 00B67 Crew: JUNKIN, THOMAS

9

Additional Units: 0B67

Received Time: 06:12:10 Dispatched Time: 06:12:19 Difference: 00:00:09  
 Dispatched Time: 06:12:19 Responding Time: 06:12:19 Difference: 00:00:00  
 Responding Time: 06:12:19 On Scene Time: 06:12:19 Difference: 00:00:00  
 Received Time: 06:12:10 On Scene Time: 06:12:19 Difference: 00:00:09  
 On-Scene Time: 06:12:19 Clear Time: 06:18:12 Difference: 00:05:53

1:5

C A P S

RESPONSE TIME REPORT

MONTHLY: 00

07/01/2006 THRU 07/31/2006

Incident Number: 200607200150 Date: 07/20/2006 Activity: STOLEN PROPERTY  
 Call ID: 4404 Patrol: 04B Priority: 4 Dispo: REPORT  
 Address: 0000053 CHERRY POINT RD OKATIE  
 Dispatcher: PHILLIPS, NANCY  
 Unit: 00853 Crew: GAYLE, CALVIN

Additional Units: 0B71 0B27 0B53

Received Time: 08:11:42 Dispatched Time: 08:13:58 Difference: 00:02:16  
 Dispatched Time: 08:13:58 Responding Time: 08:33:20 Difference: 00:19:22  
 Responding Time: 08:33:20 On Scene Time: 08:33:20 Difference: 00:00:00  
 Received Time: 08:11:42 On Scene Time: 08:33:20 Difference: 00:21:38  
 On-Scene Time: 08:33:20 Clear Time: 09:12:45 Difference: 00:39:25

21.64

Incident Number: 200607250628 Date: 07/25/2006 Activity: ALARM BUSINESS  
 Call ID: 4404 Patrol: 04B Priority: 1 Dispo: REPORT  
 Address: 0000053 CHERRY POINT RD BLUFFTON  
 Dispatcher: PUCHALA, LYNN  
 Unit: 00B10 Crew: TUTTEN, ROBERT ALBERTIN, LAUREL

Additional Units: 0B53 0B32 0B10

Received Time: 23:08:23 Dispatched Time: 23:09:55 Difference: 00:01:32  
 Dispatched Time: 23:09:55 Responding Time: 23:23:04 Difference: 00:13:09  
 Responding Time: 23:23:04 On Scene Time: 23:23:04 Difference: 00:00:00  
 Received Time: 23:08:23 On Scene Time: 23:23:04 Difference: 00:14:41  
 On-Scene Time: 23:23:04 Clear Time: 23:41:19 Difference: 00:18:15

14.68

PS22

\*\*\*\*\*

C A P S

RESPONSE TIME REPORT

AGENCY: 00

10/01/2006 THRU 10/31/2006

44.06 / 46.04

Event Number: 200610080148 Date: 10/08/2006 Activity: PROACTIVE BUSINESS  
 Incident: 4404 Patrol: 04B Priority: 5 Dispo: REPORT  
 Address: 0000042 CHERRY PT RD BLUFFTON  
 Dispatcher: BUKOFFSKY, YVETTE  
 Unit: 00B53 Crew: GAYLE, CALVIN STUCKEY, JASON

Additional Units: 0B53 0B78 0B24

Received Time: 08:14:23 Dispatched Time: 08:14:23 Difference: 00:00:00  
 Dispatched Time: 08:14:23 Responding Time: 08:14:23 Difference: 00:00:00  
 Responding Time: 08:14:23 On Scene Time: 08:14:23 Difference: 00:00:00  
 Received Time: 08:14:23 On Scene Time: 08:14:23 Difference: 00:00:00  
 On-Scene Time: 08:14:23 Clear Time: 09:11:26 Difference: 00:57:03

Event Number: 200610300408 Date: 10/30/2006 Activity: DISTURBANCE  
 Incident: 4404 Patrol: 04B Priority: 1 Dispo: REPORT  
 Address: 0000053 CHERRY POINT RD  
 Dispatcher: DAVIS, FELISA  
 Unit: 00B32 Crew: ALBERTIN, LAUREL GAYLE, CALVIN

Additional Units: 0B32 0B53

Received Time: 12:25:15 Dispatched Time: 12:28:36 Difference: 00:03:21  
 Dispatched Time: 12:28:36 Responding Time: 12:44:21 Difference: 00:15:45  
 Responding Time: 12:44:21 On Scene Time: 12:44:21 Difference: 00:00:00  
 Received Time: 12:25:15 On Scene Time: 12:44:21 Difference: 00:19:06  
 On-Scene Time: 12:44:21 Clear Time: 14:20:28 Difference: 01:36:07

0

19.10

PS22

\* \* \* \* \*

C A P S

RESPONSE TIME REPORT

DATE: 10/01/2006

THRU 10/31/2006

Incident Number: 200610310356 Date: 10/31/2006 Activity: SUSPICIOUS PERSON  
 Unit: 4404 Patrol: 04B Priority: 2 Dispo: NO PAPER  
 Address: 0000053 CHERRY POINT RD  
 Dispatcher: MIDDLETON, PEGGY  
 Unit: 00B32 Crew: ALBERTIN, LAUREL GAYLE, CALVIN

Additional Units: 0B32 0B53

Received Time:	13:29:07	Dispatched Time:	13:36:38	Difference:	00:07:31
Dispatched Time:	13:36:38	Responding Time:	13:56:05	Difference:	00:19:27
Responding Time:	13:56:05	On Scene Time:	13:56:05	Difference:	00:00:00
Received Time:	13:29:07	On Scene Time:	13:56:05	Difference:	00:26:58
On-Scene Time:	13:56:05	Clear Time:	14:11:04	Difference:	00:14:59

26-96

October 15, 2007

Fire Marshall David Williamson  
Bluffton Fire Department  
PO Box 970  
Bluffton, SC 29910  
Fax: (843) 757-7305

**Subject: Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No.: R600 013 000 0006 0000**  
**Ward Edwards Project No. 060121**

Dear Fire Marshall Williamson:

Enclosed please find two copies of the proposed plan, vicinity map, and use summary for Osprey Point. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

We respectfully request your review of the plan. To comply with Beaufort County's submittal requirements, we need an approval letter from you. For your convenience we have enclosed suggested content language for the approval letter. Assuming you find the language acceptable, it will address Beaufort County's requirements.

If you have questions, or require additional information, please let me know.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosure (as stated)



Mr. Pat Rushing  
Ward Edwards, Inc.  
PO Box 381  
Bluffton, SC 29910

**Subject: Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No.: R600 013 000 0006 0000**  
**Ward Edwards Project No. 060121**

Dear Mr. Rushing:

We have reviewed the preliminary plan for the subject project. Subject to our approval of detailed design plans, we find the preliminary plans acceptable.

Bluffton Fire District has the capability and commits to provide fire protection service to the subject project.

Sincerely,

David Williamson  
Fire Marshall

October 15, 2007

Mr. Bob Bishop  
Palmetto Electric Cooperative, Inc.  
1 Cooperative Way  
Hardeeville, SC 29927-5123

**Subject: Osprey Point Planned Unit Development Approval  
Beaufort County Tax ID No.: R600 013 000 0006 0000  
Ward Edwards Project No. 060121**

Dear Mr. Bishop:

Enclosed please find two copies of the proposed plan, vicinity map, and use summary for Osprey Point. Osprey Point proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

The PUD submittal requires a letter from you stating Palmetto Electric's capability and intent to supply electric service to the project. We would appreciate your furnishing us such a letter at your earliest convenience.

If you have questions or need additional information, please let me know.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosures (as stated)

October 15, 2007

Sheriff P. J. Tanner  
Beaufort County Sheriff Dept.  
2001 Duke St. 2<sup>nd</sup> Fl.  
Beaufort, SC 29901  
Fax: (843) 470-3100

**Subject: Osprey Point Planned Unit Development Approval**  
Beaufort County Tax ID No. R600 013 000 0006 0000  
Ward Edwards Project No. 060121

Dear Sheriff Tanner:

Enclosed please find two copies of the proposed plan and a vicinity map for Osprey Point. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

We respectfully request your review of the plan. To comply with Beaufort County's submittal requirements, we need a preliminary approval letter from the Beaufort County Sheriff's Department.

If you have questions, or require additional information, please let me know.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosure (as stated)

October 15, 2007

Ms. Penny Cornett  
District Engineer  
SCDHEC – Low Country District  
Environmental Quality Control  
104 Parker Drive  
Burton, SC 29906

Subject: **Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No.: R600 013 000 0006 0000**  
**Ward Edwards Project No. 060121**

Dear Ms. Cornett:

Enclosed please find two copies of the proposed plan and a vicinity map for Osprey Point. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

We respectfully request your review and preliminary approval of the Planned Unit Development along with the Preliminary Water and Sewer Master Plans. The project is located within the Beaufort Jasper Water & Sewer Authority jurisdiction and we are currently awaiting their commitment to serve. To comply with Beaufort County's PUD submittal requirements, we need a preliminary approval letter from the South Carolina Department of Health & Environmental Control.

If you have questions, or require additional information, please do not hesitate to call us at 837-5250.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosures (as stated)

October 15, 2007

Mr. Kevin Brabham  
Hargray Communications Engineering  
7 Arley Way, Suite 200  
P.O. Box 3380  
Bluffton, SC 29910

**Subject: Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No.: R600 013 000 0006 0000**  
**Ward Edwards Project No. 060121**

Dear Mr. Brabham:

Enclosed please find two copies of the proposed plan, vicinity map, and use summary for Osprey Point. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

For the Planned Unit Development review, Beaufort County requires a letter from you stating Hargray's capability and intent to supply telephone and cable television service to the project. We would appreciate your furnishing us such a letter at your earliest convenience.

If you have questions or need additional information, please let me know.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosures (as stated)

October 18, 2007

Mr. Robert Klink, PE  
Beaufort County Engineering  
PO Box 1228  
Beaufort, SC 29901

Subject: **Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No.: R600 013 000 0006 0000**  
**Ward Edwards Project No. 060121**

Dear Mr. Klink:

Enclosed please find two copies of the proposed plan, vicinity map, use summary, and preliminary master drainage plan for Osprey Point. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

We respectfully request your review of these documents, as Beaufort County's designated engineer for the project. We enclose, for your use, suggested content language for the approval letter. Assuming you find the language acceptable, it will address Beaufort County's requirements.

If you have questions, or require additional information, please let me know.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosures (as stated)



Mr. Pat Rushing  
Ward Edwards, Inc.  
PO Box 381  
Bluffton, SC 29910

Subject: **Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No.: R600 013 000 00206 0000**  
**Ward Edwards Project No. 060121**

Dear Mr. Rushing:

We have reviewed the preliminary plan for the subject project. Subject to our approval of detailed design plans, we find the preliminary plans acceptable.

Sincerely,

Mr. Robert Klink, PE  
Beaufort County Engineering

October 15, 2007

Dr. Valerie Truesdale  
Superintendent  
Beaufort County School District  
1300 King St  
Beaufort, SC 29901

Subject: **Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No. R600 013 000 0006 0000**  
**Ward Edwards Project No. 060121**

Dear Dr. Truesdale:

Enclosed please find two copies of the proposed plan with vicinity map, and use summary for Osprey Point. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

We respectfully request your review of the plan with regard to long term impact of school district facility planning. To comply with Beaufort County's submittal requirements, we need an approval letter from the Beaufort County School District.

If you have questions or require additional information, please contact us at 837-5250.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosures (as stated)

October 15, 2007

Mr. J. Edward Allen, Director  
Beaufort County Emergency Medical Services  
PO Drawer 1228  
Beaufort, SC 29901

**Subject: Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No.: R600 013 000 0006 0000**  
**Ward Edwards Project No. 060121**

Dear Mr. Allen:

Enclosed please find two copies of the proposed plan, vicinity map, and use summary for Osprey Point. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

We respectfully request your review of the plan. To comply with Beaufort County's submittal requirements, we need a preliminary approval letter from you. For your convenience we have enclosed suggested content language for the approval letter. Assuming you find the language acceptable, it will address Beaufort County's requirements.

If you have questions, or require additional information, please let me know.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosure (as stated)

Mr. Pat Rushing  
Ward Edwards, Inc.  
PO Box 381  
Bluffton, SC 29910

**Subject: Osprey Point Planned Unit Development Approval  
Beaufort County Tax ID No.: R600 013 000 0006 0000  
Ward Edwards Project No. 060121**

Dear Mr. Rushing:

We have reviewed the preliminary plan for the subject project. Subject to our approval of detailed design plans, we find the preliminary plans acceptable.

Sincerely,

J. Edward Allen, Director  
Director EMS

October 18, 2007

Mr. Richard Deuel  
Beaufort-Jasper Water & Sewer Authority  
6 Snake Road  
Okatie, SC 29909

**Subject: Osprey Point Planned Unit Development Approval  
Beaufort County Tax ID No. R600 013 000 0006 0000  
Ward Edwards Project No. 060121**

Dear Mr. Deuel:

Enclosed please find two copies of the preliminary water and sewer master plan and a use summary for the above referenced project. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

For the Planned Unit Development review, Beaufort County requires a letter stating BJWSA's capability and intent to supply water and sewer service to the project and approval of the preliminary water and sewer master plans. We would appreciate your furnishing us such a letter at your earliest convenience along with any other comments you may have regarding the enclosed plan.

If you have questions or need additional information, please let me know.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosures (as stated)

October 18, 2007

Ms. Tara Maddock  
SCDHEC-OCRM  
1362 McMillan Ave, Suite 400  
Charleston, SC 29405  
Fax: (843) 744-5847

**Subject: Osprey Point Planned Unit Development Approval**  
**Beaufort County Tax ID No.: R600 013 000 0006 0000**  
**Ward Edwards Project No. 060121**

Dear Tara:

Enclosed please find one copy of the proposed plan, vicinity map, and preliminary drainage master plan for Osprey Point. Osprey Point is a proposed mixed-use development on 119.3 acres fronting Highway 170 in the Cherry Point area of Beaufort County that is to be submitted to Beaufort County for a Planned Unit Development approval. The property is located on the eastern side of Highway 170, immediately north of Okatie Elementary School and just south of Rivers End Subdivision.

We respectfully request your review of these documents. To comply with Beaufort County's submittal requirements, we need a letter from you granting approval of the preliminary master drainage plan at your earliest convenience. We enclose, for your use, suggested content language for the approval letter. Assuming you find the language acceptable, it will address Beaufort County's requirements.

If you have questions, or require additional information, please let me know.

Sincerely,  
**WARD EDWARDS**

Pat Rushing, P.E.  
Project Engineer

Enclosures (as stated)



October 15, 2007

Nichole Breton  
Beaufort County 911 Addressing Center  
P. O. Drawer 1228  
Beaufort, SC 29901

**Subject: Osprey Point Planned Unit Development Approval  
Beaufort County Tax ID No. R600 013 000 0006 0000  
Ward Edwards Project No. 060121**

Dear Nichole:

Enclosed please find two copies of the proposed plan with vicinity map to be prepared for submittal to Beaufort County for a Planned Unit Development.

We respectfully request your review of the plan. To comply with Beaufort County's submittal requirements, we need an approval letter from E-911 Addressing.

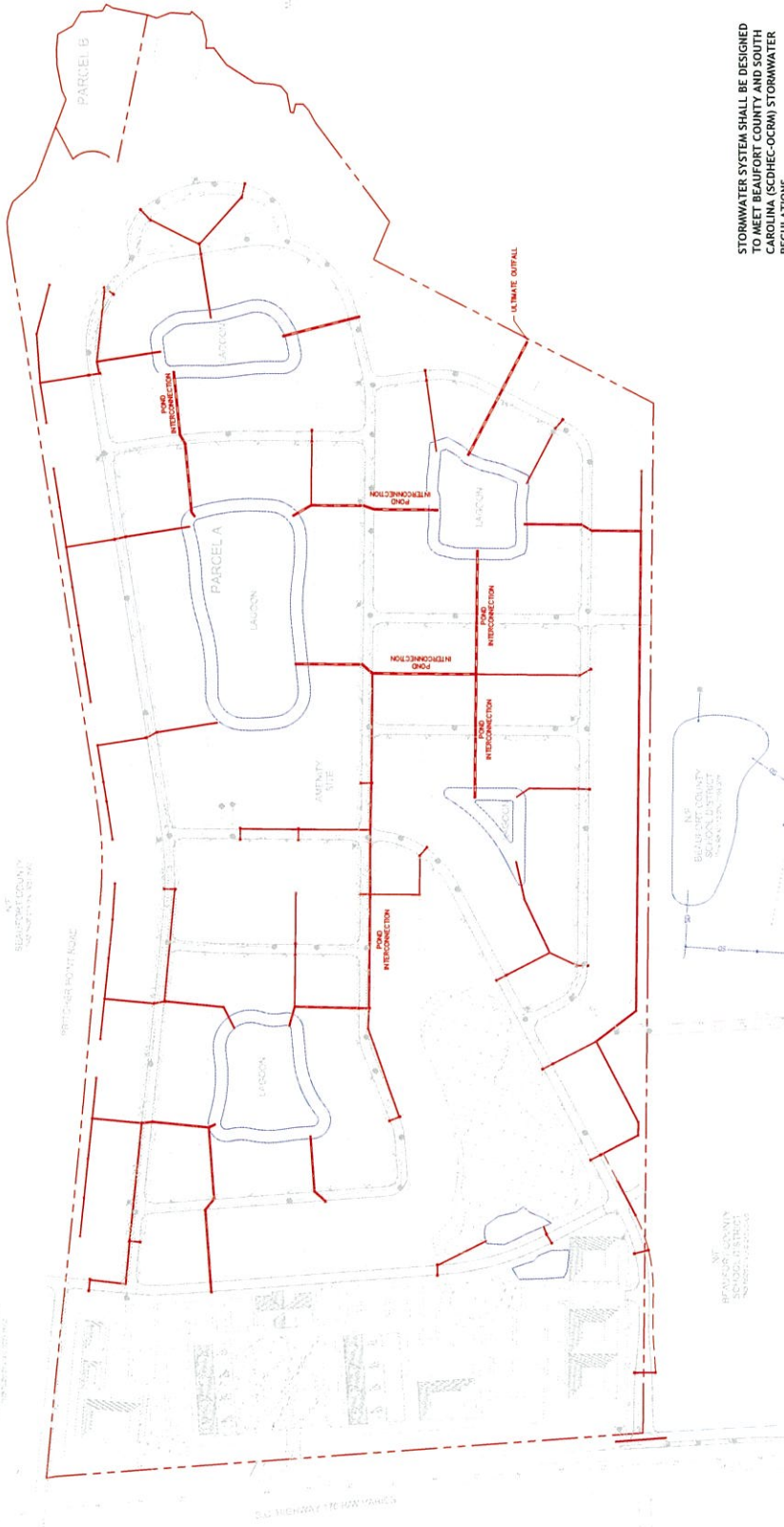
If you have questions, or require additional information, please let me know.

Sincerely,  
Ward Edwards

Pat Rushing, P.E.  
Project Engineer

Enclosures (as stated)

# EXHIBIT E



STORMWATER SYSTEM SHALL BE DESIGNED TO MEET BEAUFORT COUNTY AND SOUTH CAROLINA (SCDHEC-OCRM) STORMWATER REGULATIONS

## PROPOSED DRAINAGE SYSTEM



**MALIND BLUFF**  
 BEAUFORT COUNTY, SOUTH CAROLINA  
 DATE: 06-13-19  
 PROJECT NO.: 19022  
 SCALE: 1"=100'

<b>EXISTING DRAINAGE LEGEND:</b>	<b>PROPOSED DRAINAGE LEGEND:</b>
EXISTING STORM DRAIN (SOLID WALL)	PROPOSED STORM DRAIN (SOLID WALL)
EXISTING STORM DRAIN (PERFORATED DMP)	PROPOSED STORM DRAIN (PERFORATED DMP)
EXISTING STORM STRUCTURE	PROPOSED STORM STRUCTURE
EXISTING WATERSHED DELINEATION	PROPOSED WATERSHED DELINEATION
	SPOT ELEVATION

<b>EXISTING SERVICE LEGEND:</b>	<b>PROPOSED SERVICE LEGEND:</b>
EXISTING GRAVITY SERVICE LINE	PROPOSED GRAVITY SERVICE LINE
EXISTING GRAVITY SERVICE MANHOLE	PROPOSED GRAVITY SERVICE MANHOLE
EXISTING FORCE MAIN	PROPOSED FORCE MAIN
	PROPOSED SERVICE LATERAL

<b>EXISTING WATER LEGEND:</b>	<b>PROPOSED WATER LEGEND:</b>
EXISTING WATER MAIN	PROPOSED WATER MAIN
EXISTING FIRE HYDRANT	PROPOSED FIRE HYDRANT
EXISTING VALVE	PROPOSED VALVE
EXISTING METER	PROPOSED METER

LAND PLAN REFERENSE:  
 J. K. HULLY ASSOCIATES, INC.  
 SURVEY RECORDS:  
 ATLAS SURVEYING, INC.  
 METEOROLOGICAL RECORDS:  
 HENRY ENVIRONMENTAL, INC.

# EXHIBIT F



WATER SYSTEM SHALL BE DESIGNED TO MEET BEAUFORT-JASPER WATER AND SEWER AUTHORITY (BJWSA) AND SOUTH CAROLINA DHEC REGULATIONS

<p><b>EXISTING WATER LEGEND</b></p> <p>EXISTING WATER MAIN</p> <p>EXISTING FIRE HYDRANT</p> <p>EXISTING VALVE</p> <p>EXISTING METER</p>	<p><b>EXISTING SEWER LEGEND</b></p> <p>EXISTING GRAVITY SEWER LINE</p> <p>EXISTING GRAVITY SEWER MANHOLE</p> <p>EXISTING FORCE MAIN</p>	<p><b>EXISTING DRAINAGE LEGEND</b></p> <p>EXISTING STORM DRAIN (SOLID WALL)</p> <p>EXISTING STORM DRAIN (PERFORATED CMP)</p> <p>EXISTING STORM STRUCTURE</p> <p>EXISTING WATERSHED DELINEATION</p>
<p><b>PROPOSED WATER LEGEND</b></p> <p>PROPOSED WATER MAIN</p> <p>PROPOSED FIRE HYDRANT</p> <p>PROPOSED VALVE</p> <p>PROPOSED METER</p>	<p><b>PROPOSED SEWER LEGEND</b></p> <p>PROPOSED GRAVITY SEWER LINE</p> <p>PROPOSED GRAVITY SEWER MANHOLE</p> <p>PROPOSED FORCE MAIN</p> <p>PROPOSED SERVICE LATERAL</p>	<p><b>PROPOSED DRAINAGE LEGEND</b></p> <p>PROPOSED STORM DRAIN (SOLID WALL)</p> <p>PROPOSED STORM DRAIN (PERFORATED CMP)</p> <p>PROPOSED STORM STRUCTURE</p> <p>SPOT ELEVATION</p>

LAND PLAN REFERENCED:  
 J. H. TULLER ASSOCIATES, INC.  
 SUEWELLENBERGER, INC.  
 MICHAEL S. BEJERSKI, INC.  
 NEWBRY ENVIRONMENTAL, INC.

## PROPOSED WATER DISTRIBUTION SYSTEM



**MALIND BLUFF**  
 BEAUFORT COUNTY, SOUTH CAROLINA  
 DATE: 06-13-19  
 PROJECT NO.: 170232  
 SCALE: 1"=100'

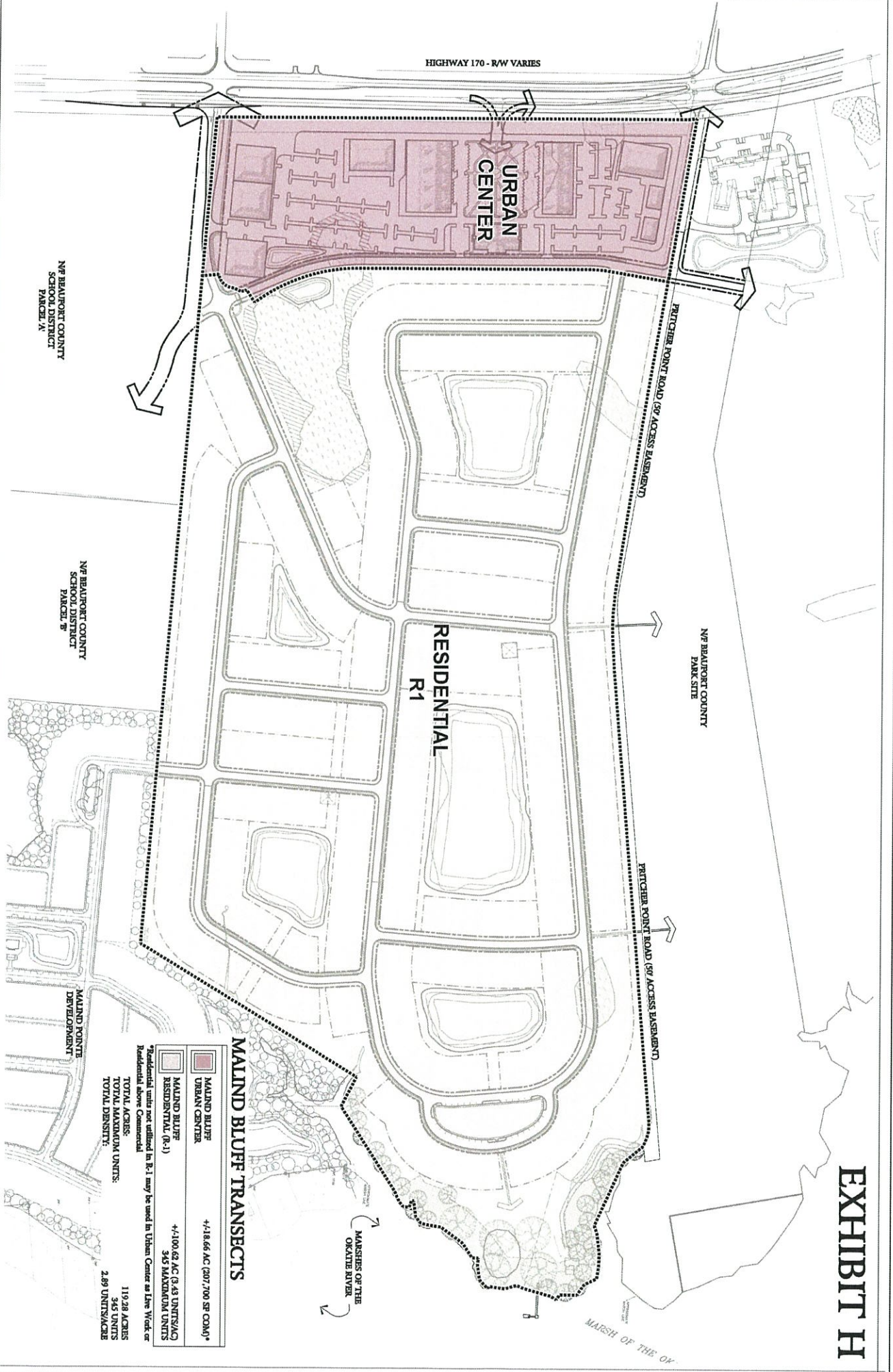
WARD EDWARDS ENGINEERING  
 P.O. BOX 381, BLUFFTON, SOUTH CAROLINA 29918  
 PH: 803-787-1000  
 WWW.WARDEWARDS.COM

THIS PLAN IS THE PROPERTY OF WARD EDWARDS ENGINEERING AND SHALL BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON.





# EXHIBIT H



PREPARED FOR:  
LCP III, LLC

PREPARED BY:  
J. K. TILLER ASSOCIATES, INC.



BEAUFORT COUNTY, SOUTH CAROLINA  
JUNE 5, 2019

## OSPREY POINT (MALIND BLUFF) TRANSECT MAP



GRAPHIC SCALE

NORTH 0 200' 400' 600'

THIS IS A CONCEPTUAL PLAN AND IS SUBJECT TO CHANGE. ALL SURVEY INFORMATION AND SITE INFORMATION WERE OBTAINED FROM A VARIETY OF UNRECORDED SOURCES. AT VARIOUS TIMES AND AS SUCH ARE INTENDED TO BE USED ONLY AS A GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND NARRATIVE DESCRIPTIONS ARE FOR GRAPHIC REPRESENTATION ONLY. AS AN AID TO SITE LOCATION AND POTENTIAL LAND USE, AND ARE NOT LEGAL REPRESENTATIONS AS TO FUTURE USES OR LOCATIONS. J. K. TILLER ASSOCIATES, INC. ASSUMES NO LIABILITY FOR THIS ACCURACY OR STATE OF COMPLETION OR FOR ANY DISCREPANCIES (REGARDING ACCURACY WHICH THE USER MAY MAKE BASED ON THIS INFORMATION).  
JKT File Number: 201731-01

## MEMORANDUM

**TO:** Mr. Jim Robinson, Emerson Partners, LLC

**FROM:** Todd E. Salvagin, SRS Engineering, LLC

**DATE:** September 12, 2007

**RE:** Traffic Impact & Access Study  
Proposed Okatie PUD Projects  
Beaufort, South Carolina

SRS Engineering, LLC (SRS) has completed an assessment of the traffic impacts associated with the proposed development of the Okatie Planned Unit Development (PUD) which is comprised of five development pods (PODS), each of which are located on the east side of SC 170, west of Malind Creek in the vicinity and between Cherry Point Road and Pritcher Point Road in Beaufort County, SC.

### PROJECT DESCRIPTION

The Okatie PUD site is located on the east side of SC 170 extending to the Malind Creek and includes the roadways of Pritcher Point Road to the north and Cherry Point Road to the south. The PUD has been broken down into five distinct development sites (PODS) which are described below:

1. KB Homes POD- 95 town homes, 229 single-family units, 33,000 square-feet (sf) of retail space and 11,000 sf of office space;
2. Sheik/Osprey Point POD- 165 town homes, 184 single-family units, 180 apartment units, 150,000 sf of retail space and 50,000 sf of office space;
3. CCRC POD- 330 Room CCRC (Continued Care Retirement Community);
4. Preacher Property POD- Estimated at 152 town homes, 171 single-family units and 164 apartment units; and
5. Beaufort County School POD- Anticipated as a 22-acre recreational park/green space per Beaufort County Planning staff.

As shown, the Okatie PUD plans a total of 1,340 residential units, 330 CCRC units, 244,000 sf of commercial space and a 22-acre recreational/green space/park. Access will be provided for the entire PUD to/from SC 170 via a total of five access drives. Three of these access drives will provide for full-movement and are Pritcher Point Road, Cherry Point Road and an undefined dirt road located between



Pritcher Point Road and Cherry Point Road. Each of these drives are proposed full-movement access locations. The remaining two drives are planned as limited movement unsignalized intersections, one located to the north of Cherry Point Road and the other located to the south of Cherry Point Road. Internal of the PUD, a collector roadway system is planned which will allow cross-access/inter-connectivity between the PODS. As such, a north/south collector roadway is planned within the property to the east of SC 170. As planned, the development is anticipated to be constructed and fully-operational by 2015. Figure 1 illustrates the Okatie PUD project which includes the five previously referenced PODS.

## **EXISTING CONDITIONS**

A comprehensive field inventory of the project study area was conducted in June 2006 and September 2007. The field inventory included a collection of geometric data, traffic volumes, and traffic control within the study area. The following sections detail the current traffic conditions and include a description of roadways/intersections serving the site and traffic flow in close proximity to the project site.

### **Study Area Roadway**

**SC 170-** is a north/south major arterial which provides a four-lane divided cross-section where directional through traffic is separated by a grassed median. This roadway has a posted speed limit of 55 miles-per-hour (mph) and is under the jurisdiction of the SCDOT.

### **Study Area Intersections**

**SC 170 at Cherry Point Road-** is a four-legged signalized intersection where SC 170 makes up the northbound and southbound approaches and Cherry Point Road make up the eastbound and westbound approaches. The northbound and southbound approaches of SC 170 provide a separate left-turn lane and two through lanes in each direction. The northbound approach provides a separate right-turn lane while right-turns on the southbound approach are made from the outside through lane. The eastbound approach provides a single-lane from which all turning movements are made. The westbound approach provides a shared left/through lane and a separate right-turn lane. This intersection operates under multi-phased traffic signal control where the northbound and southbound left-turn movements are provided protected/permissive phasing.

**SC 170 at Pritcher Point Road/Short Cut Drive-** is a four-legged unsignalized intersection where SC 170 makes up the northbound and southbound approaches, Pritcher Point Road make up the eastbound and Short Cut Drive makes up the westbound approach. The northbound approach of SC 170 provides a separate left-turn lane and two through lanes where right-turns are made from the outside through lane. The southbound approach provides two through lanes where left and right-turns are made from the respective inside/outside through lanes. The eastbound and westbound approaches each provide a single-lane from which all turning movements are made. It should be noted that the westbound approach (Short Cut Drive) is an unimproved/dirt roadway. This intersection operates under STOP sign control where vehicles entering the intersection from the eastbound and westbound approaches are required to stop.

**SC 170 at SC 141-** is a three-legged unsignalized intersection where SC 170 makes up the northbound and southbound approaches and SC 141 make up the eastbound approach. The northbound approach of SC 170 provides a separate left-turn lane and two through lanes. The southbound approach provides two through lanes and a separate right-turn lane. The eastbound approach provides a separate left-turn lane

and a separate right-turn lane. This intersection operates under STOP sign control where vehicles entering the intersection from SC 141 are required to stop.

**SC 141 at Jasper Station Road/Short Cut Drive-** is a four-legged off-set unsignalized intersection where SC 141 makes up the northbound and southbound approaches, Jasper Station Road makes up the eastbound approach and Short Cut Drive makes up the westbound approach. All approaches to this intersection provide a single-lane approach from which all turning movements are made with exception of the southbound approach of SC 141 which provides a separate right-turn lane. This intersection operates under STOP sign control where vehicles entering the intersection from the eastbound and westbound approaches (Jasper Station Road and Short Cut Drive and respectively) are required to stop.

### Traffic Volumes

In order to determine the existing traffic volume flow patterns within the study area, manual turning movement counts were collected for the four above referenced intersections which make up the study area as defined by County staff. This information reflected weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak period turning movement specific counts and has been used to determine the flow of traffic in the vicinity of the site. Figures 2 & 3, located at the end of this report, graphically depict the respective Existing AM and PM peak-hour traffic volumes at the study area intersections. Summarized count sheets for the study area intersections are included in the appendix of this report.

### **FUTURE CONDITIONS**

Traffic analyses for future conditions have been conducted for two separate scenarios: first, 2015 No-Build conditions, which include an annual normal growth in traffic, all pertinent background development traffic, and any pertinent planned roadway/intersection improvements; and secondly, 2015 Build conditions, which account for all No-Build conditions PLUS traffic generated by the proposed development.

### No-Build Traffic Conditions

#### **Annual Growth Rate**

An annual growth rate of 5-percent per year was developed and approved by County staff for use in this report which is consistent with other prepared reports for projects in the vicinity of this site. This 5-percent annual growth, which would account for all unspecified traffic growth, was applied to the Existing traffic volumes.

#### **Background Development**

In accordance with gathered information, there are no background development projects in the area of the project which are currently approved and/or permitted that will cause an increase in traffic volume (in excess of normal traffic volume growth) within the study area.

The anticipated 2015 No-Build AM and PM peak-hour traffic volumes, which include the 5-percent annual growth rate, are shown in Figures 4 & 5, which follow this report.

#### **Planned Roadway Improvements**

Currently there are no funded roadway projects planned within the immediate area of the site that will result in an increase in either roadway or intersection capacity. However, SC 170 has been extensively studied by the County in order to plan access and signal locations. According to the current plan for SC 170, the intersections of SC 141, Cherry Point Road and Pritchard Point Road are each planned to be signalized at some point in the future pending development trends and funding sources. A copy of the County's plan which illustrates the signalization of these intersections is provided in the appendix of this report.

**Site-Generated Traffic**

Traffic volumes expected to be generated by the proposed project were forecasted using the Seventh Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. To estimate the traffic generated by each POD within the PUD, land-uses specific to each POD has been obtained/provided and each estimated individually. Table 1 depicts the anticipated site-generated traffic for each specific POD within the Okatie PUD.

**Table 1  
 PROJECT TRIP-GENERATION SUMMARY<sup>1</sup>  
 SPECIFIC POD GENERATIONS  
 Okatie PUD**

Time Period	Recreation School POD	KB Homes POD					Total KB Homes POD (20 Units)	CCRC POD	Shady/Dunwoody Point POD					Pritchard Property POD (Residential Land-Uses)				
		35 Tennis/Club Units	279 Single Family Units	33,000 sq Retail (sq ft)	11,000 sq Office (sq ft)	240			165 Townhomes/Condos	122 Single Family Units	180 Apartments	150,000 sq Retail (sq ft)	50,000 sq Office (sq ft)	780	Total Single Family Units	364 Apartments	172 Townhomes/Condos	273 Single Family Units
Weekday Daily	0	610	2,220	1,810	240	4,990	730	920	1,820	1,240	6,250	780	13,070	1,100	920	1,700	3,720	
AM Peak-Hour																		
Enter	0	9	43	21	28	101	38	70	35	19	93	95	257	17	12	32	61	
Exit	0	81	122	13	3	183	22	68	102	23	69	13	312	62	50	21	223	
Total	0	90	170	34	31	284	60	138	137	82	106	108	569	79	62	53	284	
PM Peak-Hour																		
Enter	0	39	142	51	3	265	46	61	117	74	347	15	632	70	57	110	231	
Exit	0	19	84	22	13	207	29	32	62	40	208	62	322	28	28	64	130	
Total	0	58	226	73	16	472	75	93	179	114	555	75	954	98	85	174	361	

<sup>1</sup> Source: ITE (Trip Generation Manual), Seventh Edition (2003) 716 (KB Homes); 230 (Townhomes/Condos); 214 (Single-Family Residential Units); 420 (Shopping Center); 251 (CCRC) and 229 (Apartments)  
<sup>2</sup> Traffic generated by regional park is not included in this report.

Secondly, since the sum of the POD's makes up the Okatie PUD and the entire PUD proposes a mix of land-uses (i.e. residential, commercial, existing school, etc.) and an internal roadway network connecting each POD, an internal attraction/multi-purpose trip reduction has been assumed. For this project, a 15-percent internal capture has been calculated.

Total vehicle trips generated by the proposed development include: 1) those motorists with an ultimate destination to the development, commonly referred to as primary purpose trips, that is, *new* trips, and 2) motorists attracted to the site from the traffic passing the adjacent street, referred to as *pass-by* or *impulse* trips.

Pass-by trips are trips made to the proposed development as intermediate stops on the way from an origin to a primary trip destination. It is important to note that pass-by trips do not reduce the amount of traffic generated by the site, and the "total trips" generated are expected to enter and exit the site no matter what percentage of pass-by trips are used. Pass-by trips are simply that portion of the site-generated traffic that are not a function of the land uses in the area, but are only a function of the type of use proposed on the site and the volume of traffic on the adjacent roadways. For this particular project, a *pass-by* reduction of only 25-percent has been utilized for the retail land uses only.

Table 2 illustrates the entire project while accounting for the pass-by reduction and internal trip capture percentage.

**Table 2  
 PROJECT TRIP-GENERATION SUMMARY<sup>1</sup>  
 PROJECT TOTALS  
 Okatie PUD**

Project POD Totals- Okatie PUD									
Time Period	Beaufort School POD (a)	Total KB Homes POD $\Sigma(b \text{ to } e)$	330 CCRC POD (f)	Total Shell/Osprey Pk POD $\Sigma(g \text{ to } k)$	Total Preacher Property POD $\Sigma(l \text{ to } n)$	Total Trips Okatie PUD $a + \Sigma(b \text{ to } e) + f + \Sigma(g \text{ to } k) + \Sigma(l \text{ to } n)$	15% Internal Capture <sup>2</sup> (o)	25% Pass-By <sup>2</sup> (p)	Total New Trips Okatie PUD $a + \Sigma(b \text{ to } e) + f + \Sigma(g \text{ to } k) + \Sigma(l \text{ to } n) - o - p$
Weekday Daily	0	4,890	930	13,070	3,720	22,610	3,392	2,138	17,081
<b>AM Peak-Hour</b>									
Enter	0	101	38	257	61	457	69	16	372
Exit	0	185	21	215	224	745	69	16	660
Total	0	286	59	572	285	1,302	138	32	1,033
<b>PM Peak-Hour</b>									
Enter	0	265	46	632	237	1,180	147	95	938
Exit	0	203	30	599	130	982	147	95	740
Total	0	468	96	1,231	367	2,162	294	190	1,678

<sup>1</sup> Internal capture assumed between retail, office and residential uses on-site.

<sup>2</sup> Pass-by percentage of 25% assumed based on information contained in the ITE Handbook

As shown, in total, the proposed Okatie PUD can be expected to generate 17,081 new external trips on a weekday daily basis, of which a total of 1,033 new external trips (372 entering, 660 exiting) can be expected during the AM peak-hour. During the PM peak-hour, a total of 1,678 new external trips (938 entering, 740 exiting) can be expected.

**Distribution Pattern**

The directional distribution of site-generated traffic on the study area roadways has been based on an evaluation of existing and future projected travel patterns within the study area. Based on this information, an anticipated arrival/departure pattern for the residential and non-residential uses has been developed and is shown in Table 3.

**Table 3  
 TRIP DISTRIBUTION PATTERN  
 Okatie PUD**

Roadways	Direction To/From	Percent of Trips Enter/Exit	
		Residential	Commercial/Other
SC 170	North	30	50
	South	50	35
SC 141	West	10	15
Beaufort County School Connectivity	South	10	-
	<b>Total</b>	<b>100</b>	<b>100</b>

Note: Based on existing traffic flow.

This distribution pattern has been applied to the site-generated traffic volumes from Table 2 to develop the site-generated specific volumes for the study area as illustrated in Figures 6 & 7, which follow this report.

### **Build Traffic Conditions**

The site-generated traffic, as depicted in Figures 6 & 7, have been added to the respective 2015 No-Build traffic volumes shown in Figures 4 & 5. This results in the peak-hour Build traffic volumes, which are graphically depicted in Figures 8 & 9 for the respective AM and PM peak hours. These volumes were used as the basis to determine potential improvement measures necessary to mitigate traffic impacts caused by the project.

## **TRAFFIC OPERATIONS**

### **Analysis Methodology**

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

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

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

### **Analysis Results**

As part of this traffic study, capacity analyses have been performed at the study area intersections under both Existing and Future (No-Build & Build) conditions. The results of these analyses are summarized in Table 4.

**Table 4  
 LEVEL-OF-SERVICE SUMMARY<sup>1</sup>  
 Okatie PUD**

Signalized Intersection	Peak Hour	Existing			2015 No-Build			2015 Build		
		Delay <sup>2</sup>	V/C <sup>3</sup>	LOS <sup>4</sup>	Delay	V/C	LOS	Delay	V/C	LOS
SC 170 at Cherry Point Road	AM	11.8	0.60	B	28.2	0.93	C	62.0	1.13	E
	PM	5.5	0.53	A	10.6	0.80	B	54.0	1.04	D
<b>Unsignalized Intersections</b>										
SC 170 at SC 141	AM	154.5	-	F	>500.0	-	F	>500.0	-	F
	PM	219.4	-	F	>500.0	-	F	>500.0	-	F
SC 170 at Pritcher Point Road	AM	43.6	-	E	>500.0	-	F	>500.0	-	F
	PM	20.7	-	C	93.5	-	F	>500.0	-	F
SC 141 at Jasper Station Road/Short Cut Drive	AM	18.6	-	C	52.6	-	F	183.3	-	F
	PM	17.8	-	C	47.8	-	E	270.2	-	F
SC 170 at Full-Movement Access	AM	To be Constructed by Development			To be Constructed by Development			93.4	-	F
	PM	To be Constructed by Development			To be Constructed by Development			>500.0	-	F
SC 170 at Northern RIRO Access	AM	To be Constructed by Development			To be Constructed by Development			17.4	-	C
	PM	To be Constructed by Development			To be Constructed by Development			38.9	-	E
SC 170 at Southern RIRO Access	AM	To be Constructed by Development			To be Constructed by Development			19.5	-	C
	PM	To be Constructed by Development			To be Constructed by Development			35.9	-	E

<sup>1</sup> Calculations completed using the 2000 HCM methodology.

<sup>2</sup> Delay in seconds-per-vehicle

<sup>3</sup> V/C = Volume-to-capacity ratio

<sup>4</sup> Level-of-Service

**GENERAL NOTES:**

<sup>1</sup> For unsignalized intersections, delay is representative of the minor street approach

<sup>2</sup> For signalized intersections, delay is representative of the overall intersection

As shown in Table 4, under Existing conditions, the signalized intersection of SC 170 at Cherry Point Road and the unsignalized intersection of SC 141 at Jasper Station Road/Short Cut Drive each operate at acceptable service levels. The remaining two unsignalized study area intersections along SC 170 which include the SC 141 and Pritcher Point Road intersections currently operate poorly. These poor service levels are due the minor street left-turn movements from the minor street approach which must wait for a gap in through traffic on SC 170

Under the future 2015 No-Build condition, which does not include traffic generated by the project, operating conditions are expected to be unacceptable at each of the unsignalized study area intersections and acceptable at the signalized intersection of SC 170 at Cherry Point Road. As under the Existing condition, the reasoning for the poor service levels at the unsignalized intersections is due to the minor street approaches; typically the left-turn movement.

Under Build conditions, each of the study area intersections, two of which will now provide access to/from the site, are expected to operate poorly during one or more of the peak hours evaluated. In addition, the three proposed site access drives; two of which are limited to right-turn in/right-turn out movements only (RIRO); are also expected to operate with some delay.

**MITIGATION**

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

#### **Site Access Intersections-**

Access to/from the site will be provided via five access drives, two via existing roadway alignments (Pritcher Point Drive and Cherry Point Drive) and three via new curb-cuts two of which will be limited to right-turn in/right-turn out movements only. The following describe the suggested geometry and traffic control for each of the site access intersections:

#### **SC 170 at Pritcher Point Road/Short Cut Drive**

This intersection will serve as one of the primary/direct access drives to/from the site. To accommodate the expected site-generated traffic, the following geometrics and traffic control are suggested:

- Widen northbound SC 170 to provide a separate right-turn lane entering Pritcher Point Road. This lane should provide a taper length of 200-feet and a full storage length of 250-feet;
- Widen southbound SC 170 to provide a separate left-turn lane entering Pritcher Point Road. This lane should provide a taper length of 200-feet and a full storage length of 250-feet;
- Widen Pritcher Point Road (westbound approach) to provide dual left-turn lanes, a through lane and a separate right-turn lane;
- Reconstruct the eastbound approach of Short Cut Drive to provide adequate geometry to align/provide safe traffic flow at this intersection. For the purposes of this report, a minimum of a separate left-turn lane and a shared through/right-turn lane has been suggested. The geometry of this approach must not induce the need for split phased operations; and
- In accordance with the County's plan for SC 170, monitor intersection for the need for traffic signal control. When needed, install traffic signal control. It should be noted that the peak-hour traffic volumes as well as the suggested intersection geometry are sufficient to require traffic signal control criteria.

#### **SC 170 at Cherry Point Road/Pearlstine Drive**

This intersection is currently signalized and serves as the primary/direct access for the adjacent Beaufort County School. The development will impact this intersection resulting in the need for the following improvements:

- Widen Cherry Point Road (westbound approach) to provide dual left-turn lanes, a through lane and a separate right-turn lane exiting the site; and
- Reconstruct the eastbound approach of Pearlstine Drive to provide adequate geometry to align/provide safe traffic flow at this intersection. For the purposes of this report, a minimum of a separate left-turn lane and a shared through/right-turn lane has been suggested. The geometry of this approach must not induce the need for split phased operations.

#### **SC 170 at Full-Movement Center Access**

This intersection will serve as a secondary access drive for the site. To accommodate the expected site-generated traffic, the following geometrics and traffic control are suggested:



- Widen northbound SC 170 to provide a separate right-turn lane entering the site. This lane should provide a taper length of 200-feet and a full storage lane length of 250-feet;
- Widen southbound SC 170 to provide a separate left-turn lane entering the site. This lane should provide a taper length of 200-feet and a full storage lane length of 250-feet;
- Construct the site access to provide a three lane cross-section; one lane entering the site and two lanes exiting the site designated as a separate left-turn lane and a separate right-turn lane; and
- Place intersection under STOP sign control where vehicles exiting the site are required to stop.

#### **SC 170 at Limited Access Drives (Two Locations)**

These two intersections are to be located on either side of the Cherry Point Drive intersection. Sufficient separation will be needed in order to provide good operations as well as the allowance for separate turning lanes entering each access. To accommodate the expected site-generated traffic, the following geometrics and traffic control are suggested at each access:

- Widen northbound SC 170 to provide a separate right-turn lane entering the site. This lane should provide a taper length of 200-feet and a full storage lane length of 250-feet;
- Construct the site access to provide a two lane cross-section; one lane entering the site and one lane exiting the site designated as a right-turn only lane. Directional traffic entering and exiting the site will be separate by a raised delta median; and
- Place intersection under STOP sign control where vehicles exiting the site are required to stop.

It should be noted that the prohibition of no left-turns at these intersections will also be enforced by the exiting median within SC 170.

#### **Off-Site Intersections**

##### **SC 170 at SC 141**

This intersection currently operates poorly and is expected to continue to operate poorly without improvements. This intersection is anticipated to be placed under traffic signal control in accordance with the County's plan for SC 170. Review of the current traffic flow in the area indicates that signalization is likely warranted under current conditions. Based on the County plan and the current operating conditions at this intersection, signalization should be installed by the County/SCDOT prior to the development of the Okatie PUD project.

In addition to the signalization of this intersection, the construction of eastbound dual left-turn lanes should be considered. The current volume is approaching 300 vehicles during the PM peak-hour which is expected to increase under the future conditions network. It is suggested that these dual turning lanes be implemented when signalization of this intersection is installed.

##### **SC 141 at Jasper Station Road/Short Cut Drive (Jasper County)**

This intersection is anticipated to operate poorly under both future No-Build and Build conditions. To mitigate the impact that the development is expected to have on this intersection, the following improvements are recommended:

- Widen westbound Short Cut Drive to provide a two lane approach designated as a separate left-turn lane and a shared through/right-turn lane. The lane should provide a storage length of 200-feet with a taper of 180-feet; and
- Widen northbound SC 141 to provide a separate right-turn lane entering Short Cut Drive. This lane should provide a taper length of 180-feet and a full storage length of 200-feet.

It should be noted that the suggested widening of Short Cut Drive should help alleviate the existing off-set/skew of this intersection. The resultant service levels depicting the mitigation strategies identified above are shown in **Table 5**.

**Table 5**  
**MITIGATED LEVEL-OF-SERVICE SUMMARY<sup>1</sup>**  
**Okatie PUD**

Signalized Intersections	Peak Hour	2015 No-Build			2015 Build			2015 Build Mitigated		
		Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS
SC 170 at Cherry Point Road	AM	28.2	0.93	C	62.0	1.13	E	55.4	0.98	E
	PM	10.6	0.80	B	54.0	1.04	D	47.3	0.99	D
SC 170 at SC 141	AM	See Unsignalized Below			See Unsignalized Below			16.5	1.40	B
	PM	See Unsignalized Below			See Unsignalized Below			12.8	0.94	B
SC 170 at Pritchard Point Road	AM	See Unsignalized Below			See Unsignalized Below			49.2	1.00	D
	PM	See Unsignalized Below			See Unsignalized Below			72.7	1.14	E
<b>Unsignalized Intersections</b>										
SC 170 at SC 141	AM	>500.0	-	F	>500.0	-	F	See Signalized Above		
	PM	>500.0	-	F	>500.0	-	F	See Signalized Above		
SC 170 at Pritchard Point Road	AM	>500.0	-	F	>500.0	-	F	See Signalized Above		
	PM	93.5	-	F	>500.0	-	F	See Signalized Above		
SC 141 at Jasper Station Road/Short Cut Drive	AM	52.6	-	F	183.3	-	F	66.8	-	F
	PM	47.8	-	E	170.2	-	F	141.4	-	F

1. Calculations completed using the 2000 HCM methodology.  
 2. Delay in seconds-per-vehicle.  
 3. V/C = Volume-to-capacity ratio.  
 4. Level-of-Service.

**GENERAL NOTES:**

1. For unsignalized intersections, delay is representative of the minor street approach.  
 2. For signalized intersections, delay is representative of the over-all intersection.

As shown, assuming the implementation of the recommended improvements, service levels at each of the study area intersections are expected to improve as compared to the Build condition and in most cases the No-Build condition.

**CONCLUSIONS/RECOMMENDATIONS**

SRS Engineering, LLC (SRS) has completed an assessment of the traffic impacts associated with the development of the Okatie PUD which is comprised of five individual/specific developments. In its entirety, the development proposes a mix of land-uses including commercial and residential which includes the existing Beaufort County School which is in operation.

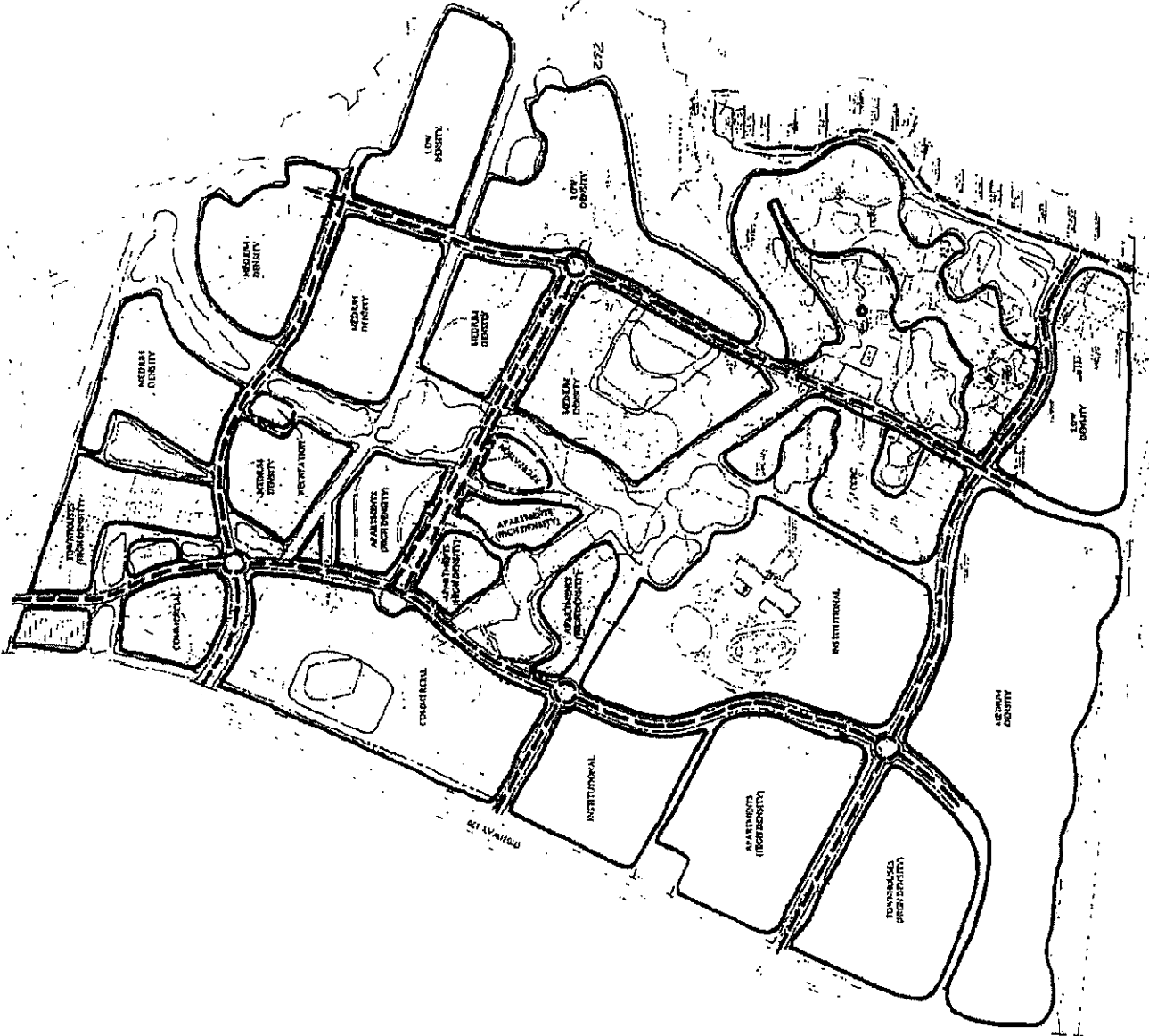
The Okatie PUD plans a total of 1,340 residential units, 330 CCRC units, and 244,000 sf of commercial space which will be provided access via five access drives along SC 170. As planned, the development is anticipated to be constructed and fully-operational by 2015.

As shown by this report, the PUD in its entirety will have an impact on SC 170 and at the SC 141 at Short Cut Drive/Jasper Station Road intersection located in Jasper County. Recommendations to improve operations at the impacted intersections have been made which include the addition of separate turning lanes and installation of traffic signal control. In total, three intersections are suggested to be signalized which is consistent with Beaufort County access management recommendations for SC 170.

As has been shown in this report, traffic volumes anticipated along SC 170 are expected to be significant such that operations at unsignalized intersections (including right-in/right-out movement only intersections) are expected to operate with delays. Further detailed long-term analyses using the County's transportation model should be completed which includes the revision of model input data to reflect the land-uses specified in this report (TAZ's #72 & 74). This will enable the County to continue planning the SC 170 corridor and allow planning to keep up with development trends.

If you have any questions or comments regarding any information contained within this report, please contact me at (803) 252-1488.

Attachments



COMMERCIAL G.I. 88 A.C.):	235,000 SQ.FT.
<b>RESIDENTIAL</b>	
APARTMENTS:	272 UNITS
TOWNHOUSES:	321 UNITS
MEDIUM DENSITY:	419 UNITS
LOW DENSITY:	98 UNITS
<b>TOTAL:</b>	<b>1110 UNITS</b>
CCRC DEVELOPMENT:	330 UNITS

**OKATIE PUD**  
 CONCEPTUAL DIAGRAM  
 AUGUST 16, 2007



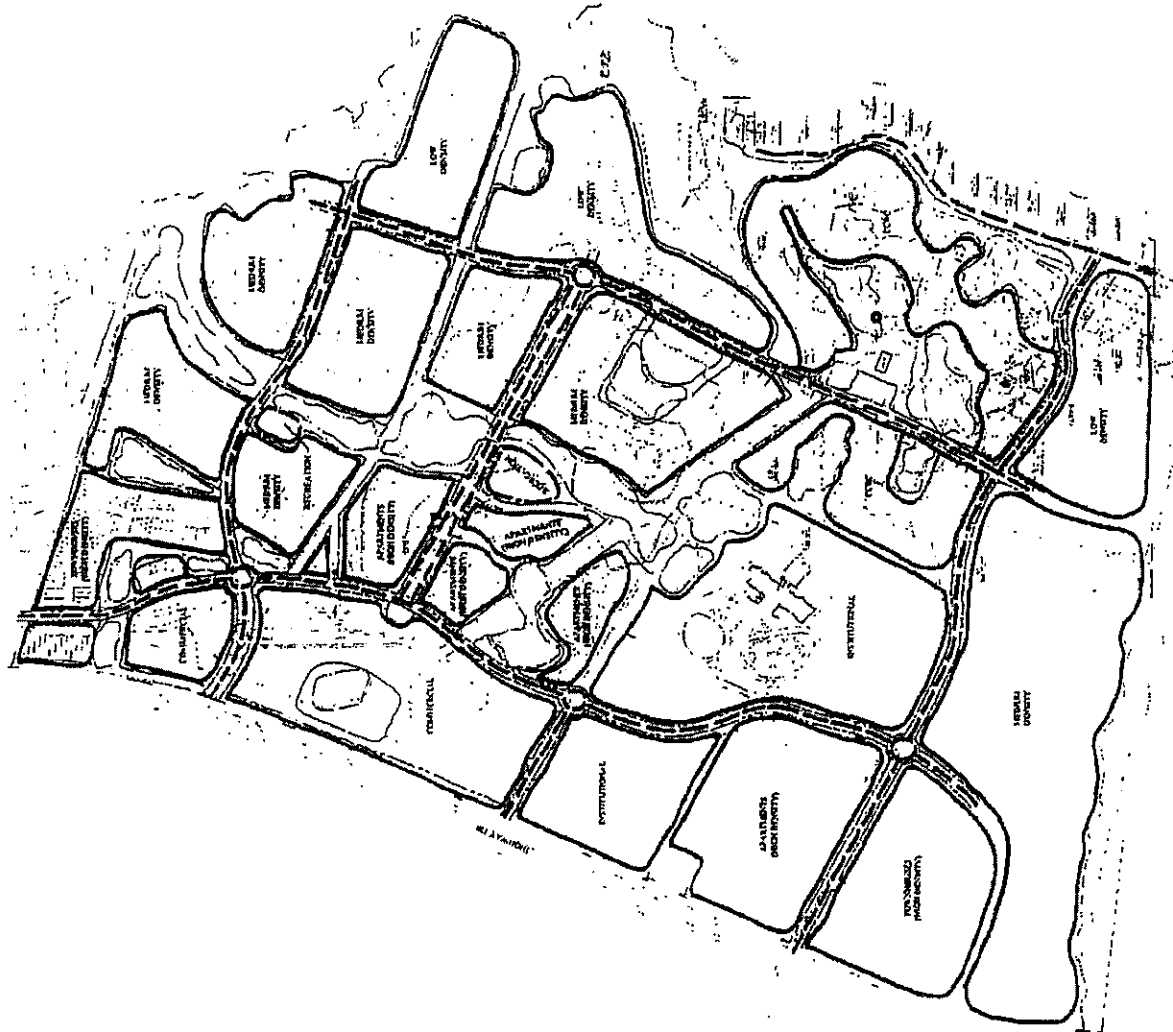


Figure 1

SITE DEVELOPMENT PLAN

*Okatie PUD: South Carolina*



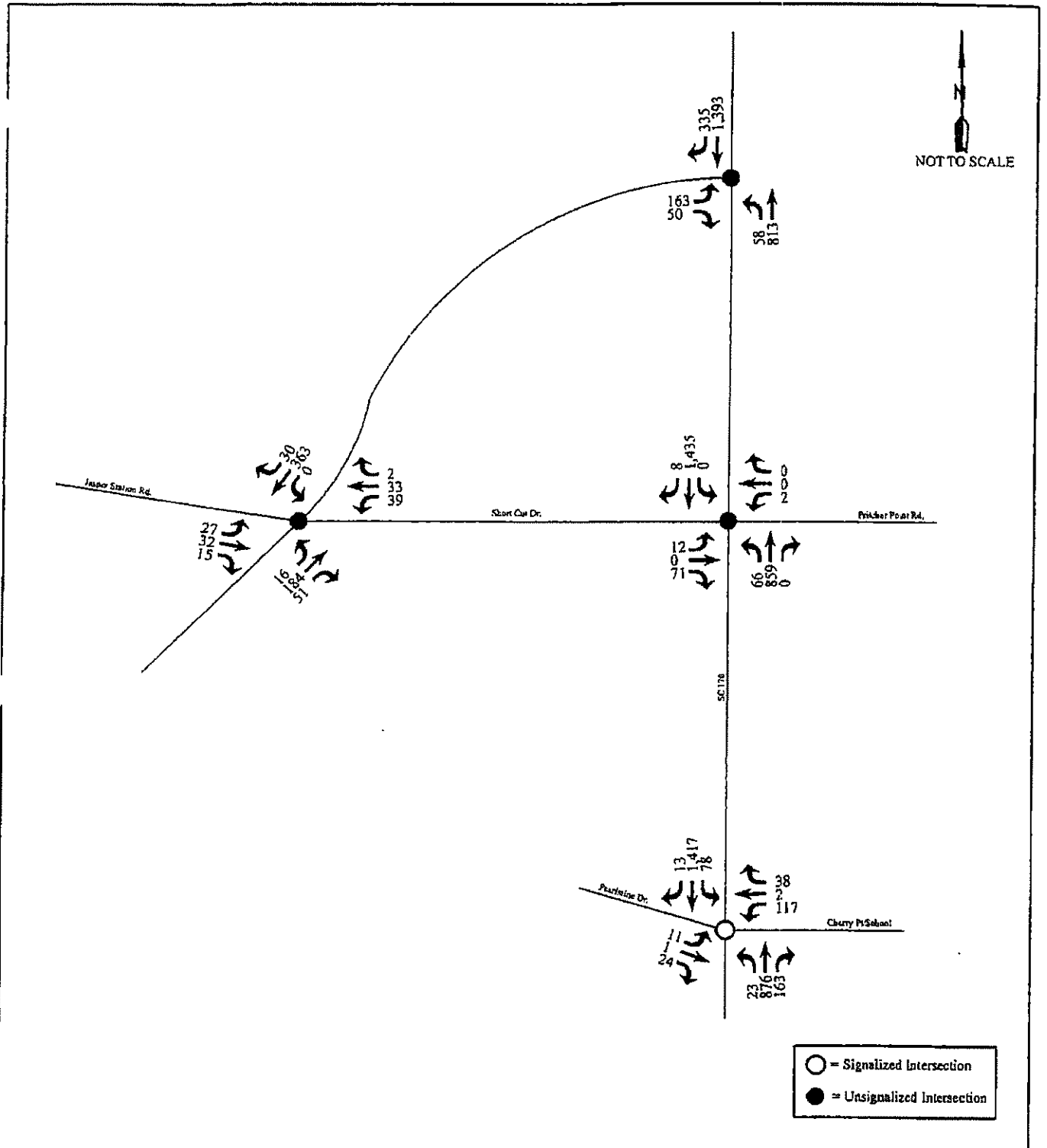


Figure 2  
 EXISTING TRAFFIC VOLUMES  
 AM PEAK-HOUR  
 Okatie PUD: South Carolina



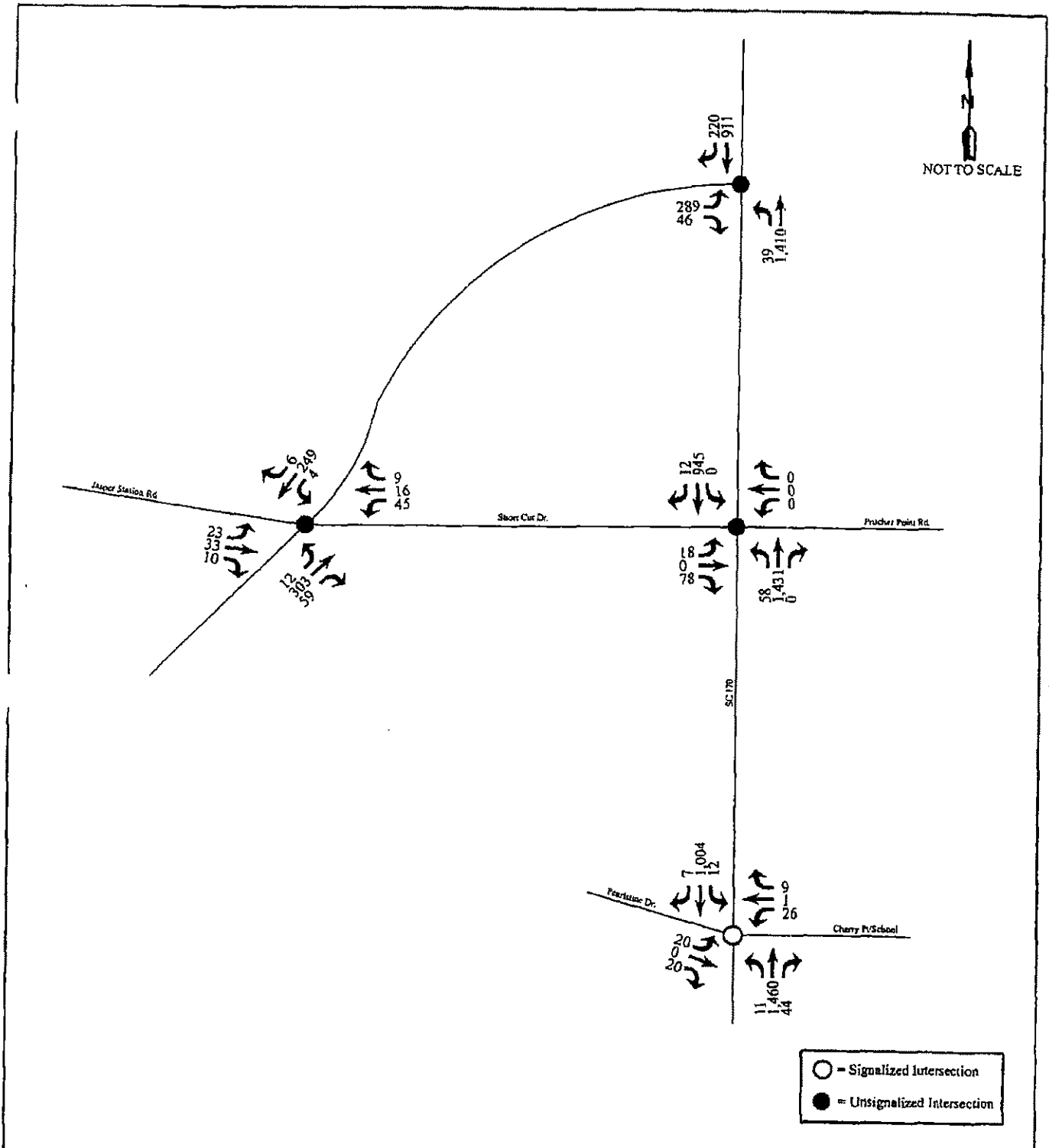


Figure 3  
 EXISTING TRAFFIC VOLUMES  
 PM PEAK-HOUR  
 Okatie PUD: South Carolina





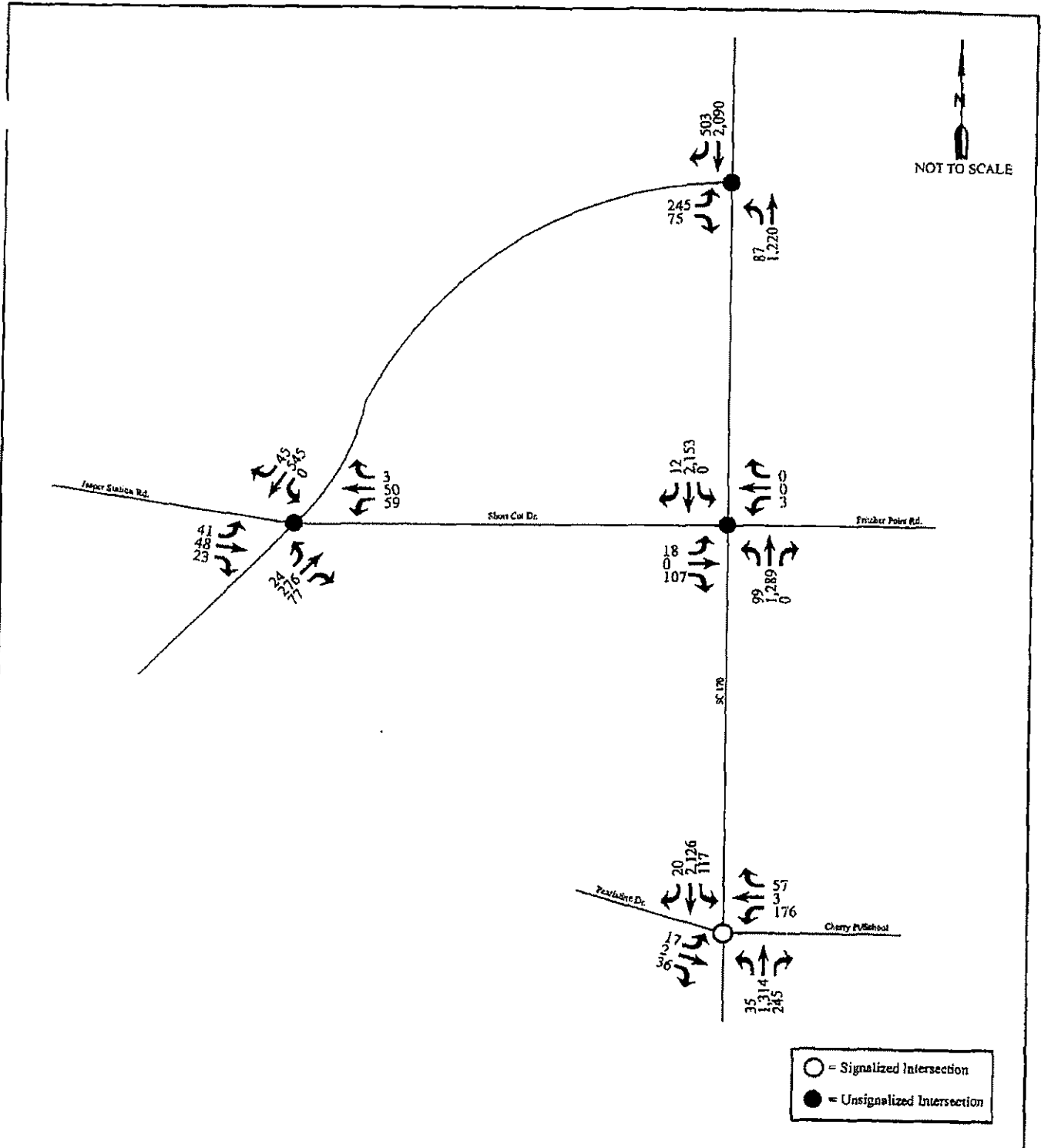


Figure 4  
 2015 NO-BUILD TRAFFIC VOLUMES  
 AM PEAK-HOUR  
 Okatie PUD: South Carolina



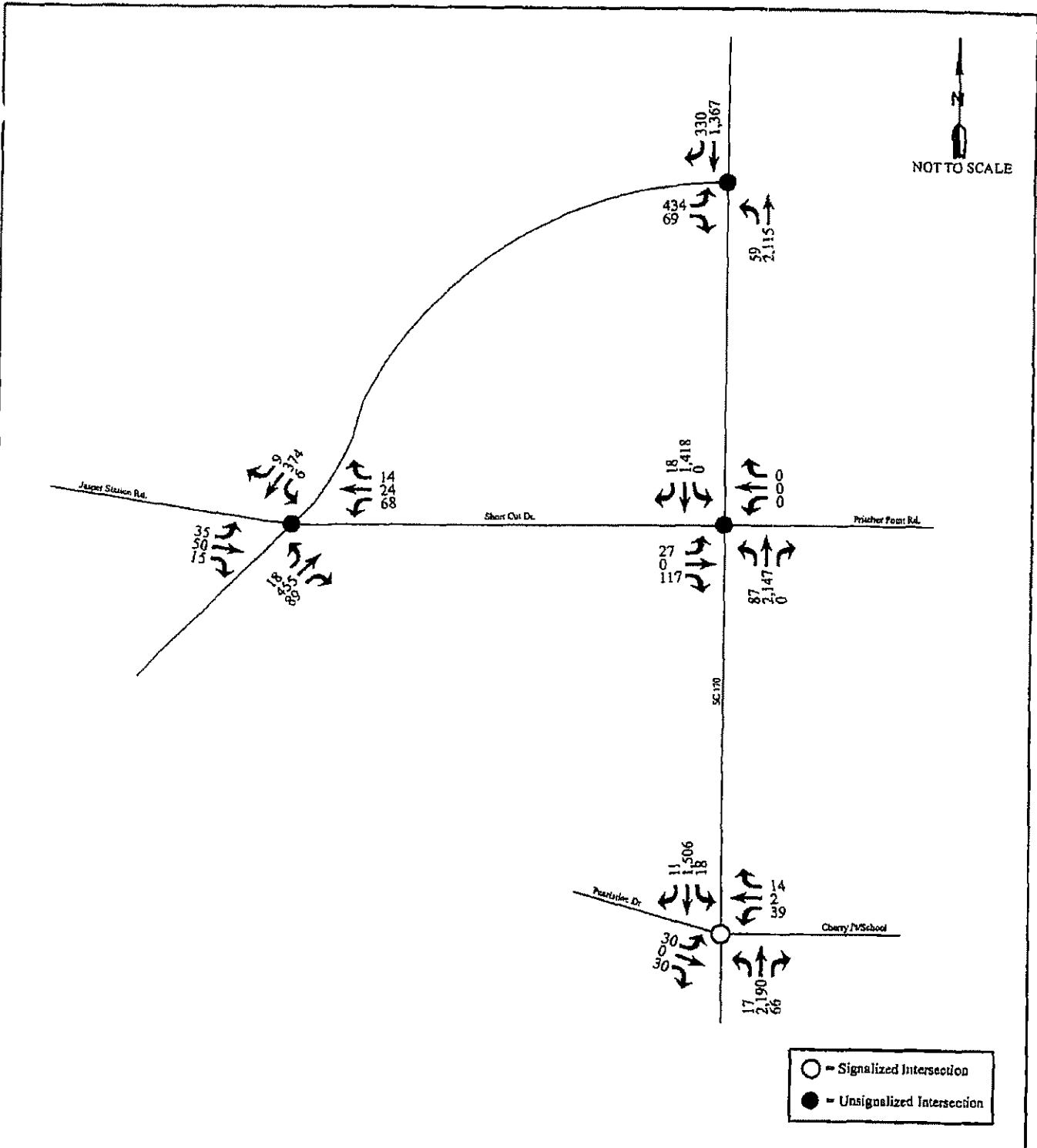


Figure 5  
 2015 NO-BUILD TRAFFIC VOLUMES  
 PM PEAK-HOUR  
 Okatie PUD: South Carolina



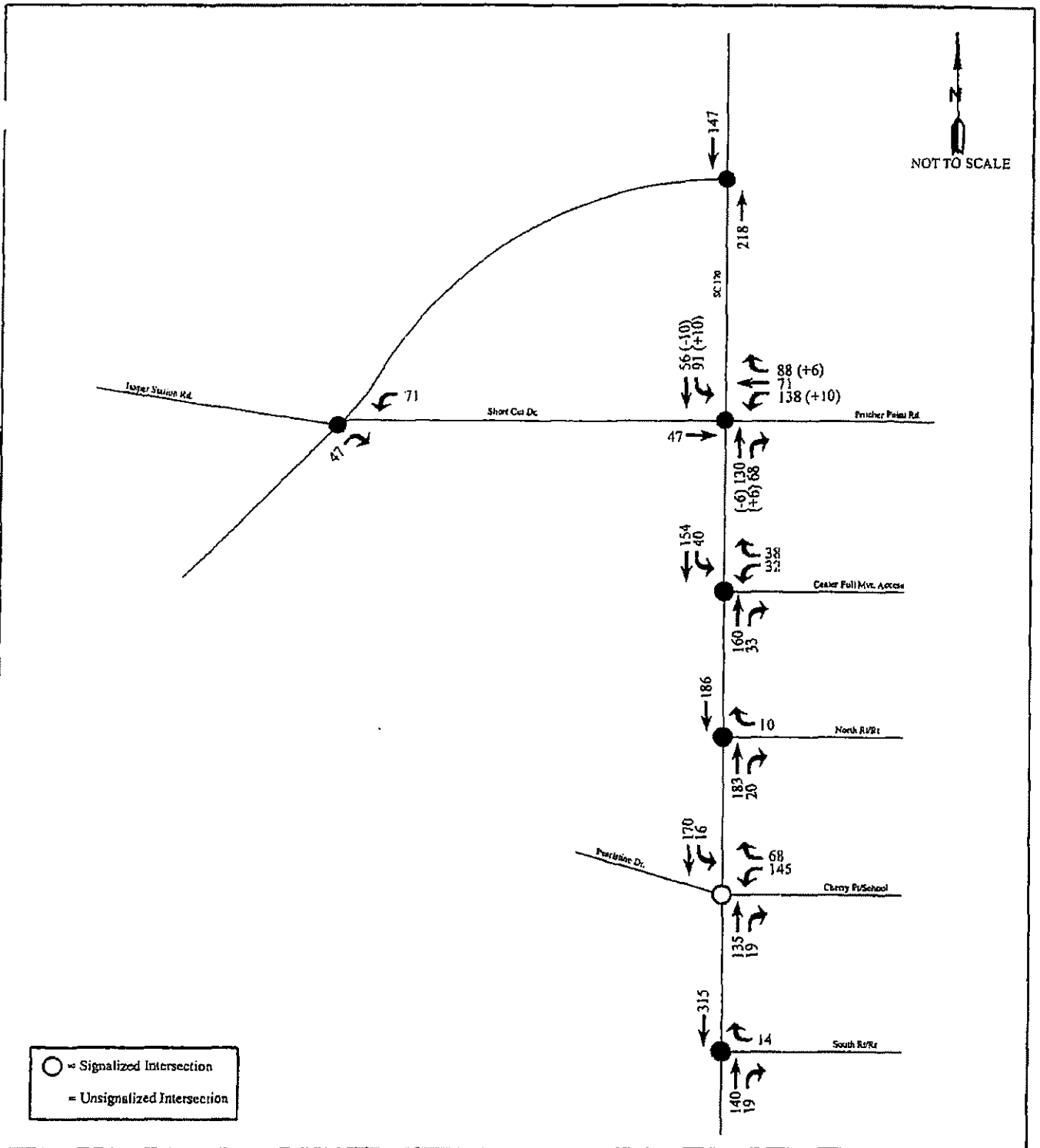


Figure 6  
 SITE-GENERATED TRAFFIC VOLUMES  
 AM PEAK-HOUR

Okatie PUD: South Carolina



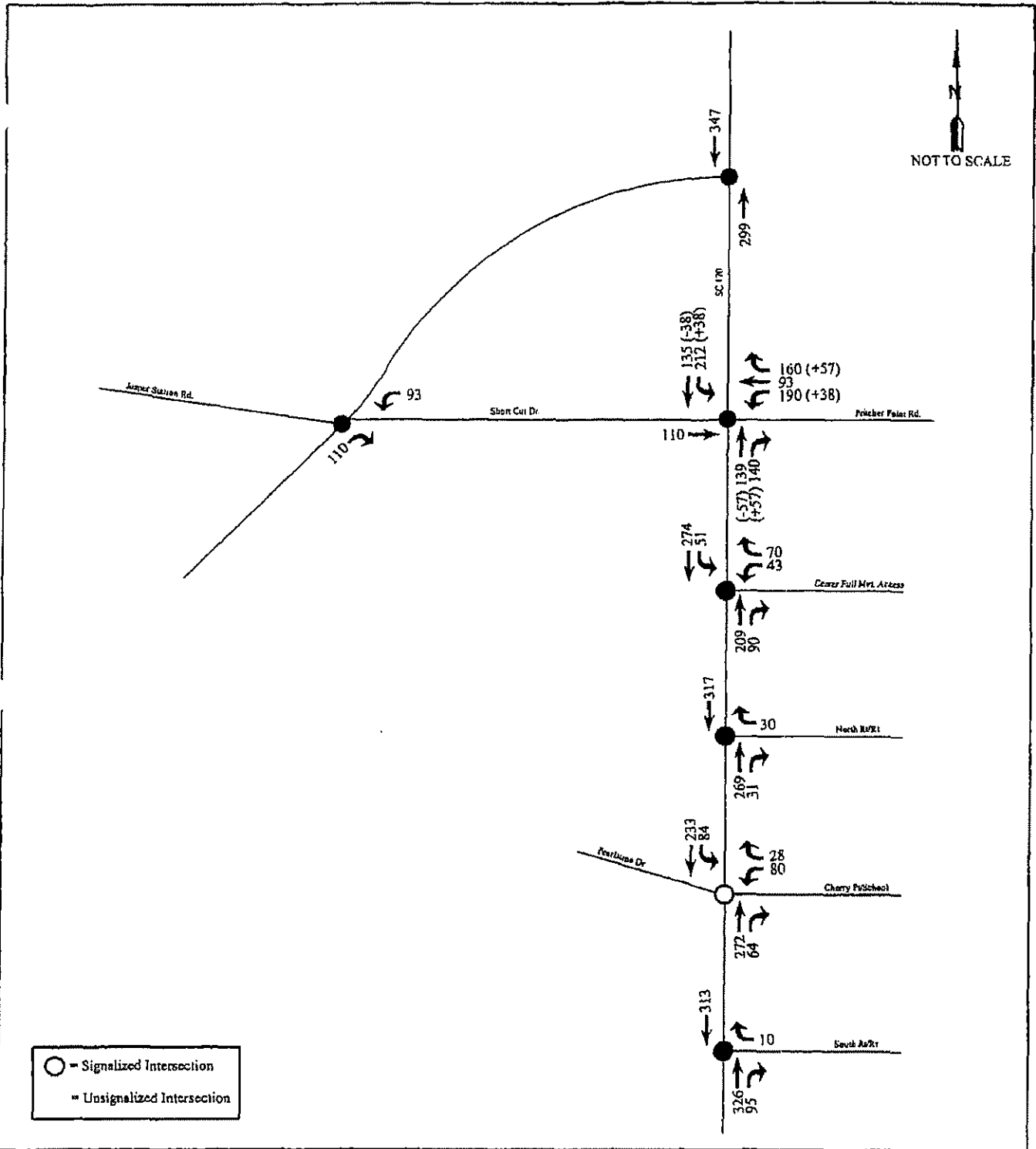


Figure 7  
 SITE-GENERATED TRAFFIC VOLUMES  
 PM PEAK-HOUR  
 Okatie PUD: South Carolina



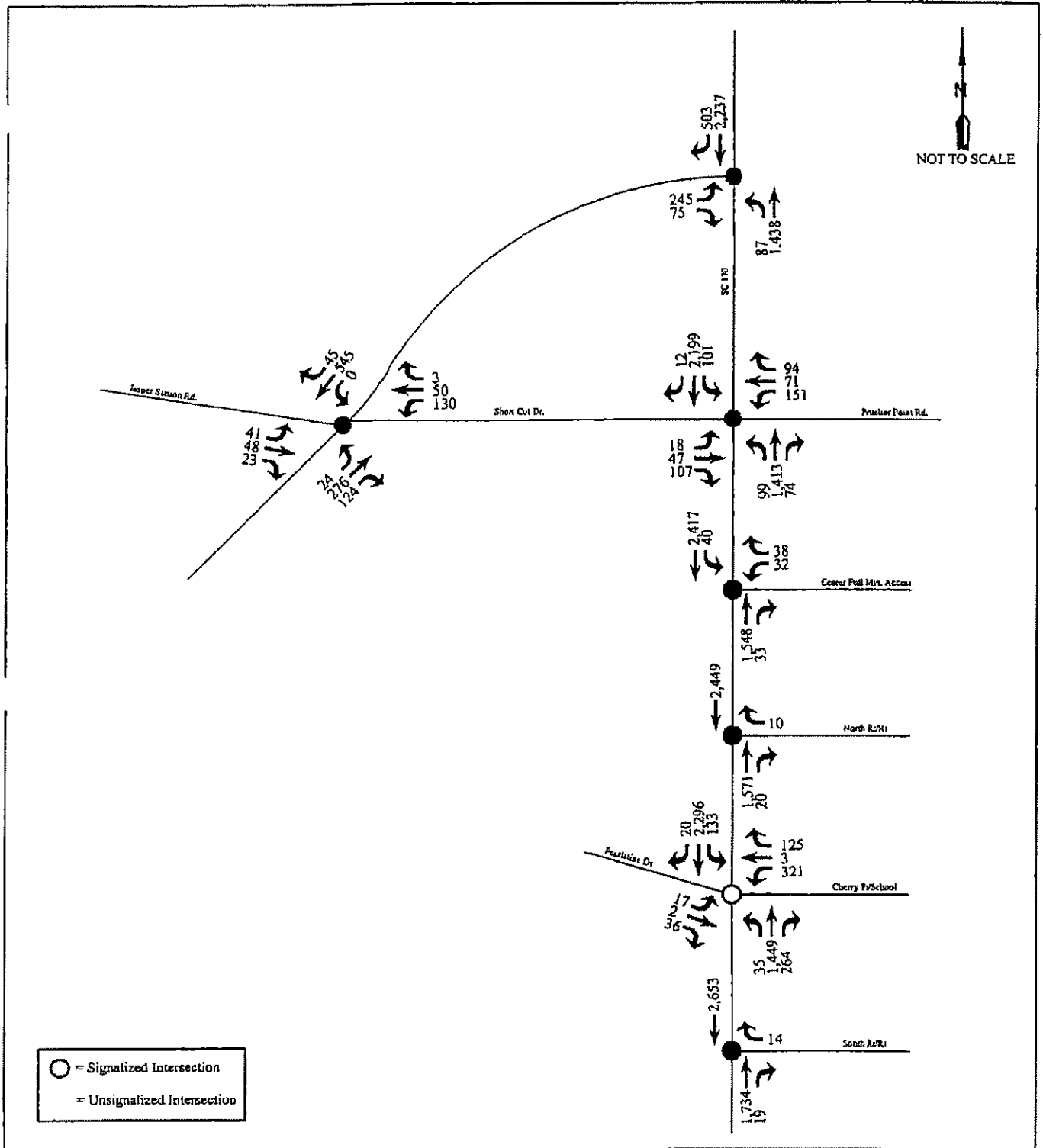


Figure 8  
 2015 BUILD TRAFFIC VOLUMES  
 AM PEAK-HOUR  
 Okatie PUD: South Carolina



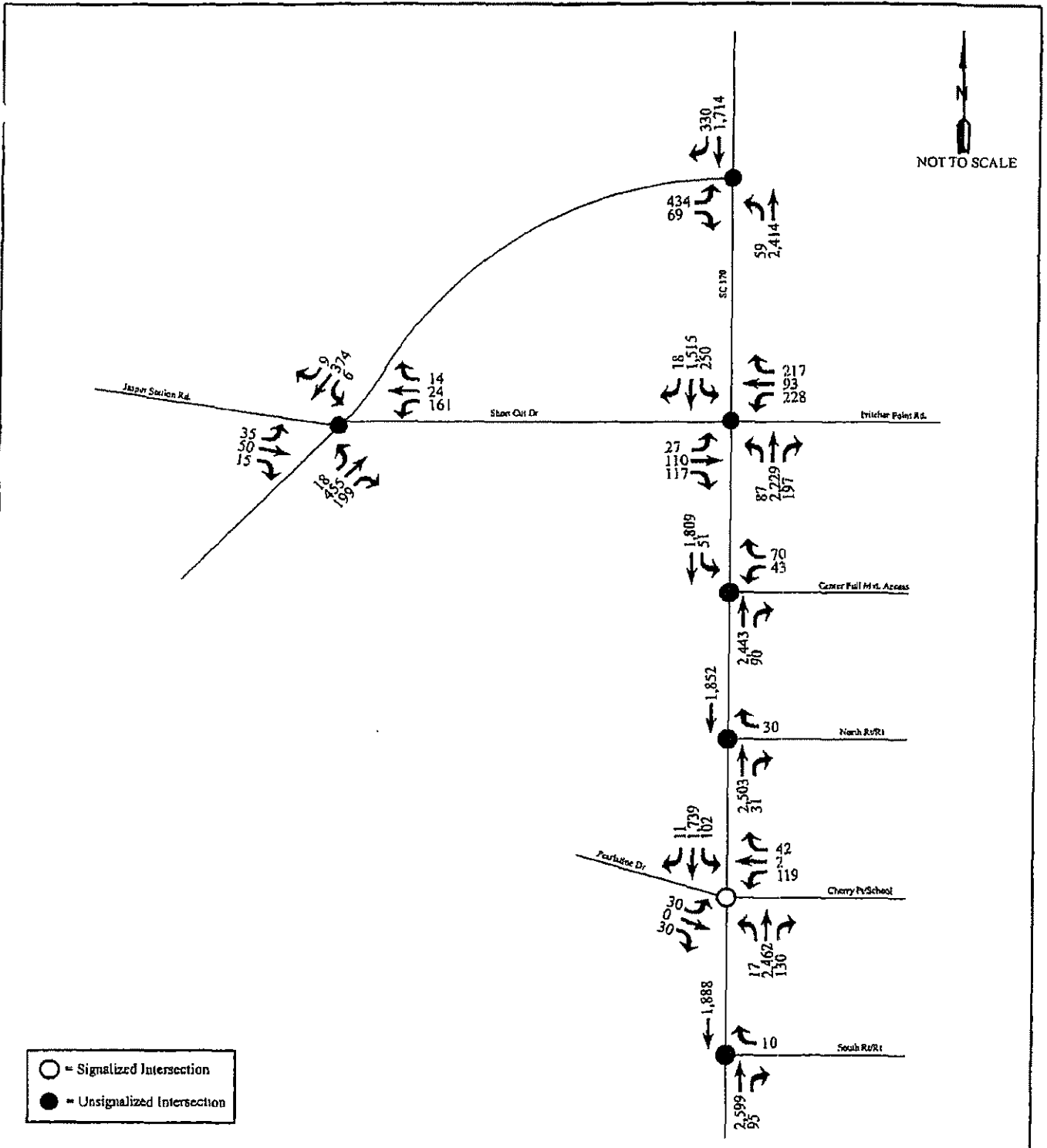


Figure 9  
 2015 BUILD TRAFFIC VOLUMES  
 PM PEAK-HOUR  
 Okatie PUD: South Carolina



APPENDIX

Count Data

SC 170 Access Plan

Capacity Analysis

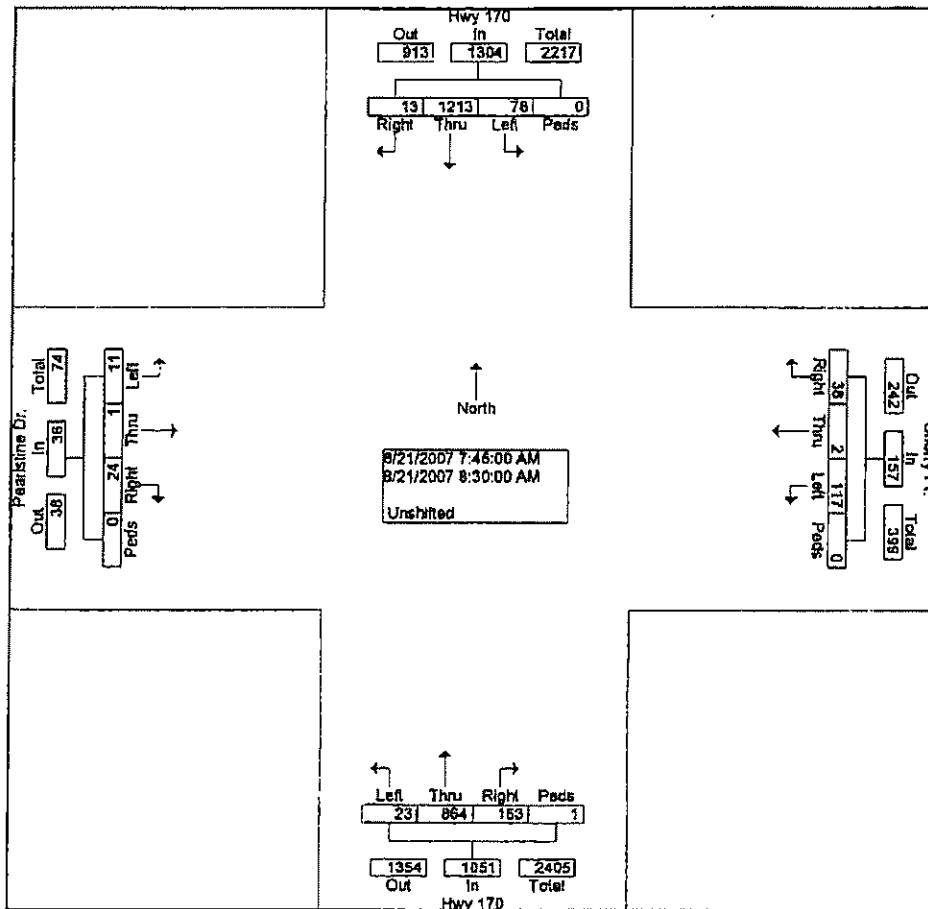


**COUNT DATA**

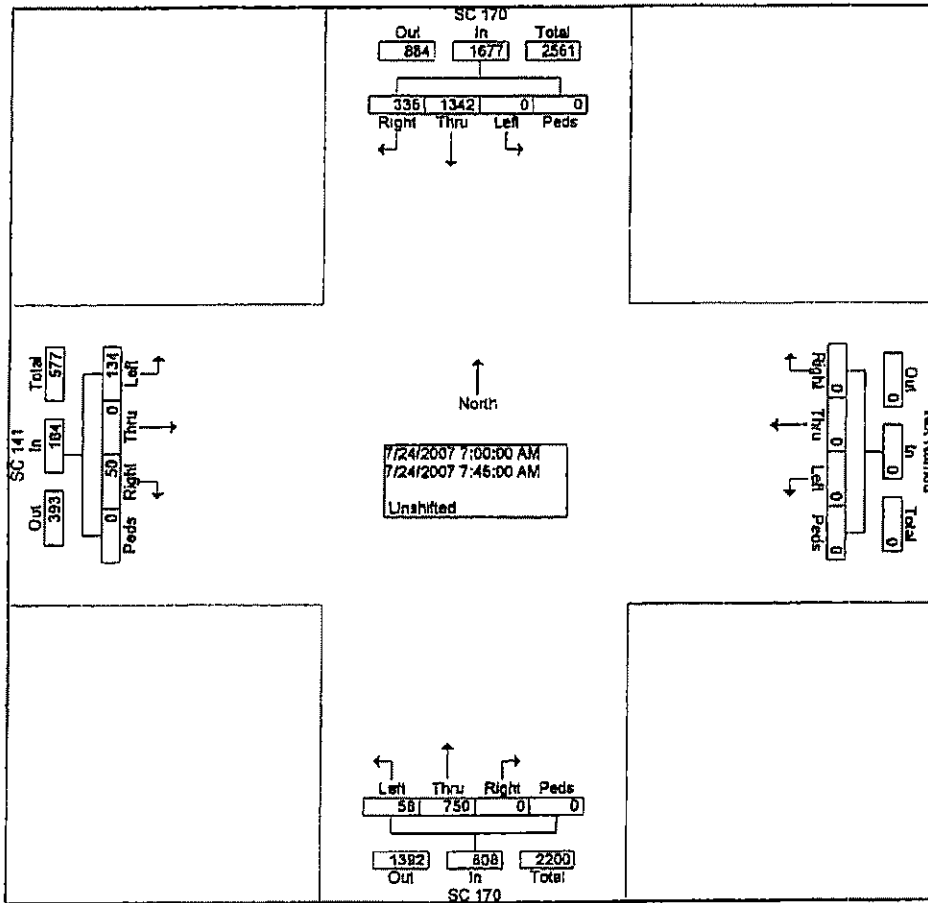
SRS Engineering, LLC  
 801 Mohawk Drive  
 West Columbia, SC 29169  
 803-252-1799

File Name : Hwy 170 @ Cherry Pt.  
 Site Code : 00082107  
 Start Date : 8/21/2007  
 Page No : 2

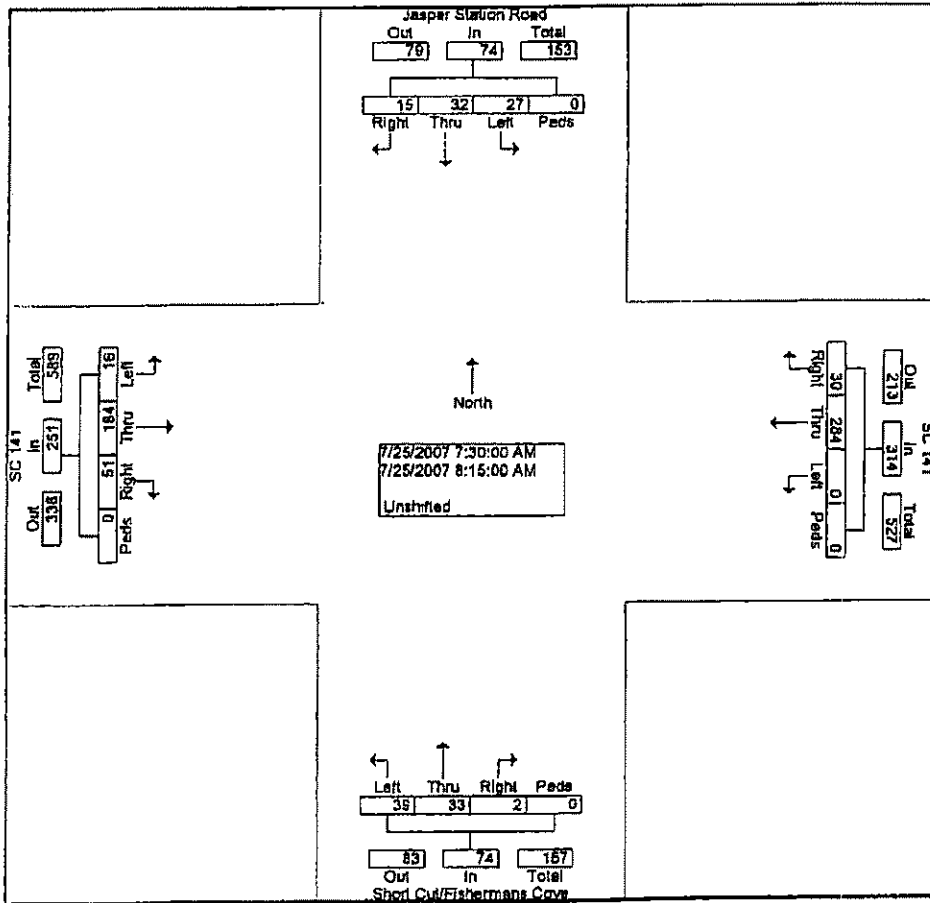
Start Time	Hwy 170 Southbound					Cherry Pl. Westbound					Hwy 170 Northbound					Pearlstone Dr. Eastbound					Int. Total
	Rig ht	Thru	Left	Peds	App. Total	Rig ht	Thru	Left	Peds	App. Total	Rig ht	Thru	Left	Peds	App. Total	Rig ht	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	13	121	78	0	1304	38	2	117	0	157	163	864	23	1	1051	24	1	11	0	36	2548
Percent	1.0	93.0	6.0	0.0		24.2	1.3	74.5	0.0		15.5	82.2	2.2	0.1		66.7	2.8	30.6	0.0		
08:30 Volume	2	279	22	0	303	18	2	56	0	76	60	198	10	0	268	5	0	3	0	8	655
Peak Factor	0.973																				
High Int. Volume	08:00 AM					08:30 AM					07:45 AM					07:45 AM					
Peak Factor	6	334	20	0	360	18	2	56	0	76	23	259	4	0	286	11	0	3	0	14	
	0.906					0.516					0.919					0.643					



Start Time	SC 170 Southbound					Westbound					SC 170 Northbound					SC 141 Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	335	134	0	0	1677	0	0	0	0	0	0	750	58	0	808	50	0	134	0	184	2669
Percent	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.8	7.2	0.0		27.2	0.0	72.8	0.0		
07:30 Volume	99	369	0	0	468	0	0	0	0	0	0	230	12	0	242	6	0	27	0	33	743
Peak Factor																					0.898
High Int.	07:30 AM																				
Volume	99	369	0	0	468	6:45:00 AM					07:30 AM					07:15 AM					
Peak Factor	0.896										0.835					0.730					



Start Time	Jasper Station Road Southbound					SC 141 Westbound					Short Cut/Fishermans Cove Northbound					SC 141 Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	15	32	27	0	74	30	284	0	0	314	2	33	39	0	74	51	184	16	0	251	713
Percent	20.3	43.2	36.5	0.0		9.6	90.4	0.0	0.0		2.7	44.6	52.7	0.0		20.3	73.3	6.4	0.0		
07:45 Volume	0	3	2	0	5	8	91	0	0	99	1	6	12	0	19	18	53	6	0	77	200
Peak Factor	0.891																				
High Int.	08:00 AM																				
Volume	7	9	14	0	30	07:45 AM 8	91	0	0	99	07:45 AM 1	6	12	0	19	07:45 AM 18	53	6	0	77	
Peak Factor	0.617					0.793					0.974					0.815					





**SC 170 ACCESS PLAN**





## **CAPACITY ANALYSIS**

- **2007 Existing**
- **2015 No-Build**
- **2015 Build/Mitigated**



**EXISTING**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↑	↑	↑↑	↑	↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt		0.91			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1669			1775	1583	1770	3539	1583	1770	3534	
Flt Permitted		0.90			0.76	1.00	0.12	1.00	1.00	0.26	1.00	
Satd. Flow (perm)		1525			1418	1583	222	3539	1583	480	3534	
Volume (vph)	11	1	24	117	2	38	23	876	163	78	1417	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	1	26	127	2	41	25	952	177	85	1540	14
RTOR Reduction (vph)	0	22	0	0	0	35	0	0	54	0	0	0
Lane Group Flow (vph)	0	17	0	0	129	6	25	952	123	85	1554	0
Turn Type	Perm			Perm			Perm pm+pt		Perm pm+pt			
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)		15.9			15.9	15.9	85.6	81.9	81.9	89.6	83.9	
Effective Green, g (s)		17.4			17.4	17.4	88.6	83.4	83.4	92.6	85.4	
Actuated g/C Ratio		0.14			0.14	0.14	0.74	0.70	0.70	0.77	0.71	
Clearance Time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		221			206	230	231	2460	1100	448	2515	
v/s Ratio Prot							0.00	0.27		c0.01	c0.44	
v/s Ratio Perm		0.03			c0.09	0.03	0.08		0.11	0.13		
v/c Ratio		0.08			0.63	0.03	0.11	0.39	0.11	0.19	0.62	
Uniform Delay, d1		44.3			48.2	44.0	6.5	7.6	6.1	4.0	8.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.1			5.8	0.0	0.2	0.5	0.2	0.2	1.1	
Delay (s)		44.5			54.1	44.1	6.7	8.1	6.3	4.2	10.1	
Level of Service		D			D	D	A	A	A	A	B	
Approach Delay (s)		44.5			51.7			7.8			9.7	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↕			↕			↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	1.00			1.00		1.00	1.00	0.95	1.00	1.00	0.95	
Frt	0.93			1.00		0.85	1.00	0.85	1.00	1.00	1.00	
Frt Protected	0.98			0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1695			1777		1583	1770	3539	1583	1770	3535	
Frt Permitted	0.83			0.78		1.00	0.25	1.00	1.00	0.13	1.00	
Satd. Flow (perm)	1436			1446		1583	458	3539	1583	245	3535	
Volume (vph)	20	0	20	26	1	9	11	1460	44	12	1004	7
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	22	28	1	10	12	1587	48	13	1091	8
RTOR Reduction (vph)	0	21	0	0	0	9	0	0	9	0	0	0
Lane Group Flow (vph)	0	23	0	0	29	1	12	1587	39	13	1099	0
Turn Type	Perm			Perm			Perm pm+pt		Perm pm+pt		Perm pm+pt	
Protected Phases	4			8			5		2		1	6
Permitted Phases	4			8			8		2		6	
Actuated Green, G (s)	5.4			5.4			5.4		97.0		95.8	96.9
Effective Green, g (s)	6.9			6.9			6.9		100.0		97.3	98.4
Actuated g/C Ratio	0.06			0.06			0.06		0.83		0.81	0.82
Clearance Time (s)	5.5			5.5			5.5		5.5		5.5	5.5
Vehicle Extension (s)	3.0			3.0			3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	83			83			91		411		2870	2899
v/s Ratio Prot							0.00		c0.45		c0.00	0.31
v/s Ratio Perm	c0.03			0.02			0.01		0.02		0.03	0.04
v/c Ratio	0.28			0.35			0.01		0.03		0.55	0.38
Uniform Delay, d1	54.2			54.4			53.3		1.8		3.9	2.8
Progression Factor	1.00			1.00			1.00		1.00		1.00	1.00
Incremental Delay, d2	1.8			2.5			0.0		0.0		0.1	0.4
Delay (s)	56.0			56.9			53.3		1.8		4.7	3.2
Level of Service	E			E			D		A		A	A
Approach Delay (s)	56.0			56.0					4.6			3.2
Approach LOS	E			E					A			A
<b>Intersection Summary</b>												
HCM Average Control Delay	5.5			HCM Level of Service		A						
HCM Volume to Capacity ratio	0.53											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)		12.0						
Intersection Capacity Utilization	57.0%			ICU Level of Service		B						
Analysis Period (min)	15											
c Critical Lane Group												



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵	↵	↵	↑↑	↑↑	↵
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	163	50	58	813	1393	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	177	54	63	884	1514	364
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	Raised					
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2082	757	1514			
vC1, stage 1 conf vol	1514					
vC2, stage 2 conf vol	568					
vCu, unblocked vol	2082	757	1514			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	84	86			
cM capacity (veh/h)	155	350	437			

Direction, Lane #	EB	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	232	63	442	442	757	757	364
Volume Left	177	63	0	0	0	0	0
Volume Right	54	0	0	0	0	0	364
cSH	203	437	1700	1700	1700	1700	1700
Volume to Capacity	1.14	0.14	0.26	0.26	0.45	0.45	0.21
Queue Length (ft)	281	12	0	0	0	0	0
Control Delay (s)	154.5	14.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	154.5	1.0			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		12.0	
Intersection Capacity Utilization		60.9%	ICU Level of Service
Analysis Period (min)		15	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↑↑	↑↑	↗
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	289	46	39	1410	911	220
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	314	50	42	1533	990	239
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	TWLT					
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1841	495	990			
vC1, stage 1 conf vol	990					
vC2, stage 2 conf vol	851					
vCu, unblocked vol	1841	495	990			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	90	94			
cM capacity (veh/h)	239	520	694			

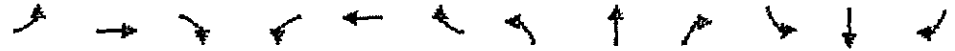
Direction Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	364	42	766	766	495	495	239
Volume Left	314	42	0	0	0	0	0
Volume Right	50	0	0	0	0	0	239
cSH	268	694	1700	1700	1700	1700	1700
Volume to Capacity	1.36	0.06	0.45	0.45	0.29	0.29	0.14
Queue Length (ft)	478	5	0	0	0	0	0
Control Delay (s)	219.4	10.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	219.4	0.3			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		25.4	
Intersection Capacity Utilization	61.7%		ICU Level of Service B
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	GBR
Lane Configurations	↕			↕			↖	↕		↕		
Sign Control	Stop			Stop			Free	Free		Free		
Grade	0%			0%			0%	0%		0%		
Volume (veh/h)	12	0	71	2	0	0	66	859	0	0	1435	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	0	77	2	0	0	72	934	0	0	1560	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	Raised				Raised							
Median storage (veh)	1				1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2174	2641	784	1934	2646	467	1568			934		
vC1, stage 1 conf vol	1564	1564		1077	1077							
vC2, stage 2 conf vol	610	1077		857	1568							
vCu, unblocked vol	2174	2641	784	1934	2646	467	1568			934		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	100	77	98	100	100	83			100		
cM capacity (veh/h)	88	100	336	96	71	543	417			729		

Direction	Lane #	EB	WB	NB	NB	NB	SB	SB
Volume Total		90	2	72	622	311	780	789
Volume Left		13	2	72	0	0	0	0
Volume Right		77	0	0	0	0	0	9
cSH		239	96	417	1700	1700	729	1700
Volume to Capacity		0.38	0.02	0.17	0.37	0.18	0.00	0.46
Queue Length (ft)		42	2	15	0	0	0	0
Control Delay (s)		28.9	43.6	15.4	0.0	0.0	0.0	0.0
Lane LOS		D	E	C				
Approach Delay (s)		28.9	43.6	1.1			0.0	
Approach LOS		D	E					

Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		



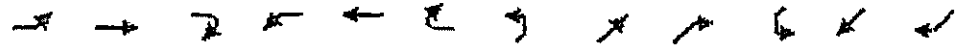
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↑	↑↓			↑↓	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	18	0	78	0	0	0	58	1431	0	0	945	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	0	85	0	0	0	63	1555	0	0	1027	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1938	2715	520	2280	2722	778	1040			1555		
vC1, stage 1 conf vol	1034	1034		1682	1682							
vC2, stage 2 conf vol	904	1682		598	1040							
vCu, unblocked vol	1938	2715	520	2280	2722	778	1040			1555		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	100	83	100	100	100	91			100		
cM capacity (veh/h)	135	93	501	68	87	339	664			422		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	104	0	63	1037	518	514	527
Volume Left	20	0	63	0	0	0	0
Volume Right	85	0	0	0	0	0	13
cSH	332	1700	664	1700	1700	422	1700
Volume to Capacity	0.31	0.00	0.09	0.61	0.30	0.00	0.31
Queue Length (ft)	33	0	8	0	0	0	0
Control Delay (s)	20.7	0.0	11.0	0.0	0.0	0.0	0.0
Lane LOS	C	A	B				
Approach Delay (s)	20.7	0.0	0.4			0.0	
Approach LOS	C	A					

**Intersection Summary**

Average Delay	1.0
Intersection Capacity Utilization	60.7%
Analysis Period (min)	15
ICU Level of Service	B





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	↕
Sign Control		Stop			Stop			Free			Free	↕
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	32	15	39	33	2	16	184	51	0	363	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	35	16	42	36	2	17	200	55	0	395	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	677	685	395	691	690	228	427			255		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	677	685	395	691	690	228	427			255		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	90	98	87	90	100	98			100		
cM capacity (veh/h)	334	365	655	321	363	812	1132			1310		

Direction, Lane #	EB 1	WB 1	NE 1	SW 1	SW 2
Volume Total	80	80	273	395	33
Volume Left	29	42	17	0	0
Volume Right	16	2	55	0	33
cSH	387	344	1132	1310	1700
Volume to Capacity	0.21	0.23	0.02	0.00	0.02
Queue Length (ft)	19	22	1	0	0
Control Delay (s)	16.7	18.6	0.7	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	16.7	18.6	0.7	0.0	
Approach LOS	C	C			

Intersection Summary				
Average Delay		3.5		
Intersection Capacity Utilization		39.1%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NE1	NE2	NE3	SWL	SW1	SW2
Lane Configurations		↕			↕			↕			↕	↗
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	23	33	10	45	16	9	12	303	59	4	249	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	36	11	49	17	10	13	329	64	4	271	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	685	699	271	696	673	361	277			393		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	685	699	271	696	673	361	277			393		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	90	99	85	95	99	99			100		
cM capacity (veh/h)	340	359	768	321	371	683	1286			1165		

Direction, Lane #	EB 1	WB 1	NE 1	SW 1	SW 2
Volume Total	72	76	407	275	7
Volume Left	25	49	13	4	0
Volume Right	11	10	64	0	7
cSH	383	356	1286	1165	1700
Volume to Capacity	0.19	0.21	0.01	0.00	0.00
Queue Length (ft)	17	20	1	0	0
Control Delay (s)	16.6	17.8	0.4	0.2	0.0
Lane LOS	C	C	A	A	
Approach Delay (s)	16.6	17.8	0.4	0.2	
Approach LOS	C	C			

Intersection Summary		
Average Delay		3.3
Intersection Capacity Utilization	43.0%	ICU Level of Service
Analysis Period (min)	15	A

**2015 NO-BUILD**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔				↑	↑	↑	↑↑	↑	↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0				4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00				1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	0.91				1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.98				0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1671				1775	1583	1770	3539	1583	1770	3534	
Flt Permitted	0.86				0.70	1.00	0.05	1.00	1.00	0.11	1.00	
Satd. Flow (perm)	1460				1303	1583	98	3539	1583	210	3534	
Volume (vph)	11	1	24	117	2	38	23	876	163	78	1417	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	18	2	39	191	3	62	38	1428	266	127	2310	21
RTOR Reduction (vph)	0	32	0	0	0	50	0	0	98	0	0	0
Lane Group Flow (vph)	0	27	0	0	194	12	38	1428	168	127	2331	0
Turn Type	Perm			Perm		Perm	pm+pt		Perm	pm+pt		
Protected Phases	4				8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	20.9				20.9	20.9	78.5	74.5	74.5	86.7	78.6	
Effective Green, g (s)	22.4				22.4	22.4	81.5	76.0	76.0	89.6	80.1	
Actuated g/C Ratio	0.19				0.19	0.19	0.68	0.63	0.63	0.75	0.67	
Clearance Time (s)	5.5				5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	273				243	295	143	2241	1003	282	2359	
v/s Ratio Prot							0.01	0.40		c0.04	c0.66	
v/s Ratio Perm	0.04				c0.15	0.04	0.17		0.17	0.30		
v/c Ratio	0.10				0.80	0.04	0.27	0.64	0.17	0.45	0.99	
Uniform Delay, d1	40.4				46.6	40.0	55.8	13.5	9.0	10.7	19.5	
Progression Factor	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2				16.5	0.1	1.0	1.4	0.4	1.1	15.9	
Delay (s)	40.6				63.2	40.0	56.8	14.9	9.4	11.8	35.4	
Level of Service	D				E	D	E	B	A	B	D	
Approach Delay (s)	40.6				57.6			15.0			34.2	
Approach LOS	D				E			B			C	
<b>Intersection Summary:</b>												
HCM Average Control Delay	28.2		HCM Level of Service				C					
HCM Volume to Capacity ratio	0.93											
Actuated Cycle Length (s)	120.0		Sum of lost time (s)				12.0					
Intersection Capacity Utilization	89.3%		ICU Level of Service				E					
Analysis Period (min)	15											

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕				↕		↕		↕		↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0				4.0		4.0		4.0		4.0	
Lane Util. Factor	1.00				1.00		1.00		0.95		1.00	
Frt	0.93				1.00		0.85		1.00		0.85	
Flt Protected	0.98				0.95		1.00		0.95		1.00	
Satd. Flow (prot)	1695				1778		1583		1770		3539	
Flt Permitted	0.82				0.67		1.00		0.12		1.00	
Satd. Flow (perm)	1423				1257		1583		220		3539	
Volume (vph)	20	0	20	26	1	9	11	1460	44	12	1004	7
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	33	0	33	42	2	15	18	2380	72	20	1637	11
RTOR Reduction (vph)	0	30	0	0	0	14	0	0	10	0	0	0
Lane Group Flow (vph)	0	36	0	0	44	1	18	2380	62	20	1648	0
Turn Type	Perm		Perm		Perm pm+pt		Perm pm+pt		Perm pm+pt		Perm pm+pt	
Protected Phases	4				8		5		2		1	
Permitted Phases	4		8		8		2		2		6	
Actuated Green, G (s)	8.0				8.0		8.0		95.5		93.1	
Effective Green, g (s)	9.5				9.5		9.5		98.5		94.6	
Actuated g/C Ratio	0.08				0.08		0.08		0.82		0.79	
Clearance Time (s)	5.5				5.5		5.5		5.5		5.5	
Vehicle Extension (s)	3.0				3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	113				100		125		231		2790	
v/s Ratio Prot							0.00		c0.67		c0.01	
v/s Ratio Perm	c0.05				0.04		0.01		0.06		0.05	
v/c Ratio	0.32				0.44		0.01		0.08		0.85	
Uniform Delay, d1	52.2				52.7		50.9		3.7		8.2	
Progression Factor	1.00				1.00		1.00		1.00		1.00	
Incremental Delay, d2	1.6				3.1		0.0		0.1		3.6	
Delay (s)	53.8				55.8		50.9		3.8		11.8	
Level of Service	D				E		D		A		B	
Approach Delay (s)	53.8				54.6				11.4		6.1	
Approach LOS	D				D				B		A	

Intersection Summary:			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑↑	↓↓	↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	163	50	58	813	1393	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	266	82	95	1326	2271	546
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	Raised					
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3123	1136	2271			
vC1, stage 1 conf vol	2271					
vC2, stage 2 conf vol	852					
vCu, unblocked vol	3123	1136	2271			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.6	3.3	2.2			
pD queue free %	0	58	57			
cM capacity (veh/h)	59	196	221			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	347	95	663	663	1136	1136	546
Volume Left	266	95	0	0	0	0	0
Volume Right	82	0	0	0	0	0	546
cSH	71	221	1700	1700	1700	1700	1700
Volume to Capacity	4.87	0.43	0.39	0.39	0.67	0.67	0.32
Queue Length (ft)	Err	50	0	0	0	0	0
Control Delay (s)	Err	32.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	D					
Approach Delay (s)	Err	2.2			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		758.1	
Intersection Capacity Utilization		86.1%	ICU Level of Service E
Analysis Period (min)		15	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↑↑	↓↓	↷
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	289	46	39	1410	911	220
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	471	75	64	2299	1485	359
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	Raised					
Median storage veh	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2762	743	1485			
vC1, stage 1 conf vol	1485					
vC2, stage 2 conf vol	1277					
vCu, unblocked vol	2762	743	1485			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	79	86			
cM capacity (veh/h)	124	358	449			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	546	64	1149	1149	743	743	359
Volume Left	471	64	0	0	0	0	0
Volume Right	75	0	0	0	0	0	359
cSH	136	449	1700	1700	1700	1700	1700
Volume to Capacity	4.01	0.14	0.68	0.68	0.44	0.44	0.21
Queue Length (ft)	Err	12	0	0	0	0	0
Control Delay (s)	Err	14.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B					
Approach Delay (s)	Err	0.4			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		1149.3	
Intersection Capacity Utilization		89.1%	ICU Level of Service E
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕	↕		↕		
Sign Control	Stop			Stop			Free	Free		Free		
Grade	0%			0%			0%	0%		0%		
Volume (veh/h)	12	0	71	2	0	0	66	859	0	0	1435	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	0	116	3	0	0	108	1401	0	0	2340	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	Raised			Raised								
Median storage (veh)	1			1								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3262	3962	1176	2901	3968	700	2353			1401		
vC1, stage 1 conf vol	2346	2346		1616	1616							
vC2, stage 2 conf vol	915	1616		1286	2353							
vCu, unblocked vol	3262	3962	1176	2901	3968	700	2353			1401		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
IC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	28	100	37	0	100	100	48			100		
cM capacity (veh/h)	27	34	184	2	1	382	205			484		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	135	3	108	934	467	1170	1183
Volume Left	20	3	108	0	0	0	0
Volume Right	116	0	0	0	0	0	13
cSH	100	2	205	1700	1700	484	1700
Volume to Capacity	1.35	2.12	0.52	0.55	0.27	0.00	0.70
Queue Length (ft)	241	30	68	0	0	0	0
Control Delay (s)	286.3	4112.0	40.3	0.0	0.0	0.0	0.0
Lane LOS	F	F	E				
Approach Delay (s)	286.3	4112.0	2.9			0.0	
Approach LOS	F	F					

**Intersection Summary**

Average Delay	14.1
Intersection Capacity Utilization	96.1%
ICU Level of Service	F
Analysis Period (min)	15



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↑	↑↑		↕		
Sign Control	Stop			Stop				Free		Free		
Grade	0%			0%				0%		0%		
Volume (veh/h)	18	0	78	0	0	0	58	1431	0	0	945	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	0	127	0	0	0	95	2333	0	0	1541	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	Raised			Raised								
Median storage veh	1			1								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2906	4073	780	3420	4083	1167	1560			2333		
vC1, stage 1 conf vol	1551	1551		2522	2522							
vC2, stage 2 conf vol	1356	2522		898	1560							
vCu, unblocked vol	2906	4073	780	3420	4083	1167	1560			2333		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	49	100	62	100	100	100	77			100		
cM capacity (veh/h)	58	32	338	17	26	187	420			209		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	157	0	95	1555	778	770	790
Volume Left	29	0	95	0	0	0	0
Volume Right	127	0	0	0	0	0	20
cSH	177	1700	420	1700	1700	209	1700
Volume to Capacity	0.89	0.00	0.23	0.91	0.46	0.00	0.46
Queue Length (ft)	163	0	21	0	0	0	0
Control Delay (s)	93.5	0.0	16.1	0.0	0.0	0.0	0.0
Lane LOS	F	A	C				
Approach Delay (s)	93.5	0.0	0.6	0.0			
Approach LOS	F	A					

**Intersection Summary**

Average Delay	3.9
Intersection Capacity Utilization	87.7%
ICU Level of Service	E
Analysis Period (min)	15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕		↕		↕		↕		↕		↕	
Sign Control	Stop		Stop		Stop		Free		Free		Free	
Grade	0%		0%		0%		0%		0%		0%	
Volume (veh/h)	27	32	15	39	33	2	16	184	51	0	363	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	44	52	24	64	54	3	26	300	83	0	592	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1016	1027	592	1036	1035	342	641			383		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1016	1027	592	1036	1035	342	641			383		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
pD queue free %	74	77	95	61	76	100	97			100		
cM capacity (veh/h)	172	228	506	161	226	701	944			1175		

Direction Lane #	EB 1	WB 1	NE 1	SW 1	SW 2
Volume Total	121	121	409	592	49
Volume Left	44	64	26	0	0
Volume Right	24	3	83	0	49
cSH	226	189	944	1175	1700
Volume to Capacity	0.53	0.64	0.03	0.00	0.03
Queue Length (ft)	71	92	2	0	0
Control Delay (s)	37.7	52.6	0.9	0.0	0.0
Lane LOS	E	F	A		
Approach Delay (s)	37.7	52.6	0.9	0.0	
Approach LOS	E	F			

Intersection Summary				
Average Delay	8.7			
Intersection Capacity Utilization	55.4%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	↕			↕			↕			↕			
Sign Control	Stop			Stop			Free			Free			
Grade	0%			0%			0%			0%			
Volume (veh/h)	23	33	10	45	16	9	12	303	59	4	248	6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	38	54	16	73	26	15	20	494	96	7	406	10	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type													
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1028	1048	406	1043	1010	542	416						590
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1028	1048	406	1043	1010	542	416						590
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1						4.1
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2						2.2
p0 queue free %	80	76	97	55	89	97	98						99
cM capacity (veh/h)	186	222	645	161	234	540	1143						985

Direction, Lane #	EB-1	WB-1	NE-1	SW-1	SW-2
Volume Total	108	114	610	412	10
Volume Left	38	73	20	7	0
Volume Right	16	15	96	0	10
cSH	229	192	1143	985	1700
Volume to Capacity	0.47	0.59	0.02	0.01	0.01
Queue Length (ft)	58	82	1	0	0
Control Delay (s)	33.9	47.8	0.5	0.2	0.0
Lane LOS	D	E	A	A	
Approach Delay (s)	33.9	47.8	0.5	0.2	
Approach LOS	D	E			

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

**2015 BUILD  
&  
2015 BUILD MITIGATED**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Fr <sub>t</sub>		0.91			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Fl <sub>t</sub> Protected		0.98			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1671			1775	1583	1770	3539	1583	1770	3535	
Fl <sub>t</sub> Permitted		0.56			0.70	1.00	0.06	1.00	1.00	0.07	1.00	
Satd. Flow (perm)		955			1306	1583	104	3539	1583	135	3535	
Volume (vph)	17	2	36	321	3	125	35	1449	264	133	2296	20
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	2	39	349	3	136	38	1575	287	145	2496	22
RTOR Reduction (vph)	0	31	0	0	0	107	0	0	111	0	0	0
Lane Group Flow (vph)	0	28	0	0	352	29	38	1575	176	145	2518	0
Turn Type	Perm		Perm		Perm pm+pt		Perm pm+pt		Perm pm+pt		Perm pm+pt	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)		24.5			24.5	24.5	74.0	70.0	70.0	84.0	75.0	
Effective Green, g (s)		26.0			26.0	26.0	77.0	71.5	71.5	86.0	76.5	
Actuated g/C Ratio		0.22			0.22	0.22	0.64	0.60	0.60	0.72	0.64	
Clearance Time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		207			283	343	143	2109	943	240	2254	
v/s Ratio Prot							0.01	0.45		c0.05	c0.71	
v/s Ratio Perm		0.06			c0.27	0.09	0.16		0.18	0.38		
v/c Ratio		0.14			1.24	0.09	0.27	0.75	0.19	0.60	1.12	
Uniform Delay, d <sub>1</sub>		37.9			47.0	37.5	55.8	17.7	11.0	20.6	21.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d <sub>2</sub>		0.3			135.9	0.1	1.0	2.5	0.4	4.2	59.4	
Delay (s)		38.3			182.9	37.6	56.8	20.1	11.5	24.8	81.1	
Level of Service		D			F	D	E	C	B	C	F	
Approach Delay (s)		38.3			142.4			19.5		78.1		
Approach LOS		D			F			B		E		
<b>Intersection Summary</b>												
HCM Average Control Delay		62.0		HCM Level of Service		E						
HCM Volume to Capacity ratio		1.13		Sum of lost time (s)		12.0						
Actuated Cycle Length (s)		120.0		ICU Level of Service		G						
Intersection Capacity Utilization		102.0%										
Analysis Period (min)		15										
c Critical Lane Group												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Fr <sub>t</sub>		0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
Flt Protected		0.98			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1695			1775	1583	1770	3539	1583	1770	3536	
Flt Permitted		0.75			0.69	1.00	0.07	1.00	1.00	0.05	1.00	
Satd. Flow (perm)		1309			1278	1583	126	3539	1583	89	3536	
Volume (vph)	30	0	30	119	2	42	17	2462	130	102	1739	11
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	0	33	129	2	46	18	2676	141	111	1890	12
RTOR Reduction (vph)	0	28	0	0	0	39	0	0	28	0	0	0
Lane Group Flow (vph)	0	38	0	0	131	7	18	2676	113	111	1902	0
Turn Type	Perm			Perm		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2		6	
Actuated Green, G (s)		16.7			16.7	16.7	80.9	78.4	78.4	92.3	84.3	
Effective Green, g (s)		18.2			18.2	18.2	83.9	79.9	79.9	93.8	85.8	
Actuated g/C Ratio		0.15			0.15	0.15	0.70	0.67	0.67	0.78	0.71	
Clearance Time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		199			194	240	143	2356	1054	208	2528	
v/s Ratio Prot							0.00	c0.76		c0.04	c0.54	
v/s Ratio Perm		0.05			c0.10	0.03	0.08		0.09	0.37		
v/c Ratio		0.19			0.68	0.03	0.13	1.14	0.11	0.53	0.75	
Uniform Delay, d1		44.5			48.1	43.4	10.4	20.0	7.2	36.4	10.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.5			8.9	0.0	0.4	67.0	0.2	2.6	2.1	
Delay (s)		44.9			57.1	43.4	10.8	87.0	7.4	39.0	12.7	
Level of Service		D			E	D	B	F	A	D	B	
Approach Delay (s)		44.9			53.5			82.6			14.1	
Approach LOS		D			D			F			B	

**Intersection Summary**

HCM Average Control Delay	54.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↑↑	↑↑	↗
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	245	75	87	1438	2237	503
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	266	82	95	1563	2432	547
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type	Raised					
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3402	1216	2432			
vC1, stage 1 conf vol	2432					
vC2, stage 2 conf vol	971					
vCu, unblocked vol	3402	1216	2432			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	53	51			
cM capacity (veh/h)	48	173	191			

Direction, Lane#	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	348	95	782	782	1216	1216	547
Volume Left	266	95	0	0	0	0	0
Volume Right	82	0	0	0	0	0	547
cSH	58	191	1700	1700	1700	1700	1700
Volume to Capacity	6.04	0.49	0.46	0.46	0.72	0.72	0.32
Queue Length (ft)	Err	61	0	0	0	0	0
Control Delay (s)	Err	41.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	E					
Approach Delay (s)	Err	2.3			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay	698.6		
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	434	69	59	2414	1714	330
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	472	75	64	2624	1863	359
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	Raised					
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3303	932	1863			
vC1, stage 1 conf vol	1863					
vC2, stage 2 conf vol	1440					
vCu, unblocked vol	3303	932	1863			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	72	80			
cM capacity (veh/h)	82	268	320			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	547	64	1312	1312	932	932	359
Volume Left	472	64	0	0	0	0	0
Volume Right	75	0	0	0	0	0	359
cSH	91	320	1700	1700	1700	1700	1700
Volume to Capacity	6.01	0.20	0.77	0.77	0.55	0.55	0.21
Queue Length (ft)	Err	18	0	0	0	0	0
Control Delay (s)	Err	19.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	Err	0.5			0.0		
Approach LOS	F						

Intersection Summary			
Average Delay		1002.1	
Intersection Capacity Utilization		97.4%	ICU Level of Service
Analysis Period (min)		15	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	18	47	107	151	71	94	99	1413	74	101	2199	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	51	116	164	77	102	108	1536	80	110	2390	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage (veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3740	4448	1202	3348	4414	808	2403			1616		
vC1, stage 1 conf vol	2616	2616		1791	1791							
vC2, stage 2 conf vol	1124	1832		1557	2623							
vCu, unblocked vol	3740	4448	1202	3348	4414	808	2403			1616		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	34	0	0	68	45			73		
cM capacity (veh/h)	0	0	177	0	0	324	196			399		

Direction Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	187	343	108	1024	592	1305	1208
Volume Left	20	184	108	0	0	110	0
Volume Right	116	102	0	0	80	0	13
oSH	0	0	196	1700	1700	399	1700
Volume to Capacity	Err	Err	0.55	0.60	0.35	0.27	0.71
Queue Length (ft)	Err	Err	72	0	0	28	0
Control Delay (s)	Err	Err	43.7	0.0	0.0	16.2	0.0
Lane LOS	F	F	E			C	
Approach Delay (s)	Err	Err	2.7			8.4	
Approach LOS	F	F					

**Intersection Summary**

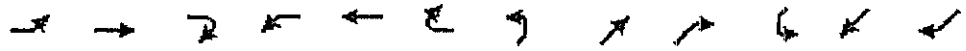
Average Delay	Err
Intersection Capacity Utilization	146.7%
ICU Level of Service	H
Analysis Period (min)	15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↗	↕		↕		↘
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	27	110	117	228	93	217	87	2229	197	250	1515	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	120	127	248	101	236	95	2423	214	272	1647	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	Raised			Raised								
Median storage (veh)	1			1								
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3887	5026	833	4273	4929	1318	1666			2637		
vC1, stage 1 conf vol	2200	2200		2719	2719							
vC2, stage 2 conf vol	1687	2826		1554	2210							
vCu, unblocked vol	3887	5026	833	4273	4929	1318	1666			2637		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	59	0	0	0	75			0		
cM capacity (veh/h)	0	0	312	0	0	148	382			158		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	276	585	95	1615	1022	1095	843
Volume Left	29	248	95	0	0	272	0
Volume Right	127	236	0	0	214	0	20
cSH	0	0	382	1700	1700	158	1700
Volume to Capacity	Err	Err	0.25	0.95	0.60	1.72	0.50
Queue Length (ft)	Err	Err	24	0	0	486	0
Control Delay (s)	Err	Err	17.5	0.0	0.0	679.4	0.0
Lane LOS	F	F	C			F	
Approach Delay (s)	Err	Err	0.6			383.9	
Approach LOS	F	F					

**Intersection Summary**

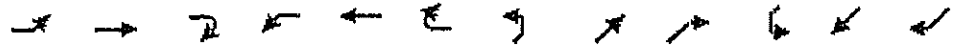
Average Delay	Err
Intersection Capacity Utilization	176.2%
ICU Level of Service	H
Analysis Period (min)	15



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	41	48	23	130	50	3	24	276	124	0	545	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	52	25	141	54	3	26	300	135	0	592	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1042	1079	592	1063	1061	367	641				435	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1042	1079	592	1063	1061	367	641				435	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	73	75	95	7	75	100	97				100	
cM capacity (veh/h)	163	212	506	152	218	678	943				1125	

Direction, Lane#	EB 1	WB 1	NE 1	SW 1	SW 2
Volume Total	122	199	461	592	49
Volume Left	45	141	26	0	0
Volume Right	25	3	135	0	49
cSH	214	168	943	1125	1700
Volume to Capacity	0.57	1.19	0.03	0.00	0.03
Queue Length (ft)	78	270	2	0	0
Control Delay (s)	41.8	183.3	0.8	0.0	0.0
Lane LOS	E	F	A		
Approach Delay (s)	41.8	183.3	0.8	0.0	
Approach LOS	E	F			

Intersection Summary			
Average Delay	29.5		
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔			↔			↔			↕ ↗		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	35	50	15	161	24	14	18	455	199	6	374	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	54	16	175	26	15	20	495	216	7	407	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1090	1170	407	1105	1071	603	416				711	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1090	1170	407	1105	1071	603	416				711	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
pD queue free %	77	71	97	0	88	97	98				99	
cM capacity (veh/h)	166	188	644	140	215	499	1143				889	
Direction, Lane #												
	EB 1	WB 1	NE 1	SW 1	SW 2							
Volume Total	109	216	730	413	10							
Volume Left	38	175	20	7	0							
Volume Right	16	15	216	0	10							
cSH	200	154	1143	889	1700							
Volume to Capacity	0.54	1.40	0.02	0.01	0.01							
Queue Length (ft)	71	342	1	1	0							
Control Delay (s)	42.4	270.2	0.5	0.2	0.0							
Lane LOS	E	F	A	A								
Approach Delay (s)	42.4	270.2	0.5	0.2								
Approach LOS	E	F										
Intersection Summary												
Average Delay				42.9								
Intersection Capacity Utilization				75.6%				ICU Level of Service		D		
Analysis Period (min)				15								



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↕	↵	↵	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	32	38	1548	33	40	2417
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	41	1683	36	43	2627
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3083	841			1718	
vC1, stage 1 conf vol	1683					
vC2, stage 2 conf vol	1401					
vCu, unblocked vol	3083	841			1718	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	52	87			88	
cM capacity (veh/h)	73	308			364	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	35	41	841	841	36	43	1314	1314
Volume Left	35	0	0	0	0	43	0	0
Volume Right	0	41	0	0	36	0	0	0
cSH	73	308	1700	1700	1700	364	1700	1700
Volume to Capacity	0.48	0.13	0.49	0.49	0.02	0.12	0.77	0.77
Queue Length (ft)	49	11	0	0	0	10	0	0
Control Delay (s)	93.4	18.5	0.0	0.0	0.0	16.2	0.0	0.0
Lane LOS	F	C				C		
Approach Delay (s)	52.7		0.0			0.3		
Approach LOS	F							

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		76.8%	ICU Level of Service D
Analysis Period (min)		15	





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↕↕	↵	↵	↕↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	43	70	2443	90	51	1809
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	76	2655	98	55	1966
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage (veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3749	1328			2753	
vC1, stage 1 conf vol	2655					
vC2, stage 2 conf vol	1094					
vCu, unblocked vol	3749	1328			2753	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	48			61	
cM capacity (veh/h)	29	145			142	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	47	76	1328	1328	98	55	983	983
Volume Left	47	0	0	0	0	55	0	0
Volume Right	0	76	0	0	98	0	0	0
cSH	29	145	1700	1700	1700	142	1700	1700
Volume to Capacity	1.59	0.52	0.78	0.78	0.06	0.39	0.58	0.58
Queue Length (ft)	135	64	0	0	0	42	0	0
Control Delay (s)	587.2	54.1	0.0	0.0	0.0	45.7	0.0	0.0
Lane LOS	F	F				E		
Approach Delay (s)	257.0		0.0			1.3		
Approach LOS	F							

Intersection Summary			
Average Delay		7.0	
Intersection Capacity Utilization		78.5%	ICU Level of Service D
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑	↑		↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	10	1571	20	0	2449
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	1708	22	0	2662
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			804			
pX, platoon unblocked						
vC, conflicting volume	4370	854			1729	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4370	854			1729	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	1	302			361	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1
Volume Total	11	854	854	22	2662
Volume Left	0	0	0	0	0
Volume Right	11	0	0	22	0
cSH	302	1700	1700	1700	1700
Volume to Capacity	0.04	0.50	0.50	0.01	1.57
Queue Length (ft)	3	0	0	0	0
Control Delay (s)	17.4	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	17.4	0.0			0.0
Approach LOS	C				

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	132.2%		ICU Level of Service H
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↖		↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	30	2503	31	0	1852
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	2721	34	0	2013
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)			772			
pX, platoon unblocked						
vC, conflicting volume	3727	1360			2754	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3727	1360			2754	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	76			100	
cM capacity (veh/h)	3	138			142	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	33	1360	1360	34	1007	1007
Volume Left	0	0	0	0	0	0
Volume Right	33	0	0	34	0	0
cSH	138	1700	1700	1700	1700	1700
Volume to Capacity	0.24	0.80	0.80	0.02	0.59	0.59
Queue Length (ft)	22	0	0	0	0	0
Control Delay (s)	38.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	E					
Approach Delay (s)	38.9	0.0			0.0	
Approach LOS	E					

Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			79.2%		ICU Level of Service	D
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕	↗	↖	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	14	1734	19	0	2653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	15	1885	21	0	2884
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						696
pX, platoon unblocked	0.38					
vC, conflicting volume	3327	942			1905	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	5536	942			1905	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	94			100	
cM capacity (veh/h)	0	264			308	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	15	942	942	21	1442	1442
Volume Left	0	0	0	0	0	0
Volume Right	15	0	0	21	0	0
cSH	264	1700	1700	1700	1700	1700
Volume to Capacity	0.06	0.55	0.55	0.01	0.85	0.85
Queue Length (ft)	5	0	0	0	0	0
Control Delay (s)	19.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	19.5	0.0			0.0	
Approach LOS	C					

Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			76.7%		ICU Level of Service	D
Analysis Period (min)			15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑	↑		↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	10	2599	95	0	1888
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	2825	103	0	2052
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						598
pX, platoon unblocked	0.59					
vC, conflicting volume	3851	1412			2928	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	5133	1412			2928	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	91			100	
cM capacity (veh/h)	0	127			121	

Direction Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	11	1412	1412	103	1026	1026
Volume Left	0	0	0	0	0	0
Volume Right	11	0	0	103	0	0
cSH	127	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.83	0.83	0.06	0.60	0.60
Queue Length (ft)	7	0	0	0	0	0
Control Delay (s)	35.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	E					
Approach Delay (s)	35.9	0.0			0.0	
Approach LOS	E					

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		81.8%	ICU Level of Service D
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEL	SET	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕		↔	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1597		3433	1863	1583	1770	3539	1583	1770	3535	
Flt Permitted	0.76	1.00		0.95	1.00	1.00	0.06	1.00	1.00	0.07	1.00	
Satd. Flow (perm)	1408	1597		3433	1863	1583	106	3539	1583	127	3535	
Volume (vph)	17	2	36	321	3	125	35	1449	264	133	2296	20
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	2	39	349	3	136	38	1575	287	145	2496	22
RTOR Reduction (vph)	0	37	0	0	0	66	0	0	87	0	0	0
Lane Group Flow (vph)	18	4	0	349	3	70	38	1575	200	145	2518	0
Turn Type	Perm			Prot		Perm	pm+pt		pm+ov	pm+pt		
Protected Phases		4		3	8		5	2	3	1	6	
Permitted Phases	4					8	2		2	6		
Actuated Green, G (s)	6.0	6.0		12.1	23.6	23.6	72.5	68.5	80.6	85.4	75.9	
Effective Green, g (s)	7.5	7.5		13.6	25.1	25.1	75.5	70.0	83.6	86.9	77.4	
Actuated g/C Ratio	0.06	0.06		0.11	0.21	0.21	0.63	0.58	0.70	0.72	0.65	
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	88	100		389	390	331	143	2064	1156	269	2280	
v/s Ratio Prot		0.03		c0.10	0.00		0.01	0.45	0.03	c0.06	c0.71	
v/s Ratio Perm	0.01					0.09	0.15		0.15	0.33		
v/c Ratio	0.20	0.04		0.90	0.01	0.21	0.27	0.76	0.17	0.54	1.10	
Uniform Delay, d1	53.4	52.9		52.5	37.6	39.3	55.8	18.8	6.3	22.2	21.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.75	1.64	
Incremental Delay, d2	1.2	0.2		22.4	0.0	0.3	1.0	2.7	0.1	0.2	47.6	
Delay (s)	54.6	53.1		74.9	37.6	39.6	56.8	21.5	6.3	16.8	82.7	
Level of Service	D	D		E	D	D	E	C	A	B	F	
Approach Delay (s)		53.5			64.8			19.9			79.1	
Approach LOS		D			E			B			E	

**Intersection Summary**

HCM Average Control Delay	55.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔↔	↔	↔	↔	↔↔	↔	↔	↔↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Flt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1583		3433	1863	1583	1770	3539	1583	1770	3536	
Flt Permitted	0.76	1.00		0.95	1.00	1.00	0.07	1.00	1.00	0.05	1.00	
Satd. Flow (perm)	1409	1583		3433	1863	1583	123	3539	1583	87	3536	
Volume (vph)	30	0	30	119	2	42	17	2462	130	102	1739	11
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	0	33	129	2	46	18	2676	141	111	1890	12
RTOR Reduction (vph)	0	31	0	0	0	26	0	0	33	0	0	0
Lane Group Flow (vph)	33	2	0	129	2	20	18	2676	108	111	1902	0
Turn Type	Perm			Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4					8	2		2		6	
Actuated Green, G (s)	7.1	7.1		5.5	18.1	18.1	81.1	80.0	80.0	89.7	84.3	
Effective Green, g (s)	8.6	8.6		7.0	19.6	19.6	84.1	81.5	81.5	92.4	85.8	
Actuated g/C Ratio	0.07	0.07		0.06	0.16	0.16	0.70	0.68	0.68	0.77	0.71	
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	101	113		200	304	259	122	2404	1075	164	2528	
v/s Ratio Prot		0.02		c0.04	0.00		0.00	c0.76		c0.04	0.54	
v/s Ratio Perm	c0.02					0.03	0.10		0.09	0.48		
v/c Ratio	0.33	0.02		0.65	0.01	0.08	0.15	1.11	0.10	0.68	0.75	
Uniform Delay, d1	52.9	51.8		55.3	42.0	42.5	10.9	19.2	6.6	38.4	10.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.54	0.61	
Incremental Delay, d2	1.9	0.1		7.0	0.0	0.1	0.6	57.4	0.2	6.1	1.2	
Delay (s)	54.8	51.9		62.2	42.1	42.7	11.4	76.7	6.8	65.2	7.7	
Level of Service	D	D		E	D	D	B	E	A	E	A	
Approach Delay (s)		53.3			56.9			72.8			10.8	
Approach LOS		D			E			E			B	

**Intersection Summary**

HCM Average Control Delay	47.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			





Movement	EBL	EBR	NBL	NBT	SEB	SBR
Lane Configurations	↙↘	↖	↙	↕	↕	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	77	3539	3539	1583
Volume (vph)	245	75	87	1438	2237	503
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	266	82	95	1563	2432	547
RTOR Reduction (vph)	0	14	0	0	0	107
Lane Group Flow (vph)	266	68	95	1563	2432	440
Turn Type		Prot	Perm			Perm
Protected Phases	4	4		2	6	
Permitted Phases			2			6
Actuated Green, G (s)	13.9	13.9	95.1	95.1	95.1	95.1
Effective Green, g (s)	15.4	15.4	96.6	96.6	96.6	96.6
Actuated g/C Ratio	0.13	0.13	0.80	0.80	0.80	0.80
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	441	203	62	2849	2849	1274
v/s Ratio Prot	c0.08	0.05		0.44	0.69	
v/s Ratio Perm			c1.23			0.35
v/c Ratio	0.60	0.34	1.53	0.55	0.85	0.35
Uniform Delay, d1	49.4	47.6	11.7	4.1	7.3	3.2
Progression Factor	1.00	1.00	2.43	0.77	1.00	1.00
Incremental Delay, d2	2.3	1.0	290.6	0.6	3.5	0.7
Delay (s)	51.7	48.6	319.1	3.7	10.8	3.9
Level of Service	D	D	F	A	B	A
Approach Delay (s)	51.0			21.8	9.5	
Approach LOS	D			C	A	

Intersection Summary			
HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖	↖↖	↖↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Fr <sub>t</sub>	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.08	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	158	3539	3539	1583
Volume (vph)	434	69	59	2414	1714	330
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	472	75	64	2624	1863	359
RTOR Reduction (vph)	0	38	0	0	0	78
Lane Group Flow (vph)	472	37	64	2624	1863	281
Turn Type		Prot	Perm			Perm
Protected Phases	4	4		2	6	
Permitted Phases			2			6
Actuated Green, G (s)	16.7	16.7	92.3	92.3	92.3	92.3
Effective Green, g (s)	18.2	18.2	93.8	93.8	93.8	93.8
Actuated g/C Ratio	0.15	0.15	0.78	0.78	0.78	0.78
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	521	240	124	2766	2766	1237
v/s Ratio Prot	c0.14	0.05		c0.74	0.53	
v/s Ratio Perm			0.41			0.23
v/c Ratio	0.91	0.15	0.52	0.95	0.67	0.23
Uniform Delay, d <sub>1</sub>	50.1	44.2	4.8	11.1	6.0	3.5
Progression Factor	1.00	1.00	0.37	0.55	1.00	1.00
Incremental Delay, d <sub>2</sub>	19.2	0.3	1.4	1.0	1.3	0.4
Delay (s)	69.3	44.5	3.2	7.1	7.4	3.9
Level of Service	E	D	A	A	A	A
Approach Delay (s)	65.9			7.0	6.8	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NEB	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↗	↖	↗	↖	↖↗	↗	↖	↖↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1669		3433	1863	1583	1770	3539	1583	1770	3536	
Flt Permitted	0.71	1.00		0.95	1.00	1.00	0.05	1.00	1.00	0.09	1.00	
Satd. Flow (perm)	1317	1669		3433	1863	1583	100	3539	1583	169	3536	
Volume (vph)	18	47	107	151	71	94	99	1413	74	101	2199	12
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	51	116	164	77	102	108	1536	80	110	2390	13
RTOR Reduction (vph)	0	55	0	0	0	71	0	0	26	0	0	0
Lane Group Flow (vph)	20	112	0	164	77	31	108	1536	54	110	2403	0
Turn Type	Perm			Prot		Perm	pm+pt		pm+ov	pm+pt		
Protected Phases		4		3	8		5	2	3	1	6	
Permitted Phases	4					8	2		2	6		
Actuated Green, G (s)	12.3	12.3		4.7	22.5	22.5	79.2	73.0	77.7	82.8	74.8	
Effective Green, g (s)	13.8	13.8		6.2	24.0	24.0	82.2	74.5	80.7	85.8	76.3	
Actuated g/C Ratio	0.12	0.12		0.05	0.20	0.20	0.69	0.62	0.67	0.71	0.64	
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	151	192		177	373	317	176	2197	1117	248	2248	
v/s Ratio Prot		c0.10		c0.05	0.04		c0.04	0.43	0.00	c0.04	c0.68	
v/s Ratio Perm	0.02					0.06	0.38		0.05	0.28		
v/c Ratio	0.13	0.58		0.93	0.21	0.10	0.61	0.70	0.05	0.44	1.07	
Uniform Delay, d1	47.7	50.4		56.7	40.1	39.2	31.3	15.2	6.7	13.0	21.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.23	1.62	3.28	1.14	1.23	
Incremental Delay, d2	0.4	4.5		46.5	0.3	0.1	4.5	1.4	0.0	0.7	36.4	
Delay (s)	48.1	54.9		103.2	40.3	39.3	43.1	26.0	21.8	15.5	63.4	
Level of Service	D	D		F	D	D	D	C	C	B	E	
Approach Delay (s)		54.1			70.1			26.9			61.3	
Approach LOS		D			E			C			E	

Intersection Summary		
HCM Average Control Delay	49.2	HCM Level of Service
HCM Volume to Capacity ratio	1.00	D
Actuated Cycle Length (s)	120.0	Sum of lost time (s)
Intersection Capacity Utilization	93.3%	16.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑		↔	↑	↔	↔	↑↑	↔	↔	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1719		3433	1863	1583	1770	3539	1583	1770	3533	
Flt Permitted	0.69	1.00		0.95	1.00	1.00	0.07	1.00	1.00	0.06	1.00	
Satd. Flow (perm)	1288	1719		3433	1863	1583	124	3539	1583	104	3533	
Volume (vph)	27	110	117	228	93	217	87	2229	197	250	1515	18
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	120	127	248	101	236	95	2423	214	272	1647	20
RTOR Reduction (vph)	0	32	0	0	0	2	0	0	61	0	1	0
Lane Group Flow (vph)	29	215	0	248	101	234	95	2423	153	272	1666	0
Turn Type	Perm			Prot	pm+ov	pm+pt		pm+ov	pm+pt			
Protected Phases		4		3	8	1	5	2	3	1	6	
Permitted Phases	4					8	2		2	6		
Actuated Green, G (s)	15.7	15.7		6.5	27.7	37.5	71.1	66.0	72.5	80.5	70.7	
Effective Green, g (s)	17.2	17.2		8.0	29.2	40.5	74.1	67.5	75.5	82.8	72.2	
Actuated g/C Ratio	0.14	0.14		0.07	0.24	0.34	0.62	0.56	0.63	0.69	0.60	
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	185	246		229	453	587	167	1991	1049	229	2126	
v/s Ratio Prot		c0.14		c0.07	0.05	0.04	0.03	0.68	0.01	c0.11	0.47	
v/s Ratio Perm	0.02					0.11	0.32		0.12	c0.71		
v/c Ratio	0.16	0.88		1.08	0.22	0.40	0.57	1.22	0.15	1.19	0.78	
Uniform Delay, d1	45.0	50.3		56.0	36.3	30.4	17.9	26.2	9.1	42.7	18.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.91	0.35	0.14	0.89	0.94	
Incremental Delay, d2	0.4	27.3		83.3	0.3	0.4	0.4	98.1	0.0	112.5	2.2	
Delay (s)	45.5	77.6		139.3	36.6	30.9	34.5	107.3	1.3	150.4	19.1	
Level of Service	D	E		F	D	C	C	F	A	F	B	
Approach Delay (s)		74.2			77.8			96.4			37.5	
Approach LOS		E			E			F			D	

**Intersection Summary**

HCM Average Control Delay	72.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↔	↔			↑	↑		↑	↑
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	41	48	23	130	50	3	24	276	124	0	545	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	52	25	141	54	3	26	300	135	0	592	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	975	1079	592	996	993	300	641			435		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	975	1079	592	996	993	300	641			435		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
iF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	75	95	16	77	100	97			100		
cM capacity (veh/h)	186	212	506	169	238	740	943			1125		

Direction	Lane #	EB 1	WB 1	WB 2	NE 1	NE 2	SW 1	SW 2
Volume Total		122	141	58	326	135	592	49
Volume Left		45	141	0	26	0	0	0
Volume Right		25	0	3	0	135	0	49
cSH		227	169	248	943	1700	1125	1700
Volume to Capacity		0.54	0.84	0.23	0.03	0.08	0.00	0.03
Queue Length (ft)		71	144	22	2	0	0	0
Control Delay (s)		37.7	86.8	23.9	1.0	0.0	0.0	0.0
Lane LOS		E	F	C	A			
Approach Delay (s)		37.7	68.5		0.7		0.0	
Approach LOS		E	F					

Intersection Summary			
Average Delay		13.0	
Intersection Capacity Utilization		54.9%	ICU Level of Service A
Analysis Period (min)		15	

## MEMORANDUM

**TO:** Mr. Jim Robinson, Emerson Partners, LLC

**FROM:** Todd E. Salvagin, SRS Engineering, LLC *es*

**DATE:** November 19, 2007

**RE:** SC 170 Long Range 2025 Analyses  
Proposed Okatie PUD Projects  
Beaufort County, South Carolina

As requested, SRS Engineering, LLC (SRS) has conducted additional Long Range planning analyses for the SC 170 corridor as it pertains to the above referenced project. As requested, a comparison of expected future conditions have been completed for two scenario(s); first assuming the County's current transportation model/Socio-Economic (SE) data and secondly, modifying the SE data to reflect the proposed land-uses which are planned to be developed within the Okatie PUD. This memorandum is expected to serve as additional information to the submitted traffic study data September 12, 2007.

### PROJECT DESCRIPTION

The proposed development within Okatie PUD remains the same as was stated in the September 12, 2007 report. As a review, the site had been broken down into five distinct development sites (PODS) which are described below:

1. KB Homes POD- 95 town homes, 229 single-family units, 33,000 square-feet (sf) of retail space and 11,000 sf of office space;
2. Sheik/Osprey Point POD- 165 town homes, 184 single-family units, 180 apartment units, 150,000 sf of retail space and 50,000 sf of office space;
3. CCRC POD- 330 Unit CCRC (Continued Care Retirement Community);
4. Preacher Property POD- Estimated at 152 town homes, 171 single-family units and 164 apartment units; and
5. Beaufort County School POD- Anticipated as a 22-acre recreational park/green space per Beaufort County Planning staff.

Access for this PUD is planned to/from SC 170 opposite Pritcher Point Road, Cherry Point Road and direct access drives to/from SC 170, some of which are restricted movement driveways (right-in/right-out).

**FUTURE CONDITIONS**

Future 2025 traffic conditions have been developed using the County's Transportation model which is maintained by Wilbur Smith Associates (WSA). For the purposes of these analyses, two future year scenarios have been conducted: first, 2025 conditions as stated by the current SE data and secondly, 2025 conditions reflecting the changes in land-uses proposed as part of the Okatie PUD project.

The proposed Okatie PUD is contained within the Beaufort County Transportation model as Trip Analyses Zones (TAZ's) #72 & #74 which are located on the east side of SC 170 in the vicinity of Pritcher Point Road and Cherry Point Road. According to this data, these two trip zones contained the following SE data. For comparison, the proposed SE data assuming the Okatie PUD plan is also presented:

Current County SE Data

- 281 Residential Dwelling Units;
- 1,118 School Attendance; and
- 52 Employees comprised of 38 retail-based employees and 14 non-retail based employees.

Proposed Okatie PUD SE Data

- 1,718 Residential Dwelling Units;
- 1,118 School Attendance; and
- 357 Employees comprised of 221 retail-based employees and 136 non-retail based employees.

Using these two scenarios of SE data, the County's transportation model was run in order to obtain future 2025 daily volumes for the surrounding roadways. Print-outs of the two scenarios are contained in the appendix of this memorandum. Table 1 presents a comparison summary of select roadway links along SC 170 and SC 141.

**Table 1  
 2025 DAILY VOLUMES<sup>1</sup>  
 Okatie PUD**

Arterial Roadways	Segments	2025 Existing + Committed Network- Daily Two-Way Traffic Volume (vpd)		
		Beaufort SE Data	Okatie PUD SE Data	Difference
SC 170	Between SC 462 and SC 141	43,653	45,117	1,464
	Between SC 141 and Pritcher Point Road	39,140	42,111	2,971
	Between Pritcher Point Road and Cherry Point Road	39,729	45,851	6,122
	South of Cherry Point Road	45,254	51,436	6,182
SC 141	South of Cherry Point Road	6,974	7,696	722

<sup>1</sup> Source: WSA Transportation Model completed for Beaufort County  
 vpd=Vehicles-per-day

As shown, assuming the current County SE data, SC 170 ranges from a two-way daily volume of 39,140 trips (just south of SC 141) to a high of 45,254 trips south of Cherry Point Road approaching McGarvey's Corner. Along SC 141, nearly 7,000 two-way daily trips are expected.

Assuming the Okatie PUD SE data, SC 170 volumes are expected to range from 42,111 trips just south of Pritcher Point Road to a high of 51,436 trips south of Cherry Point Road. The last column indicates the difference in the 2025 daily volumes between the current County SE data and the Okatie PUD SE data.



As shown, the greatest difference is anticipated south of Cherry Point Road where a difference/increase of 6,182 daily two-way trips is expected.

It should be noted that the transportation model roadway network does not account for a connector roadway between SC 170 and SC 141. Pritcher Point Road (known as Short Cut Drive) extends from SC 170 (immediate access of the site) to SC 141. This link is assumed to provide a viable alternative for site traffic to/from SC 141 rather than travel through the SC 141 at SC 170 intersection to the north. This short cut allows the possibility of reducing the volume of site/zone specific traffic traveling on the segment of SC 170 between SC 141 and Pritcher Point Road.

### TRAFFIC OPERATIONS

Roadway segment analyses have been conducted for both scenarios of the current County SE data as well as the Okatie PUD SE data. For these calculations, the *Maximum ADT by Level of Service for Urban Facilities for SCDOT Travel Demand Model* (table located in Appendix) has been used which related daily two-way volumes to specific roadway types and characteristics. For these analyses, SC 170 was identified as a 4-lane divided Principal Arterial and SC 141 was identified as a 2-lane undivided Minor Arterial. Table 2 presents the result of these analyses.

**Table 2**  
**LEVEL OF SERVICE SUMMARY<sup>1</sup>**  
*Okatie PUD*

Arterial Roadways	Segments	2025 Existing + Committed Network-Daily Two-Way Traffic Volume (vpd)			
		Beaufort SE Data	LOS <sup>2</sup>	Okatie PUD SE Data	LOS
SC 170	Between SC 462 and SC 141	43,653	E	45,117	F
	Between SC 141 and Pritcher Point Road	39,140	E	42,111	E
	Between Pritcher Point Road and Cherry Point Road	39,729	E	45,851	F
	South of Cherry Point Road	45,254	F	51,436	F
SC 141	South of Cherry Point Road	6,974	B	7,456	B

1. Source: WSA Transportation Model completed for Beaufort County. Vpd=Vehicles-per-day

2. LOS based on Maximum ADT by Level of Service for Urban Facilities for SCDOT Travel Demand Model.

As indicated by Table 2, under the future 2025 conditions, SC 170 is anticipated to operate either at a LOS E or F under both the current County SE data scenario and the proposed Okatie SE data scenario. SC 141 is anticipated to operate at acceptable service levels for either condition.

Further review of the SC 170 service levels indicates that one segment is anticipated to de-grade in service level as compared to the current County SE data. The section of SC 170 between Pritcher Point Road and Cherry Point Road is anticipated to increase in two-way volume from 39,729 vpd to 45,851 vpd (increase of 6,122 vpd). This increase causes the LOS E under current County SE data to degrade to a LOS F under the Okatie PUD SE data scenario. It should be noted that this degradation in service level may not be entirely accurate due to the previously mentioned fact that the modeled roadway network does not include the link of Pritcher Point Road/Short Cut Drive between SC 170 and SC 141 which will attract traffic away from the section of SC 170 between Cherry Point Road and Pritcher Point Road. A reduction of approximately 800 daily two-way trips along this section of SC 170 and added to this connector roadway may result in this roadway segment operating the same as under the County SE plan at a LOS E.

Mr. Jim Robinson  
November 19, 2007  
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Roadway and intersection improvements were recommended in the original traffic study which outlined a mitigation scheme necessary to accommodate the development under the 2015 build condition. These suggested improvements included the addition of separate turning lanes as well as improved traffic control which is in compliance with the County's access management plan for SC 170. Also, improvements along SC 141 in Jasper County as well additional turning lanes on Pritchard Point Road and Cherry Point Road are recommended. While these improvements will not improve/alleviate the expected LOS E along SC 170 as the transportation model predicts, it does aid in the movement of traffic in the immediate area of the site as well as improve intersection operations.

If you have any questions, please contact me at (803) 252-1488.





MAXIMUM ADT by LEVEL of SERVICE for URBAN FACILITIES  
for SCDOT Travel Demand Models

Link Group 1 Coding	Functional Classification	Total # Lanes	LEVEL OF SERVICE				
			A	B	C	D	E
1	Freeway	1	N/A	N/A	N/A	N/A	N/A
		2	14,357	21,682	29,000	33,695	39,262
		3	21,560	32,560	44,000	50,500	58,960
		4	29,714	43,364	58,000	67,390	78,524
		5	35,893	54,205	73,250	84,235	98,155
		6	43,071	65,045	87,500	101,065	117,785
		7	50,250	75,887	102,550	117,033	137,417
		8	57,428	86,728	117,200	134,780	157,048
10	71,785	108,410	146,580	168,475	196,310		
2	Expressway	1	N/A	N/A	N/A	N/A	N/A
		2	10,280	15,540	21,000	24,150	28,140
		3	11,800	17,824	24,100	27,715	32,294
		4	20,580	31,080	42,000	48,300	56,260
		5	23,643	35,705	48,250	55,488	64,655
		6	30,870	46,520	63,000	72,450	84,420
		7	35,476	53,576	72,400	83,250	97,016
		8	41,160	62,160	84,000	96,600	112,560
3	Ramps	1	3,678	5,550	7,500	8,625	10,050
		2	7,350	11,100	15,000	17,250	20,100
11	Principal Arterial Divided	1	4,116	6,216	8,400	9,660	11,256
		2	8,232	12,432	16,800	19,320	22,512
		3	N/A	N/A	N/A	N/A	N/A
		4	16,464	24,864	33,600	38,640	45,024
		5	N/A	N/A	N/A	N/A	N/A
		6	24,696	37,296	50,400	57,960	67,536
		7	N/A	N/A	N/A	N/A	N/A
		8	32,928	49,728	67,200	77,280	90,048
12	Principal Arterial Undivided	1	3,677	5,402	7,300	8,385	9,782
		2	7,154	10,804	14,600	16,790	19,564
		3	8,232	12,432	16,800	19,320	22,512
		4	14,300	21,808	29,500	33,580	38,128
		5	16,454	24,864	33,600	38,640	45,024
		6	21,482	32,412	43,500	50,370	58,682
		7	24,696	37,296	50,400	57,960	67,536
		8	28,616	43,216	58,400	67,150	78,256
15	Minor Arterial Divided	1	3,038	4,558	6,200	7,130	8,308
		2	6,076	9,116	12,400	14,260	16,616
		3	N/A	N/A	N/A	N/A	N/A
		4	12,152	18,232	24,800	28,520	33,232
		5	N/A	N/A	N/A	N/A	N/A
		6	18,228	27,328	37,200	42,780	49,848
		7	N/A	N/A	N/A	N/A	N/A
		8	24,304	36,704	49,600	57,040	66,464
14	Minor Arterial Undivided	1	2,646	3,966	5,400	6,210	7,236
		2	5,282	7,932	10,800	12,420	14,472
		3	5,076	9,176	12,400	14,260	16,616
		4	10,152	18,352	24,800	28,520	33,232
		5	12,152	18,232	24,800	28,520	33,232
		6	15,876	23,876	32,400	37,290	43,416
		7	18,228	27,328	37,200	42,780	49,848
		8	21,158	31,958	42,200	49,580	57,868
21	Collectors Divided	1	2,401	3,626	4,900	5,635	6,566
		2	4,802	7,252	9,800	11,270	13,132
		3	N/A	N/A	N/A	N/A	N/A
		4	9,604	14,504	19,600	22,540	26,264
		5	N/A	N/A	N/A	N/A	N/A
		6	14,406	21,756	29,400	33,810	39,396
		7	N/A	N/A	N/A	N/A	N/A
		8	19,208	29,008	39,200	45,080	52,528
22	Collectors Undivided	1	2,107	3,182	4,300	4,945	5,762
		2	4,214	6,364	8,600	9,890	11,524
		3	4,802	7,252	9,800	11,270	13,132
		4	8,428	12,728	17,200	19,780	23,048
		5	9,604	14,504	19,600	22,540	26,264
		6	12,842	19,092	25,800	29,670	34,872
		7	14,406	21,756	29,400	33,810	39,396
		8	16,856	25,456	34,400	39,560	46,086
32	Centroid Connectors	no lanes	These are loading points not actual facilities.				

Building Healthy Communities

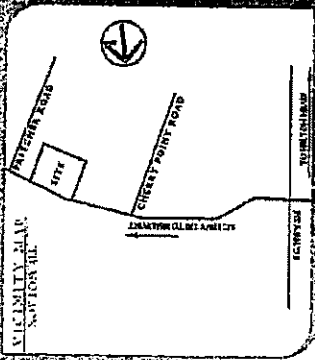
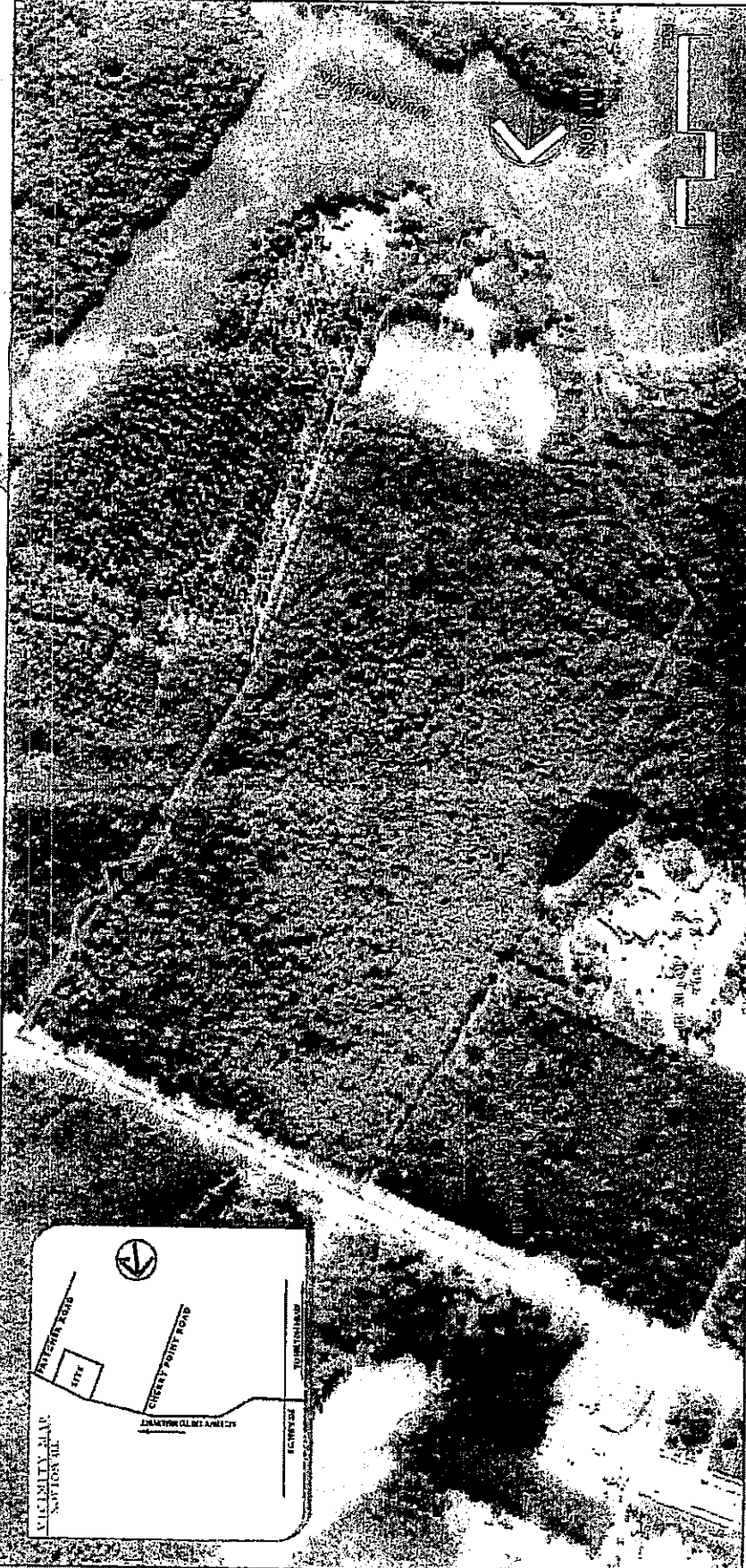


**WARD  
EDWARDS**

# Osprey Point

A Planned Mixed Use Development  
Highway 170 • Okatie, SC

PREPARED FOR:  
**Lowcountry Partners, LLC**



P.O. BOX 381  
BLUFFTON, SOUTH CAROLINA 29910  
PH (843) 837-5250 / FAX (843) 837-2558  
<http://www.wardedwards.com>

Aerial Photograph  
**PUD EXHIBIT**

Building Healthy Communities

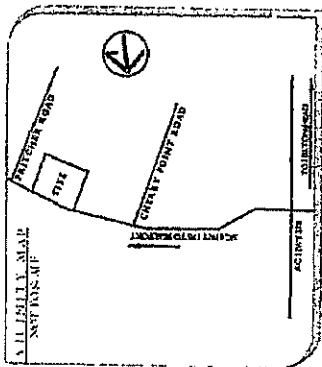


**WARD  
EDWARDS**

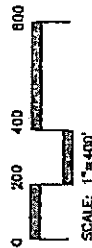
# Osprey Point

A Planned Mixed Use Development  
Highway 170, Okatie, SC

PREPARED FOR:  
**Lowcountry Partners, LLC**



**NORTH**  
VERTICAL LINE UP



SCALE: 1" = 400'

P.O. BOX 381  
BLUFFTON, SOUTH CAROLINA 29910  
PH: (843) 837-5250 / FAX: (843) 837-2558  
<http://www.wardedwards.com>

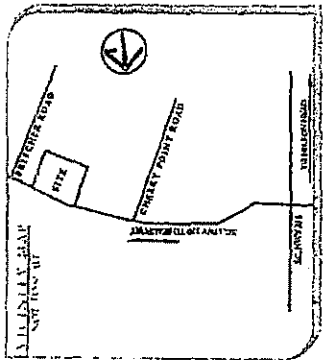
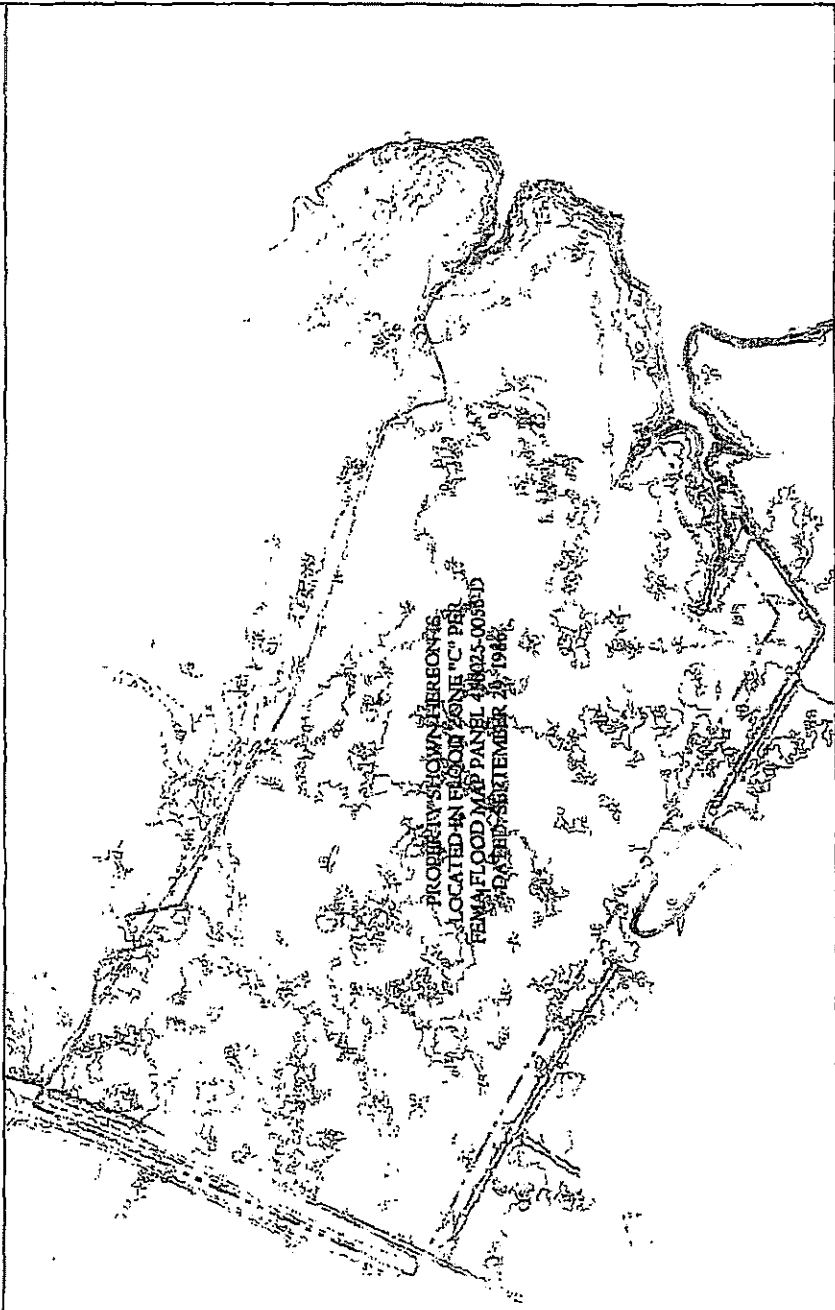
**Existing Topography Plan  
PUD EXHIBIT**

# Osprey Point

A Planned Mixed Use Development  
Highway 170, Okatie, SC

PREPARED FOR  
Lowcountry Partners, LLC

Building Healthy Communities



PROPERTY SHOWING FLOOD HAZARDS  
LOCATED IN FLOOD ZONE "C" PER  
FEMA FLOOD MAP PANEL 14025-00380D  
DATE: SEPTEMBER 20, 1988



## Flood Hazards Plan PUD EXHIBIT

P.O. BOX 381  
BLUFFTON, SOUTH CAROLINA 29910  
PH (843) 837-5250 / FAX (843) 837-5558  
<http://www.wardedwards.com>



Building Healthy Communities

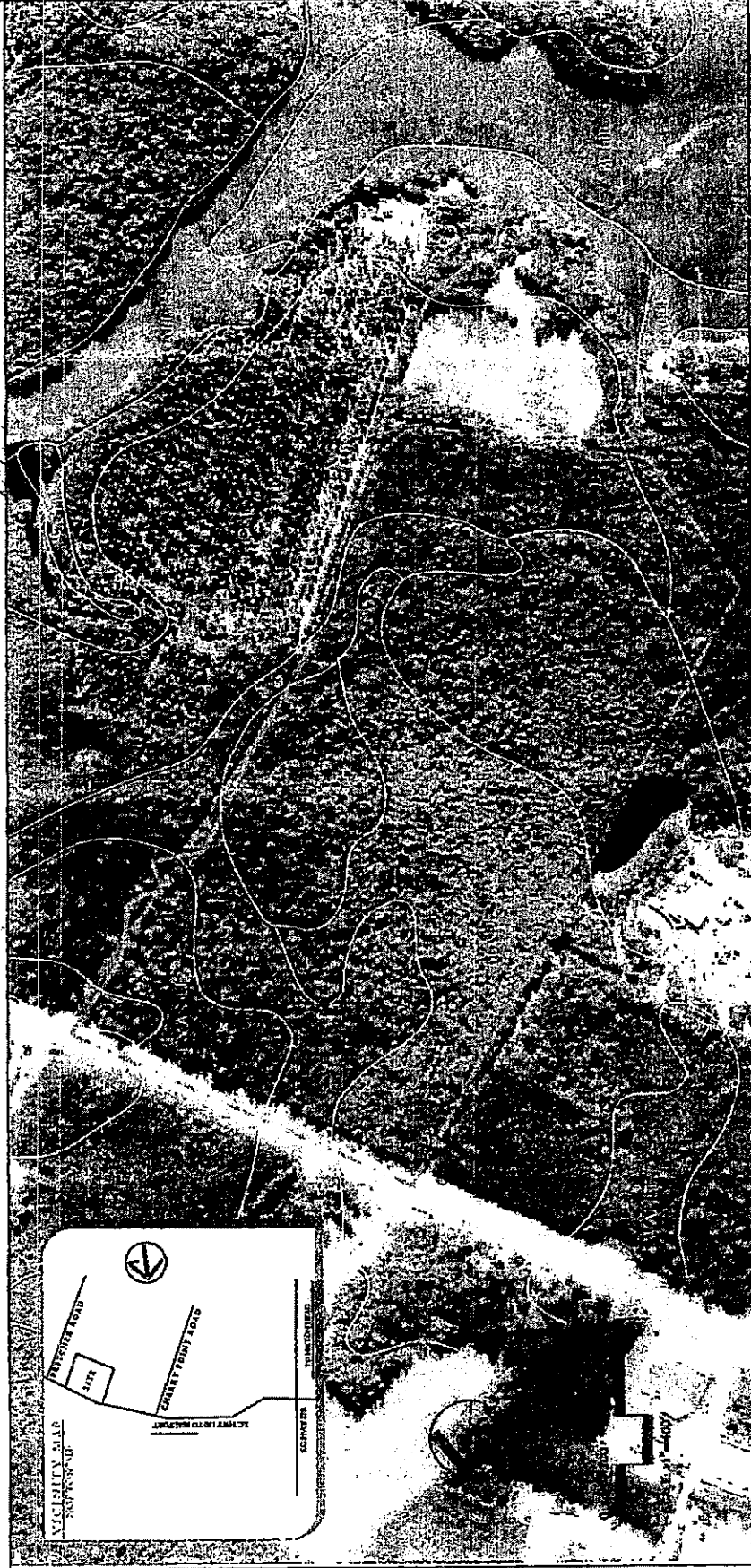


**WARD  
EDWARDS**

# Osprey Point

A Planned Mixed Use Development  
Highway 170, Okatie, SC

PREPARED FOR  
**Lowcountry Partners, LLC**



P.O. BOX 381  
BLUFFTON, SOUTH CAROLINA 29910  
PH (843) 837-5250 / FAX (843) 837-2538  
<http://www.wardeds.com>

Soils Map  
**PUD EXHIBIT**

**Soil and Wetland Consulting**

153 Bachelor Hill Rd.  
Walterboro, SC 29488  
Telephone: 843-844-8444  
Telefax: 843-844-8576

12 March 2007

Mr. Paul Hinchcliff  
Charleston District ACE  
69-A Hagood Avenue  
Charleston, SC 29403-5107

Re: Request for a jurisdictional verification for  
Robinson/118 Acres (06-002) SAC-XX-2006-0266

Dear Mr. Hinchcliff:

On behalf of our client, Mr. Jim Robinson, we are requesting a jurisdictional verification for a site containing 119.254 acres. This property is located at SC Highway 170 and Pritchard Road, in Bluffton, Beaufort County, South Carolina.

Enclosed please find a copy of the jurisdictional data forms completed by SOIL AND WETLAND CONSULTING in accordance with the Corps of Engineers Wetland Delineation Manual (1987) and depicted on a plat prepared by Christensen-Khalil Surveyors, Inc.

We believe wetlands 1, 2, 3 and 4 are isolated non-jurisdictional wetlands. Wetland 5 on the plat looks isolated but it is cut off by a road at the property line. This drainage pattern continues off the property and we believe it to be part of a connected system draining northward. Wetland 5 was drained by a knee deep shovel ditch which is now completely blocked by the base of large trees. The ditch, for the most part, was cut in upland. We believe this wetland could be considered isolated. One third of wetland 6 is in an old crop field.

We appreciate your attention to this project. Should you have any questions, please contact us.

Sincerely,



Lafayette S. Lyle, III, CPSS/Ag/ESC

SL  
LSL:sl

# REQUEST FOR WETLANDS DETERMINATION

Date: 2-3-06

County: Beaufort

Total Acreage of Tract: 118

Project Name (if applicable): (06-002) Robinson / 118 Acres

Property Owner  
(name, address, phone):  
Jim Robinson  
20 West Willows Oak Rd  
Hilton Head, S.C.  
29928

Agent/Developer/Engineer  
(name, address, phone):  
(843) 844-8444  
SOIL AND WETLAND CONSULTING  
153 BACHELOR HILL RD.  
WALTERBORO, SC 29088

(843) 368-3691  
Status of Project (check one):

- On-going site work for development purposes
- Development in planning stages
- No specific development plans at this time

Project Type - Indicate the proposed use of the land in question or, if no specific work is planned at present, indicate the current zoning or land use at the site. (check one):

- |                                       |                                      |   |
|---------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> Residential  | <input type="checkbox"/> Commercial  | <input type="checkbox"/> Mixed Use (Residential + Commercial) |
| <input type="checkbox"/> Industrial   | <input type="checkbox"/> Agriculture | <input type="checkbox"/> Public Works                         |
| <input type="checkbox"/> Silviculture | <input type="checkbox"/> Aquaculture | <input type="checkbox"/> Other: _____                         |

Information Required to Accompany Request - Check the items submitted - forward as much information as is available. At a minimum, the first two items must be forwarded:

- Accurate Location Map (from County Map, USGS Quad Sheet, etc.)
- Survey Plat or Tax Map of the Property in Question
- Soil Survey Sheet (from USDA-NRCS) or Aerial Photo (from County Assessor's Office or other source).  
Property boundaries should be shown on the soil survey / photo.
- Topographic Survey
- Conceptual Site Plan for the Overall Development

### Endangered Species Evaluation:

Has the site been evaluated for the presence of federally protected (endangered, threatened or proposed) species and/or any proposed or designated critical habitat for such species? YES (NO)

If Yes, has this evaluation been coordinated with the US Fish and Wildlife Service (FWS)? YES (NO)

If coordination has occurred, please provide the FWS Log number and enclose a copy of the report:  
FWS Log Number: \_\_\_\_\_ Copy of Report enclosed? YES (NO)

If the evaluation has not been coordinated with the US FWS, enclose a copy of your report of findings.

**IMPORTANT NOTE:** Legible printed name and signature required. The person signing this form must be the present property owner or have the specific authority of the property owner to authorize Corps of Engineers employees or their agents to enter onto the property for on-site investigations if such is deemed necessary. Do not sign this form unless you are the owner, or have the specific authority of the property owner.

PRINTED NAME of person signing this form, below: Lafayette Lyle

Signature of Property Owner or Authorized Agent: [Signature]

Copies of this form may be obtained from the Charleston District web site at: [http://charleston.district.army.mil/permits/perm\\_request.pdf](http://charleston.district.army.mil/permits/perm_request.pdf)

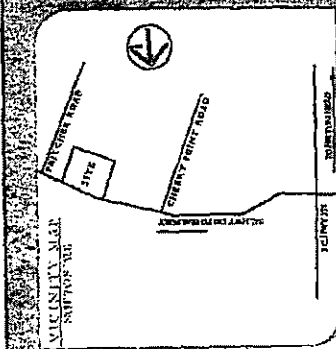
# Osprey Point

A Planned Mixed Use Development  
Highway 170, Okatie, SC

Building Healthy Communities



PREPARED FOR:  
Lowcountry Partners, LLC



	ESTIMATED BOUNDARY
	FIELD
	HARDWOOD
	HOUSE
	MIXED PINE/HARDWOOD
	ORCHARD
	WETLAND
	SPECIMEN TREE



Natural Resources Plan  
PUD EXHIBIT

P.O. BOX 281  
BLUFFTON, SOUTH CAROLINA 29910  
PH (843) 837-5250 / FAX (843) 837-2558  
http://www.wardedwards.com

Building Healthy Communities

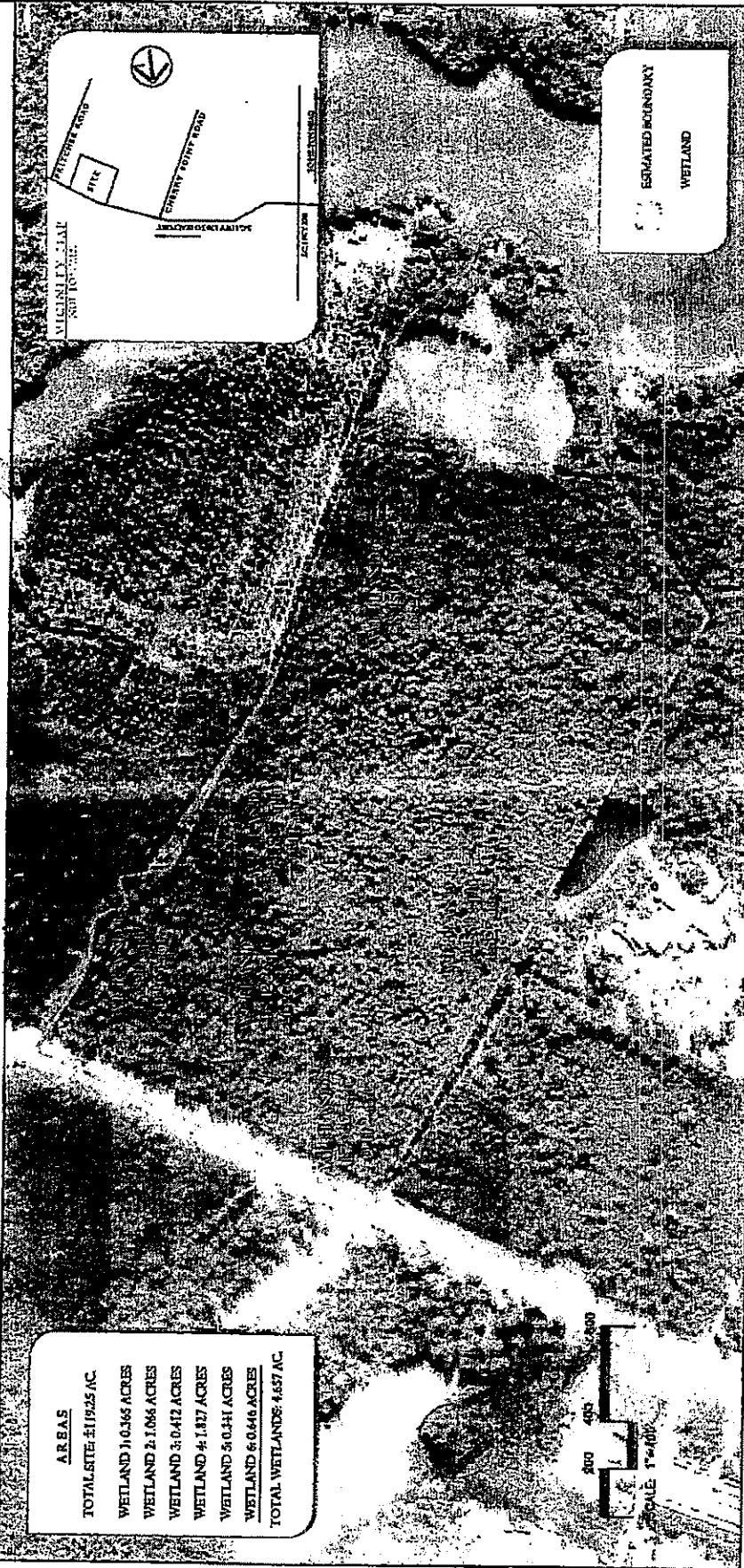


**WARD  
EDWARDS**

# Osprey Point

A Planned Mixed Use Development  
Highway 170, Okatie, SC

PREPARED FOR:  
**Lowcountry Partners, LLC**



AREAS	
TOTAL SITE:	419.25 AC
WETLAND 1:	10.366 ACRES
WETLAND 2:	1.066 ACRES
WETLAND 3:	0.412 ACRES
WETLAND 4:	1.817 ACRES
WETLAND 5:	0.441 ACRES
WETLAND 6:	0.646 ACRES
<b>TOTAL WETLANDS:</b>	<b>16.57 AC</b>

Wetlands Plan  
PUD EXHIBIT

P.O. BOX 381  
MILFORD, SOUTH CAROLINA 29110  
PH (843) 837-5250 / FAX (843) 837-2358  
<http://www.wardedwards.com>



**NEWKIRK  
ENVIRONMENTAL, INC**

CHARLESTON, SC • BLUFFTON, SC

**Threatened and Endangered Species Assessment  
for  
Lowcountry Partners III  
Beaufort County, South Carolina  
February 2006**

---

**1.0 INTRODUCTION:**

The following report details methodology and an assessment of survey results for a threatened and endangered species survey completed in February 2006 on the referenced project adjacent to Highway 170 and Pritcher Road in the Cherry Point Community, Beaufort County, South Carolina (See Figure 1). The endangered species survey was conducted to determine the occurrence of, or potential for, animal and plant species federally listed as endangered or threatened to exist within the referenced site. Completion of this survey was directed by and complies with current state and federal regulations [Federal Endangered Species Act of 1973 (16 USC 1531-1543) and the South Carolina Non-Game and Endangered Species Conservation Act of 1974 (58-2384)].

Post Office Box 309, Bluffton, South Carolina 29910 • 3063 Argent Blvd., Unit B, Ridgeland, South Carolina 29936  
Telephone: (843) 645-8200 • Facsimile: (843) 645-8201  
Corporate Office - Charleston: (800) 569-3206

E-Mail: [general@newkirkenv.com](mailto:general@newkirkenv.com)  
[www.newkirkenv.com](http://www.newkirkenv.com)

## 2.0 METHODOLOGY:

The following threatened and endangered species are listed by the US Fish & Wildlife Service as occurring in or potentially occurring in Beaufort County, South Carolina:

West Indian manatee *	<i>Trichechus manatus</i>	Federally Endangered
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Federally Threatened
Wood stork	<i>Mycteria americana</i>	Federally Endangered
Red-cockaded woodpecker	<i>Picoides borealis</i>	Federally Endangered
Piping plover *	<i>Charadrius melodus</i>	Federally Threatened
Kemp's ridley sea turtle *	<i>Lepidochelys kimpit</i>	Federally Endangered
Leatherback sea turtle *	<i>Cernochelys coriacea</i>	Federally Endangered
Loggerhead sea turtle *	<i>Caretta caretta</i>	Federally Threatened
Green sea turtle *	<i>Chelonia mydas</i>	Federally Threatened
Flatwoods salamander	<i>Ambystoma cingulatum</i>	Federally Threatened
Shortnose sturgeon *	<i>Acipenser brevirostrum</i>	Federally Endangered
Canby's dropwort	<i>Oxypolis canbyi</i>	Federally Endangered
Pondberry	<i>Lindera melissifolia</i>	Federally Endangered
American chaffseed	<i>Schwalbea Americana</i>	Federally Endangered

Existing data from the South Carolina Department of Natural Resources (DNR) was reviewed to locate recorded occurrences of threatened and endangered species within or near the subject site. At the time of this report, there is no documentation of any rare, threatened or endangered species within or immediately adjacent to the referenced tract. As noted by DNR, their records are not assumed to be complete and they should not be assumed to be comprehensive; therefore, field surveys should be conducted for thorough evaluations. Several of the species listed as potentially occurring in the site were eliminated from the survey based upon broad habitat requirements; these species have been indicated with an asterisk. The remaining species were included in the assessment.

As noted, field surveys to identify suitable habitat were initially conducted in the winter of 2005. During the field surveys, plant communities and habitats were observed and noted to determine if

they match habitat types where the listed species have the potential to occur. If potential habitat was identified at the site, all species observed were, at a minimum, identified to the genus taxonomic level.

A survey for Red-Cockaded Woodpecker was conducted using the "Guidelines for the Preparation of Biological Assessments and Evaluation for the Red-Cockaded Woodpecker", V. Gary Henry. These guidelines include methods for identifying areas to survey as well as actual survey methods for determining the presence of the Red-Cockaded Woodpecker. The guidelines state that timber stands exhibiting any of the following criteria should be surveyed when making a determination for the occurrence of Red-Cockaded Woodpeckers. The criteria are:

- \* mixed pine hardwood stands over 60 years of age
- \* mixed pine and hardwood stands under 60 years of age that contain clumps of pine trees over 60 years of age.
- \* stands containing pine saw timber, including stands thought to be less than 60 years of age but containing scattered or clumped trees over 60 years of age
- \* hardwood-pine over 60 years of age adjacent to pine and pine-hardwood over 30 years in age

### 3.0 HABITAT CLASSIFICATIONS:

The following is a description and classification of major habitat/community types identified within the site. Also noted is an assessment of suitability for federally listed threatened and endangered species.



### 3.1 Mixed Pine-Hardwood Forrest

The upland portion of this property consists of loblolly pine (*Pinus taeda*) and longleaf pine (*Pinus Palustris*) interspersed with native hardwood species. These hardwood tree species are water oak (*Quercus nigra*) and sweet bay (*Magnolia virginiana*). The understory of this community was dominated by wax myrtle (*Myrica cerifera*), horse sugar (*Symplocos tinctoria*) and bracken fern (*Pteridium aquilinum*). This community does not provide potential habitat for any of the threatened or endangered species listed for Beaufort County.

### 3.2 Upland Hardwood Forest

A second upland forest habitat existed on the tract and consist of live oaks (*Quercus virginiana*), water oaks (*Quercus nigra*), loblolly pine (*Pinus taeda*), white oak (*Quercus alba*), American holly (*Ilex opaca*) and sweetgum (*Liquidambar styraciflua*). The understory in this upland habitat was dominated by switch cane (*Arundinaria gigantea*), hooded pitcher plants (*Sarracenia minor*) and fetterbush (*Lyonia lucida*). This community does not provide potential habitat for any of the threatened or endangered species listed for Beaufort County.

### 3.2 Bottomland Hardwood Wetland

The wetlands on site were depressional in nature and dominated by native hardwoods. These species included water oak (*Quercus nigra*), wax myrtle (*Myrica cerifera*), red maple (*Acer rubrum*) and sweet gum (*Liquidambar styraciflua*). This community was determined not to possess any suitable habitat for the threatened or endangered species concerned.

### 3.3 Saltwater Marsh

This area is located on the Okatee River and was dominated by cordgrass (*Spartina alterniflora*). Although the Bald Eagle and Wood Stork are known to frequent this type of habitat, the SCDNR database nor the pedestrian survey indicated any known habitation of this area by these species.

#### 4.0 LISTED SPECIES AND ACKNOWLEDGED HABITATS:

The following is a brief description of each listed species included in the survey, its recognized habitat and comments regarding survey results for that species.

- 4.1 The Bald Eagle is a very large raptor with wingspread of nearly seven (7) feet. This bird is normally associated with coasts, rivers and lakes with adjacent suitable nesting habitat and is known to forage over the adjacent rivers and marshes. Comprehensive tree-by-tree surveys for eagle nests were not conducted during this survey, however, based upon SCDNR records that are annually updated and well maintained, no eagles are known to nest within this property or within 1500 feet of this property at the time of this survey.
- 4.2 The Wood Stork is a large wading bird characterized by its featherless head and black and white markings. This species nest in colonies known as rookeries and roosts and feeds in flocks, often in association with other species of long-legged water birds. Wood storks utilize freshwater and estuarine wetlands for feeding, nesting and roosting. These sites are utilized for many years and are characterized by woody vegetation, primary cypress or swamp hummocks over open water (USFWS Ogden).

Only a few nesting sites (rookeries) are known in South Carolina, none of which are within or near the site. However, because this species covers vast areas during active foraging, it may occur over a broad region. Wood storks

commonly feed throughout the estuarine marshes along the coast and are frequently observed in the surrounding areas during the summer months. Estuarine marshes and impoundments tend to be preferred foraging habitat, however, this species will also use open mature forested wetlands. Some of the onsite wetlands could potentially be used as foraging habitat, however, no wood storks were observed during our field investigations and these wetlands are no different than thousands of acres along the coast that could provide habitat.

- 4.3 Red-Cockaded Woodpeckers are small birds requiring old growth pine forest for cavity excavation, foraging and nesting. The particular habitat associated with this species requires many years to develop and is fire dependant to maintain open mid-story conditions. Due to the lack of any mature pine stands near or within the tract, no suitable foraging or nesting habitat for the Red-Cockaded Woodpecker is present.
- 4.4 The Flatwoods Salamander requires open, mesic woodland of longleaf pine (*Pinus palustris*) and slash pine (*Pinus elliotii*) maintained by frequent fire. Pine flatwoods are typically flat, low-lying open woodlands that lie between the drier sandhill community up slope and the wetlands down slope. Wiregrasses (*Aristida spp.*), especially *Aristida beyrichiana*, are often the dominate grasses in the herbaceous layer. Adult flatwoods salamanders move to their wetland breeding site during the rainy weather from October to December. The breeding sites are isolated pond cypress (*Taxodium ascendens*), swamp gum (*Nyssa biflora*), or slash pine dominated depressions which dry up completely on a cyclic basis. These wetlands are generally shallow and relatively small and have a marsh-like appearance with sedges (*Carex spp.*) growing throughout; wiregrasses, panic grasses (*Panicum spp.*) and other herbaceous species concentrated in shallow water edges. A relatively open canopy is necessary to maintain the herbaceous species component which serves as cover for the flatwoods salamander larvae. Because the property has no freshwater wetlands that are conducive for the flatwoods salamander or mature longleaf/slash pine forests, there is no suitable habitat on site for the flatwoods salamander.

4.5 Canby's dropwort is a medium sized shrub found in the coastal plain of South Carolina where it occupies pond savannahs, the shallow edges of cypress/pond pine sloughs and wet pine savannahs. These sites are characterized by open conditions with savannah like herbaceous layers and are almost always associated with a sandy loam or loam soil underlain with a clay layer. Additionally, these sites require that the groundwater regime remain stable and that the sites must be protected from adverse alterations such as ditching, dams, etc.

The white flower of this species is noted as occurring from May through August, although past surveys indicate blooming in this region occurs during late July-October. There is no habitat for this species within the subject property.

4.6 Pondberry is a small fragrant shrub also found in and around small depressional wetlands and sinks with a semi-open canopy. Surveys for this species and its habitat were completed in concert with the surveys for Canby's dropwort. No occurrences of this species were noted during the surveys, nor was suitable habitat identified.

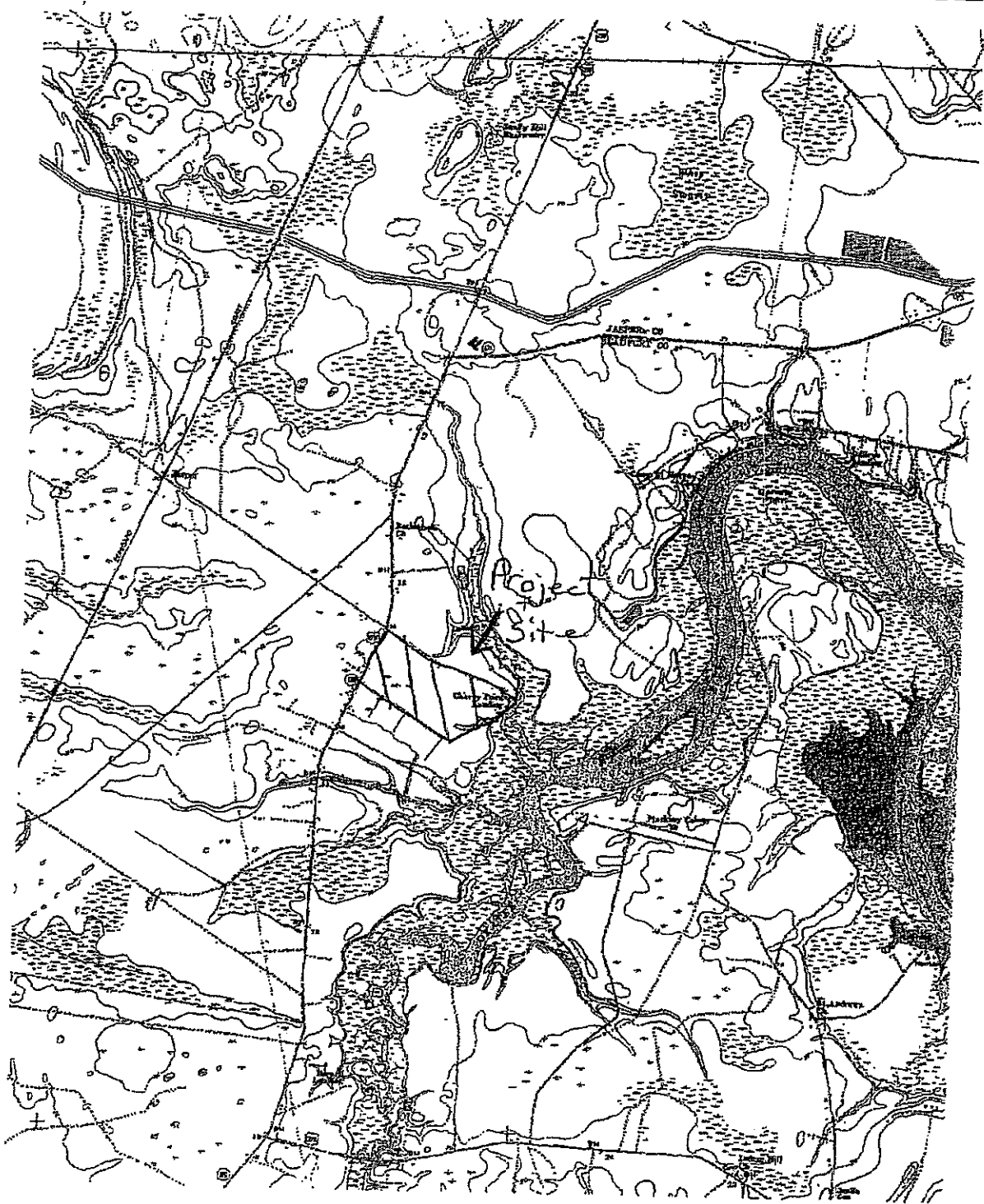
4.7 Chaffseed is an upland herbaceous species indigenous to open fire maintained pine forest that also typically contain blackjack oak (*Quercus marilandica*) and goat's rue (*Tephrosia virginiana*) as dominants and indicator species. No occurrences of this species were noted during the surveys nor was suitable habitat identified.

## 5.0 CONCLUSION

No threatened and endangered species were observed during this survey and it is unlikely that any such species nest or live within the property. As noted, the on-site wetlands could potentially provide foraging habitat for wood storks, although these wetlands are not identified as special habitats and are no different than thousands of acres of similar habitat spread throughout the lowcountry of South Carolina and Georgia. It is the opinion of Newkirk Environmental, Inc. that based upon the findings of this survey and report, that the proposed development plan for the referenced tract is not likely to cause an adverse impact to any threatened and endangered species.

Although unlikely because of the lack of suitable habitat available on site, it should be noted that because of the transitory nature of some of the listed threatened and endangered plants and animals, it is possible that endangered species populations and locations may change over time. Therefore, any potential findings at a later date should be fully investigated. Should significant time lapse between the issuance of this report and development of the property or any other type of legal reliance, it is strongly recommended that an update of this report be completed. The definition of significant time is not absolute but would include passing of annual breeding or migratory seasons.



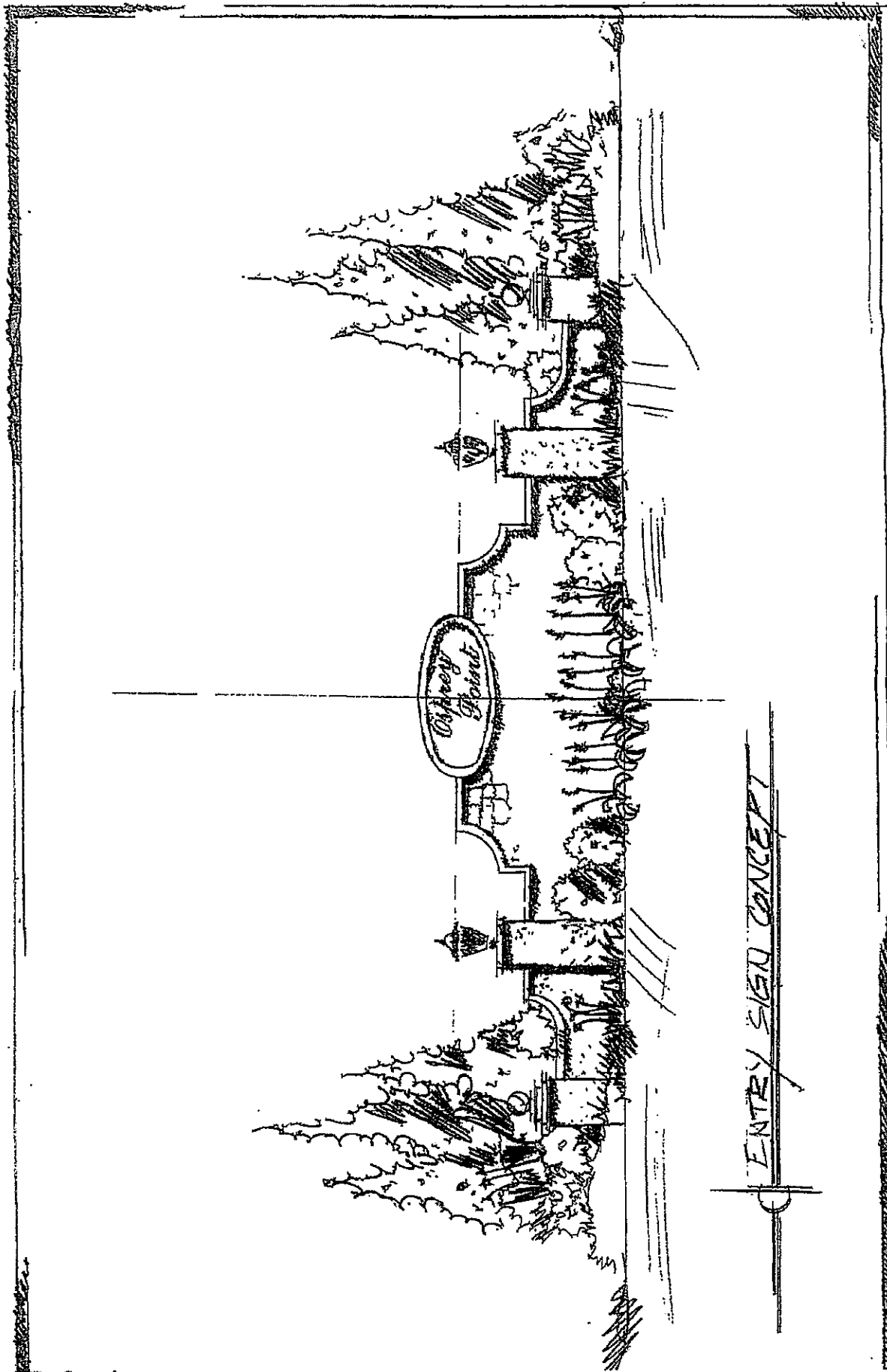


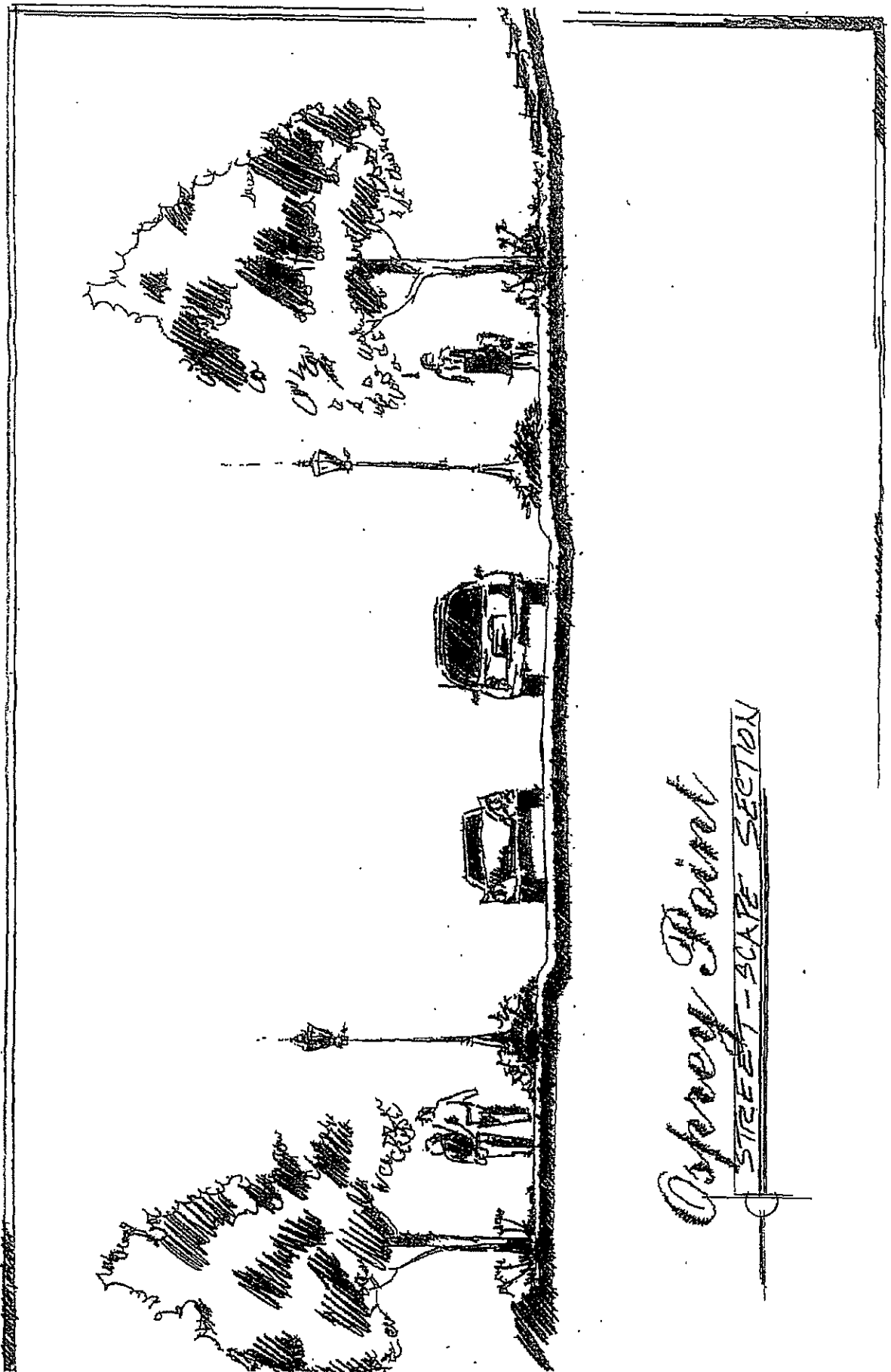
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<b>Project Location: Beaufort County, SC</b>	
<b>Title:</b>  <b>Topographic Map</b>	<b>Authorized Agent: Asher Howell, NEI</b>
	<b>Applicant: Lowcountry Partners III</b>
	<b>Scale: Not To Scale</b> <b>Date 2/8/06</b>
	<b>Page 2</b>







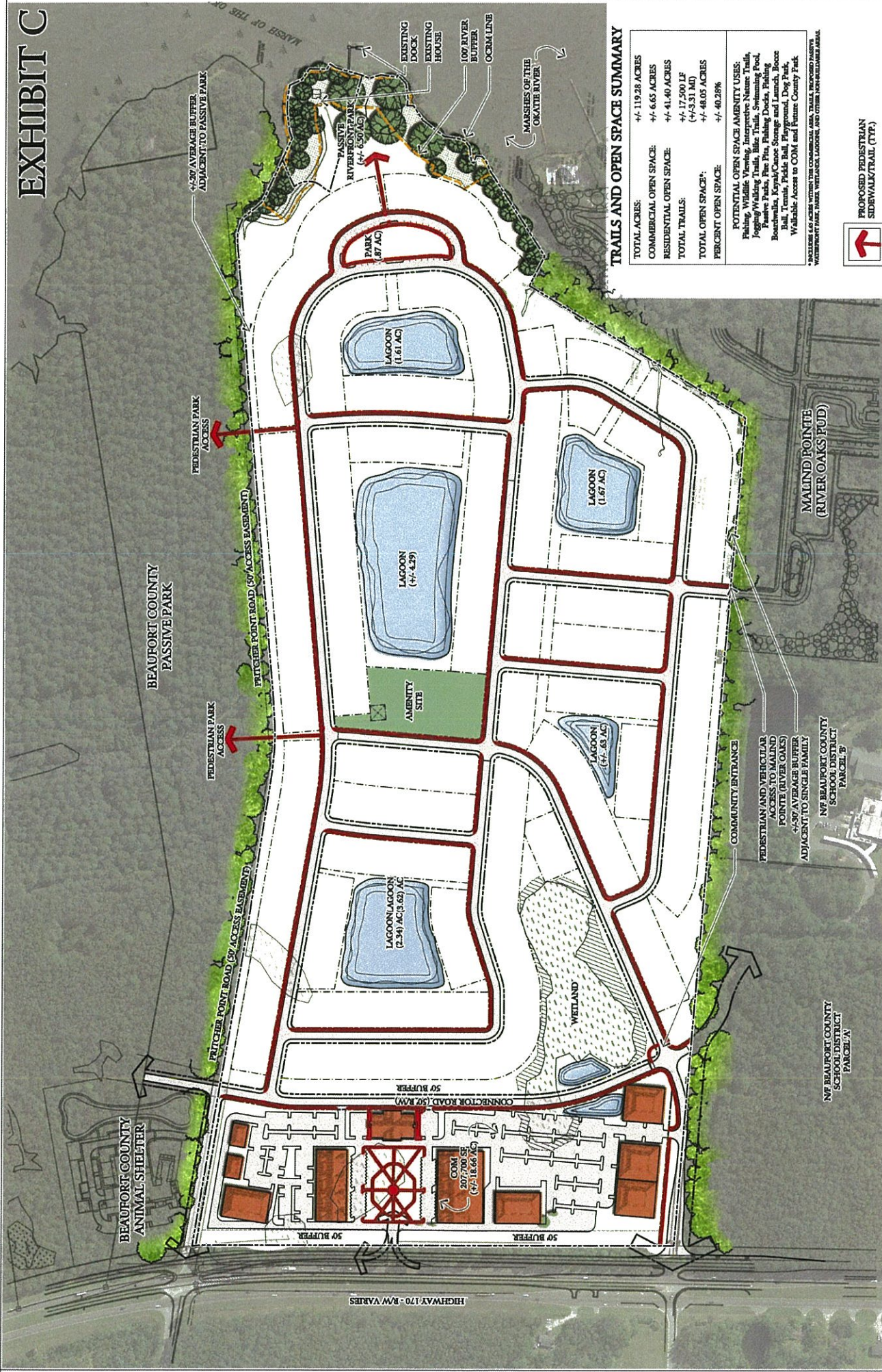




*Osprey Point*  
STREET-SCAPE SECTION



# EXHIBIT C



## TRAILS AND OPEN SPACE SUMMARY

TOTAL ACRES:	+/- 119.28 ACRES
COMMERCIAL OPEN SPACE:	+/- 6.65 ACRES
RESIDENTIAL OPEN SPACE:	+/- 41.40 ACRES
TOTAL TRAILS:	+/- 17,500 LF (+/- 5.31 AD)
TOTAL OPEN SPACE:	+/- 48.05 ACRES
PERCENT OPEN SPACE:	+/- 40.28%

POTENTIAL OPEN SPACE AMENITY USES:  
 Fishing, Wildlife Viewing, Interpretive Nature Trails, Jogging/Walking Trails, Bike Trails, Swimming Pool, Picnic Area, Dog Park, Play Area, Basketball Court, Boardwalk, Tennis, Pickle Ball, Playground, Dog Park, Walkable Access to COM and Future County Park

\*BASED ON 66' AVERAGE BUFFER FOR COMMERCIAL AND 30' AVERAGE BUFFER FOR RESIDENTIAL. SEE ATTACHED CONCEPTUAL TRAIL AND OPEN SPACE PLAN FOR DETAILED INFORMATION.



PROPOSED PEDESTRIAN SIDEWALK/TRAIL (TYPE)



NORTH



JCT. Job Number: 201751-01

# OSPREY POINT (MALIND BLUFF) TRAILS AND OPEN SPACE PLAN

BEAUFORT COUNTY, SOUTH CAROLINA

JUNE 5, 2019

PREPARED FOR:  
LCP III, LLC

PREPARED BY:

J. K. TILLER ASSOCIATES, INC.  
LANDSCAPE ARCHITECTURE  
LAND PLANNING  
BEAUFORT COUNTY, SOUTH CAROLINA  
1000 W. MARKET STREET, SUITE 100  
WYOMING, SOUTH CAROLINA 29575  
TEL: 803.781.1111  
WWW.JKTILLER.COM

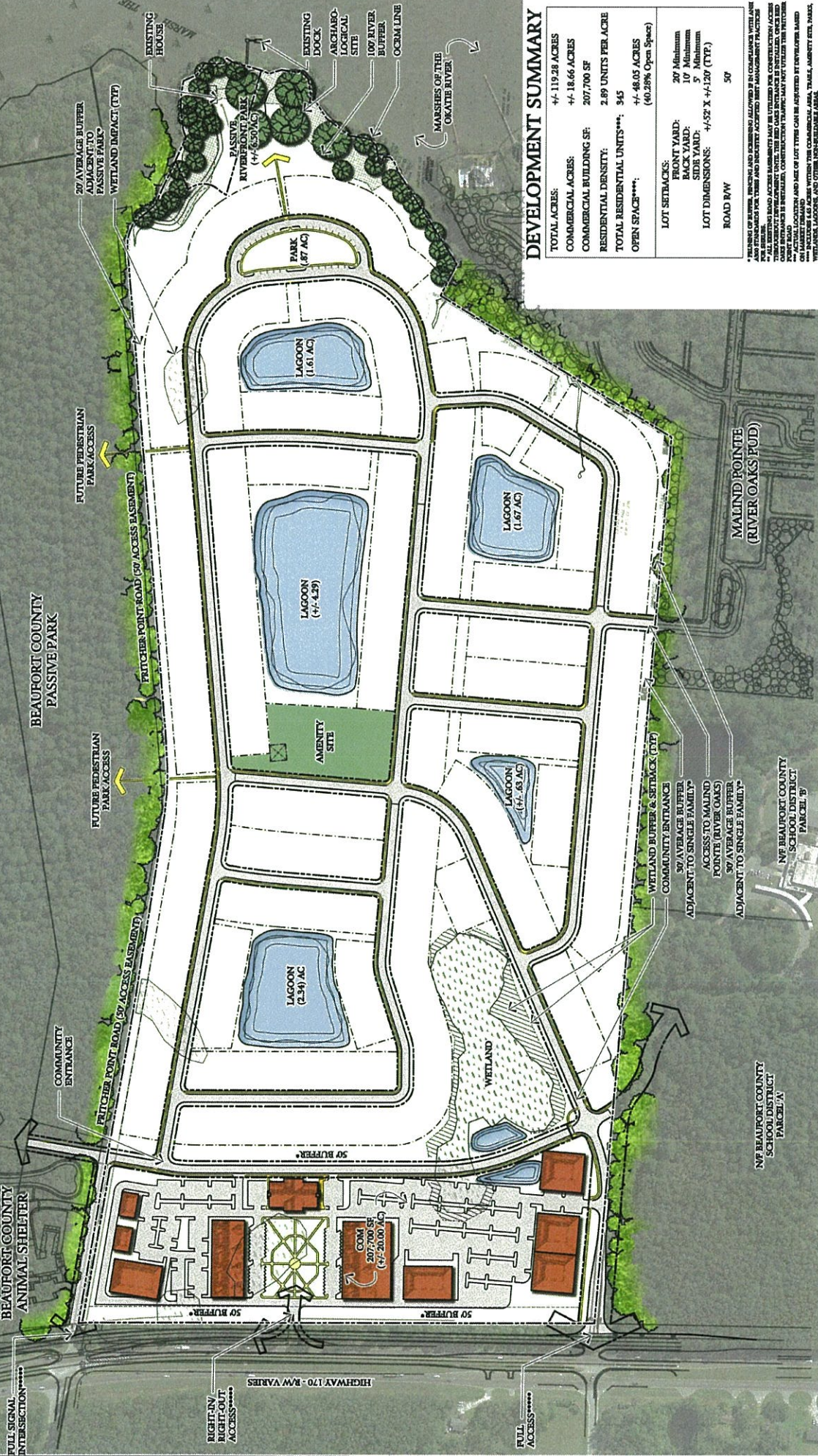


WARD EDWARDS  
ENGINEERING

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



# EXHIBIT B



## DEVELOPMENT SUMMARY

TOTAL ACRES:	+/- 119.28 ACRES
COMMERCIAL ACRES:	+/- 18.66 ACRES
COMMERCIAL BUILDING SF:	207,700 SF
RESIDENTIAL DENSITY:	2.89 UNITS PER ACRE
TOTAL RESIDENTIAL UNITS***:	345
OPEN SPACE***:	+/- 48.05 ACRES (40.26% Open Space)
LOT SETBACKS:	
FRONT YARD:	20' Minimum
BACK YARD:	10' Minimum
SIDE YARD:	5' Minimum
LOT DIMENSIONS:	+/- 52' X +/- 120' (TYP.)
ROAD R/W:	50'

\* PLANNING OF UTILITIES, PAVING AND UTILITIES ARE REQUIRED TO BE COMPLETED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND SHALL BE SUBJECT TO THE APPROVAL OF THE LOCAL GOVERNMENT.  
 \*\* ALL EXISTING AND PROPOSED UTILITIES SHALL BE UTILIZED FOR CONSTRUCTION AND SHALL BE SUBJECT TO THE APPROVAL OF THE LOCAL GOVERNMENT.  
 \*\*\* ACTUAL LOCATION AND AREA OF LOT TYPES CAN BE ADJUSTED BY DEVELOPER BASED ON THE ACTUAL LAYOUT OF THE COMMERCIAL AREA, TRAIL, AMENITY SITE, WALKWAY, WETLANDS AND OTHER INFRASTRUCTURE AREAS.  
 \*\*\*\* ACCESSORY DRIVEWAY TO EXISTING HOUSE AND RECREATION FACILITIES

**GRAPHIC SCALE**

**NORTH** 0 200' 400' 600'

JCL File Number: 201721-01

# MALIND BLUFF MASTER PLAN

BEAUFORT COUNTY, SOUTH CAROLINA  
JUNE 5, 2019

PREPARED FOR:  
LCP III, LLC

PREPARED BY:

**J. K. TILLER ASSOCIATES, INC.**  
LANDSCAPE ARCHITECTURE  
PLANNING  
1000 W. COUGNEY ROAD, SUITE 107, BEAUFORT, SOUTH CAROLINA 29516  
www.jktiller.com

**Ward Edwards**  
ENGINEERING

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







**ATTACHMENT 2**

**First Amendment to Development Agreement**

**[Attached]**

**FIRST AMENDMENT TO  
DEVELOPMENT AGREEMENT**

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (this “First Amendment”) is made and entered into as of the 22nd day of July 2019, by and between LCP III, LLC, a South Carolina limited liability company (the “Owner”), and BEAUFORT COUNTY, SOUTH CAROLINA (the “County”).

**WITNESSETH**

WHEREAS, pursuant to the South Carolina Local Government Development Agreement Act, Sections 6-31-10 through 6-31-160 of the South Carolina Code of Laws (1976, as amended) (the “Act”), the Owner and County entered into a Development Agreement dated September 3, 2009, recorded on September 11, 2009 in Book 02888 at Pages 0169-0550 of the Register of Deeds for Beaufort County, South Carolina (“Development Agreement”), the Development Agreement having been authorized by the Beaufort County Council (“County Council”) upon Third and Final Reading on October 27, 2008; and

WHEREAS, in 2014, the Owner and the County negotiated for and the County Council approved an amendment to the Development Agreement and PUD Zoning but a dispute arose over whether that amendment agreement was ever consummated or is legally effective and, in consideration of this First Amendment to Development Agreement, the parties hereto hereby mutually agree that the 2014 proposed amendment is of no force and effect; and

WHEREAS, in 2017, the Owner pursued a further amendment to the Development Agreement but that application was later abandoned or withdrawn by the Owner; and

WHEREAS, therefore, the Development Agreement, dated September 3, 2009 and recorded on September 11, 2009, has remained in full force and effect as originally written prior to entry of this First Amendment to Development Agreement; and

WHEREAS, the Owner and the County now desire to amend the terms of the Development Agreement as set forth hereinbelow; and

WHEREAS, Section 6-31-60(B) of the Act provides that “a major modification of the Development Agreement may occur only after public notice and a public hearing”; and

WHEREAS, after a duly noticed public hearing held by the County Council (the “County Council”), the County Council approved this First Amendment to Development Agreement by an Ordinance legally adopted on July 22, 2019; and

WHEREAS, pursuant to the Act and the Ordinance adopted by the County Council on July 22, 2019, the parties have entered into this First Amendment to Development Agreement.

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants and agreements contained herein, the parties hereto agree as follows.

1. INCORPORATION

The above recitals are hereby incorporated into this Agreement.

2. MODIFICATION OF CERTAIN DEFINED TERMS

The definitions of the following capitalized term in Section II on Page 3 of 38 of the Development Agreement shall be modified to read as follows:

“Development Plan” means the layout and development scheme contemplated for the Property, as more fully set forth in the updated PUD approval for Osprey Point, attached hereto as Exhibit B, and as may be modified per the terms of this agreement. All references to Exhibit B in the Development Agreement and also herein shall mean the updated Exhibit B attached hereto. This Exhibit B is intended to govern the land use and development scheme contemplated for the Property; by accepting this Exhibit B the County is not committing to the road access, signalization or any offsite matters that may be shown on the Plan and the County is not responsible for funding any improvements or the maintenance thereof.

Except as modified above, all capitalized terms used in this First Amendment to Development Agreement shall have the meaning ascribed to them in the Development Agreement.

3. MODIFICATION OF SECTION III - TERM AND AMENDMENTS

Section III on Page 4 of 38 of the Development Agreement is hereby amended to provide as follows:

(a) The Development Agreement was for an initial term of five (5) years unless extended by the mutual agreement of the County and the Owner.

(b) After its entry, the Development Agreement was subject to the South Carolina General Assembly’s 2010 Joint Resolution to Extend Certain Government Approvals Affecting the Development of Real Property Within the State (H4445) and the 2013 Joint Resolution to Suspend the Running of Certain Governmental Approvals Affecting the Development of Real Property within the State for the Period Beginning January 1, 2013 and Ending December 31, 2016 (H3774) (the “Joint Resolutions”). Based on the foregoing Joint Resolutions tolling the term of the Development Agreement by operation of law from its inception until December 31, 2016, the Development Agreement will expire on January 1, 2022.

(c) The parties further agree that the term of the Development Agreement, as amended hereby, shall be extended to a date that is five (5) years from the date of the approval and execution of this First Amendment to Development Agreement by the County and the Owner (the “Term”), except as provided in the following paragraph. Because of uncertain and changing market conditions, the parties further agree that either the Owner or the County may request that the other party consent and agree, which consent and agreement shall not be unreasonably withheld, to an extension of the term of the Development Agreement for another period of five years if requested more than one year before the expiration of the Term and if at that time the Owner still owns twenty-five or more acres of highland as provided in S.C. Code Ann. § 6-31-40.



(d) The County will have no liability to the Owner or any third party in the event a court of competent jurisdiction in a final unappealable order rules that the extension of the Term as provided in Section 3(c) is for any reason unenforceable. In the event of such unenforceability, the Term shall extend to January 1, 2022.

4. DELETION OF SECTION IV(A)

Section IV (A) is hereby deleted.

5. MODIFICATION OF SECTION IV(C)

Section IV(C) on Pages 5-6 of 38 of the Development Agreement is hereby deleted and the following is substituted in its place:

Permitted Uses. Permitted uses on the Property include single-family dwellings and accessory uses thereto, recreational uses such as parks, water-related amenities and the like, and commercial, office and retail uses as shown and depicted on the attached Osprey Point PUD approval that is labeled Exhibit B. No more than three hundred and forty-five (345) single-family dwelling units, and no more than 207,700 square feet of nonresidential commercial, office and/or retail space shall be constructed on the Property. Timesharing or fractional ownership uses shall not be permitted. Owner or its assigns shall be allowed to convert up to 10% of the total residential units allowed to additional commercial square footage allowed, at the rate of one residential unit equal to 2,400 square feet of commercial, as a matter of right thereunder. An additional 10% of total residential units may be converted to additional commercial square footage allowed, at the same conversion rate, to accommodate economic development opportunities only for above average wage jobs, within the original commercial area or adjacent thereto, if such additional conversion is approved by the Land Management Committee of County Council, after consultation with the Planning Department. Such additional square footage of commercial shall be developed within the commercial area of the PUD or within reasonable close proximity thereto, so as to preserve the general pattern of uses established under the PUD, and no amendment hereto or to the PUD shall be required.

Furthermore, it is expressly understood and hereby provided that lodging facilities (hotel/motel) may be desirable in or near the commercial area of the PUD, and such units are expressly allowed. It is hereby agreed that any lodging facilities, as well as ancillary services and facilities typically located within hotel or motel uses, will not count against overall residential density. All such facilities shall count as commercial square footage.

6. MODIFICATION OF SECTION IV(F)

So much of Section IV(F) on Pages 7-8 of 38 of the Development Agreement is hereby amended as to provide that Owner agrees to build the frontage road (road behind commercial tract) before the platting of Phase III of the development and the building of any commercial development. Owner agrees to provide adequate bonding, in accordance with Beaufort County law and other applicable Beaufort County policies and procedures, to guarantee construction of the road if the road is not constructed by the time specified in the previous sentence. County agrees to cooperate with Owner in seeking a reciprocal easement from the BCSD that is necessary to

facilitate the construction of the Connector Road's connectivity to Hwy 170. Except as amended hereby, Section IV(F) of the Development Agreement shall remain in full force and effect.

7. MODIFICATION OF SECTION IV(G)

Section IV(G) on Pages 8-10 of 38 of the the Development Agreement is hereby deleted. The parties agree that the Property and contemplated project shall be subject to all applicable impact fees, user fees and assessments in effect in Beaufort County at the time the developer submits its permit applications, specifically including any such fees and assessments that were or may be adopted after entry of the Development Agreement or this First Amendment.

The County agrees to cooperate with Owner in seeking the reciprocal easement from the School District for the use of the existing road and the road be constructed behind the commercial frontage that will provide a second ingress and egress to Highway 170 for the School.

Owner will pay an impact fee of \$1,500 for each residential unit at the time of obtaining the building permit. This fee would terminate if the County were to adopt a school impact fee during the Term at which time the Owner would pay the amount of the County-wide fee in lieu of the amount of the fee specified herein.

8. MODIFICATION OF SECTION IV(H)

Section IV(H) on Pages 10-12 of 38 of the the Development Agreement is hereby deleted. The parties agree that the Property and contemplated project shall be subject to all applicable impact fees, user fees and assessments in effect in Beaufort County at the time the developer submits its permit applications, specifically including any such fees and assessments that were or may be adopted after entry of the Development Agreement or this First Amendment.

9. MODIFICATION OF SECTIONS IV(E) AND (I)

Sections IV (E) and (I) on Pages 7 and 12 of 38 of the the Development Agreement, respectively, are hereby deleted upon the specific condition that the Property shall not be annexed into Jasper County, the Town of Hardeeville or any other local government prior to the expiration of the Term or extended term of the Development Agreement. In lieu of said Sections IV (E) and (I), Owner hereby agrees to comply with all public park, open space, and recreation requirements contained in the Beaufort County Subdivision Ordinance in effect at the time the project's preliminary site plan is approved. In the event of any conflict between the Beaufort County Subdivision Ordinance and Exhibit B, the layout and development scheme of Exhibit B shall control. The parties hereby agree that the layout and development scheme shown on Exhibit B satisfies all public park, open space, and recreation requirements. The common areas, open space, and recreation on the Property shall be for the benefit of the community on the Property rather than the public at large.

Owner further agrees that if the Property is annexed into Jasper County, the Town of Hardeeville or any other local government prior to the expiration of the Term or extended term of the Development Agreement, in addition to the County's remedies preserved by Section VIII(O) below, the Owner shall be responsible to comply with Section IV(I) on Page 12 of 38 of the original

Development Agreement. Owner hereby agrees that this undertaking shall survive the termination of the Development Agreement as amended hereby.

10. MODIFICATION OF SECTION IV(K)

Section IV(K) on Page 13 of 38 of the Development Agreement is hereby amended to provide that the public safety site shall be at least one-half (.5) acre instead of approximately one (1.0) acre.

11. MODIFICATION OF SECTION IV(M)

Section IV(M) on Pages 13-14 of 38 of the Development Agreement is hereby deleted and replaced with the following:

The Design Guidelines applicable to the residential dwelling units shall consist of the various elevations attached hereto as Exhibit F. The architectural review board established under the restrictive covenants must approve in writing any material deviation from the Design Guidelines before construction occurs.

12. DELETION OF SECTION V

Section V on Page 14 of 38 is hereby deleted in its entirety.

13. MODIFICATION OF SECTION VI

Section VI on Pages 14-15 of 38 of the Development Agreement is hereby amended to provide that the applicable development schedule is the Amended Development Schedule attached hereto as Exhibit D. Except as amended hereby, Section VI of the Development Agreement shall remain in full force and effect.

14. MODIFICATION OF SECTION VII

Section VII on Pages 15-16 of 38 of the Development Agreement is hereby amended to add the following new paragraphs at the end of the section:

Notwithstanding any provision to the contrary in this Development Agreement, the parties agree that the Property and Project shall be subject to any and all impact fees, user fees and assessments in effect in Beaufort County at the time the developer submits its permit applications, specifically including any such fees and assessment that were or may be adopted after entry of the Development Agreement or this First Amendment.

Notwithstanding anything to the contrary in this Development Agreement, the parties agree that the Owner shall be deemed to comply with all public park, open space, and recreation requirements contained in the Beaufort County Subdivision Ordinance in effect at the time the project's preliminary site plan is approved if the project's preliminary site plan is in accordance with Exhibit B.

Notwithstanding anything to the contrary in this Development Agreement, the Owner shall be required to abide by all provisions of federal and state laws and regulations, including those established by the Department of Health and Environmental Control, the Office of Ocean and Coastal Resource Management, and their successors, for the handling of storm water that are in effect at the time of permitting.

15. MODIFICATION OF SECTION VIII(D)

The last sentence of Section VIII(D) on Page 17 of 38 of the Development Agreement is hereby deleted and replaced with the following:

If the BJWSA concurs, Owner is not required to use treated water for irrigation purposes.

16. MODIFICATION OF SECTION VIII(E)

Section VIII(E) on Pages 17-19 of 38 of the Development Agreement is hereby amended as follows: The third, fourth, fifth, sixth, and seventh sentences shall be deleted. The first and second sentences shall be retained and modified as follows:

Drainage System. All storm water runoff and drainage system improvements within the Property will be designed utilizing the County's best management practices in effect at the time development permits are applied for, will be constructed by Owner, Developer or their assigns, and will be maintained by Owner, Developer and/or a Homeowners' Association. The County of Beaufort will not be responsible for any construction or maintenance costs associated with the drainage system within the Property.

The Owner, its successors and assigns, shall be required to abide by all provisions of federal and state laws and regulations, including those established by the Department of Health and Environmental Control, the Office of Ocean and Coastal Resource Management, and their successors, for the handling of storm water that are in effect at the time of permitting.

17. DELETION OF SECTION VIII(K)

Section VIII(K) on Page 20 of 38 is hereby deleted in its entirety.

18. ADDITION OF NEW SECTION SECTION VIII(O)

A new Section VIII(O) shall be added as follows:

Agreement Not To Annex. Owner agrees that it shall not seek or permit the Property to be annexed into Jasper County, the City of Hardeeville or any other local government prior to the expiration of the Term or extended term of the Development Agreement. This provision may be enforced by the County by all available legal means, and include all remedies available at law or in equity, including specific performance and injunctive relief. Owner hereby agrees that this undertaking shall survive the termination of the Development Agreement as amended hereby. County agrees that its Community Development Department will process all complete application submittals on matters within its jurisdiction that do not require outside review within two weeks of receipt by providing comments or decisions. If the Owner has any questions or concerns

regarding the timely processing of any application submittals made to the County, the Owner shall contact the County's Community Development Director and County Attorney, who will investigate any such questions or concerns and report back to the Owner within ten (10) days of being notified.

19. MODIFICATION OF SECTION XIII

The notice address for each party to the Development Agreement as set out in Section XIII on Page 24 of 38 of the Development Agreement is hereby amended as follows:

If to Owner: Nathan Duggins, III  
P.O. Box 2888  
Greensboro, NC 27402

Copy to: G. Trenholm Walker  
PO Drawer 22167  
Charleston, SC 29413-2167

If to County: Beaufort County Administrator  
PO Box 1228  
Beaufort, SC 29901

Copy to: Thomas J. Keaveny, II  
Beaufort County Attorney  
PO Box 1228  
Beaufort, SC 29901

Except as amended hereby, Section XIII of the Development Agreement shall remain in full force and effect.

20. CONFORMANCE OF PUD ZONING

The parties agree that the PUD zoning for the Property is amended in all respects to be in conformance with the Development Agreement as amended by this First Amendment, such that everything allowed and granted under their terms are allowed and granted by the PUD zoning.

21. RATIFICATION OF DEVELOPMENT AGREEMENT

Except as expressly modified or amended by this First Amendment, the parties hereto ratify and affirm all provisions of the Development Agreement approved by the County Council on October 27, 2008, entered by the parties on September 3, 2009, and recorded on September 11, 2009, in Book 02888 at Pages 0169-0550 with the Register of Deeds.

22. RECORDING

The Owner shall record this First Amendment in the real estate records of the County within fourteen (14) days of the execution of this First Amendment by the County.



Notary Public for \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_



STATE OF SOUTH CAROLINA    )  
  )  
COUNTY OF BEAUFORT        )        PROBATE

PERSONALLY appeared before me the undersigned witness and made oath that (s)he saw the within named BEAUFORT COUNTY, SOUTH CAROLINA, by its duly authorized officer, sign, seal and as its act and deed, deliver the within written instrument and that (s)he, with the other witness above subscribed, witnessed the execution thereof.

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First Witness Signs Again Here

SWORN to before me this  
\_\_\_ day of \_\_\_\_\_, 2019

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Notary Public Signs AS NOTARY  
Notary Public for South Carolina  
My Commission Expires: \_\_\_\_\_

**EXHIBIT A**

**Property Description**

[See Original Development Agreement]

**EXHIBIT B**

**Updated Master Development Plan and Opsrey Point PUD Approval**

[Attached]



# EXHIBIT B



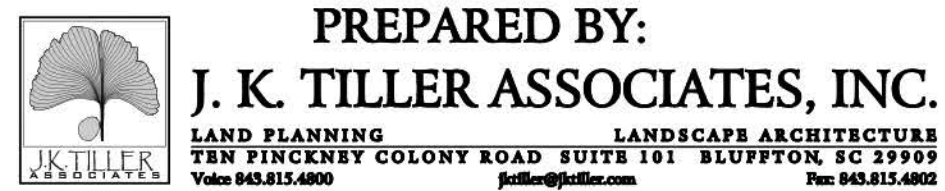
## DEVELOPMENT SUMMARY

TOTAL ACRES:	+/- 119.28 ACRES
COMMERCIAL ACRES:	+/- 18.66 ACRES
COMMERCIAL BUILDING SF:	207,700 SF
RESIDENTIAL DENSITY:	2.89 UNITS PER ACRE
TOTAL RESIDENTIAL UNITS***:	345
OPEN SPACE****:	+/- 48.05 ACRES (40.28% Open Space)
<b>LOT SETBACKS:</b>	
FRONT YARD:	20' Minimum
BACK YARD:	10' Minimum
SIDE YARD:	5' Minimum
LOT DIMENSIONS:	+/-52' X +/-120' (TYP.)
ROAD R/W	50'

\* PRUNING OF BUFFER, FENCING AND SCREENING ALLOWED IF IN COMPLIANCE WITH ANSI A500 STANDARDS FOR TREES AND INDUSTRY ACCEPTED BEST MANAGEMENT PRACTICES FOR SHRUBS.  
 \*\* ALL EXISTING ROAD ACCESS EASEMENTS MAY BE UTILIZED FOR CONSTRUCTION ACCESS THROUGHOUT DEVELOPMENT UNTIL THE RED OAKS ENTRANCE IS INSTALLED. ONCE RED OAKS ENTRANCE IS INSTALLED, CONSTRUCTION TRAFFIC MAY NOT UTILIZE THE PRITCHER POINT ROAD.  
 \*\*\* ACTUAL LOCATION AND MIX OF LOT TYPES CAN BE ADJUSTED BY DEVELOPER BASED ON MARKET DEMAND.  
 \*\*\*\* INCLUDES 6.65 ACRES WITHIN THE COMMERCIAL AREA, TRAILS, AMENITY SITE, PARKS, WETLANDS, LAGOONS, AND OTHER NON-BUILDABLE AREAS.  
 \*\*\*\*\* ACCESS POINT SUBJECT TO SCDOT APPROVAL AND ENCROACHMENT PERMITS

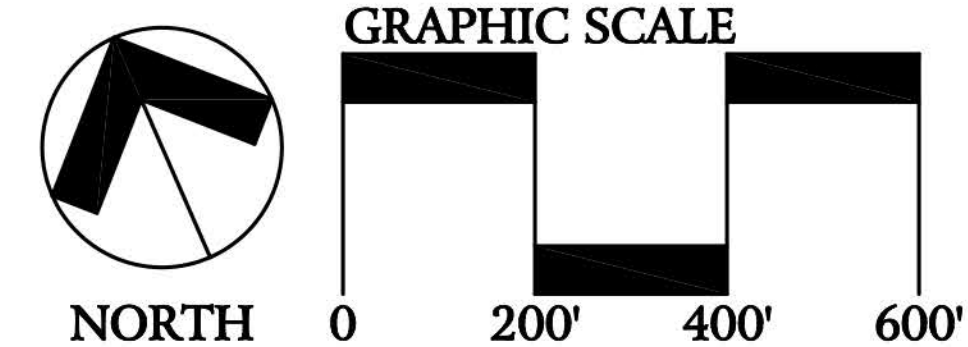
PREPARED FOR:  
LCP III, LLC

PREPARED BY:  
J. K. TILLER ASSOCIATES, INC.



# MALIND BLUFF MASTER PLAN

BEAUFORT COUNTY, SOUTH CAROLINA  
JUNE 5, 2019



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**EXHIBIT C**

**Zoning Regulations**

[See Original Development Agreement]

**EXHIBIT D**

**Amended Development Schedule**

[Attached]

**Exhibit D**

**DEVELOPMENT SCHEDULE**

Development of the Property is expected to occur over the five (5) year term of the Agreement, with the sequence and timing of development activity to be dictated largely by market conditions. The following estimate of expected activity is hereby included, to be update by Owner as the development evolves over the term:

**Year(s) of Commencement / Completion**

<b><u>Type of Development</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>
Commercial (Sq. Ft.)					207,000
Residential, Single Family			75	75	75
Public Safety Site Transfer					100%

- 120 single family units are forecast to remain to be built at the end of five years.

As stated in the Development Agreement, Section VI, actual development may occur more rapidly or less rapidly, based on market conditions and final product mix.



**EXHIBIT E**

**Estimated Population at Project Buildout**

[See Original Development Agreement]

**EXHIBIT F**

**Amended Okatie Village Design Guidelines**

[Attached]

**ORDINANCE 2019 \_\_\_\_\_**

**AN ORDINANCE AMENDING ORDINANCE 2019/16 TO AUTHORIZE THE COUNTY ADMINISTRATOR TO EXECUTE ANY AND ALL NECESSARY DOCUMENTS FOR A LEASE SUCH THAT IT SHALL NOW INCLUDE THE ADJACENT GENERAL STORE IN THE LEASE OF A BUILDING ON DAUFUSKIE ISLAND KNOWN AS MARSHSIDE MAMAS.**

**WHEREAS**, Beaufort County Council adopted Ordinance 2019/16 on April 22, 2019 and authorized the execution of the lease for a portion of 15 Haig Point known as the Marshside Mama's building; and

**WHEREAS**, prior to the adoption of Ordinance 2019/16, County Council adopted Ordinance 2018/52 authorizing the execution of a lease for the portion of 15 Haig Point known as a general store called the Daufuskie Island Store; and

**WHEREAS**, the tenant of the general store has notified Beaufort County that he has abandoned the lease of the general store; and

**WHEREAS**, Property Management Company, LLC in conjunction with Pointed Feather Feather Foods LLC provided a proposal offering, among other things, \$900 per month to lease the property and \$100,000 in capital investments for the Marshside Mama's Building; and

**WHEREAS**, the Department of Health and Environmental Control (DHEC) has notified Property Management Company, LLC of some deficiencies in the building that necessitate the need to utilize the space currently allotted to the general store; and

**WHEREAS**, the Public Facilities committee considered the Property Management Company, LLC proposal at the March 4, 2019 meeting and recommended approval; and

**WHEREAS**, Property Management Company, LLC desires to use the general store space to comply with certain DHEC regulations for the restaurant and also to maintain a portion of the space for a general store; and

**WHEREAS**, County Council finds that it is in the best interests of Beaufort County citizens, residents and visitors to lease the Daufuskie Island Marshside Mama's property, including the general store to Property Management Company, LLC.

**NOW, THEREFORE, BE IT ORDAINED** by Beaufort County Council, duly assembled, does hereby authorizes the County Administrator to execute any and all documents necessary to lease 15 Haig Point Road, Parcel Number R800 024 000 0032 0000 the building known as the Marshside Mama's Restaurant, including the adjacent general store space. To the extent necessary, Ordinance 2019/16 is hereby amended to reflect the County Administrator's

additional authority to include in the Marshside Mama's lease with Property Management Company, LLC the additional adjacent space known as the general store with the same terms as originally provided for in the lease for the general store.

Adopted this \_\_\_\_ day of \_\_\_\_\_, 2019.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: \_\_\_\_\_

Stewart H. Rodman, Chairman

ATTEST:

\_\_\_\_\_  
Sarah W. Brock, Clerk to Council.

Chronology

- Third and final reading occurred
- Public hearing occurred
- Second reading occurred
- First reading approval occurred
- Public Facilities Committee discussion and recommendation to



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## BEAUFORT COUNTY COUNCIL

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### Agenda Item Summary

**Item Title:**

A RESOLUTION TO ADOPT THE BEAUFORT COUNTY AIRPORTS HANGAR USE AGREEMENT

**Council Committee:**

**Meeting Date:**

June 24, 2019

**Committee Presenter (Name and Title):**

Jon Rembold, Airports Director

**Issues for Consideration:**

**Points to Consider:**

**Funding & Liability Factors:**

None.

**Council Options:**

Adopt Resolution or reject resolution

**Recommendation:**

Adopt resolution

**RESOLUTION 2019/\_\_\_**

**A RESOLUTION TO ADOPT THE BEAUFORT COUNTY AIRPORTS HANGAR USE AGREEMENT**

**WHEREAS**, the County owns and is responsible for the management, control and operation of the Airports at Hilton Head Island and at Lady's Island; and,

**WHEREAS**, the County has Aircraft Hangars available for use at the Airports; and,

**WHEREAS**, Lessor is willing to rent such space, to the Lessee upon the terms and conditions set forth herein; and

**WHEREAS**, the parties hereto agree to be bound by all of the terms and conditions set forth herein;

**WHEREAS**, Beaufort County recognizes that the Airports are Enterprise Funds needing to generate revenue, and;

**WHEREAS**, the Executive Committee considered the attached Airports Hangar Use Rates at the June 10, 2019 meeting and unanimously recommends that County Council adopt the rates as presented; and

**NOW THEREFORE, BE IT RESOLVED, THAT THE COUNTY COUNCIL OF BEAUFORT COUNTY, SOUTH CAROLINA** adopts the Airports Hangar Use Rates that is attached hereto and incorporated herein as fully as if repeated verbatim.

Adopted this \_\_\_ day of June, 2019.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: \_\_\_\_\_  
Stewart H. Rodman, Chairman

ATTEST:

\_\_\_\_\_  
Sarah W. Brock, Clerk to Council



<b>Hangar Type</b>	<b>Current Monthly Rate</b>	<b>5% Increase</b>	<b>New Monthly Rate</b>
HXD T-Hangar	\$418.85	\$20.95	\$439.80
HXD Corporate Hangar 60'x52'	\$1,245.08	\$62.26	\$1,307.35
HXD Box Hangar 80'x80'	\$2,627.56	\$131.38	\$2,758.94
ARW T-Hangar	\$311.00	\$15.55	\$326.55

DRAFT