

The Beaufort County Planning Commission will hold its regularly scheduled meeting on **Monday, December 6, 2010, at 6:00 p.m.** in the **County Council Chambers**, County Administration Building, 100 Ribaut Road, Beaufort, SC.

NOTE: A Commissioners' Workshop will be held in the Planning Office, Room 115, County Administration Building (5:30 to 6:00 p.m.).

AGENDA

- I. Call to Order
- II. Pledge of Allegiance
- III. Review Minutes of November 1, 2010, Meeting
- IV. Chairman's Report and Public Comment Period
- V. **PUBLIC HEARING AND CONSIDERATION** on a Text Amendment to the Beaufort County Comprehensive Plan, Appendix L. Buckwalter Parkway Access Management Plan, Figure 5 (adds new future site location on Buckwalter Parkway)
- VI. **PUBLIC HEARING AND CONSIDERATION** on a Text Amendment to the Zoning and Development Standards Ordinance (ZDSO), Article XIII. Subdivision and Land Development Standards, Section 106-2796(h)(2)b. Future signal locations (adds new future site location on Buckwalter Parkway) ([backup](#)) ([figure 5](#))
- VII. **PUBLIC HEARING AND CONSIDERATION** on a Text Amendment to the Zoning and Development Standards Ordinance (ZDSO), Appendix S. Daufuskie Island Code (adds a new appendix with development standards for Daufuskie Island Community Preservation District)
- VIII. **PUBLIC HEARING AND CONSIDERATION** on a Beaufort County Zoning Map Amendment for Daufuskie Island (changes the zoning districts) (See page 29 of the Daufuskie Island Code for the Regulating Plan which shows the new zoning districts)
- IX. **PUBLIC HEARING AND CONSIDERATION** on a Text Amendment to the Zoning and Development Standards Ordinance (ZDSO), Appendix D. Community Preservation Areas (deletes all interim standards related to Brighton Beach, Buckingham, Bluffton-

May River/Highway 46 Corridor, and Daufuskie Island, including Sections 9 and 10—
Daufuskie Island Buffer District and Gateways) ([backup](#))

X. Other Business

XI. Adjournment

Notes:

1. The January 2011 regularly scheduled Beaufort County Planning Commission meeting will be held on **Thursday, January 3, 2011, at 6:00 p.m.**
2. The background material on this month's agenda items may be viewed at the Planning Office, Room 115, Beaufort County Administration Building, 100 Ribaut Road, Beaufort, SC; or call the Beaufort County Planning Department at 255-2140 for details on any of the agenda items.



MEMORANDUM

To: Beaufort County Planning Commission
From: Colin Kinton, PE, County Traffic & Transportation Engineer *ck*
Subject: Amendment to the ZDSO
Date: November 29, 2010

ZDSO Section – Sec. 106-2796 (Access Standards)

Summary of Proposed Amendment – This amendment provides for an additional traffic signal to be installed on Buckwalter Parkway at Lake Point Drive, which was not previously planned for signalization.

Justification – The access management plan developed for Buckwalter Parkway envisioned the intersection of Lake Point Drive at Buckwalter Parkway to be an un-signalized, three-legged intersection. Additional connectivity was included in the access management plan in order to reduce the traffic demand at this intersection by distributing traffic to other roadways, provide alternative access and provide for a safer connected roadway network. Lake Point Drive is currently the only access for four residential subdivisions. The addition of a commercial development on Buckwalter Parkway across from Lake Point Drive (creating a fourth leg to the intersection) has immediately created significant capacity, access and safety concerns. Implementation of plans for additional connectivity and/or a roundabout at this intersection cannot be implemented to mitigate safety and capacity concerns in an immediate time frame because of funding and timing constraints.

The access management standards for Buckwalter Parkway recommend spacing between traffic signals at 2,000 feet. The Lake Point Drive intersection is 1,500 feet from the intersection of Bluffton Parkway at Buckwalter Parkway. This is not an ideal spacing but is an acceptable compromise to the existing conditions that should be mitigated.

The proposed change below allows for a traffic signal, which meets minimum traffic volume warrants, to be installed at Lake Point Drive at Buckwalter Parkway intersection by adding the intersection to the list of acceptable locations for traffic signal control.

Proposed Amendment – Proposed deletions are shown ~~struck-through~~ and additions are underlined.

ARTICLE XIII. SUBDIVISION AND LAND DEVELOPMENT STANDARDS

DIVISION 2. STREET STANDARDS

Sec. 106-2796. Access.

- (h) *Access management standards for Buckwalter Parkway.* The following access management standards apply to all properties within Beaufort County's jurisdiction on Buckwalter Parkway between the intersection of US 278 and SC 46 (May River Road).
 - (1) *Signal spacing.* The recommended spacing between full signalized accesses is 2,000 feet.
 - (2) *Future signal locations.* The specific signalized access locations shall correspond to the programmed signal locations provided in Figure 5 in Appendix L: Buckwalter Parkway Access Management Plan of the Beaufort County Comprehensive Plan. If a modification of the defined signal locations is desired to meet the demands of a specific development, the following conditions shall be satisfied:
 - a. The modified location must meet the warrants for signalization with the proposed development as defined in the Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA) with the analysis and specific application of traffic signal warrants to be approved by the Beaufort County traffic engineer.
 - b. The modified location must provide adequate spacing (as defined in the spacing standards indicated above) from existing traffic signals, programmed traffic signals, and future signalization of primary roadway intersections, including:

Buckwalter Parkway at US 278

Buckwalter Parkway at Cinema South (2,800 feet south of US 278)

Buckwalter Parkway at Sea Turtle South (2,050 feet south of Cinema South)

Buckwalter Parkway at Buckwalter Town Center South (2,550 feet south of Cinema South)

Buckwalter Parkway at Bluffton Parkway and the Townes of Buckwalter (this signal will be relocated once Phase 5b of the

Bluffton Parkway is completed)

Buckwalter Parkway at Lake Point Drive (1,550 feet south of Buckwalter Parkway at Bluffton Parkway and the Townes of Buckwalter)

Buckwalter Parkway at Bluffton Parkway and Hampton Hall

Buckwalter Parkway at H.E. McCracken Circle and Old Bridge Drive

Buckwalter Parkway at SC 46 (May River Road)

- c. The future signalized intersection location shall not have an adverse impact on existing or future LOS based on comparative analysis of conditions with the recommended signal locations indicated in Appendix L: Buckwalter Parkway Access Management Plan of the Beaufort County Comprehensive Plan above. The developer shall be required to conduct LOS and signal system progression analysis to demonstrate compatibility of the proposed signal location with operation of the remainder of the signal system.

- (3) *Driveway spacing.* Additional access points above the full accesses indicated in subsection 106-2796(h)(2)b. may be granted for right-in/right-out or other controlled movement access with a minimum spacing of 500 feet. Single parcel access is strongly discouraged and connectivity to adjacent parcels should be provided. Joint access driveways are encouraged for small parcels to adhere to the 500-foot spacing. Driveways should be limited to the number needed to provide adequate access to a development. Factors such as alignment with opposing driveways and minimum spacing requirements will have a bearing on the location and number of driveways approved. For parcels/developments that have frontage on Buckwalter Parkway and have access to a signalized intersection location recommended in the Buckwalter Parkway Access Management Plan, minimum spacing shall be 800 feet unless specified in Figure 5 of the Buckwalter Parkway Access Management Plan.
- (4) *Driveway design.* Driveway width and turning radii shall conform to SCDOT's Access and Roadside Management Standards.
- (5) *Driveway linkages.* See subsection 106-2796(c).
- (6) *Deceleration lanes.* Deceleration lanes shall be required when the volume of traffic turning at a site is high enough in relation to the through traffic to constitute the potential for disruption as indicated in the traffic impact

analysis.

- (7) *Retrofitting existing driveways.* As changes are made to previously developed property or to the roadway, driveways will be evaluated for the need to be relocated, consolidated, or eliminated if they do not meet the access management standards.

(Ord. No. 99-12, § 1 (14.110), 4-26-1999; Ord. No. 2004/26, 8-9-2004; Ord. No. 2005/19, 5-23-2005; Ord. No. 2008/17, 5-5-2008; Ord. No. 2008/19, 5-19-2008)



PLANNING DIVISION MEMORANDUM

To: Beaufort County Planning Commission
From: Anthony Criscitiello, Planning Director
Date: October 25, 2010
Re: **Proposed Revision of Appendix D Community Preservation Area, of the Zoning and Development Standards Ordinance/ZDSO**

ZDSO Section: Appendix D- Community Preservation (CP) Area

Source of Proposed Amendment: Beaufort County Planning Staff.

Summary of Proposed Amendments: Permanent standards have been adopted for Brighton Beach (now known as Alljoy), Buckingham (now known as Buckingham Landing), and Bluffton-May River/Highway 46 Corridor (now known as May River); therefore, interim standards are no longer required. The Daufuskie Island Code is going through the process of adoption and this amendment will run parallel with that process; therefore, interim standards will no longer be required when the Daufuskie Island Code is adopted. The following changes are proposed with deletions shown as ~~**bold and struck through**~~ and additions as **bold and underlined**.

- Delete all interim standards or references to Brighton Beach, Buckingham, Bluffton-May River/Highway 46 Corridor, and Daufuskie Island in Appendix D, especially in Tables 1, 2 and 4, and in Sec. 5(b)(5)—see below:
 - (5) Grocery stores are limited to 10,000 square feet within Big Estates and Sheldon ~~**and on Daufuskie Island.**~~
- Delete Sections 9 and 10 (Daufuskie Island Buffer District and Gateways) in Appendix D, in their entirety.
- Renumber Section 11 (Coosaw Island Rural and Rural Residential Districts) as Section 9; renumber all its subparagraphs accordingly – 11.1, 11.2, etc. should be 9.1, 9.2, etc.; and renumber any reference to Section 11 within Appendix D to Section 9.
- Renumber all the tables in the newly numbered Section 9 (Coosaw Island Rural and Rural Residential Districts) as indicated below, and renumber any references to Tables 8, 9 and 10 within Appendix D to Tables 5, 6, and 7, respectively:
 - TABLE ~~**8**~~ **5**. PERMITTED USES FOR COOSAW ISLAND RURAL AND COOSAW ISLAND RURAL RESIDENTIAL DISTRICTS
 - TABLE ~~**9**~~ **6**. RESIDENTIAL LOT SIZE AND DENSITY STANDARDS FOR COOSAW ISLAND DISTRICTS
 - TABLE ~~**10**~~ **7**. DEVELOPMENT STANDARDS FOR COOSAW ISLAND DISTRICTS

TABLE 1. RESIDENTIAL LOT SIZE AND DENSITY STANDARDS FOR COMMUNITY PRESERVATION AREAS

Planning Area	Community Preservation Area	Density				Minimum				
		Maximum Density with Sewer Service		Maximum Density without Sewer Service*		The application of these standards shall not result in the reduction of a lot coverage envelope below 40% of the site area or the dimensions of a lot envelope less than 40 feet for lots of existing records. The minimum requirements below may be adjusted by the zoning administrator to accomplish this purpose.				
		Max. Gross	Max. Net	Max. Gross	Max. Net	Lot Area (sq. ft.)	Lot Width (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)
Northern Beaufort	Big Estates	N/A	N/A	1.0	1.66	21,780	150	20	20	20
	Sheldon	N/A	N/A	1.0	1.66	21,780	150	20	20	20
Southern Beaufort	Buckingham	1.0	1.66	1.0	1.66	21,780	150	20	18	20
	Bluffton	1.0	1.66	1.0	1.66	21,780	150	20	18	20
	Bluffton Bluffton--May River/Highway 46 Corridor**	0.34	1.06	0.34	1.06	43,560	150	50	18	50
	Daufuskie Island	2.0	2.93	1.0	1.66	21,780	100	20	18	20
	Pritchardville	1.0	1.66	1.0	1.66	21,780	150	20	18	20
St. Helena	Lands End	N/A	N/A	2.0	2.93	10,890	100	20	18	20
	Tansi Village	N/A	N/A	1.0	1.66	21,780	150	20	18	20

* Sewer service includes only connection to a sewer trunk line, a local treatment plant, or a community system, any of which must be certified by the Beaufort-Jasper Water and Sewer Authority.

**** Only applies to those portions of the Bluffton CP that are part of the May River/Highway 46 Corridor**

(Ord. No. 99-12, § 1 (app. D), 4-26-1999; Ord. No. 99-35, 11-8-1999; Ord. No. 2000-10, 2-28-2000; Ord. No. 2004/5, 2-23-2004; Ord. No. 2006/7, 4-10-2006; Ord. No. 2008/50, 11-10-2008)

TABLE 2. DEVELOPMENT STANDARDS FOR COMMUNITY PRESERVATION AREAS

District Intensity Standards							District Lot and Building Standards						
Zoning District & Development Type	Min. OSR or LSR	Density		Floor Area Ratio		Sewer	Min. Site Area	Minimum					Maximum
		Max.* Gross	Max. Net	Max. Gross	Max. Net			Lot Area (sq. ft.)	Lot Width (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	Height
Community Preservation (CP)													
Single-family	0.10	See appendix D table 1		N.A.	N.A.	OS	Var.	See table 1					35
Single-family cluster	0.40	2.07	3.80	N.A.	N.A.	CS	20 ac.	Either lot line or village house					35
Multifamily	0.30	5.20	7.40	N.A.	N.A.	P/CS	15 ac.	See table 106-2406					35
Planned	0.20	4.5	6.10	N.A.	N.A.	P/CS	10 ac.	See table 106-2406					
CP-PUD	See original approval						See original approval						
Other permitted uses	0.10	N.A.	N.A.	0.5	0.82	Varies **	10,890	10,890	50	10 ***	5	50	35

*The maximum gross density for all residential development options within the **Buckingham, Pritchardville, and Bluffton CP (those portions that are not part of the May River/Highway 46 Corridor)** areas is one unit per acre until individual CP plans are adopted. **The maximum gross density for all residential development options within the Bluffton CP that are part of the May River/Highway 46 Corridor is 0.34 until the individual CP Plan is adopted.**

Public sewer or community sewer service is required for commercial uses within the **Buckingham, Bluffton, and Pritchardville areas.

*****The minimum street yard for Highway 46 is 25 feet.**

(Ord. No. 99-12, § 1 (app. D), 4-26-1999; Ord. No. 99-35, 11-8-1999; Ord. No. 2006/7, 4-10-2006; Ord. No. 2008/50, 11-10-2008)