



**County Council of
Beaufort County
Planning Commission
Meeting**

Chairman

ED PAPPAS

Vice Chair

CECILY MCMILLAN

Commission Members

PETE COOK

JON HENNEY

EUGENE MEYERS

GLENN MILLER

GAIL MURRAY

CHUCK NEWTON

DENNIS ROSS

County Administrator

MICHAEL MOORE

Staff Support

ROBERT MERCHANT

Administration Building

Beaufort County Government
Robert Smalls Complex
100 Ribaut Road

Contact

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Planning Commission Agenda

Thursday, July 9, 2026 at 6:00 PM

Council Chambers

County Administration Building, 100 Ribaut Road, Beaufort, SC

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1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. FOIA – PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT
4. APPROVAL OF MEETING MINUTES – May 4, 2026 and June 1, 2026 Regular Meetings
5. APPROVAL OF AGENDA
6. CITIZEN COMMENTS – NON-AGENDA ITEMS

(Comments are limited to 3 minutes.)

ACTION ITEMS

7. CONSIDERATION OF TEXT AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.3.20 (APPLICABILITY), 4.2.20 (STANDARDS FOR FREE STANDING ACCESSORY BUILDINGS/ STRUCTURES), AND 10.1.190 S DEFINITIONS
8. CONSIDERATION OF TEXT AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE (CDC): DIVISION C.4 (BUCKWALTER PARKWAY)

DISCUSSION ITEMS

9. CHAIRMAN'S REPORT
10. ADJOURNMENT



COUNTY COUNCIL OF BEAUFORT COUNTY
Beaufort County Planning and Zoning Department

Beaufort County Government Robert Smalls Complex
Physical: Administration Building, Room 115 100 Ribaut Road
Mailing: Post Office Drawer 1228, Beaufort, SC 29901-1228
Phone: 843-255-2140

The regular meeting of the Beaufort County Planning Commission (hereinafter “Commission”) was held at the Beaufort County Council Chambers on Monday, May 4, 2026 at 6:00 p.m.

MEMBERS PRESENT:

Mr. Ed Pappas, Chairman
Mr. Pete Cook
Mr. Jon Henney
Ms. Cecily McMillan, Vice Chair
Mr. Gene Meyers
Mr. Glenn Miller
Ms. Gail Murray
Mr. Chuck Newton
Mr. Dennis Ross

MEMBERS ABSENT:

STAFF PRESENT:

Ms. Kristen Forbus, Long Range Planner
Mr. Robert Merchant, Planning Director

CALL TO ORDER: Chair Pappas called the meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE: Chair Pappas led those assembled in the pledge of allegiance.

REVIEW OF MEETING MINUTES: The April 6th Regular minutes were approved with no objections.

CITIZEN COMMENTS: Chair Pappas asked if there were any non-agenda related citizen comments.

There were none.

ACTION ITEMS:

CONSIDERATION OF TEXT AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.3.20 (APPLICABILITY), 4.2.20 (STANDARDS FOR FREE STANDING ACCESSORY BUILDINGS/ STRUCTURES), AND 10.1.190 (S DEFINITIONS)

Ms. Forbus presented the changes to the shipping container amendment. Mr. Merchant stated that the list for proof of farming is a list of choices and that all five are not required.

Ms. Murray expressed issues with the definition for “bona fide agriculture” having to be income-producing. Mr. Merchant expressed the importance of closing any loopholes to the definition of bona fide agriculture- including income was a popular tactic, especially in North Carolina. Mr. Cook stated that a clear definition of a farm is important to not cause slippery slopes.

Chairman Pappas asked if the use would require a public hearing. Ms. Forbus responded that only Special uses and variances would go before the Zoning Board of Appeals.

Mr. Newton asked if the shipping containers would require a permitting process. Mr. Merchant stated that the owners will need to at least show where the shipping container would go on the property, but a building permit would not be required.

There was then discussion about the amount and size of containers.

Mr. Meyers shared comments about language of the ordinance. He stated that the structures should not accommodate offices as a use. There was discussion about annually inspecting structures for flammable chemicals.

There was discussion that the inclusion of an affidavit as sufficient proof was not acceptable.

There was discussion about the setbacks.

Chair Pappas opened the meeting for public comment.

Walter Mack spoke in favor of allowing shipping containers in the County. He stated that the density requirements were too strict.

Mary Connor spoke in favor of allowing shipping containers. She stated that bona fide agriculture definition should be in the definition section of the code. She also stated that 5 acres was too large of a beginning size requirement. She stated that Schedule F as proof and an annual inspection are both important.

Mr. Merchant stated that accessory structures follow the setbacks of their individual districts. Mr. Henney suggested a screening requirement in addition to the 50-foot setback.

There was discussion with how cumbersome the ordinance reads or could read if further edits were to be made. Mr. Ross asked about other coastal counties' shipping container ordinances. Mr. Merchant said there were not many to pick from and that staff reviewed available ordinances and found common trends which were then added to the proposed amendment.

Councilman Glover shared that the intent is strictly for agricultural storage and production. He requested that if the proposal is to be deferred that staff meet with the farmers of the County.

Mr. Meyers made a motion to defer CONSIDERATION OF TEXT AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.3.20 (APPLICABILITY), 4.2.20 (STANDARDS FOR FREE STANDING ACCESSORY BUILDINGS/ STRUCTURES), AND 10.1.190 (S DEFINITIONS). Mr. Cook seconded. The motion passed 9-0.

DISCUSSION ITEMS:

Mr. Pappas reminded Commissioners to start training requirements.

ADJOURNMENT: Chair Pappas adjourned the meeting at 6:48 p.m.

SUBMITTED BY: Kristen Forbus
Long Range Planner

Ed Pappas
Beaufort County Planning Commission Chairman

Date: _____



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The regular meeting of the Beaufort County Planning Commission (hereinafter “Commission”) was held at the Beaufort County Council Chambers on Monday, June 1, 2026 at 6:00 p.m.

MEMBERS PRESENT:

Mr. Ed Pappas, Chairman
Mr. Jon Henney
Ms. Cecily McMillan, Vice Chair
Mr. Gene Meyers
Mr. Glenn Miller
Ms. Gail Murray
Mr. Chuck Newton
Mr. Dennis Ross

MEMBERS ABSENT:

Mr. Pete Cook

STAFF PRESENT:

Ms. Kristen Forbus, Long Range Planner
Mr. Robert Merchant, Planning Director

CALL TO ORDER: Chair Pappas called the meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE: Chair Pappas led those assembled in the pledge of allegiance.

REVIEW OF MEETING MINUTES: The May 4th workshop minutes were approved with no objections. An error was noted in the May 4th regular minutes and they were not approved.

CITIZEN COMMENTS: Chair Pappas asked if there were any non-agenda related citizen comments.

Comments were received by staff and given to Chairman Pappas to read. They are attached.

To: Beaufort County Planning Commission, Attn: Ed Pappas, Chair
From: Sherry L. Knight, please read as I cannot attend this meeting
Subject: Unchecked Development along Route 278, Bluffton, SC
Date: June 1, 2026

I am a 20-year resident of Beaufort County living ten years in Island West and 12 in Sun City and also owning property on Hilton Head during that time..

What I see and experience currently is not long-term planning to “benefit the citizens of the county” as the mission states. Rather, just about every inch of land is being developed or for sale between I-95 and Hilton Head Island on 278. It is ugly, stated as mixed use or certainly has no supported infrastructure to sustain such rampant destruction of land for commercial or housing and wildlife habitats. A clear and prime example is the tract called Pepper Hall at the headwaters of the Okatie River. Not only is the concept really ugly housing, just where are all the cars going to go? Do we really need another Parkers? So, planning commission, is this an example of your work?

I served on the Board of Directors of the Red Cross when I initially came here. Disaster planning was a large concern at that time with forward projections that provided a clear view of what the development in the area did to our ability to safely navigate and get citizens to safety. It was a concern. Today it is much worse due to traffic and destruction of our trees.

And, who is working with Jasper County about the adverse impacts their clear cutting and completely unchecked development has and will continue to have upon Beaufort County? What is our leadership doing to preserve and develop our land in a responsible way? I don't see it. Nor do most of the citizens I've spoken to. They, like me, are very unhappy at the result of this so-called planning.

In closing I will mention how “our pennies” are funding a road widening project as the sign says. Well, I've lived through the last one that advocated eliminating all the turn lanes in and out of Island West. It took 20 neighbors showing up to confront the council to help them understand a school bus could not make the turns nor safely get kids in and out. They changed their plan.

I am also contacting Westin Newton. It is ridiculous what is going on here. It is wonderful that this underserved area medically is finally getting facilities it needs. But, we are not preserving those things that have made this county special and attract people to want to live here. Has the 40-year plan been updated? I would like to see an illustration of what your projected development and road plans are for the next five years, as it says is supposed to happen. And, what are your plans to do with regard to buying land as you used to do to preserve it?

It is important that you understand many of your constituents are less than happy. I just happen to be an outspoken one.


Sherry L. Knight

843-476-7425

Copy for Council.

20 Pinckney Drive
Bluffton, SC 29909
June 1, 2026

Representative Wm. Weston J. Newton
7 Plantation Park Drive
Suite 3
Bluffton, SC
Re: Letter to Planning Commission

Delivered by Hand

Dear Sir:

As you have been associated with Beaufort County Council in many ways, I am writing to let you know that today I delivered a memorandum to the county office building for the Planning Commission to read at tonight's meeting. I cannot attend.

Perhaps with your association with both Beaufort and Jasper you can bring some sanity to the very unpleasant reality that has forgotten about trees, infrastructure and quality of life for the **now** citizens----not the ones that will fill the unconstructed or constructed but unoccupied housing and commercial structures that have apparently been approved by someone or some appointed or elected body.

I understand the need for skilled trades and knowledge workers. Retail doesn't provide that. I understand housing is a need to attract business and workers. Having participated in Reston, VA Chamber of Commerce during the movement of west coast technology companies to the Dulles Corridor, the issues were the same---what about the quality of schools, how will we manage traffic where will they all live, eat lunch, etc. The difference is that SC has not yet attracted the kind of business entities that garner that kind of workforce. We are an area of retirees and small businesses and retail with health care now finally coming into the mix. That ridiculous Buckeyes comes to mind as a major blight on the area.

You might say that blight brings jobs and tax revenue. However, Jasper seems to jump at anything with little regard to impact. Beaufort used to try and preserve land and trees and limit building. Hilton Head actually did that right, limiting construction to rebuilding primarily. Bluffton really needs to get on board with that and stop building willy nilly.

Take a leadership role in Columbia and locally to correct the current mess. You have done many good things for the county over the years. Do it again.

Sincerely,


Sherry L Knight

ACTION ITEMS:

CONSIDERATION OF TEXT AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.3.20 (APPLICABILITY), 4.2.20 (STANDARDS FOR FREE STANDING ACCESSORY BUILDINGS/ STRUCTURES), AND 10.1.190 (S DEFINITIONS)

Mr. Merchant presented the text amendment. He stated that shipping containers are common in agriculture practices. Staff met with the Farm Bureau and changes were made accordingly to that meeting such as the restriction on density. Mr. Merchant stated that it is hard to limit the structures as some farmers use them for hydroponics. Language was added that incorporated screening requirements. In addition, the allowed proof of farming was tightened and language regarding an affidavit was removed. Mr. Pappas asked about violations. Mr. Merchant's expressed that Beaufort County has a Code Enforcement department that deals with any code violations. Mr. Ross suggested staff clean up the language to differentiate between semitrailer and shipping container. Mr. Newton questioned maximum size and cubic feet. Mr. Merchant stated the language regarding size is for individual containers and not the whole footprint. Mr. Meyers expressed concern about lack of foundation, inspections, and the setback from screening standards. He stated it should match other structures in the screening section and be 200 feet rather than 100.

Mr. Merchant stated that agricultural structures are exempt from building codes by state law. He also stated that annual inspections and monitoring is above normal protocol.

Mr. Miller suggested language regarding "hazardous" waste be included as prohibited storage. Mr. Henney stated there are no requirements for foundation and inspections for regular accessory structures so it should not apply now. Ms. McMillan spoke of concern with electricity and proper ventilation.

Chair Pappas opened the meeting for public comment.

Mary Connor voiced concern of the SCATE card and hydroponics.

There was discussion on electricity. It was stated that there are different levels of "utility class".

Mr. Ross made a motion to defer CONSIDERATION OF TEXT AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.3.20 (APPLICABILITY), 4.2.20 (STANDARDS FOR FREE STANDING ACCESSORY BUILDINGS/ STRUCTURES), AND 10.1.190 (S DEFINITIONS) to address comments. Mr. Meyers seconded. The motion passed 7-1.

CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 1.4 ACRES (R300 012 000 0129 0000, R300 012 000 047A 0000) FROM T2R TO C4CCMU

Mr. Merchant presented the zoning map amendment. This area of St. Helena has been recognized as a commercial node on the island. Mr. Merchant stated that in the previous zoning code, the least intense commercial zoning was "commercial suburban" which was the analogous forerunner to the current C4 zoning district. However, there is a less intense district that is more appropriate for the area. He stated it is unlikely that the parcel will have sewer in the near future. Therefore, he recommends that the parcel should be rezoned to T2RC rather than C4. Ms. McMillan spoke of nearby family compounds and rural character. There was discussion of maximum footprint in T2RC.

Kevin Dukes, representing the owner, presented the application's background. He stated that they are willing to amend the application to T2RC. Mr. Miller asked if property was under contract. Mr. Dukes stated the property is already owned and needs an official office. Mr. Dukes stated there would not be any retail in the proposed structure. There was discussion about rezoning other parcels in the area in the future.

Mr. Henney made a motion to recommend approval of CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 1.4 ACRES (R300 012 000 0129 0000, R300 012 000 047A

0000) FROM T2R TO C4CCMU with the condition that the parcels be rezoned to T2RC rather than C4 zoning stating that the rezoning meet standards 1,2,3,5,6,7,8,9. Mr. Meyers seconded. The motion passed 8-0.

DISCUSSION ITEMS:

Mr. Pappas reminded that there will be Comprehensive Plan workshops soon.

ADJOURNMENT: Chair Pappas adjourned the meeting at 7:37 p.m.

SUBMITTED BY: Kristen Forbus
Long Range Planner

Ed Pappas
Beaufort County Planning Commission Chairman



MEMORANDUM

TO: Beaufort County Planning Commission

FROM: Robert Merchant, AICP, Beaufort County Planning and Zoning Department

DATE: June 29, 2026

SUBJECT: CONSIDERATION OF TEXT AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 5.3.20 (APPLICABILITY), 4.2.20 (STANDARDS FOR FREE STANDING ACCESSORY BUILDINGS/STRUCTURES), 5.8.100 (SCREENING), AND 10.1.190 (S DEFINITIONS)

STAFF REPORT:

A. BACKGROUND:

Case No. CDPA-000057-2025

Applicant: Beaufort County Planning Department

Proposed Amendment: Amendment to Section 5.3.20, 4.2.20, 5.8.100, 10.1.190 to Allow Shipping Containers for Bona Fide Agricultural Purposes

B. SUMMARY AND BACKGROUND:

Currently, there are two sections in the CDC (5.3.20 and 4.2.20) that prohibit the use of storage containers as structures. It was brought to staff's attention by a County Council member that it is common practice to use storage containers in agricultural operations. Thus, staff was directed to bring forth language to permit them in relation to agricultural uses.

At their April meeting, the Planning Commission voted to defer the amendment to give staff time to define *Bona fide Agriculture* and *Shipping Container*. Since then, staff has also added further standards for the structure's size, placement, and use. In addition, a list was compiled, with assistance from the County's legal department, for the purposes of determining whether a property is being used for bona fide agricultural purposes.

At their May meeting, Planning Commission voted to defer the amendment to give staff further time to meet with the farmers of Beaufort County. On May 14th, staff attended a Farmer's Bureau meeting and discussed the proposed amendment with the group. Based on the input from two meetings, staff has made additional edits that reflect tightening of the necessary documentation for bona fide farm and added buffer requirements.

At their June meeting, Planning Commission voted to defer the amendment to have staff address the following: cleaning of language to differentiate standards from semitrailers, annual inspections, screening standards buffer from 100 ft to 200 ft, and the inclusion of “hazardous” as a prohibited type of storage. Staff has addressed all comments except the inspection amendment. Staff does not support the inclusion of an annual inspection into the ordinance.

C. TEXT AMENDMENT REVIEW STANDARDS: In determining whether to adopt or deny a proposed Text Amendment, the County Council shall weigh the relevance of and consider whether and the extent to which the proposed amendment:

1. Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code;

Yes, C4 in the Comprehensive Plan states “promote the preservation and viability of agriculture and forestry.” Removing regulatory barriers to common agricultural practices furthers this goal.

2. Is not in conflict with any provision of this Development Code, or the Code of Ordinances;

No, the language is written to provide a specific exemption for agriculture; otherwise, restrictions on shipping containers still apply to other uses.

3. Addresses a demonstrated community need;

Yes, it contributes to the viability of agriculture which is an important industry in the rural parts of Beaufort County.

4. Is required by changed conditions;

No.

5. Is consistent with the purpose and intent of the zones in this Development Code, or would improve compatibility among uses and ensure efficient development within the County;

Yes, the County already makes exemptions for agricultural structures recognizing the importance of agriculture in the county and desires to remove unnecessary regulatory barriers.

6. Would result in a logical and orderly development pattern; and

Yes, storage containers would only be allowed for agricultural uses which are typically on large tracts located in rural districts.

7. **Would not result in adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.**

Yes, it would not result in adverse impacts. Any development on the site would be required to adhere to the natural resource protection, tree protection, wetland protection, and stormwater standards in the Community Development Code and the Stormwater BMP Manual.

D. RECOMMENDATION: Staff recommends approval.

E. ATTACHMENTS:

- Text Amendment Changes

5.3.20 Applicability

C. **Within All Zones.** The use of any shipping container or the like, travel trailer, or recreational vehicle (RV) as a primary or accessory structure shall be prohibited in all zoning districts **with the exception that shipping containers are permitted as an accessory structure for bona fide agricultural purposes as defined in Section 4.2.20.H (Exemptions for Bona Fide Agricultural Uses).**

10.1.190

Shipping container. A detachable, prefabricated, durable steel container designed and intended for and customarily associated with transporting cargo with strength suitable to withstand shipment, storage, and handling.

4.2.20

E. Standards for Freestanding Accessory Buildings/Structures.

2. **Size.** Except for the T2R district, individual freestanding accessory structures on a parcel shall not collectively exceed 30 percent of the floor area of the principal structure. This does not include standard two-car garages (less than 600 square feet), accessory dwellings, structures used for bona fide agricultural purposes, and accessory structures used for home businesses and cottage industries. In the T2R district, except for structures used for bona fide agricultural purposes, all freestanding accessory structures shall be clearly incidental and subordinate to the principal structure.
3. **Storage Buildings for Private Residential Use Only.** Storage buildings are permitted on residential lots provided they are used only for private residential storage of the property owner or tenant.
4. Tractor trailers and shipping containers may not be used as accessory structures.
5. **Shipping containers may not be used as accessory structures except as exempt in Section 4.2.20.H (Exemptions for Bona Fide Agricultural Uses).**

F. **Temporary Accessory Uses and Structures.** Temporary accessory uses and structures shall be governed by the standards and temporary use procedures set forth in Section 4.3.40 (Temporary Use Permit), and Section 4.3.50 (General Standards for all Temporary Uses and Structures).

G. **Storage of Trucks and Heavy Equipment.** Semitrailer trucks, their cabs or trailers, construction vehicles or equipment, or commercial vehicles with a gross cargo weight of more than three tons or a gross weight of seven tons shall not be parked on any residential lot or residential street in the C3 zone, any transect zone except T2, or any Community Preservation District unless specifically permitted in Appendix A of this code.

H. Exemptions for Bona Fide Agricultural Uses

1. Bona fide agriculture. Good faith commercial and income producing agricultural use of the land meeting the definition of Agriculture and Crop Harvesting as defined in Table 3.1.70 (Land Use Definitions).

2. Structures used for bona fide agricultural uses are exempt from the size limitations as referenced in Section 4.2.20.E.2 (General Standards and Limitations).

3. Shipping containers are permitted for bona fide agricultural purposes with the following standards:

- (a) Shipping containers shall not be stacked.**
- (b) Shipping containers shall not be used as living quarters. No livestock nor pets may be stored in a container.**
- (c) The storage of explosive, flammable, hazardous, or toxic materials without proper ventilation is prohibited in shipping containers.**
- (d) Shipping containers shall have a fifty (50) foot setback from all property lines.**
- (e) Shipping containers within two hundred (200) feet of a residential structure or public right-of-way shall be screened as referenced in Section 5.8.100 (Screening).**
- (f) The maximum size of an individual shipping container shall not exceed 400 square feet.**

4. Sufficient proof must be provided by the property owner or their agent to demonstrate the property is being used for bona fide agricultural purposes. The following is a list of items that demonstrate this purpose:

- (a) A copy of the owner/operator's Schedule F from the most recent income tax return**
- (b) An approved non-timberland agricultural tax exemption by the Beaufort County Assessor's Office**
- (c) USDA Farm Number**
- (d) South Carolina Agriculture Tax Exemption (SCATE) card**

5.8.100 - Screening

B. Items to be Screened. The following areas shall be screened in accordance with this Section:

1. Large waste receptacles (e.g., dumpsters and cardboard recycling containers) and refuse collection areas;
2. Loading and service areas to the extent practicable;
3. Outdoor storage areas (including, but not limited to, inoperable vehicles, appliances, tires, manufactured homes, building materials, equipment, raw materials, and aboveground storage tanks) located within 200 feet of a public right-of-way;
4. Exterior shopping cart storage areas located adjacent to single-family development; and
5. Ground-level mechanical equipment and utility meters.

6. Shipping containers used for bona fide agricultural purposes located within two hundred (200) feet of a residential structure or public right-of-way.



MEMORANDUM

TO: Beaufort County Planning Commission

FROM: Robert Merchant, AICP, Beaufort County Planning and Zoning Department

DATE: June 29, 2026

SUBJECT: CONSIDERATION OF TEXT AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE (CDC): DIVISION C.4 (BUCKWALTER PARKWAY)

STAFF REPORT:

A. BACKGROUND:

Case No. CDPA-000059-2026

Applicant: Beaufort County Engineering Department

Proposed Amendment: Amendment to Division C.4 (Buckwalter Parkway)

B. SUMMARY AND BACKGROUND:

Buckwalter Parkway is a four-lane divided minor arterial roadway located within the Town of Bluffton that extends from US 278 to SC 46 (May River Road). The corridor serves as a major north-south transportation facility providing access to residential communities, schools, recreational facilities, commercial developments, and employment centers.

The Beaufort County Community Development Code currently contains an Access Management Plan (AMP) for portions of the Buckwalter Parkway corridor. Previous updates established signalized intersection locations and documented existing traffic signal spacing along portions of the corridor. Since adoption of the previous AMP, significant development activity has occurred along Buckwalter Parkway, and additional development is planned. Beaufort County has therefore undertaken an update of the Access Management Plan to reflect current and anticipated growth patterns and to preserve the long-term operational efficiency and safety of the corridor.

The updated Buckwalter Parkway Access Management Plan expands upon the previously adopted plan to address additional development activity, changing traffic patterns, and future transportation needs along the corridor. Key changes include:

Revised Signalized Intersection Strategy

The updated plan establishes a corridor-wide signal spacing objective of approximately 1,500 feet and identifies several new future signalized intersection locations that were not

included in the previous access management plan. Future signalized intersections are now planned at:

- Berkeley Place Driveway #1 / Pinellas Drive North
- Mott Street / Parkside Drive
- Innovation Drive
- Future signalized intersection between Cross Schools Driveway and Shell Hall Drive
- H.E. McCracken Circle North

These planned signals are intended to provide controlled access to developing areas while maintaining efficient traffic progression along Buckwalter Parkway.

C. TEXT AMENDMENT REVIEW STANDARDS: In determining whether to adopt or deny a proposed Text Amendment, the County Council shall weigh the relevance of and consider whether and the extent to which the proposed amendment:

1. Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code;

The proposed Buckwalter Parkway Access Management Plan Update advances the Comprehensive Plan's transportation, growth management, and infrastructure objectives by preserving the operational integrity of a major arterial corridor while accommodating future growth. The amendment promotes safe and efficient movement of people and goods, encourages coordinated land development, and supports implementation of access management principles intended to protect public investments in transportation infrastructure. The proposal is consistent with the stated purposes of the Community Development Code to promote public safety, orderly growth, and coordinated infrastructure planning.

2. Is not in conflict with any provision of this Development Code, or the Code of Ordinances;

The amendment updates the County's adopted access management framework for Buckwalter Parkway and establishes revised standards and recommendations for future access, signal spacing, and roadway connectivity. The amendment is consistent with the existing structure and intent of the Community Development Code and does not conflict with any provision of the County Code of Ordinances. Rather, it provides additional policy guidance for future development review and transportation planning activities.

3. Addresses a demonstrated community need;

Buckwalter Parkway serves as one of the principal transportation corridors within the Bluffton area and provides access to residential communities, schools, recreational facilities, employment centers, and commercial destinations. Continued development within the corridor has increased traffic demand and intensified the need for a comprehensive access management strategy. The proposed amendment addresses this

need by identifying future signalized intersection locations, managing access density, improving roadway connectivity, and preserving long-term corridor capacity and safety.

4. Is required by changed conditions;

Conditions along the Buckwalter Parkway corridor have changed significantly since adoption of the previous access management plan. Existing development has expanded, additional development approvals have occurred, and future growth is anticipated throughout the study area. These changing conditions necessitate an updated corridor management strategy to ensure that future access decisions are coordinated, predictable, and supportive of efficient transportation operations. The proposed amendment reflects current land use conditions and anticipated future transportation demands.

5. Is consistent with the purpose and intent of the zones in this Development Code, or would improve compatibility among uses and ensure efficient development within the County;

The amendment establishes a framework that allows existing and future development to function cohesively within a connected transportation network. By directing traffic to strategically located signalized intersections, reducing unnecessary conflict points, and promoting interparcel connectivity, the plan improves compatibility among residential, commercial, institutional, and recreational land uses. The proposed access management strategy supports efficient site development while preserving the mobility function of Buckwalter Parkway as a regional transportation facility.

6. Would result in a logical and orderly development pattern; and

The amendment establishes a clear and predictable long-range framework for corridor access, signal placement, roadway connectivity, and future transportation improvements. The recommended network of interconnected roadways and coordinated access points encourages development patterns that are orderly, efficient, and consistent with sound transportation planning principles. The proposed framework will help ensure that future development occurs in a manner that supports both local accessibility and regional mobility objectives.

7. Would not result in adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

The proposed amendment is a policy-level planning document that establishes access management guidance for future development and transportation improvements. Accordingly, adoption of the amendment is not expected to create adverse environmental impacts. To the extent that the amendment improves traffic operations and reduces unnecessary vehicle delay, it may contribute to more efficient transportation system performance along the corridor.

D. RECOMMENDATION: Staff recommends approval.

E. ATTACHMENTS:

- Text Amendment Changes
- Access Management Plan Update

Division C.4: - Buckwalter Parkway

C.4.10 - Application

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).

C.4.20 - Signal Spacing

The recommended spacing between full-signalized accesses is 2,000 **1,500** feet.

C.4.30 - Future Signal Locations

The specific signalized access locations shall correspond to the planned signal locations provided in ~~Buckwalter Access Management Study Update (2021)~~ and the existing traffic signal locations **Access Management Plan Update – Buckwalter Parkway (US 278 to May River Road) (2026)**. Existing and planned intersection locations are subject to change to better meet the spacing guidelines. If a modification of the defined signal locations is desired to meet the demands of a specific development or to better meet prescribed spacing goals noted above, 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 (note that distances shown should be considered approximate):
 1. Buckwalter Parkway at US 278
 2. Planned location - Buckwalter Parkway at Cinema North (2,026 feet south of US 278)
 3. Planned location - Buckwalter Parkway at Mott Street/Parkside Drive (1,788 feet south of Cinema North)
 4. ~~Planned location - Buckwalter Parkway to Kroger Fuel Drive (2,176 feet south of Mott Street/Parkside Drive)~~ **Buckwalter Parkway at Innovation Drive (2,677 feet south of Mott Street)**
 5. ~~Buckwalter Parkway at Buckwalter Town Center South (1,496 feet south of Kroger Fuel Drive)~~ **(995 feet south of Innovation Drive)**
 6. Buckwalter Parkway at Bluffton Parkway **and Buckwalter Town Boulevard** (1,077 feet south of Buckwalter Town Center South) ~~*Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 5.~~
 7. Buckwalter Parkway at Lake Point Drive (1,585 **1,570** feet south of Bluffton Parkway) ~~*Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 6.~~
 8. Buckwalter Parkway at Bluffton Parkway and Hampton Hall (3,958 **2,334** feet south of Lake Point Drive/Parker's driveway **Future Traffic Signal**)
 9. Buckwalter Parkway at H.E. McCracken Circle and Old Bridge Drive (4,500 **2,815** feet south of Hampton Hall **H.E. McCracken Circle (N)**)
 10. Buckwalter Parkway at SC 46 (May River Road) (**4,085 feet south of H.E. McCracken Circle and Old Bridge Drive**)

C. Planned Location – Buckwalter Parkway at Future Traffic Signal (just south of Cross Schools Driveway) (1,640 feet south of Lake Point Drive)

D. Planned Location – Buckwalter Parkway at H.E. McCracken Circle (N) and Soccer Fields

Driveway (1,746 feet south of Bluffton Parkway and Hampton Hall) *Includes realignment of Soccer Fields Driveway

- 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 ~~Buckwalter Access Management Study Update (2021)~~ **Figures 2-6 of the Access Management Plan Update- Buckwalter Parkway (US278 to May River Road (2026))**. 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.

([Ord. No. 2022/07](#), 2-28-22)

C.4.40 - Driveways

- A. **Spacing:** Additional access points above the full accesses indicated in subsection C.4.30.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~~ **Access Management Plan Update – Buckwalter Parkway (US 278 to May River Road) (2026)**, minimum spacing shall be 800 feet unless specified in ~~Figure 5~~ **Figures 2-6** of the ~~Buckwalter Parkway Access Management Plan~~ **Access Management Plan Update – Buckwalter Parkway (US 278 to May River Road) (2026)**.
- B. **Driveway design:** Driveway width and turning radii shall conform to SCDOT's Access and Roadside Management Standards.
- C. **Driveway linkages:** See Article VI, Section 6.3.10.D for driveway linkage requirements for non-residential development.
- D. **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.

Access Management Plan Update

**Buckwalter Parkway
(US 278 to May River Road)
Beaufort County, SC**

Prepared for:
Beaufort County

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**Access Management Plan Update – Buckwalter Parkway (US 278 to May River Road)
Beaufort County, South Carolina**

**Prepared for:
Beaufort County**

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March 2026

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1.0 Executive Summary

Buckwalter Parkway is a four-lane, divided, minor arterial roadway located within the Town of Bluffton, in Beaufort County, South Carolina that extends from US 278 to SC 46 (May River Road). The Beaufort County *Community Development Code* has codified an access management plan identifying traffic signal spacing on the corridor from US 278 to Bluffton Parkway (northern segment) and documenting the existing traffic signal spacing on the corridor from Lake Point Drive to May River Road. The County desires to update the current access management plan and further develop an access management plan for Buckwalter Parkway to reflect recent growth and maximize the efficiency and operations of the corridor. The study area is shown in **Figure 1 (Appendix)**. This plan reviews the current conditions of the corridor and makes recommendations for future access management for intersections along the corridor.

Based on a review of the corridor and the associated data, the recommended access management plan is shown in **Figures 2 – 6 (Appendix)**.

The recommended signalized intersection spacing goal is approximately 1,500 feet between signalized intersections to maximize the efficiency of the corridor. Unsignalized full or $\frac{3}{4}$ access point spacing goal for parcels with access to a signalized intersection is 800 feet; if parcels do not have access to a signalized intersection, the recommended spacing goal is approximately 500 feet. The recommended spacing for right-in, right-out access points is 500 feet. As projects develop on the corridor, this spacing should be reviewed, and the exact locations of future driveways should be coordinated with Beaufort County staff.

The corridor study area extends from US 278 to May River Road. Existing signalized intersection locations along the corridor are expected to remain. The following intersections are the planned locations of future signalized intersections along the corridor:

- Berkeley Place Driveway #1/Pinellas Drive North (roadway improvements will be required)
- Mott Street/Parkside Drive (currently under design)
- Innovation Drive
- Future Traffic Signal between Cross Schools Driveway and Shell Hall Drive
- H.E. McCracken Circle N

This access management plan also includes the following recommendations for access updates to the unsignalized intersections along the corridor from what exists today or previously planned:

- Conversion of existing roadway/driveway from full access to $\frac{3}{4}$ access
 - Buckwalter Parkway at Ludlow Street
 - Buckwalter Parkway at Recreation Center/H.E. McCracken Middle School Bus Driveway
- Conversion of existing roadway/driveway from full access to RIRO access
 - Buckwalter Parkway at Berkeley Place Driveway #2/Pinellas Drive South
 - Buckwalter Parkway at Cross Schools Driveway
 - Buckwalter Parkway at Shell Hall Drive

In addition, this plan recommends additional roadway connection improvements (cross connectivity) along the corridor to facilitate traffic flow to the signalized intersections. These may be by cross access or back access connections. These are shown in **Figures 2 – 6 (Appendix)** as orange dashed lines. These are conceptual in nature and are expected to be refined in the design process where the exact location and design of these connections would be further developed.

Cross connectivity is recommended at the following locations:

- New roadway between US 278 and Berkeley Place Driveway 1 on the west side of Buckwalter Parkway
- New east-west roadway from Cassidy Drive to the future Willow Run development and the planned north-south roadway that will connect future Bluffton Parkway to US 278 near Eagle's Pointe
- New north-south roadway between Cassidy Drive and Pinellas Drive North
- New east-west roadway from Pinellas Drive North to the future Willow Run development and the planned north-south roadway that will connect future Bluffton Parkway to US 278 near Eagle's Pointe
- New east-west roadway from Pinellas Drive South to the future Willow Run development
- Realignment and installation of new Berkeley Place Driveway 1, connecting to the Berkeley Place parking area further west and removing the existing curve and parking lot connection
- Complete north-south connection between Berkeley Place and Bluffton Commons
- New north-south roadway between Innovation Drive and Bluffton Commons
- New north-south access roadway on the east side of Buckwalter Parkway, connecting to new westbound Innovation Drive connection and Buckwalter Towne Boulevard
- New connector between Lord of Life Church Road and new north-south access road
- Encourage connectivity between Cross Schools and Shell Hall residential neighborhood
- New east-west connection from Buckwalter Parkway to Cross Schools and Shell Hall residential neighborhood
- Realignment of Buckwalter Recreation Center Soccer Fields Driveway with H.E. McCracken Circle N
- New north-south roadway on the west side of Buckwalter Parkway between Old Bridge Drive, Farm Lake Drive and Bartons Run Crossing

The recommended strikethrough/underline update to Section C.4-Buckwalter Parkway of the *Community Development Code* is included in **Section 6.4**.

2.0 Introduction

Buckwalter Parkway is a four-lane, divided, minor arterial roadway located within the Town of Bluffton, in Beaufort County, South Carolina that extends from US 278 to SC 46 (May River Road). The Beaufort County *Community Development Code* has codified an access management plan identifying traffic signal spacing on the corridor from US 278 to Bluffton Parkway (northern segment) and documenting the existing traffic signal spacing on the corridor from Lake Point Drive to May River Road. The County desires to update the current access management plan and further develop an access management plan for Buckwalter Parkway to reflect recent growth and maximize the efficiency and operations of the corridor. The study area is shown in **Figure 1 (Appendix)**. This plan reviews the current conditions of the corridor and makes recommendations for future access management for intersections along the corridor.

The municipal boundaries for the Town of Bluffton along the corridor are shown in **Figure 7 (Appendix)**.

3.0 Existing Conditions

The following section discusses the study area, existing roadway conditions, annual average daily traffic (AADT) data, turning movement counts, previous studies, area roadway projects, and crash analysis for the access management plan.

3.1 Study Area

The access management plan study area includes the following existing intersections. Existing signalized intersections are italicized.

- *Buckwalter Parkway at US 278*
- Buckwalter Parkway at Cassidy Drive
- Buckwalter Parkway at Pinellas Drive North/Berkeley Place Driveway #1
- Buckwalter Parkway at Pinellas Drive South/Berkeley Place Driveway #2
- Buckwalter Parkway at Parkside Drive/Mott Street
- Buckwalter Parkway at Ludlow Street
- Buckwalter Parkway at Kroger Fuel Center Drive
- Buckwalter Parkway at Innovation Drive
- Buckwalter Parkway at Progressive Street
- *Buckwalter Parkway at Buckwalter Place Boulevard/Lord of Life Church Driveway*
- Buckwalter Parkway at Buckwalter Place Driveway
- *Buckwalter Parkway at Bluffton Parkway N/Buckwalter Towne Boulevard*
- *Buckwalter Parkway at Lake Point Drive*
- Buckwalter Parkway at Cross Schools Driveway
- Buckwalter Parkway at Shell Hall Drive
- *Buckwalter Parkway at Bluffton Parkway S/Hampton Hall Boulevard*
- Buckwalter Parkway at H.E. McCracken Circle N

- Buckwalter Parkway at Buckwalter Recreation Center Soccer Fields Driveway
- Buckwalter Parkway at H.E. McCracken Middle School Bus Driveway/Buckwalter Recreation Center
- *Buckwalter Parkway at H.E. McCracken Circle S/Old Bridge Drive*
- Buckwalter Parkway at Farm Lake Drive/Pine Ridge Drive
- Buckwalter Parkway at Bartons Run Crossing
- *Buckwalter Parkway at May River Road*

Existing laneage at the study area intersections is shown in **Figures 8A - 8B (Appendix)**.

3.2 Existing Roadway Conditions

The study area includes South Carolina Department of Transportation (SCDOT), Beaufort County, Town of Bluffton, and privately owned roadways/driveways.

3.2.1 Study Area Roadways

The following section provides descriptions of the roadways in the study area.

US 278 (Fording Island Road) – US 278 is a six-lane, divided, principal arterial roadway with a grass median and a posted speed limit of 55 miles per hour (mph). Per SCDOT counts, US 278 has a 2024 Annual Average Daily Traffic (AADT) of 68,000 vehicles per day (vpd) within the study area.

Buckwalter Parkway – Buckwalter Parkway is a four-lane, divided, minor arterial with a landscaped median. There is a posted speed limit of 45 mph between US 278 and H.E. McCracken Circle N and a posted speed limit between H.E. McCracken Circle N and May River Road. Per SCDOT counts, Buckwalter Parkway has 2024 AADTs of 20,400 vpd between US 278 and Bluffton Parkway N, 20,800 vpd between Bluffton Parkway N and Bluffton Parkway S, 10,300 vpd between Bluffton Parkway S and Old Bridge Drive, and 7,500 vpd between Old Bridge Drive and May River Road.

Bluffton Parkway – Bluffton Parkway is a four-lane, divided, minor arterial roadway with a landscaped median and multi-use paths on either side of the roadway. The northern segment of Bluffton Parkway has a 2024 SCDOT AADT of 21,200 vehicles per day (vpd) and a posted speed limit of 45 miles per hour (mph) in the study area. The southern segment of Bluffton Parkway (Bluffton Parkway S) has 2024 SCDOT AADT of 27,800 vpd from Buckwalter Parkway to Buck Island Road and a posted speed limit 35 mph in the study area.

Cassidy Drive – Cassidy Drive is a two-lane, undivided roadway with exclusive left- and right-turn lanes at its intersection with Buckwalter Parkway that provides access to retail uses, Ivybrook Academy, and Vineyard Assisted Living & Memory Care facility.

Pinellas Drive – Pinellas Drive is a two-lane roadway that provides access to commercial development. Pinellas Drive intersects Buckwalter Parkway in two locations: once across from Berkeley Place Driveway #1 and again across from Berkeley Place Driveway #2.

Berkeley Place Driveway #1 – Berkeley Place Driveway #1 is a two-lane driveway providing access to the Berkeley Place shopping center. Berkeley Place Driveway #1 is across from Pinellas Drive North at its intersection with Buckwalter Parkway. The throat distance of the existing intersection is 30 feet between the stop bar and the beginning of the sharp curve into the Berkeley Place Shopping Center.

Berkeley Place Driveway #2 – Berkeley Place Driveway #2 is a two-lane driveway providing access to the Berkeley Place shopping center. Berkeley Place Driveway #2 is across from Pinellas Drive South at its intersection with Buckwalter Parkway.

Mott Street – Mott Street is a two-lane, divided roadway for the Bluffton Commons development.

Parkside Drive – Parkside Drive is a two-lane roadway with a posted speed limit of 25 mph that provides access for the Woodbridge community. Parkside Drive is across from Mott Street at its intersection with Buckwalter Parkway.

Ludlow Street – Ludlow Street is a two-lane, divided roadway for the Bluffton Commons development. Due to adjacent wetlands on the east side of the road where Ludlow Street would cross Buckwalter Parkway in the future. The new approach to this intersection would have a short throat distance.

Kroger Fuel Driveway – The Kroger Fuel Driveway is a two-lane driveway with RIRO access at its intersection with Buckwalter Parkway.

Innovation Drive – Innovation Drive is a two-lane driveway for the Buckwalter Place shopping center.

Progressive Street – Progressive Street is a two-lane driveway for the Buckwalter Place shopping center. Progressive Street is a RIRO access point at its intersection with Buckwalter Parkway.

Buckwalter Place Boulevard – Buckwalter Place Boulevard is a four-lane, divided roadway with a landscaped median. Buckwalter Place Boulevard is the main entrance for the Buckwalter Place shopping center and is signalized at its intersection with Buckwalter Parkway.

Lord of Life Church Driveway – Lord of Life Church Driveway is a two-lane driveway for the Lord of Life Lutheran Church. Lord of Life Church Driveway is across from Buckwalter Place Boulevard at its intersection with Buckwalter Parkway.

Buckwalter Place Driveway – Buckwalter Place Driveway is a one-lane, one-way entrance driveway for the Buckwalter Place shopping center.

Lake Point Drive is a two-lane roadway with a posted speed limit of 30 mph and provides access to residential neighborhoods.

Cross Schools Driveway is a two-lane driveway with a landscaped median providing access to Cross Schools. There is access to the Shell Hall residential neighborhood on the southeast side of the property that is currently inaccessible for vehicles.

Shell Hall Drive is a two-lane, undivided roadway that provides gated access to the Shell Hall residential neighborhood. There is a posted speed limit of 15 mph. There is access to Cross Schools on the northwestern side of the neighborhood that is currently inaccessible for vehicles.

Hampton Hall Boulevard is a two-lane gated roadway providing access to the Hampton Hall residential neighborhood. There is no posted speed limit. Hampton Hall Boulevard is across from Bluffton Parkway (southern section) at its intersection with Buckwalter Parkway.

H.E. McCracken Circle is a two-lane roadway with a posted speed limit of 30 mph. H.E. McCracken Circle connects to Buckwalter Parkway in two locations. The northern connection (H.E. McCracken Circle N) is located just south of Bluffton Parkway S/Hampton Hall Boulevard. The southern connection (H.E. McCracken Circle S) is across from Old Bridge Drive at its signalized intersection with Buckwalter Parkway and has a 20 mph when flashing school zone.

Buckwalter Recreation Soccer Fields Driveway (Soccer Fields Driveway) access provides access to the soccer fields area.

Buckwalter Recreation Center Driveway is a two-lane driveway with a roundabout providing access to the Buckwalter Recreation Center and soccer fields. The driveway is across from the H.E. McCracken Middle School Bus Driveway at its intersection with Buckwalter Parkway. There is no posted speed limit.

H.E. McCracken Middle School Bus Driveway is a two-lane driveway providing access to the middle school. The bus driveway is across from the Buckwalter Recreation Center at its intersection with Buckwalter Parkway.

Old Bridge Drive is a two-lane roadway providing access to The Farm residential neighborhood with a posted speed limit of 20 mph. Old Bridge Drive is across from H.E. McCracken Circle S at its intersection with Buckwalter Parkway.

Farm Lake Drive is a two-lane roadway providing access to The Farm residential neighborhood with a posted speed limit of 20 mph. Farm Lake Drive is across from Pine Ridge Drive at its intersection with Buckwalter Parkway.

Pine Ridge Drive is a two-lane roadway providing access the Pine Ridge residential neighborhood with a posted speed limit of 20 mph. Pine Ridge Drive is across from Farm Lake Drive at its intersection with Buckwalter Parkway.

Bartons Run Crossing is a two-lane roadway providing gated access to the Bartons Run residential neighborhood with a posted speed limit of 20 mph. It is posted that the roadway is for resident access only.

SC 46 (May River Road) is a two-lane, undivided, minor arterial roadway with a posted speed limit of 45 mph. Per SCDOT counts, May River Road has a 2024 AADT of 15,700 vpd within the study area.

3.3 AADT Data

Table 1 shows the SCDOT annual average daily traffic (AADT) volumes and percent growth per year on the study area roadways from 2014 - 2024. The 10-year historic growth rates along the corridor ranged from 1.2% to 6.9% per year. The 3-year historic growth rates along the corridor ranged from 3.9% to 9.1% per year.

3.4 Wetlands

Based on the available data in the Beaufort County GIS, **Figure 9 (Appendix)** shows the wetlands along the corridor. The locations of the wetlands should be considered when reviewing potential connectivity of developments along the corridor.

3.5 Previous Access Management Study (2021)

The *Access Management Plan Update – Buckwalter Parkway (US 278 to Bluffton Parkway)* was performed by Bihl Engineering in 2021 covered the segment of Buckwalter Parkway from US 278 to Bluffton Parkway N/Buckwalter Towne Boulevard and is incorporated into the Beaufort County *Community Development Code*. The results of that study are included in **Figures 10A – 10B (Appendix)**. The purpose of the report was to review the current conditions of the corridor and to determine the most appropriate access management plan for the corridor intersections based on the existing and planned developments, existing and future traffic patterns, and crash history”.

The 2021 report reviewed the future year of 2030 and analyzed the level of service for unsignalized and signalized intersections.

Table 2 shows the signalized and unsignalized traffic control types and spacing recommendations for the segment in the 2021 plan.

**Table 1:
SCDOT AADT Counts by Year**

Buckwalter Parkway Road Segment			Year											% Growth /Year – 10 years	% Growth /Year – 3 years
Start	End	Station #	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
US 278	Bluffton Parkway N/ Buckwalter Towne Boulevard	0553	8,100	12,200	13,900	13,400	14,100	15,600	14,500	16,200	16,400	20,200	20,400	6.9%	9.1%
Bluffton Parkway N/ Buckwalter Towne Boulevard	Bluffton Parkway S/ Hampton Hall Boulevard	0552	15,300	17,700	19,400	20,000	21,000	19,100	17,700	18,800	19,000	20,800	20,800	1.7%	3.9%
Bluffton Parkway S/ Hampton Hall Boulevard	Old Bridge Drive/ H.E. McCracken Circle S	0551	9,100	8,500	9,200	9,000	9,400	10,500	9,800	8,800	8,900	10,300	10,300	1.2%	6.2%
Old Bridge Drive/ H.E. McCracken Circle S	May River Road	0550	4,200	4,800	5,400	5,900	6,200	7,400	6,900	6,500	6,600	7,500	7,500	5.1%	5.6%

Source: SCDOT traffic count data

Table 2: 2021 Access Management Plan Traffic Control Recommendations ¹		
Location	Approximate Distance from US 278 feet (miles)	2021 Access Management Plan [signal spacing north/south in ft] ^{2,3}
US 278	0'	Existing Signal [0'/2,026']
Cassidy Drive	+1,067' (0.20 mi)	RIRO
Pinellas Drive N	+2,026' (0.38 mi)	Proposed Signalization, when warranted [2,026'/1,788']
Pinellas Drive S	+2,946' (0.56 mi)	RIRO
Mott Street/Parkside Drive	+3,814' (0.72 mi)	Proposed Signalization, when warranted [1,788'/2,176']
Ludlow Street	+4,906' (0.93 mi)	Right-in, Right-out
Kroger Fuel Driveway	+5,990' (1.13 mi)	Proposed Signalization, when warranted [2,176'/1,476']
Innovation Drive	+6,491' (1.23 mi)	RIRO
Progressive Street	+6,972' (1.32 mi)	RIRO
Buckwalter Place Boulevard/ Lord of Life Driveway	+7,486' (1.42 mi)	Existing Signal [1,476'/1,077']
Buckwalter Place Driveway	+7,918' (1.50 mi)	Right-in Only
Bluffton Parkway S/ Buckwalter Towne Boulevard ⁴	+8,563' (1.62 mi)	Existing Signal

1. Source: Bihl Engineering
2. RIRO = Right-in, Right-out Access
3. 3/4 Access = Right-in, Right-out, Left-in Access
4. Terminus of 2021 access management plan study area segment

Additional cross access connections recommended in the 2021 access management study area shown in **Figures 10A – 10B (Appendix)** as orange dashed lines.

3.6 Community Development Code

The *Community Development Code* further identifies the access management along Buckwalter Parkway from US 278 to May River Road.

The intersection spacing along the Buckwalter Parkway corridor is recommended to be 2,000 feet between signalized intersections in the current *Community Development Code*.

The *Community Development Code* outlines three conditions that shall be satisfied if the signalized access locations are desired to be changed.

- “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.”

- “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 (note that distances shown should be considered approximate):
 - Buckwalter Parkway at US 278
 - Planned location - Buckwalter Parkway at Cinema North (2,026 feet south of US 278)
 - Planned location - Buckwalter Parkway at Mott Street/Parkside Drive (1,788 feet south of Cinema North)
 - Planned location - Buckwalter Parkway to Kroger Fuel Drive (2,176 feet south of Mott Street/Parkside Drive)
 - Buckwalter Parkway at Buckwalter Town Center South (1,496 feet south of Kroger Fuel Drive)
 - Buckwalter Parkway at Bluffton Parkway (1,077 feet south of Buckwalter Town Center South) *Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 5.
 - Buckwalter Parkway at Lake Point Drive (1,585 feet south of Bluffton Parkway) *Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 6.
 - Buckwalter Parkway at Bluffton Parkway and Hampton Hall (3,958 feet south of Lake Point Drive/Parker's driveway)
 - Buckwalter Parkway at H.E. McCracken Circle and Old Bridge Drive (4,500 feet south of Hampton Hall)
 - Buckwalter Parkway at SC 46 (May River Road)”
- “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 Buckwalter Access Management Study Update (2021). 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.”

For other intersections along the corridor, right-in, right-out operations are desired. The minimum spacing is noted as a minimum of 500 feet with joint access driveways recommended. Single parcel access is “strongly discouraged.” Cross connections between parcels shall be provided. “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.”

If a parcel has access to a signalized intersection location, any additional access points shall have a minimum spacing of 800 feet unless otherwise specified in the Buckwalter Parkway Access Management Plan (2021).

The *Community Development Code* also noted that “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.”

4.0 Future/Planned Conditions

Future traffic volumes were based on a combination of historic data, approved developments, and regional travel demand model data.

4.1 LATS Model – LRTP

The Lowcountry Area Transportation Study (LATS) is the Metropolitan Planning Organization (MPO) for the area. The LATS travel demand model developed projected future traffic volumes along this corridor as part of the Long Range Transportation Plan (LRTP). **Figure 11** and **Figure 12** show the volume to capacity (V/C) ratios for the 2019 Existing conditions and the projected 2045 Existing+Committed (E+C) conditions for corridors within the LATS area. Segments with a V/C ratio of less than 0.80 are shown as “below capacity,” those between 0.80 and 1.00 as “at capacity,” and those above 1.00 as “above capacity.”

Figure 11 shows Buckwalter Parkway as “below capacity” in the 2019 Existing conditions. **Figure 12** shows the 2045 E+C conditions, the segments of Buckwalter Parkway between US 278 and Bluffton Parkway N and from Bluffton Parkway S to May River Road are shown as “below capacity” and from Bluffton Parkway N to Bluffton Parkway S as “above capacity”.

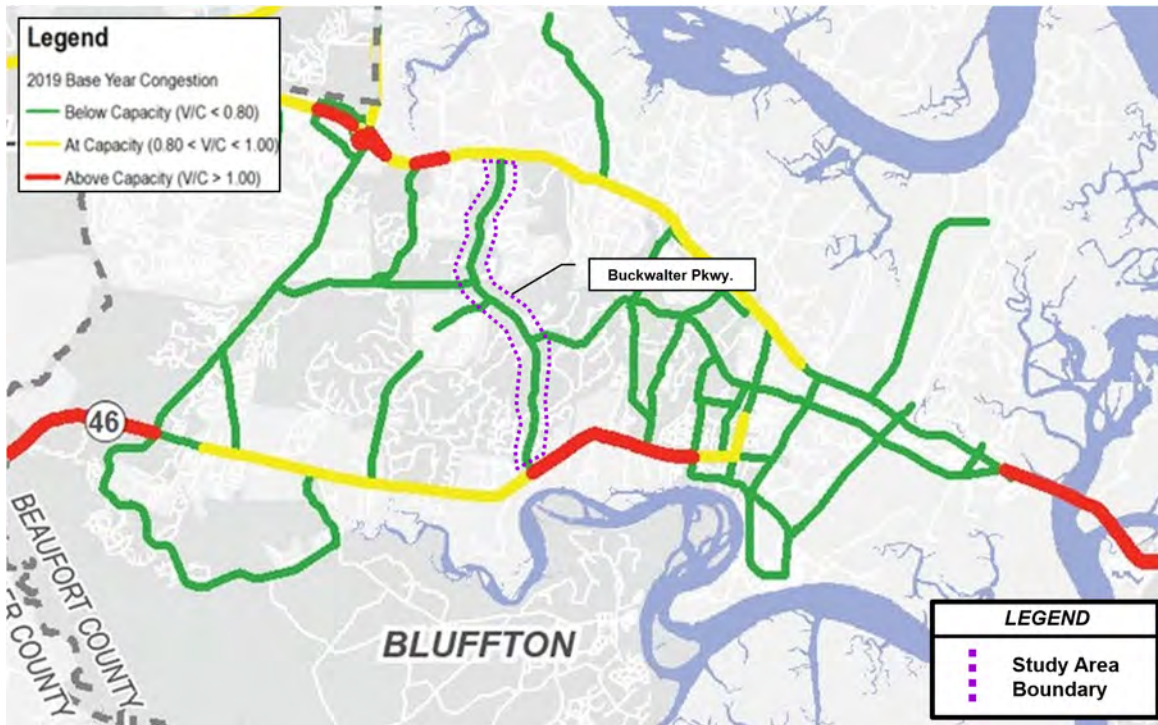


Figure 11: LATS LRTP 2019 Existing Corridor V/C Ratios

Source: Figure 5: “2019 Base Year Congestion”, LATS LRTP, 2022.

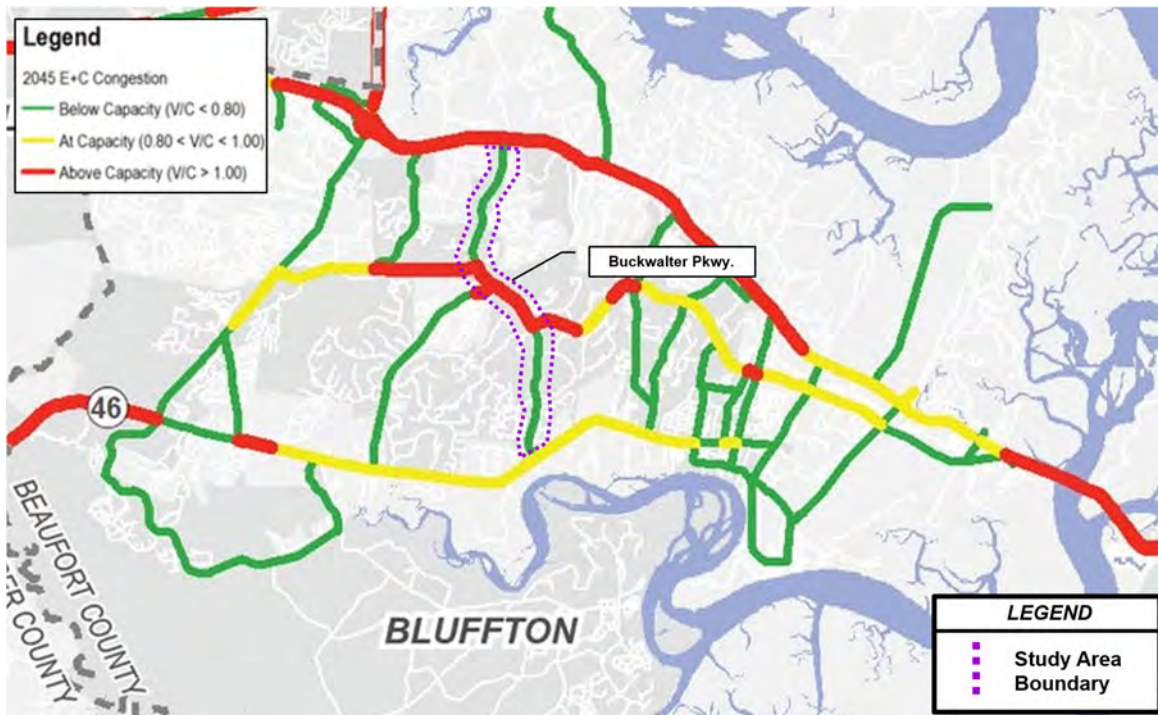


Figure 12: LATS LRTP Projected 2045 Corridor V/C Ratios

Source: Figure 5: “2045 E+C Congestion”, LATS LRTP, 2022.

4.2 Bluffton Parkway Corridor Study

The northern and southern segments of Bluffton Parkway were recently studied in the *Bluffton Parkway Corridor Study* (LATS, 2025) to “assess existing transportation conditions, evaluate future demand, and develop a range of strategic improvements.” The study divided the corridor into four quadrants, with Quadrant 2 also covering the segment of Buckwalter Parkway between Bluffton Parkway N/Buckwalter Towne Boulevard and Bluffton Parkway S/Hampton Hall Boulevard.

The corridor study identified short-term and long-term strategies within the study area for the Buckwalter Parkway access management plan to inform ongoing planning decisions. Short-term strategies were proposed for potential implementation in approximately 0 – 5 years. Long-term strategies included proposed alternatives for potential implementation within 6 – 25 years. Long-Term strategies included three proposed alternatives to inform long-term planning decisions (Intersection Improvements, Capacity Strategy A, and Capacity Strategy B.)

Short-Term Strategies:

- Corridor-wide signal warrant and timing review
- Rumble strips along Buckwalter Parkway
- Midblock pedestrian crossing with beacon near Cross Schools’ entrance on Buckwalter Parkway

Long-Term Strategy Alternatives:

- Intersection Improvements
 - Partial Displaced Left-Turn Intersection (DLT) treatment at the signalized intersections of Buckwalter Parkway at Bluffton Parkway N/Buckwalter Towne Boulevard and at Bluffton Parkway S/Hampton Hall Boulevard
- Capacity Strategy A
 - Realignment of Buckwalter Parkway at its intersection with Bluffton Parkway N and installation of a four-lane Bluffton Parkway segment extending from Buckwalter Parkway
- Capacity Strategy B
 - Six-lane widening of Buckwalter Parkway between Bluffton Parkway N/Buckwalter Towne Boulevard and Bluffton Parkway S/Hampton Hall Boulevard and six-lane widening of Bluffton Parkway S between Hampton Hall Boulevard and Buck Island Road

Potential improvements associated with the strategies listed above are in the preliminary stages of the planning process and were therefore not reviewed for the purposes of this study. Should these projects move forward in the future, the recommended Buckwalter Parkway access management and spacing goals should be included as planning considerations.

4.3 Planned Developments

A map of the Town of Bluffton Planned Unit Development (PUD) boundaries is shown in **Figure 13 (Appendix)**.

In coordination with the Town of Bluffton, the following developments along the corridor have been approved and/or are currently in the planning/permitting process:

- Willow Run
- Buckwalter MOB – Novant Health
- MUSC Health Bluffton
- Bluffton Community Hospital
- Medical Facility – Novant Health
- Buckwalter Recreation Center Expansion
- Bluffton High School Early College Center

Where planned access information was available, these are shown in the access management plan (**Figures 2 – 6 (Appendix)**).

5.0 Benefits of Access Management

Based on information provided by the Federal Highway Administration (FHWA) in “What is Access Management?”, access management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. In general, as the number of vehicular access points increases, the number of conflict points along a roadway also increases, which causes a decrease in mobility. **Figure 14** shows the relationship between mobility and access within the Roadway Functional Hierarchy.

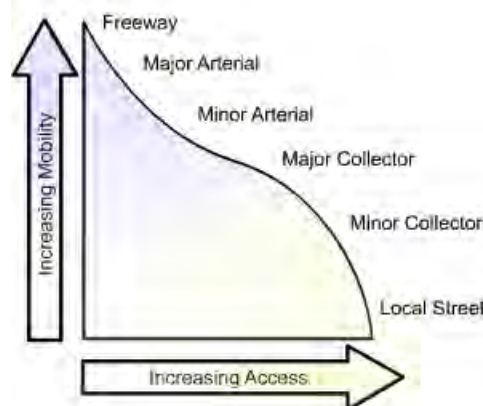


Figure 14: Conceptual Roadway Functional Hierarchy

Source: Figure 1 “What is Access Management?”, FHWA. https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm

FHWA identifies the following five main types of access management that can be applied to the transportation system: signalized intersection spacing (signal density), driveway spacing, turning lanes (implementation of designated left- and right-turn lanes at intersections), median treatments, and right-of-way management. Implementation of access management has been found to increase roadway capacity, reduce crashes, and provide economic benefit.

Guide for the Analysis of Multimodal Corridor Access Management (National Cooperative Highway Research Program (NCHRP) Research Report 900, 2018) found that travel speeds increase by two to three miles per hour (mph) for each one-signal-per-mile reduction. This report also shows that as the number of signals per mile decreases, the crash rate (in crashes per million vehicle miles) decreases as well. **Table 3** shows the average crash rate by signal density.

This report also found that providing left-and right-turn lanes increases free-flow and travel speeds along a corridor by a few miles per hour and decreases crash rates. The installation of left-turn lanes has a more significant impact on the reduction of crash rates than right-turn lanes.

Signals Per Mile	Crash Rate (crashes per million vehicle miles)
≤ 2	3.5
2.01 – 4	6.9
4.01 – 6	7.5
> 6	9.1

Source: Table 21 *Guide for the Analysis of Multimodal Corridor Access Management*, NCHRP Research Report 900, 2018)

Installing an access management plan that uses techniques such as installing non-traversable medians or restricting driveway spacing can often create some concern from business owners along a corridor due to there being limited access to their property. However, based on multiple studies compiled by FHWA in “Intersection Proven Safety Countermeasure”, access management plans were shown to have little to no negative impact on business operations across many parts of the United States. In some cases, businesses reported sales increases or property value increases after access management plans were completed.

Access management plans are created to improve the efficiency and the safety of a roadway. Studies have shown that implementing access management techniques along a roadway can increase free-flow and travel speeds as well as decrease the number of accidents that can occur. Access management plans have also shown in some cases to be economically beneficial for businesses as well.

6.0 Access Management Plan

Based on the principles outlined in **Section 5.0**, the existing conditions, and building on the previous *Access Management Plan Update – Buckwalter Parkway (US 278 to Bluffton Parkway)* (2021) Access Management Plan, an updated Access Management Plan was developed for the Buckwalter Parkway corridor for the study area.

Figures 2 – 6 show each intersection along the corridor, the distance of each intersection from US 278 and the spacing between each of the intersections.

6.1 Signalized Intersection Spacing

Table 4 summarizes the locations of existing and future planned signalized intersection locations along the Buckwalter Parkway corridor.

Signalization has been proposed at five intersection locations along the Buckwalter Parkway corridor, when warranted:

- Buckwalter Parkway at Berkeley Place Driveway #1/Pinellas Drive North (roadway improvements will be required)
- Buckwalter Parkway at Mott Street/Parkside Drive
- Buckwalter Parkway at Innovation Drive
- Future Traffic Signal (between Cross Schools Driveway and Shell Hall Drive)
- Buckwalter Parkway at H.E. McCracken Circle N/Soccer Fields Driveway

Planned future traffic signal locations are italicized in **Table 4**.

The recommended signalized intersection spacing goal between signalized intersections on the Buckwalter Parkway corridor is 1,500 feet should be applied for the remainder of Buckwalter Parkway to maximize the efficiency of the corridor.

The following locations do not meet the recommended signalized intersection spacing goals:

- Innovation Drive
- Buckwalter Place Boulevard/Lord of Life Church
- Buckwalter Parkway N/Buckwalter Towne Boulevard

With the exception of Innovation Drive, the locations listed above which do not meet with recommended signalized intersection spacing goals are existing and are expected to remain. It is our understanding that the planned signalization of Buckwalter Parkway at Innovation Drive is part of a prior development agreement and has been coordinated with Beaufort County staff. The recommended intersection spacing goals should be applied for future signalized intersection locations along the Buckwalter Parkway corridor.

Table 4: Recommended Signalized Intersection Spacing¹			
Segment Start	Segment End	Approx. Distance btwn. Intersections (feet)	Approx. Cumulative Distance from US 278 (feet)
US 278	<i>Berkeley Place Driveway I/ Pinellas Drive North</i>	2,026'	2,026'
<i>Berkeley Place Driveway I/ Pinellas Drive North</i>	<i>Mott Street/Parkside Drive</i>	1,788'	3,814'
<i>Mott Street/Parkside Drive</i>	<i>Innovation Drive</i>	2,677'	6,491'
<i>Innovation Drive</i>	Buckwalter Place Boulevard/ Lord of Life Church	995'	7,486'
Buckwalter Place Boulevard/ Lord of Life Church	Bluffton Parkway N/ Buckwalter Towne Boulevard	1,077'	8,563'
Bluffton Parkway N/ Buckwalter Towne Boulevard	Lake Point Drive/Carolina Bluff Drive	1,570'	10,133'
Lake Point Drive/Carolina Bluff Drive	<i>Future Traffic Signal (between Cross Schools Driveway and Shell Hall Drive)</i>	1,640'	11,773'
<i>Future Traffic Signal (between Cross Schools Driveway and Shell Hall Drive)</i>	Bluffton Parkway S/ Hampton Hall Boulevard	2,334'	14,107'
Bluffton Parkway S/ Hampton Hall Boulevard	<i>H.E. McCracken Circle N/ Soccer Fields Driveway²</i>	1,746'	15,853'
<i>H.E. McCracken Circle N/ Soccer Fields Driveway²</i>	Old Bridge Drive/ H.E. McCracken Circle S	2,815'	18,668'
Old Bridge Drive/ H.E. McCracken Circle S	May River Road	4,085'	22,753'

1. Planned traffic signal locations are italicized
2. Includes recommended realignment of Soccer Fields Driveway with H.E. McCracken Circle N

6.2 Unsignalized Intersection Recommendations

Table 5 summarizes access type recommendations for existing and previously planned unsignalized locations along the Bluffton Parkway corridor.

In general, existing full access locations were recommended for conversion to 3/4 access or RIRO operations. With this recommendation, the adjacent signalized intersections should be reviewed for appropriate U-turn maneuverability.

The recommended unsignalized access point spacing goal on the Buckwalter Parkway corridor for parcels with access to a signalized intersection is 800 feet. For parcels without access to a signalized intersection, the recommended unsignalized access point spacing goal is approximately 500 feet.

The following locations do not meet the recommended unsignalized access point spacing goals:

- Kroger Fuel Center Drive
- Future Storage Facility RIRO
- Progressive Street
- Buckwalter Place Driveway
- Cross Schools Driveway

With the exception of Future Storage Facility RIRO, the locations listed above which do not meet the recommended unsignalized access point spacing goals are existing and are expected to remain. It is our understanding that the Future Storage Facility RIRO planned to be located between the signalized intersection of Buckwalter Parkway N/Buckwalter Towne Boulevard and Lake Point Drive/Carolina Bluff Drive has been previously coordinated with Beaufort County staff and is in the planning/permitting process. The recommended intersection spacing goals should be applied for future unsignalized intersection locations along the Buckwalter Parkway corridor.

Table 5: Unsignalized Intersection Treatment Changes in Access Management Plan^{1,2}		
Intersection Location [Approx. Distance south/north to Adjacent Intersections]³	Existing or Previously Planned Access	2026 Access Management Plan Recommended Access
Cassidy Drive [1,067' south of US 278/ 959' north of Berkeley Place Driveway 1]	Full Access	Full Access/ RIRO once cross access roads are constructed
Berkeley Place Driveway 1/Pinellas Drive N	RIRO	Traffic Signal
Berkeley Place Driveway 2/ Pinellas Drive S [959' south of Berkeley Place Driveway 1/ 868' north of Mott Street]	RIRO	RIRO
Ludlow Street/Future Driveway [1,092' south of Mott Street/ 1,084' north of Kroger Fuel Drive]	RIRO	3/4 Access
Kroger Fuel Center Drive [1,084' south of Ludlow Street/ 501' north of Innovation Drive]	Traffic Signal	RIRO
Innovation Drive	RIRO	Traffic Signal
Progressive Street [481' south of Innovation Drive/ 514' north of Buckwalter Place Boulevard]	RIRO	RIRO
Buckwalter Place Driveway [514' south of Progressive Street/ 645' north of Bluffton Parkway N]	Right-In Only	Right-In Only
Future Storage Facility RIRO [500' south of Buckwalter Towne Boulevard/ 1,070' north of Carolina Bluff Drive]	-	RIRO
Cross Schools Driveway [1,320' south of Lake Point Drive/ 320' north of Future Traffic Signal]	Full Access	RIRO
Shell Hall Drive [1,050' south of Future Traffic Signal/ 1,284' north of Bluffton Parkway S]	Full Access	RIRO
Soccer Fields Driveway	RIRO	Traffic Signal (upon realignment with H.E. McCracken Circle N)
Future Early College RIRO [690' south of H.E. McCracken Circle N/ 1,355' north of Recreation Center Driveway]	-	RIRO
Recreation Center/H.E. McCracken Middle School Bus Driveway [1,355' south of Planned RIRO/ 770' north of Old Bridge Drive]	Full Access	3/4 Access
Farm Lake Drive/Pine Ridge Drive [2,590' south of Old Bridge Drive/ 690' north of Bartons Run Crossing]	Full Access	Full Access
Bartons Run Crossing [690' south of Farm Lake Drive/ 805' north of May River Road]	Full Access	Full Access

1. RIRO = Right-in, Right-out Access
2. 3/4 Access = Right-in, Right-out, Left-in Access
3. Intersection spacing omitted for locations identified for signalization in 2026 plan

6.3 Connections and Cross Access Opportunities

Cross access and connectivity (cross connectivity) between parcels facilitates traffic flow to signalized intersections along a corridor. These may be by cross access or back access connections.

Previously planned and additional recommended cross connectivity improvements along the corridor are shown in **Figures 2 – 6 (Appendix)** as orange dashed lines. The exact location and design of these connections are conceptual in nature and are expected to be refined in the design process, where exact location and design of these connections would be further developed.

Cross connectivity is recommended at the following locations:

- New roadway between US 278 and Berkeley Place Driveway 1 on the west side of Buckwalter Parkway
- New east-west roadway from Cassidy Drive to the future Willow Run development and the planned north-south roadway that will connect future Bluffton Parkway to US 278 near Eagle's Pointe
- New north-south roadway between Cassidy Drive and Pinellas Drive North
- New east-west roadway from Pinellas Drive North to the future Willow Run development and the planned north-south roadway that will connect future Bluffton Parkway to US 278 near Eagle's Pointe
- New east-west roadway from Pinellas Drive South to the future Willow Run development
- Realignment and installation of new Berkeley Place Driveway 1, connecting to the Berkeley Place parking area further west and removing the existing curve and parking lot connection
- Complete north-south connection between Berkeley Place and Bluffton Commons
- New north-south roadway between Innovation Drive and Bluffton Commons
- New north-south access roadway on the east side of Buckwalter Parkway, connecting to new westbound Innovation Drive connection and Buckwalter Towne Boulevard
- New connector between Lord of Life Church Road and new north-south access road
- Encourage connectivity between Cross Schools and Shell Hall residential neighborhood
- New east-west connection from Buckwalter Parkway to Cross Schools and Shell Hall residential neighborhood
- Realignment of Buckwalter Recreation Center Soccer Fields Driveway with H.E. McCracken Circle N
- New north-south roadway on the west side of Buckwalter Parkway between Old Bridge Drive, Farm Lake Drive and Bartons Run Crossing

Additional cross access connectivity, in addition to those locations listed above, should be facilitated through the Beaufort County planning process and provided whenever feasible.

6.4 Updated Community Development Code

The recommended strikethrough/underline update to Section C.4-Buckwalter Parkway of the *Community Development Code* is detailed below:

“C.4: - *Buckwalter Parkway*

C.4.10 - *Application*

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).

C.4.20 - *Signal Spacing*

The recommended spacing between full-signalized accesses is ~~2,000~~ 1,500 feet.

C.4.30 - *Future Signal Locations*

The specific signalized access locations shall correspond to the planned signal locations provided in ~~Buckwalter Access Management Study Update (2021 and the existing traffic signal locations)~~ Access Management Plan Update – Buckwalter Parkway (US 278 to May River Road) (2026). Existing and planned intersection locations are subject to change to better meet the spacing guidelines. If a modification of the defined signal locations is desired to meet the demands of a specific development or to better meet prescribed spacing goals noted above, 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 (note that distances shown should be considered approximate):

- *Buckwalter Parkway at US 278*
- *Planned location - Buckwalter Parkway at Cinema North (2,026 feet south of US 278)*
- *Planned location - Buckwalter Parkway at Mott Street/Parkside Drive (1,788 feet south of Cinema North)*
- ~~*Planned location - Buckwalter Parkway to Kroger Fuel Drive (2,176 feet south of Mott Street/Parkside Drive)*~~
- *Planned Location – Buckwalter Parkway at Innovation Drive (2,677 feet south of Mott Street)*

- Buckwalter Parkway at Buckwalter Town Center South (1,496 feet south of Kroger Fuel Drive)(995 feet south of Innovation Drive)
- Buckwalter Parkway at Bluffton Parkway and Buckwalter Towne Boulevard(1,077 feet south of Buckwalter Town Center South) *Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 5.
- Buckwalter Parkway at Lake Point Drive (1,5851,570 feet south of Bluffton Parkway) *Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 5.
- Planned Location – Buckwalter Parkway at Future Traffic Signal [just south of Cross Schools Driveway] (1,640 feet south of Lake Point Drive)
- Buckwalter Parkway at Bluffton Parkway and Hampton Hall (3,9582,334 feet south of Lake Point Drive/Parker's drivewayFuture Traffic Signal)
- Planned Location – Buckwalter Parkway at H.E. McCracken Circle (N) and Soccer Fields Driveway (1,746 feet south of Bluffton Parkway and Hampton Hall) *Includes realignment of Soccer Fields Driveway
- Buckwalter Parkway at H.E. McCracken Circle and Old Bridge Drive (4,5002,815 feet south of Hampton HallH.E. McCracken Circle (N))
- Buckwalter Parkway at SC 46 (May River Road) (4,085 feet south of H.E. McCracken Circle and Old Bridge Drive)

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 Buckwalter Access Management Study Update (2021) Figures 2 – 6 of the Access Management Plan Update – Buckwalter Parkway (US 278 to May River Road) (2026). 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.

C.4.40 – Driveways

A. **Spacing:** Additional access points above the full accesses indicated in subsection C.4.30.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 Access Management Plan Update – Buckwalter Parkway (US 278 to May River Road) (2026), minimum

spacing shall be 800 feet unless specified in ~~Figure 5~~ Figures 2 – 6 of the ~~Buckwalter Parkway Access Management Plan~~ Access Management Plan Update – Buckwalter Parkway (US 278 to May River Road) (2026).

B. Driveway design: Driveway width and turning radii shall conform to SCDOT's Access and Roadside Management Standards.

C. Driveway linkages: See Article VI, Section 6.3.10.D for driveway linkage requirements for non-residential development.

D. 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.”

6.5 Summary and Next Steps

Based on a review of the corridor and the associated data, the recommended access management plan is shown in **Figures 2 - 6 (Appendix)** and the access locations are listed below by type of access. This plan reviews the current conditions of the corridor and makes recommendations for future access management for intersections along the Buckwalter Parkway corridor.

The following next steps are recommended moving forward:


- Update the *Community Development Code* to reflect proposed changes
- Coordination and additional planning of the connection roadways
- Coordination with property owners along the corridor regarding the updated access management plan for the corridor

Appendix

NOT TO SCALE



LEGEND

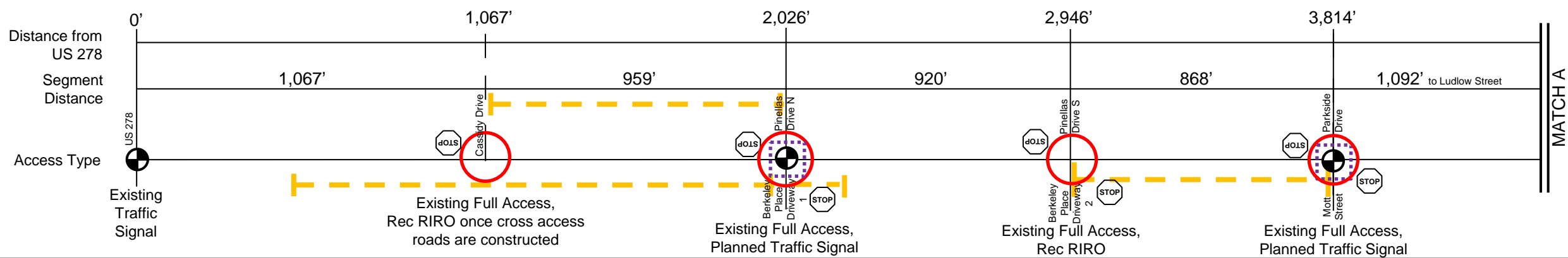
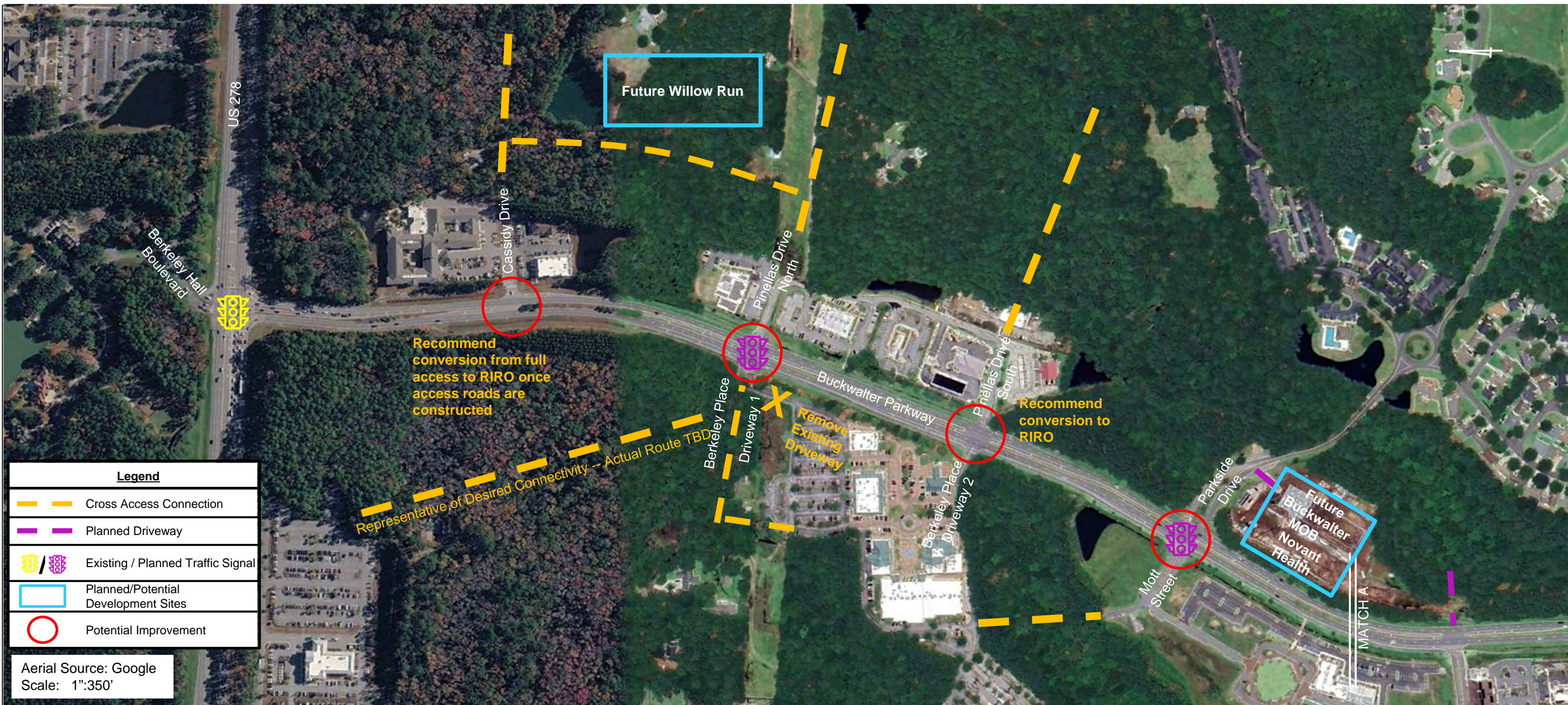
 Study Area Boundary



**Buckwalter Access Management Plan Update
– US 278 to May River Road**

Corridor Study Area

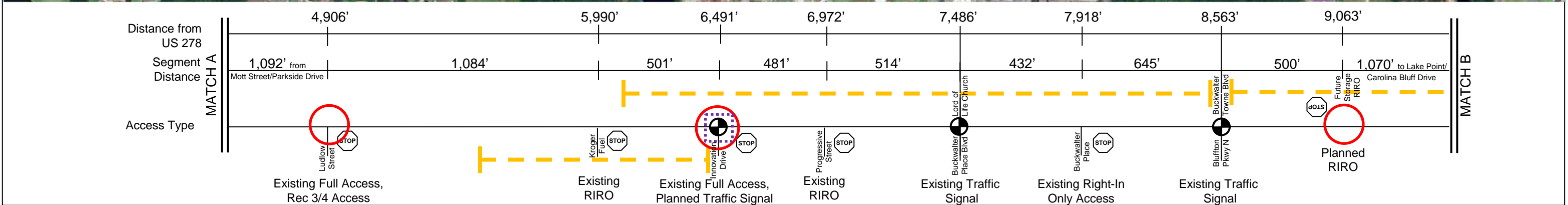
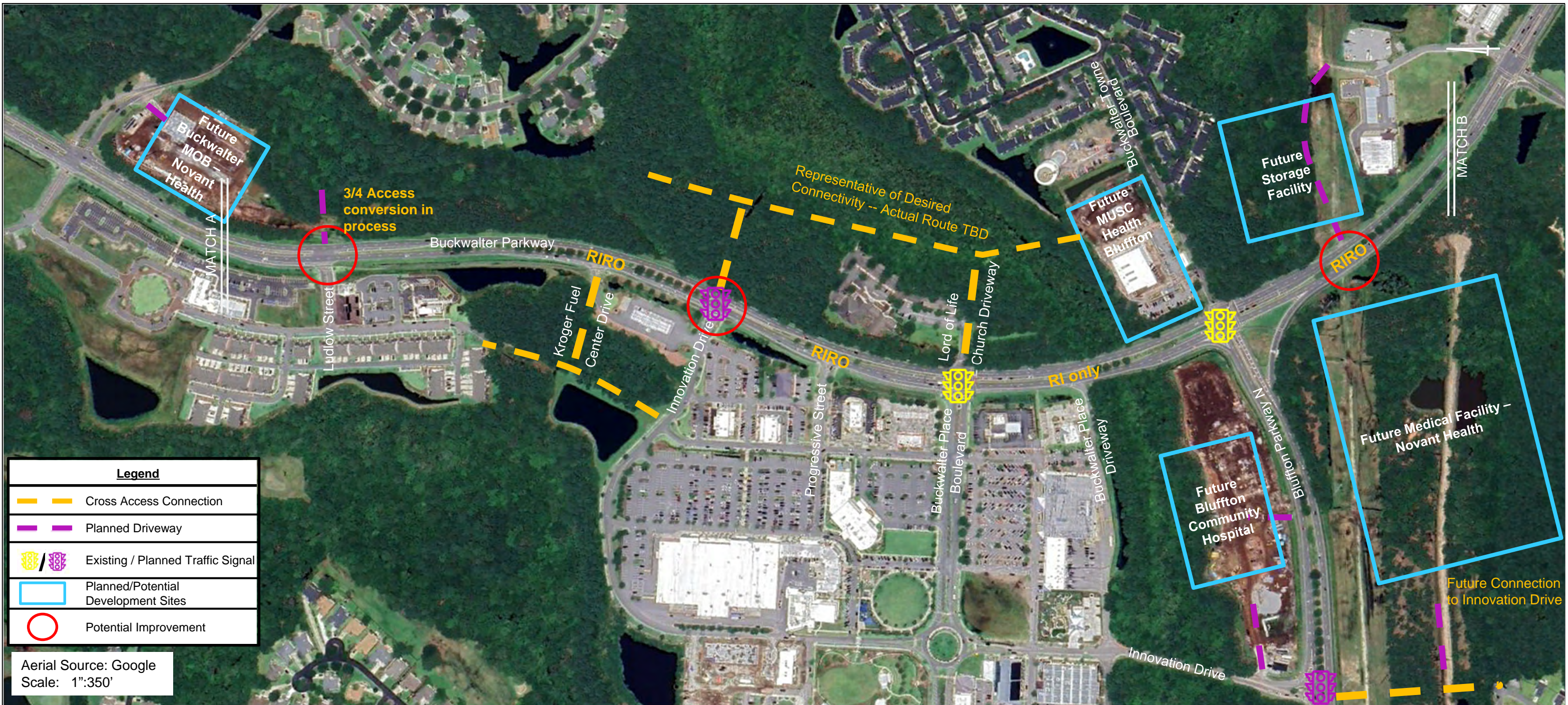
Figure 1



**Buckwalter Access Management Plan Update
– US 278 to May River Road**

Access Management Plan

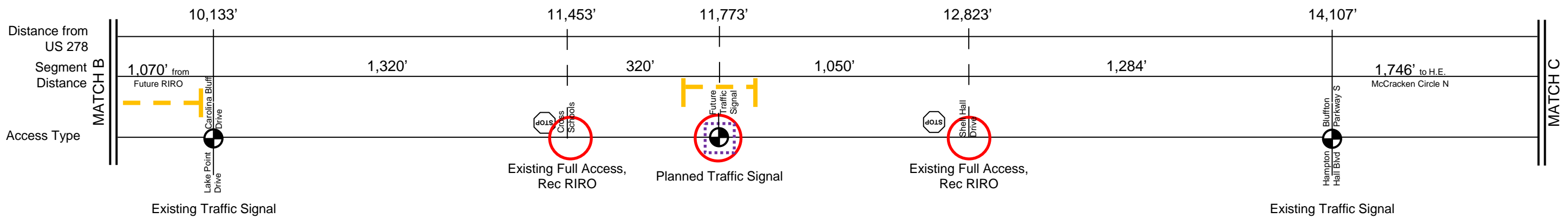
Figure 2



**Buckwalter Access Management Plan Update
- US 278 to May River Road**

Access Management Plan

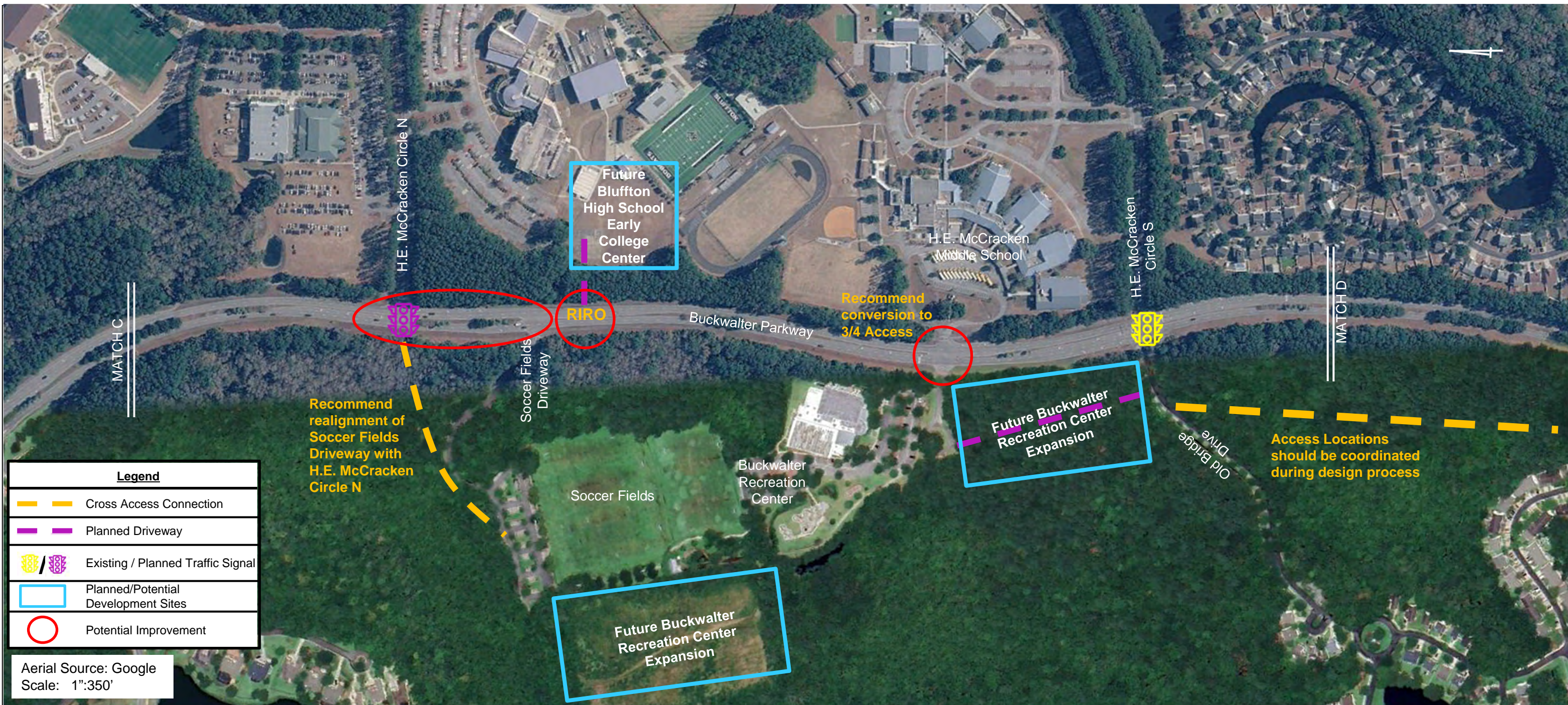
Figure 3



**Buckwalter Access Management Plan Update
– US 278 to May River Road**

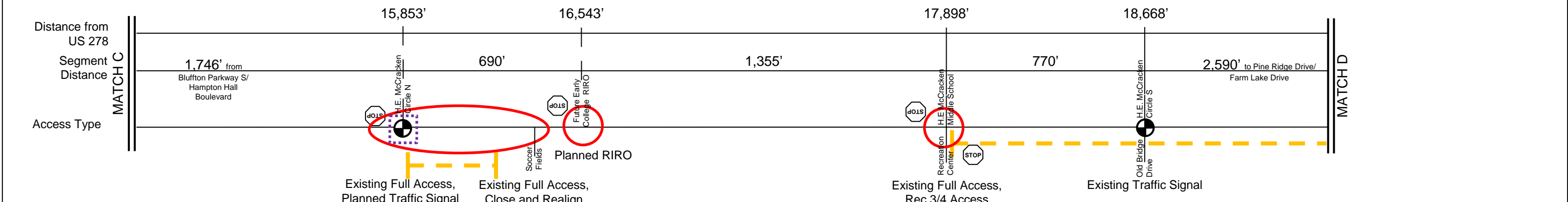
Access Management Plan

Figure 4



Legend	
	Cross Access Connection
	Planned Driveway
	Existing / Planned Traffic Signal
	Planned/Potential Development Sites
	Potential Improvement

Aerial Source: Google
Scale: 1"=350'



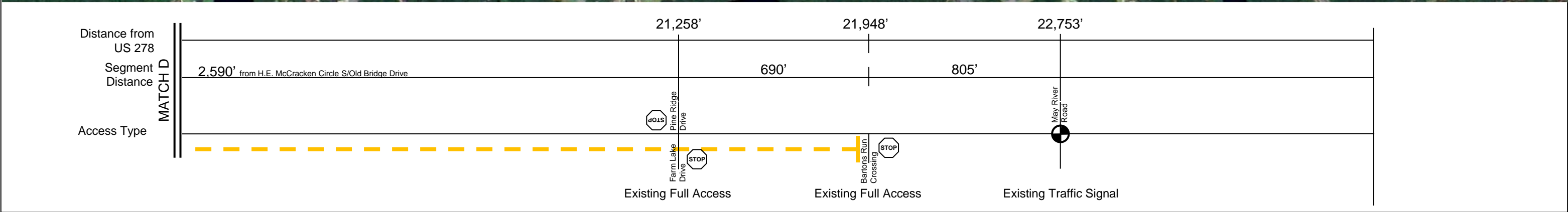
**Buckwalter Access Management Plan Update
– US 278 to May River Road**

Access Management Plan

Figure 5



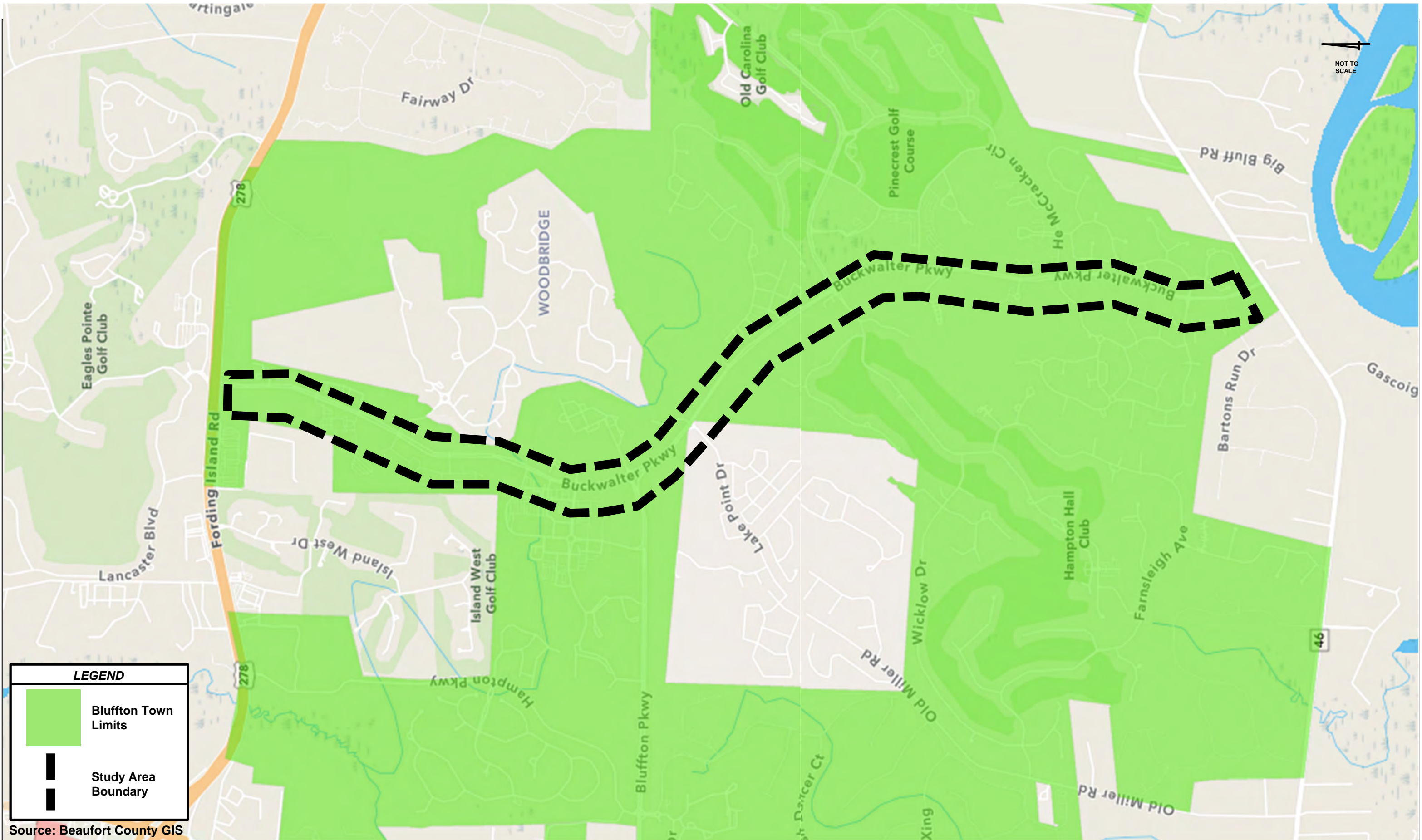
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**Buckwalter Access Management Plan Update
– US 278 to May River Road**

Access Management Plan

Figure 6



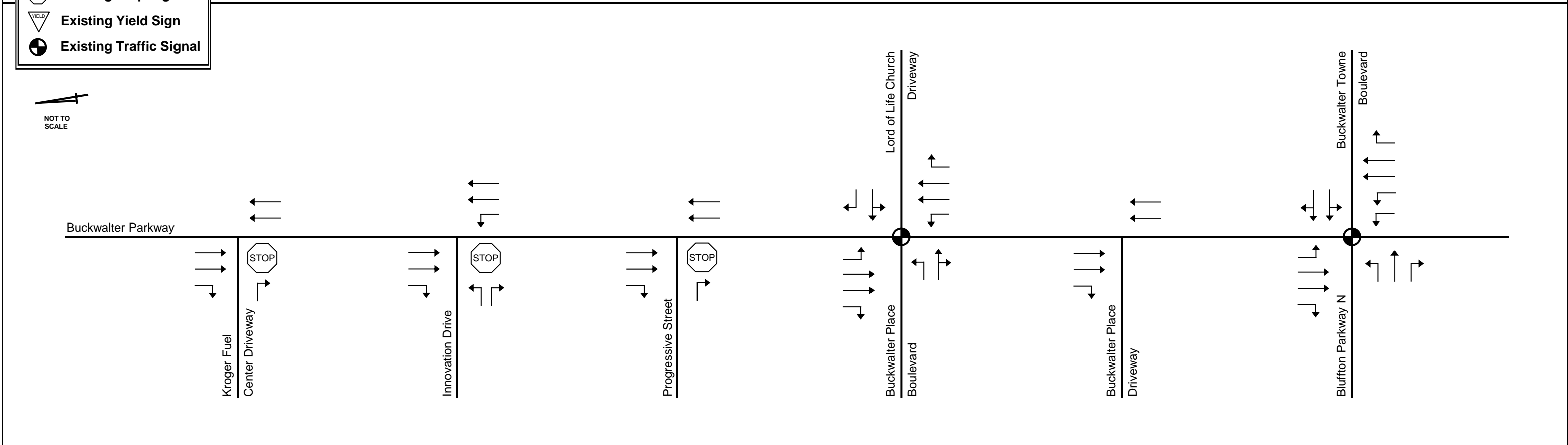
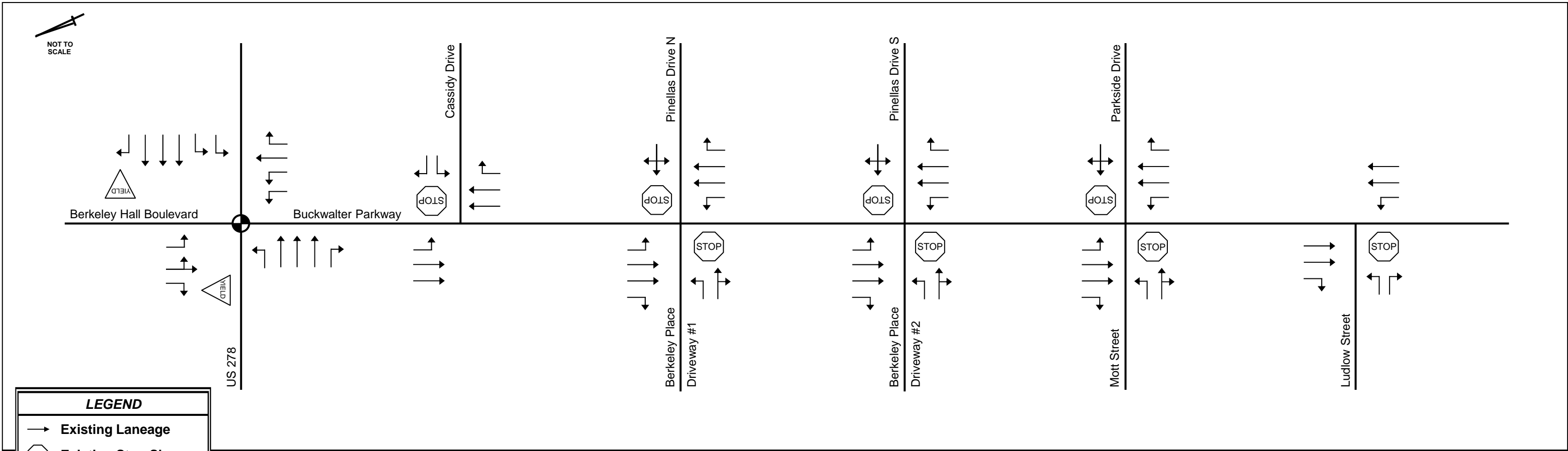
Source: Beaufort County GIS



**Buckwalter Access Management Plan Update
– US 278 to May River Road**

Bluffton Town Limits

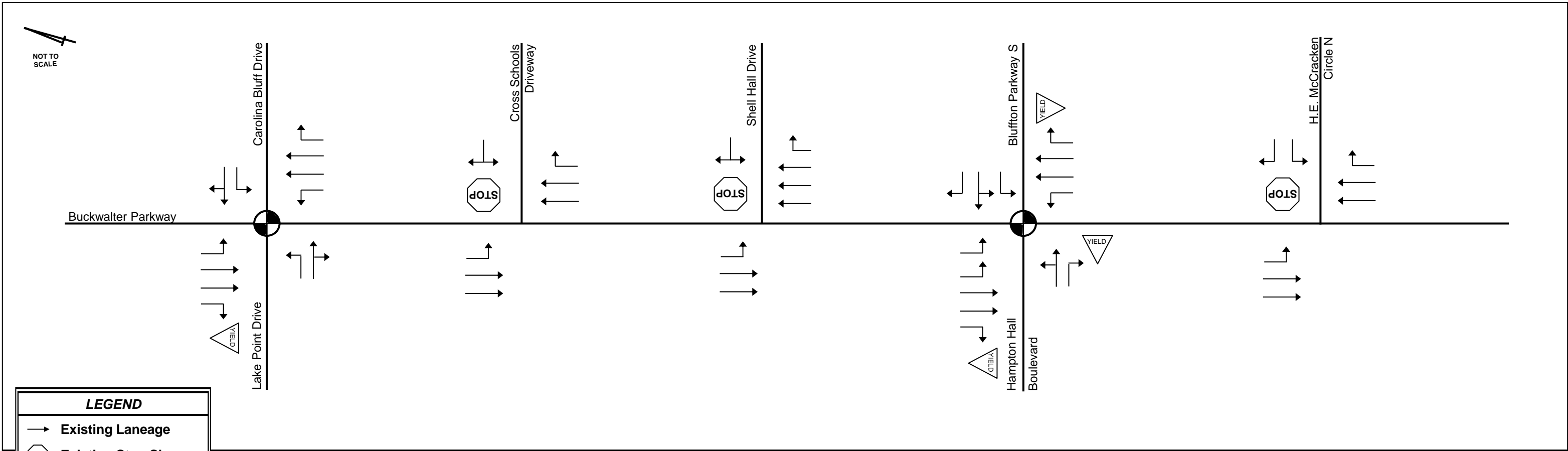
Figure 7



**Buckwalter Access Management Plan Update
– US 278 to May River Road**

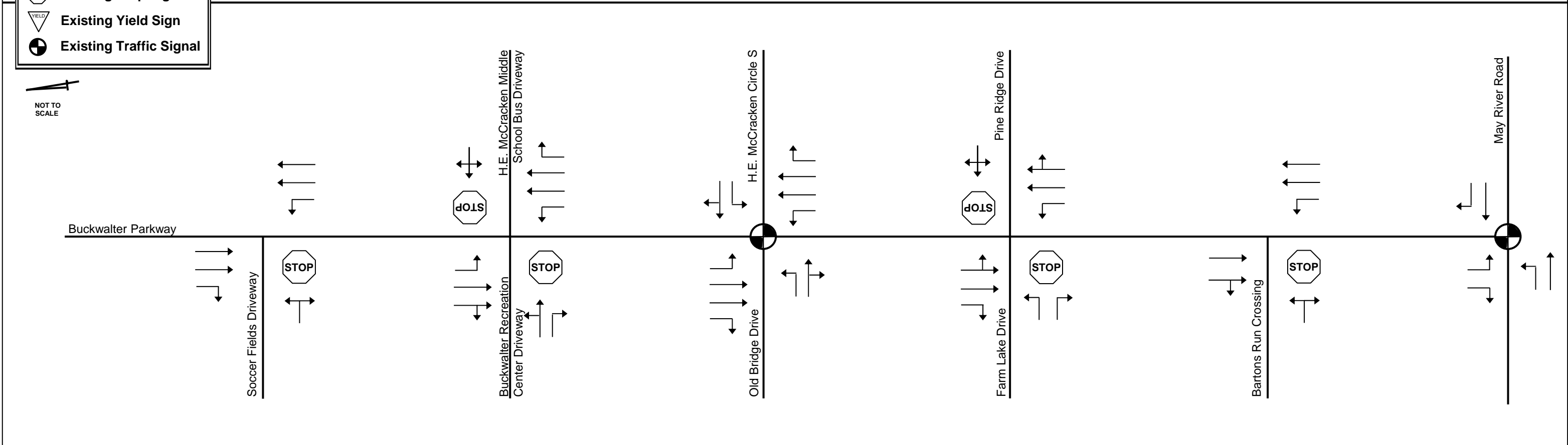
Existing Laneage

Figure 8A



LEGEND

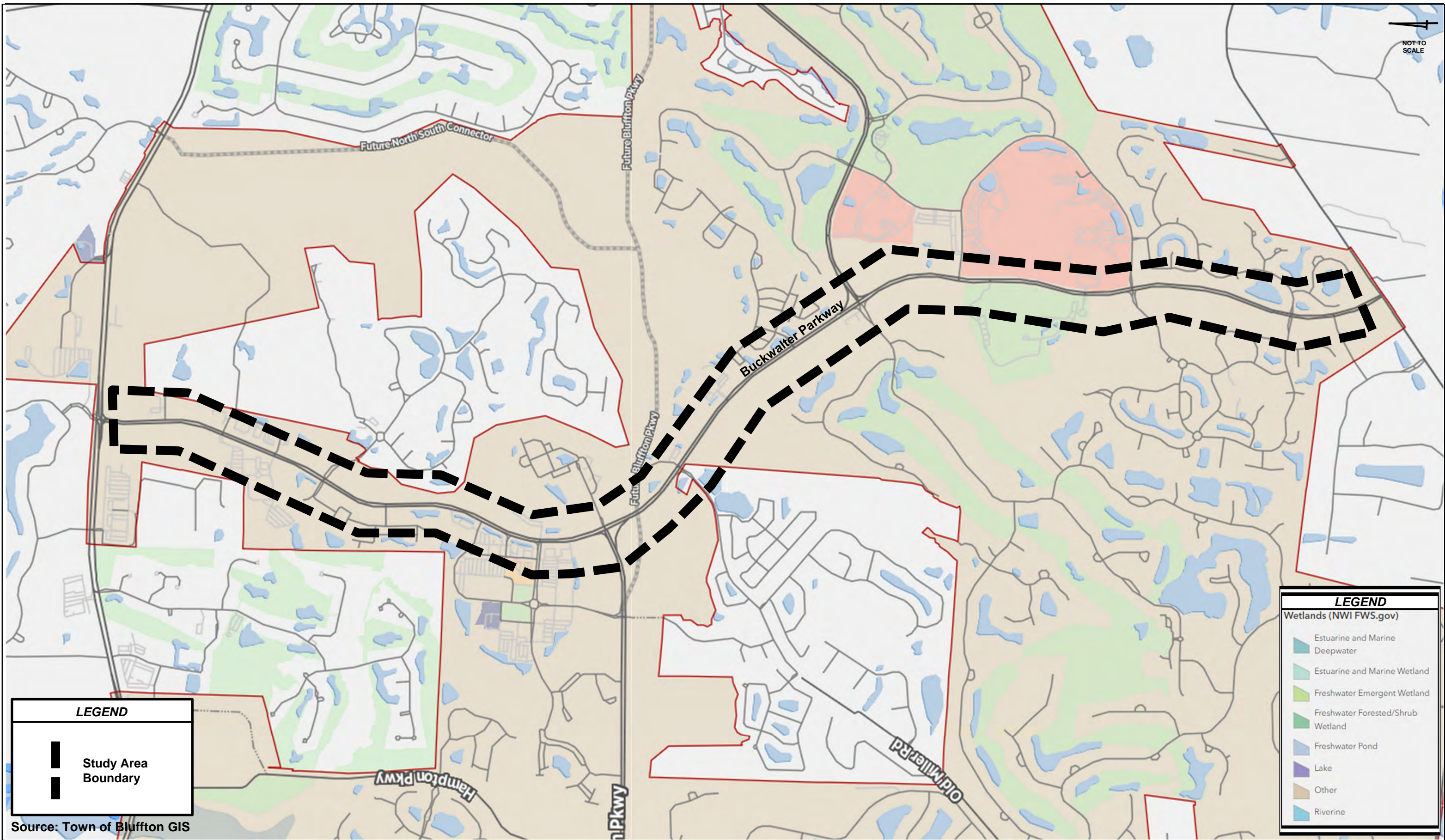
- Existing Laneage
- STOP Existing Stop Sign
- YIELD Existing Yield Sign
- Existing Traffic Signal



**Buckwalter Access Management Plan Update
- US 278 to May River Road**

Existing Laneage

Figure 8B



LEGEND

Study Area Boundary

LEGEND

Wetlands (NWI FWS.gov)

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

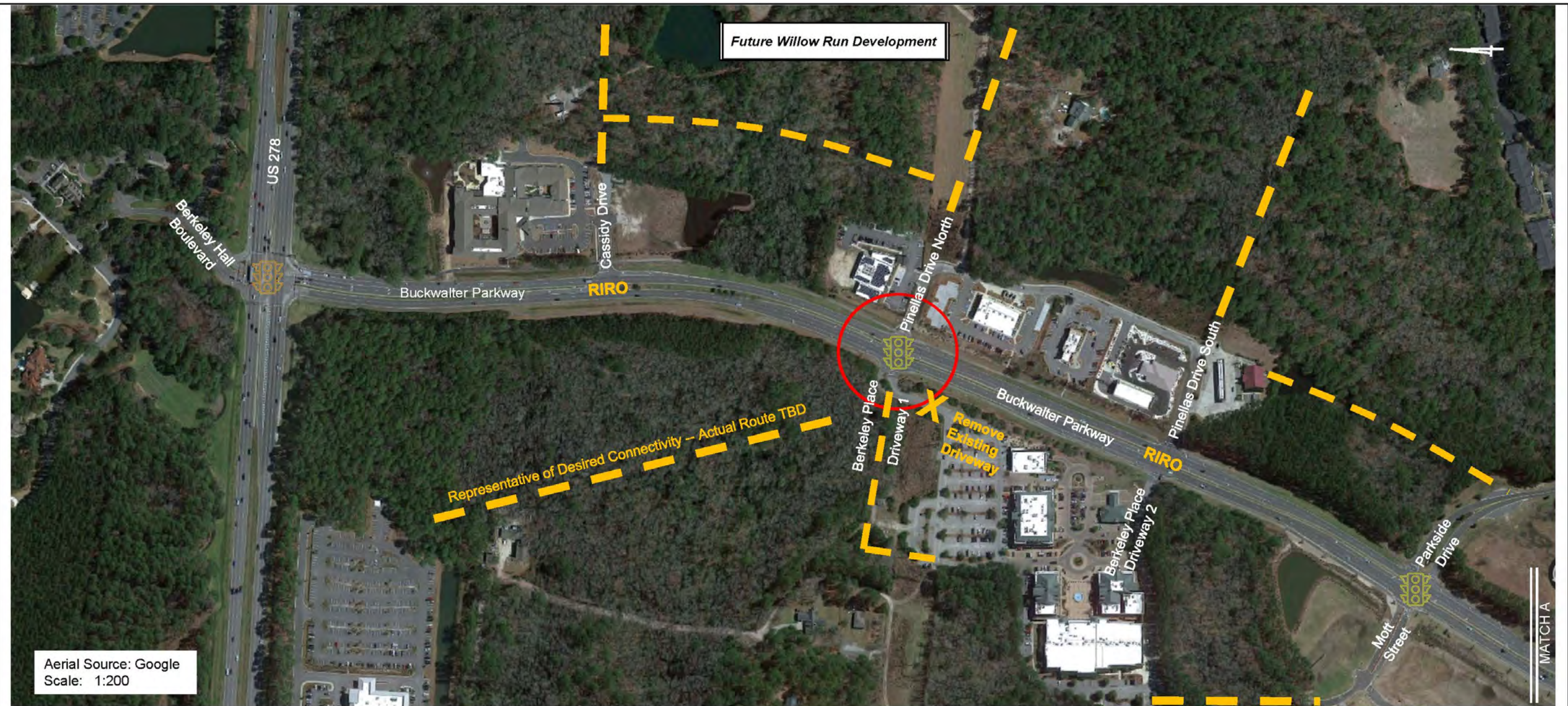
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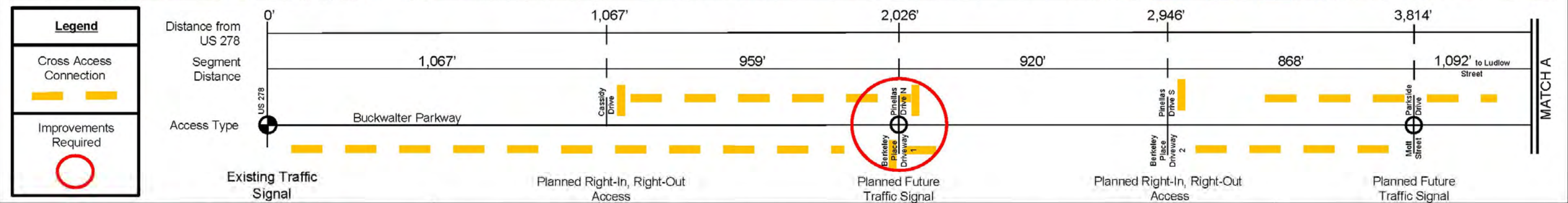
**Buckwalter Access Management Plan Update
– US 278 to May River Road**

Wetlands along Corridor

Figure 9



Aerial Source: Google
Scale: 1:200



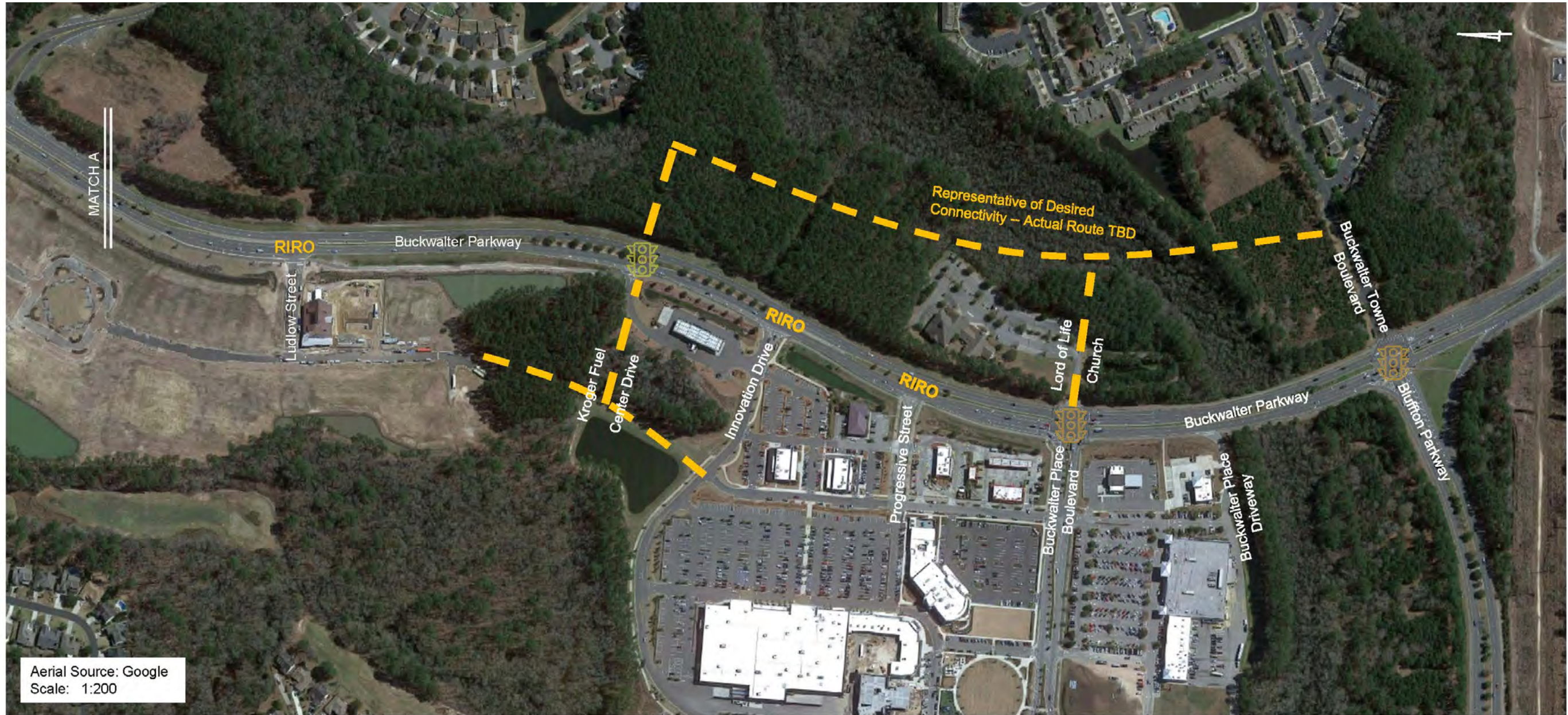
	Buckwalter Access Management Plan Update	Access Management Plan	Figure 3A
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Source: Bihl Engineering, LLC (2021)

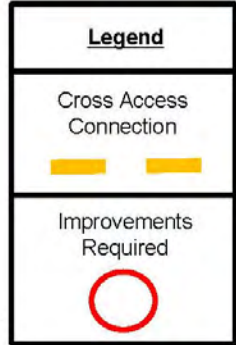
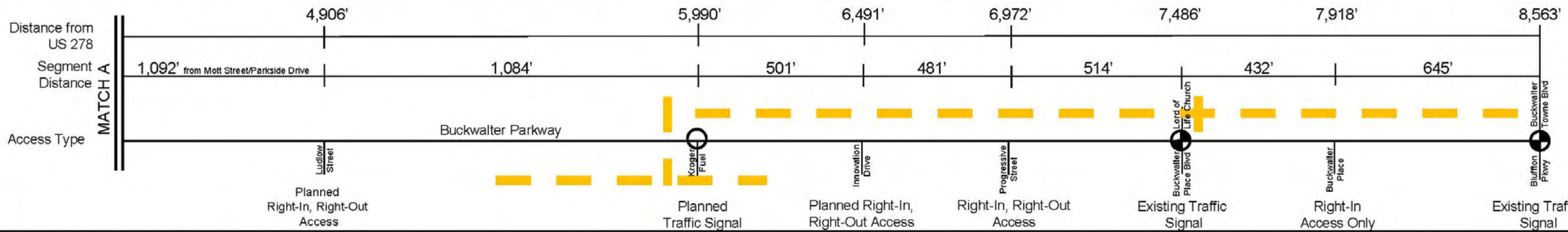
Buckwalter Access Management Plan Update – US 278 to May River Road

2021 Access Management Plan [US 278 to Bluffton Parkway N]

Figure 10A



Aerial Source: Google
Scale: 1:200



Buckwalter Access Management Plan Update

Access Management Plan

Figure 3B

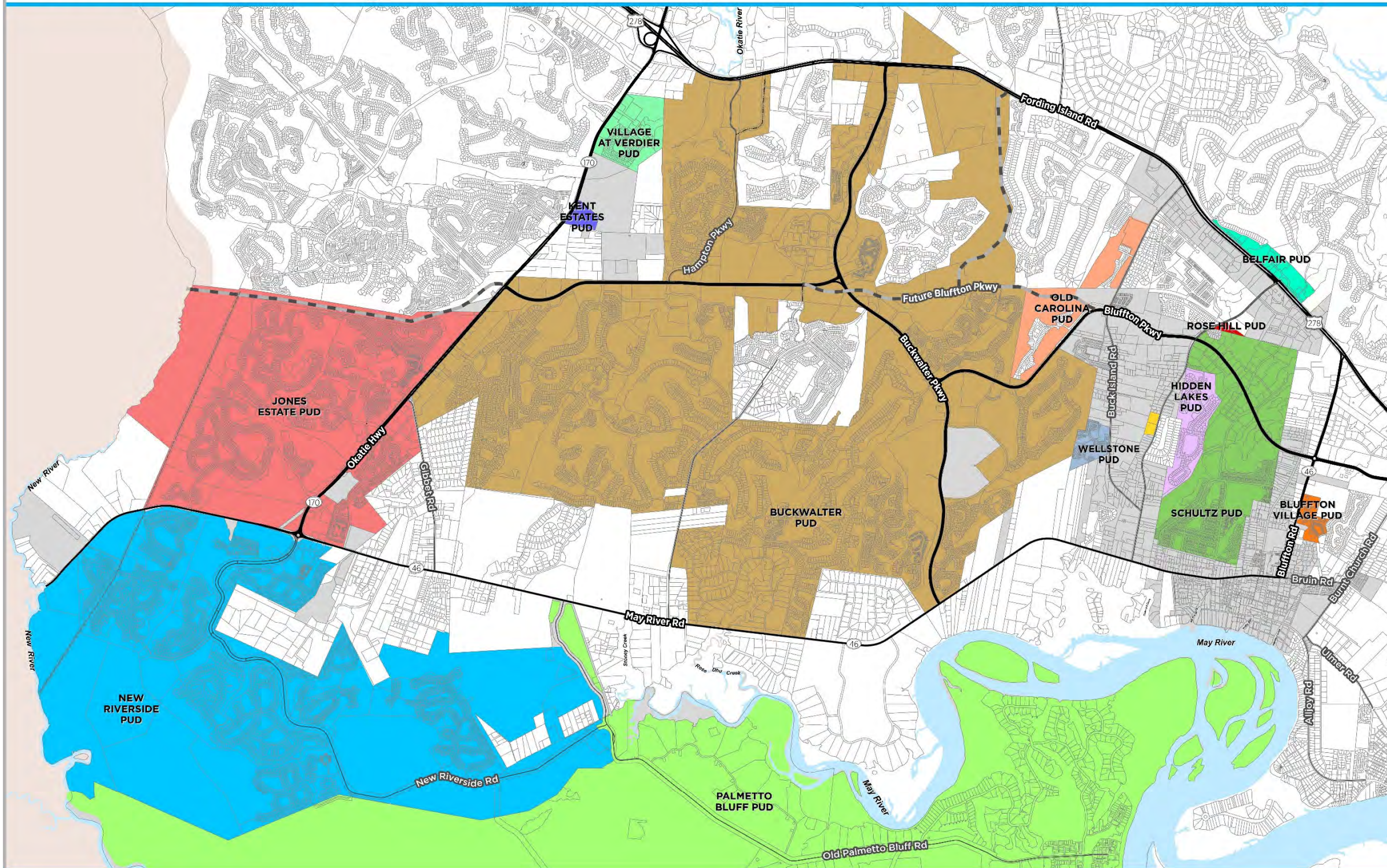
Source: Bihl Engineering, LLC (2021)

Buckwalter Access Management Plan Update – US 278 to May River Road

2021 Access Management Plan [US 278 to Bluffton Parkway N]

Figure 10B

Planned Unit Development



- Legend
- | | | |
|--|---|--|
| ■ Belfair | ■ Kent Estates | ■ Schultz |
| ■ Bluffton Village | ■ New Riverside | ■ Southeastern Development |
| ■ Buckwalter | ■ Old Carolina | ■ Village at Verdier |
| ■ Hidden Lakes | ■ Palmetto Bluff | ■ Wellstone |
| ■ Jones Estate | ■ Rose Hill | |



Updated: 1/6/2026

Map Prepared By:
Ryan J. Coleman, GISP



This map was created by the Town of Bluffton and is solely intended to be used as a graphical representation for the Town of Bluffton. The maps and data distributed by the Town of Bluffton are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness, and currency thereof are not guaranteed. The Town of Bluffton makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the Town of Bluffton GIS.

Source: Town of Bluffton



**Buckwalter Access Management Plan Update
– US 278 to May River Road**

**Town of Bluffton
PUD Boundaries**

Figure 13

