COUNTY COUNCIL OF BEAUFORT COUNTY

ADMINISTRATION BUILDING
100 RIBAUT ROAD
POST OFFICE DRAWER 1228
BEAUFORT, SOUTH CAROLINA 29901-1228
TELEPHONE: (843) 255-2180
FAX: (843) 255-9401
www.bcgov.net

AGENDA
PUBLIC FACILITIES COMMITTEE
Tuesday, January 22, 2013
4:00 p.m.
Conference Room, Building 2
Beaufort Industrial Village
102 Industrial Village Road, Beaufort

Committee Members:
Gerald Dawson, Chairman
Steven Baer, Vice Chairman
Cynthia Bensch
Rick Caporale
Brian Flewelling
William McBride
Jerry Stewart

Staff Support:
Rob McFee, Division Director

1. CALL TO ORDER – 4:00 P.M.

2. DISCUSSION / PERRYCLEAR DRIVE EASEMENT

3. CONSIDERATION OF A PORT ROYAL RAILROAD RIGHT-OF-WAY/SPANISH MOSS RAIL TRAIL ENCROACHMENT EASEMENT BY BEAUFORT-JASPER WATER & SEWER AUTHORITY FOR THE INSTALLATION OF ACCESS TO A CONVENIENCE STATION AT THE INTERSECTION OF HWY 21 AND PARRIS ISLAND GATEWAY (backup)

4. CONSIDERATION OF REAPPOINTMENTS AND APPOINTMENTS
   A. Solid Waste and Recycling Board
   B. Southern Beaufort County Median Beautification Committee

5. ADJOURNMENT

BEAUFORT COUNTY TRAFFIC & TRANSPORTATION ENGINNERING
1/18/13
INFORMATIONAL REPORT
PARKERS – US 21/TRASK PKWY AT PARRIS ISLAND GTWY

The Beaufort County Traffic and Transportation Engineering Department has conducted a review of the Traffic Impact Analysis (TIA) and proposed Master Plan provided by Thomas & Hutton Engineering, dated September 2012 with revisions dated 12/20/2012. The following provides information and review of the provided data in regard to the proposed driveway/easement connection to Trask Parkway (US 21):

Traffic Volumes

The site is anticipated to generate **11,500** trips daily with **415** AM and **490** PM peak hour driveway trips. Approximately 60 to 70 percent of the driveway trips are anticipated to utilize the proposed driveway across the Spanish Moss Rail/Trail right-of-way onto Trask Parkway (US 21). During the PM peak hour, this translates to **143** vehicles entering and **187** vehicles exiting to/from Trask Parkway between 4:30 and 5:30 PM. In other words, a vehicle will be entering every **25** seconds and a vehicle will be exiting every **20** seconds during the afternoon rush hour.

LOS

Their analysis indicates that vehicles exiting the site onto US 21 (turning left) will experience an average delay of **112** seconds (almost 2 minutes per vehicle) which is considered a failing level of service (LOS F). Their analysis does not take into consideration the implications of pedestrians and cyclists crossing this driveway under these failing conditions. However, it is anticipated based on the calculated delay and volume of traffic that vehicles will be queued across the Rail/Trail right-of-way potentially blocking access. In addition, due to this poor level of service, motorists would be inclined to accept a shorter gap in the traffic stream in order to reduce their delay, which may lead to greater crash risk.

Driveway location

The proposed driveway location is approximately **730 ft** from the existing signalized intersection of Trask Parkway at Parris Island Gateway and includes separate left-turn and right-turn lanes. A right-turn deceleration lane would be required for vehicle traffic entering the site. The driveway location is proposed based on the right-turn lane project being developed by SCDOT for the Trask Parkway at Parris Island Gateway intersection. The proposed driveway would be approximately **75 ft** long and intersect with a proposed frontage road allowing **2-3 vehicles** to queue (stack up) waiting to turn out onto Trask Parkway.

Driveway Alignment/Offset

The proposed driveway is located between the existing driveways for the Greyhound Bus Station and the Great Gardens Café, which are spaced approximately **170 ft** apart. As a result, these driveways do not align and create a potential offset that may add difficulty in accessing these other existing land uses.

SCDOT Planned Improvements

SCDOT is currently in the design process to upgrade the existing signalized intersection of Trask Parkway at Parris Island Gateway. The proposed design will include a **500 ft** right-turn lane from Trask Parkway onto Parris Island Gateway to handle the significant volume of right-turn vehicles and truck traffic. Also included in the project will be upgrades to the existing traffic signal (pedestrian signals included), an upgraded crosswalk for the planned Spanish Moss Rail/Trail and resurfacing/restriping of the Parris Island Gateway approach to the intersection. There have been discussions between SCDOT and the proposed developer to facilitate the inclusion and construction of a raised concrete median on Parris Island Gateway between Trask Parkway and County Shed Road. The proposed developer would assist in the funding of this improvement.

Pedestrian Volumes and Conflicts

A recent count conducted on the newly completed segment of the Spanish Moss Rail/Trail (1/16/13) resulted in **65** pedestrians and cyclists crossing a given location during the PM peak hour (4:30 to 5:30). In other words, a pedestrian or cyclist will pass along the pathway on an average of once every minute during the afternoon rush hour. The TIA does not evaluate the safety or conflict potential between vehicles entering and exiting the site and non-motorized traffic along the Spanish Moss Rail/Trail. The popularity of the rail/trail coupled with the poor level of service for vehicles exiting the site will likely result in increased risk for conflicts with pedestrians and cyclists.

Other concerns

Analysis of the County Shed Road/Ice House Road intersection on Parris Island Gateway indicates a failing level of service (LOS) for the side street approaches during the PM Peak Hour with development of the project. Review of accident data for the last 5 years indicates that 13 right-angle accidents have occurred at this intersection.

The master plan presented by the proposed developer indicates a potential for **50,500 square feet (sf)** of retail commercial development and a convenience/fuel store. However, the TIA only analyzed **33,000 sf** of development and a convenience/fuel store. As a result, the TIA may understate full potential impacts of the site.

We have developed at animated traffic simulation model of the proposed development based on the TIA data provided. The simulation provides for a visual picture of the anticipated impacts resulting from the proposed development.

The Town of Hilton Head Island recently developed a Draft Policy on Pedestrian and Bicycle Facilities. I have attached this draft policy. Please note this draft policy has not been reviewed by Town of Hilton Head Island Staff and is for information only. Typically, the Town of Hilton Head Island would install STOP signs and stop lines on their pathways where they cross busy driveways that require pedestrians and cyclists to stop and yield to motorists.

Attachments

Year 2012 Aerial View of the Proposed Development Site at the intersection Trask Parkway and Parris Island Gateway

SCOTT F. DADSON
City Manager

LIBBY ANDERSON
Director of Planning
and Development Services

CITY OF BEAUFORT
DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902
(843) 525-7011
FAX (843) 986-5606
www.cityofbeaufort.org

December 3, 2012

Mr. Rusty Winsor
Thomas & Hutton
P.O. Box 2727
Savannah, Georgia 31402-2727

RE: Parkers Traffic Impact Analysis

Dear Mr. Winsor:

The City of Beaufort Technical Review Committee (TRC) has reviewed the Traffic Impact Analysis submitted for the Parkers Convenience Store in accordance with Section 3.21 of the City's Unified Development Ordinance.

The TRC has the following concerns regarding the project and the projected impact on traffic flow and safety:

- Opposing driveways on Trask Parkway are not shown in relation to the proposed Trask Parkway access. Please submit a plan that shows the driveways on the north side of Trask Parkway in the project area.
- The proposed right-in/right-out access onto Parris Island Gateway should include a raised concrete median in the right-of-way (ROW) of the road to prevent left turns. Experience with other projects has shown that a concrete island in the driveway is not sufficient to prevent this movement. A physical barrier to prevent left turns is particularly important at this busy intersection of two US numbered highways. A raised median may be able to be constructed in the Parris Island Gateway ROW without moving curbs, if a multipurpose path was constructed on the Parkers' property to replace the widened outside curb lanes and the existing sidewalk. It may be possible to partner with SC DOT on this project as part of their work in constructing the right-turn lane on Trask Parkway.
- Impact of the project on the Parris Island Gateway/County Shed Road intersection. The TRC is asking that the trip distribution for the project be re-evaluated. Is it realistic to think there would be no left turns or through

movements from County Shed Road onto Parris Island Gateway? Also please consider that installation of the median in Parris Island Gateway may change the trip distribution.

We look forward to your response to these issues so that we can continue our review of the traffic impact analysis.

Please contact me with any questions. I can be reached at (843) 525-7012 or landerson@cityofbeaufort.org.

Thank you.

Libby Anderson
Planning Director

cc: Colin Kinton
Wendell Mulligan
Mark Nesbit

Town of Hilton Head Island

DRAFT

Received 1-17-13

ENGINEERING DESIGN POLICY ON PEDESTRIAN AND BICYCLE FACILITIES

Division/Program Manager:
Approval: _____

Original Date: _____ Revised Date: _____ Revision #: __

General

- The Town desires a policy for the consistent treatment of multi-use pathways and multi-use pathway intersections. The policy shall address placement and application of pathway traffic control, including stop and yield signs, pedestrian signals, pavement markings, detectable warning surfaces, textured and pigmented pavements, and other miscellaneous pathway traffic control devices.
- The Manual on Uniform Traffic Control Devices (MUTCD) is the controlling regulatory document for roadway and multi-use pathway traffic control.
- The American Association of State Highway and Transportation Officials (AASHTO) provides guidance for the placement of stop signs in their "Guide for the Development of Bicycle Facilities," but ultimately defers to MUTCD warrants and sound engineering judgment. Both documents shall be used as references governing the design of all new multi-use pathways and associated traffic control.
- Multi-use pathways typically employ asphalt concrete construction except for short distances where portland cement concrete construction may be preferable due to either environmental impacts associated with the use of asphalt pavement or the inability to attain a minimum separation from the roadway due to field conditions. They typically serve pedestrians, bicyclists, skaters, wheelchair users, joggers, and by motorized electric wheelchairs necessary to transport the disabled. Multi-use pathways aligned approximately parallel to a roadway shoulder within a dedicated right-of-way or within an easement just outside of the right-of-way are called sidepaths. Multi-use pathways are usually designed to accommodate two-way traffic.

- An on-street bicycle lane is an area within the travelway of a roadway that is delineated by signs and/or pavement markings to accommodate the exclusive use of bicycles. On-street bicycle lanes typically accommodate only one direction of travel.
- Sidewalks are facilities that are designed primarily to serve pedestrians rather than bicycle travel. They are typically four to six feet in width and employ a portland cement concrete construction. They may or may not be separated from the travelway.
- A sidepath shall satisfy standards adopted by AASHTO in their "Guide for the Development of Bicycle Facilities." Accordingly, a minimum width of eight feet for two-way use and six feet for one-way use shall be employed, and a ten-foot width shall be provided to serve two-way use where field conditions allow. A minimum separation of five feet from the motor vehicle travelway will be employed. If a five foot separation cannot be achieved due to field conditions, placement of a sidewalk behind stand-up curbing or the installation of an alternate physical barrier shall be considered. Where field conditions allow, sidepaths should achieve a ten foot separation from the travelway.
- Sidepath users are typically required to yield to motorists where they cross side streets or driveways. Therefore, pathway traffic control in the form of signs and/or pavement markings is usually warranted at these crossings. On-street bicycle lanes are typically governed by the same right-of-way rules governing motor vehicles, and do not typically stop or yield where side streets or driveways intersect. Users of sidewalks are typically required to yield before entering a crossing of a side street or driveway, but are not typically treated with traffic control in the form of signs and/or markings
- All pedestrian and bicyclist users of multi-use pathways including sidepaths, on-street bicycle lanes, sidewalks, and motor vehicle travel lanes are expected to obey all official traffic control devices in accordance with state law.
- Traffic control devices in the form of signs and/or markings should typically be placed on sidepath approaches to crossings of side streets or driveways, and should be selected based on field conditions at each individual sidepath approach to a crossing. Field conditions that should be considered may include motor vehicle volume demand on the side street or driveway, availability of adequate sight lines, the angle of the sidepath approach to the crossing, and operational restrictions such as a sidepath or driveway that serves only one-way traffic. The establishment of control that is the most appropriate for conditions on a consistent basis generally increases the awareness of the control by pathway users and encourages compliance.

Signage

- Pathway sign type and size shall comply with the current edition of the MUTCD. Location of pathway signs shall also be made compliant with the MUTCD to the extent practicable dependent on field conditions.
- Stop signs shall be placed on all sidepath approaches to unsignalized crossings of side streets or driveways that experience a high volume demand unless specifically exempted by the Town Engineer
- Yield signs may be substituted for stop signs on sidepath approaches to unsignalized side street or driveway crossings where the side street or driveway being crossed experiences a low volume demand and sight lines are desirable.

- Where sidepaths cross side streets or driveways intersecting a through street that is divided by a raised or grassed median, a yield sign may be substituted for a stop sign on the pathway approach that approaches the crossing from the opposite direction from that of vehicle flow in the adjoining motor vehicle traffic lane if pathway users approaching the crossing have desirable sight distance to motorists preparing to exit the side street or driveway.
- Yield signs may also be substituted for stop signs on sidepath approaches to higher volume side street or driveway crossings where the pathway approaches the crossing at an angle that affords bicyclists approaching on the sidepath ample advance sight distance to all motorists preparing to enter and exit the side street or driveway.
- The Town Engineer, or the Traffic and Transportation Engineer subject to the approval of the Town Engineer, shall determine whether side streets or driveways are high or low volume in nature.
- Stop signs are not typically required on sidepath approaches to signalized pedestrian crossings, although stop pavement markings should typically be provided.
- Pathway signs should be placed on the right side of the pathway approach where field conditions permit, but may be placed on the left side of the pathway approach where required by field conditions, including lack of adequate separation between a sidepath and the adjacent roadway.
- Sidepath traffic control signs that may be confused with roadway traffic control signs should include a bicycle logo in the sign layout to distinguish them as being applicable only to pathway traffic.
- Whenever a sidepath facility transitions to a sidewalk facility located behind curb-and-gutter for a relatively short segment due to the inability to provide the minimum separation from the roadway, appropriate pathway traffic control should still be provided where side streets or driveways are crossed.
- Where a multi-use pathway terminates at an existing road or at another multi-use pathway, a stop sign should be placed.
- Pathway signs are not typically required in pedestrian refuges or within relatively narrow median refuge areas that may be present within a crosswalk. Stop signs should be considered, however, where medians or refuge areas exceed twenty feet in width. Sound engineering judgment shall be employed on a case by case basis in accordance with the guidance provided in the "general" section above.
- Supplementary pathway warning signage such as "stop ahead" or "yield ahead" should be considered on pathway approaches to a crossing where the advance sight distance to the pathway stop or yield sign is less than fifty feet.
- No portion of any installed pathway signs should encroach to within one-and-a-half feet of the pathway's edge or to within two feet of a motor vehicle travelway.
- Pathway stop or yield signs should always be supplemented with a stop or yield line pavement marking consistent with the Town's typical treatment. In rare instances, such as where a sidepath crosses a residential access or an abandoned access serving a vacant lot or building, or where field conditions render the installation of signs impractical, it may be permissible to install pavement markings without pathway signage.
- Warning signs indicating the presence of pedestrian and/or bicycle crossing activity, as well as all school crossing signs, shall incorporate a fluorescent yellow-green background color.

Pedestrian Signals

- Pedestrian signals shall be employed to control crosswalks that cross approaches to signalized intersections.
- All pedestrian signals employed within the Town shall incorporate LED-illuminated "hand-man" logo indications and a pedestrian clearance countdown timer. The countdown timers shall activate concurrently with the flashing don't walk pedestrian clearance interval, and shall not be displayed during the associated walk interval.
- All pedestrian signals should be supplemented with pushbutton actuation devices and custom signs that include the name of the street crossing that they serve. With the exception of exclusive pedestrian phases, all pedestrian signals controlling crossings of side street approaches shall activate automatically with its associated major street signal phase, and the pushbutton actuation device shall not be wired to the cabinet. The pedestrian pushbuttons serving signalized crossings of the major street shall be wired to the cabinet to enable their actuation of the associated pedestrian signal phase.
- All pedestrian signals will be fully compliant with the MUTCD.

Crosswalks

- Crosswalks not anticipated to employ textured and/or pigmented pavement should be six to ten feet in width and be marked in accordance with the Town's typical crossing treatment (attached). All crosswalk striping including both crosswalk lines and any ladder hatching should be twelve-inch-wide solid white line.
- Crosswalks anticipated to employ textured and/or pigmented pavement within the crosswalk area should be designed to a ten-foot width, regardless of the width of the pedestrian or bicycle facility being served. Twelve-inch white crosswalk lines shall be provided as a border outside of the ten-foot wide decorative asphalt area in a direction parallel to the crossing.
- All uncontrolled crossings of public streets where conflicting motorists are not controlled with a stop sign or a traffic signal shall be supplemented with MUTCD-compliant fluorescent yellow green warning sign assemblies.
- Optional ladder hatching should be considered at crossings at signalized intersections or uncontrolled crossings of major arterials unless decorative stamped asphalt will be employed within the crossing.

Pathway Pavement Markings

- Pavement markings placed on pathway approaches to street or driveway crossings shall be installed in accordance with the Town's attached typical treatment.

Detectable Warning Surfaces (DWS)

- All pathway approaches to crossings of named streets or high-volume driveways shall be treated with the Town's designated DWS treatment in accordance with the Americans with Disabilities Act (ADA).
- The color of the DWS shall adequately contrast from the surrounding improved surface in accordance with ADA requirements. Where a dark color detectable warning surface is desired, adequate contrast may be established by surrounding the DWS with portland cement concrete as opposed to asphalt.
- The DWS should be placed in a manner that prevents any pathway user from entering the travelway without crossing a two-foot wide strip of the DWS.
- The DWS employed shall be on SCDOT's list of approved treatments.
- For crossings that pass through medians exceeding ten feet in width, dual DWS treatments shall be provided on both sides of the median refuge area. DWS shall not be provided on either side of median refuges less than ten feet in width.

Textured and Pigmented Pavements

- Textured and/or pigmented pavement treatments shall be officially approved for use on SCDOT roads by the SCDOT.
- All textured and/or pigmented pavements shall be installed in accordance with the attached typical.
- A sand or beige colored pigment approved by the Town Engineer shall be employed in all instances.
- Textured and pigmented pavements shall not be installed on crossings of major arterials without the approval of the Town Engineer.

Bollards

- The use of bollards within pathway approaches to crossings shall be limited to those locations where motorist confusion over the nature of the multi-use pathway facility has been documented and where the Town Engineer has approved their use.

THIS PAGE

LEFT BLANK

INTENTIONALLY

COUNTY COUNCIL OF BEAUFORT COUNTY
BEAUFORT COUNTY PLANNING DIVISION
Multi-Government Center • 100 Ribaut Road, Room 115
Post Office Drawer 1228, Beaufort SC 29901-1228
Phone: (843) 255-2140 • FAX: (843) 255-9432

January 9, 2013

Ms. Libby Anderson, AICP
Planning Director
City of Beaufort
1911 Boundary Street
Beaufort, SC 29902

Re: Proposed Parkers Convenience Store (US21/Parris Island Gateway)

Dear Libby,

On January 29, 2013, the Beaufort County Public Facilities Committee will meet to discuss a right-of-way encroachment permit over the Spanish Moss Rail Trail for the Parkers Convenience Store, and other associated land uses. County staff will be submitting a report to the Committee that will enumerate the factors for County Council to consider in granting the encroachment permit. This will be followed by three readings of an Ordinance granting the encroachment permit, if the County Council is inclined to consent to the proposal.

In order to prepare the staff recommendation, we would like to ask the City staff certain questions that we feel are relevant in this endeavor. First, is it the policy of the City of Beaufort to require the developer to install sidewalks or trail with their developments where there is an anticipated high volume of pedestrian traffic? Second, if the installation of sidewalks or trail is generally required, what is the required width of the facility, and will those standards be equal to or exceeding AASHTO standards? Third, does the City plan to address storm water management on this site generally, and as it relates to the proposed rail trail? Fourth, will the City require the developer to address in the traffic impact analysis (TIA) the impacts of traffic on the rail trail? If the city will not require the developer to address the traffic impacts on the rail trail in the TIA, what is the justification for not requiring this analysis? Finally, there is a commercial billboard sign that is located on the rail trail right-of-way. Does this commercial billboard sign have a permit with the City to be in its present location? If so, how was this permit granted? If not, is the City inclined to have the sign removed since it may impact the future development of the property and the rail trail itself?

At your earliest convenience, please answer these questions in order to help the County staff prepare a staff report.

Sincerely,

Tony Criscitiello

Anthony J. Criscitiello
Planning Director

cc: Joshua Gruber, County Staff Attorney
Gary Kubic, County Administrator
Bryan Hill, County Deputy Administrator
Robert McFee, County Public Services Director
Colin Kinton, County Traffic & Transportation Engineer

THIS PAGE

LEFT BLANK

INTENTIONALLY

SCOTT F. DADSON
City Manager

LIBBY ANDERSON
Director of Planning
and Development Services

CITY OF BEAUFORT
DEPARTMENT OF PLANNING AND DEVELOPMENT SERVICES
1911 Boundary Street
BEAUFORT, SOUTH CAROLINA 29902
(843) 525-7011
FAX (843) 986-5606
www.cityofbeaufort.org

January 16, 2013

Mr. Tony Criscitiello, Planning Director
Beaufort County Planning Department
P.O. Drawer 1228
Beaufort, South Carolina 29901

RE: Parkers Convenience Store

Dear Mr. Criscitiello:

I am writing in response to your letter of January 9 regarding the proposed Parkers Convenience Store.

Regarding sidewalks, Section 6.6.C.7 and Section 8.2.A.11 of the City's Unified Development Ordinance (attached) address sidewalks on project development sites and in major subdivisions. I have attached a copy of the current site plan for the project that shows the sidewalks to be constructed.

Regarding stormwater, the subdivision and the site development will be required to comply with the City's stormwater requirements that were in effect at the time the first Design Review Board application was submitted.

Regarding the traffic impact analysis, I have attached the City's Traffic Impact Analysis ordinance. The ordinance focuses on impacts to the road network and particularly street intersections. The ordinance does not appear to require analysis of project impact on sidewalks and trails. At the same time, we understand that the project will have impacts on the future rail trail. It was our understanding based on your comments, that the County and Beaufort-Jasper Water & Sewer Authority were required to approve any proposed rail trail crossing. That being the case, it was our belief that the County would determine what additional information might be needed to determine the adequacy of the proposed crossing and that you would require the developer to provide you the information you needed.

Regarding the billboard, the City does not require that existing billboards hold any type of permit. The billboard was on the site when the property was annexed. The billboard will be removed as part of project development.

Please contact me with any questions.

Thank you.

Sincerely,

Scott Dadson
City Manager

attachments

cc: Libby Anderson
City Council
William Harvey

h. In Redevelopment Corridors, no site undergoing redevelopment should have more than 75 percent coverage for buildings, parking areas, driveways and any other areas of concrete, asphalt or other impervious surface.

c. Areas at restaurants for outdoor dining need not be included in the maximum site coverage calculations.

6. Parking

g. Except as provided in paragraph d below, all developments shall provide a minimum number of permanent off-street parking spaces in the amount specified in Section 7.5. All parking over the minimum parking required in Section 7.5 shall be of a pervious material. The Design Review Board may waive this requirement for a redevelopment project in a Redevelopment Corridor. The maximum number of surface lot parking spaces shall be no more than 140 percent of the required minimum number of spaces.

h. The location of off-street parking spaces shall not:

(1) Create hazards;

(2) Interfere with access for pedestrian or vehicular traffic;

(3) Create unreasonable traffic congestion;

(4) Interfere with access to other parking spaces; or

(5) Be a detriment to any nearby use.

i. The parking area landscaping standards of Article 7.3, "Landscaping and Tree Conservation," shall apply to parking areas.

j. Sites within a Redevelopment Area undergoing redevelopment shall only be required to provide 75 percent of the parking required in Section 7.5.

k. In the Boundary Street District, the Design Review Board, Historic District Review Board, or Administrator, as appropriate, may waive the minimum parking requirements of this subsection if the developer agrees to create two on-street parking spaces for every one space required by Section 7.5A. For purposes of this subsection, creating on-street parking means installing curb and gutter in the public right-of-way and striping parking spaces, if appropriate. The on-street parking must be within walking distance, as determined by the Design Review Board or Historic District Review Board, of the proposed development. The parking must meet DOT specifications and if applicable, be approved by DOT. If the developer installs a sidewalk meeting South Carolina DOT specifications as part of creating the on-street parking, one on-street space will be required in lieu of one required off-street space.

7. Sidewalks

Sidewalks, a minimum of 4' in width, shall be installed within the right-of-way of all existing public streets on which the property has frontage which do not have a sidewalk. If an encroachment permit cannot be secured for construction within the right-of-way, the sidewalk shall be constructed within

the street setback area as close to the front property line as feasible. The Design Review Board may waive this requirement based on the unique characteristics of the site and the surrounding area, if it determines that sidewalk construction will not provide public benefit.

D. Architectural Design Guidelines

1. Purpose

It is the intent of this section to encourage architecture that is unobtrusive and of a design, material, and color that blend harmoniously with the natural surroundings and the form and scale of neighboring architecture, provided the latter conforms with the intent of this section. These guidelines are not meant to stifle innovative design or diversity, but to safeguard property values and long-term economic assets through quality design and development. The Design Review Board has the authority to approve designs and materials that vary from the requirements of this section if the Board deems that the proposal has architectural merit, is appropriate to the design theme of the development, and is otherwise in keeping with the purposes of this article.

2. Building Scale

a. The scale of buildings and accessory structures (including canopies) shall be appropriate to the scale of structures located in the surrounding area. Canopies as domineering or overpowering architectural features are strongly discouraged. Maximum building height shall not exceed 50 feet.

b. In the Boundary Street and Lady's Island Village Center Districts, the maximum height of the front wall or other portions of the building (including the roof) at the front set-back should be 35 feet. Maximum building height shall be 50 feet.

3. Harmony of Design

All structures within a proposed development, including canopies, shall utilize a uniform architectural theme and shall be designed to create a harmonious whole. It is not to be inferred that buildings must look alike to achieve a harmony of style. Harmony of style can be created through proper considerations of scale, proportion, detail, materials, color, site planning, and landscaping.

4. Building Orientation

a. Structures shall be oriented so that to the extent feasible, loading areas are not visible from residential districts or from public rights-of-way. Loading areas may be oriented toward adjoining developed properties which are zoned for nonresidential uses if such loading areas are screened from view.

b. In the Boundary Street and Lady's Island Village Center Districts, structures shall be oriented so there is a useable entrance on Boundary Street and Sea Island Parkway, respectively. In the Lady's Island Village Center District, on lots with frontage on Factory Creek, structures should have a functional entrance on the waterfront elevation in addition to the front (street) entrance.

11. Sidewalks

a. Sidewalks shall be required on both sides of all streets, except for streets that serve five (5) or fewer single-family residential lots. Sidewalks shall be placed within the right-of-way. Sidewalks shall be installed within the right-of-way of all existing public streets on which the property has frontage which do not have a sidewalk. If an encroachment permit cannot be secured for construction within the right-of-way of an existing street, the sidewalk shall be constructed within the street setback area as close to the front property line as feasible.

b. Sidewalks shall have a minimum of four feet and shall be placed such that a minimum four foot planting strip is maintained between the back of curb and the inside edge of the sidewalk.

c. In order to provide safe and adequate access on City sidewalks, all sidewalks shall meet minimum clear width requirements around all obstructions, natural or manmade, as described herein. Clear width shall mean the distance as measured from the outside edge of the obstruction to the outside edge of the sidewalk or from the inside edge of the obstruction to the inside edge of the sidewalk. If the clear width is to be obtained between the inside edge of the sidewalk and the obstruction, given that the sidewalk is placed against the back of curb, the clear width shall be a minimum of five feet. The minimum clear width shall be four feet.

d. All sidewalks must be constructed concurrently with the thoroughfare or, if the thoroughfare is already constructed, prior to acceptance of any improvements.

e. Exceptions to or partial waiver of the requirements of this Section may be granted by Planning Commission when alternative pedestrian ways or pedestrian/bikeways have been or will be provided outside the normal right-of-way; or that unique circumstances or unusual topographic, vegetative, or other natural conditions prevail to the extent that strict adherence to said requirements would be unreasonable and not consistent with the purposes and goals of this UDO or the Comprehensive Plan.

12. Cul-de-sacs

Cul-de-sacs shall not exceed 200 feet in length except when specifically approved by the Planning Commission because of the unique conditions of the site development.

A minimum terminus right-of-way diameter of 80 feet shall be required for public streets. Temporary dead end streets shall be provided with a turnaround having a 60 foot pavement outside radius or alternative.

13. Alleys

a. Service alleys or drives may be required in multifamily, commercial and industrial developments and shall have a minimum surface treatment width of 20 feet.

3.22 Traffic Impact Analysis

A. Traffic Access Management

All development, as defined in Section 1.6, shall have an Access Analysis undertaken by the Administrator. This analysis shall be undertaken to ensure that access to all proposed developments and subdivisions is accomplished in a safe manner. This analysis will identify any access improvements the applicant must install at his expense such as deceleration lanes and shall identify the location of any curb cuts based on, but not limited to sight distances, existing roadway infrastructure, opposing driveways locations and shared access. Additionally this analysis will address requirements for adequate driveway design including but not limited to turning radius and stacking distance. The standards in the South Carolina Department of Transportation's Access and Roadside Management Standards Manual shall serve as a guide for this review. The access requirements approved by the Administrator shall be incorporated on development or subdivision plans prior to their approval. If an applicant is required to provide site-related traffic improvements, the cost of implementing such improvements shall be borne by the applicant and no such costs shall be eligible for a credit or offset from any transportation impact fees.

B. Traffic Impact Analysis Required

1. Except as outlined below, a Traffic Impact Analysis (TIA) shall be required for any development that would generate more than 50 trips during the peak hour of the adjacent street. A second phase, second subdivision, or addition that takes a property over the trip limitation when taken as a whole shall also require a TIA even though that development does not qualify on its own. The Technical Review Committee (TRC) shall determine whether a TIA is complete. Thorough and complete TIA's are the responsibility of the applicant. Failure by the applicant to provide a complete TIA may result in review delays for their plat or plan. A use shall not be changed to use permitted in the district without conducting a new TIA, if required.

2. Development on lots included in the Boundary Street Master Plan, adopted on August 28, 2006 and lots in the downtown redevelopment area defined in this UDO as the area bounded by Calhoun Street, Carteret Street, Bay Street, and Ribaut Road, and lots zoned Industrial Park District, shall not be subject to the requirements of this section.

C. Traffic Impact Analysis Plan Preparation

1. The TIA shall be conducted by an engineer registered in South Carolina that is experienced in the conduct of traffic analysis, and approved by the TRC.

2. Prior to beginning the traffic impact analysis plan, the applicant shall supply the city with the following:

   a. A written narrative describing the proposed land use(s), size and projected opening date of the project and all subsequent phases;

b. A site location map showing surrounding development within a one-half mile of the property under development consideration; and

c. A proposed site plan or preliminary subdivision plat illustrating access to public or private roads and connectivity to other contiguous developments.

3. The TRC will rely upon the most current edition ITE trip generation manual or any alternative acceptable to the engineering department, and available information on land use, travel patterns and traffic conditions, and after consulting with the SCDOT will supply in writing to the applicant and/or his engineer the parameters to be followed in the study including the directional split of driveway traffic, trip distribution, background traffic growth rate, previously approved but not completed projects and the intersections to be analyzed along with any associated turning movement counts which are available or discussed and approved by the TRC.

D. Plan Contents

1. All phases of a development are subject to review, and all traffic plans for the entire development shall be integrated with the overall traffic analysis. A traffic impact analysis plan for a specific phase of development shall be applicable to the phase of development under immediate review. However, each phase of development shall expand and provide detailed analysis at the development plan stage beyond the estimates provided for at the concept plan or master plan stage.

2. The adequacy of the roads to which the development takes access shall be assessed in the TIA. Recommendations for improvements shall be made. The relative share of the capacity created shall be broken down as follows: development share, other developments share, any existing over capacity, and capacity available for future growth.

3. Residential development, residential care facilities, hospitals, hotels and resort-oriented developments shall submit an emergency evacuation analysis (EEA), as part of the TIA. The EEA shall indicate how the proposed development utilizes the county's prescribed evacuation routes, as shown in the Beaufort County Comprehensive Plan. The transportation planner or traffic engineer preparing the report shall indicate the effect of the proposed development upon existing evacuation times for that portion of the county. The EEA shall be reviewed by the Beaufort County director of emergency management prior to submittal as part of the TIA.

4. The following elements shall be included in a traffic impact analysis plan:

a. A site plan or subdivision plat identifying accesses to and from existing or proposed streets and intersections.

b. Description of the proposed development, including the type of proposed land use, the number of residential units by type, the number

of existing and proposed lots, the type of proposed nonresidential development and the amount of such development measured by gross floor area or other appropriate unit of measurement, the general size and type of accessory development or facilities, and, for nonresidential development, adequate information to identify the appropriate land use category for trip generation.

c. Projected vehicular trips to and from the completed development during a.m. and p.m. peak hour. Trip rates shall be taken from ITE manual, provided, however an applicant may elect to perform, at his own expense, a trip generation study which may be submitted as part of the traffic impact analysis plan. Such trip generation study shall be subject to the review and verification of the TRC and traffic engineer. For proposed uses not specifically listed in the ITE manual, and for which a trip generation study has not been performed, the county engineer, in consultation with the traffic engineer, shall determine the most appropriate trip generation rate. The TRC shall make the determination of the appropriate trip generation rate, from whatever the source. The percentage of pass-by trips, if used in the plan, shall be included, as well as the source of this information.

d. A written narrative setting forth the assumptions upon which any projection, made in developing the traffic impact analysis plan, shall be included in the analysis. If the assumptions are derived from the ITE manual, the materials shall be referenced and properly cited. If the assumptions are not from the ITE manual, appropriate excerpts from other reliable transportation planning resources shall be included in the study and reasons underlying the assumptions shall be stated in the narrative.

e. The TIA shall review access to the site. The adequacy of the entrance design shall be evaluated and recommendations made of acceleration and deceleration lanes, left turn lanes, or signalizations shall be part of the TIA.

f. The TIA shall review the number and types of curb cuts that are permitted. In particular, the TIA shall assess the connection of the property to adjoining properties. Where the use, scale of development, or size of adjoining properties is such that trips would be anticipated between the proposed use and the other properties the TIA shall make recommendation on interconnections. The TIA shall recommend interconnections to provide a smooth flow of traffic between uses along arterials and collector roads to ensure that as much traffic as possible uses secondary roads rather than major roads for short trips.

g. The traffic impact analysis shall be based on intersection analysis procedures for signalized intersections as identified in the most current edition transportation research board's highway capacity manual and/or the last update that analyses and emulates these procedures by means of computer software if available. The results of any required analysis/computer analysis shall, at a minimum, indicate compliance or

variance from the traffic goals in Section 3.21.J.

h. The intersections that must be analyzed in the study are identified to be as follows:

(1) Any intersection that serves as a development's point of access. This will include intersections of public and/or private roads with major arterials, and driveways offering direct access.

(2) The first major intersection as identified by the county traffic engineer on both side of the development's point of access.

(3) Other intersections on major arterials if development generates more than 50 a.m. or p.m. peak hour trips to that intersection or when in the opinion of the TRC there is a potential for a significant impact to the intersection's level of service from site related traffic, or intersection demand critical.

(4) Unsignalized intersections and access drives shall be considered if development impacts are anticipated. The plan must include the results of an analysis of the operating conditions of critical intersections and/or all intersections identified in the concept plan. The analysis shall reflect the projected condition of these intersections and movements, based on the scheduled opening date of the development. Other phases of the development if they can be reasonably determined shall be considered as well.

E. Mitigation Plan Required

If the initial analysis indicates that the city's adopted traffic service level goals will be exceeded, a mitigation plan must be prepared based on additional analysis. The mitigation plan must show how the county's service level goals are addressed as mitigated. Applicants will be responsible to mitigate the traffic impacts at any intersection effected by a proposed development.

1. If a traffic signal is recommended, the analysis shall provide information that does the following:

a. Clearly indicates the need for a traffic signal.

b. Assesses the ability of other existing or planned or proposed public roads to accommodate the new traffic at a location other than the main highway in the vicinity of the proposed development.

c. Describes in detail how a specific development will affect the study area transportation system.

d. Provides documentation of appropriate South Carolina Manual of Uniform Traffic Control Devices (SCMUTCD) signal warrant satisfaction.

e. Gives design geometry of the private road that is consistent with that of public road intersections including curbs, appropriate lane widths,

pavement markings and vertical alignment. Other roadway factors to be considered include, but are not limited to, speed, type of highway, grades, sight distance, existing level of service, conflicting accesses, and the effect of future traffic signal systems.

f. Provides an approach throat length for the road to guarantee the movement of vehicles entering the site will not be impeded by on site conditions, and insure that all signal spacing requirements are adequately met.

2. A traffic signal progression analysis is required if the proposed location is closer than the SCDOT standards given the presence of existing signals or the possible existence of future signals proposed as part of a highway signal system.

3. The desirable spacing of signalized intersections on principal arterials is the SCDOT, county, or city standards. The TRC may recommend to SCDOT the installation of a traffic signal at locations where using SCDOT standards, spacing is inappropriate due to: topography, existing or proposed road layout; documented accident history; unique physical constraints; existing or proposed land use patterns; or requirements to achieve specific objectives for highway segment designations as shown in any locally adopted land use or transportation plan or approved city or county transportation plan or approved transportation policy.

4. Signal spacing concerns may be ameliorated in the following ways:

   a. A proposed private road that may otherwise be considered for the installation of a traffic signal may be replaced by an onsite route or a frontage road that directs traffic to or from a nearby public road;

   b. A private road that is being considered for traffic signal installation may be required to connect to the existing or planned local road system to allow uses of surrounding properties;

   c. An existing or proposed intersection may be relocated; or

   d. A shared private road may be required to serve the needs of the multiple properties.

5. A traffic signal progression analysis for all new, revised or planned traffic signal systems on state highways shall be performed using methods, models, computer software, data sources, roadway segment length, and assumptions approved by the TRC. The roadway segment, analyzed to the extent possible, shall include all traffic signals in the existing or future traffic signal system. The progression analysis shall:

   a. Demonstrate acceptable existing and future traffic signal systems operation that may include the morning peak, evening peak, midday period, and other appropriate time period during any day of the week

adjusted for peak season, for cycle lengths and travel speeds approved by the TRC;

b. Provide for a progressed traffic band speed no more than five mph (eight km/h) below the existing posted speed for both directions of travel during the off-peak periods, nor more than ten mph (16km/h) below the existing posted speed during peak periods. Approval by the TRC is required where speeds deviate more than the above;

c. Demonstrate sufficient vehicle storage is available at all locations within the traffic signal system without encroaching on the functional boundaries of adjacent lanes and signalized intersections. The functional boundary of an intersection shall be determined in discussion with the TRC based on existing or projected conditions;

d. Provide a common cycle length with adequate pedestrian crossing times at all signalized intersections; and

e. Provide a progression bandwidth as large as that required, or as presently existing, for through traffic on the federal or state highway at the most critical intersection within the roadway segment. The most critical intersection is the intersection carrying the highest through volume per lane on the federal or state highway.

6. The traffic signal progression analysis shall be supplemented by a traffic engineering report that also considers highway capacity and safety of the roadway segment under consideration. Traffic volumes, intersection geometry and lane balance considered at all locations shall be appropriate for the present and future conditions. Present and future conditions are usually considered to include the year of completion, and five years into the future.

7. A clear and concise summary of recommended improvements that can serve as an executive summary is required.

F. Traffic Impact Analysis Plan Review

The TRC shall review all traffic impact analysis plans as part of the initial approval for the concept plan or master plan. Final traffic impact analysis plans shall be approved at the development plan phase.

G. Application

A traffic impact analysis plan shall be submitted to the TRC. Coordination with other entities in the county government or South Carolina Department of Transportation (SCDOT) shall be the responsibility of the city.

H. Action on Traffic Impact Analysis Plan

The Technical Review Committee (TRC) must first approve the TIA in regard to completeness and accuracy. Following review of the required impact analysis plan, TRC shall recommend action as follows:

1. Approval of the traffic impact analysis as submitted;

2. Approval of the traffic impact analysis plan with conditions or modifications as part of the development review and approval process. An acceptable traffic impact analysis plan with traffic mitigation measures may include the reduction of the density or intensity of the proposed development; phasing of the proposed development to coincide with state and/or county-programmed transportation improvements; applicant provided transportation improvements; fees in lieu of construction, or any other reasonable measures to insure that the adopted traffic service level goals are met. If mitigation is required, it shall be required as a condition of any approval from the City.

I. Timing of Implementation

If a traffic mitigation program is part of an approved traffic impact analysis plan, the developer may be required to place a performance bond on all traffic mitigation improvements required as a result of his project. This requirement may arise if the timing of the improvements needs to be synchronized with other scheduled improvements anticipated for the area.

J. Responsibility for costs of improvements

The costs of implementation of an approved mitigation program shall be the responsibility of the applicant. No certificates of zoning compliance or building permits shall be issued unless provisions of the transportation impact analysis are met.

K. Traffic goals

The average stop time delay in seconds per vehicle for each intersection determined to be critical to the traffic impact analysis for the proposed development shall be compared to the City's adopted traffic service level goal of "D" for the average delay for all vehicles at any signalized intersection during the a.m. and p.m. peak hours.

THIS PAGE

LEFT BLANK

INTENTIONALLY

Port Royal Railroad Right of Way Encroachment Permit Application

Applicant:	Drayton Parker Company LLC	Phone:	912-231-1001
Street:	222 Drayton Street	Email:	jbinder@parkersav.com
City State Zip:	Savannah, GA 31401		
Contact Name:	John Binder		

Encroachment Location (provide in relation to road crossing or parcel number and/or lat/long)

Proposed City owned ROW crossing Rail ROW on Hwy 21 from Dixie Trailer Park approximately 680' from Parris Island Gateway.

Type of Encroachment (check applicable; if other, provide description)

Utility	Road Crossing	Construction	Other
☐ Gas ☐ Electric	☒ Public	☐ Wall	
☐ Telephone ☐ Cable TV	☐ Private	☐ Fence	
☐ Storm drain ☐ Other		☐ Other	

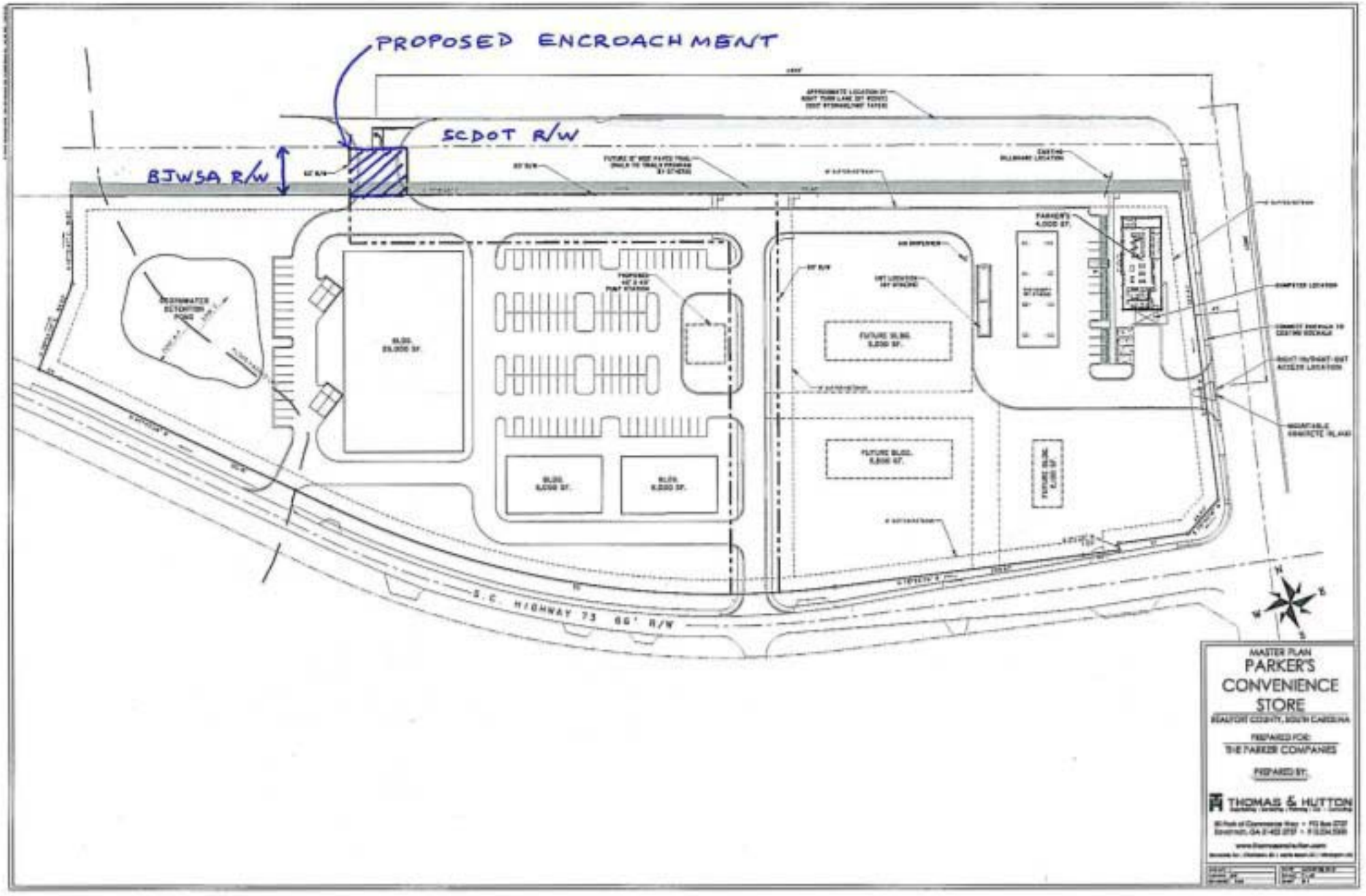
Description of project (attach detailed construction plans and/or survey)

See attached plans

The undersigned applicant hereby requests BJWSA to permit encroachment on the BJWSA right of way as described herein. It is expressly understood that the encroachment, if and when constructed, shall be installed in accordance with the sketch attached hereto and made a part hereof.

Name:	John Binder	Title:	Dir of Real Estate
Signature:		Date:	12/5/12

Submit application to BJWSA, 6 Snake Road, Okatie, SC 29909-3937, email?@bjwsa.org


PROPOSED ENCROACHMENT
SCDOT R/W
BJWSA R/W
S.C. HIGHWAY 73 66' R/W
MASTER PLAN
PARKER'S
CONVENIENCE
STORE
BEAUFORT COUNTY, SOUTH CAROLINA
PREPARED FOR:
THE PARKER COMPANIES
PREPARED BY:
THOMAS & HUTTON