



**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

DANIEL RIEDEL

DENNIS ROSS

**County Administrator**

MICHAEL MOORE

**Staff Support**

ROBERT MERCHANT

**Administration Building**

Beaufort County Government

Robert Smalls Complex

100 Ribaut Road

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# Planning Commission Agenda

Monday, October 7, 2024 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 – September 5, 2024
5. APPROVAL OF AGENDA
6. CITIZEN COMMENTS – NON-AGENDA ITEMS  
*(Comments are limited to 3 minutes.)*

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## ACTION ITEMS

7. **CONSIDERATION OF AN ORDINANCE** AMENDING THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION A.6.40 (PERMITTED ACTIVITIES) TO ALLOW LODGING: SHORT-TERM HOUSING RENTAL (STHR) IN DALE COMMUNITY PRESERVATION DISTRICT (DCP)
8. **CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP** FOR 121.43 ACRES (R600 013 000 0008 0000, R600 013 000 0050 0000, R600 013 000 0105 0000, R600 013 000 0104 0000) LOCATED ON OKATIE HIGHWAY FROM T2 RURAL (T2R) TO T4 NEIGHBORHOOD CENTER (T4NC) AND T3 NEIGHBORHOOD (T3N) USING A VILLAGE PLACE TYPE OVERLAY (PTO)

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## 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 in Council Chambers on Thursday, September 5, 2024 at 6:00 p.m.

**MEMBERS PRESENT:**

Mr. Ed Pappas, Chairman  
Ms. Cecily McMillan, Vice Chair  
Mr. Pete Cook  
Mr. Jon Henney  
Mr. Gene Meyers  
Mr. Glenn Miller  
Mr. Dan Riedel  
Mr. Dennis Ross

**MEMBERS ABSENT:**

Ms. Gail Murray

**STAFF PRESENT:**

Mr. Robert Merchant, Planning and Zoning Director  
Ms. Kristen Forbus, Long Range Planner  
Mr. Chuck Atkinson, Assistant County Administrator: Development/Recreation

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

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

**REVIEW OF MEETING MINUTES:** The July 1<sup>st</sup>, 2024 Planning Commission minutes were approved with no objections.

**CITIZEN COMMENTS:**

Joyce Ham spoke against any future development and rezonings located on Jennings and Ramsey Roads.

**ACTION ITEMS:**

**CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 49.16 ACRES (R600 029 000 0005 0000, R600 029 000 0143 0000, R600 029 000 1194 0000, R600 029 000 0002 0000, R600 029 000 008A 0000, R600 029 000 008C 0000, R600 029 000 0006 0000, R600 029 000 0026 0000) LOCATED ON OKATIE HIGHWAY FROM T2 RURAL (T2R) TO NEIGHBORHOOD MIXED USE (C3)**

The applicant, Mr. Barry Johnson, requested a deferral until the December meeting for more time to work on workforce housing for veterans.

There was discussion regarding the history of the attempted annexation into Bluffton and why it was not approved. The commission requested further information regarding the TIA, the school district, and Bluffton’s involvement.

There were no public comments.

Mr. Meyers made a motion to approve a deferral of CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 49.16 ACRES (R600 029 000 0005 0000, R600 029 000 0143 0000, R600 029 000 1194 0000, R600 029 000 0002 0000, R600 029 000 008A 0000, R600 029 000 008C 0000, R600 029 000 0006 0000, R600 029 000 0026 0000) LOCATED ON OKATIE HIGHWAY FROM T2 RURAL (T2R) TO NEIGHBORHOOD MIXED USE (C3). Mr. Miller seconded the motion. The motion failed 4-4.

There was then a discussion of the Planning Commission's options. Since the motion failed, the Commission would need to vote to approve or deny the proposed rezoning. The majority of the Commission then agreed it would be best to defer and see the application in December than to deny and potentially never have a further say in the application as it would then go straight to Land Use Committee.

Mr. Meyers made a motion to approve a deferral of CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 49.16 ACRES (R600 029 000 0005 0000, R600 029 000 0143 0000, R600 029 000 1194 0000, R600 029 000 0002 0000, R600 029 000 008A 0000, R600 029 000 008C 0000, R600 029 000 0006 0000, R600 029 000 0026 0000) LOCATED ON OKATIE HIGHWAY FROM T2 RURAL (T2R) TO NEIGHBORHOOD MIXED USE (C3). Mr. Henney seconded the motion. The motion passed 5-3.

**TEXT AMENDMENT TO ARTICLE 1 (GENERAL PROVISIONS), DIVISION 1.3 (APPLICABILITY AND JURISDICTION), SECTION 1.3.50 (EXEMPTIONS) OF THE COMMUNITY DEVELOPMENT CODE (CDC) TO PROVIDE EXEMPTIONS TO ADDRESS COUNTY PUBLIC SERVICES USES**

Mr. Merchant and Mr. Atkinson introduced the text amendment.

There were no public comments.

Mr. Meyers motioned to recommend approval of TEXT AMENDMENT TO ARTICLE 1 (GENERAL PROVISIONS), DIVISION 1.3 (APPLICABILITY AND JURISDICTION), SECTION 1.3.50 (EXEMPTIONS) OF THE COMMUNITY DEVELOPMENT CODE (CDC) TO PROVIDE EXEMPTIONS TO ADDRESS COUNTY PUBLIC SERVICES USES. Mr. Riedel seconded the motion. The motion passed 8-0.

**COMPREHENSIVE PLAN AMENDMENT TO ADD THE BEAUFORT COUNTY HOUSING IMPACT ANALYSIS AS AN APPENDIX TO THE 2040 COMPREHENSIVE PLAN**

Ms. Tammie Hawkins presented the Housing Impact Analysis.

There was discussion regarding the ATAX funding that this would support.

There were no public comments.

Mr. Henney motioned to recommend approval of COMPREHENSIVE PLAN AMENDMENT TO ADD THE BEAUFORT COUNTY HOUSING IMPACT ANALYSIS AS AN APPENDIX TO THE 2040 COMPREHENSIVE PLAN. Mr. Miller seconded the motion. The motion passed 8-0.

**ADJOURNMENT:** Chairman Pappas adjourned the meeting at 7:36 p.m.

**SUBMITTED BY:** Kristen Forbus  
Long Range Planner

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Ed Pappas  
Beaufort County Planning Commission Chairman

Date: \_\_\_\_\_



# MEMORANDUM

**TO:** Beaufort County Planning Commission

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

**DATE:** September 16, 2024

**SUBJECT:** CONSIDERATION OF AN ORDINANCE AMENDING THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION A.6.40 (PERMITTED ACTIVITIES) TO ALLOW LODGING: SHORT-TERM HOUSING RENTAL (STHR) IN DALE COMMUNITY PRESERVATION DISTRICT (DCP)

## **STAFF REPORT:**

### **A. BACKGROUND:**

|                            |   |
|----------------------------|---|
| <b>Case No.</b>            | CDPA-00042-2024   |
| <b>Applicant</b>           | Michael Dawson  |
| <b>Proposed Amendment:</b> | Amendment to Section A.6.40 of the Community Development Code |

### **B. SUMMARY AND BACKGROUND:**

The applicant seeks to revise the Dale Community Preservation District (DCP) to include short-term rentals as an allowable special use. The purpose of the DCP is to maintain or improve the livability and character of existing residential neighborhoods; to encourage infill of available lands and to accommodate housing types which will relate well with existing neighborhood character, scale and density.

Per Ordinance 2020-32, robust short-term rental standards were established in the Community Development Code. At the time of adoption, the short-term rental use was added as a special use to all transect and conventional zones except for T1 Natural Preserve and S1 Industrial. The special use was not added to any of the Community Preservation districts; however, DCP is consistent with transect zone districts that allow short-term rentals. Therefore, the addition of short-term rentals as a special use to this district is appropriate.

**C. CODE TEXT AMENDMENT REVIEW STANDARDS:** In determining whether to adopt or deny the 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 the goals, objectives, and policies of the Comprehensive Plan;**

Yes, the proposed text amendment is consistent with the Comprehensive Plan, which envisions this area to be Rural Community.

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

No, the short-term rental use is not in conflict with this Development Code. In the DCP, “certain structures and uses serving governmental, religious or recreational needs of such areas are permitted by special or conditional use subject to restrictions and requirements intended to preserve and protect residential neighborhood. Home uses are specifically provided for, if they conform to the provisions of this section. Multifamily and the planned residential option are limited to areas south of, but not along, Keans Neck Road. The housing types permitted within the Dale CP area are limited to single-family and duplexes, except within a planned development.”

**3. Is required by changed conditions;**

Yes, it is required by changed conditions. Per Ordinance 2020-32, short-term rental standards were established as a special use in the Community Development Code within transect and conventional zones. These standards were not added to Community Preservation Districts.

**4. Addresses a demonstrated community need;**

Yes, see 3.

**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, it is consistent. See 2.

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

Yes, it would result in logical and orderly development. As a special use, each applicant seeking to establish a short-term rental property in the DCP will be required to apply to the Zoning Board of Appeals for approval. In addition to typical considerations, the Zoning Board of Appeals (ZBOA) may also establish an appropriate rental limit as a condition of approval after conducting the public hearing and finding that conditions exist making such a limitation necessary for short-term rental applications.

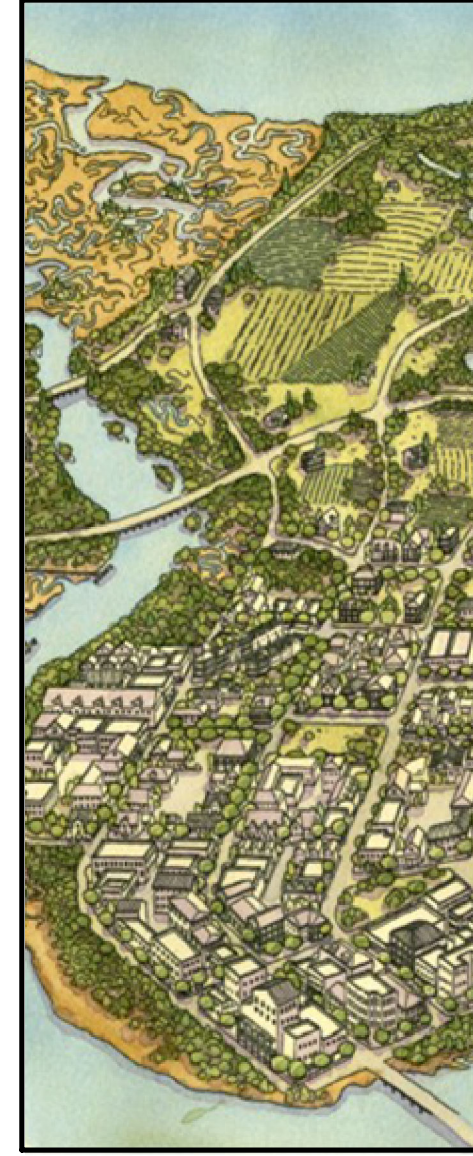
**7. Would not result in adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment;**

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. Staff also recommends that the amendment be applied to the Dale Mixed Use District (DMU) aswell.

**E. ATTACHMENTS:**

- Map of DCP District
- Revised DCP district use table



Beaufort County Development Code  
Adopted December 8, 2014

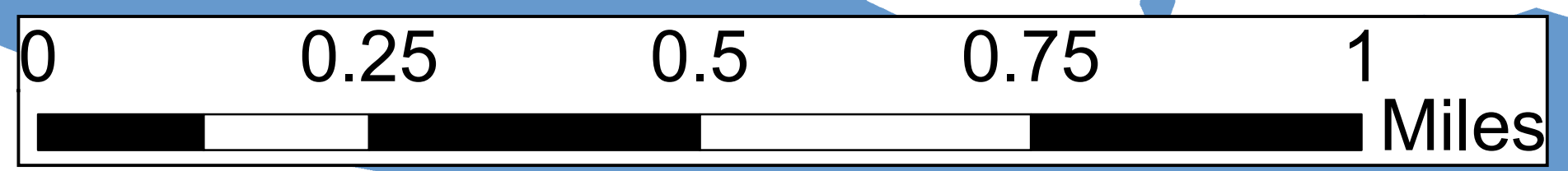
# Sheldon Area Zoning Map

Prepared by Beaufort County GIS Division  
Map Generated September 17, 2024

**Zoning Districts**

**FBCode**

- Dale Community Preservation [DCP]
- Dale Mixed Use [DMU]
- Existing Planned Unit Development [PUD]
- S1 Industrial [S1]
- Sheldon-Big Estate Community Preservation [SBECP]
- T1 Natural Preserve [T1NP]
- T2 Rural [T2R]
- T2 Rural Center [T2RC]



The information and images contained on this map are for viewing and informational purposes only. Although much of the data is compiled from official sources, it is not intended to be used as such. Please contact the Beaufort County Planning Office for official information.

AREAS FOOTPRINT



#### A.6.40 - Permitted Activities

The permitted uses are primarily residential. Limited nonresidential uses are allowed generally subject to the special or conditional use process. Uses not listed are prohibited. The following are descriptions of permitted uses, permitted accessory uses and structures for the Dale CP District:

| <b>Table A.6.40: Dale Community Preservation District Land Use</b> |  |                       |
|--|--|-----------------------|
| <b>Land Use</b>  | <b>Use Definition</b>  | <b>Use Permission</b> |
| <b>Agriculture</b>   |  |                       |
| Agriculture  | Crop (see below: Clearcutting,) and animal production, plant nurseries, tree farms. (NAICS 111, 112)   | P                     |
| Forestry   | Perpetual management, harvesting and enhancement of forest resources for ultimate sale or use of wood products, requiring replanting, and subject to S.C. Forestry Commission BMPs. (NAICS 113)  | C                     |
| <b>Clearcutting</b>  | <ol style="list-style-type: none"> <li>1. Management, harvesting and use of forest or woodland (NAICS 113) for sale or use of wood products, without replanting or regeneration of the tree crop.</li> <li>2. Clearing, grubbing or other destruction and cutting of ground cover, grading or otherwise moving the topsoil, or burning of the vegetative cover of more than 10,000 square feet of land. Landscaping improvements to private residential properties shall not be considered clearcutting, and shall not require a development permit.</li> <li>3. Cutting of any tree over eight inches DBH, or any specimen tree.</li> <li>4. Cultivation of any land as an agricultural use, and gardens of less than 10,000 square feet shall not be considered clearcutting, and shall be a permitted use.</li> </ol> | P                     |
| <b>Residential</b>   |  |                       |
| Single-family detached   | Detached dwelling unit intended for only one family. Includes any one family dwelling unit, which complies with the Beaufort County Building Code.   | P                     |
| Single-family cluster  | Two or more single-family detached residential uses in a subdivision, or on an individual lot that include, as part of the subdivision or lot design, significant common open space that meets the standards in Table A.6.60.A.  | P                     |
| Planned  | A development that consists of two or more of the following housing types: village houses, townhouses, duplexes, mansion apartments and apartment houses. Such developments shall be planned as a unit and shall meet all the open space standards in Table 2 A.6.60.A.  | C                     |

|                         |  |   |
|-------------------------|--|---|
| Accessory dwelling unit | A second dwelling unit, clearly subordinate to the principal unit, either in or added to an existing single-family detached dwelling, or in a separate accessory structure on the same lot as the main dwelling, for use as a complete independent living facility. Maximum building size shall not exceed 50% of the principal unit's floor area.   | P |
| Family compound         | Form of traditional rural development which provides affordable housing for family members allowing additional family dwelling units on, and/or subdivisions of, a single lot owned by the same family for at least 50 years.  | P |
| Group home              | A building that would otherwise be categorized as a single-family home, except for the fact that the number of unrelated individuals living in the unit does not qualify under the definition of family. The operation of a group home shall be a family living environment, not an institutional environment, where staff manages the living, and controls activities. If the unit would otherwise qualify as other types of dwelling units defined in this ordinance, such as apartment or attached housing, then the use shall be treated as such. Not included are co-ops, nursing homes, other institutional residential and boarding house types of operations since these are institutional or commercial lodging uses. | P |
| Home occupation         | A business, profession, occupation or trade located entirely within a residential dwelling, which does not change the essential character of the residential use.  | C |
| Home business           | A business operated out of a single-family residence and accessory structures that permits the employment of up to three unrelated individuals. This includes independent contractors operating from the facility. Farm workers are not included. Uses shall be limited to office and service types, carpentry, upholstery, woodworking, potteries, glasswork, personal services and other similar uses. This use permits the sale of agricultural products, traditional home products, such as crafts, cosmetics, and baked goods. Hobby product sales such as coins, stamps, model trains and collectibles are also permitted.   | C |
| Cottage industry        | Light industrial or intensive use(s) conducted on a lot with a residential dwelling unit. Up to six employees may be employed in addition to family members. Farm workers are not included. This use includes, but is not limited to, businesses related to agriculture, screened outdoor storage areas, trucking operations, small  | P |

|   |   |          |
|---|---|----------|
|   | automotive repair shops, septic system service, well service, carpentry, upholstery, woodworking, limited antique sales (including finishing and repair), potteries, glassworks and other similar uses.   |          |
| <b>Retail and Restaurants</b>                         |   |          |
| Bait shop   | Establishments engaged in wholesale and/or retail of fishing supplies, bait, ice and other products and services required for fishing. This use is limited to 1,500 square feet.  | C        |
| Road side stands                                      | Those activities which involve selling agricultural produce, home made goods or seafood from a truck, wagon, portable stall or tables, but not as part of, or sponsored by a commercial operation on site.  | C        |
| <b>Offices and Services</b>                           |   |          |
| Adult day care  | Establishments primarily engaged in providing nonresidential social assistance services to improve the quality of life for the elderly or persons with disability. These establishments provide for the welfare of these individuals in such areas as day care, non-medical home care, social activities, group support, and companionship. | C        |
| Day care, family                                      | A facility in a private home that is operated by one or more persons duly licensed or qualified to be licensed by the state for the purpose of providing child day care for one to not more than eight children at any one time, who are not relatives of the day care provider. (NAICS 62441)  | P        |
| <u>Lodging: Short-Term Housing Rental (STHR)</u>      | <u>A property with a residential dwelling where lodging is offered, advertised, or provided to Short-Term Rental Tenants (excluding family members) for a fee or any form of compensation with individual rental terms not exceeding 29 consecutive dates. See specific use regulations in Article 4.1.360</u>                              | <u>S</u> |
| <b>Recreation, Education, Safety, Public Assembly</b> |   |          |
| Public services                                       | These uses include emergency service, buildings, or garages, (e.g., ambulance, fire, police, rescue, and public works) or other garages or areas where vehicles are stored and dispatched. (NAICS 62191, 92212, 92216, see "Office" uses, below) This use does not include service garages.   | P        |
| Institutional residential                             | 1. Skilled Nursing Facility - Twenty-four hour care to ill persons in a controlled setting providing daily and medical care. Residents often have limited or no   | C        |

|                                  |  |   |
|----------------------------------|--|---|
|                                  | <p>mobility. Requires licensing.</p> <p>2. Assisted Living Facility - Residential care facility catering to the frail elderly who require assistance with daily activities. Requires licensing.</p> <p>3. Independent Living Facility - Facility catering to more mobile, healthy senior adults. Individual living units may contain kitchens, while common dining is available. Planned recreation, housekeeping, transportation, etc may also be provided. Does not require licensing.</p> <p>4. Sheltered Care Facility or Group Living Facility - Facilities where the residents live in an institutional environment and are generally under the care or control of staff. All sheltered care, group care, and group homes, except emergency shelters and residential substance abuse facilities where total occupancy is more than eight, shall be considered institutional residential use. These residents would be members of an institution, have institutional care, or would be treated by staff in an institutional setting rather than living independently. (NAICS 623, 62422, 62423)</p> |   |
| Religious establishments (small) | Establishments engaged in operating religious organizations, such as churches, religious temples and /or establishments primarily engaged in administering an organized religion or promoting religious activities with no schools (except Sunday schools occupying no more than 50% of the floor area) as part of the complex and having less than 15,000 square feet of floor area.  | S |
| Religious establishments (large) | Establishments engaged in operating religious organizations, such as churches, religious temples and /or establishments primarily engaged in administering an organized religion or promoting religious activities with or without schools (except Sunday schools occupying no more than 50% of the floor area) as part of the complex and having 15,000 or greater square feet of floor area (NAICS 813110).  | S |
| Outdoor recreation               | <p>1) Active recreational activities and supporting services including, but not limited to: jogging, cycling, tot lots, playing fields, playgrounds, outdoor swimming pools, and tennis courts (NAICS 7113); trapping and fishing clubs (NAICS 71391, 71393, 71394); marinas.</p> <p>2) Passive recreational uses including, but not limited to: arboretums, wildlife sanctuaries, forests, areas for hiking, nature areas, and other passive recreation-oriented parks.</p> <p>3) Picnic areas and garden plots.</p>  | C |

|   |   |   |
|---|---|---|
| Schools, neighborhood (elementary and middle schools) and community high schools)   | Institutions of learning or instruction primarily catering to minors, whether public or private, which are licensed by either the county or the State of South Carolina. The definition includes nursery schools, kindergarten, elementary schools, middle schools and senior high schools, or any special institution of learning under the jurisdiction of the State Department of Education catering to those age groups. This does not include charm schools, dancing schools, music schools or similar limited schools. (NAICS 6111) | S |
| <b>Infrastructure, Transportation, Communications</b>   |   |   |
| Local utility   | Utility substations or transmission and local distribution facilities, including telephone, and all government-owned utilities. Not included are generation facilities, storage of combustibles, regional facilities, and landfills or mining operations. (NAICS 221122, 22121)   | S |
| <b>Temporary Uses</b>   |   |   |
| Construction staging or plant   | A concrete or asphalt batch plant, or metal forming and cutting facility assembled on the site or located no more than one mile from the site where the construction of a particular road, infrastructure or building is to take place. Such site shall be cleared within one year.   | S |
| Contractor's office   | Security guard buildings and structures, construction equipment sheds, contractor's trailers and similar uses incidental to a construction project. Limited sleeping and/or cooking facilities may also be permitted.   | P |
| Model homes sales office  | A dwelling unit or modular unit in a subdivision used as a sales office for that subdivision.   | P |
| <p>"P" indicates a Use that is Permitted By Right.<br/> "C" indicates a Use that is Permitted with Conditions.<br/> "S" indicates a Use that is Permitted as a Special Use.</p> |   |   |



# MEMORANDUM

**TO:** Beaufort County Planning Commission

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

**DATE:** September 26, 2024

**SUBJECT:** CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 121.43 ACRES (R600 013 000 0008 0000, R600 013 000 0050 0000, R600 013 000 0105 0000, R600 013 000 0104 0000) LOCATED ON OKATIE HIGHWAY FROM T2 RURAL (T2R) TO T4 NEIGHBORHOOD CENTER (T4NC) AND T3 NEIGHBORHOOD (T3N) USING A VILLAGE PLACE TYPE OVERLAY (PTO)

## STAFF REPORT:

### A. BACKGROUND:


|   |  |
|---|--|
| <b>Case No.</b>                             | CDPA-000043-2024   |
| <b>Owner:</b>                               | Beaufort County School District and Kengeter   |
| <b>Property Location:</b>                   | Okatie Hwy and Cherry Point Rd   |
| <b>District/Map/Parcel:</b>                 | R600 013 000 0008 0000, R600 013 000 0050 0000, R600 013 000 0105 0000, R600 013 000 0104 0000 |
| <b>Property Size:</b>                       | 121.43 Acres   |
| <b>Current Future Land Use Designation:</b> | Rural, Place Type Overlay (Village Place Type)   |
| <b>Current Zoning District:</b>             | T2 Rural   |
| <b>Proposed Zoning District:</b>            | T4 Neighborhood Center and T3 Neighborhood utilizing Place Type Overlay                        |

**B. SUMMARY OF REQUEST:** The applicant is requesting to rezone four parcels into two zoning districts (T4 Neighborhood Center and T3 Neighborhood) by using the Place Type Overlay (PTO) Village Place Type. Per the regulating plan, Parcel A would be comprised of dwellings and commercial space, Parcel B would yield a future school, Parcel C contains Okatie Elementary school, and Parcel D is to be used to provide better access to Okatie Elementary and create space for appropriate future development. The proposed PTO will enhance the connection

between the Malind Bluff and River Oaks communities by creating a sense of place that the area currently lacks. Integrating the existing Elementary school into a Village Place Type while also adjoining residential communities would accomplish the Comprehensive Plan’s objective of providing walkable mixed-use nodes at intervals along the SC 170 corridor.

- C. EXISTING ZONING:** The lots are currently zoned T2 Rural (T2R), which permits residential development at a density of one dwelling unit per three acres. T2 Rural also permits very limited non-residential uses.
- D. PROPOSED ZONING:** The CDC defines Village Place Type as “made up of clusters of residential neighborhoods of sufficient intensity to support a central, mixed-use environment. The mixed-use environment can be located at the intersection of multiple neighborhoods or along a corridor between multiple neighborhoods. Habersham is a good example of a place that is evolving into a village.” It gives greater opportunity for a mixture of development types than a common subdivision because it is made up of a combination of transect zones. A PTO has requirements that create a format for a successful development as it includes standards such as percentages of land assigned to a certain zoning district, size and intensity, an organized transition of transect zones, pedestrian sheds, thoroughfare networks, open and civic space, neighborhood centers/main streets, suitability for the site’s specific topographical and environmental constraints, and compliance with architectural and design standards. In this instance, the applicant is requesting a Village Place Type which is to abide by the following:

Village Place Type



110 acres min., 500 acres max.

6 du./ac. max.

| Village Place Type   |          |          |
|--|----------|----------|
| T3 Edge (T3E)  | No min.  | 25% max. |
| T3 Hamlet Neighborhood (T3HN)                                      | No min.  | 25% max. |
| T3 Neighborhood (T3N)  | 25% min. | 70% max. |
| T4 Hamlet Center Open (T4HCO) and/or T4 Neighborhood Center (T4NC) | 10% min. | 50% max. |

The applicant has proposed to use the following transect zones for the PTO development:

- T3 Neighborhood district is “intended to provide a walkable, predominantly single-family neighborhood that integrates compatible multi-family housing types, such as duplexes and cottage courts within walking distance to transit and commercial areas.”
- T4 Neighborhood Center district is “intended to integrate vibrant main-street commercial and retail environments into neighborhoods, providing access to day-to-day amenities within walking distance, creating potential for a transit stop, and serving as a focal point for the neighborhood.”

**E. TRAFFIC IMPACT ANALYSIS (TIA):** According to Section 6.3.20.D of the CDC, “*An application for a rezoning shall include a TIA where the particular project or zoning district may result in a development that generates 50 trips during the peak hour or will change the level of service of the affected street.*” An updated TIA memorandum has been provided and reviewed by staff. No comments at this time.

**F. ZONING MAP AMENDMENT REVIEW STANDARDS:** In determining whether to adopt or deny a proposed Zone Map 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, it is consistent with the Comprehensive Plan. Although the Comprehensive Plan states the Future Land Use of these properties is to be Rural, it also expresses for the option to create a Village Place Type. The purpose of the Place Type Overlay (PTO) is to provide the opportunity for properties that are identified in the Comprehensive Plan as rural crossroad, hamlet, and village place types to seek a comprehensive zoning amendment to establish transect zones (Division 3.2) to implement the vision for these place types. The Place Type Overlay (PTO) Zone is intended to create and reinforce walkable, urban environments with a mix of housing, civic, retail, and service choices. The Beaufort County Comprehensive Plan specifically addresses development along the SC 170 corridor. It states under the SC 170 Corridor section: “Establishing Place Types that coincide with major intersections, consistent buffers of native vegetation, joint review of proposed plans along the corridor, and agreement on access management standards will lead to a corridor with walkable mixed-use nodes at intervals, natural buffers between the road and development, compatible land uses across jurisdictions, and safer, better managed traffic.” The Comprehensive Plan also has action BE 3.2 which states: “Initiate a prototype community-based Place Type implementation plan that involved property owners, and other stakeholders to serve as a vision for other areas of the county where walkable urbanism is appropriate.” The usage of a Place Type Overlay is the only way to properly upzone property such as this.



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

No, it is not in conflict. To be consistent with the Development Code, the Place Type Overlay provision (Section 3.4.80) should be used to upzone these properties.

3. **Addresses a demonstrated community need;**

Yes, it addresses a community need. This proposed Place Type Overlay will provide 30.73 acres for a future school site.

4. **Is required by changed conditions;**

No, it is not required by changed conditions.

5. **Is compatible with existing and proposed uses surrounding the land subject to the application, and is the appropriate zone and uses for the land;**

Yes, it is compatible with the surrounding land. The area surrounding the parcels in this application primarily consist of single-family homes. The proposed regulating plan aims to enhance this by expanding housing options and creating additional civic spaces, along with small-scale businesses toward 170. In addition, there is a significant need for another school in the area and situating it in a walkable and/or bikeable distance from where families already reside is an essential practice of planning.

6. **Would not adversely affect nearby lands;**

No, it would not adversely affect nearby lands. The future school site will provide a buffer between the proposed higher density development from the existing Cherry Point Rd residential community and River Oaks. This rezoning will allow more residential development within walking distance of Okatie Elementary school.

7. **Would result in a logical and orderly development pattern;**

Yes, this rezoning would build off existing development patterns of Malind bluff, River Oaks, and Okatie Elementary. The interconnected neighborhood of this development creates an orderly development pattern.

8. **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:**

No, it would not result in adverse impacts of the natural environment. 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.

9. **Would result in development that is adequately served by public facilities (e.g.. streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities:**

Yes, the School District is in favor of this PTO rezoning application. It is attached. BJWSA has been notified. There is access to sewer service for development in this area. The developer will be responsible for covering any required enhancements or expansions to water and sewer capacities resulting from the proposed project.

**G. STAFF RECOMMENDATION:** Staff recommends approval with the condition that the attached comments are met.

**H. ATTACHMENTS**

- Zoning Map (existing and proposed)
- Staff Comments
- Application and TIA
- School District Letter of Support

# Existing Zoning

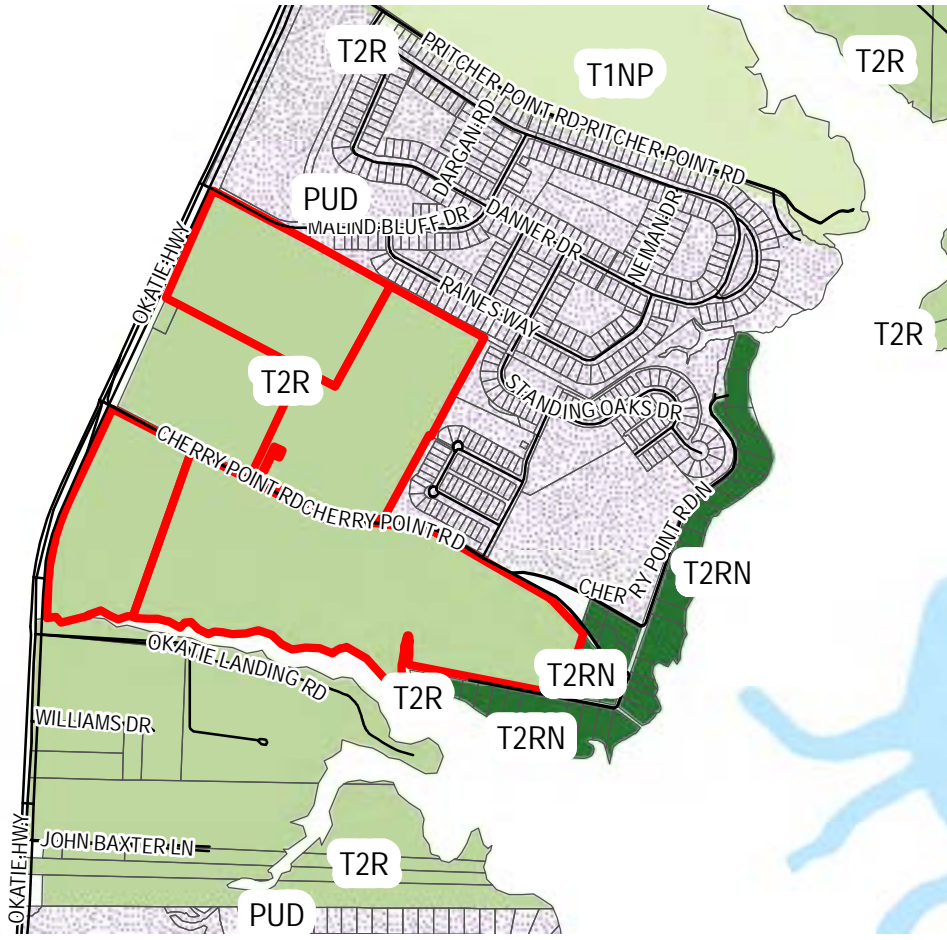
**Legend**

R600 13 8,50,104,105

**Zone Districts**

**FBCode**

- Buckingham Landing Community Preservation [BLCP]
- C3 Neighborhood Mixed Use [C3NMU]
- C4 Community Center Mixed Use [C4CCMU]
- C5 Regional Center Mixed Use [C5RCMU]
- May River Community Preservation [MRCP]
- Existing Planned Unit Development [PUD]
- T1 Natural Preserve [T1NP]
- T2 Rural [T2R]
- T2 Rural Center [T2RC]
- T2 Rural Neighborhood [T2RN]
- T3 Edge [T3Edge]
- T3 Hamlet Neighborhood [T3HN]
- T3 Neighborhood [T3N]
- T4 Hamlet Center [T4HC]
- T4 Hamlet Center Open [T4HCO]
- T4 Neighborhood Center [T4NC]



R600 022 000 011A 0000

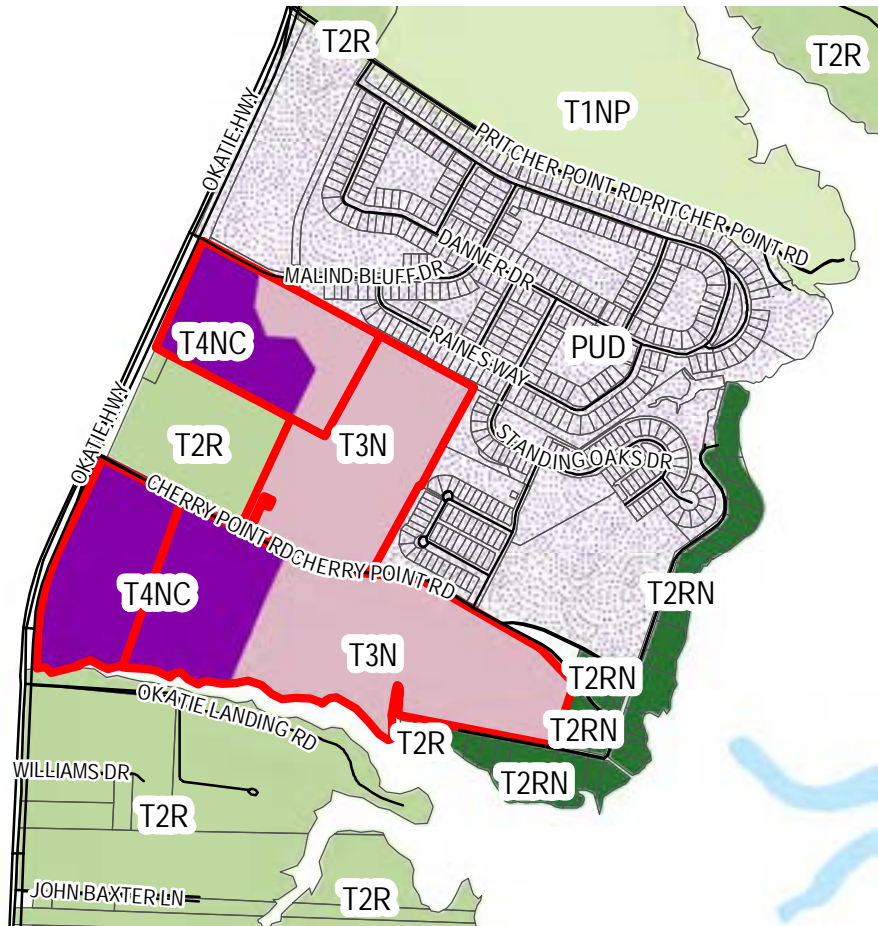
# Proposed Zoning

**Legend**

R600 13 8,50,104,105

**FBCode**

- Buckingham Landing Community Preservation [BLCP]
- C3 Neighborhood Mixed Use [C3NMU]
- C4 Community Center Mixed Use [C4CCMU]
- C5 Regional Center Mixed Use [C5RCMU]
- May River Community Preservation [MRCP]
- Existing Planned Unit Development [PUD]
- T1 Natural Preserve [T1NP]
- T2 Rural [T2R]
- T2 Rural Center [T2RC]
- T2 Rural Neighborhood [T2RN]
- T3 Edge [T3Edge]
- T3 Hamlet Neighborhood [T3HN]
- T3 Neighborhood [T3N]
- T4 Hamlet Center [T4HC]
- T4 Hamlet Center Open [T4HCO]
- T4 Neighborhood Center [T4NC]



## Ped Shed

- Remnant areas exceed 35 acres. New ped shed needs to be created per Section 2.3.50

## Thoroughfare

- RA-40-20 not allowed as an option in the formulas chart. RA thoroughfare type is not to be used in parcel D as there are no rear alleys
- Thoroughfares shall implement measures to interrupt or terminate long vistas exceeding 1,200 feet in length to the maximum extent practicable per Section 2.2.30

## Regulating

- Can parcels in D be created? Need to show new parcel boundaries more clearly
- Parcel D needs block sizes
- Block A exceeds max. block size of 1600 ft
- Block B adds up to 1675 ft; needs to be updated and exceeds 1600 ft max
- Label block F East in feet
- The previous cherry point PTO had a 10 ft wide dedicated future r/w expansion and a 25 ft wide buffer. This plan has no dedication and a 35 ft wide buffer. Why?
- If a future 8 ft multi-use path is proposed, it needs to be located in the r/w not in the buffer. Please address and specify this on the regulating plan that it is not part of the buffer.

## Civic Open Space

- Sites providing 100 units or more shall also provide an indoor public meeting space. This may be a freestanding building or integrated within another building per Section 2.3.70
- Need calcs for civic space set aside requirements in order to fulfill table 2.8.40.B
- Parcel B civic space set-aside requirement states 15%. That is the requirement for residential so it may exceed that. The civic space shall be calculated with 0.25 acres per 25,000 square feet per 2.8.40.B
- Parcel A space 2 is to be formal
- Parcel A space 7 – suggest locating required civic building
- Parcel D space 2 can't be Pocket Park because of size. Suggest it become a natural preserve. Will need to be would need buildings to front it to be Green.

ZONING MAP AMENDMENT

FOR:

**OKATIE LANDING**

*Parcel ID:*

*R600 013 000 0008 0000 (20 ACRES)*

*R600 013 000 0050 0000 (51.54 ACRES)*

*AND*

*BEUFORT COUNTY SCHOOL DISTRICT PARCELS:*

*R600 013 000 0105 0000 (22 ACRES)*

*R600 013 000 0104 0000 (27.89 ACRES)*

OKATIE HIGHWAY  
BEAUFORT COUNTY, SC  
SOUTH CAROLINA

PREPARED FOR:

**MR. RICHARD SCHWARTZ**

**DRAFT JULY 29, 2024**

Prepared By:

**Witmer Jones Keefer, Ltd.**

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## EXHIBITS

LOCATION MAP

EXHIBIT A

NATURAL RESOURCE PLAN

EXHIBIT B

TRANSECT ZONING OVERLAY (PTO) REGULATING PLAN

EXHIBIT C

REGULATING PLAN

EXHIBIT D

THOROUGHFARE PLAN AND STREET SECTIONS

EXHIBIT E

CIVIC, BUFFER, AND OPEN SPACE PLAN

EXHIBIT F

TRAFFIC IMPACT STUDY

EXHIBIT G

## II. Project Introduction and Overview

This application is for a Zoning Map Amendment for property located at 1691 Okatie Highway (Highway 170) including the following parcels:

R600 013 000 0008 0000 (20 ACRES)

R600 013 000 0050 0000 (51.54 ACRES)

BEAUFORT COUNTY SCHOOL DISTRICT PARCELS:

R600 013 000 0105 0000 (22 ACRES)

R600 013 000 0104 0000 (27.89 ACRES)

**Total Acres: 121.43 ACRES**

This application is submitted under **7.3.50 - Place Type Overlay (PTO)** of the Beaufort County Community Development Code. The comprehensive plan outlines the locations to utilize the PTO zone and states: ***'The PTO Zone is intended to create and reinforce walkable, urban environments with a mix of housing, civic, retail and service choices'***

The property is located within a Place Type Overlay (PTO) zone identified in the Comprehensive plan (SC 170 Corridor) as a Village Place Type. The Village place type is ***'made up of clusters of residential neighborhoods of sufficient intensity to support a central, mixed-use environment. The mixed-use environment can be located at the intersection of multiple neighborhoods or along a corridor between neighborhoods.'*** Following illustration from the Comprehensive plan with Yellow circle indicating Village Place Type:





The applicant seeks to establish the PTO and transect zones to implement the following vision outlined in the comprehensive plan:

- Improve the built environment and human habitat.
- Promote development patterns that support safe, effective, and multi-modal transportation options, including auto, pedestrian, bicycle, and transit. This will minimize vehicle traffic by providing for a mix of land uses, walkability, and compact community form.
- Provide neighborhoods with a variety of housing types to serve a diverse population.
- Remove barriers and provide incentives for walkable urban projects.
- Promote the greater health benefits of a pedestrian-oriented environment.
- Reinforce the character and quality of local communities, including crossroads, neighborhoods, hamlets, and villages.
- Reduce sprawling, auto-dependent development.
- Protect and enhance real property values.
- Reinforce the unique identity of Beaufort County that builds upon the local context, climate, and history.

The Focal Area Plans that follow recognize the value of Place Types and promote their use across the County.

Page 123 of the comprehensive plan outlines the SC 170 Corridor Planning Standards and Guidelines:

## SC 170 CORRIDOR

The SC 170 Corridor is an important part of the image and character of the County. Concerns about signage, sprawling development, traffic management, and the loss of rural lands is of concern to the residents that use this road for their primary access.

Cooperation between Beaufort County, Hardeeville, and Jasper County are key components of a shared community vision for this corridor. The corridor should have jointly planned policies and standards related to design, land use, placemaking, landscape, environmental buffers, and signage. It is also important to establish agreements on the limits of urbanization and growth in Hardeeville and Jasper County.

Establishing Place Types that coincide with major intersections, consistent buffers of native vegetation, joint review of proposed plans along the corridor, and agreement on access management standards will lead to a corridor with walkable mixed-use nodes at intervals, natural buffers between the road and development, compatible land uses across jurisdictions, and safer, better managed traffic.

### JOINT 170 CORRIDOR PLANNING STANDARDS:

- Continuous access management standards.
- Multipurpose trail both sides.
- 50' tree and landscape protection buffer both sides.
- 35 mph posted speed limit.
- Landscaped center median.
- Signalized intersections and crosswalks at major intersections.
- Beaufort County's "Place Type" standards applied at regular intervals to create nodal development patterns.
- Coordinated development standards.
- Coordinated open space linkages.
- Coordinated streetscape standards.
- Coordinated billboard signage standards.

#### BASE MAP LEGEND

**Greenprint Overlay**

- Highest Priority for Conservation: Developable with Restrictions 2 (light green) and Least Developable (dark green, including Marshes, Wetlands and Preserved Lands)

⊞ Historic Districts

□ Fishing Villages

— Palmetto Breeze Route

**Place Type Overlays**

- Rural Crossroads
- Hamlets
- Villages
- Towns
- Cities
- Proposed Trolley Route
- Proposed Bus Route
- Proposed Urban Growth Boundary

**Future Land Use**

- Rural
- Rural Community
- Neighborhood/Mixed-Use
- Urban/Mixed-Use
- Community Commercial
- Regional Commercial
- Core Commercial
- Light Industrial
- Military

BEAUFORT COUNTY COMPREHENSIVE PLAN | 123

### III. Existing Conditions:

The +/- 121.43 acre Okatie Landing Property is currently zoned T2R and is located along the East side of Okatie Highway.

This application includes 4 parcels including the existing Okatie Elementary school site. (See Location Map - exhibit A).

Following are the adjacent Uses:

To the West: Riverwalk Business park and commercial uses along Highway 170

To the East : Single Family Residential

To the North: Single Family Residential

To the South: Marsh and Creek connecting to the Okatie River

The tree cover on the property south of Cherry Point Road includes planted pines and upland forest young. Natural resource delineation will be included in future land use planning. The property has a drainage ditch connecting from Highway 170 to the Okatie River creek. Topography on the site is generally around 15' elevation and falls towards the central drainage ditch and Okatie River Creek. The property at the Malind Bluff Drive intersection includes planted pines.

The Cherry Point property has access along Okatie Highway (SC highway 170) and Cherry Point Road. The northern properties have access off Okatie Highway and Malind Bluff Drive. There is currently a traffic signal at the intersection of Okatie Highway and Cherry Point Road. A traffic impact study is included as Exhibit 'D'. The traffic impact study provides guidance for the proposed street network and proposed off site improvements.

### IV. Regulating plan and Village Place Type Overlay

The attached **Place Type Overlay - Regulating Plan** (Exhibit D) illustrates the Transect Zones to implement the vision of the Village Place Type Overlay. ~~The village place type extends beyond the 71 acre property to include Okatie Elementary and may include vacant property to the north.~~ The transect zones within Okatie Bluff include T4 Neighborhood Center, T4 Hamlet Center and T3 Neighborhood. The transects are connected with streets and open spaces to form organized blocks. The existing Okatie Elementary School parcel and the future School site are proposed to be T3 Neighborhood.

Following is an overview for each of the transect zones from the community development code:

**T4 Neighborhood Center (T4NC) Zone is intended to integrate vibrant main-street commercial and retail environments into neighborhoods, providing access to day-to-day amenities within walking distance, creating potential for a transit stop, and serving as a focal point for the neighborhood.**

**The T4 Neighborhood Center Zone implements the Comprehensive Plan goals of creating areas of higher intensity residential and commercial uses in Beaufort County, the City of Beaufort and Town of Port Royal.**

**The Hamlet Center (T4HC) Zone is intended to integrate appropriate, medium-density residential building types, such as duplexes, townhouses, small courtyard housing, and mansion apartments in an environment conducive to walking and bicycling.**

**The T4 Hamlet Center is appropriate for more rural areas, implementing the Comprehensive Plan goals of creating areas of medium intensity residential in portions of Beaufort County, the City of Beaufort and Town of Port Royal.**

**The Neighborhood (T3N) Zone is intended to provide a walkable, predominantly single-family neighborhood that integrates compatible multi-family housing types, such as duplexes and cottage courts within walking distance to transit and commercial areas.**

**The T3 Neighborhood Zone implements the Comprehensive Plan goals of preserving and building upon the walkable character of portions of Beaufort County, the City of Beaufort and Town of Port Royal.**

The regulating plan outlines open space corridors to provide guidance for future detailed planning. The open spaces are positioned for environmental preservation; stormwater management and recreation.

## V. Place Type Overlay Standards are met as follows on the Regulating Plan:

1. **Transect Organization:** *Transects shall be organized in a manner that responds appropriately to a site's context. More intense transect zones shall be organized around neighborhood centers and neighborhood main streets in visible and accessible locations suitable for greater intensities, typically at or near the center of a pedestrian shed. See Section 2.3.90 (Neighborhood Centers/Main Streets).*

The Transects zones are organized to be most intense adjacent to Highway 170 to least intense along the Eastern boundary.

2. **Transition of Transect Zones:** *When applying transect zones, transitions between transect zones containing the neighborhood designation (T4NC, T4HC, T3N, T3HN) are encouraged to occur within the block or across alleys, but may occur across a street.*

Transition of transect zones occur along Green space corridors or within blocks.

3. **Place Types shall be structured with pedestrian sheds to determine the scale and center.** *See Section 2.3.50 (Pedestrian Sheds).*

Pedestrian sheds are illustrated with a 5 minute walk to the T4 Neighborhood Center and proposed park space ; a secondary pedestrian shed is centrally location with the

vision of a gathering hall and amenities. Both pedestrian sheds illustrate a 5 minute walk to Okatie Elementary.

4. The thoroughfare network shall meet the standards in Section 2.3.70 (Thoroughfares).

Thoroughfares are illustrated on the regulating plan per Section 2.3.70 and included in Exhibit C.

5. Open space, civic spaces and civic buildings shall be allocated according to the standards in Section 2.3.80 (Open Space, Civic Space and Civic Buildings).

General Open spaces, Civic spaces and parks are allocated on the regulating plan. Future detailed master plans will follow the standards outlined in 2.3.80.

6. Place types shall have neighborhood centers/main streets to meet the standards in Section 2.3.90 (Neighborhood Centers/Main Streets).

The neighborhood center is located within the T4N along the primary thoroughfare. The neighborhood center includes space for retail uses, civic use or neighborhood amenities.

7. Place types shall incorporate appropriate transitions to the scale and character of the surrounding walkable urbanism.

The regulating plan includes buffers and setbacks to allow appropriate transition to the surrounding land. Pedestrian networks align existing neighborhoods and the adjacent Okatie Elementary school. There is also a proposed trail network along Cherry Point Road.

8. Place Types shall be calibrated to suit specific topographical, environmental, site layout, and design constraints unique to the site or its location within the County, yet each place type will be consistent in terms of structure and content based on the provisions of this Division.

The Cherry Point Regulating Plan includes connected green space corridors for environmental protection, stormwater treatment and connectivity between the transect zones. Street networks are positioned to align with adjacent uses for vehicular and pedestrian connectivity. Block networks allow flexibility for a range of housing types subject to community needs.

## VI. Zone Map Amendment Review standards 7.3.40C

Following are the 9 items outlined in Community Development Code for consideration with the proposed amendment:

1. *Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code. In areas of new development, a finding of consistency with the Comprehensive Plan shall be considered to meet the standards below, unless compelling evidence demonstrates the proposed amendment would threaten the public health, safety, and*

*welfare if the land subject to the amendment is classified to be consistent with the Comprehensive Plan;*

The Village place type overlay and corresponding transect zones ensure consistency with the comprehensive plan . The proposed PTO and regulating plan support the vision of the comprehensive plan to improve the built environment with complete streets, Promote safe effective transportation options with walkable neighborhoods; provides variety of housing types with multifamily, duplex, townhomes and single family homes; protects property values and enhances the unique identify of Beaufort County with architectural /landscape standards.

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

The zoning map amendment is consistent with the Place Type Overlay Zone outlined in 3.3.80 in the Development Code. The amendment is also consistent with the Comprehensive Plan.

3. *Addresses a demonstrated community need;*

As outlined in the comprehensive plan the SC 170 Corridor needs walkable mixed-use nodes. The Place type overlay provides guidance for housing closer to areas of employment and opportunities for diversify in housing types.

4. *Is required by changed conditions;*

The surrounding growth pattern including commercial; civic; medical and education uses along the highway 170 corridor have significantly changed the conditions. This growth has stimulated the need for local residential housing and mixed use retail. The current low density zoning represents sprawl type development versus concentrating density within growth areas.

5. *Is compatible with existing and proposed uses surrounding the land subject to the application, and is the appropriate zone and uses for the land;*

The Regulating plan outlines the transition from higher density residential to lower density residential complementing the adjacent use patterns and school site. Open space and preserved buffers ensure protection of the adjacent natural resources.

6. *Would not adversely impact nearby lands;*

The zoning amendment and transect zoning are compatible with the adjacent land uses. Any proposed development will adhere to the transect zones and comply with the buffers prescribed in the regulating plan.

7. *Would result in a logical and orderly development pattern;*

**The proposed Village Place Type follows the guidance of the Comprehensive plan . Existing infrastructure and growth patterns allow for the Village Place Type overlay growth pattern. The proposed school site complements the adjacent properties.**

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

**The plan amendment will adhere to the transect zones and comply with the buffers prescribed in the regulating plan. This ensure protection of natural resources during the plan amendment process.**

9. *Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities).*

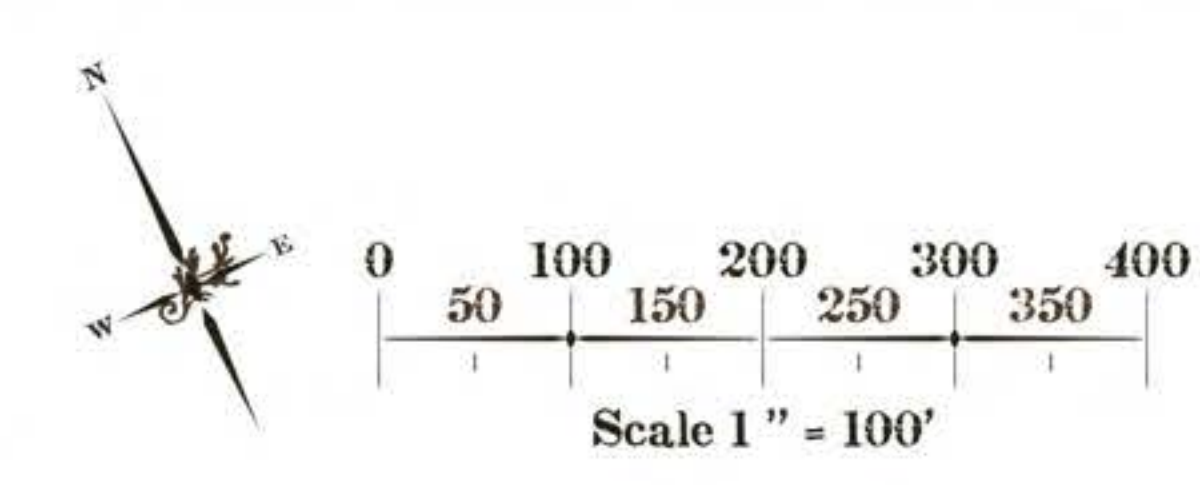
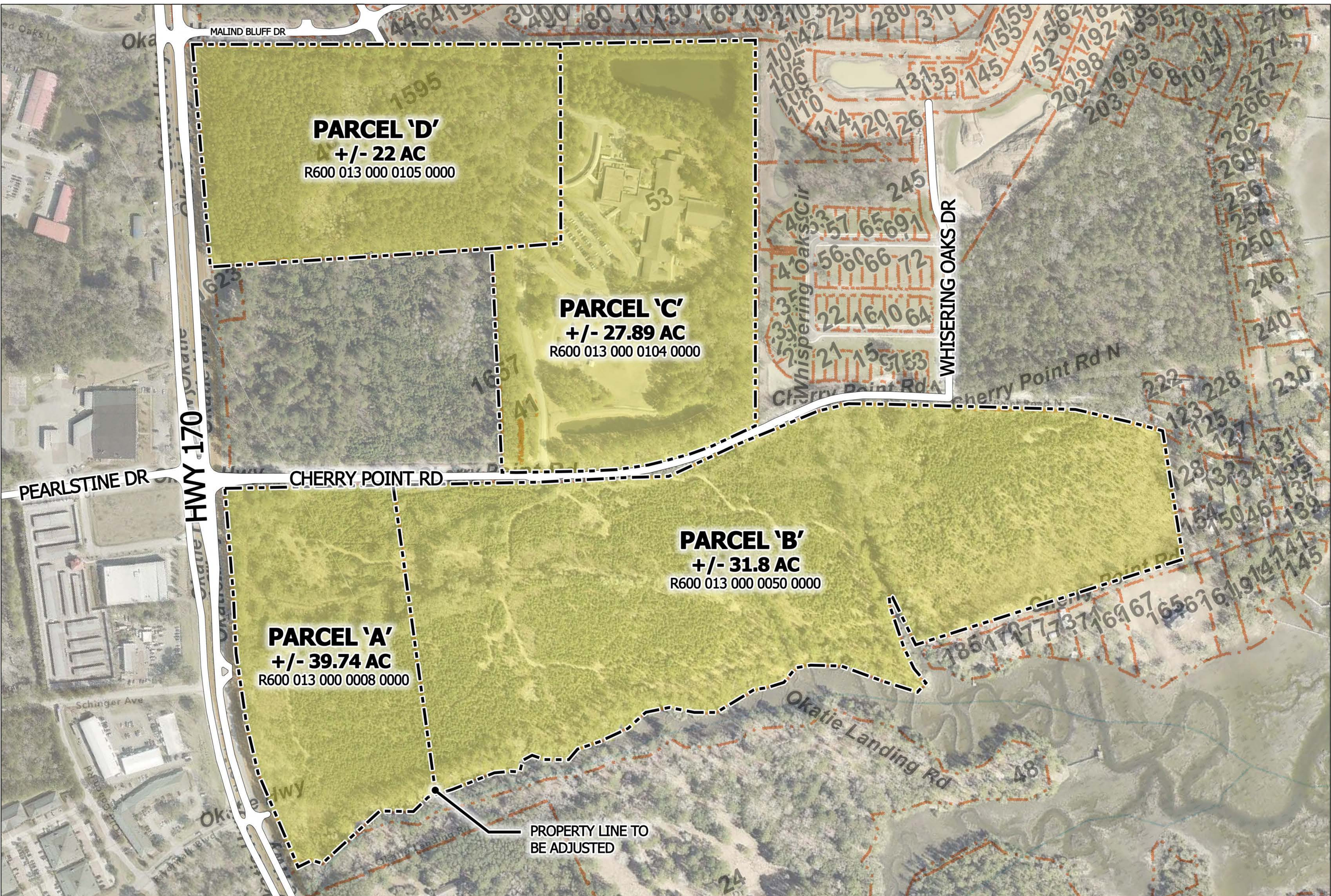
**Public facilities exist adjacent to the property including access points from Okatie Highway and Cherry Point Road and Malind Bluff; the property is within walking distance to Okatie Elementary. Utilities, Fire, EMS, and medical facilities are in place along the SC 170 Corridor.**

## VII. Traffic study

The Traffic Impact Study (Exhibit G) provides a detailed analysis of the existing and proposed conditions. The study includes mitigation to support the Zoning amendment and future planning for Cherry Point.

LOCATION MAP  
EXHIBIT A



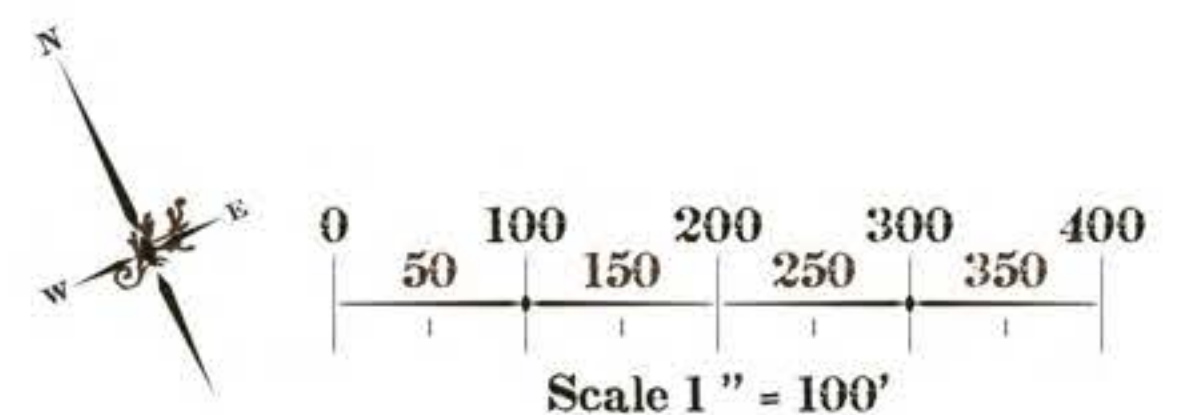
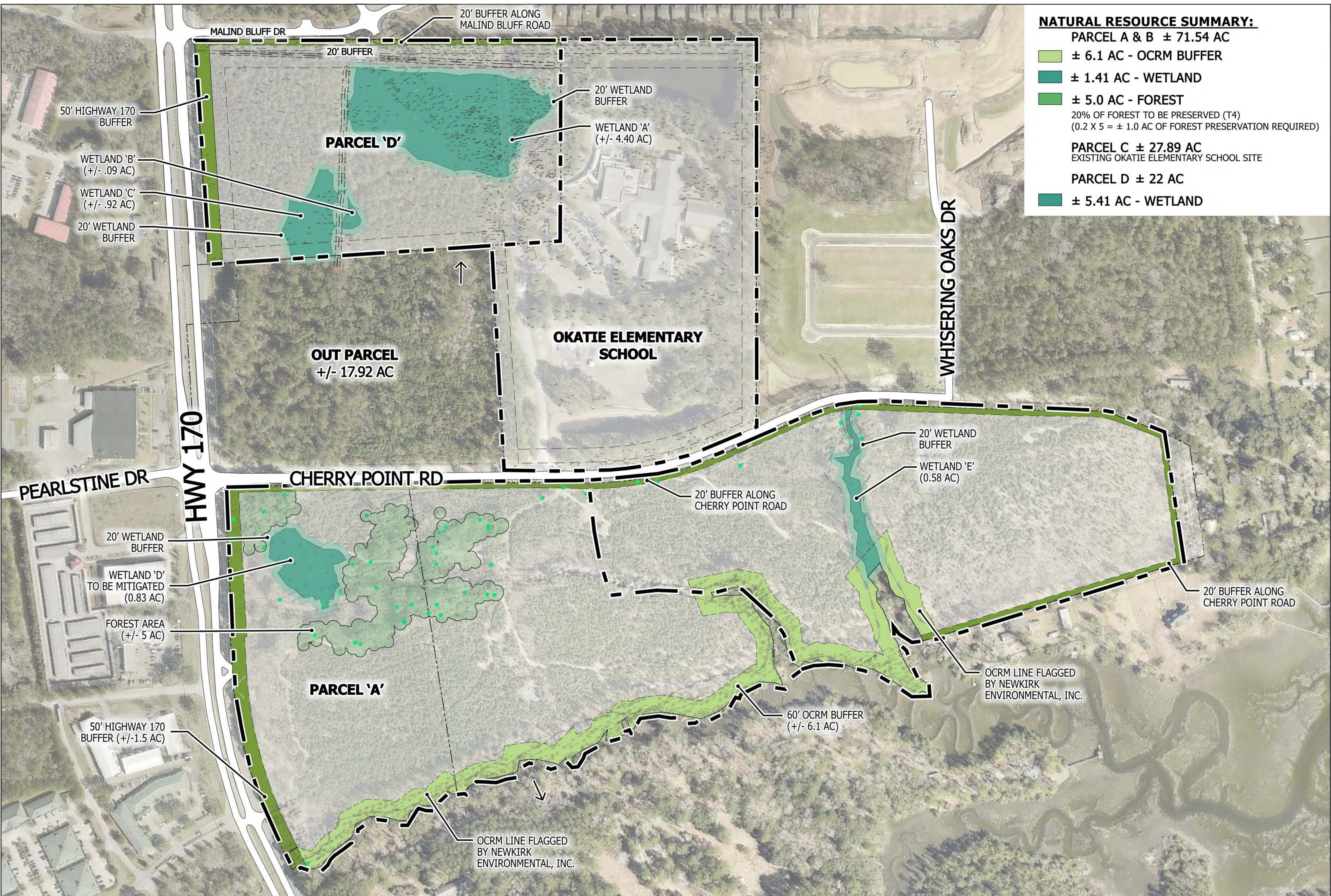


**OKATIE LANDING**  
 - VILLAGE PLACE TYPE -  
 OKATIE LANDING  
 BEAUFORT COUNTY, SOUTH CAROLINA

**LOCATION MAP AND EXISTING CONDITIONS**  
 DATE: JULY 2024  
 Note: Plan is conceptual in nature and subject to change. Plan uses, calculations, and boundaries are subject to change.

NATURAL RESOURCE PLAN  
EXHIBIT B

**NATURAL RESOURCE SUMMARY:**  
 PARCEL A & B ± 71.54 AC  
 ± 6.1 AC - OCRM BUFFER  
 ± 1.41 AC - WETLAND  
 ± 5.0 AC - FOREST  
 20% OF FOREST TO BE PRESERVED (T4)  
 (0.2 X 5 = ± 1.0 AC OF FOREST PRESERVATION REQUIRED)  
 PARCEL C ± 27.89 AC  
 EXISTING OKATIE ELEMENTARY SCHOOL SITE  
 PARCEL D ± 22 AC  
 ± 5.41 AC - WETLAND

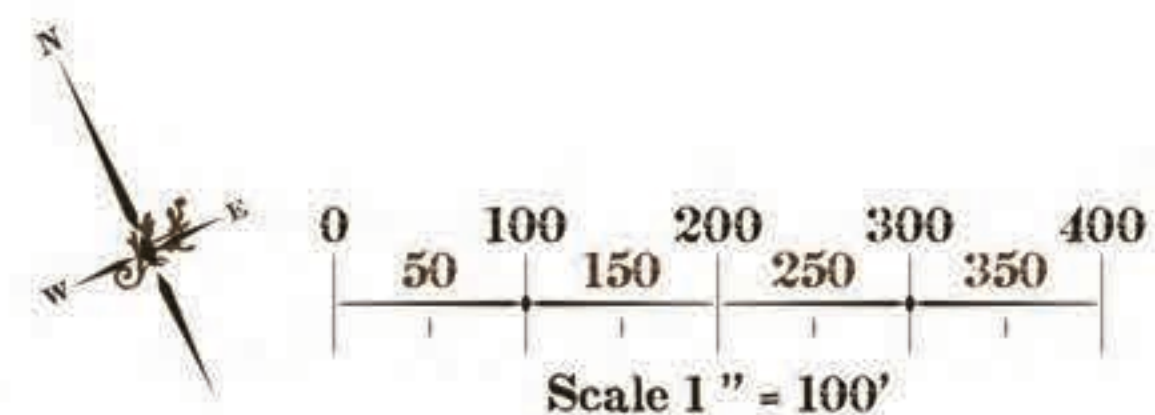
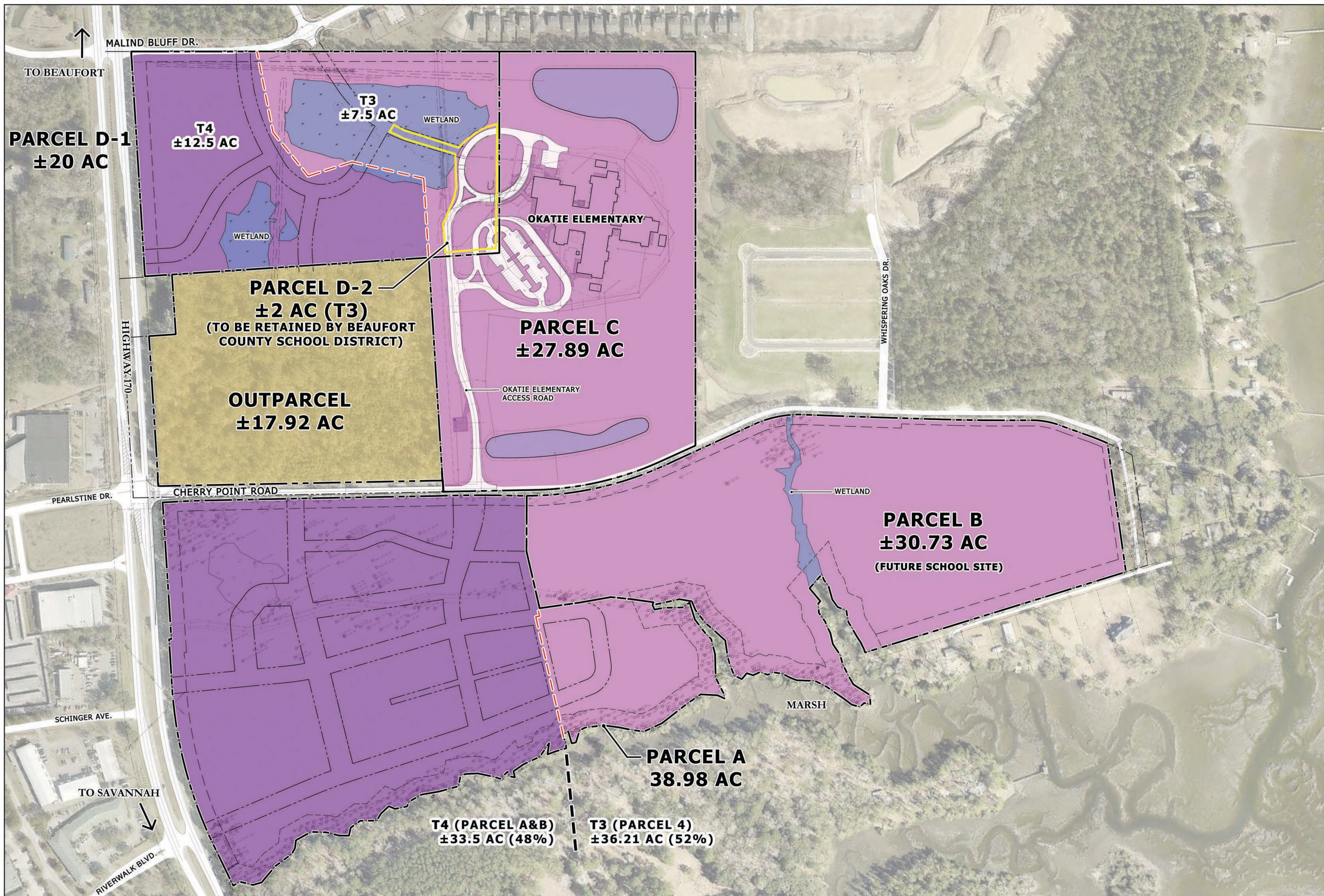


**OKATIE LANDING ZONING AMENDMENT**  
 -VILLAGE PLACE TYPE -  
 OKATIE LANDING  
 BEAUFORT COUNTY, SOUTH CAROLINA

**NATURAL RESOURCE PLAN**  
 DATE: JULY 2024

Note: Plan is conceptual in nature and subject to change. Plan uses, calculations, and boundaries are subject to change.

TRANSECT ZONING OVERLAY  
EXHIBIT C



# OKATIE LANDING ZONING AMENDMENT

- VILLAGE PLACE TYPE -  
OKATIE LANDING  
BEAUFORT COUNTY, SOUTH CAROLINA

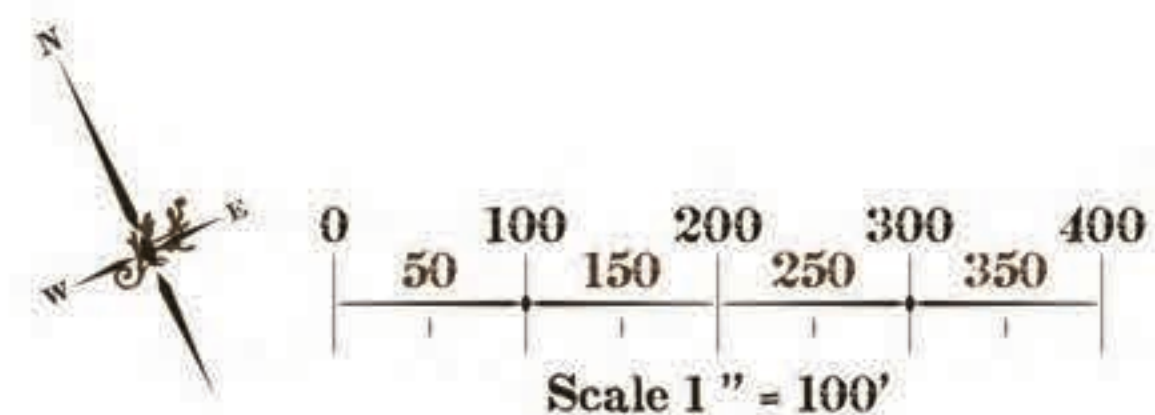
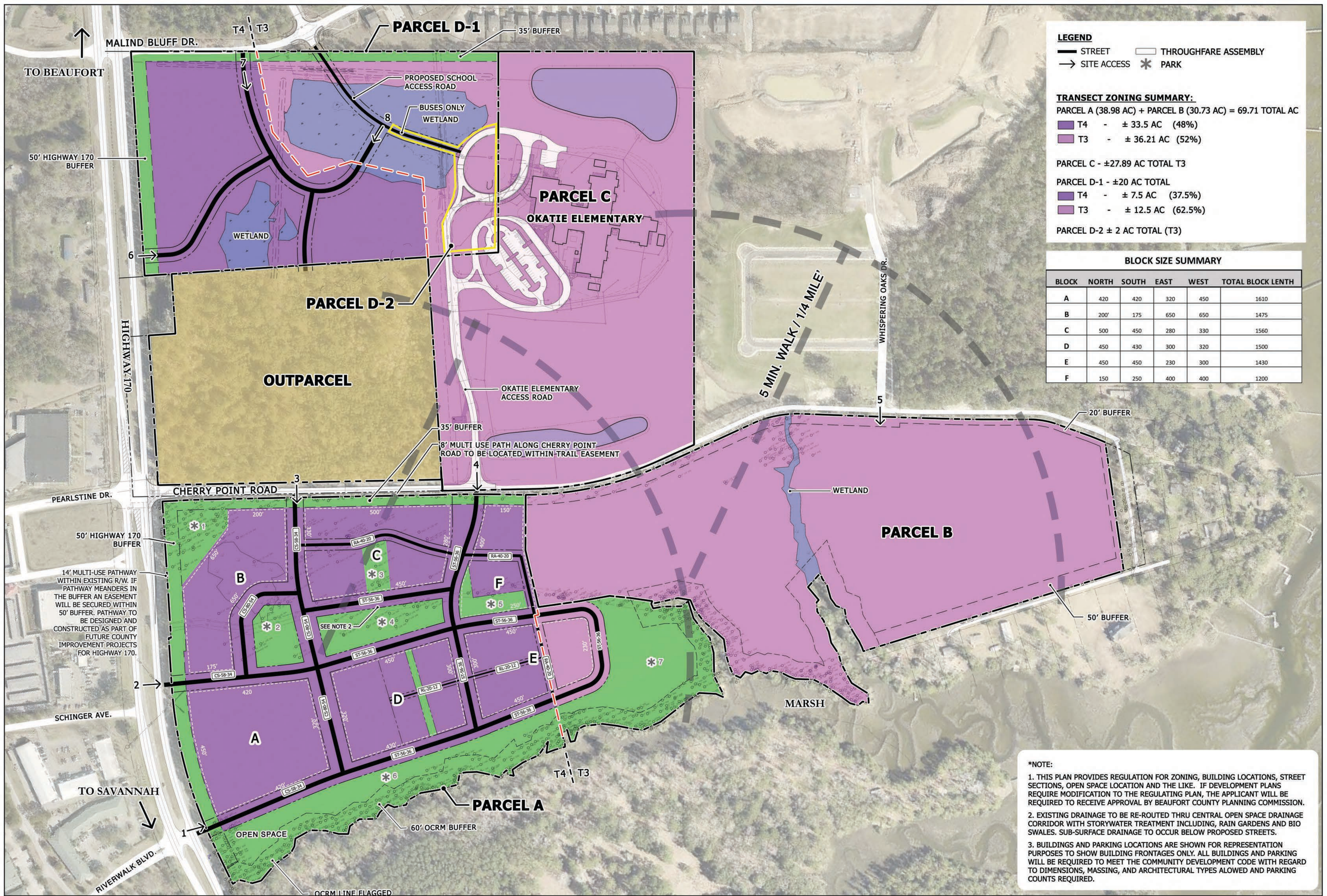
## TRANSECT ZONING OVERLAY

DATE: AUG 5, 2024

Note: Plan is conceptual in nature and subject to change. Plan uses, calculations, and boundaries are subject to change.

# REGULATING PLAN

## EXHIBIT D



# OKATIE LANDING ZONING AMENDMENT

- VILLAGE PLACE TYPE -  
 OKATIE LANDING  
 BEAUFORT COUNTY, SOUTH CAROLINA

## REGULATING PLAN

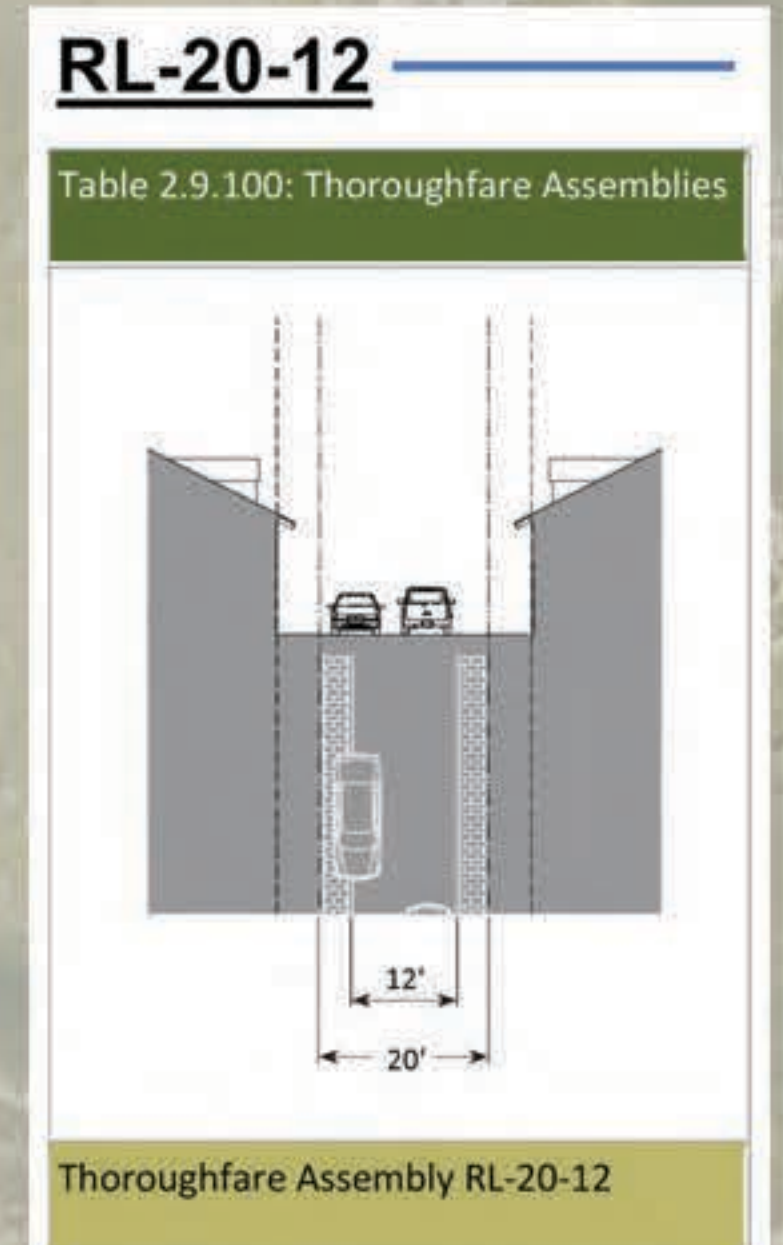
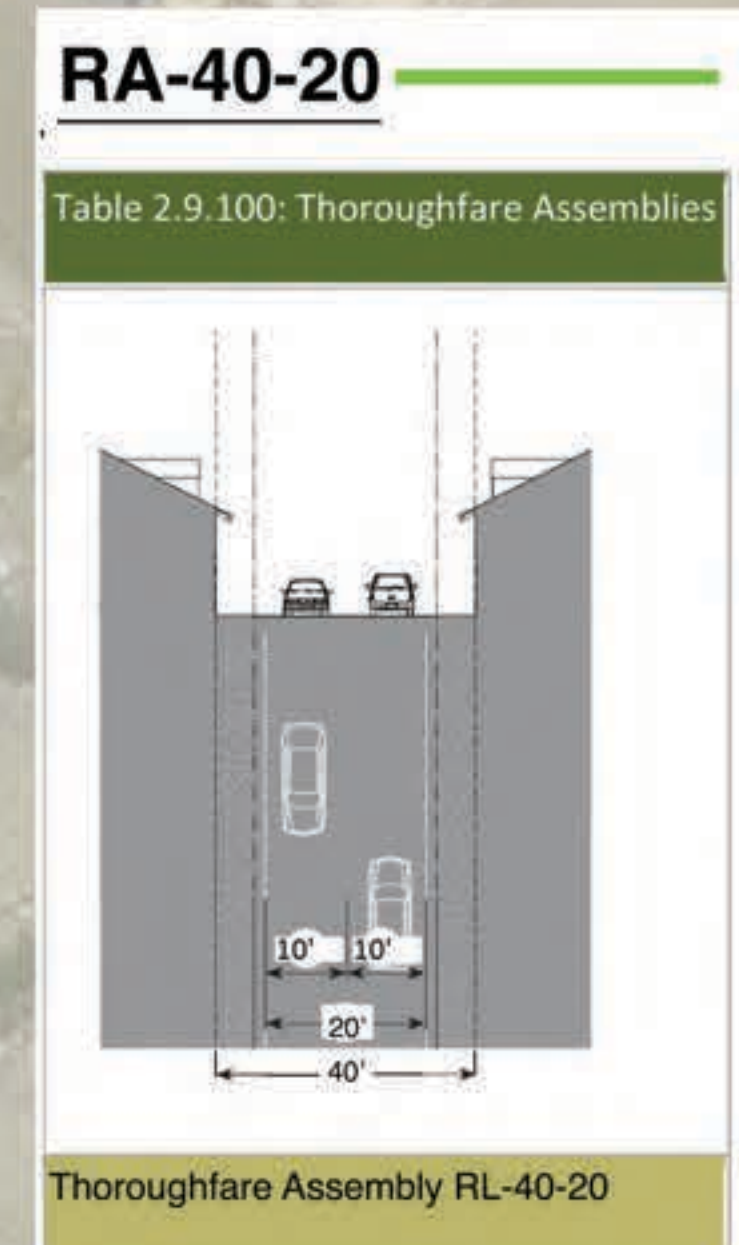
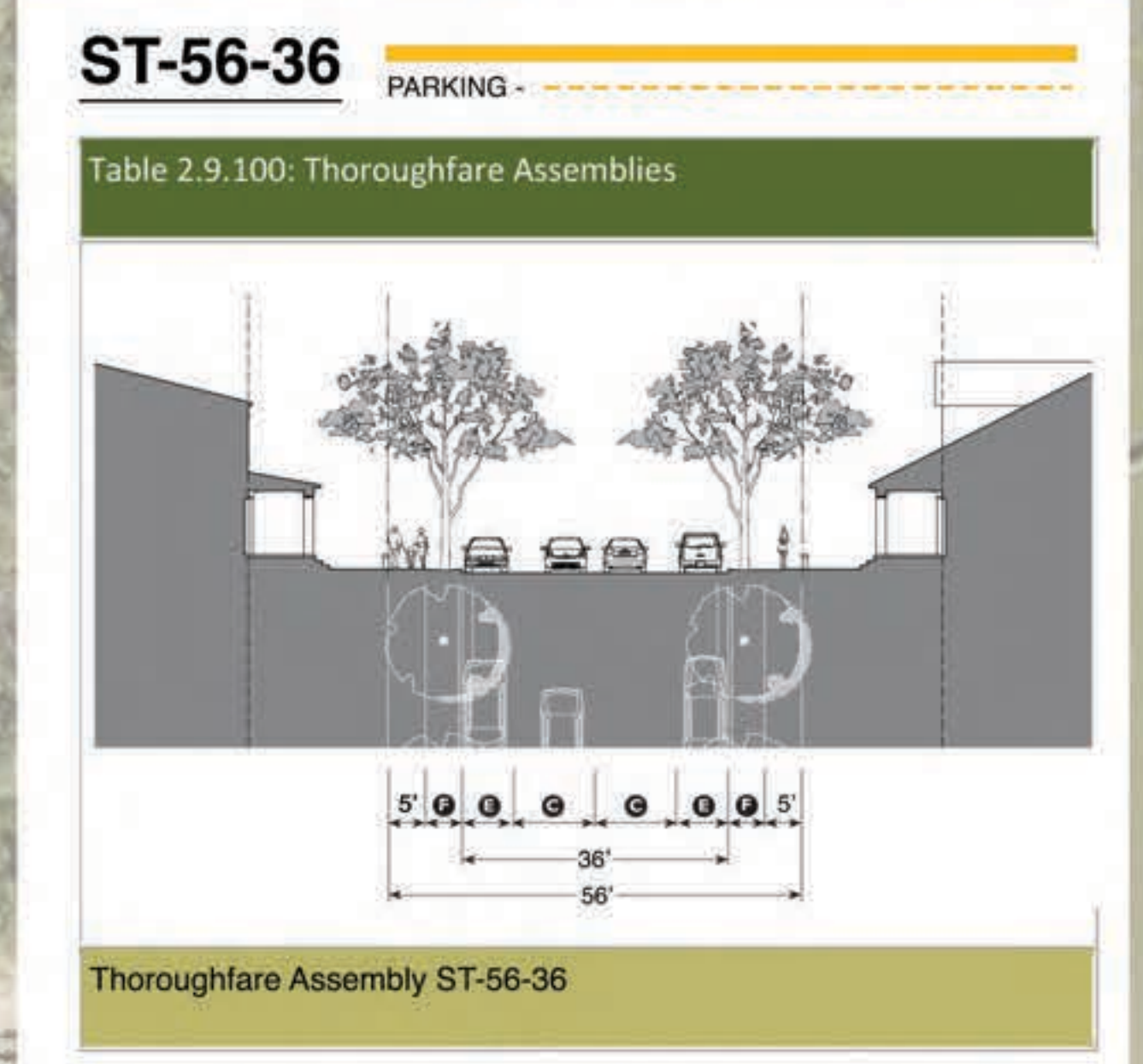
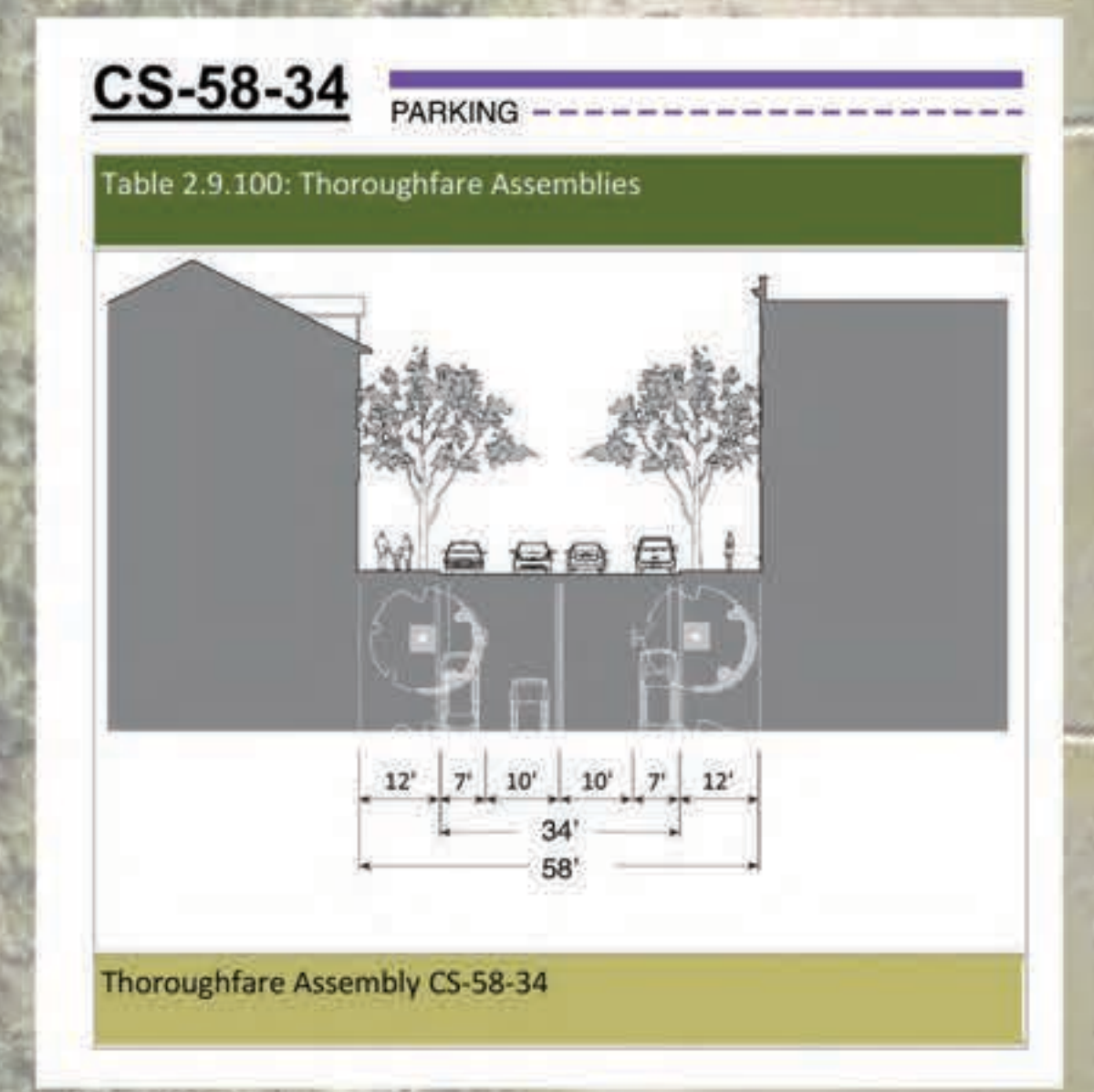
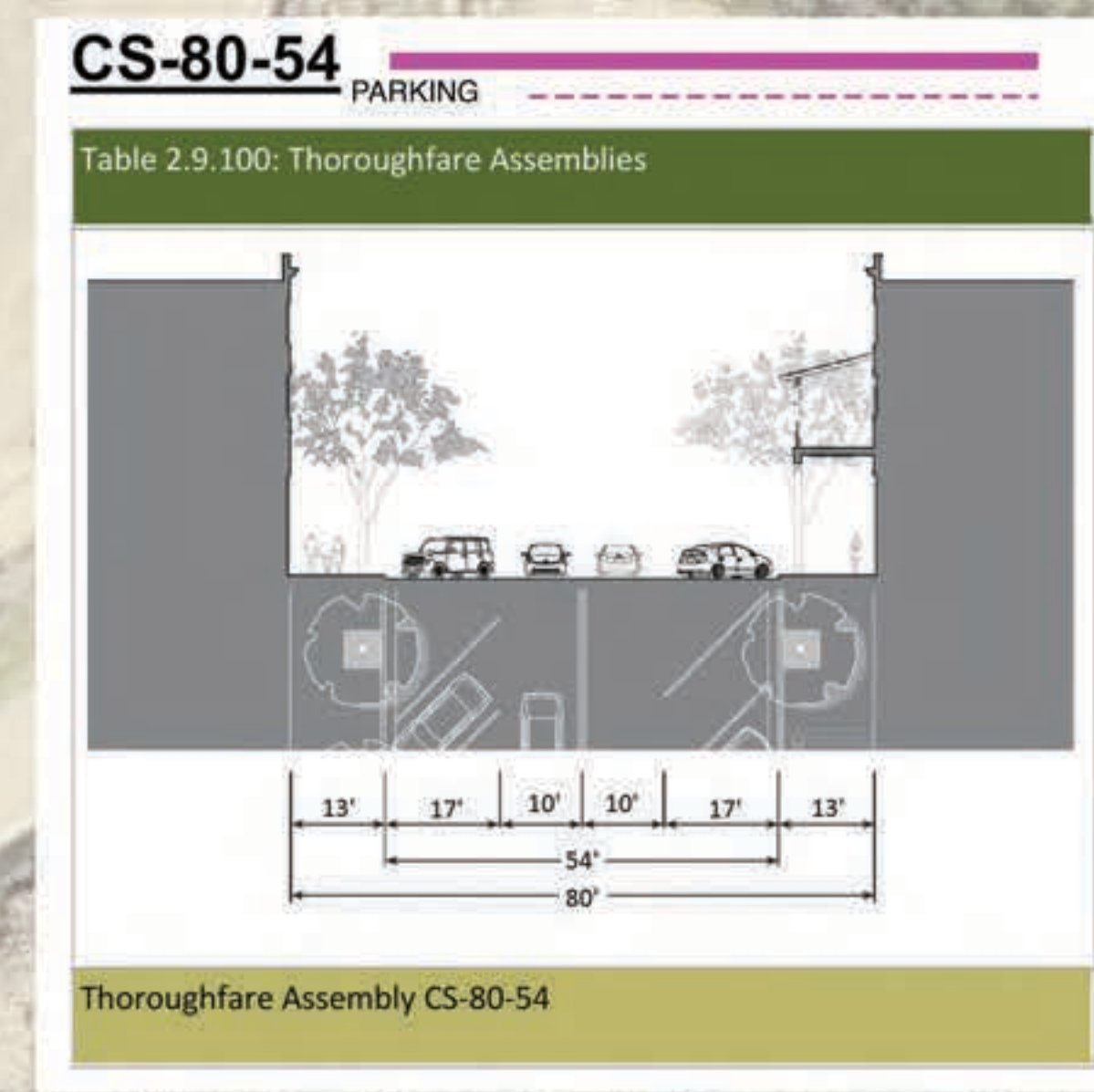
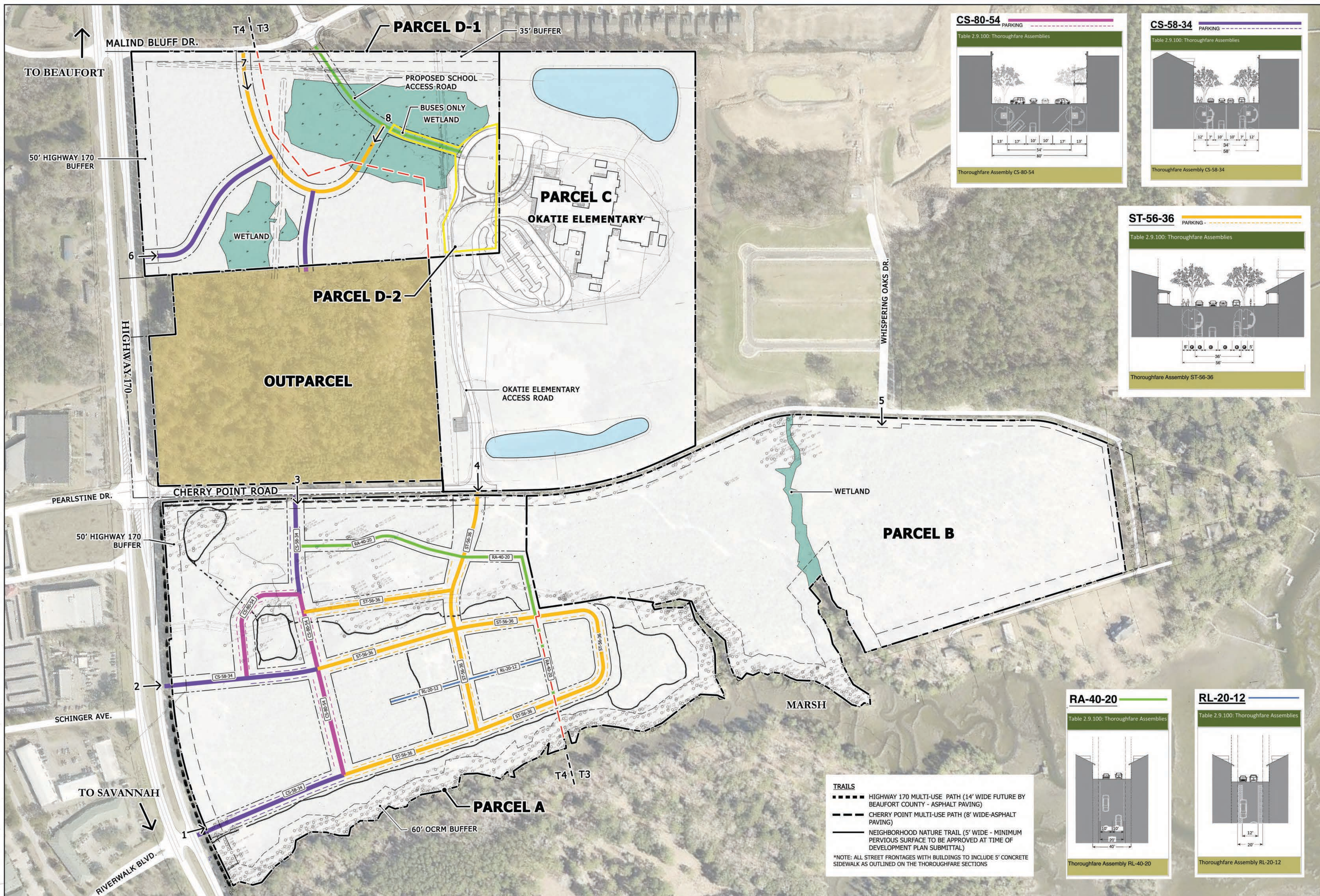
DATE: AUG 5, 2024

Note: Plan is conceptual in nature and subject to change. Plan uses, calculations, and boundaries are subject to change.

# THOROUGHFARE PLAN AND STREET SECTIONS

## EXHIBIT E





# OKATIE LANDING ZONING AMENDMENT

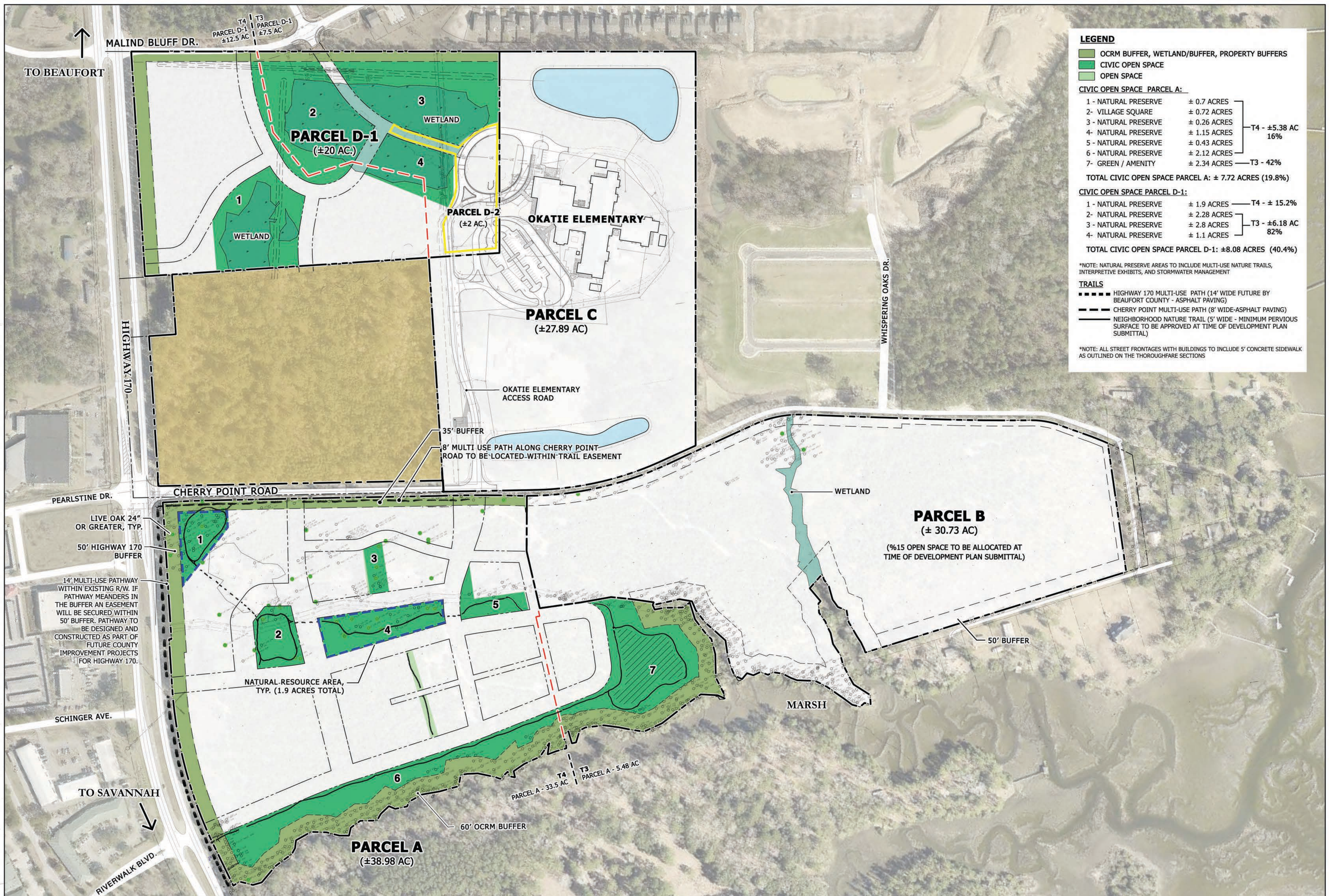
- VILLAGE PLACE TYPE -  
 OKATIE LANDING  
 BEAUFORT COUNTY, SOUTH CAROLINA

## THOROUGHFARE PLAN

DATE: AUG 5, 2024

Note: Plan is conceptual in nature and subject to change. Plan uses, calculations, and boundaries are subject to change.

CIVIC, BUFFER AND OPEN SPACE PLAN  
EXHIBIT F



**LEGEND**

- OCRM BUFFER, WETLAND/BUFFER, PROPERTY BUFFERS
- CIVIC OPEN SPACE
- OPEN SPACE

**CIVIC OPEN SPACE PARCEL A:**

|  |              |                      |
|--|--------------|----------------------|
| 1 - NATURAL PRESERVE   | ± 0.7 ACRES  | T4 - ±5.38 AC<br>16% |
| 2 - VILLAGE SQUARE   | ± 0.72 ACRES |                      |
| 3 - NATURAL PRESERVE   | ± 0.26 ACRES |                      |
| 4 - NATURAL PRESERVE   | ± 1.15 ACRES |                      |
| 5 - NATURAL PRESERVE   | ± 0.43 ACRES |                      |
| 6 - NATURAL PRESERVE   | ± 2.12 ACRES |                      |
| 7 - GREEN / AMENITY  | ± 2.34 ACRES |                      |
| <b>TOTAL CIVIC OPEN SPACE PARCEL A: ± 7.72 ACRES (19.8%)</b> |              |                      |

**CIVIC OPEN SPACE PARCEL D-1:**

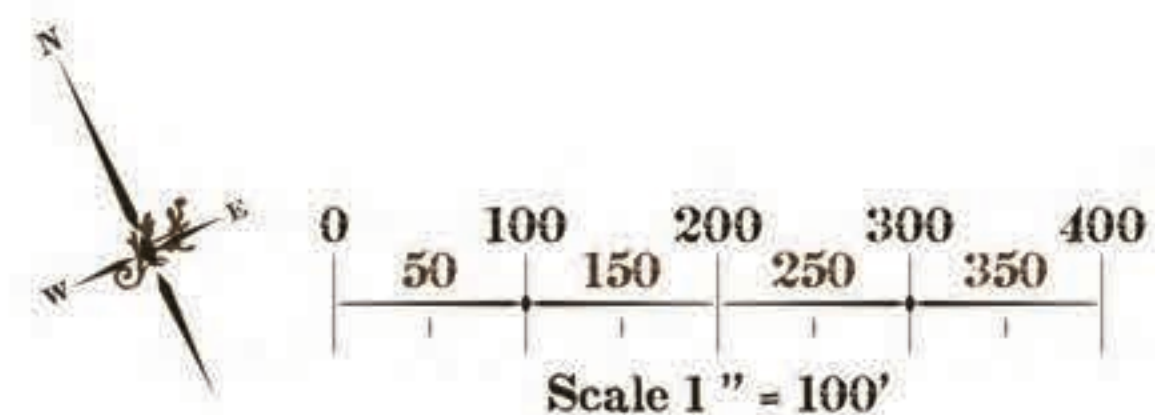
|   |              |                      |
|---|--------------|----------------------|
| 1 - NATURAL PRESERVE  | ± 1.9 ACRES  | T4 - ± 15.2%         |
| 2 - NATURAL PRESERVE  | ± 2.28 ACRES | T3 - ±6.18 AC<br>82% |
| 3 - NATURAL PRESERVE  | ± 2.8 ACRES  |                      |
| 4 - NATURAL PRESERVE  | ± 1.1 ACRES  |                      |
| <b>TOTAL CIVIC OPEN SPACE PARCEL D-1: ±8.08 ACRES (40.4%)</b> |              |                      |

\*NOTE: NATURAL PRESERVE AREAS TO INCLUDE MULTI-USE NATURE TRAILS, INTERPRETIVE EXHIBITS, AND STORMWATER MANAGEMENT

**TRAILS**

- HIGHWAY 170 MULTI-USE PATH (14' WIDE FUTURE BY BEAUFORT COUNTY - ASPHALT PAVING)
- CHERRY POINT MULTI-USE PATH (8' WIDE-ASPHALT PAVING)
- NEIGHBORHOOD NATURE TRAIL (5' WIDE - MINIMUM PERVIOUS SURFACE TO BE APPROVED AT TIME OF DEVELOPMENT PLAN SUBMITTAL)

\*NOTE: ALL STREET FRONTAGES WITH BUILDINGS TO INCLUDE 5' CONCRETE SIDEWALK AS OUTLINED ON THE THOROUGHFARE SECTIONS



# OKATIE LANDING ZONING AMENDMENT

- VILLAGE PLACE TYPE -  
OKATIE LANDING  
BEAUFORT COUNTY, SOUTH CAROLINA

# CIVIC, BUFFER, & OPEN SPACE PLAN

DATE: AUG 5, 2024

Note: Plan is conceptual in nature and subject to change. Plan uses, calculations, and boundaries are subject to change.

TRAFFIC IMPACT STUDY  
EXHIBIT G

## TECHNICAL MEMORANDUM

To: Dan Keefer, Principal – Witmer, Jones, Keefer, Ltd.

From: Dillon Turner, P.E., PTOE – Kimley-Horn

Date: September 19, 2024

**Subject:** *Okatie Landing Trip Generation Memo*

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The purpose of this technical memorandum is to document the trip generation differences between the land uses and intensities studied in the *Chery Point Mixed-Use Development Traffic Impact Study* (Kimley-Horn, July 2022) and the Okatie Landing Development Plan dated September 4, 2024 prepared by Witmer Jones Keefer. This memo also documents the previous SCDOT required improvements that will likely be required with the new site plan as well.

The originally studied site plan is shown in **Exhibit A** and the September 04, 2024 updated site plan is shown in **Exhibit B**.

The Okatie Landing site and Cherry Point Mixed-Use are located on the same land in the southeast quadrant of the SC 170 at Cherry Point Road intersection. The Cherry Point Development did not move forward after 2023, so a new development (Okatie Landing) is being proposed at this location. The Okatie Landing site is adding a new parcel of land not previously studied in the northeast quadrant of the SC 170 at Cherry Point Road intersection. The access to the property in the southeast quadrant of is the same as previously analyzed off of SC 170. For the parcel in the northeast quadrant a new right-in/right-out access off of SC 170 is proposed and new access to Malind Bluff is also proposed.

## PROJECT TRAFFIC

### 2022 Cherry Point Mixed-Use Development TIS – Trip Generation

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual; 10<sup>th</sup> Edition* were used to estimate the trip generation potential for the development. The analysis was performed using the information provided for land use code (LUC) 820 – Shopping Center and LUC 220 – Multifamily Housing (Low-Rise).

Due to the nature of shopping centers, pass-by reductions were estimated based on the methodology in the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook, 3<sup>rd</sup> Edition* for ITE LUC 820 – Shopping Center. It should be noted that the pass-by trips are not anticipated to exceed 10% of the adjacent street traffic.

The estimated trip generation for previously analyzed Cherry Point Mixed-Use development is summarized in Error! Reference source not found.

Table 1 – Trip Generation Summary – 2022 Site Plan

| Cherry Point Mixed-Use Development Trip Generation  |           |       |        |              |     |     |              |     |     |
|---|-----------|-------|--------|--------------|-----|-----|--------------|-----|-----|
| Land Use  | Intensity | Units | Daily  | AM Peak Hour |     |     | PM Peak Hour |     |     |
|   |           |       |        | Total        | In  | Out | Total        | In  | Out |
| Retail Land Uses  |           |       | 10,903 | 272          | 169 | 103 | 1039         | 499 | 540 |
| 820 - Shopping Center   | 240.0     | KSF   | 10,903 | 272          | 169 | 103 | 1,039        | 499 | 540 |
| Residential Land Uses   |           |       | 2,227  | 135          | 31  | 104 | 157          | 99  | 58  |
| 220 - Multifamily Housing (Low-Rise)  | 300       | DU    | 2,227  | 135          | 31  | 104 | 157          | 99  | 58  |
| Subtotal  |           |       | 13,130 | 407          | 200 | 207 | 1,196        | 598 | 598 |
| Internal Capture  |           |       | 1,012  | 4            | 2   | 2   | 140          | 70  | 70  |
| ITE Pass-By   |           |       | 322    | 0            | 0   | 0   | 322          | 155 | 167 |
| Adjacent Street Traffic   |           |       |        | 3,249        |     |     | 3,503        |     |     |
| 10% Adjacent Street Traffic   |           |       | 675    | 325          | 163 | 163 | 350          | 175 | 175 |
| Pass-By   |           |       | 322    | 0            | 0   | 0   | 322          | 155 | 167 |
| Total Net New External Trips  |           |       | 11,796 | 403          | 198 | 205 | 734          | 373 | 361 |
| <p>Note: Trip generation was calculated using the following data:</p> <p><u>Daily Traffic Generation</u></p> <p>Retail Land Uses<br/>             820 - Shopping Center                      ITE 820    =    <math>LN(T) = 0.68 * LN(X) + (5.57)</math>; (50 % In; 50 % Out)</p> <p>Residential Land Uses<br/>             220 - Multifamily Housing (Low-Rise)    ITE 220    =    <math>T = 7.56 * (X) + (-40.86)</math>; (50 % In; 50 % Out)</p> <p><u>AM Peak-Hour Traffic Generation</u></p> <p>Retail Land Uses<br/>             820 - Shopping Center                      ITE 820    =    <math>T = 0.5 * (X) + (151.78)</math>; (62 % In; 38 % Out)</p> <p>Residential Land Uses<br/>             220 - Multifamily Housing (Low-Rise)    ITE 220    =    <math>LN(T) = 0.95 * LN(X) + (-0.51)</math>; (23 % In; 77 % Out)</p> <p><u>PM Peak-Hour Traffic Generation</u></p> <p>Retail Land Uses<br/>             820 - Shopping Center                      ITE 820    =    <math>LN(T) = 0.74 * LN(X) + (2.89)</math>; (48 % In; 52 % Out)</p> <p>Residential Land Uses<br/>             220 - Multifamily Housing (Low-Rise)    ITE 220    =    <math>LN(T) = 0.89 * LN(X) + (-0.02)</math>; (63 % In; 37 % Out)</p> |           |       |        |              |     |     |              |     |     |

As shown in **Table 1** the previously analyzed Cherry Point Mixed-Use development was anticipated to generate 403 (198 In/205 out) AM peak hour trips and 734 (373 In/361 out) PM peak hour trips.



### **2024 Okatie Landing Trip Generation**

At the time of this memo, the Okatie Landing is exploring multiple land uses and intensities for the property. The current options are as follows:

#### **Scenario A:**

- 290 KSF (Thousand Square Feet) Retail
  - Area A = 225 KSF
  - Area D = 65 KSF
- 258 Dwelling Units (DU) Multifamily (MF) – Area A
- 132 DU Single Family (SF) – Area D

#### **Scenario B:**

- 350 KSF Retail
  - Area A = 225 KSF
  - Area D = 125 KSF
- 258 DU MF – Area A

#### **Scenario C:**

- 475 KSF Retail
  - Area A = 350 KSF
  - Area D = 125 KSF

#### **Scenario D:**

- 415 KSF Retail
  - Area A = 350 KSF
  - Area D = 65 KSF
- 132 DU SF – Area D



The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual; 11<sup>th</sup> Edition* were used to estimate the trip generation potential for the development. The analysis was performed using the information provided for land use code (LUC) 820 – Shopping Center, LUC 220 – Multifamily Housing (Low-Rise), LUC 210 – Single Family Detached housing.

Due to the nature of shopping centers, pass-by reductions were estimated based on the methodology in the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook, 3<sup>rd</sup> Edition* for ITE Land LUC 821 – Shopping Plaza. It should be noted that the pass-by trips are not anticipated to exceed 10% of the adjacent street traffic.

The estimated trip generations for Okatie Landing summarized in **Table 2-Table 5** for scenarios A-D.





Table 2 – Trip Generation Summary – Okatie Landing Scenario A

| Okatie Landing Scenario A Trip Generation                      |           |       |         |              |  |     |              |     |     |
|--|-----------|-------|---------|--------------|--|-----|--------------|-----|-----|
| Land Use   | Intensity | Units | Daily   | AM Peak Hour |  |     | PM Peak Hour |     |     |
|  |           |       |         | Total        | In   | Out | Total        | In  | Out |
| <b>Retail Land Uses</b>  |           |       | 13,436  | 305          | 189  | 116 | 1,215        | 583 | 632 |
| 820 - Shopping Center (>150k)                                  | 290.0     | KSF   | 13,436  | 305          | 189  | 116 | 1,215        | 583 | 632 |
| <b>Residential Land Uses</b>                                   |           |       | 3,032   | 199          | 50   | 149 | 260          | 164 | 96  |
| 210 - Single-Family Detached Housing                           | 132       | DU    | 1,303   | 96           | 25   | 71  | 129          | 81  | 48  |
| 220 - Multifamily Housing (Low-Rise)                           | 258       | DU    | 1,729   | 103          | 25   | 78  | 131          | 83  | 48  |
| <b>Subtotal</b>  |           |       | 16,468  | 504          | 239  | 265 | 1,475        | 747 | 728 |
| <b>Internal Capture</b>  |           |       | 1,380   | 6            | 3  | 3   | 40           | 20  | 20  |
| <b>ITE Pass-By</b>   |           |       | 1,211   | 0            | 0  | 0   | 220          | 110 | 110 |
| <b>Adjacent Street Traffic</b>                                 |           |       | 25,000  | 3,249        |  |     | 3,503        |     |     |
| <b>10% Adjacent Street Traffic</b>                             |           |       | 2,500   | 326          | 163  | 163 | 352          | 176 | 176 |
| <b>Pass-By</b>   |           |       | 1,211   | 0            | 0  | 0   | 220          | 110 | 110 |
| <b>Total Net New External Trips</b>                            |           |       | 13,877  | 498          | 236  | 262 | 1,215        | 617 | 598 |
| Note: Trip generation was calculated using the following data: |           |       |         |              |  |     |              |     |     |
| <u>Daily Traffic Generation</u>                                |           |       |         |              |  |     |              |     |     |
| Retail Land Uses   |           |       |         |              |  |     |              |     |     |
| 820 - Shopping Center (>150k)                                  |           |       | ITE 820 | =            | T = 26.11 * (X) + (5863.73); (50 % In; 50 % Out)     |     |              |     |     |
| Residential Land Uses  |           |       |         |              |  |     |              |     |     |
| 210 - Single-Family Detached Housing                           |           |       | ITE 210 | =            | LN (T) = 0.92 * LN (X) + (2.68); (50 % In; 50 % Out) |     |              |     |     |
| 220 - Multifamily Housing (Low-Rise)                           |           |       | ITE 220 | =            | T = 6.41 * (X) + (75.31); (50 % In; 50 % Out)        |     |              |     |     |
| <u>AM Peak-Hour Traffic Generation</u>                         |           |       |         |              |  |     |              |     |     |
| Retail Land Uses   |           |       |         |              |  |     |              |     |     |
| 820 - Shopping Center (>150k)                                  |           |       | ITE 820 | =            | T = 0.59 * (X) + (133.55); (62 % In; 38 % Out)       |     |              |     |     |
| Residential Land Uses  |           |       |         |              |  |     |              |     |     |
| 210 - Single-Family Detached Housing                           |           |       | ITE 210 | =            | LN (T) = 0.91 * LN (X) + (0.12); (26 % In; 74 % Out) |     |              |     |     |
| 220 - Multifamily Housing (Low-Rise)                           |           |       | ITE 220 | =            | T = 0.31 * (X) + (22.85); (24 % In; 76 % Out)        |     |              |     |     |
| <u>PM Peak-Hour Traffic Generation</u>                         |           |       |         |              |  |     |              |     |     |
| Retail Land Uses   |           |       |         |              |  |     |              |     |     |
| 820 - Shopping Center (>150k)                                  |           |       | ITE 820 | =            | LN (T) = 0.72 * LN (X) + (3.02); (48 % In; 52 % Out) |     |              |     |     |
| Residential Land Uses  |           |       |         |              |  |     |              |     |     |
| 210 - Single-Family Detached Housing                           |           |       | ITE 210 | =            | LN (T) = 0.94 * LN (X) + (0.27); (63 % In; 37 % Out) |     |              |     |     |
| 220 - Multifamily Housing (Low-Rise)                           |           |       | ITE 220 | =            | T = 0.43 * (X) + (20.55); (63 % In; 37 % Out)        |     |              |     |     |

As shown in **Table 2**, Okatie Landing Scenario A is anticipated to generate 498 (236 In/262 out) AM peak hour trips and 1,215 (617 In/598 out) PM peak hour trips.



Table 3 – Trip Generation Summary – Okatie Landing Scenario B

| Okatie Landing Scenario B Trip Generation |           |       |        |              |     |     |              |     |     |
|---|-----------|-------|--------|--------------|-----|-----|--------------|-----|-----|
| Land Use                                  | Intensity | Units | Daily  | AM Peak Hour |     |     | PM Peak Hour |     |     |
|   |           |       |        | Total        | In  | Out | Total        | In  | Out |
| <b>Retail Land Uses</b>                   |           |       | 15,002 | 340          | 211 | 129 | 1,391        | 668 | 723 |
| 820 - Shopping Center (>150k)             | 350.0     | KSF   | 15,002 | 340          | 211 | 129 | 1,391        | 668 | 723 |
| <b>Residential Land Uses</b>              |           |       | 1,729  | 103          | 25  | 78  | 131          | 83  | 48  |
| 220 - Multifamily Housing (Low-Rise)      | 258       | DU    | 1,729  | 103          | 25  | 78  | 131          | 83  | 48  |
| <b>Subtotal</b>                           |           |       | 16,731 | 443          | 236 | 207 | 1,522        | 751 | 771 |
| <b>Internal Capture</b>                   |           |       | 786    | 4            | 2   | 2   | 42           | 21  | 21  |
| <b>ITE Pass-By</b>                        |           |       | 1,388  | 0            | 0   | 0   | 254          | 127 | 127 |
| <b>Adjacent Street Traffic</b>            |           |       | 25,000 | 3,249        |     |     | 3,503        |     |     |
| 10% Adjacent Street Traffic               |           |       | 2,500  | 326          | 163 | 163 | 352          | 176 | 176 |
| <b>Pass-By</b>                            |           |       | 1,388  | 0            | 0   | 0   | 254          | 127 | 127 |
| <b>Total Net New External Trips</b>       |           |       | 14,557 | 439          | 234 | 205 | 1,226        | 603 | 623 |

Note: Trip generation was calculated using the following data:

Daily Traffic Generation

Retail Land Uses  
 820 - Shopping Center (>150k) ITE 820 =  $T = 26.11 * (X) + (5863.73)$ ; (50 % In; 50 % Out)

Residential Land Uses  
 220 - Multifamily Housing (Low-Rise) ITE 220 =  $T = 6.41 * (X) + (75.31)$ ; (50 % In; 50 % Out)

AM Peak-Hour Traffic Generation

Retail Land Uses  
 820 - Shopping Center (>150k) ITE 820 =  $T = 0.59 * (X) + (133.55)$ ; (62 % In; 38 % Out)

Residential Land Uses  
 220 - Multifamily Housing (Low-Rise) ITE 220 =  $T = 0.31 * (X) + (22.85)$ ; (24 % In; 76 % Out)

PM Peak-Hour Traffic Generation

Retail Land Uses  
 820 - Shopping Center (>150k) ITE 820 =  $LN(T) = 0.72 * LN(X) + (3.02)$ ; (48 % In; 52 % Out)

Residential Land Uses  
 220 - Multifamily Housing (Low-Rise) ITE 220 =  $T = 0.43 * (X) + (20.55)$ ; (63 % In; 37 % Out)

As shown in **Table 3**, Okatie Landing Scenario B is anticipated to generate 439 (234 In/205 out) AM peak hour trips and 1,226 (603 In/623 out) PM peak hour trips.



Table 4 – Trip Generation Summary – Okatie Landing Scenario C

| Okatie Landing Scenario C Trip Generation |           |       |        |              |     |     |              |     |     |
|---|-----------|-------|--------|--------------|-----|-----|--------------|-----|-----|
| Land Use                                  | Intensity | Units | Daily  | AM Peak Hour |     |     | PM Peak Hour |     |     |
|   |           |       |        | Total        | In  | Out | Total        | In  | Out |
| Retail Land Uses                          |           |       | 18,266 | 414          | 257 | 157 | 1,733        | 832 | 901 |
| 820 - Shopping Center (>150k)             | 475.0     | KSF   | 18,266 | 414          | 257 | 157 | 1,733        | 832 | 901 |
| Subtotal                                  |           |       | 18,266 | 414          | 257 | 157 | 1,733        | 832 | 901 |
| Internal Capture                          |           |       | 0      | 0            | 0   | 0   | 0            | 0   | 0   |
| ITE Pass-By                               |           |       | 1,735  | 0            | 0   | 0   | 316          | 158 | 158 |
| Adjacent Street Traffic                   |           |       | 25,000 | 3,249        |     |     | 3,503        |     |     |
| 10% Adjacent Street Traffic               |           |       | 2,500  | 326          | 163 | 163 | 352          | 176 | 176 |
| Pass-By                                   |           |       | 1,735  | 0            | 0   | 0   | 316          | 158 | 158 |
| Total Net New External Trips              |           |       | 16,531 | 414          | 257 | 157 | 1,417        | 674 | 743 |

Note: Trip generation was calculated using the following data:

Daily Traffic Generation  
Retail Land Uses  
820 - Shopping Center (>150k) ITE 820 =  $T = 26.11 * (X) + (5863.73)$ ; (50 % In; 50 % Out)

AM Peak-Hour Traffic Generation  
Retail Land Uses  
820 - Shopping Center (>150k) ITE 820 =  $T = 0.59 * (X) + (133.55)$ ; (62 % In; 38 % Out)

PM Peak-Hour Traffic Generation  
Retail Land Uses  
820 - Shopping Center (>150k) ITE 820 =  $LN(T) = 0.72 * LN(X) + (3.02)$ ; (48 % In; 52 % Out)

As shown in **Table 4**, Okatie Landing Scenario C is anticipated to generate 414 (257 In/157 out) AM peak hour trips and 1,417 (674 In/743 out) PM peak hour trips.



Table 5 – Trip Generation Summary – Okatie Landing Scenario D

| Cherry Point Scenario D Trip Generation |           |       |        |              |     |     |              |     |     |
|---|-----------|-------|--------|--------------|-----|-----|--------------|-----|-----|
| Land Use                                | Intensity | Units | Daily  | AM Peak Hour |     |     | PM Peak Hour |     |     |
|   |           |       |        | Total        | In  | Out | Total        | In  | Out |
| <b>Retail Land Uses</b>                 |           |       | 16,699 | 378          | 234 | 144 | 1,572        | 755 | 817 |
| 820 - Shopping Center (>150k)           | 415.0     | KSF   | 16,699 | 378          | 234 | 144 | 1,572        | 755 | 817 |
| <b>Residential Land Uses</b>            |           |       | 1,303  | 96           | 25  | 71  | 129          | 81  | 48  |
| 210 - Single-Family Detached Housing    | 132       | DU    | 1,303  | 96           | 25  | 71  | 129          | 81  | 48  |
| <b>Subtotal</b>                         |           |       | 18,002 | 474          | 259 | 215 | 1,701        | 836 | 865 |
| <b>Internal Capture</b>                 |           |       | 592    | 4            | 2   | 2   | 46           | 23  | 23  |
| <b>ITE Pass-By</b>                      |           |       | 1,558  | 0            | 0   | 0   | 286          | 143 | 143 |
| <b>Adjacent Street Traffic</b>          |           |       | 25,000 | 3,249        |     |     | 3,503        |     |     |
| <b>10% Adjacent Street Traffic</b>      |           |       | 2,500  | 326          | 163 | 163 | 352          | 176 | 176 |
| <b>Pass-By</b>                          |           |       | 1,558  | 0            | 0   | 0   | 286          | 143 | 143 |
| <b>Total Net New External Trips</b>     |           |       | 15,852 | 470          | 257 | 213 | 1,369        | 670 | 699 |

Note: Trip generation was calculated using the following data:

Daily Traffic Generation

Retail Land Uses  
 820 - Shopping Center (>150k) ITE 820 =  $T = 26.11 * (X) + (5863.73)$ ; (50 % In; 50 % Out)

Residential Land Uses  
 210 - Single-Family Detached Housing ITE 210 =  $LN(T) = 0.92 * LN(X) + (2.68)$ ; (50 % In; 50 % Out)

AM Peak-Hour Traffic Generation

Retail Land Uses  
 820 - Shopping Center (>150k) ITE 820 =  $T = 0.59 * (X) + (133.55)$ ; (62 % In; 38 % Out)

Residential Land Uses  
 210 - Single-Family Detached Housing ITE 210 =  $LN(T) = 0.91 * LN(X) + (0.12)$ ; (26 % In; 74 % Out)

PM Peak-Hour Traffic Generation

Retail Land Uses  
 820 - Shopping Center (>150k) ITE 820 =  $LN(T) = 0.72 * LN(X) + (3.02)$ ; (48 % In; 52 % Out)

Residential Land Uses  
 210 - Single-Family Detached Housing ITE 210 =  $LN(T) = 0.94 * LN(X) + (0.27)$ ; (63 % In; 37 % Out)

As shown in **Table 5**, Okatie Landing Scenario D is anticipated to generate 470 (257 In/213 out) AM peak hour trips and 1,369 (670 In/699 out) PM peak hour trips.



**Table 6-Table 9** shows the anticipated trip generation difference between the trip generation analysis performed for the *Chery Point Mixed-Use Development Traffic Impact Study* (Kimley-Horn, July 2022) and Okatie Landing Scenarios A-D, respectively

| Table 6 - Trip Generation Comparison Scenario A |        |              |     |     |              |     |     |
|---|--------|--------------|-----|-----|--------------|-----|-----|
|   | Daily  | AM Peak Hour |     |     | PM Peak Hour |     |     |
|   |        | Total        | In  | Out | Total        | In  | Out |
| Approved Trip Gen (Table 1)                     | 11,796 | 403          | 198 | 205 | 734          | 373 | 361 |
| Okatie Landing Scenario A (Table 2)             | 13,877 | 498          | 236 | 262 | 1,215        | 617 | 598 |
| Change (New vs Old)                             | 2,081  | 95           | 38  | 57  | 481          | 244 | 237 |

As shown in **Table 6**, Okatie Landing Scenario A is anticipated to generate 2,081 more daily trips, 95 (38 in/57 out) more AM peak hour trips and 481 (244/237) more PM trips than previously analyzed for the Cherry Point Mixed-Use Development TIS. Due to the net increase in AM and PM peak hour trips, the previously approved Chery Point Mixed-Use Development Traffic Impact Study (Kimley-Horn, July 2022) would need to be updated for Okatie Landing Scenario A.

| Table 7 - Trip Generation Comparison Scenario B |        |              |     |     |              |     |     |
|---|--------|--------------|-----|-----|--------------|-----|-----|
|   | Daily  | AM Peak Hour |     |     | PM Peak Hour |     |     |
|   |        | Total        | In  | Out | Total        | In  | Out |
| Approved Trip Gen (Table 1)                     | 11,796 | 403          | 198 | 205 | 734          | 373 | 361 |
| Okatie Landing Scenario B (Table 3)             | 14,557 | 439          | 234 | 205 | 1,226        | 603 | 623 |
| Change (New vs Old)                             | 2,761  | 36           | 36  | 0   | 492          | 230 | 262 |

As shown in **Table 7**, Okatie Landing Scenario B is anticipated to generate 2,761 more daily trips, 36 (36 in/0 out) more AM peak hour trips and 492 (230/262) more PM trips than previously analyzed for the Cherry Point Mixed-Use Development TIS. Due to the net increase in PM peak hour trips, the previously approved Chery Point Mixed-Use Development Traffic Impact Study (Kimley-Horn, July 2022) would need to be updated for Okatie Landing Scenario B.

| Table 8 - Trip Generation Comparison Scenario C |        |              |     |     |              |     |     |
|---|--------|--------------|-----|-----|--------------|-----|-----|
|   | Daily  | AM Peak Hour |     |     | PM Peak Hour |     |     |
|   |        | Total        | In  | Out | Total        | In  | Out |
| Approved Trip Gen (Table 1)                     | 11,796 | 403          | 198 | 205 | 734          | 373 | 361 |
| Okatie Landing Scenario C (Table 4)             | 16,531 | 414          | 257 | 157 | 1,417        | 674 | 743 |
| Change (New vs Old)                             | 4,735  | 11           | 59  | -48 | 683          | 301 | 382 |

As shown in **Table 8**, Okatie Landing Scenario C is anticipated to generate 4,735 more daily trips, 11 (49 in/-48 out) more AM peak hour trips and 683 (301/382) more PM trips than previously analyzed for the Cherry Point Mixed-Use Development TIS. Due to the net increase in PM peak hour trips, the previously approved Chery Point Mixed-Use Development Traffic Impact Study (Kimley-Horn, July 2022) would need to be updated for Okatie Landing Scenario C.

| Table 9 - Trip Generation Comparison Scenario D |        |              |     |     |              |     |     |
|---|--------|--------------|-----|-----|--------------|-----|-----|
|   | Daily  | AM Peak Hour |     |     | PM Peak Hour |     |     |
|   |        | Total        | In  | Out | Total        | In  | Out |
| Approved Trip Gen (Table 1)                     | 11,796 | 403          | 198 | 205 | 734          | 373 | 361 |
| Okatie Landing Scenario D (Table 5)             | 15,852 | 470          | 257 | 213 | 1,369        | 670 | 699 |
| Change (New vs Old)                             | 4,056  | 67           | 59  | 8   | 635          | 297 | 338 |

As shown in **Table 9**, Okatie Landing Scenario D is anticipated to generate 4,056 more daily trips, 67 (59 in/8 out) more AM peak hour trips and 635 (297/338) more PM trips than previously analyzed for the Cherry Point Mixed-Use Development TIS. Due to the net increase in AM and PM peak hour trips, the previously approved Chery Point Mixed-Use Development Traffic Impact Study (Kimley-Horn, July 2022) would need to be updated for Okatie Landing Scenario D.

### PREVIOUSLY APPROVED MITIGATION

In the vicinity of the study area there are several background developments that have committed improvements to the existing geometry. Additional scenarios were analyzed during the 2026 No-Build conditions and 2026 Build conditions to include these committed improvements. **The improvements for the committed developments are as follows:**

#### ***SC 170 (Okatie Highway) & Pearlstine Drive/Cherry Point Road***

- Construct an eastbound left-turn lane along Pearlstine Drive
- Construct westbound dual left-turn lanes and a shared through-right movement lane along Cherry Point Road

#### ***SC 170 (Okatie Highway) & Red Oak Lane/Malind Bluff Drive***

- Construct an eastbound right-turn lane and shared through-left lane along Red Oak Lane
- Modify geometry to only allow westbound right-turn movement along Malind Bluff Drive

#### ***SC 170 (Okatie Highway) & Short Cut Road/Pritcher Point Road***

- Place intersection under signalized control
- Construct eastbound right-turn lane and shared through-left lane along Short Cut Road
- Construct westbound left-turn lane along Pritcher Point Road



The results of the July 2022 traffic analyses indicate the following improvements are **recommended to mitigate the impact of the proposed development:**

**SC 170 (Okatie Highway) & Pearlstine Drive/Cherry Point Road**

- Modify the existing westbound laneage to provide an exclusive westbound right-turn lane
- Modify the existing southbound laneage to provide an additional left-turn lane
- The receiving lane for the dual southbound left-turns will drop at the Okatie Elementary School/Street E

**SC 170 (Okatie Highway) & Riverwalk Boulevard/Street A (Site Access #1)**

- Place intersection under signalized control
- Without signalization, site traffic exiting the site to travel southbound on SC 170 (Okatie Highway) will be forced to use the Cherry Point Road access points causing undesirable LOS and delay at the SC 170 (Okatie Highway) & Pearlstine Drive/Cherry Point Road intersection.
- A traffic signal at Riverwalk Boulevard/Street A does not meet SCDOT signal spacing requirements for major arterials (2,640') from Cherry Point Road along SC 170 (Okatie Highway); therefore, a variance would be needed from SCDOT. SCDOT has approved this location
- The intersection spacing from Cherry Point Road to Riverwalk Boulevard/Street A is approximately 1,240', which is less than ½ the distance required by SCDOT
- Due to the limited spacing between Cherry Point Road and Riverwalk Boulevard, it is recommended to relocate Riverwalk Boulevard/Street A further to the south along SC 170 (Okatie Highway)
- Please note, there is a significant wetland located approximately 260' to the south of Riverwalk Boulevard along SC 170 (Okatie Highway) that may limit how far Riverwalk Boulevard can be relocated
- A traffic signal at this intersection is subject to meeting 8-hour MUTCD traffic signal warrants

**SCDOT has indicated that if a signal is warranted at this location and Riverwalk Boulevard is relocated further south, a traffic signal will be accepted at this location**

- Construct a northbound right-turn lane along SC 170 (Okatie Highway)
- Construct the site access with three egress lanes and one ingress lane, if signalized



***SC 170 (Okatie Highway) & Street B (Site Access #2)***

- Construct a northbound right-turn lane along SC 170 (Okatie Highway)
- Construct the site access with one egress lane and one ingress lane

***Cherry Point & Street D (Site Access #3)***

- Construct eastbound right-turn lane along Cherry Point Road.
- Construct an additional eastbound through lane to drop as an eastbound left-turn lane at the Okatie Elementary School
- Construct the site access with one egress lane and one ingress lane.
- Due to excessive queuing from the SC 170 (Okatie Highway) at Cherry Point Road signal, this access should be an unsignalized, right-in/right-out

***Cherry Point & Okatie Elementary School Street E (Site Access #4)***

- Construct the unsignalized, full-movement site access with one egress and one ingress lane
- This access should align with the Okatie Elementary School
- Construct an eastbound left-turn drop lane. This lane will extend to SC 170 (Okatie Highway)

***Cherry Point & Street F (Site Access #5)***

- Construct the unsignalized, full-movement site access with one egress and one ingress lane

The new development plans have a parcel, D-1, which was not included in the July 2022 study of this property. Site Access #6, a proposed right-in/right-out off of SC 170 will require a northbound right-turn lane off of SC 170. The access off of Malind Bluff Drive will be analyzed for turn lane warrants.

A graphic of the previously approved SCDOT required mitigation is included in **Exhibit C**. This includes mitigation for the future SC 170 Corridor Study Beaufort County is analyzing with AECOM.

Kimley-Horn has been working with Beaufort County on road design plan for Cherry Point Road, the concept for these road improvements is shown in **Exhibit D**.





## CONCLUSION

With the potential land use and intensity changes analyzed in this study, Scenarios A, B, C, and D are anticipated to generate more Daily, AM, and PM peak hour project trips when compared to the approved *Chery Point Mixed-Use Development Traffic Impact Study* (Kimley-Horn, July 2022). During the PM peak hour, project trips are anticipated to increase from a range of 481 to 682 vehicles between the analyzed scenarios. Since the net increase in the peak hour trip generation for each scenario, with the exception of the AM peak hour under scenarios B and C, Beaufort County and SCDOT will require an updated TIS at time of development plan approval, or as outlined in the Development Agreement

Therefore, it is recommended that the Okatie Landing Development conduct an updated TIS, with updated existing traffic volumes that are collected during the typical work week while surrounding schools are in session.

### Attachments:

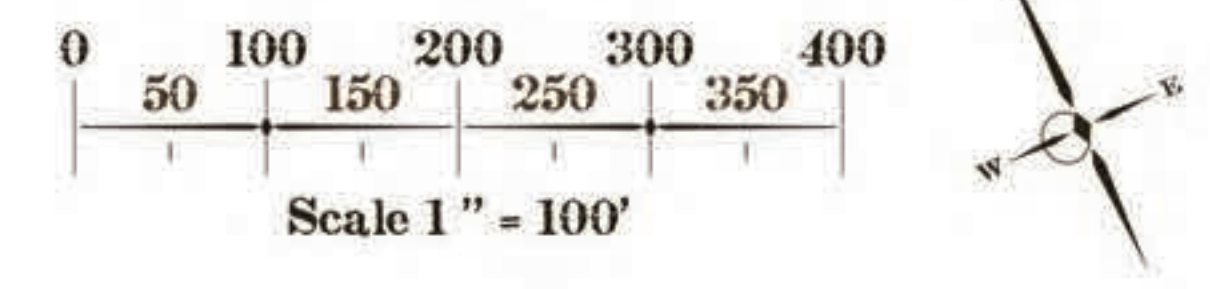
Exhibit A – Conceptual Site Plan from 2022 Traffic Impact Study

Exhibit B – Okatie Landing Concept Plan

Exhibit C – Previously Approved Mitigation

Exhibit D – Concept Plan for Cherry Point Road

**Exhibit A**  
**Conceptual Site Plan from 2022**  
**Traffic Impact Study**



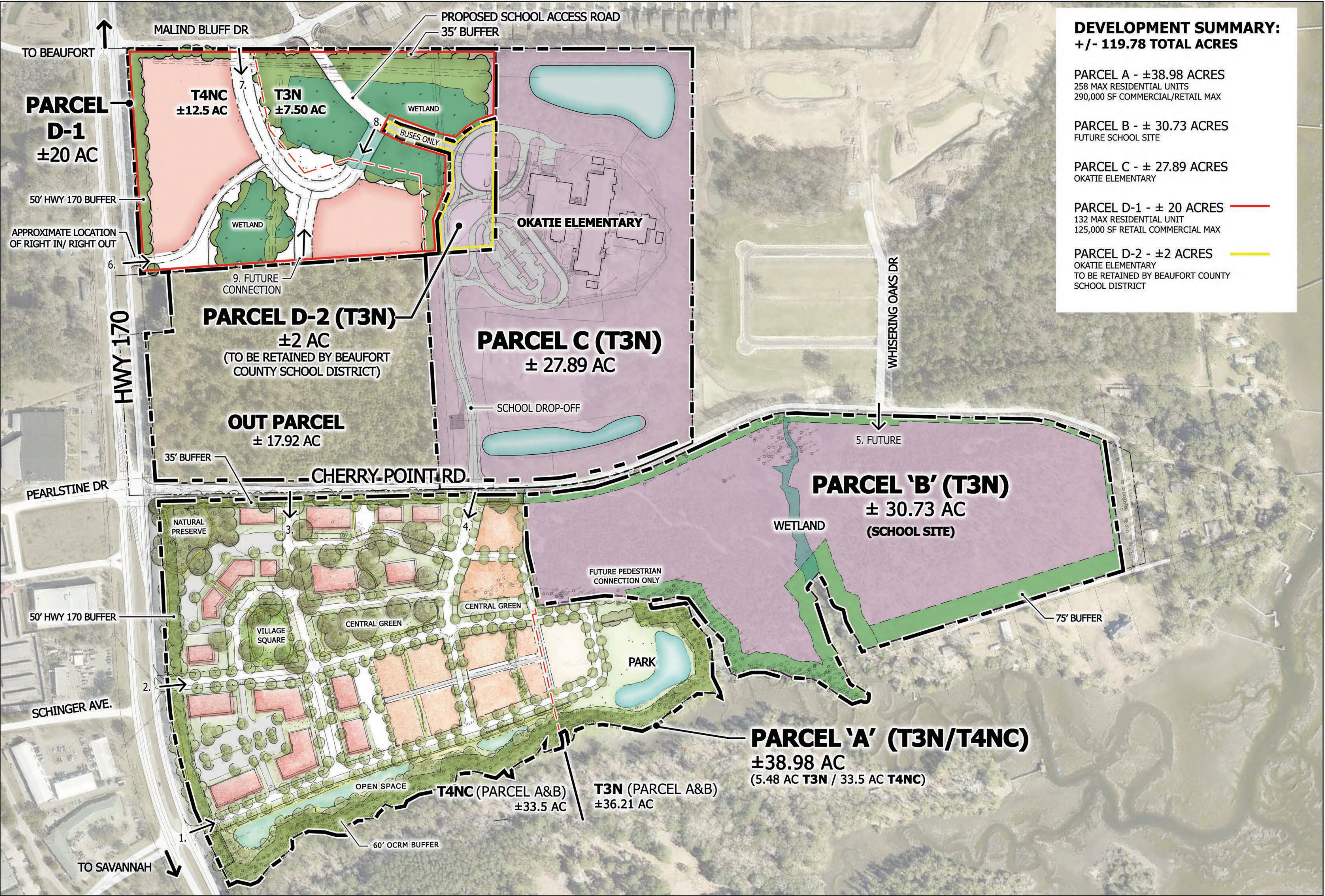
**CHERRY POINT ZONING AMENDMENT**  
 - VILLAGE PLACE TYPE -  
**CHERRY POINT**  
 BEAUFORT COUNTY, SOUTH CAROLINA

**SKETCH MASTER PLAN**  
 DATE: JULY 24, 2023

Note: Plan is conceptual in nature and subject to change. Plan uses, calculations, and boundaries are subject to change.

# Exhibit B

## Okatie Landing Concept Plan



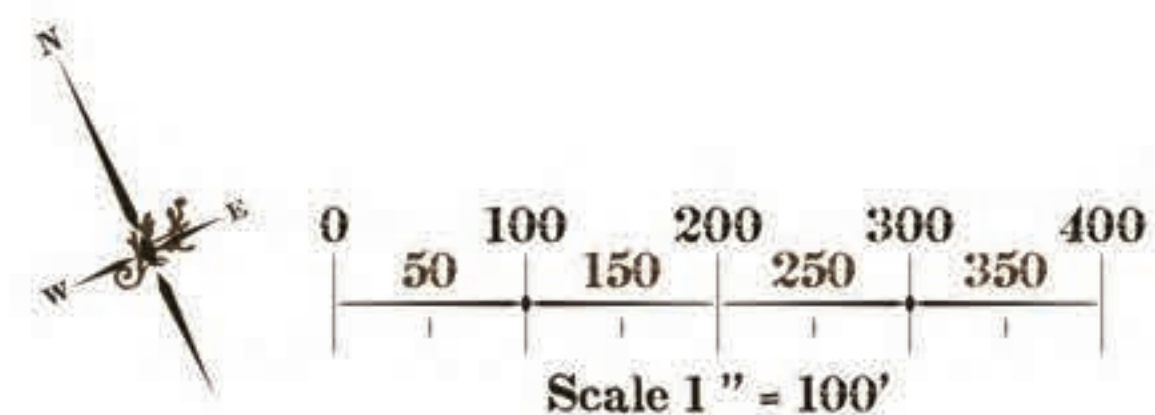
# OKATIE LANDING ZONING AMENDMENT

- VILLAGE PLACE TYPE -  
 OKATIE LANDING  
 BEAUFORT COUNTY, SOUTH CAROLINA

SKETCH MASTER PLAN

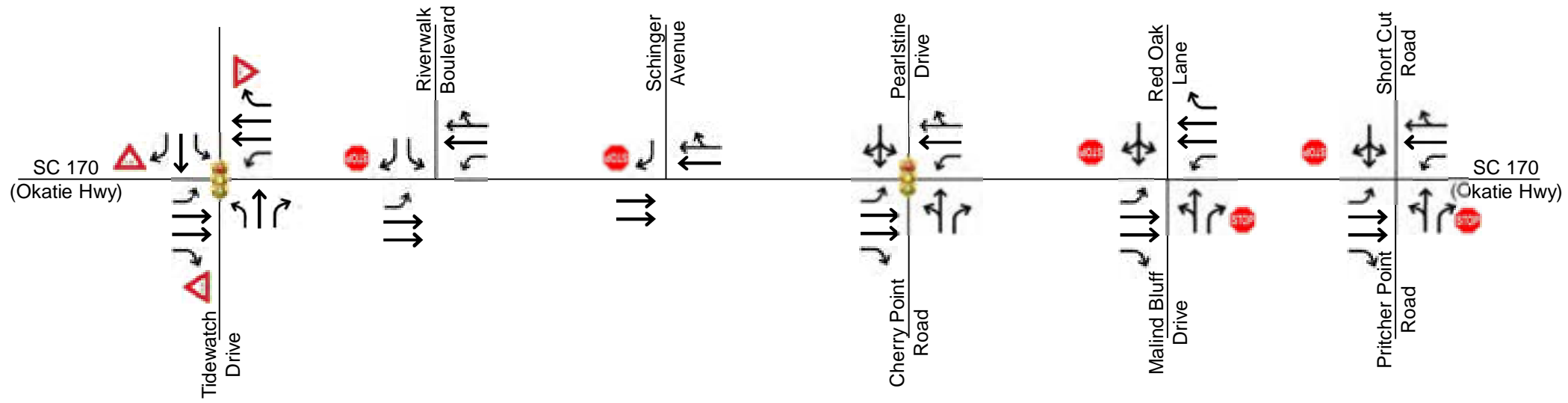
DATE: SEPTEMBER 4, 2024

Note: Plan is conceptual in nature and subject to change.  
 Plan uses, calculations, and boundaries are subject to change.

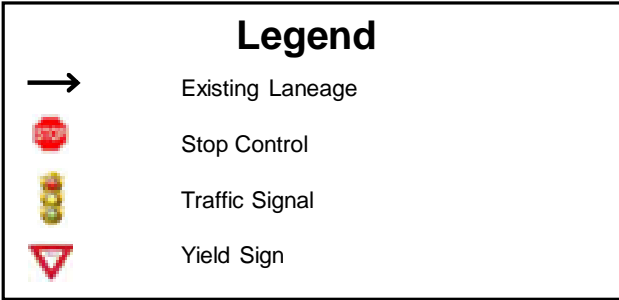


# Exhibit C

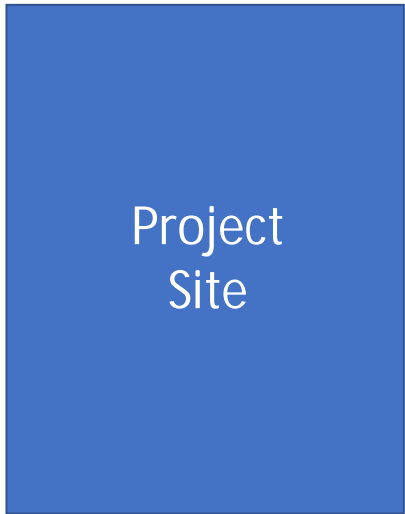
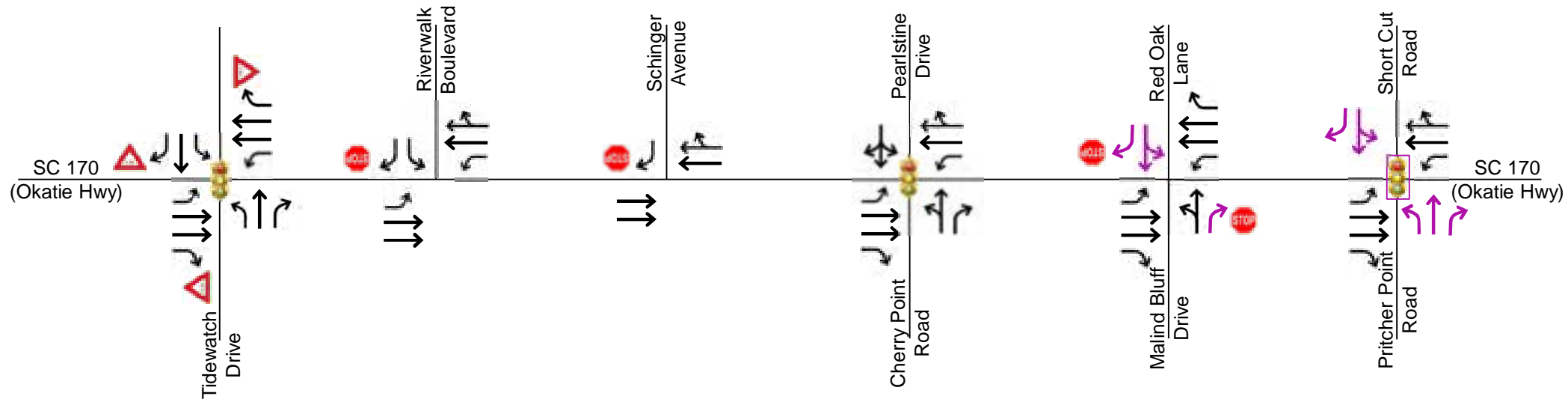
## Previously Approved Mitigation



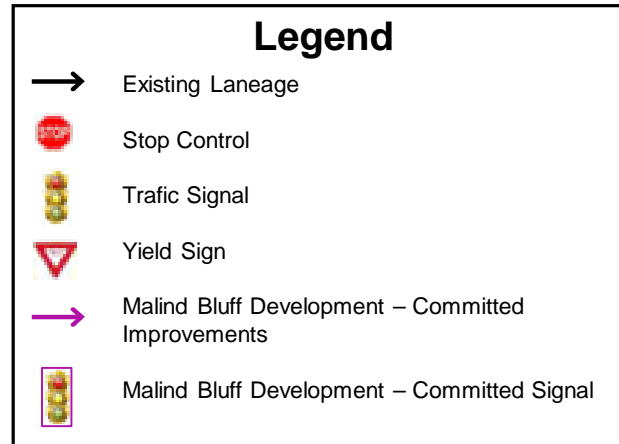
Project Site



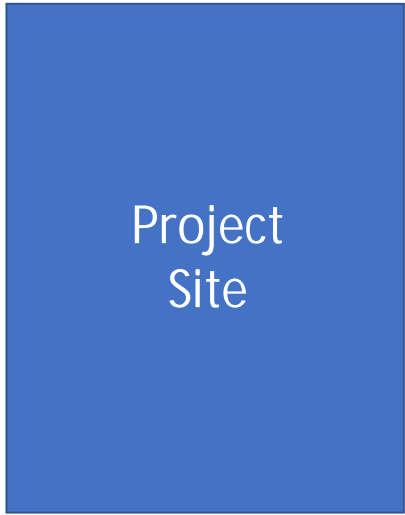
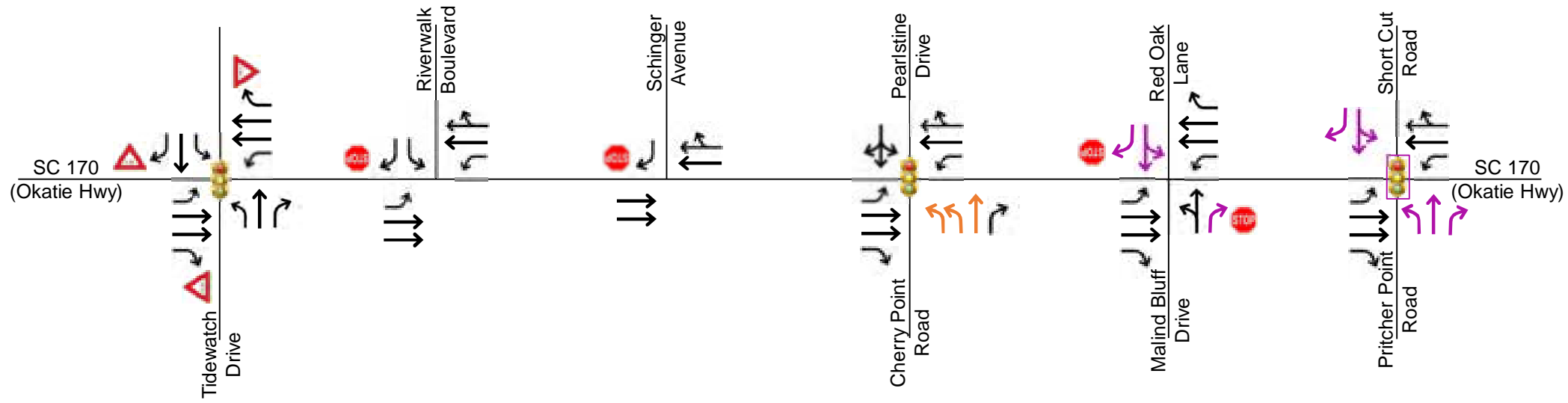
Existing Laneage Figure



Existing Laneage Figure + Malind Bluff



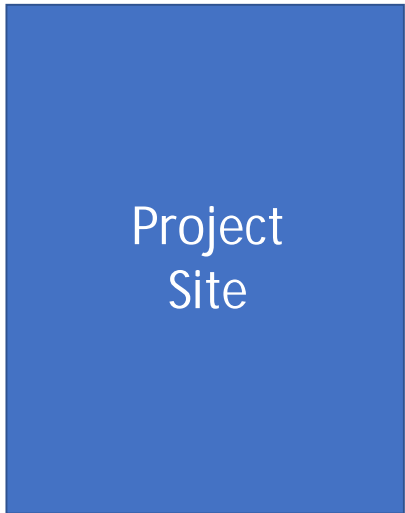
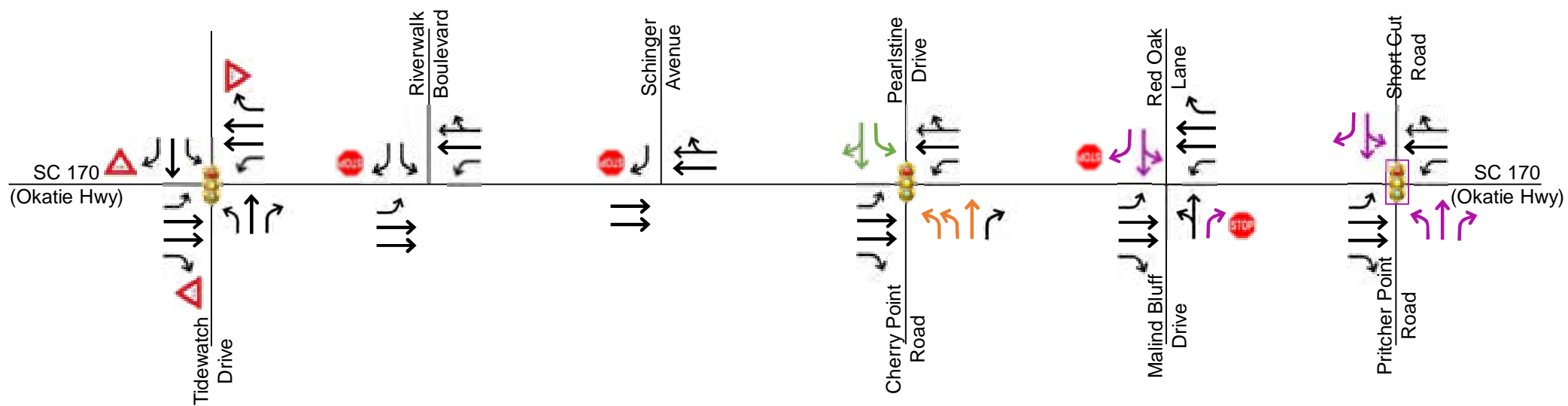




Existing Laneage Figure + Malind Bluff + Okatie Village

### Legend

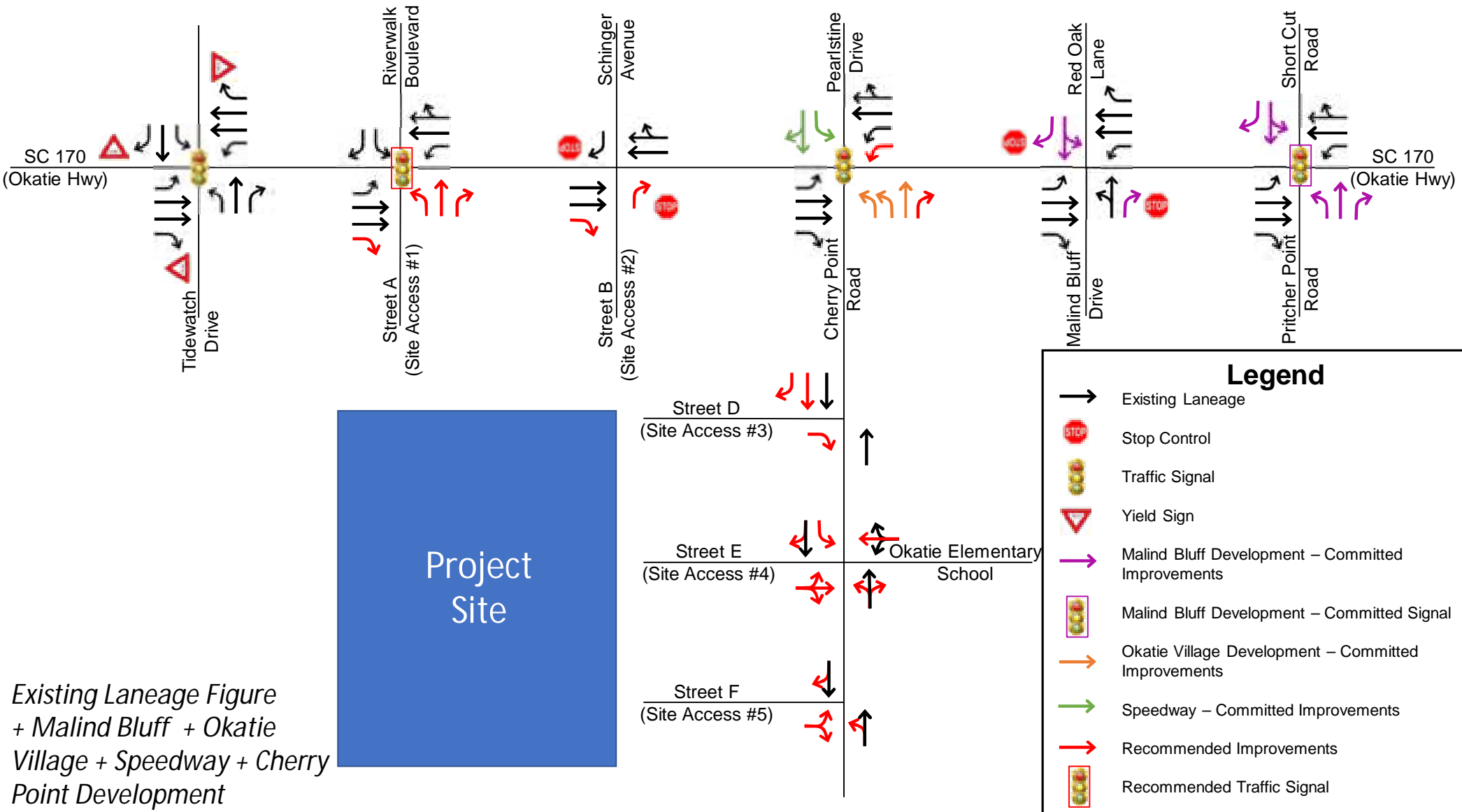
- Existing Laneage
- ⛔ Stop Control
- 🚦 Traffic Signal
- ⚠️ Yield Sign
- ➡️ Malind Bluff Development – Committed Improvements
- 🚦 Malind Bluff Development – Committed Signal
- ➡️ Okatie Village Development – Committed Improvements





### Legend

- Existing Laneage
- Stop Control
- Traffic Signal
- Yield Sign
- Malind Bluff Development – Committed Improvements
- Malind Bluff Development – Committed Signal
- Okatie Village Development – Committed Improvements
- Speedway – Committed Improvements

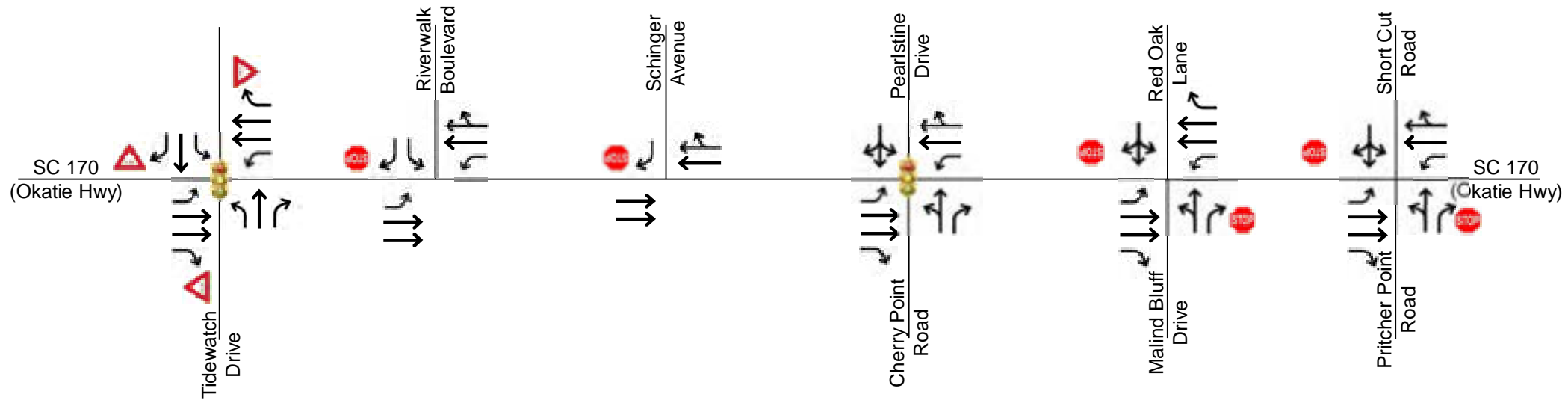
*Existing Laneage Figure + Malind Bluff + Okatie Village + Speedway*



### Legend

-  Existing Laneage
-  Stop Control
-  Traffic Signal
-  Yield Sign
-  Malind Bluff Development – Committed Improvements
-  Malind Bluff Development – Committed Signal
-  Okatie Village Development – Committed Improvements
-  Speedway – Committed Improvements
-  Recommended Improvements
-  Recommended Traffic Signal

*Existing Laneage Figure + Malind Bluff + Okatie Village + Speedway + Cherry Point Development*

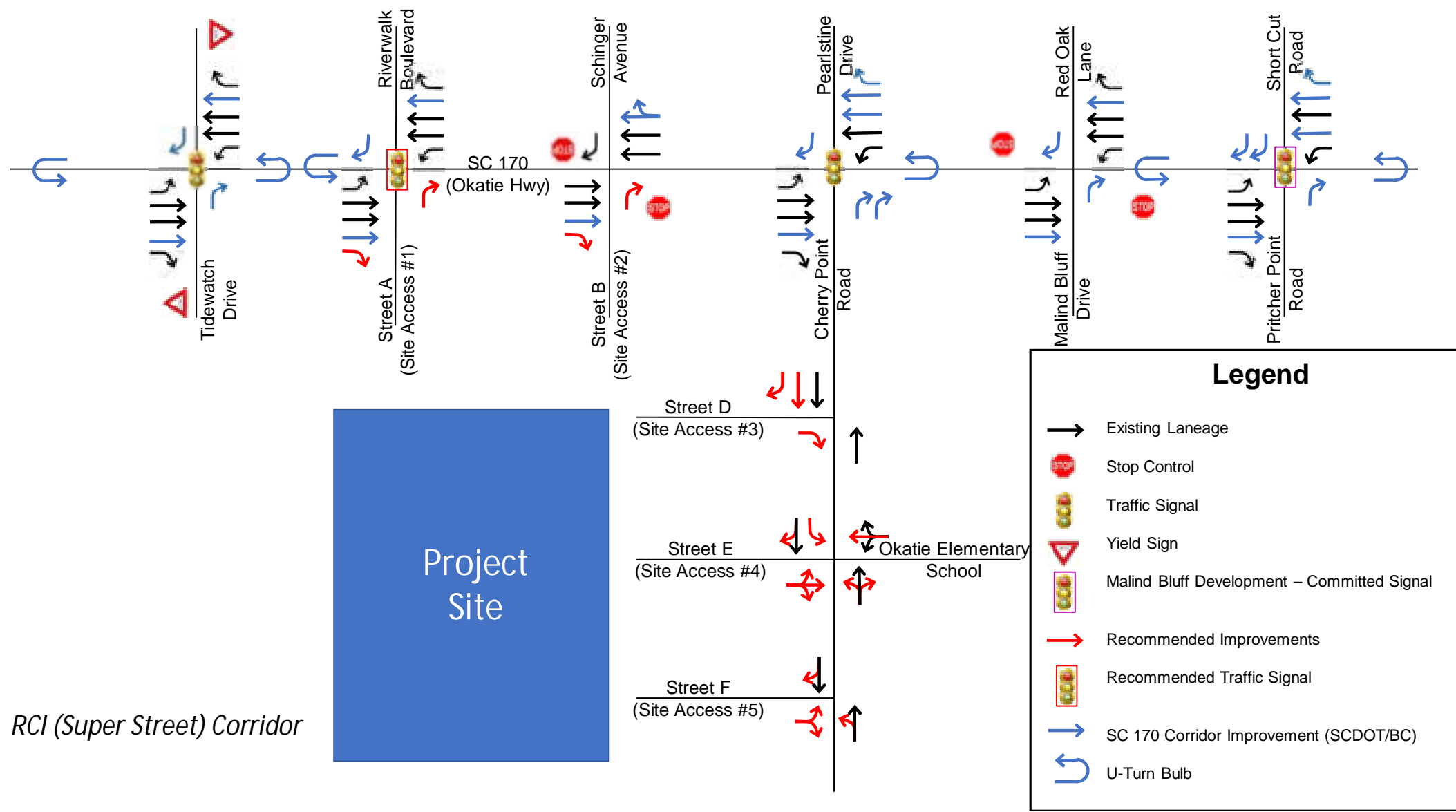


Project Site

Existing Laneage Figure

**Legend**

- Existing Laneage
- Stop Control
- Traffic Signal
- Yield Sign



Project Site

RCI (Super Street) Corridor

# Exhibit D

## Concept Plan for Cherry Point Road



SC 170

CHERRY POINT RD

SCHOOL DRIVEWAY



WIDENING FOR NEW THRU LANE IN EACH DIRECTION  
ADD RAISED MEDIANS FOR LEFT TURN LANE

WIDENING FOR  
RIGHT TURN LANE

REMOVE MINI SKIP  
PAVEMENT MARKINGS

REWORK PORKCHOP ISLAND  
AND RESTRIPE

REMOVE ISLAND

RESTRIPE LEFT TURN LANE TO RIGHT TURN LANE

CHERRY POINT RD

REMOVE LEFT TURN LANE BY RESTRIPING  
INTO PAINTED MEDIAN

REMOVE MINI SKIP PAVEMENT MARKINGS

WIDENING FOR NEW THRU LANE IN EACH DIRECTION  
ADD RAISED MEDIANS FOR LEFT TURN LANE

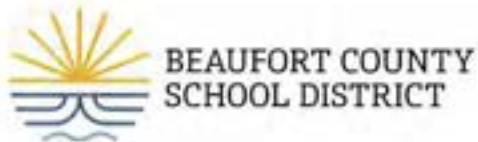




**CHERRY POINT ROAD AT SC 170  
 FINAL REDUCED CONFLICT INTERSECTION  
 BEAUFORT, SC**

**DATE: 10-24-2023**





☎ (843) 322-2300  
🌐 beaufortschools.net  
📍 2900 Mink Point Boulevard,  
Beaufort SC 29902

Re: Cherry Point Rezoning to Place Type Overlay District

To: Beaufort County Planning Commission

The Beaufort County School District is under contract with Clearview Homes LLC. concerning the exchange of parcels of land in the Cherry Point Area of Okatie, Beaufort County named Okatie Landing. Clearview Homes LLC. in partnership with Beaufort County School District is seeking the rezoning of this area, including land owned by the School District to adopt a Place Type Overlay as outlined in the Comprehensive Plan.

The School District, as the owner of land subject to the rezoning has joined in the application. Beaufort County School District is excited about the possibility of having land in the area that could support a future school building. Please feel free to reach out if you have any questions, comments or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Oetting", is written over a light blue horizontal line.

Robert S. Oetting

Chief Operations Officer

Beaufort County School District

P.O. Drawer 309

Beaufort, SC 29901

843-322-0783