

# **AGENDA**

## **PLANNING/ PUBLIC WORKS COMMITTEE**

**6/15/17**

Teddie E. Pryor, Chairman  
Henry E. Darby  
Anna B. Johnson  
Brantley Moody  
Joe Qualey  
Vic Rawl  
Herb Sass  
Dickie Schweers  
Elliott Summey

**AGENDA**  
**PLANNING/PUBLIC WORKS COMMITTEE**  
**June 15, 2017**

**5:00 P.M.**

- 1. COUNTY NON-STANDARD ROAD PROGRAM (COMMUNITY ROADS) - Request to Consider Bustraan/Neal**
- 2. ZREZ-03-17-00051 (10408 OLD GEORGETOWN ROAD, EAST COOPER) - Request to Approve Bustraan/Evans**
- 3. ZREZ-03-17-00052 (1959 STOKES AVENUE, NORTH AREA) - Request to Approve Bustraan/Evans**
- 4. ZREZ-03-17-00050 (1125 MAIN ROAD, JOHNS ISLAND) - Request to Approve Bustraan/Evans**

1.

**COUNTY NON-  
STANDARD ROAD  
PROGRAM**

**COMMITTEE AGENDA ITEM**

TO: KEITH BUSTRAAN, COUNTY ADMINISTRATOR

THROUGH: JIM ARMSTRONG, DEPUTY COUNTY ADMINISTRATOR

FROM: JAMES NEAL, DIRECTOR ~~DEPT.~~ PUBLIC WORKS

SUBJECT: COUNTY NON-STANDARD ROAD PROGRAM (COMMUNITY ROADS)

REQUEST: RELINQUISH COUNTY INTEREST IN THREE (3) ROADS

COMMITTEE OF COUNCIL: PLANNING/PUBLIC WORKS DATE: June 15, 2017

**COORDINATION:** This request has been coordinated with: (attach all recommendations/reviews)

	Signature of		Individual Contacted
	Yes	N/A	
Legal Department	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u></u>
Procurement/Contracts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
Zoning Regulations / Comp. Plan Compliance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u></u>
Community Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
Grants Auditor	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
Other:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____

**FUNDING:** Was funding previously approved?      yes     no     n/a

If yes, provide the following:	Org.	Object	Balance in Account	Amount needed for item

**NEED:** Identify any critical time constraint.

BUDGET OFFICER SIGNATURE:

Fiscal impact: None

ADMINISTRATOR'S SIGNATURE:

**ORIGINATING OFFICE PLEASE NOTE:**

DUE DATE TO ADMINISTRATOR'S OFFICE IS 5:00 P.M. ON TUESDAY OF THE WEEK PRECEDING THE COMMITTEE MEETING.

## **SITUATION**

On December 6, 2011, Charleston County Council action created the County Non-Standard Road (CNSR) Program and identified a list of approximately 300 community roads to designate as public roads. Council directed the Public Works Department to affirm and document the status of each listed road; and if confirmed public, record the plat and bring the road into the County maintenance system. If during the affirmation process it is determined the road should not be a public road, the Department is to bring the road before Council for removal from the County maintenance system and relinquishment of any, and all, claims of interest by the County in the right-of-way. To date, 118 roads have been confirmed public, documented, and recorded. Fifteen (15) roads have been removed from the County maintenance system by County Council.

The Department provided a letter to citizens affected by the Council action which included a statement that allowed citizens to express interest in "opting out" of the program. Citizens who wrote and/or called to "opt out" were contacted by County staff to explain Council's action and the CNSR Program. Residents were contacted again by staff with door-to-door visits during the specific road's outreach/affirmation process. The roads provided in the attached have residents who requested their roads remain private and not receive Charleston County's road maintenance services.

The Public Works Department has identified the following three (3) roads for removal from the County maintenance system. The roads should also be removed from the public road list, and all County claims of interest in these roads relinquished. All property owners along the affected routes have been informed of the consequences and have agreed to this action.

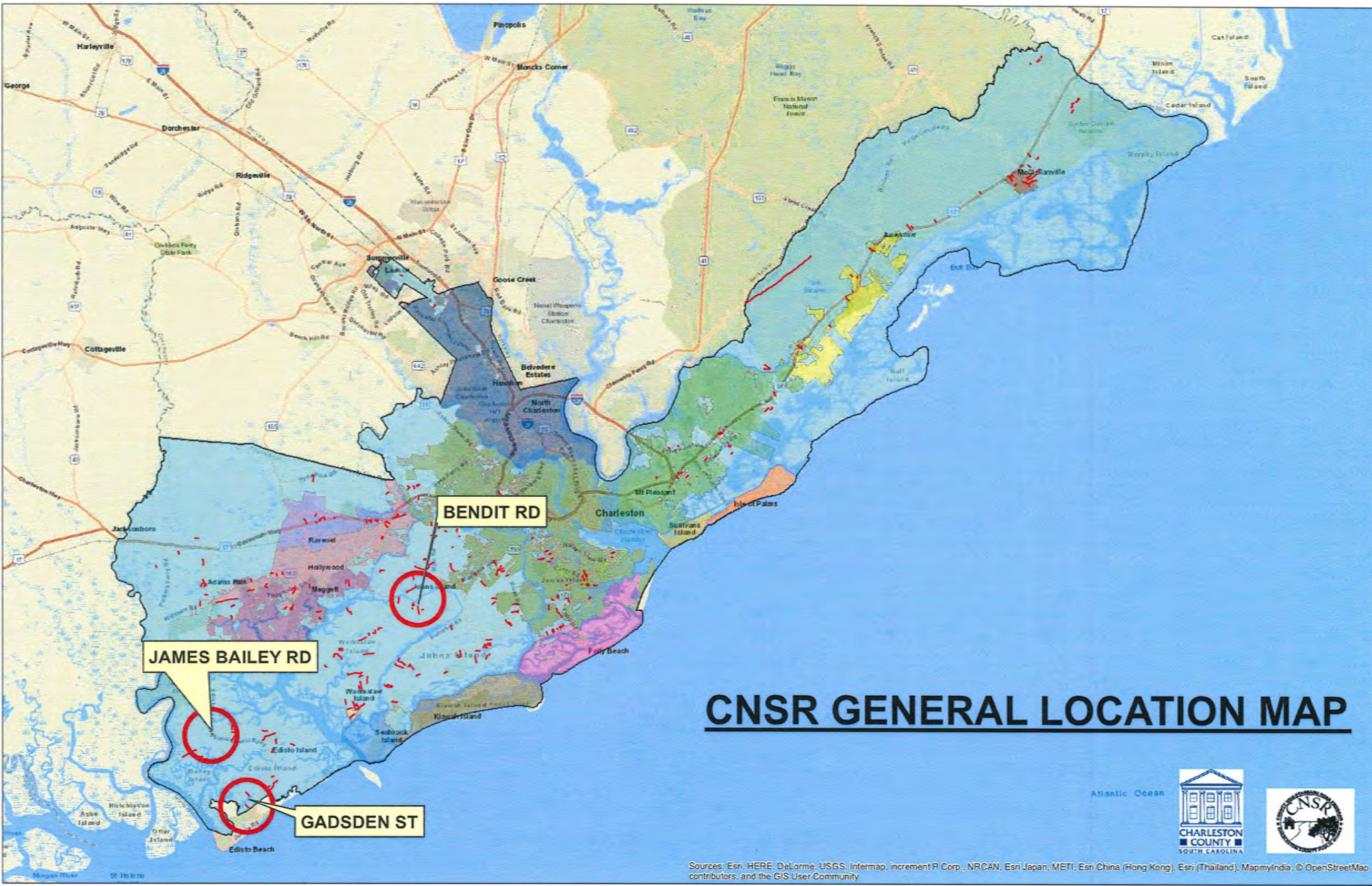
James Bailey Road, Edisto Island  
Gadsden Street, Edisto Island  
Bendit Road, Wadmalaw Island

## **ACTION REQUESTED OF COUNCIL**

Remove the roads listed above from the County's maintenance system and the relinquishment of any claims of interest by the County in them.

## **DEPARTMENT HEAD RECOMMENDATION**

Remove the roads listed above from the County's maintenance system and relinquish any and all claims of interest by the County in the roads.

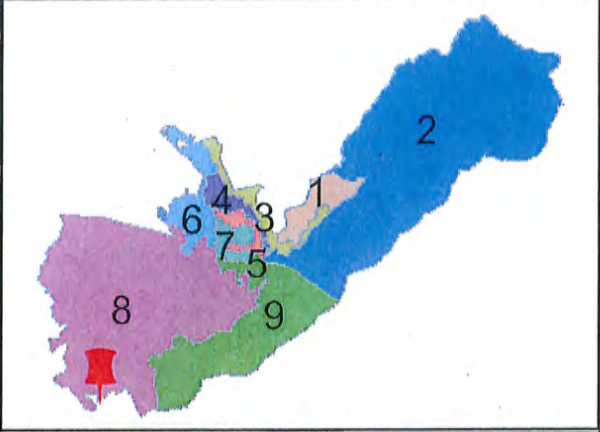
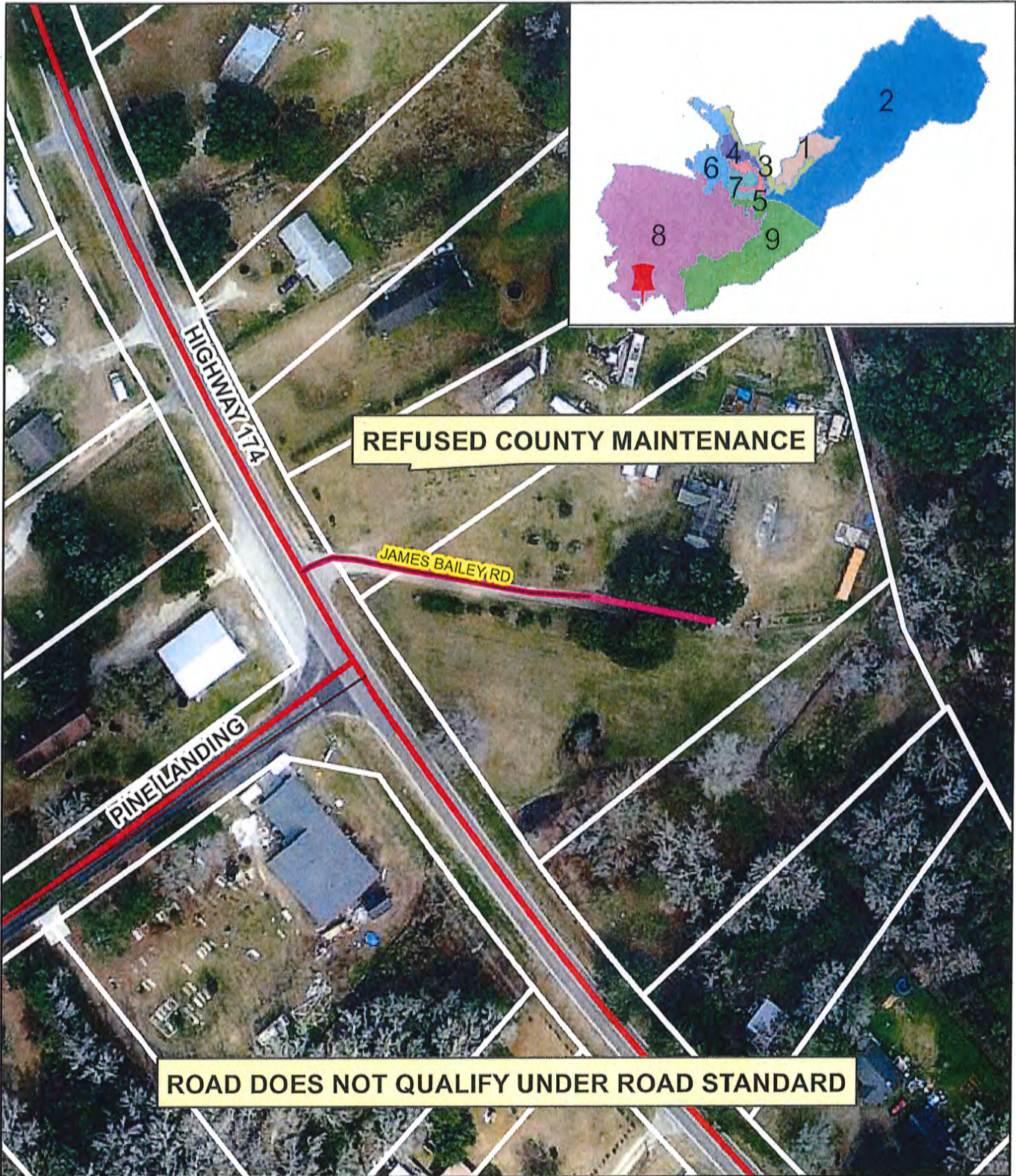


# CNSR GENERAL LOCATION MAP

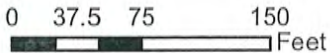
Atlantic Ocean



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



## CNSR GENERAL LOCATION MAP



### JAMES BAILEY RD

EDISTO ISLAND, COUNCIL DISTRICT 8

**Legend**

 CNSR APPROX CENTERLINE

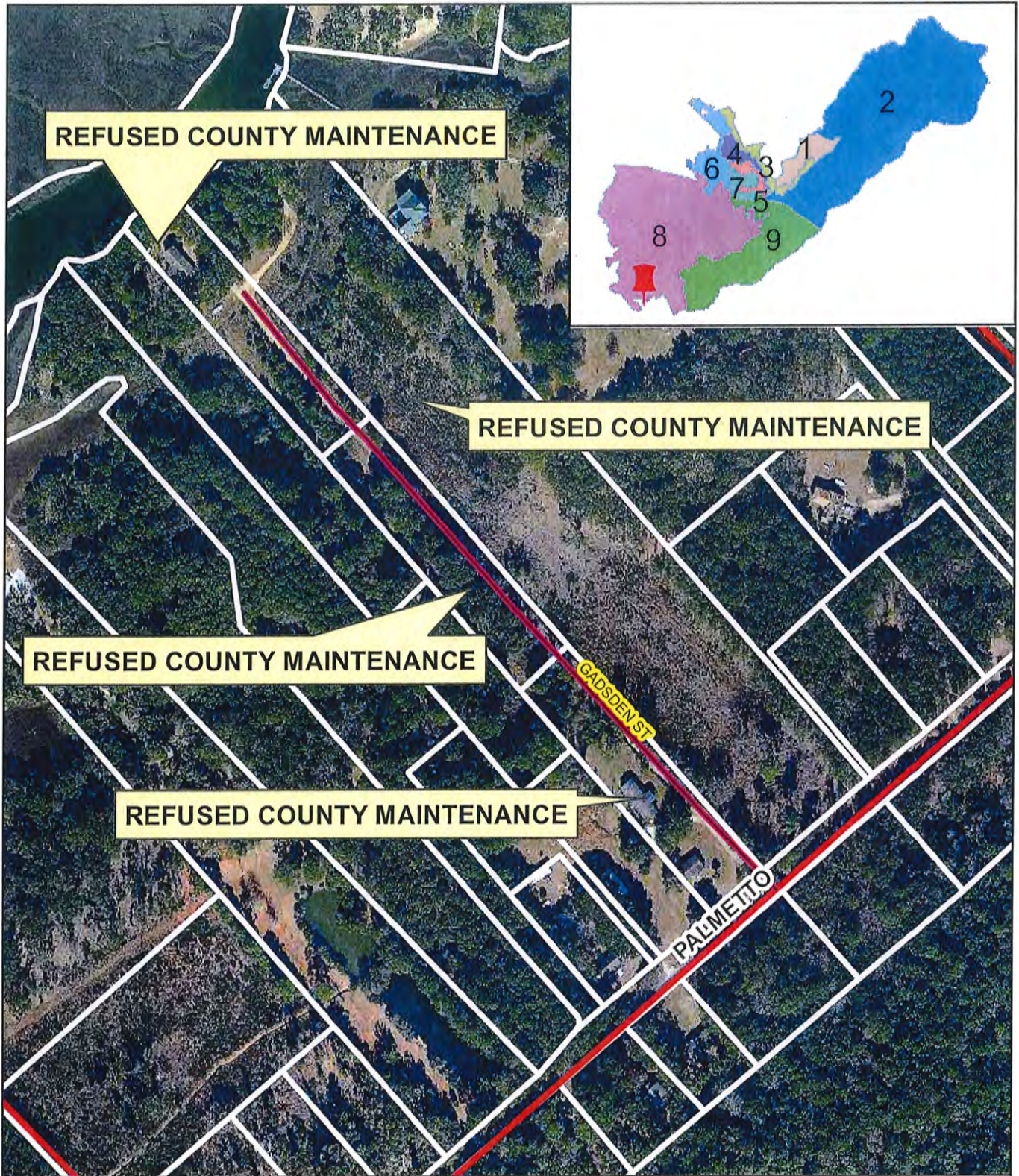
DATE:

03/07/2017



GRID NORTH

\* This Map is for the use of Charleston County Public Works and is for planning purposes only



## CNSR GENERAL LOCATION MAP

0 90 180 360 Feet

### GADSDEN ST

EDISTO ISLAND, COUNCIL DISTRICT 8

#### Legend

DATE:

\* This Map is for the use of Charleston County Public Works and is for planning purposes only

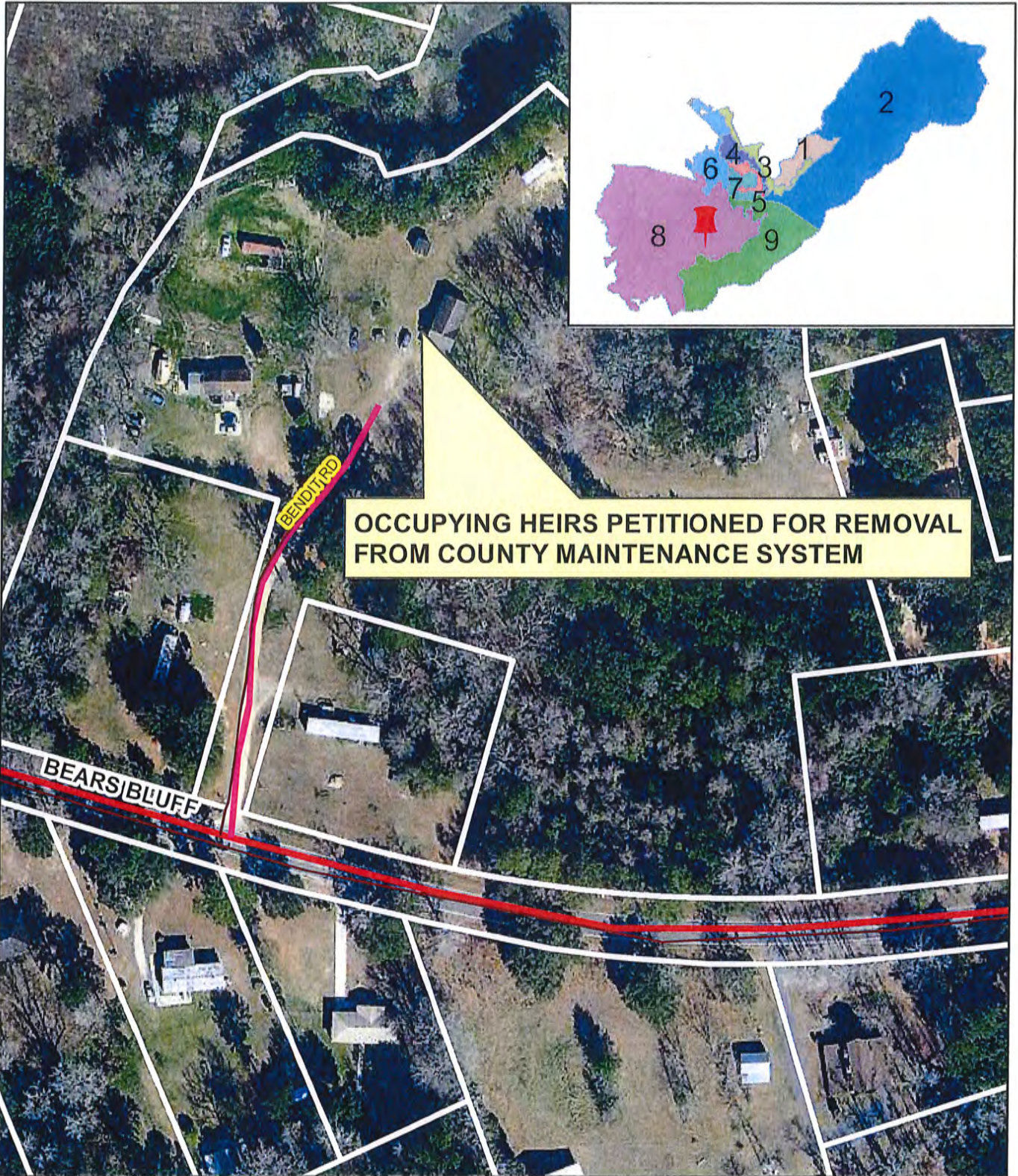
 CNSR APPROX CENTERLINE

03/07/2017

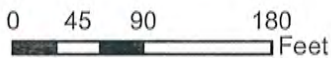


GRID NORTH





## CNSR GENERAL LOCATION MAP



### BENDIT RD

WADMALAW ISLAND, COUNCIL DIST 8

#### Legend

 CNSR APPROX CENTERLINE

DATE:

03/07/2017



GRID NORTH

\* This Map is for the use of Charleston County Public Works and is for planning purposes only

**2.**

**10408 OLD  
GEORGETOWN  
ROAD**

**ZONING MAP AMENDMENT REQUESTS:  
ZREZ-03-17-00051  
CASE HISTORY**

**Public Hearing: June 6, 2017  
Planning/Public Works Committee: June 15, 2017  
First Reading: June 20, 2017  
Second Reading: July 18, 2017  
Third Reading: August 22, 2017**

**CASE INFORMATION:**

Location: 10408 Old Georgetown Road, McClellanville (East Cooper)

Parcel Identification: 758-00-00-011

Property Size: 4.71 acres

Council District: 2

Zoning Map Amendment Requests:

The applicant is requesting to rezone 10408 Old Georgetown Road, McClellanville, TMS 758-00-00-011, from the Agricultural Preservation (AG-10) Zoning District to the Agricultural/Residential (AGR) Zoning District. The site currently contains a single family dwelling and is within the Francis Marion National Forest.

History:

Prior to these requests, no zoning map amendment applications have been made. It is noted however that the subject site was considered for possible inclusion in a 'Settlement Area' in the Charleston County Settlement Area Study of 2001. These identified 'Settlement Areas' were to be designated as Agricultural/Residential (AGR) Zoning Districts in the 2001 Zoning and Land Development Regulations Ordinance (ZLDR). The subject site did not meet the criteria for inclusion in a 'Settlement Area' as it was not in close proximity (1000 feet) of an existing AGR Zoning District. In this regard, it remained zoned AG-10.

Further to the above it should also be noted that a one-time subdivision of a nonconforming lot of record was approved pursuant to ZLDR Section 4.5.5, which created TMS 758-00-00-015, directly adjoining the subject site to the south. This was approved as an exempt plat under Subdivision Application Number 07062-01, dated December 2, 2005.

Adjacent Zoning:

Adjacent property to the north, south, east and west is zoned Resource Management (RM) and is part of the Francis Marion National Forest. Also, adjacent to the property on the south side is a small parcel zoned Agricultural Preservation (AG-10) which contains a single family dwelling. Approximately 550 feet north of the subject site is another parcel zoned AG-10 that contains a single family dwelling (10450 Old Georgetown Road, TMS 7580000010).

Municipalities Notified/Responses: The Town of McClellanville, the Town of Awendaw, the Town of James Island, the Town of Sullivan's Island, the City of North Charleston and the Town of Mount Pleasant were notified of the request but have not responded.

Public Input: At this stage, no public input has been received.

**STAFF RECOMMENDATION:**

According to Section 3.4.6 of the *Zoning and Land Development Regulations Ordinance (ZLDR)*, zoning map amendments may be approved by County Council only if the proposed amendment meets one or more of the following criteria:

**A. The proposed amendment is consistent with the Comprehensive Plan and the stated purposes of this Ordinance;**

Staff response: The Charleston County Comprehensive Plan (the Plan) recommends the Agricultural Preservation future land use for 10408 Old Georgetown Road, McClellanville (TMS 758-00-00-011). This future land use designation requires that "The types and intensities of development in the Agricultural Preservation Area should primarily support the needs of the farming industry, secondarily allowing for compatible residential development." The request to rezone this property to the Agricultural Residential (AGR) Zoning District is inconsistent with the Plan's recommendations for this area as the AGR Zoning District permits a higher residential density (1 dwelling unit per 5 acres to 1 dwelling unit per acre) than the Agricultural Preservation future land use designation (1 dwelling unit per 10 acres to 1 dwelling unit per 5 acres). This permitted higher residential density does not support the primary farming use of the site, as is the intent of the Agricultural Preservation future land use designation.

**B. The proposed amendment will allow development that is compatible with existing uses, recommended density, established dimensional standards, and zoning of nearby properties that will benefit the public good while avoiding an arbitrary change that primarily benefits a singular or solitary interest;**

Staff response: The requested zoning district is incompatible with the recommended future density and use of the site. The permitted higher residential density of the proposed AGR Zoning District does not support the primary farming use of the site, as is the intent of the future land use designation of the site, AG-10.

**C. The proposed amendment corrects a zoning map error or inconsistency;**

Staff response: not applicable

**D. The proposed amendment addresses events, trends, or facts that have significantly changed the character or condition of an area.**

Staff response: not applicable

**Because the zoning map amendment request does not meet one or more of the above stated criteria, staff recommends disapproval.**

**PLANNING COMMISSION MEETING: MAY 8, 2017**

Recommendation: Disapproval (vote: 9-0).

Speakers: No one spoke in favor or in opposition of the application.

Notifications:

A total of 104 notification letters were sent to owners of property located within 300 feet of the boundary of the subject parcel and individuals on the East Cooper Interested Parties List on April 21, 2017. Additionally, this request was noticed in the *Post & Courier* on April 21, 2017.

**PUBLIC HEARING: JUNE 6, 2017**

Notifications:

A total of 104 notification letters were sent to owners of property located within 300 feet of the boundary of the subject parcel and individuals on the East Cooper Interested Parties List on May 19, 2017. Additionally,

this request was noticed in the *Post & Courier* on May 19, 2017 and a notification sign was posted on the property on May 19, 2017.



# **Charleston County Zoning Map Amendment Request**

**Public Hearing – June 6, 2017**

**Planning/Public Works Committee – June 15, 2017**

# Rezoning Case ZREZ-03-17-00051

- East Cooper: 10408 Old Georgetown Road, McClellanville
- Parcel I.D.: 758-00-00-011
- Request to rezone from Agricultural Preservation (AG-10) Zoning District to the Agricultural/Residential (AGR) Zoning District
- Applicant: Lachelle Gray  
9339 N Highway 17, McClellanville
- Owners: Vincent M. Simmons  
10406 Old Georgetown Road, McClellanville
- Acreage: 4.71 acres
- Council District: 2

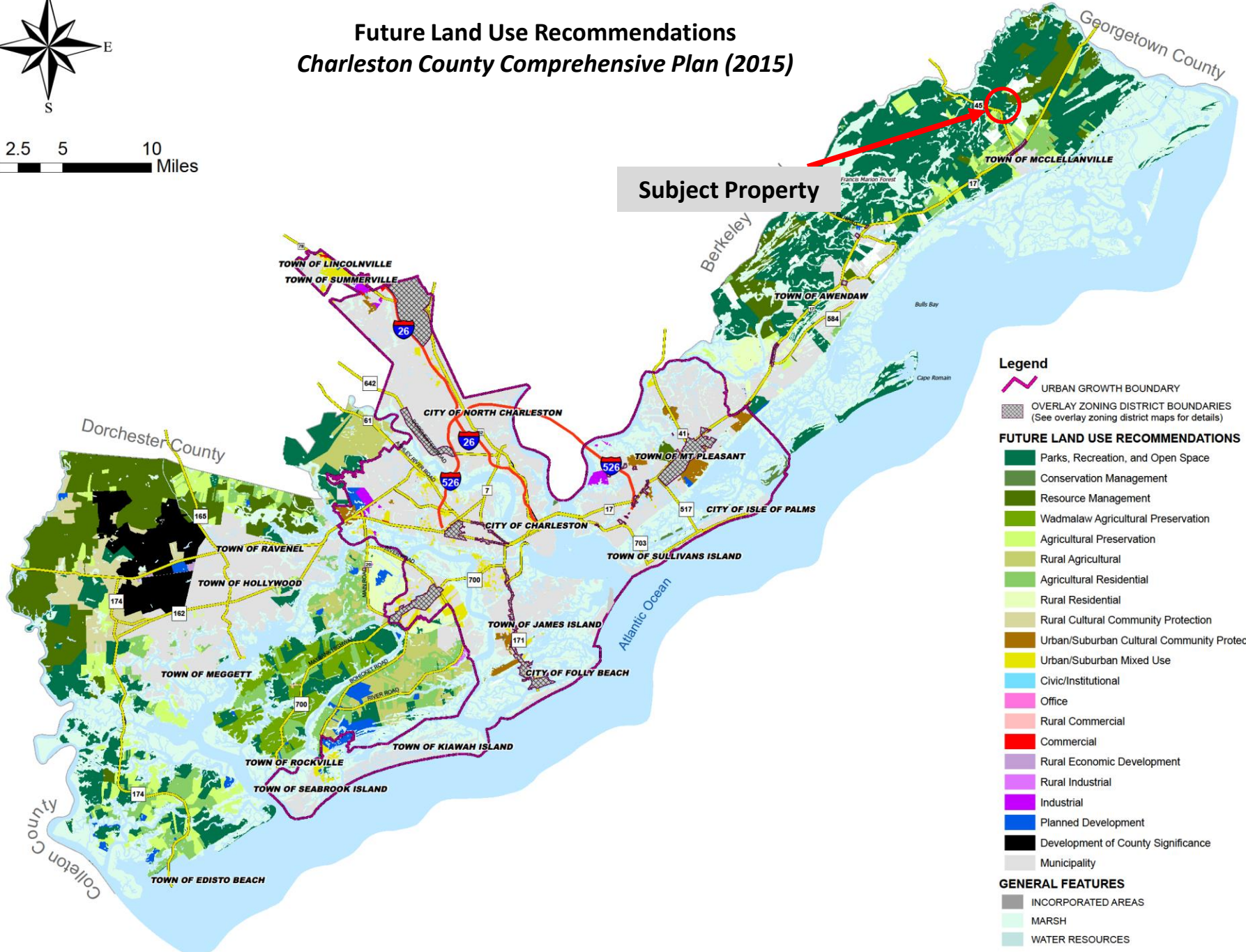
# History

- Prior to this request, no zoning map amendment applications have been made. It is noted however that the subject site was considered for possible inclusion in a 'Settlement Area' in the Charleston County Settlement Area Study of 2001. These identified 'Settlement Areas' were to be designated as Agricultural/Residential (AGR) Zoning Districts in the 2001 Zoning and Land Development Regulations Ordinance (ZLDR). The subject site did not meet the criteria for inclusion in a 'Settlement Area' as it was not in close proximity (within 1000 feet) of an existing AGR Zoning District. In this regard, it remained zoned AG-10.

Further to the above it should also be noted that a one-time subdivision of a nonconforming lot of record was approved pursuant to ZLDR Section 4.5.5, which created TMS 758-00-00-015, directly adjoining the subject site to the south. This was approved as an exempt plat under Subdivision Application Number 07062-01, dated December 2, 2005.



# Future Land Use Recommendations Charleston County Comprehensive Plan (2015)



**Subject Property**

### Legend

- URBAN GROWTH BOUNDARY
- OVERLAY ZONING DISTRICT BOUNDARIES  
(See overlay zoning district maps for details)
- FUTURE LAND USE RECOMMENDATIONS**
- Parks, Recreation, and Open Space
- Conservation Management
- Resource Management
- Wadmalaw Agricultural Preservation
- Agricultural Preservation
- Rural Agricultural
- Agricultural Residential
- Rural Residential
- Rural Cultural Community Protection
- Urban/Suburban Cultural Community Protection
- Urban/Suburban Mixed Use
- Civic/Institutional
- Office
- Rural Commercial
- Commercial
- Rural Economic Development
- Rural Industrial
- Industrial
- Planned Development
- Development of County Significance
- Municipality
- GENERAL FEATURES**
- INCORPORATED AREAS
- MARSH
- WATER RESOURCES

**Future Land Use Recommendations: East Cooper  
Charleston County Comprehensive Plan 2015**


OLD GEORGETOWN RD


**SUBJECT PROPERTY**


**Legend**

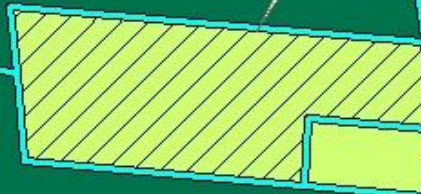
**FUTURE LAND USE**

**REC\_USE**

 Parks, Recreation, and Open Space

 Resource Management

 Agricultural Preservation



# Area Description



The property is zoned Agricultural Preservation (AG-10) and contains a single family residence. Adjacent property to the north, south, east and west is zoned Resource Management (RM) and is part of the Francis Marion National Forest. Also, adjacent to the property on the south side is a small parcel zoned Agricultural Preservation (AG-10) which contains a single family dwelling. Approximately 550 feet north of the subject site is another parcel zoned AG-10 that contains a single family dwelling (10450 Old Georgetown Road, TMS 7580000010).

# Subject Parcels to the North



Subject Property

# Subject Parcels to the East



Subject Property

# ZREZ-03-17-00051



**1 – Subject Property  
(TMS 758-00-00-011)**

**2 – Adjacent Property**



# ZREZ-03-17-00051



**3 – Adjacent Property**

**4 – Adjacent Property**



# Typical Allowed Uses

## Agricultural Preservation (AG-10)

- Density: 1 dwelling unit/10 acres
- Single-Family Detached
- Manufactured Housing Unit
- Horse/Animal Production
- Crop Production
- Agricultural Sales or Services
- Hydroponics
- Small Animal Boarding
- Botanical Gardens
- Community Recreation
- Veterinary Services
- Horticultural Production
- Greenhouse Production

## Agricultural/Residential (AGR)

- Density: 1 dwelling unit/acre
- Single-Family Detached
- Manufactured Housing Unit
- Horticultural Production
- Crop Production
- Hydroponics
- Agricultural Sales or Service
- Greenhouse Production
- Schools, Primary
- Museums



# Approval Criteria—Section 3.4.6

According to Section 3.4.6 of the *Zoning and Land Development Regulations Ordinance (ZLDR)*, zoning map amendments may be approved by County Council only if the proposed amendment meets one or more of the following criteria:

**A. The proposed amendment is consistent with the *Comprehensive Plan* and the stated purposes of this Ordinance;**

*Staff response: The Charleston County Comprehensive Plan (the Plan) recommends the Agricultural Preservation future land use for 10408 Old Georgetown Road, McClellanville (TMS 758-00-00-011). This future land use designation requires that “The types and intensities of development in the Agricultural Preservation Area should primarily support the needs of the farming industry, secondarily allowing for compatible residential development.” The request to rezone this property to the Agricultural Residential (AGR) Zoning District is inconsistent with the Plan’s recommendations for this area as the AGR Zoning District permits a higher residential density (1 dwelling unit per 5 acres to 1 dwelling unit per acre) than the Agricultural Preservation future land use designation (1 dwelling unit per 10 acres to 1 dwelling unit per 5 acres). This permitted higher residential density does not support the primary farming use of the site, as is the intent of the Agricultural Preservation future land use designation.*

**B. The proposed amendment will allow development that is compatible with existing uses, recommended density, established dimensional standards, and zoning of nearby properties that will benefit the public good while avoiding an arbitrary change that primarily benefits a singular or solitary interest;**

*Staff response: The requested zoning district is incompatible with the recommended future density and use of the site.*

## Approval Criteria—Section 3.4.6 (cont'd)

*The permitted higher residential density of the proposed AGR Zoning District does not support the primary farming use of the site, as is the intent of the future land use designation of the site, AG-10.*

**C. The proposed amendment corrects a zoning map error or inconsistency;**

*Staff response: Not applicable.*

**D. The proposed amendment addresses events, trends, or facts that have significantly changed the character or condition of an area.**

*Staff response: Not applicable.*

# Recommendation

- The zoning map amendment request does not meet one or more of the above stated criteria.

**STAFF RECOMMENDATION:**

**Disapproval**

**PLANNING COMMISSION RECOMMENDATION:**

**Disapproval (Vote:9-0)**

# Notifications

- April 21, 2017
  - 104 notifications were sent to owners of property located within 300 feet of the boundary of the subject parcel and individuals on the East Cooper Interested Parties List
  - Request advertised in the *Post & Courier*.
- May 19, 2017
  - 104 notifications were sent to owners of property located within 300 feet of the boundary of the subject parcel and individuals on the East Cooper Interested Parties List
  - Request advertised in the *Post & Courier*.
  - Notification of the Public Hearing posted on the property.



# **Charleston County Zoning Map Amendment Request**

**Public Hearing – June 6, 2017**

**Planning/Public Works Committee – June 15, 2017**

# ZONING CHANGE APPLICATION

CASE TRC-3-17-00051 PD \_\_\_\_\_



Zoning/Planning  
Department  
Lonnie Hamilton, III  
Public Services Building  
4045 Bridge View Drive  
North Charleston, SC 29405  
(843) 202-7200  
1-800-524-7832  
Fax: (843) 202-7222

## PROPERTY INFORMATION

CURRENT DISTRICT AG1U REQUESTED DISTRICT AGR  
 PARCEL ID(S) 758-00-00-011  
 CITY/AREA OF COUNTY East Cooper  
 STREET ADDRESS 10408 Old Georgetown Rd McClellanville SC 29458 ACRES 4.71  
 DEED RECORDED: BOOK V511 PAGE 251 DATE 10-6-2004  
 PLAT RECORDED: BOOK DE PAGE 871 DATE 10/2/05 APPROVAL # 07062

## APPLICANT—OWNER—REPRESENTATIVE

**APPLICANT**  
 MAIL ADDRESS Rachelle Gray  
9339 Hwy 17 W  
 CITY, STATE, ZIP McClellanville SC 29458  
 HOME PHONE \_\_\_\_\_  
 WORK PHONE \_\_\_\_\_  
 CELL PHONE (843) 367-3429  
 EMAIL lachelle-a-gray@yahoo.com

**OWNER**  
 (IF OTHER THAN APPLICANT) Vincent Simmons  
 MAIL ADDRESS 10406 Old Georgetown Rd  
 CITY, STATE, ZIP McClellanville SC 29458  
 HOME PHONE \_\_\_\_\_  
 WORK PHONE \_\_\_\_\_  
 CELL PHONE (843) 991-9908  
 EMAIL \_\_\_\_\_

**REPRESENTATIVE**  
 (IF OTHER THAN APPLICANT)  
 MAIL ADDRESS \_\_\_\_\_  
 CITY, STATE, ZIP \_\_\_\_\_  
 HOME PHONE \_\_\_\_\_  
 WORK PHONE \_\_\_\_\_  
 CELL PHONE \_\_\_\_\_  
 EMAIL \_\_\_\_\_

## CERTIFICATION

This application will be returned to the applicant within fifteen (15) business days if these items are not submitted with the application or if any are found to be inaccurate:

- ✓ Copy of Approved and Recorded Plat showing present boundaries of property
- ✓ Copy of Current Recorded Deed to the property (Owner's signature must match documentation.)
- ✓ Copy of Signed Restricted Covenants Affidavit
- ✓ Copy of Signed Posted Notice Affidavit
- ✓ Fee \$150.00 plus \$10.00 per acre (Fees vary for Planned Developments.)

I (we) certify that Vincent Simmons is the authorized representative for my (our) zoning change request. I also accept the above requirements for submitting my zoning change application. To the best of my knowledge, all required information has been provided and all information is correct.

Signature of Owner(s) [Signature] Date 3/10/17  
 Signature of Applicant/ Representative (if other than owner) Rachelle Gray Date 3/10/17  
 Planner's Signature Andrew Hawn Long Date 3/10/17  
 Zoning Inspector's Signature \_\_\_\_\_ Date \_\_\_\_\_

## OFFICE USE ONLY

Amount Received \$197.10 Cash?  Check?  # \_\_\_\_\_ Invoice Number TRC-114776-  
10-03-2017

**3.**

**1959 STOKES  
AVENUE**

**ZONING MAP AMENDMENT REQUESTS:  
ZREZ-03-17-00052  
CASE HISTORY**

**Public Hearing: June 6, 2017  
Planning/Public Works Committee: June 15, 2017  
First Reading: June 20, 2017  
Second Reading: July 18, 2017  
Third Reading: August 22, 2017**

**CASE INFORMATION:**

Location: 1959 Stokes Avenue, North Charleston (North Area)

Parcel Identification: 475-04-00-026

Property Size: 0.667 acres

Council District: 3

Zoning Map Amendment Request:

The applicant is requesting to rezone 1959 Stokes Avenue, North Charleston, TMS 475-04-00-026, from the Single-Family Residential 4 (R-4) Zoning District to the General Office (OG) Zoning District. The site is currently vacant.

History:

Prior to this request, no zoning map amendment applications have been made.

Adjacent Zoning:

Adjacent properties to the south, south-west, west, north-west, north and north-east are either in the City of North Charleston or unincorporated Charleston County and contain either single family dwellings or manufactured housing units. The directly adjoining parcel to the north-east is in the City of North Charleston and contains a Masonic Lodge with accessory parking and outbuildings. The directly adjoining parcel to the west and south-west is in unincorporated Charleston County and contains an Auto and Scrap Metal Salvage Yard.

Municipalities Notified/Responses: Dorchester County, Berkeley County, the City of North Charleston, the Town of James Island, the Town of Lincolville and the Town of Summerville were notified of the request but have not responded.

Public Input: At this stage, no public input has been received.

**STAFF RECOMMENDATION:**

According to Section 3.4.6 of the *Zoning and Land Development Regulations Ordinance (ZLDR)*, zoning map amendments may be approved by County Council only if the proposed amendment meets one or more of the following criteria:

**A. The proposed amendment is consistent with the Comprehensive Plan and the stated purposes of this Ordinance;**

Staff response: The Charleston County Comprehensive Plan (the Plan) recommends the Urban/Suburban Mixed Use future land use for 1959 Stokes Avenue, North Charleston (TMS475-14-



00-026). This future land use designation "...encourages compatible mixed use development and a general land use pattern that includes a variety of housing types, retail, service, employment, civic and compatible industrial uses, as well as public open spaces and linkages to public transit..." The request to rezone this property to the General Office (OG) Zoning District is inconsistent with the Plan's recommendations for this area as the uses allowed and the character of the OG Zoning District are not compatible with the mostly residential development on surrounding properties that front Stokes Avenue.

- B. The proposed amendment will allow development that is compatible with existing uses, recommended density, established dimensional standards, and zoning of nearby properties that will benefit the public good while avoiding an arbitrary change that primarily benefits a singular or solitary interest;**

Staff response: The uses allowed and character of the requested zoning district are not compatible with the mostly residential development on surrounding properties that front Stokes Avenue.

- C. The proposed amendment corrects a zoning map error or inconsistency;**

Staff response: not applicable

- D. The proposed amendment addresses events, trends, or facts that have significantly changed the character or condition of an area.**

Staff response: not applicable

**Because the zoning map amendment request does not meet one or more of the above stated criteria, staff recommends disapproval.**

#### **PLANNING COMMISSION MEETING: MAY 8, 2017**

Recommendation: Approval (vote: 8 to 1).

Speakers: 2 people spoke in support of the application and 1 person spoke in opposition of the application.

Notifications:

A total of 111 notification letters were sent to owners of property located within 300 feet of the boundary of the subject parcel and individuals on the North Area Interested Parties List on April 21, 2017. Additionally, this request was noticed in the *Post & Courier* on April 21, 2017.

#### **PUBLIC HEARING: JUNE 6, 2017**

Notifications:

A total of 133 notification letters were sent to owners of property located within 300 feet of the boundary of the subject parcel, to owners and occupiers of all properties on Stokes Avenue, and individuals on the North Area Interested Parties List on May 19, 2017. Additionally, this request was noticed in the *Post & Courier* on May 19, 2017 and a notification sign was posted on the property on May 19, 2017.



# **Charleston County Zoning Map Amendment Request**

**Public Hearing – June 6, 2017**

**Planning/Public Works Committee – June 15, 2017**

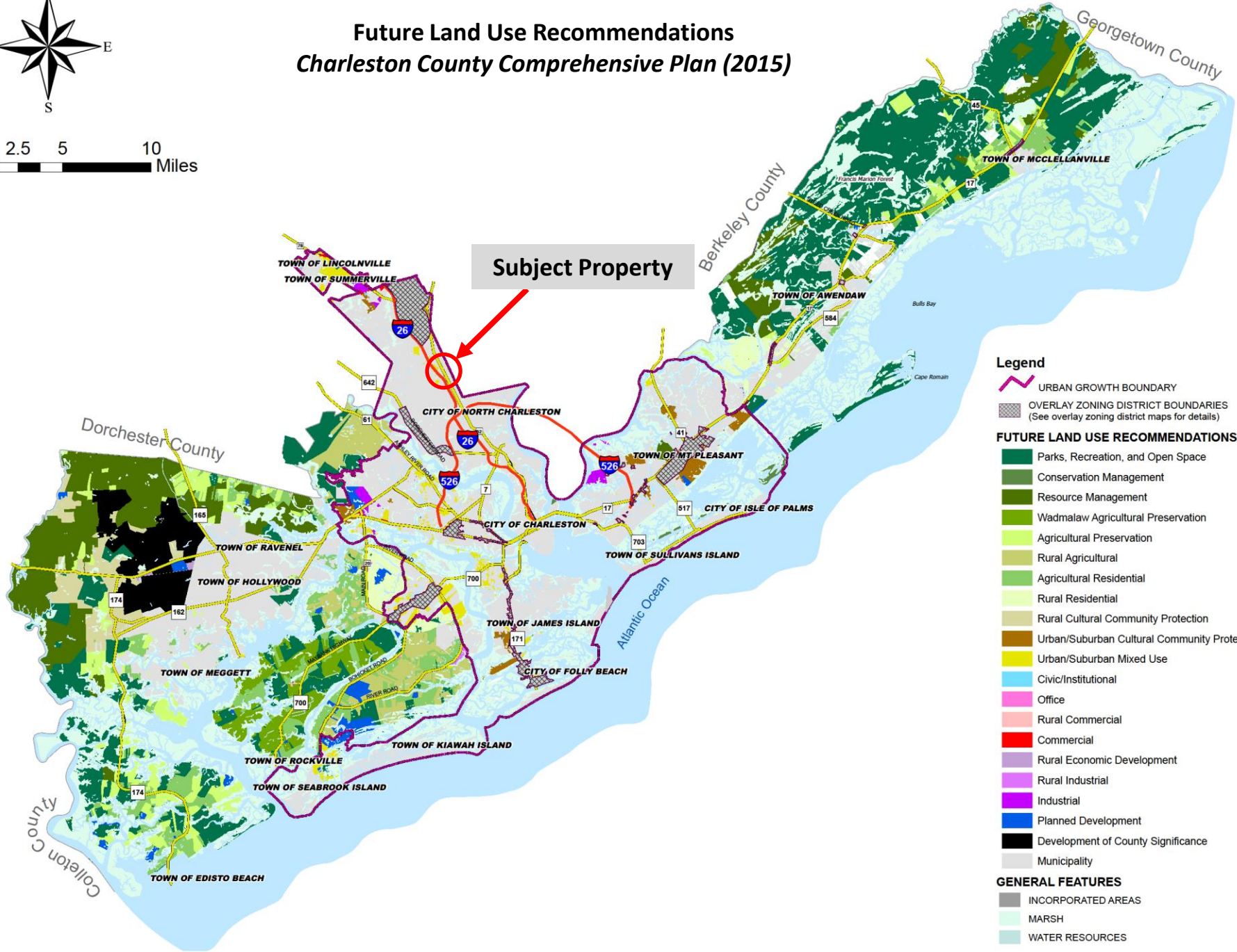
# Rezoning Case ZREZ-03-17-00052

- North Area: 1959 Stokes Avenue, North Charleston
- Parcel I.D.: 475-04-00-026
- Request to rezone from Single-Family Residential 4 (R-4) Zoning District to the General Office (OG) Zoning District
- Applicant: Shaun Stroble  
1532 Sterling Oaks Drive, Moncks Corner
- Owners: Donna M. Stroble  
211 Summer Lane, Moncks Corner
- Acreage: 0.667 acres
- Council District: 3

# History

- Prior to this request, no zoning map amendment applications have been made.

# Future Land Use Recommendations Charleston County Comprehensive Plan (2015)



**Subject Property**

**Legend**

- URBAN GROWTH BOUNDARY
- OVERLAY ZONING DISTRICT BOUNDARIES (See overlay zoning district maps for details)

**FUTURE LAND USE RECOMMENDATIONS**

- Parks, Recreation, and Open Space
- Conservation Management
- Resource Management
- Wadmalaw Agricultural Preservation
- Agricultural Preservation
- Rural Agricultural
- Agricultural Residential
- Rural Residential
- Rural Cultural Community Protection
- Urban/Suburban Cultural Community Protection
- Urban/Suburban Mixed Use
- Civic/Institutional
- Office
- Rural Commercial
- Commercial
- Rural Economic Development
- Rural Industrial
- Industrial
- Planned Development
- Development of County Significance
- Municipality

**GENERAL FEATURES**

- INCORPORATED AREAS
- MARSH
- WATER RESOURCES

**Future Land Use Recommendations: North Area  
Charleston County Comprehensive Plan (2015)**

City of North Charleston


Berkeley County

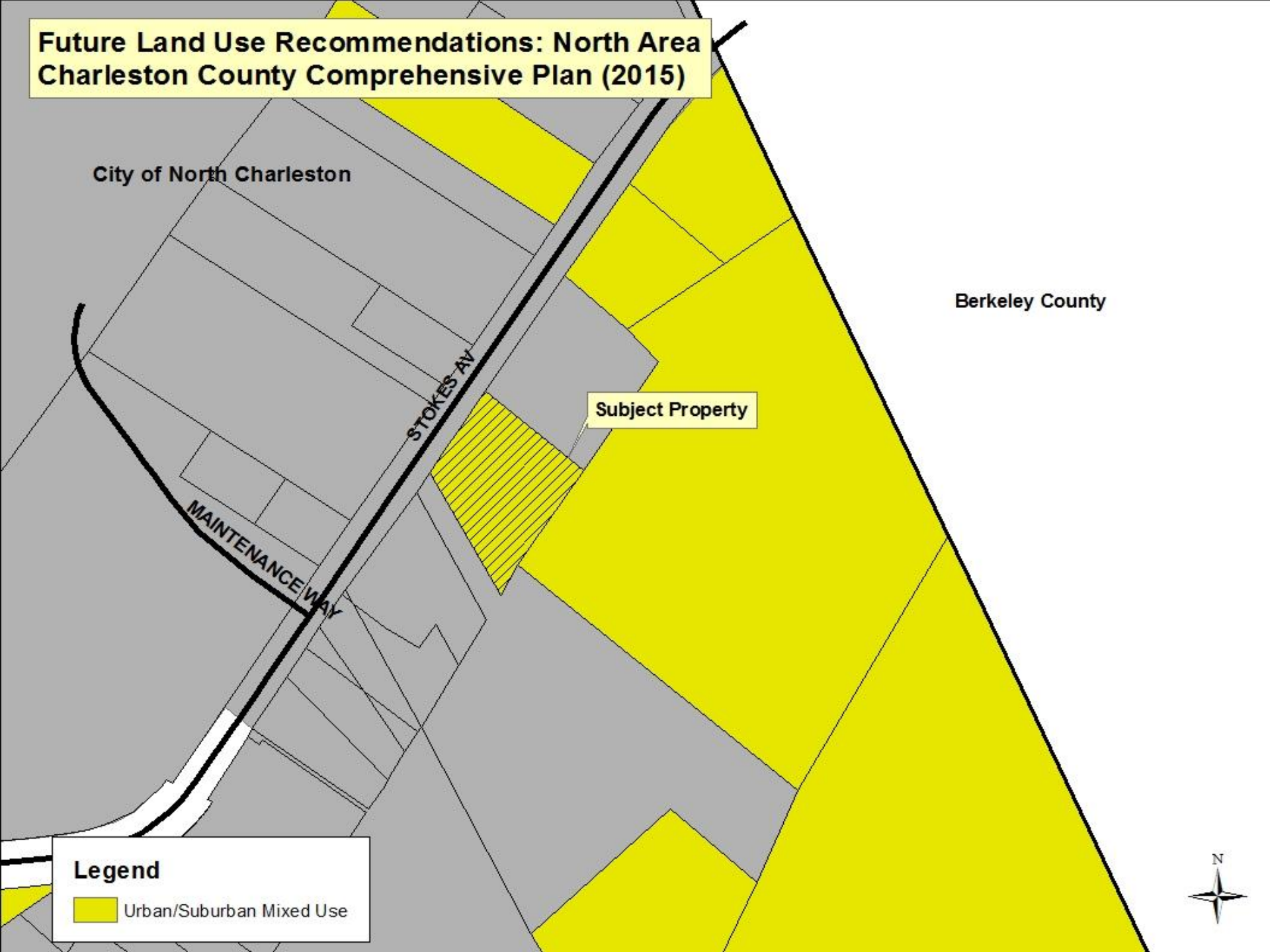
Subject Property

STOKES AV

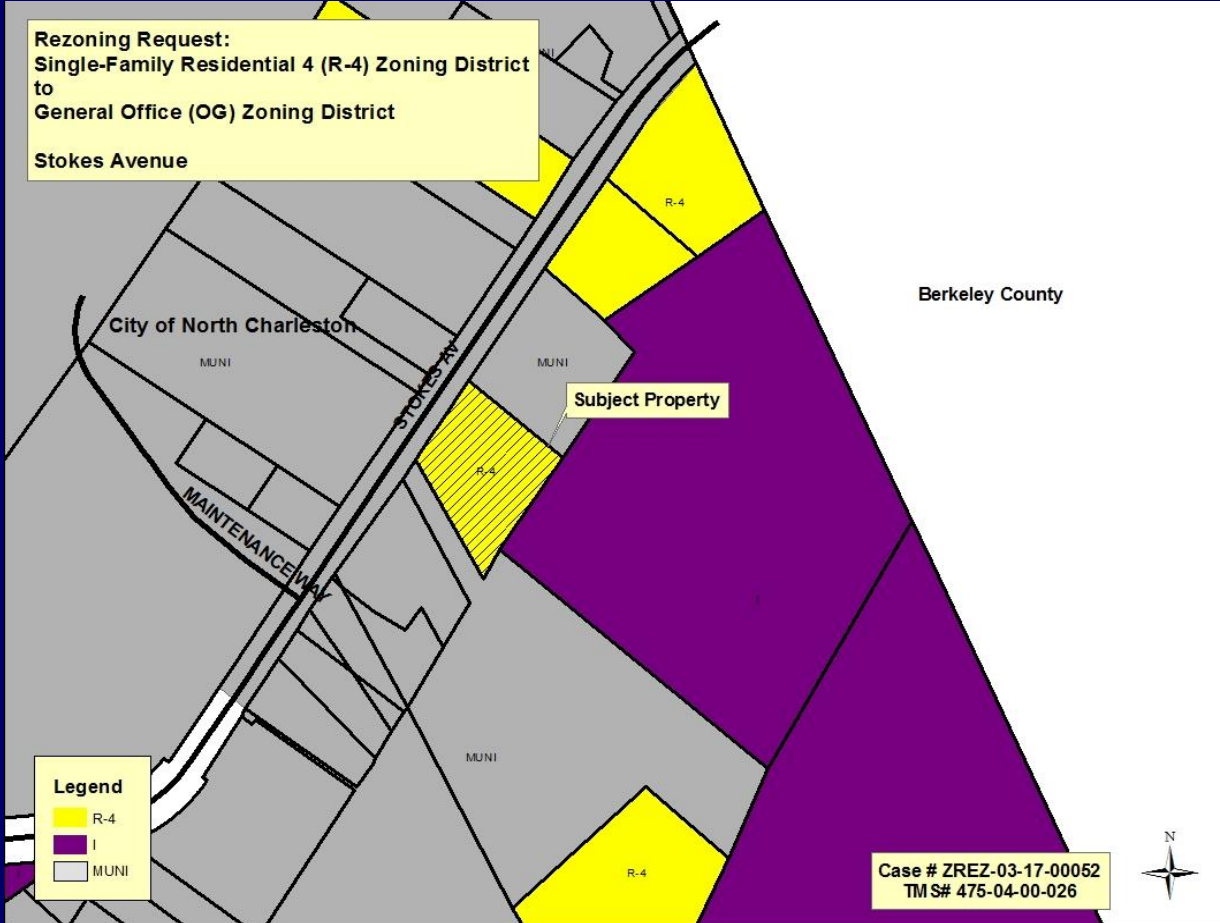
MAINTENANCE WAY

**Legend**

 Urban/Suburban Mixed Use



# Area Description



The property is zoned Single-Family Residential 4 (R-4) and is currently vacant. Adjacent properties to the south, south-west, west, north-west, north and north-east are either in the City of North Charleston or unincorporated Charleston County and contain either single family dwellings or manufactured housing units. The directly adjoining parcel to the north-east is in the City of North Charleston and contains a Masonic Lodge with accessory parking and outbuildings. The directly adjoining parcel to the west and south-west is in unincorporated Charleston County and contains an Auto and Scrap Metal Salvage Yard.

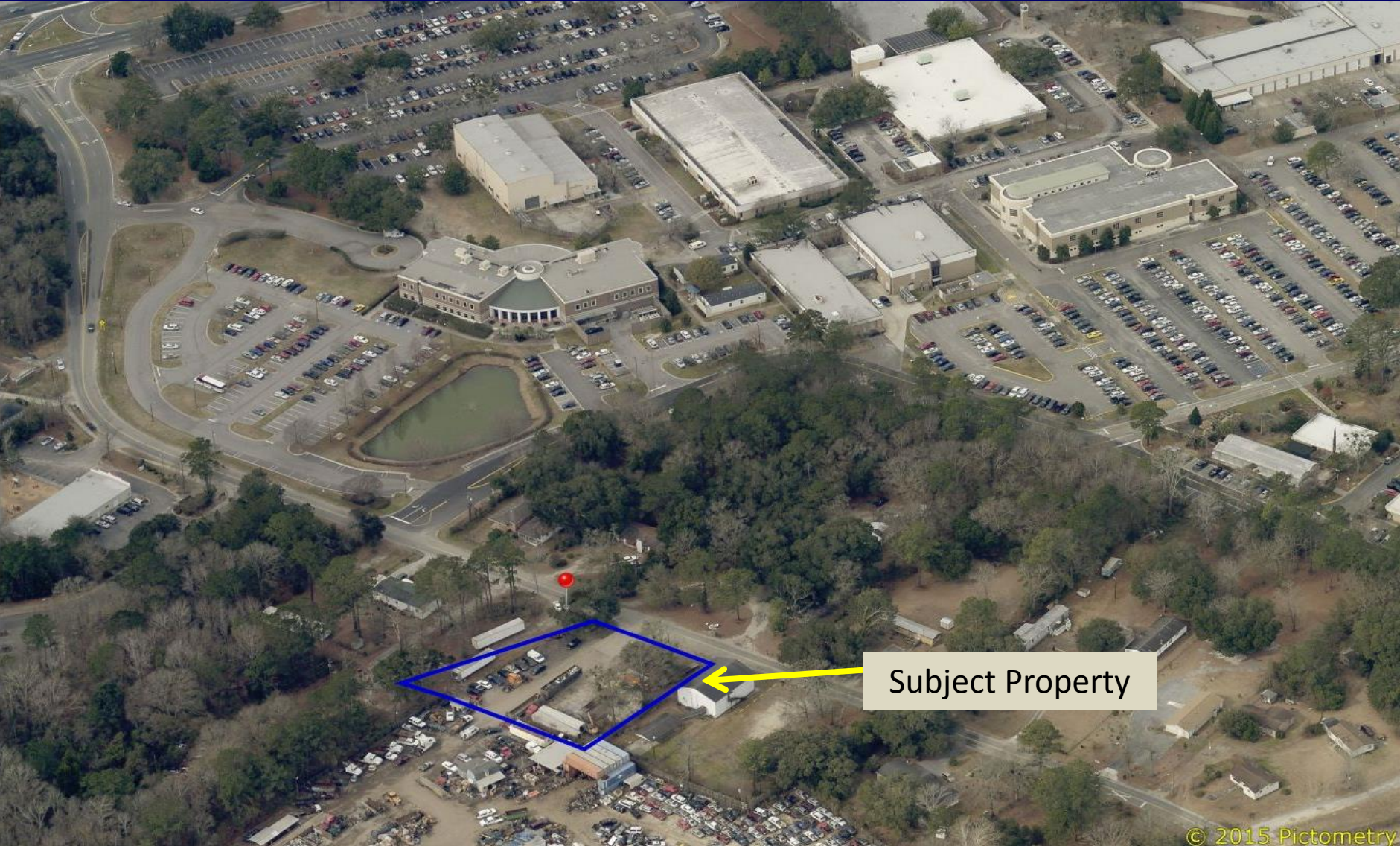
# Subject Parcels to the North



Subject Property



# Subject Parcels to the West



Subject Property

# ZREZ-03-17-00052



**1 – Subject Property  
(TMS 475-04-00-026)**

**2 – Subject Property  
(TMS 475-04-00-026)**



# ZREZ-03-17-00052



**6 – Adjacent Property (In the City of North Charleston)**



**5 – Adjacent Property (In the City of North Charleston)**

# Typical Allowed Uses

## Single-Family Residential 4 (R-4)

- Density: 4 dwelling units/acre
- Single-Family Detached
- Crop Production
- Family Day Care Home
- Community Recreation
- School, Primary
- School, Secondary
- Libraries or Archives
- Museums

## General Office (OG)

- Density: 4 dwelling units/acre
- Family Day Care Home
- Funeral Services
- Medical Office or Outpatient Clinic
- Hospitals
- Libraries or Archives
- Museums
- Community Recreation
- Parking Lots
- Publishing Industries
- Postal Service
- Health Care Laboratories

# Approval Criteria—Section 3.4.6

According to Section 3.4.6 of the *Zoning and Land Development Regulations Ordinance (ZLDR)*, zoning map amendments may be approved by County Council only if the proposed amendment meets one or more of the following criteria:

**A. The proposed amendment is consistent with the *Comprehensive Plan* and the stated purposes of this Ordinance;**

*Staff response: The Charleston County Comprehensive Plan (the Plan) recommends the Urban/Suburban Mixed Use future land use for 1959 Stokes Avenue, North Charleston (TMS475-14-00-026). This future land use designation “...encourages compatible mixed use development and a general land use pattern that includes a variety of housing types, retail, service, employment, civic and compatible industrial uses, as well as public open spaces and linkages to public transit...” The request to rezone this property to the General Office (OG) Zoning District is inconsistent with the Plan’s recommendations for this area as the uses allowed and the character of the OG Zoning District are not compatible with the mostly residential development on surrounding properties that front Stokes Avenue.*

**B. The proposed amendment will allow development that is compatible with existing uses, recommended density, established dimensional standards, and zoning of nearby properties that will benefit the public good while avoiding an arbitrary change that primarily benefits a singular or solitary interest;**

*Staff response: The uses allowed and character of the requested zoning district are not compatible with the mostly residential development on surrounding properties that front Stokes Avenue.*

## Approval Criteria—Section 3.4.6 (cont'd)

- C. The proposed amendment corrects a zoning map error or inconsistency;**

*Staff response: Not applicable.*

- D. The proposed amendment addresses events, trends, or facts that have significantly changed the character or condition of an area.**

*Staff response: Not applicable.*

## **Recommendation**

- The zoning map amendment request does not meet one or more of the above stated criteria.

**STAFF RECOMMENDATION:**

**Disapproval**

**PLANNING COMMISSION RECOMMENDATION:**

**Approval (vote: 8 to 1)**

# Notifications

- April 21, 2017
  - 111 notifications were sent to owners of property located within 300 feet of the boundary of the subject parcel and individuals on the North Area Interested Parties List
  - Request advertised in the *Post & Courier*.
- May 19, 2017
  - A total of 133 notification letters were sent to owners of property located within 300 feet of the boundary of the subject parcel, to owners and occupiers of all properties on Stokes Avenue, and individuals on the North Area Interested Parties List on May 19, 2017.
  - Request advertised in the *Post & Courier*.
  - Notification sign posted on the property.





# **Charleston County Zoning Map Amendment Request**

**Public Hearing – June 6, 2017**

**Planning/Public Works Committee – June 15, 2017**

# ZONING CHANGE APPLICATION



Zoning/Planning  
Department  
Lonnie Hamilton, III  
Public Services Building  
4045 Bridge View Drive  
North Charleston, SC 29405  
(843) 202-7200  
1-800-524-7832  
Fax: (843) 202-7222

CASE ZREZ-03-17-00052 PD \_\_\_\_\_

## PROPERTY INFORMATION

CURRENT DISTRICT R-4 REQUESTED DISTRICT General Office

PARCEL ID(S) 475-04-00-026

CITY/AREA OF COUNTY North Charleston

STREET ADDRESS 1989 1981 Stokes Avenue, North Charleston, 29406-4653 ACRES 0.667 Acres

DEED RECORDED: BOOK C432 PAGE 802 DATE 01/08/2003

PLAT RECORDED: BOOK S10 PAGE 0181 DATE 10/08/2010 APPROVAL # SBO 8137 (10/8/2010)

## APPLICANT—OWNER—REPRESENTATIVE

**APPLICANT** Shaun Stroble HOME PHONE \_\_\_\_\_  
MAIL ADDRESS 1532 Sterling Oaks Drive WORK PHONE \_\_\_\_\_  
CITY, STATE, ZIP Moncks Corner, SC 29461 CELL PHONE (843) 297-3775  
EMAIL \_\_\_\_\_

**OWNER** (IF OTHER THAN APPLICANT) Donna Marie Stroble HOME PHONE \_\_\_\_\_  
MAIL ADDRESS 211 Summer Lance WORK PHONE \_\_\_\_\_  
CITY, STATE, ZIP Moncks Corner, SC 29461 CELL PHONE \_\_\_\_\_  
EMAIL \_\_\_\_\_

**REPRESENTATIVE** (IF OTHER THAN APPLICANT) HLA, Inc. HOME PHONE \_\_\_\_\_  
MAIL ADDRESS 29A Leinbach Drive WORK PHONE (843) 763-1166  
CITY, STATE, ZIP Charleston, SC 29407 CELL PHONE \_\_\_\_\_  
EMAIL bwhalen@hlainc.com

## CERTIFICATION

This application will be returned to the applicant within fifteen (15) business days if these items are not submitted with the application or if any are found to be inaccurate:

- ✓ Copy of Approved and Recorded Plat showing present boundaries of property
- ✓ Copy of Current Recorded Deed to the property (Owner's signature must match documentation.)
- ✓ Copy of Signed Restricted Covenants Affidavit
- ✓ Copy of Signed Posted Notice Affidavit
- ✓ Fee \$150.00 plus \$10.00 per acre (Fees vary for Planned Developments.)

I (we) certify that HLA, Inc. is the authorized representative for my (our) zoning change request. I also accept the above requirements for submitting my zoning change application. To the best of my knowledge, all required information has been provided and all information is correct.

Donna Marie Stroble 3/22/17 Signature of Owner(s) Date  
Andrei Haus Long 3/24/17 Signature of Applicant/ Representative (if other than owner) Date  
Planner's Signature Date Zoning Inspector's Signature Date

## OFFICE USE ONLY

Amount Received \$156.67 Cash ?  Check?  # 10797 Invoice Number TRC-115395-24-03-2017

4.

**1125 MAIN ROAD**

**ZONING MAP AMENDMENT REQUEST: ZREZ-03-17-00050  
(PD-159, Berkeley Electric Cooperative Johns Island District Office)  
CASE HISTORY**

**Public Hearing: June 6, 2017  
Planning/Public Works Committee: June 15, 2017  
First Reading: June 20, 2017  
Second Reading: July 18, 2017  
Third Reading: August 22, 2017**

**CASE INFORMATION**

Location: 1125 Main Road (Johns Island)

Parcel Identification: 281-00-00-098

Council District: 8

Property Size: 34.5-acre portion of subject property

Application: The applicant is requesting to rezone a 34.5-acre portion of the subject property from Rural Residential (RR-3) Zoning District to PD-159, Berkeley Electric Cooperative (BEC) Johns Island District Office, to allow for the relocation of BEC's Johns Island facilities (office, warehouse, and storage operations) from Maybank Highway to Main Road.

Zoning History:

Prior to this request, no zoning map amendment applications have been submitted for the subject property. A plat has been submitted to subdivide the subject property and create a 34.5-acre parcel, which is the subject of this request. The plat is an approvable state.

Parcel Information and Area Description:

The subject property is zoned Rural Residential (RR-3) and is currently vacant. The property was formerly used for timber harvesting. Adjacent properties to the north at the corner of Main Road and Patton Avenue are zoned Commercial Transition (CT) but are currently undeveloped. The remaining adjacent properties to the north along Patton Avenue are zoned RR-3 and contain single family residences. Properties to the west and south are zoned Agricultural/Residential (AGR) or Rural Residential (RR-3) and contain residential or civic/institutional uses.

Overview of PD-159, BEC Johns Island District Office:

The applicant is requesting to rezone to PD-159 to allow for the relocation of Berkeley Electric Cooperative's (BEC) Johns Island District Office from Maybank Highway to Main Road. The site is intended to house BEC's office and customer service operations, a community meeting room, and warehouse, maintenance, and storage areas. Specifically, the requested PD-159 guidelines include the following regulations:

- Allowed land uses include office (with up to two drive-thru lanes), community meeting room, warehouse storage, covered storage, outdoor, uncovered storage, maintenance building with fueling area, and emergency staging (for emergency planning purposes).
- Commercial and industrial accessory uses may be allowed in compliance with ZLDR Section 6.5.
- Maximum size requirements for uses include: 32,000 SF of office space, 73,000 SF of enclosed storage area, 52,000 SF of covered storage area, and 14,000 SF of maintenance area.
- A 75-foot buffer and setback is required along Main Road and a 50-foot buffer and setback is required along all other property lines with specific planting requirements to ensure appropriate screening for adjacent properties.
- A 35-foot buffer and setback is required around wetlands, and a 35-foot buffer and 50-foot setback is required along any OCRM Critical Line.
- Six-foot tall screen fencing is required on the inside of the buffer adjacent to all residential uses and

zoning.

- Maximum building cover is 40 percent of the lot.
- Maximum building height is 35 feet.
- Access to the site will be provided from Main Road and Patton Avenue. Main Road will be the primary access point for customers, while Patton Avenue will serve as an employee entrance. A third potential access point may be established further east on Patton Avenue (across from Sassy Drive) in the future. The traffic study submitted with the application indicated a need for an exclusive left-turn lane from Main Road into the proposed customer entrance and possibly an exclusive left-turn lane from Main Road onto Patton Avenue. The turn lanes are required by the PD, if deemed necessary by SCDOT.
- A CARTA bus stop has been incorporated into the right-of-way, as requested in CARTA's letter of coordination.
- Architectural guidelines include those in ZLDR Section 9.6, as well as additional requirements regarding roof design, building color, building materials, and lighting standards to ensure the development has a rural character with minimal impacts to adjacent properties.
- Signs shall comply with ZLDR Section 9.11. Only monument style signs are permitted and shall not exceed 10 feet in height and 50 square feet of sign area. Specific sign illumination requirements are also included.

Municipalities Notified/Response: The City of Charleston, Town of James Island, Town of Kiawah Island, and Town of Seabrook Island have been notified of the request but have not responded.

Public Input: One email in opposition has been received and is included in this packet.

#### **STAFF RECOMMENDATION**

According to Section §4.23.9 E (9) of the *Zoning and Land Development Regulations Ordinance (ZLDR)*, applications for PD Development Plans may be approved only if County Council determines that the following criteria are met:

- A. The PD Development Plan complies with the standards contained in this Article;  
*Staff response: The proposed PD guidelines comply with the requirements of this Article.*
- B. The development is consistent with the intent of the *Comprehensive Plan* and other adopted policy documents; and  
*Staff response: The Charleston County Comprehensive Plan recommends "Rural Residential" for the subject property and the surrounding area. While the Rural Residential FLU designation encourages "clustered development to retain open space and preserve natural features" and is intended "to accommodate modest population growth to reduce the demand for public services and facilities while retaining rural community character", some level of public services and facilities are required to support the development recommended for this and surrounding areas, especially within the Urban Growth Boundary (UGB), on which this area borders. In addition, the Community Facilities Element goal states, "Community facilities and services will be provided in a fiscally responsible manner with adequate levels of services and will be coordinated with surrounding jurisdictions and will be linked to land use planning and development decisions so that community facilities and services have capacity for expected growth and are in place when needed." As such, the Rural Residential (RR-3) Zoning District allows major utility services by Special Exception approval and allows minor utility services as by-right uses. Because the proposed development does not include any residential or commercial development and it is necessary to support utility services in the area, it implements the Community Facilities Element goal and can, therefore, be considered as consistent with the Comprehensive Plan and other adopted policy documents.*
- C. The County and other agencies will be able to provide necessary public services, facilities, and programs to serve the development proposed, at the time the property is developed.  
*Staff response: The applicant has submitted letters of coordination from applicable agencies to demonstrate that there are adequate public services, facilities, and programs to serve the proposed development.*

The requested PD amendments are consistent with the *Comprehensive Plan* and the *Charleston County Zoning and Land Development Regulations Ordinance (ZLDR)*; therefore, staff recommends approval with the following conditions:

- Section 9, Development Schedule: Revise the second sentence to not reference the conceptual plan, as the future use expansion areas are not shown on the plans.
- Section 14, Signs: Revise to allow only one monument style, externally lit sign on Main Road and one smaller, employee directional monument style (externally lit) sign on Patton Avenue. Revise the illumination requirements to be as follows:
  - Illumination shall be external only and from a steady stationary light source, shielded and directed solely at the sign. Light sources to illuminate signs shall be shielded as to not cause glare hazardous to pedestrians or vehicle drivers or so as to create a nuisance to adjacent properties. The intensity of light shall not exceed twenty (20) footcandles at any point on the sign face. The color of light sources to illuminate signs shall be white. Signs shall not have light-reflecting backgrounds or letters.
  - Illuminated signs located adjacent to any residential area shall be controlled so as not to create excessive glare to properties within adjacent residential areas. Footcandles shall be reduced by one-half the allowable footcandle after hours of operation.
  - No signs shall be internally illuminated.

**PLANNING COMMISSION MEETING: MAY 8, 2017**

Recommendation: Approval with the following conditions (vote: 8-1)

- Section 6, Dimensional Standards: Increase the buffer and setback along the northern property line abutting residential lots along Patton Avenue from 50 feet to 75 feet and update sketch plans accordingly.
- Section 9, Development Schedule: Revise the second sentence to not reference the conceptual plan, as the future use expansion areas are not shown on the plans.
- Section 14, Signs: Revise to allow only one monument style, externally lit sign on Main Road and one smaller, employee directional monument style (externally lit) sign on Patton Avenue. Revise the illumination requirements to be as follows:
  - Illumination shall be external only and from a steady stationary light source, shielded and directed solely at the sign. Light sources to illuminate signs shall be shielded as to not cause glare hazardous to pedestrians or vehicle drivers or so as to create a nuisance to adjacent properties. The intensity of light shall not exceed twenty (20) footcandles at any point on the sign face. The color of light sources to illuminate signs shall be white. Signs shall not have light-reflecting backgrounds or letters.
  - Illuminated signs located adjacent to any residential area shall be controlled so as not to create excessive glare to properties within adjacent residential areas. Footcandles shall be reduced by one-half the allowable footcandle after hours of operation.
  - No signs shall be internally illuminated.

Speakers: Three citizens spoke in support and six citizens spoke in opposition to the request.

Notifications:

A total of 324 notification letters were sent to owners of property located within 300 feet of the boundaries of the subject parcel and individuals on the Johns Island Interested Parties List on April 21, 2017. Additionally, this request was noticed in the *Post & Courier* on April 21, 2017.

**PUBLIC HEARING: JUNE 6, 2017**

Notifications:

A total of 324 notification letters were sent to owners of property located within 300 feet of the boundaries of the subject parcel and individuals on the Johns Island Interested Parties List on May 19, 2017. Additionally, a sign was posted on the property and this request was noticed in the *Post & Courier* on May 19, 2017.

A map of Charleston County, South Carolina, with various zoning districts outlined in black. The map is set against a dark blue background. The text is overlaid on the map.

# **Charleston County Zoning Map Amendment Request**

**Public Hearing – June 6, 2017**

**Planning & Public Works Committee – June 15, 2017**

# ZREZ-03-17-00050

- Johns Island Area: 1125 Main Road
- Parcel I.D.: 281-00-00-098
- Request to rezone from Rural Residential (RR-3) Zoning District to PD-159, Berkeley Electric Cooperative (BEC) Johns Island District Office, to allow for the relocation of BEC's Johns Island facilities (office, warehouse, and storage operations) from Maybank Highway to Main Road.
- Owner: McLeod Lumber Co., Inc.  
1820 Savannah Hwy., Charleston, SC 29407
- Representative: Stantec Consulting Services  
4696 Centre Point Dr., Suite 200, North Charleston, SC 29418
- Acreage: 34.5-acre portion of property
- Council District: 8



# Zoning History

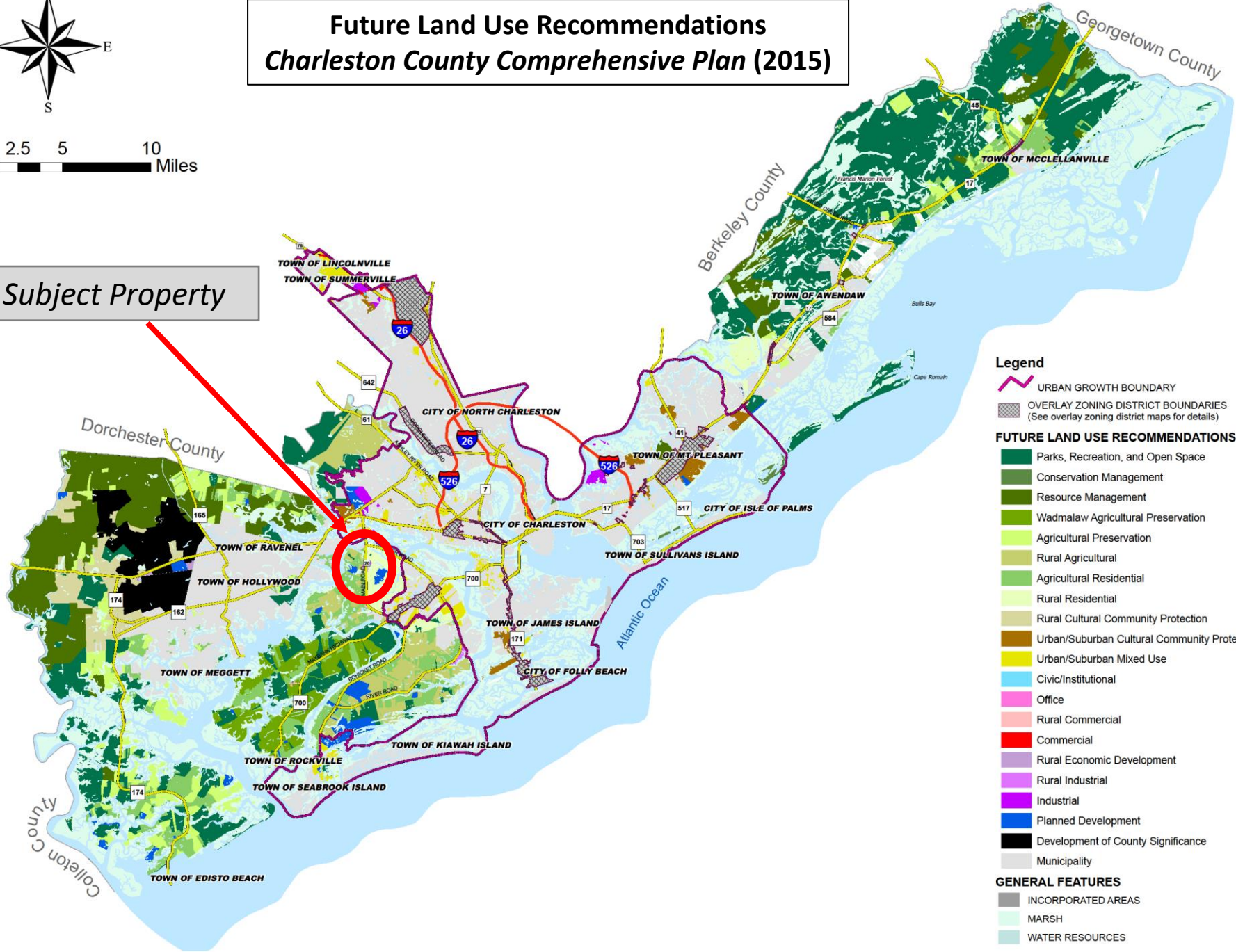
- Prior to this request, no zoning map amendment applications have been submitted for the subject property.
- A plat has been submitted to subdivide the subject property and create a 34.5-acre parcel, which is the subject of this request. The plat is an approvable state.



# Future Land Use Recommendations Charleston County Comprehensive Plan (2015)

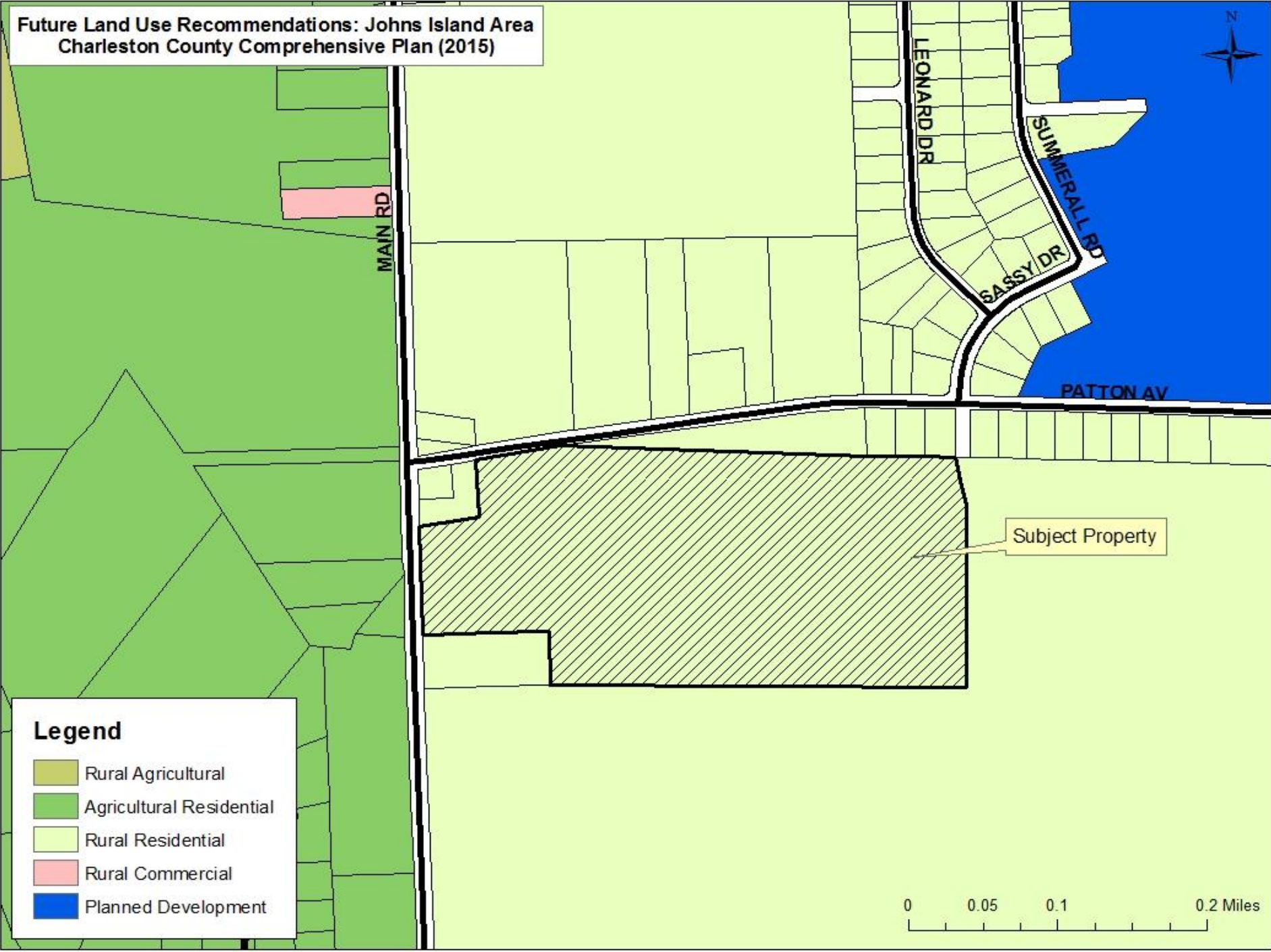


*Subject Property*



- Legend**
- URBAN GROWTH BOUNDARY
  - OVERLAY ZONING DISTRICT BOUNDARIES  
(See overlay zoning district maps for details)
- FUTURE LAND USE RECOMMENDATIONS**
- Parks, Recreation, and Open Space
  - Conservation Management
  - Resource Management
  - Wadmalaw Agricultural Preservation
  - Agricultural Preservation
  - Rural Agricultural
  - Agricultural Residential
  - Rural Residential
  - Rural Cultural Community Protection
  - Urban/Suburban Cultural Community Protection
  - Urban/Suburban Mixed Use
  - Civic/Institutional
  - Office
  - Rural Commercial
  - Commercial
  - Rural Economic Development
  - Rural Industrial
  - Industrial
  - Planned Development
  - Development of County Significance
  - Municipality
- GENERAL FEATURES**
- INCORPORATED AREAS
  - MARSH
  - WATER RESOURCES

Future Land Use Recommendations: Johns Island Area  
Charleston County Comprehensive Plan (2015)



MAIN RD

LEONARD DR

SASSY DR

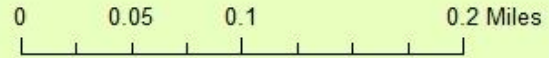
SUMMERALL RD

PATTON AV

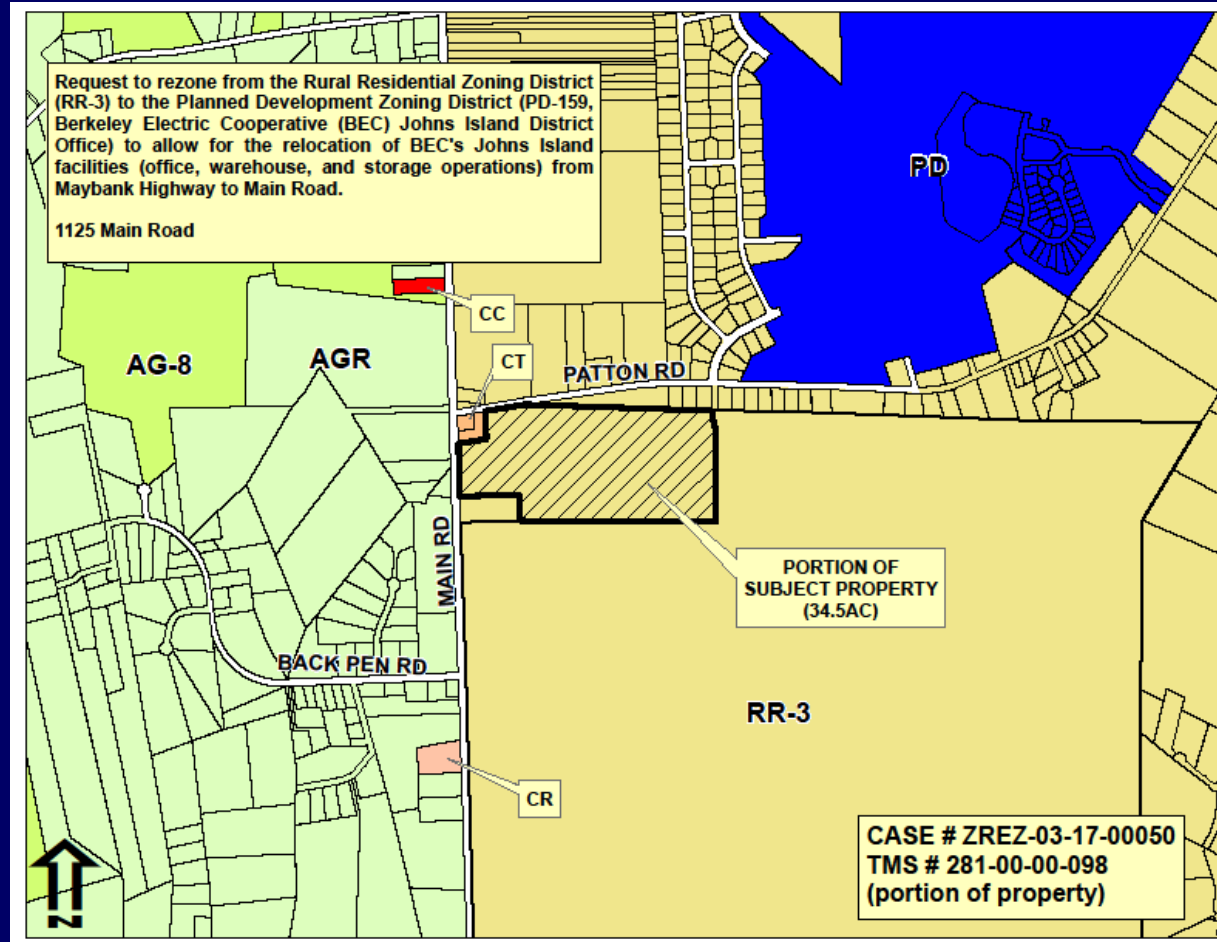
Subject Property

**Legend**

- Rural Agricultural
- Agricultural Residential
- Rural Residential
- Rural Commercial
- Planned Development



# Area Description



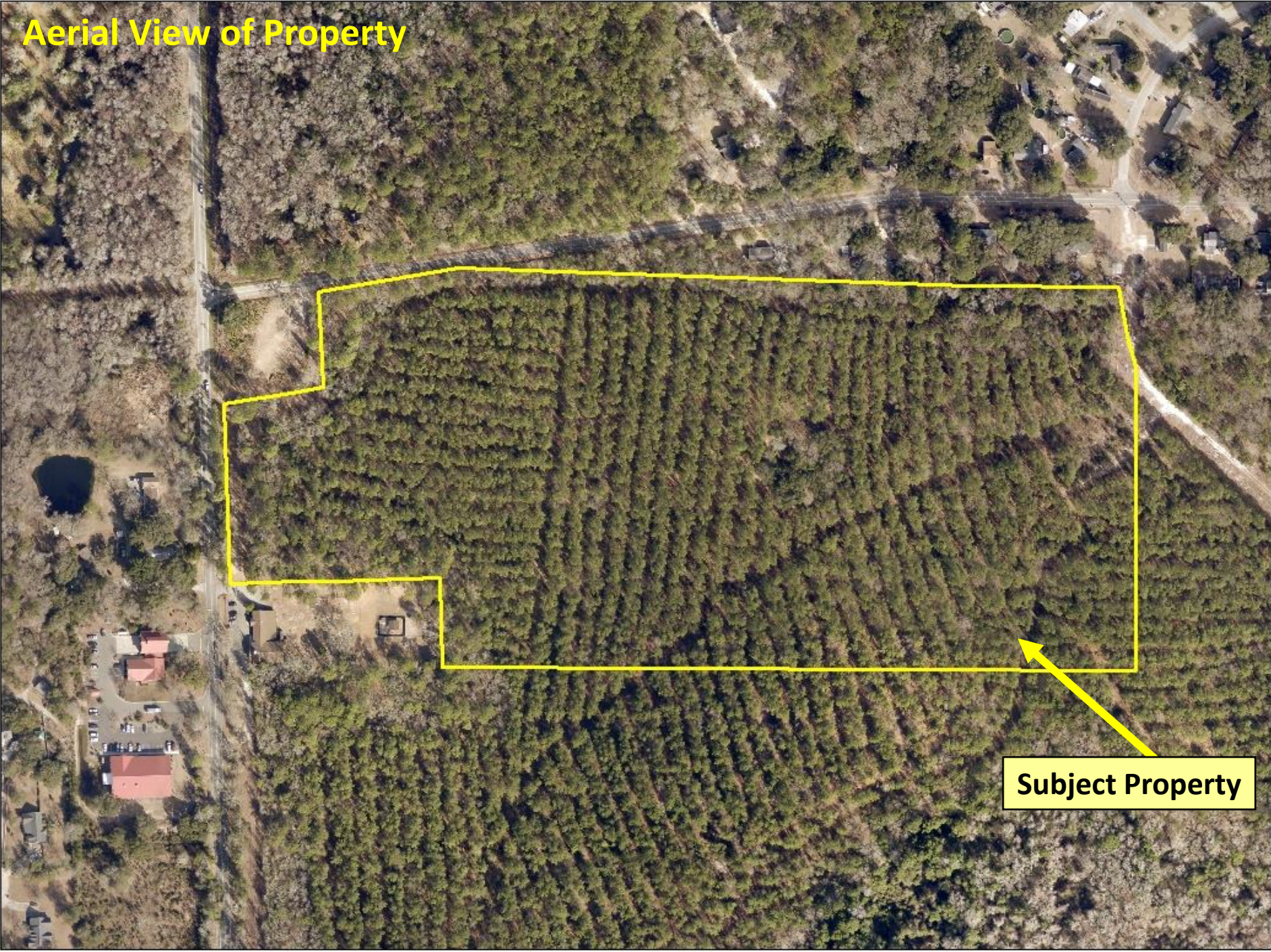
The subject property is zoned Rural Residential (RR-3) and is currently vacant. The property was formerly used for timber harvesting. Adjacent properties to the north at the corner of Main Road and Patton Avenue are zoned Commercial Transition (CT) but are currently undeveloped. The remaining adjacent properties to the north along Patton Avenue are zoned RR-3 and contain single family residences. Properties to the west and south are zoned Agricultural/Residential (AGR) or Rural Residential (RR-3) and contain residential or civic/institutional uses.

# Aerial View of Property



**Subject Property**

**Aerial View of Property**



**Subject Property**

# Photos



**1 – Subject Property**

**2 – Subject Property**





# Photos



**3 – Adjacent Property  
(Church on Main Rd)**

**4 – Adjacent Cemetery (abutting  
southern property line)**



# Photos



**5 – Adjacent residences along  
Patton Ave**

**6 – Residences on Patton Ave  
(near potential second Patton  
Ave access)**



# PD-159 Requested Guidelines

- Allowed land uses include office (with up to two drive-thru lanes), community meeting room, warehouse storage, covered storage, outdoor, uncovered storage, maintenance building with fueling area, and emergency staging (for emergency planning purposes).
- Commercial and industrial accessory uses may be allowed in compliance with ZLDR Section 6.5.
- Maximum size requirements for uses include: 32,000 SF of office space, 73,000 SF of enclosed storage area, 52,000 SF of covered storage area, and 14,000 SF of maintenance area.
- A 75-foot buffer and setback is required along Main Road and a 50-foot buffer and setback is required along all other property lines with specific planting requirements to ensure appropriate screening for adjacent properties.

# PD-159 Requested Guidelines (cont'd)

- A 35-foot buffer and setback is required around wetlands, and a 35-foot buffer and 50-foot setback is required along any OCRM Critical Line.
- Six-foot tall screen fencing is required on the inside of the buffer adjacent to all residential uses and zoning.
- Maximum building cover is 40 percent of the lot.
- Maximum building height is 35 feet.

# PD-159 Requested Guidelines (cont'd)

- Access to the site will be provided from Main Road and Patton Avenue.
  - Main Road will be the primary access point for customers, while Patton Avenue will serve as an employee entrance.
  - A third potential access point may be established further east on Patton Avenue (across from Sassy Drive) in the future.
  - The traffic study submitted with the application indicated a need for an exclusive left-turn lane from Main Road into the proposed customer entrance and possibly an exclusive left-turn lane from Main Road onto Patton Avenue. The turn lanes are required by the PD, if deemed necessary by SCDOT.
- A CARTA bus stop has been incorporated into the right-of-way, as requested in CARTA's letter of coordination.

# PD-159 Requested Guidelines (cont'd)

- Architectural guidelines include those in ZLDR Section 9.6, as well as additional requirements regarding roof design, building color, building materials, and lighting standards to ensure the development has a rural character with minimal impacts to adjacent properties.



- Signs shall comply with ZLDR Section 9.11. Only monument style signs are permitted and shall not exceed 10 feet in height and 50 square feet of sign area. Specific sign illumination requirements are also included.



# Approval Criteria

According to Section §4.23.9 E (9) of the *Zoning and Land Development Regulations Ordinance (ZLDR)*, applications for PD Development Plans may be approved only if County Council determines that the following criteria are met:

**A. The PD Development Plan complies with the standards contained in this Article;**

*Staff response: The proposed PD amendments comply with the applicable requirements of this Article.*

**B. The development is consistent with the intent of the *Comprehensive Plan* and other adopted policy documents; and**

*Staff response: The Charleston County Comprehensive Plan recommends “Rural Residential” for the subject property and the surrounding area. While the Rural Residential FLU designation encourages “clustered development to retain open space and preserve natural features” and is intended “to accommodate modest population growth to reduce the demand for public services and facilities while retaining rural community character”, some level of public services and facilities are required to support the development recommended for this and surrounding areas, especially within the Urban Growth Boundary (UGB), on which this area borders. In addition, the Community Facilities Element goal states, “Community facilities and services will be provided in a fiscally responsible manner with adequate levels of services and will be coordinated with surrounding jurisdictions and will be linked to land use planning and development decisions so that community facilities and services have capacity for expected growth and are in place when needed.” As such, the Rural Residential (RR-3) Zoning District allows major utility services by Special Exception approval and allows minor utility services as by-right uses. Because the proposed development does not include any residential or commercial development and it is necessary to support utility services in the area, it implements the Community Facilities Element goal and can, therefore, be considered as consistent with the Comprehensive Plan and other adopted policy documents.*

**C. The County and other agencies will be able to provide necessary public services, facilities, and programs to serve the development proposed, at the time the property is developed.**

*Staff response: The applicant has submitted letters of coordination from applicable agencies to demonstrate that there are adequate public services, facilities, and programs to serve the proposed development.*



# Recommendation

- The request is consistent with the *Comprehensive Plan* and the *Charleston County Zoning and Land Development Regulations Ordinance (ZLDR)*.

## **STAFF RECOMMENDATION:**

**Approval with conditions**

## **PLANNING COMMISSION RECOMMENDATION:**

**Approval with conditions (vote: 8-1)**

# Recommended conditions of approval:

- Section 6, Dimensional Standards: Increase the buffer and setback along the northern property line abutting residential lots along Patton Avenue from 50 feet to 75 feet and update sketch plans accordingly.
- Section 9, Development Schedule: Revise the second sentence to not reference the conceptual plan, as the future use expansion areas are not shown on the plans.
- Section 14, Signs: Revise to allow only one monument style, externally lit sign on Main Road and one smaller, employee directional monument style (externally lit) sign on Patton Avenue. Revise the illumination requirements to be as follows:
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  - Illuminated signs located adjacent to any residential area shall be controlled so as not to create excessive glare to properties within adjacent residential areas. Footcandles shall be reduced by one-half the allowable footcandle after hours of operation.
  - No signs shall be internally illuminated.

# Notifications

- 324 notifications were sent to owners of property located within 300 feet of the boundaries of the subject parcel and individuals on the Johns Island Interested Parties List on April 21, 2017 and May 19, 2017.
- Ad ran in the *Post & Courier* on April 21, 2017 and May 19, 2017.
- Sign posted on the property on May 19, 2017.

A map of Charleston County, South Carolina, with various zoning districts outlined in black. The map is set against a dark blue background. The text is overlaid on the map.

# **Charleston County Zoning Map Amendment Request**

**Public Hearing – June 6, 2017**

**Planning & Public Works Committee – June 15, 2017**

# ZONING CHANGE APPLICATION

CASE ZREZ-03-17-00050 PD 159



Zoning/Planning  
Department  
Lonnie Hamilton, III  
Public Services Building  
4045 Bridge View Drive  
North Charleston, SC 29405  
(843) 202-7200  
1-800-524-7832  
Fax: (843) 202-7222

## PROPERTY INFORMATION

CURRENT DISTRICT RR-3 REQUESTED DISTRICT PD  
 PARCEL ID(S) 281-00-00-098  
 CITY/AREA OF COUNTY JOHNS ISLAND  
 STREET ADDRESS 1125 MAIN ROAD, JOHNS ISLAND, SC ACRES 774.50  
 DEED RECORDED: BOOK P066 PAGE 070 DATE \_\_\_\_\_ ACRES 34.544  
 PLAT RECORDED: BOOK E PAGE 71 DATE 07/30/1928 APPROVAL # N/A

CHARLESTON  
COUNTY  
SOUTH CAROLINA

## APPLICANT—OWNER—REPRESENTATIVE

<b>APPLICANT</b>	<u>BERKELEY ELECTRIC COOPERATIVE, INC.</u>	HOME PHONE	_____
MAIL ADDRESS	<u>TIM MOBLEY</u>	WORK PHONE	<u>843-899-8461</u>
CITY, STATE, ZIP	<u>414 NORTH HWY. 52</u>	CELL PHONE	_____
	<u>MONCKS CORNER, SC 29461</u>	EMAIL	<u>TIMM@BEC.COOP</u>
<b>OWNER</b> (IF OTHER THAN APPLICANT)	<u>MCLEOD LUMBER CO INC.</u>	HOME PHONE	_____
MAIL ADDRESS	<u>W. MCLEOD RHODES</u>	WORK PHONE	_____
CITY, STATE, ZIP	<u>1820 SAVANNAH HWY</u>	CELL PHONE	_____
	<u>CHARLESTON, SC 29407-6276</u>	EMAIL	_____
<b>REPRESENTATIVE</b> (IF OTHER THAN APPLICANT)	<u>STANTEC CONSULTING SERVICES</u>	HOME PHONE	_____
MAIL ADDRESS	<u>INC. / JOSH LILLY</u>	WORK PHONE	<u>843-740-7700</u>
CITY, STATE, ZIP	<u>4696 CENTRE POINT DR, SUITE 200</u>	CELL PHONE	_____
	<u>NORTH CHARLESTON, SC 29418-6952</u>	EMAIL	<u>JOSH.LILLY@STANTEC.COM</u>

## CERTIFICATION

*This application will be returned to the applicant within fifteen (15) business days if these items are not submitted with the application or if any are found to be inaccurate:*

- ✓ Copy of Approved and Recorded Plat showing present boundaries of property
- ✓ Copy of Current Recorded Deed to the property (Owner's signature must match documentation.)
- ✓ Copy of Signed Restricted Covenants Affidavit
- ✓ Copy of Signed Posted Notice Affidavit
- ✓ Fee \$150.00 plus \$10.00 per acre (Fees vary for Planned Developments.)

I (we) certify that STANTEC CONSULTING SERVICES INC. is the authorized representative for my (our) zoning change request. I also accept the above requirements for submitting my zoning change application. To the best of my knowledge, all required information has been provided and all information is correct.

MCLEOD LUMBER CO. INC  
BY: W. McLeod Rhodes, Pres. 3-15-17 [Signature] 3/21/17  
 Signature of Owner(s) \_\_\_\_\_ Date \_\_\_\_\_ Signature of Applicant/ Representative (if other than owner) \_\_\_\_\_ Date \_\_\_\_\_  
Andrea Hausdorg 3/24/17 \_\_\_\_\_  
 Planner's Signature \_\_\_\_\_ Date \_\_\_\_\_ Zoning Inspector's Signature \_\_\_\_\_ Date \_\_\_\_\_

## OFFICE USE ONLY

Amount Received \$1517.50 Cash?  Check?  # 175 432 Invoice Number TRC-115394-  
24-03-2017

Planned Development  
Guidelines For

**Berkeley Electric Cooperative  
Johns Island District Office**

**1125 Main Road  
Johns Island, SC**

**March 24, 2017**

Prepared By:  
Stantec Consulting Services Inc.  
4969 Centre Pointe Drive, Suite 200  
North Charleston, SC 29418  
Phone: (843) 740-7700

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### Exhibits:

Exhibit "A":	Existing Conditions and Tree Survey
Exhibit "B":	Proposed Site Plan Concept
Exhibit "C":	Landscape Sketch Plan Concept
Exhibit "D":	Utility Sketch Plan Concept
Exhibit "E":	Traffic Circulation / Access Plan Concept
Exhibit "F":	Aerial Photo / Site Plan Overlay
Exhibit "G":	Aerial Photo / Proposed Parcel
Exhibit "H":	Location Map
Exhibit "I":	Letters of Coordination

### Appendix:

Cultural Resources Report – Brockington Associates
Traffic Impact Analysis - Stantec
Charleston County Zoning and Land Development Regulations – Reference Sections

1. Planned Development Name

***Berkeley Electric Cooperative - Johns Island District Office***

2. Statement of Objectives

The subject property is located on Johns Island at the intersection of Main Road and Patton Avenue across from St. John’s Fire Dept. Station 7 and adjacent to St. James United Methodist Church. The parent tract consists of a total of 774.50 acres, of which approximately 34.5 acres will be subdivided for this development. The intent of this application is to create a Planned Development for the proposed Berkeley Electric Cooperative (BEC) facility. The goal of this development is to provide an office and customer service building with a community meeting room, along with warehouse, maintenance, and storage areas that serve and are relevant to the operations of Berkeley Electric Cooperative and to the citizens of Johns Island and surrounding area which they serve. A new centrally located facility will also give them the ability to respond to required emergency staging and operations that are required during natural disaster or other emergency events.

*Proposed Planned Development:*

TMS: Portion of 281-00-00-098

34.544 Acres (**Zoned PD**)

3. Intent of Proposed PD

Mission Statement: *“Berkeley Electric Cooperative is committed to providing safe, reliable and affordable energy, while enhancing the lives of those we serve.”*

The Johns Island District Office Planned Development is proposed to allow the mix of office, warehouse, and service uses that are necessary for Berkeley Electric Cooperative to maintain their operations and public services on Johns Island. These facilities will replace the current BEC facilities that are currently located on Maybank Highway on Johns Island and will provide an efficient use of land resulting in a more economical network of utilities, public grounds and buildings, and other facilities per Section 4.23.4(F) of the ZLDR. The proposed facility will serve as an operations hub, management office, bill payment and convenience center, community meeting center, emergency operations center, and an equipment storage and warehouse facility.

An important function of the proposed facility is to provide expanded operations and support areas during man-made and natural disasters to ensure public safety to repair and restore power to residents. This complies with providing a development pattern that incorporates adequate public safety in its design per Section 4.23.4(H). The Planned Development zoning is needed to support the proposed mix of uses that are typically not available under any of the base zoning districts or under the strict application of the standards of the ZLDR that were designated primarily for development on individual lots per Section 4.23.4(A).

The development will provide quality design and environmentally sensitive development by allowing the development to take advantage of special site characteristics, locations, and land use arrangements per Section 4.23.4(C). The site will be laid out in a manner to provide office, administrative, and customer service in the front of the site with ease of access for the community. The warehouse and operations uses will be positioned to the rear of the office building and will house the critical components needed for the daily service operations for electrical transmission and





5. Allowable Land Uses

The uses listed in A-G are the only allowable uses for the PD.

A. Office

BEC offices for operations and customer service will be located at this facility. The offices may include a multi-lane drive-thru use for customer convenience to pay bills and for other customer service needs. A maximum of 2 drive-thru lanes are permitted. The office building will also include a community meeting room that may seat approximately 100 people.

B. Enclosed Storage

A warehouse facility will be on site to house equipment and materials that are frequently required for new service and to repair or upgrade existing power systems. The warehouse may include a loading dock for deliveries. Other enclosed storage is also allowed for vehicle, equipment, and material storage.

C. Covered Storage

Covered Storage areas will be structures with roofs but do not have walls. These may be used for storage of equipment, materials, vehicles and similar items.

D. Outdoor Storage

Outdoor uncovered storage and overflow laydown yards will be required for service vehicles, equipment, pole bunks, and materials that are required for the installation and maintenance of electrical transmission and distribution lines, substations, or other items related to BEC's operations and infrastructure. A separately fenced area may be included for storage and pick up of materials by other electrical sub-contractors to BEC. This area is not intended for rental or storage of equipment by others. These areas are intended to be flexible to allow storage and configuration as demand requires. All areas noted as "paved area" or "gravel/ paved area" on the conceptual plan may be used for storage and staging items. The "overflow laydown yard" may also be used for storage, but is not required to be paved or gravel. Bulk / loose material storage is prohibited (i.e.; sand, gravel).

E. Maintenance

A maintenance building with a wash bay is also required for operations. A fueling area will also be included.

F. Emergency Staging

In the event of natural/ man-made disasters or other emergency event the property may be used for staging of additional crews, equipment, temporary facilities, and the like to restore electrical service and infrastructure.

**G. Accessory Uses and Structures**

Accessory uses and structures are permitted as allowed by the ZLDR for commercial and industrial accessory uses (in ZLDR Article 6.5). Any accessory structures must comply with the dimensional standards of Section 6 of the PD.

**6. Dimensional Standards**

<b>Table of Dimensional Standards</b>	
Maximum Residential Density	0 units per acre
Maximum Office Area	32,000 SF
Maximum Enclosed Storage Area	73,000 SF
Maximum Covered Storage Area	52,000 SF
Maximum Maintenance Area	14,000 SF
<b>Minimum Buffers:</b>	
Front - Main Road	75 feet (Type S5 Buffer)
Patton Ave. North Property Line	50 feet (Type S4 Buffer)
All other Property Lines	50 feet *
*Buffer shall include 6 Canopy Trees, 8 Understory Trees, and 35 shrubs per 100 linear feet.	
Fence: 6' Height screen fencing shall be required on the inside of the buffer edge adjacent to all residential uses / zoning. This screen fence may be chain link fence with privacy treatment and barbed wire for security purposes if desired. Chain link fence with barbed wire located in the buffer must be approved by the Planning Director. Metal ornamental fence may be used at other areas on site where screening is not required.	
Wetlands	35' (undisturbed)
OCRM Critical Line	35'
<b>Minimum Setbacks:</b>	
Front - Main Road	Equal to Buffer (75 feet)
Patton Ave. North Property Line	Equal to Buffer (50 feet)
All other Property Lines	Equal to Buffer (50 feet)
Wetlands	35'
OCRM Critical Line	50' (building setback)
Maximum Building Cover	40% of lot
Maximum Building Height	35 feet



*Character Image: Metal Ornamental Fence*

## 7. Impact Assessment/Analysis

Public and private service providers that will serve the proposed development have been contacted and provided the conceptual site plan or development summary for review. A request for letters of coordination have been submitted to each public and private service provider and are attached in the Exhibits section of this document.

Electricity will be provided by Berkeley Electric Co-Op and shall be served by existing overhead power lines along the east side of Main Road. Water will be provided by St. John's Water Company by an existing 18" water line located within the Main Road right of way. Sewer will be provided by an onsite septic system regulated by South Carolina Department of Health and Environmental Control. There is availability for gas service through SCE&G. A utility sketch plan is provided in the Exhibits section of this document. All utilities within the PD will be located underground. Care will be taken to avoid any adverse impacts to grand or protected trees.

The proposed development is located on Main Road near the intersection of Patton Avenue. The development will have two primary access points. One will be located on Main Road for public use and one will be located on Patton Avenue for employee and contractor access. Currently there is an existing driveway that provides access to the site from the intersection of Patton Avenue and Sassy Drive. The secondary access indicated across from Sassy Drive is a potential future access point and may be permitted in the event that the existing right of way and 60' access easement are improved. No right-of-ways are proposed within the planned development since access will be provided at the locations indicated on the conceptual site plan. All access improvements on site will be privately maintained.

The applicant will coordinate with SCDOT to obtain necessary approvals for site access to Main Road and Patton Avenue (including driveway separation) and will provide documentation from SCDOT that the access is sufficient for the proposed uses and estimated average daily trips. Based on the *Highway Design Manual* considerations for the project driveway, an exclusive left-turn lane along Main Road at the front entrance is recommended at the time of this document. A southbound left turn lane may also be considered for access to Patton Avenue, but may be not be required at the time of development if determined by the Planning Director that the turn lane is not necessary. The access and any recommended improvements will be considered during project design development and will be subject to review / permitting with any required agencies. In the event that the traffic generation is reduced based on use, then the need for turn lanes may be re-evaluated. See the traffic impact assessment report in the Appendix section of this document.

CARTA has requested a stop for their Tri-County Link shuttle with an accessible route to the building. A concrete pad will be provided per CARTA's request within the Main Road right-of-way subject to review and approval by permitting agencies. The exact location and size will be determined during the site plan review phase of the project.

## 8. Access

The primary access to the development for office and the convenience center will be from Main Road (S-20) and will be primarily for member and community use. An employee entrance will be located on Patton Avenue to give access to the employee parking and other areas. A second future

potential employee driveway may be provided for the warehouse / storage area from Patton Avenue via an existing 50' right-of-way and a proposed 60' shared access easement in order to avoid conflict between service vehicles and the community / member users. This location will also provide access to the residual parent tract which is not included in the Planned Development. Each of the driveways will be a minimum of 24ft. wide (12ft. each lane).

The access locations and any required improvements will be coordinated and permitted with the South Carolina Department of Transportation (SCDOT) and/ or Charleston County as required.

## 9. Development Schedule

The development is intended to proceed in a single phase. Future use expansion areas are noted on the conceptual site plan but will not be implemented until the demand is needed in the future.

## 10. Compliance with the ZLDR

- A. Items not specifically addressed within this Planned Development shall comply with the Charleston County Zoning and Land Development Regulations Ordinance for the Rural Commercial Zoning District per Article 4.19.
- B. Applicant shall proceed with the development in accordance with the provisions of these zoning regulations, applicable provisions of the Charleston County Comprehensive Plan, and with such conditions as may be attached to any rezoning to the applicable PD district.
- C. The provisions of Article 3.10, Variances, of the ZLDR shall not apply to the Planned Development and all major changes to the Planned Development must be approved by County Council. Tree variances may be granted in accordance with Article 3.10 and all other sections of the ZLDR.
- D. The proposed development complies with the approval criteria contained in Section 4.23.9(E)(9) as explained herein:
  - 1. This Planned Development complies with the standards contained in Article 4.23.6(F) for Commercial Development of the ZLDR by providing pedestrian connectivity and common access points.
  - 2. The development is consistent with the intent of the Comprehensive Plan and other adopted policy documents by the preservation of existing on site wetlands, buffers, and existing grand trees. A community meeting room is also provided in the office building for the benefit of the surrounding community to have an accessible gathering place which helps foster a sense of community. Another function of the proposed facility is to provide operations and support during man-made and natural disasters to ensure public safety to repair and restore power to residents. No residential units are proposed within the development so no density increase is associated with the improvements.
  - 3. The County and other agencies will be able to provide the necessary public services, facilities, and programs, to serve this development at the time it is developed. The County and other agencies have been notified of the proposed development and have

provided letters of coordination. Coordination letters may be reviewed in the Exhibits section of this document.

## 11. Historic and Archeological Survey

A cultural resources assessment was conducted by Brockington in January 2017. Their field investigation did not identify any artifacts and they did not observe any cultural features other than existing logging roads. It is unlikely that any sites would be found that would be eligible for the National Register of Historic Places or require any other management or mitigation. However, the site may be considered likely to contain subsurface archeological sites or contain native American camp sites. A grave yard associated with the adjacent church is located along the southern property line and a few grave stones are located just inside the 50' buffer and will not be disturbed. See the Appendix for the full assessment report.

## 12. Architectural Guidelines

The Architectural Guidelines of Article 9.6 of the ZLDR shall apply to this proposed Planned Development. Furthermore, the following guidelines will apply:

1. The roofs of all structures will be generally hip or gable type with the office building roof slopes consistent with the rural Lowcountry designs. Utility buildings will have lower roof slopes of 1:12 to maximize interior clear heights required by the BEC equipment.
2. All office structures will adhere to a rural village architectural theme utilizing the proper scale, proportion, detail, materials, colors and landscape that will be compatible to similar buildings located throughout the Lowcountry recognized as offering quality Lowcountry design. The utility structures (enclosed storage, vehicle maintenance) will be Pre-Engineered Metal Building structure with Tilt-up concrete walls.
3. Glass facades will not exceed 50% of any buildings total exterior wall structure.
4. Office buildings will generally be constructed of Tilt-up concrete construction using a traditional architectural theme with approved finishes per the zoning ordinance. Due to their further proximity from view, Utility buildings (enclosed storage and vehicle maintenance buildings) will have painted Tilt-up concrete walls. Covered storage buildings will be Pre-Engineered Metal Building structures (no walls).
5. Building Color Scheme – All buildings will utilize colors natural to the site that are generally compatible with surrounding plant life and natural elements of the site. All roofs will be standing seam metal, subtle color pad with most buildings having a rural or galvalume appearance. In general, no more than four different colors per building will be allowed.
6. Lighting standards will meet the Standards set forth in ZLDR section 9.6.4.C, in order to minimize impacts of lighting on neighboring properties, enhance the aesthetics of the site, and provide adequate security. Light sources should be concealed/ shielded to reduce glare and impacts to adjacent properties and roadways. No up-lighting will be allowed.

## A. Character Imagery



## 13. Areas Designated for Future Use

All areas designated for future expansion or not intended for immediate improvement or development shall remain in a natural state until such a time as development permits are approved.

## 14. Signs

It is the intent to have the primary site signage along Main Road near the primary entrance. A second sign may also be permitted adjacent to the employee entrance along Patton Ave. Signage will comply with article 9.11, Signs, of the ZLDR.

In addition to article 9.11 of the ZLDR, the following shall also apply:

- A. All free standing signs shall be monument style.
- B. Free standing signs shall not exceed ten (10) feet in height and fifty (50) square feet of sign area.
- C. All sign illumination:
  1. Illuminated signs located adjacent to any residential area shall be controlled so as not to create excessive glare to properties within adjacent residential areas. Footcandles shall be reduced by one-half the allowable footcandle after hours of operation.
  2. LED signs are prohibited;
  3. No illumination that simulates traffic control devices or emergency

vehicles shall be used.

4. All illumination must be from a steady, stationary light source.
5. Internal Illumination:
  - a. Internally illuminated signs must be constructed of routed aluminum or similar opaque material so that only letters, numbers, and/or logos are illuminated.
  - b. Signs shall not have light reflecting backgrounds or letters.
  - c. All finishes shall be a matte finish.
6. External Illumination:
  - d. Illumination shall be from a steady stationary light source, shielded and directed solely at the sign.
  - e. Light sources to illuminate signs shall be shielded as to not cause glare hazardous to pedestrians or vehicle drivers or so as to create a nuisance to adjacent properties.
  - f. The intensity of light shall not exceed twenty (20) footcandles at any point on the sign face.
  - g. The color of light sources to illuminate signs shall be white.
  - h. Signs shall not have light-reflecting backgrounds or letters.

## 15. Parking

Parking shall be provided in accordance with ZLDR Article 9.3, Off-Street Parking and Loading.

## 16. Tree Protection

The existing site has been used for tree farming and generally consists of planted rows of pine trees with an existing undisturbed natural buffer with native trees along the road frontages. A limited number of grand trees exist on site. Grand trees in good health shall be preserved or shall require a variance from the Board of Zoning Appeals for removal and/ or mitigation. All grand tree locations and species have been surveyed and are included on the existing conditions survey.

The planned development shall comply with the provisions of Article 9.4, Tree Protection and Preservation, of the ZLDR. All trees located within required buffers as outlined in Article 9.5 shall be protected. Exceptions may include non-grand tree removals for minor grading/stormwater, utilities, and driveways.

## 17. Landscape Requirements

- A. The site will be appropriately landscaped per ZLDR section 9.5, Landscaping, Screening, and Buffers.
- B. Right-of-Way Buffers  
The Planning Director shall be authorized to waive/modify minimum buffer planting requirements when an undisturbed natural buffer exists that is the same depth and amount of plant material as that which is required.



Existing gas and overhead powerlines and/or easements run inside the required buffer along Main Rd. Where drainage or other utility easements exist along property lines, required landscape buffers shall be located adjacent to the easement/utilities and may be reduced in width by the width of the easement. The buffers must contain the density of plant material required in the full buffer even if the buffer is reduced due to utility easements, and is only allowed by the approval of the Planning Director, but in no case shall the buffer width be less than fifty (50) feet. The Main Road right-of-way buffer must contain the plant material of an S5 type buffer.

In the event that the Main Road right of way is widened prior to the development being submitted for site plan review, to the extent practicable, the buffer may be reduced to no less than ten (10) feet and contain a low masonry screen wall.

## 18. Resource Areas

Planned developments shall protect any resources determined significant by the Planning Director including, but not limited to: agricultural soils and active farmland, buffer areas between active farmland and existing/planned future non-farm development, wetlands, mature trees, and habitat of species designated as of federal, state and local concern.

Existing grand trees and significant trees in the buffer will be preserved. An existing wetland area on site will be preserved and a 35' wetland buffer will be provided. Additionally, buffers will be provided adjacent to neighboring properties and roadways where indicated on the site plan. Existing plant material in the buffers should be preserved. Temporary and permanent Best Management Practices will be implemented to ensure protection to existing resources. See Section 16 for Tree Protection requirements.

## 19. Storm Water

The planned development shall comply with all Charleston County Stormwater Ordinances and SCDHEC Regulatory requirements. For site locations within sensitive drainage basins prone to flooding additional stormwater design and construction requirements may be required by the Director of Public Works prior to Stormwater permit approval and issuance. Where possible and allowed by permit, the proposed site may connect its stormwater system with existing conveyances. Best Management Practices (BMP's) shall be utilized, installed, and maintained in compliance with applicable approved permits throughout all phases including, but not limited to, site development, construction, and post construction.

Applicant shall comply with Charleston County Stormwater Ordinances and SCDHEC Regulatory requirements for pre and post construction water quality and quantity. Stormwater design, construction, and maintenance shall be in compliance with applicable approved Charleston County Stormwater Permits. Utilization of approved and permitted Low Impact Design elements is encouraged within a comprehensive site Master Drainage Plan.

## 20. Letters of Coordination

See Exhibits Section "I" for copies of the following coordination letters.

<b>SCDOT</b>	The South Carolina Department of Transportation has reviewed the proposed development and its letter of coordination is attached.
<b>FIRE DEPT.</b>	The St. John's Fire Department has reviewed the proposed development and its letter of coordination is attached.
<b>BERKELEY ELEC. CO-OP (Electric)</b>	The Berkeley Electric Co-Op has reviewed the proposed development and its letter of coordination is attached.
<b>ST. JOHN'S WATER (Water)</b>	St. John's Water has reviewed the proposed development and its letter of coordination is attached.
<b>SCE&amp;G (Gas)</b>	South Carolina Electric and Gas has reviewed the proposed development and its letter of coordination is attached.
<b>CHARLESTON CO. SHERIFF</b>	The Charleston County Sheriff has reviewed the proposed development and its letter of coordination is attached.
<b>CHARLESTON CO. EMS</b>	Charleston County Emergency Medical Services has reviewed the proposed development and its letter of coordination is attached.
<b>CHARLESTON CO. PUBLIC WORKS</b>	Charleston County Public Works has reviewed the proposed development and its letter of coordination is attached.
<b>CHARLESTON CO. TRANSPORTATION DEVELOPMENT</b>	Charleston County Transportation Development has reviewed the proposed development and its letter of coordination is attached.
<b>U.S. ARMY CORPS OF ENGINEERS</b>	The U.S. Army Corps of Engineers has reviewed the proposed development and its letter of coordination is attached.
<b>U.S. POST OFFICE</b>	The United States Post Office has reviewed the proposed development and its letter of coordination is attached.
<b>CARTA</b>	Charleston Regional Transportation Authority (CARTA) has been notified of the proposed development and their letter of coordination is attached.

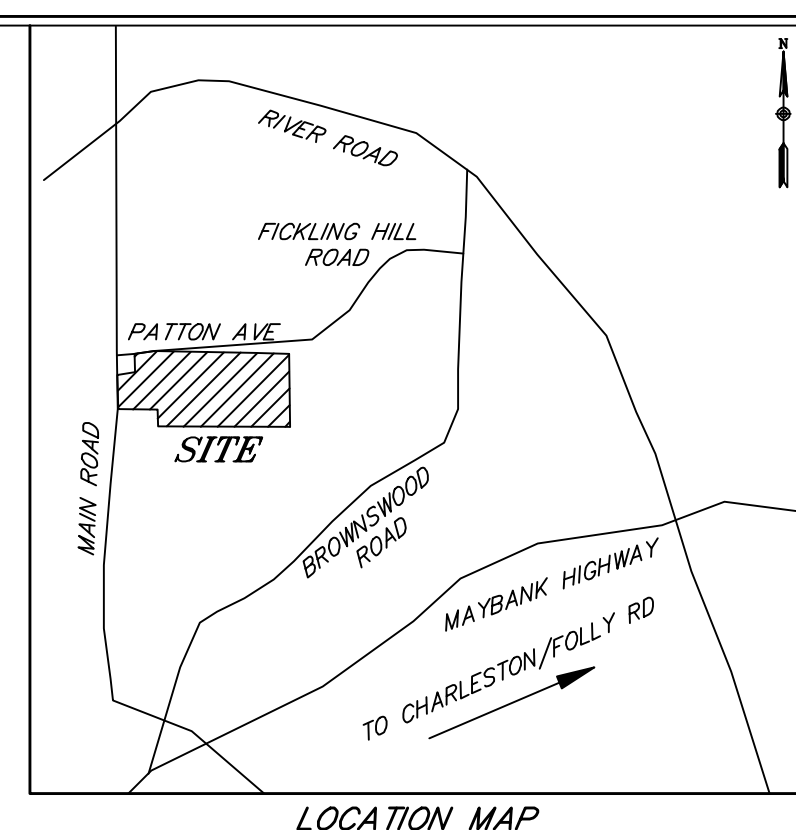
## 21. Referenced ZLDR

References to the Charleston County Zoning and Land Development regulations at the approval time of this Planned Development shall apply by reference and are included in the appendix of this document. The following sections are referenced within the document:

Article 4.19 – Rural Commercial District, Article 9.3 – Off-Street Parking and Loading, Article 9.4 – Tree Protection and Preservation, Article 9.5 – Landscaping, Screening and Buffers, Article 9.6 – Architectural and Landscape Design Standards, Article 9.7 – Wetlands, Waterways and OCRM Critical Line, Article 9.11 – Signs.

REFERENCES:

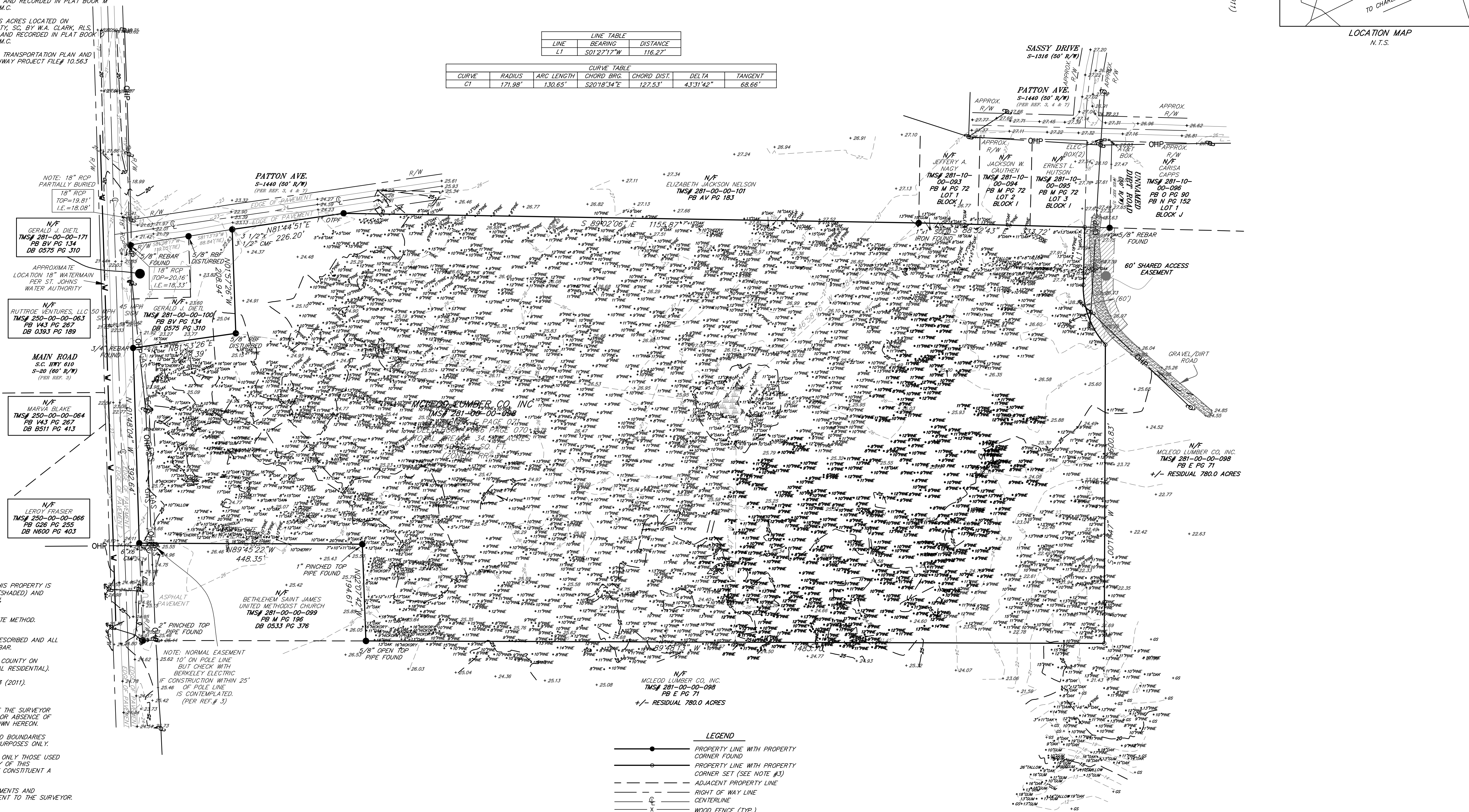
- MAP OF PROPERTY KNOWN AS SAMS TRACT, LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SC, BY J.T. KOLLOCK, DATED MARCH 1916, AND RECORDED IN PLAT BOOK M PAGE 71, CHARLESTON COUNTY R.M.C.
- MAP OF LOT A & B, LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SC, BY W.L. GALLARD, DATED 18 AUGUST 1960, AND RECORDED IN PLAT BOOK M PAGE 196, CHARLESTON COUNTY R.M.C.
- SUBDIVISION OF LAND OF BERNARD BROWN LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SC, BY W.L. GALLARD, DATED 18 AUGUST 1960, AND RECORDED IN PLAT BOOK M PAGE 196, CHARLESTON COUNTY R.M.C.
- PLAT OF SUBDIVISION OF PROPERTY LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SC, BY W.L. GALLARD, DATED 22 FEB. 1982, AND RECORDED IN PLAT BOOK AV PAGE 183, CHARLESTON COUNTY R.M.C.
- MAP OF BLOCK "I" LOTS 1 THRU 3, MORRIS ACRES LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SC, BY W.A. CLARK, RLS, SCRLS# 596 DATED 14 JULY 1959, AND RECORDED IN PLAT BOOK M PAGE 72, CHARLESTON COUNTY R.M.C.
- PLAT OF LOTS LOCATED IN MORRIS ACRES LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SC, BY W.A. CLARK, RLS, SCRLS# 596 DATED 1 JUNE 1960, AND RECORDED IN PLAT BOOK PAGE 90, CHARLESTON COUNTY R.M.C.
- SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE OF PROPOSED STATE HIGHWAY PROJECT FILE# 10.563 SHEETS 1 & 5 OF 68.
- TMS# 281-00-00-098.



LINE TABLE	
LINE	BEARING DISTANCE
L1	S01°27'17"W 116.27'

CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD BRG.	CHORD DIST.	TANGENT
C1	171.98'	130.65'	S20°18'34"E	127.53'	43°31'42" 68.66'



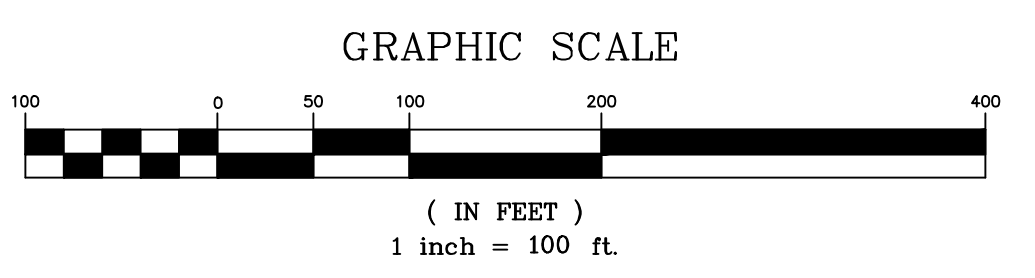
- NOTES:
- BY SCALING AND GRAPHIC PLOTTING THIS PROPERTY IS LOCATED IN FLOOD ZONE X, ZONE X (SHADED) AND PER COMMUNITY PANEL 4501C 0655 X, EFFECTIVE DATE: 17 NOVEMBER 2004.
  - AREA WERE DETERMINED BY COORDINATE METHOD.
  - ALL PROPERTY CORNERS FOUND AS DESCRIBED AND ALL PROPERTY CORNERS SET ARE 3/4" REBAR.
  - THIS PROPERTY LYING IN CHARLESTON COUNTY ON JOHNS ISLAND IS ZONED RR-3. (RURAL RESIDENTIAL).
  - THE HORIZONTAL DATUM IS SC NAD 83 (2011).
  - THE VERTICAL DATUM IS NAVD (88).
  - IT IS EXPRESSIVELY UNDERSTOOD THAT THE SURVEYOR DOES NOT CERTIFY TO THE EXISTENCE OR ABSENCE OF ANY WETLANDS ON THE PROPERTY SHOWN HEREON.
  - ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARIES OF THIS SURVEY IS FOR DESCRIPTIVE PURPOSES ONLY.
  - THE PUBLIC RECORDS REFERENCE ARE ONLY THOSE USED FOR ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY AND DOES NOT IN ANY WAY CONSTITUTE A TITLE SEARCH.
  - PROPERTY MAY BE SUBJECT TO EASEMENTS AND RESTRICTIONS NOT OBVIOUS OR APPARENT TO THE SURVEYOR.

SURVEYOR'S STATEMENT

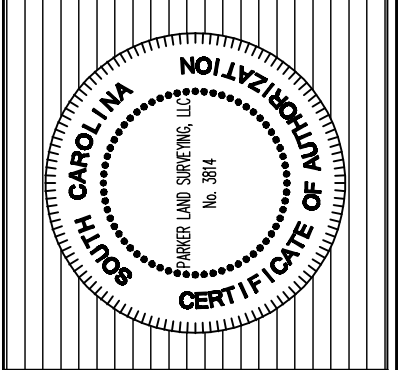
I CERTIFY THAT THE INFORMATION SHOWN HEREON REPRESENTS A FIELD SURVEY MADE UNDER MY SUPERVISION, ON APRIL 5, 2017. I FURTHER CERTIFY THAT ALL INFORMATION DEPICTED IS A CORRECT REPRESENTATION OF ACTUAL FIELD CONDITIONS, AND THAT ALL HORIZONTAL DIMENSIONS, VERTICAL DIMENSIONS, AND GRADE LINES SHOWN ARE A TRUE REPRESENTATION OF EXISTING CONDITIONS.

LEGEND

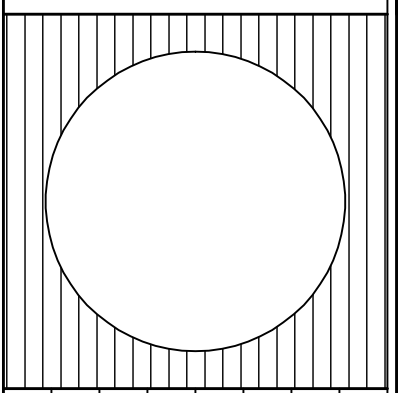
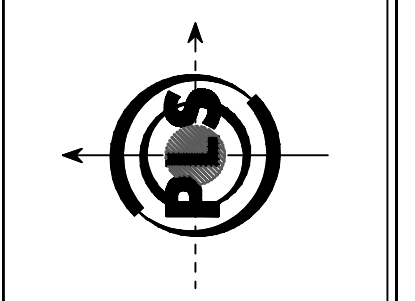
	PROPERTY LINE WITH PROPERTY CORNER FOUND
	PROPERTY LINE WITH PROPERTY CORNER SET (SEE NOTE #3)
	ADJACENT PROPERTY LINE
	RIGHT OF WAY LINE
	CENTERLINE
	WOOD FENCE (TYP.)
	EASEMENT LINE
	WETLANDS LINE WITH CORNER
	COMPUTED NO CORNER SET
	POWER POLE
	GUY WIRE
	TELEPHONE PEDESTAL
	WETLANDS
	EASEMENT HATCH
	GRAVEL/DIRT



TITLE  
**TOPOGRAPHIC & TREE SURVEY**  
 SHOWING A PORTION OF  
 TMS# 281-00-00-098  
 LOCATED ON JOHNS ISLAND  
 CHARLESTON COUNTY, S.C.



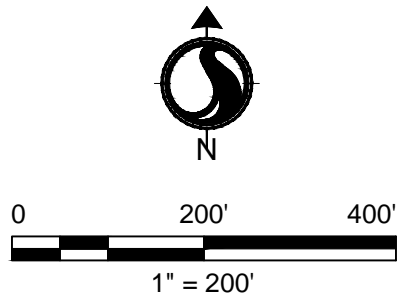
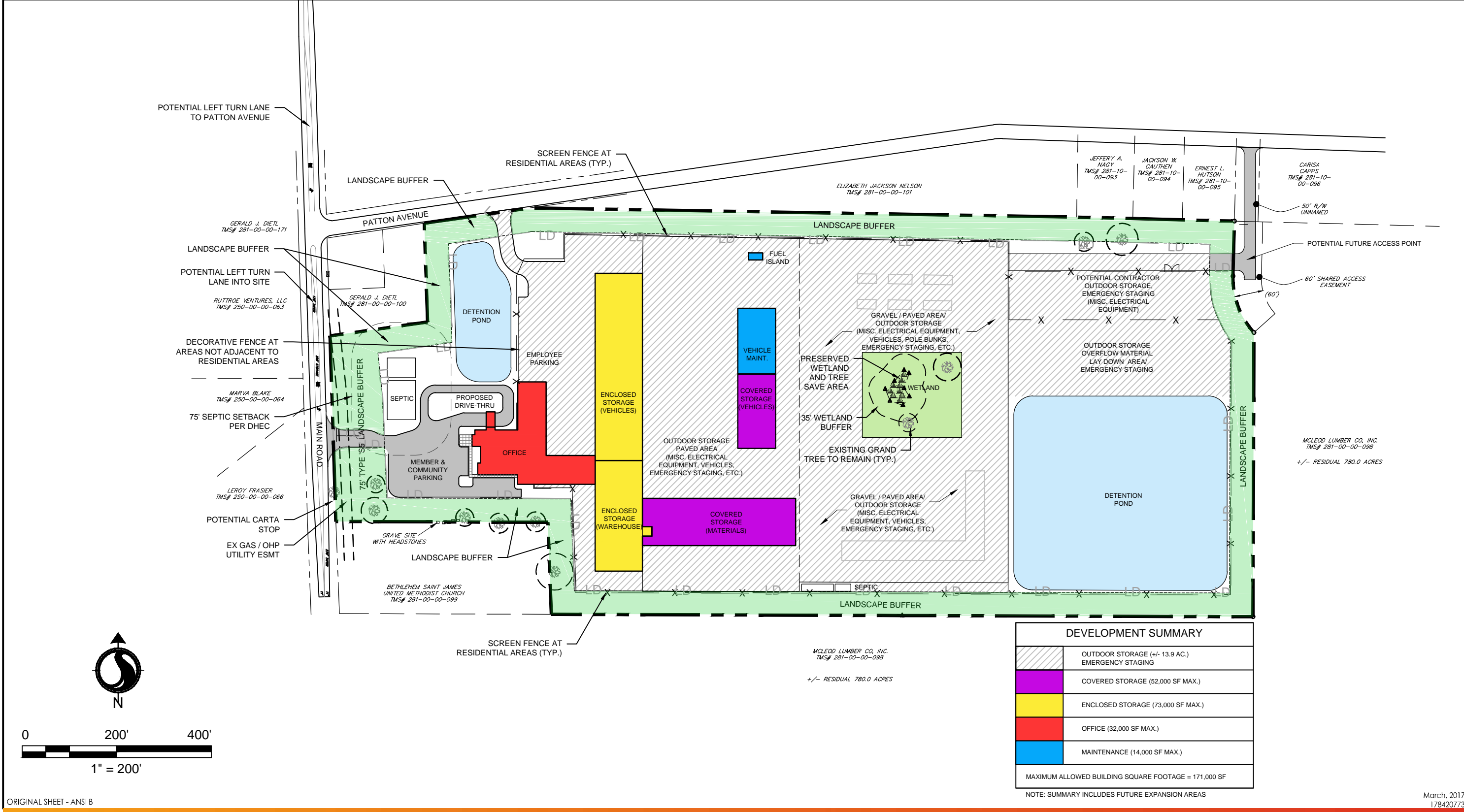
**Parker Land Surveying, LLC**  
 5910 Orlin Street  
 Hanahan, SC 29410  
 Phone: (843) 554-7777  
 Fax: (843) 554-7775








DESIGNED: JCR  
 DRAWN: JCR  
 CHECKED: RAA  
 APPROVED: ACC  
 SCALE: 1"=100'  
 DATE: 07/06/2017  
 PROJECT NO.: 16159  
 SHEET 1 OF 1

**EXHIBIT A**

V:\1784\active\178420773\urban\_land\drawings\sheet\773\_pud\_exhibits.dwg  
 2017/04/07 10:00 AM By: Vollnogle, Kevin



DEVELOPMENT SUMMARY	
	OUTDOOR STORAGE (+/- 13.9 AC.) EMERGENCY STAGING
	COVERED STORAGE (52,000 SF MAX.)
	ENCLOSED STORAGE (73,000 SF MAX.)
	OFFICE (32,000 SF MAX.)
	MAINTENANCE (14,000 SF MAX.)
MAXIMUM ALLOWED BUILDING SQUARE FOOTAGE = 171,000 SF	
NOTE: SUMMARY INCLUDES FUTURE EXPANSION AREAS	

ORIGINAL SHEET - ANSI B

MCLEOD LUMBER CO., INC.  
 TMS# 281-00-00-098  
 +/- RESIDUAL 780.0 ACRES

March, 2017  
 178420773



4969 Centre Pointe Dr, Suite 200  
 North Charleston, SC 29418

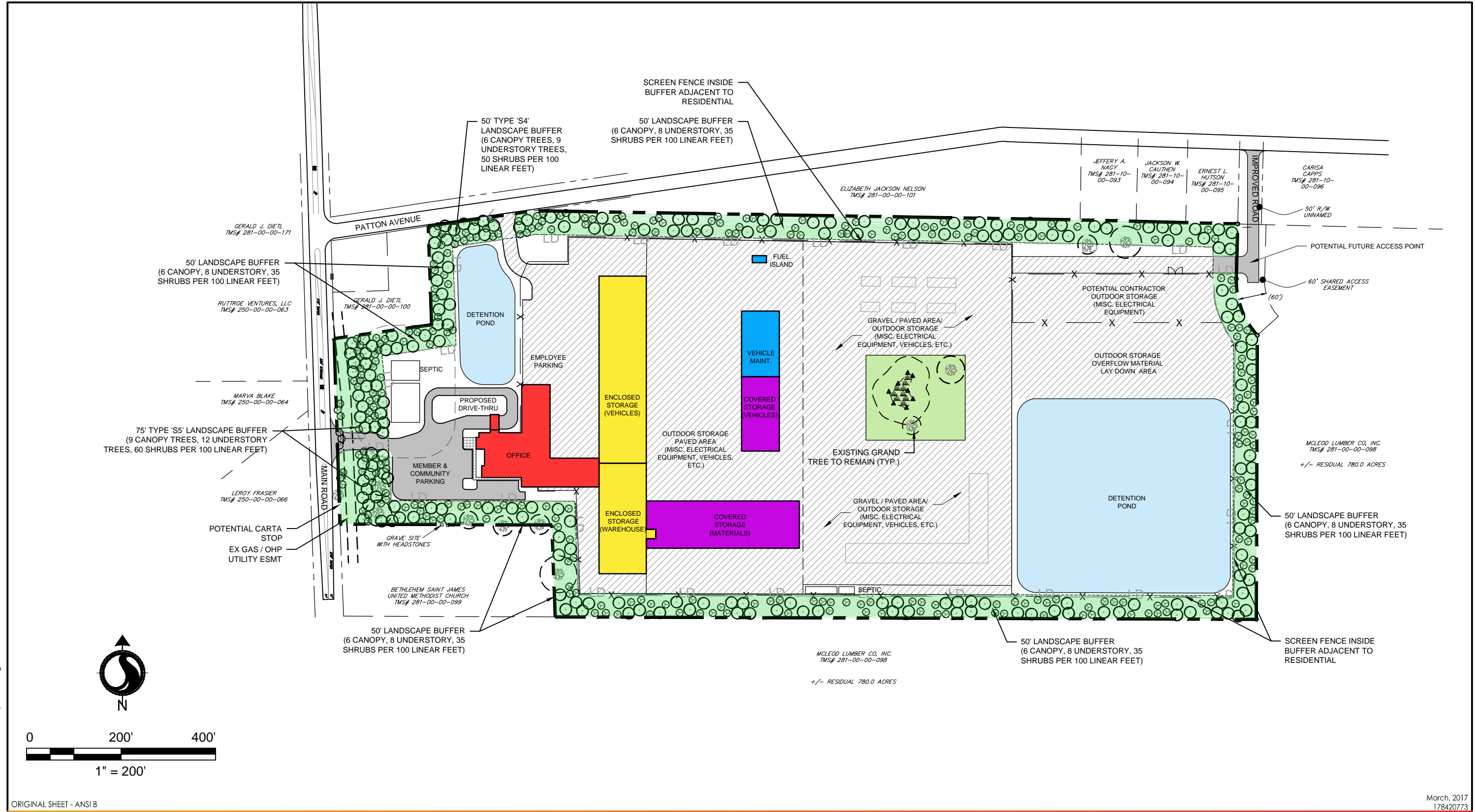
Legend

Notes

1. THIS SITE PLAN, BUILDINGS, AND LISTED SQUARE FOOTAGE ARE SCHEMATIC IN ORDER TO SHOW MASSING AND LAND USES ON SITE. EXACT LOCATION AND CONFIGURATION ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENTS. ALL PLANS SUBJECT TO AGENCY REVIEW / APPROVAL INCLUDING SITE PLAN REVIEW IN CHARLESTON COUNTY.

Client/Project  
 BERKELEY ELECTRIC COOPERATIVE  
 JOHNS ISLAND DISTRICT OFFICE  
 Johns Island, South Carolina  
 Figure No.  
2  
 Title  
 EXHIBIT "B"  
 Proposed Site Plan Concept

V:\1784\active\178420773\urban\_land\drawings\sheet\773\_pud\_exhibits.dwg  
 2017/04/07 10:00 AM By: Vollnogle, Kevin



ORIGINAL SHEET - ANSI B

March, 2017  
 178420773



Legend

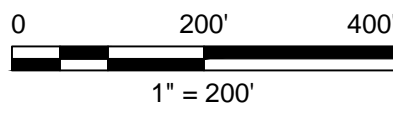
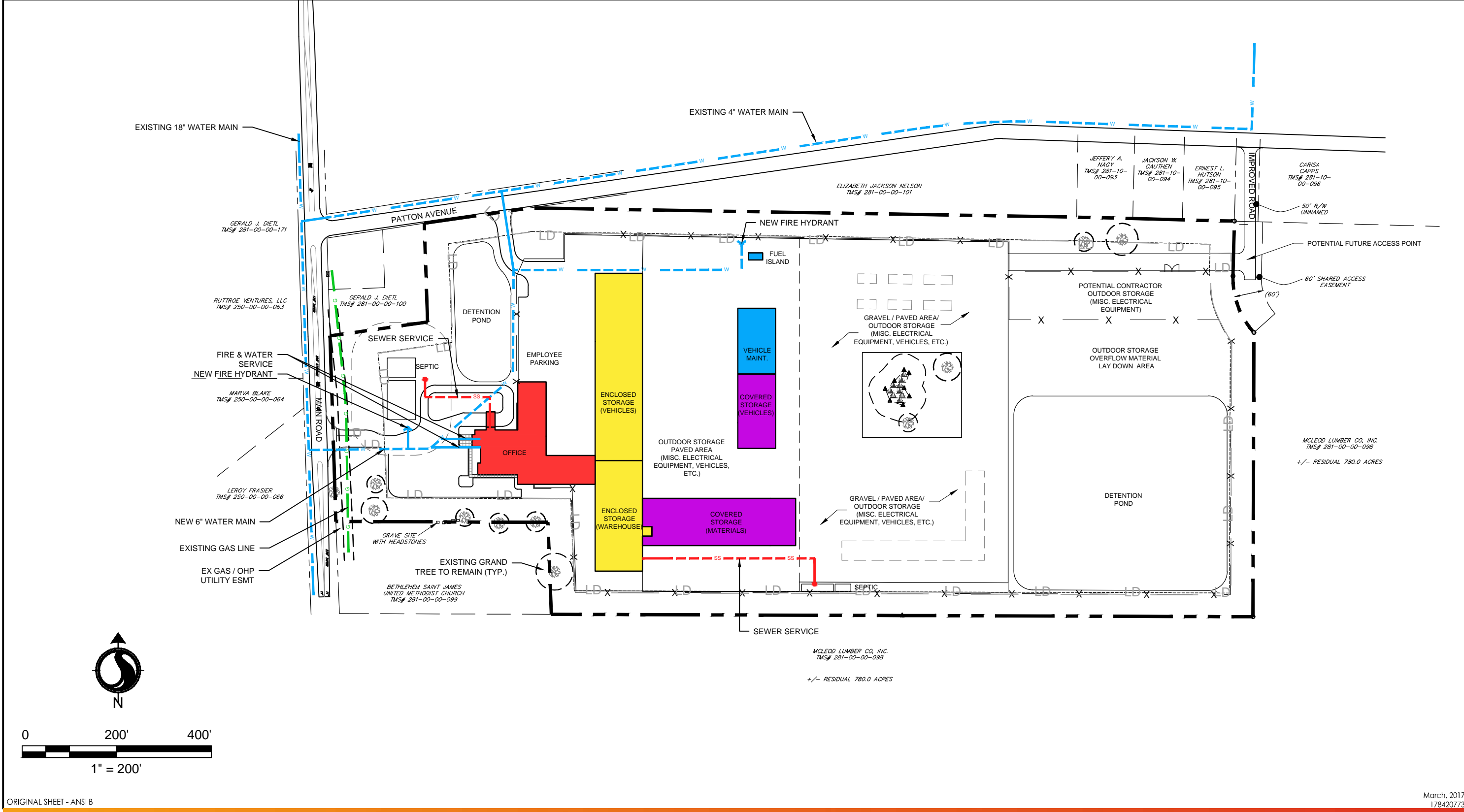
Notes

1. THIS SITE PLAN, BUILDINGS, AND LISTED SQUARE FOOTAGE ARE SCHEMATIC IN ORDER TO SHOW MASSING AND LAND USES ON SITE. EXACT LOCATION AND CONFIGURATION ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENTS. ALL PLANS SUBJECT TO AGENCY REVIEW / APPROVAL INCLUDING SITE PLAN REVIEW IN CHARLESTON COUNTY.

Client/Project  
 BERKELEY ELECTRIC COOPERATIVE  
 JOHNS ISLAND DISTRICT OFFICE  
 Johns Island, South Carolina  
 Figure No.  
3  
 Title  
 EXHIBIT "C"  
 Landscape Sketch Plan Concept

4969 Centre Pointe Dr, Suite 200  
 North Charleston, SC 29418

V:\1784\active\178420773\urban\_land\drawings\sheets\773\_pud\_exhibits.dwg  
 2017/04/07 10:00 AM By: Vollnogle, Kevin



ORIGINAL SHEET - ANSI B

March, 2017  
 178420773



4969 Centre Pointe Dr, Suite 200  
 North Charleston, SC 29418

Legend

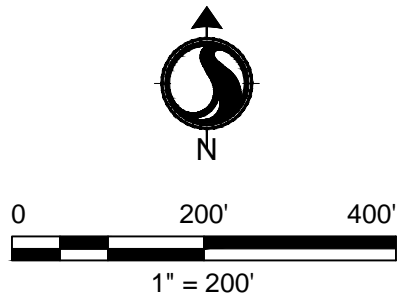
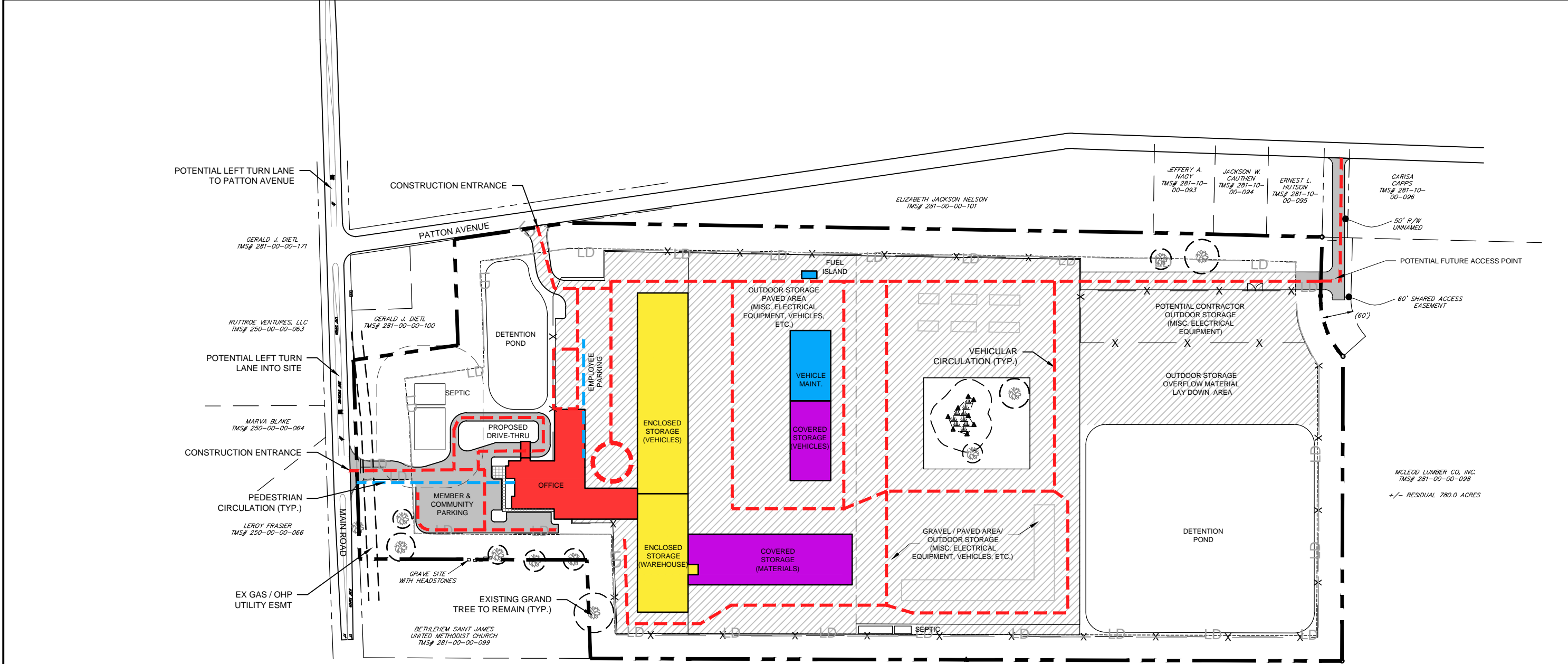
- W — PROPOSED WATER SERVICE
- G — EXISTING GAS SERVICE
- SS — PROPOSED SANITARY SEWER SERVICE TO ONSITE SEPTIC FIELD

Notes

1. THIS SITE PLAN, BUILDINGS, AND LISTED SQUARE FOOTAGE ARE SCHEMATIC IN ORDER TO SHOW MASSING AND LAND USES ON SITE. EXACT LOCATION AND CONFIGURATION ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENTS. ALL PLANS SUBJECT TO AGENCY REVIEW / APPROVAL INCLUDING SITE PLAN REVIEW IN CHARLESTON COUNTY.

Client/Project  
 BERKELEY ELECTRIC COOPERATIVE  
 JOHNS ISLAND DISTRICT OFFICE  
 Johns Island, South Carolina  
 Figure No.  
4  
 Title  
 EXHIBIT "D"  
 Utility Sketch Plan Concept

V:\1784\active\178420773\urban\_land\drawings\sheets\773\_pud\_exhibits.dwg  
2017/04/07 10:00 AM By: Vollnogle, Kevin



ORIGINAL SHEET - ANSI B

MCLEOD LUMBER CO., INC.  
TMS# 281-00-00-098  
+/- RESIDUAL 780.0 ACRES

March, 2017  
178420773



4969 Centre Pointe Dr, Suite 200  
North Charleston, SC 29418

Legend

- - - - - PROPOSED VEHICULAR CIRCULATION
- - - - - PROPOSED PEDESTRIAN CIRCULATION

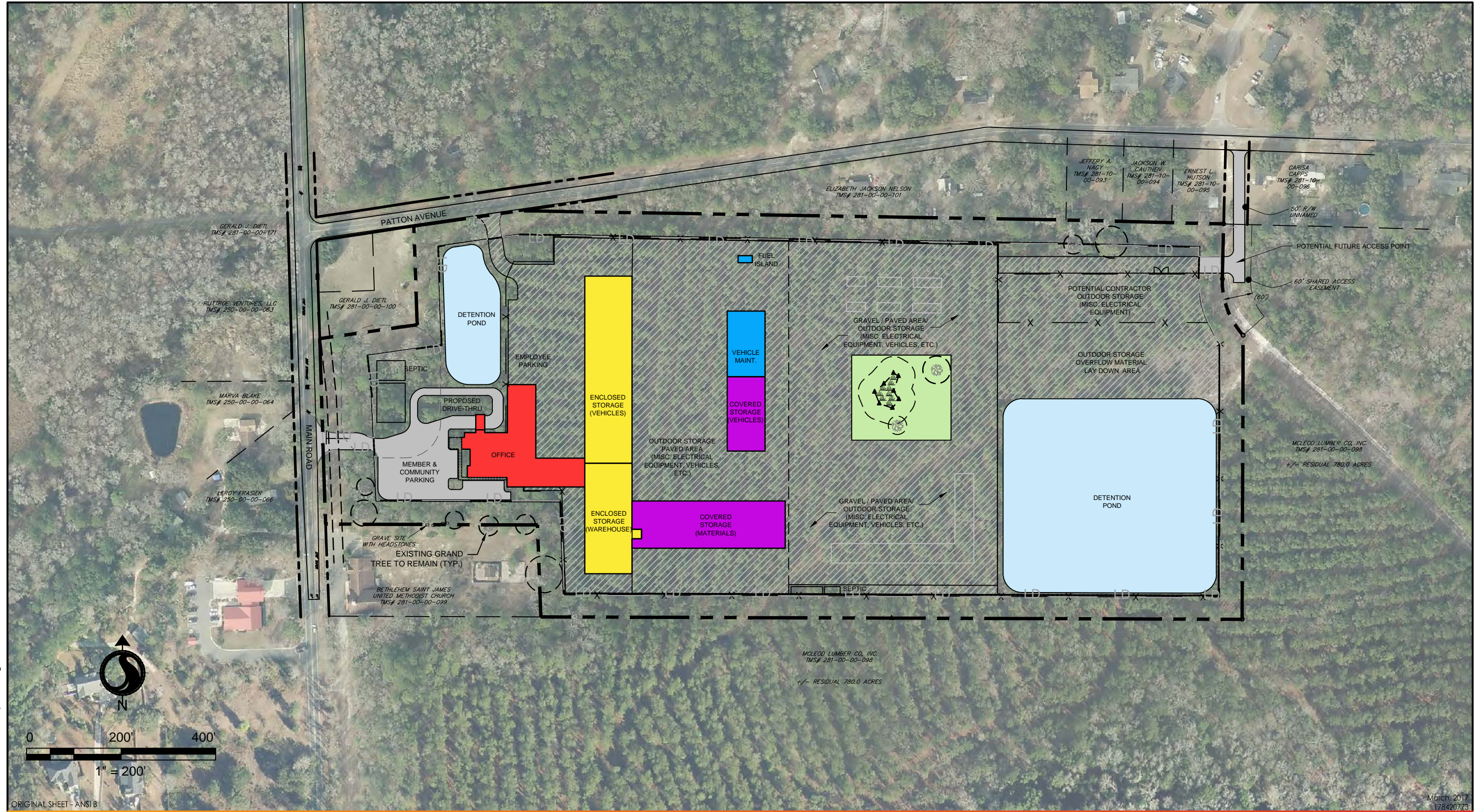
Notes

1. THIS SITE PLAN, BUILDINGS, AND LISTED SQUARE FOOTAGE ARE SCHEMATIC IN ORDER TO SHOW MASSING AND LAND USES ON SITE. EXACT LOCATION AND CONFIGURATION ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENTS. ALL PLANS SUBJECT TO AGENCY REVIEW / APPROVAL INCLUDING SITE PLAN REVIEW IN CHARLESTON COUNTY.

Client/Project  
 BERKELEY ELECTRIC COOPERATIVE  
 JOHNS ISLAND DISTRICT OFFICE  
 Johns Island, South Carolina  
 Figure No.  
 5  
 Title  
 EXHIBIT "E"  
 Traffic Circulation / Access Plan Concept



V:\1784\active\178420773\urban\_land\drawings\sheet\773\_pud\_exhibits.dwg  
 2017/04/07 10:00 AM By: Vollhogle, Kevin



ORIGINAL SHEET - ANSI B

March 2017  
 178420773



4969 Centre Pointe Dr, Suite 200  
 North Charleston, SC 29418

Legend

Notes

1. THIS SITE PLAN, BUILDINGS, AND LISTED SQUARE FOOTAGE ARE SCHEMATIC IN ORDER TO SHOW MASSING AND LAND USES ON SITE. EXACT LOCATION AND CONFIGURATION ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENTS. ALL PLANS SUBJECT TO AGENCY REVIEW / APPROVAL INCLUDING SITE PLAN REVIEW IN CHARLESTON COUNTY.

Client/Project  
 BERKELEY ELECTRIC COOPERATIVE  
 JOHNS ISLAND DISTRICT OFFICE  
 Johns Island, South Carolina  
 Figure No.

6  
 Title  
 EXHIBIT "F"  
 AERIAL PHOTO / SITE CONCEPT

V:\1784\active\178420773\urban\_land\drawings\sheets\773\_pud\_exhibits.dwg  
2017/04/07 10:00 AM By: Vollnogle, Kevin



ORIGINAL SHEET - ANSI B

March 2017  
178420773



Legend

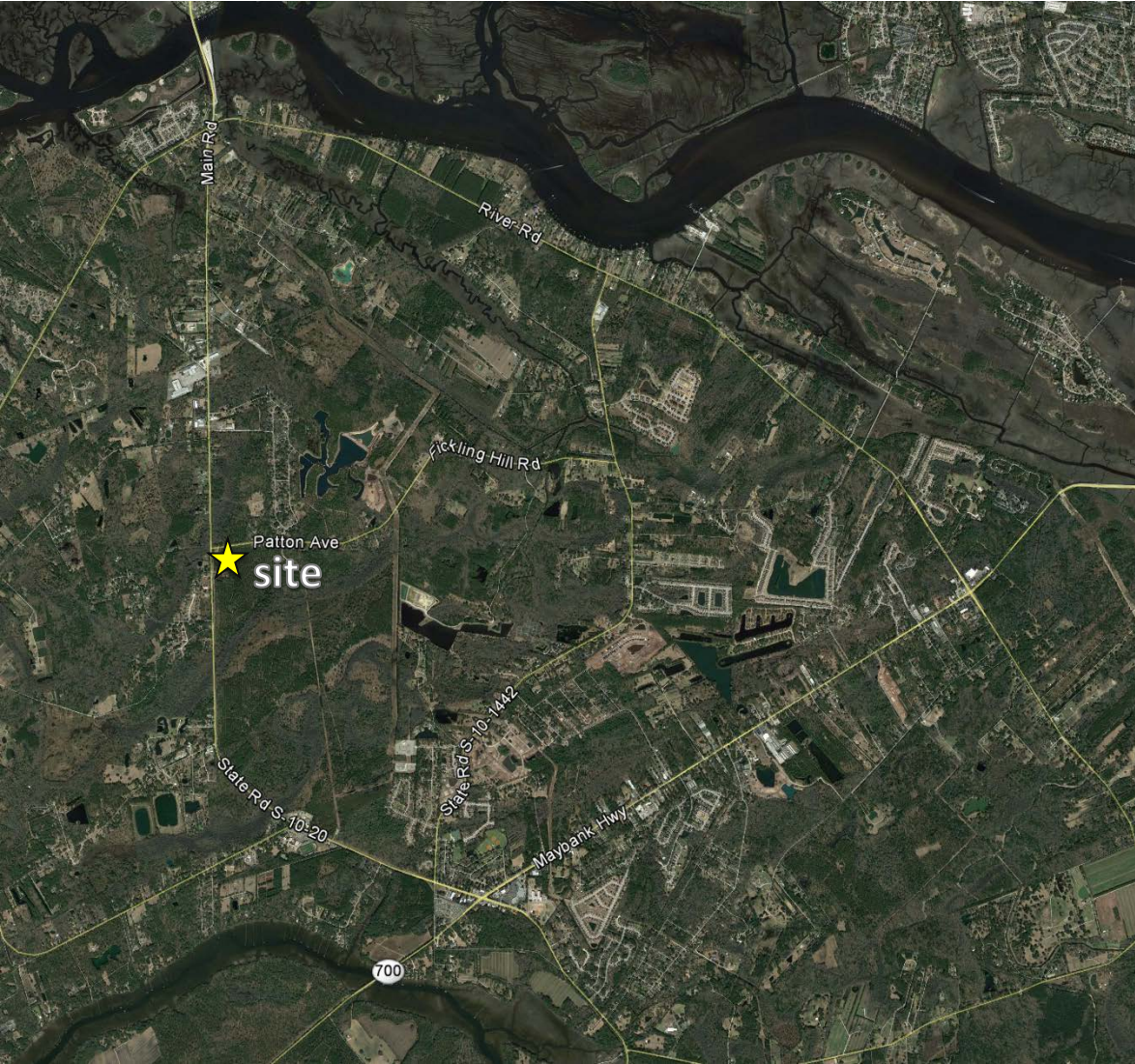
Notes

4969 Centre Pointe Dr, Suite 200  
North Charleston, SC 29418

Client/Project  
 BERKELEY ELECTRIC COOPERATIVE  
 JOHNS ISLAND DISTRICT OFFICE  
 Johns Island, South Carolina  
 Figure No.  
 7  
 Title  
 EXHIBIT "G"  
 AERIAL PHOTO / PROPOSED PARCEL

**Exhibit H**

Location Map



**Exhibit I**

Letters of Coordination

**From:** Fleming, Juleigh B. [<mailto:FlemingJB@scdot.org>]  
**Sent:** Wednesday, February 22, 2017 10:43 AM  
**To:** Day, Stuart <[Stuart.Day@stantec.com](mailto:Stuart.Day@stantec.com)>  
**Cc:** Grooms, Robert W. <[GroomsRW@scdot.org](mailto:GroomsRW@scdot.org)>  
**Subject:** SC-700 (Maybank Hwy) Berkeley Electric Coop Preliminary Review

Stuart,

Thank you for the early coordination concerning the Berkeley Electric Cooperative site located on SC-700 (Maybank Highway).

After reviewing the attached preliminary plan, our office has no objection to the proposed project. Please provide your traffic impact analysis for review once it is complete. Driveway locations and possible roadway improvements can be reviewed preliminarily once a more concrete site plan is completed and prior to submission of an encroachment permit application. Any proposed access points should meet SCDOT ARMS manual requirements.

This email does not constitute encroachment approval. Final approval is issued through our online EPPS system.

Please let me know if you have any questions.

Thank you!

*JuLeigh B Fleming*  
District Permit Engineer



6355 Fain Street  
North Charleston, SC 29406

Desk: 843-746-6722

## ST. JOHN'S FIRE DISTRICT

**COMMISSIONERS:**  
**JOHN CONNOLLY, Chair**  
**THOMAS KULICK, Vice-Chair**  
**H. ALBERT THOMPSON**  
**LEROY BLAKE**  
**JOHN OLSON**  
**SAMUEL BROWNLEE**  
**ERIC P. BRITTON**

**P.O. BOX 56**  
**1148 Main Road**  
**JOHNS ISLAND, S.C. 29455**  
**PHONE: (843) 559-9194**  
**FAX: (843) 737-0058**



**COLLEEN WALZ, Fire Chief**

January 18, 2017

Kevin Vollnogle  
4969 Centre Pointe Dr Suite 200  
North Charleston, SC 29418

Re: Letter of Coordination

Mr. Vollnogle,

The St. John's Fire District is in receipt of your request and acknowledges you will be building an office/warehouse at the intersection of Patton and Main Road. Any emergency needs at the site shall be addressed by dialing 911.

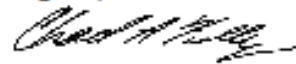
The St. John's Fire District utilizes the 2015 International Fire Code (IFC) and applicable National Fire Protection Association (NFPA) codes as indicated by laws and standards recognized by the Office of the State Fire Marshal and Charleston County to ensure the safety of businesses and events located in the St. John's Fire District.

Applicable code compliance will be based on the type and use of the structure. Inspections of the facility area will be required during construction and annually after the certificate of occupancy is approved. A final report will be provided for your reference after each inspection.

The St. John's Fire District looks forward to ensuring your events are safe for attendees and emergency responders

Please contact me directly at 843-864-4384 or at [c.kelly@stjfd.org](mailto:c.kelly@stjfd.org) with any further questions. Please notify me immediately of any changes to the submitted plans or change to the rain plan.

Regards,



Captain Chad A. Kelly  
Community Risk Reduction Division  
St. Johns Fire District  
843-864-4384



**Berkeley Electric  
Cooperative, Inc.**

Our Tennessee Energy Cooperative

January 18, 2017

Stantec  
C/o: Josh Lilly  
4969 Centre Pointe Drive, Suite 200  
North Charleston, SC 29418

**Re: Power Availability for New BEC Facility, TMS 281-00-00-098  
Johns Island, SC**

Dear Josh:

Berkeley Electric Cooperative will supply the electrical distribution requirements for the above referenced locations and we look forward to extending our facilities to meet the needs of this development.

All services that are rendered will be under our service rules and regulations at the time of service. If you have any questions, please don't hesitate to give me a call.

Sincerely,

A handwritten signature in blue ink that reads "John Hall".

John Hall  
Manager of Construction and Design

JH/ts

Cc: Tim Mobley, V.P. of Engineering and Operations  
Kevin Mims, Supervisor of Distribution Design  
Scott Bennett, Johns Island District Line Superintendent  
Jace Johnston, Johns Island District Service Planner

Berkeley Electric Cooperative, Inc. is an equal opportunity provider and employer.

Post Office Box 1234  
Moncks Corner, SC 29461  
(843) 761-8200  
Fax (843) 572-1280

Post Office Box 128  
Johns Island, SC 29457  
(843) 559-2458  
Fax (843) 559-3876

Post Office Box 1549  
Little Creek, SC 29445  
(843) 553-5020  
Fax (843) 553-6761

Post Office Box 340  
Awendaw, SC 29429  
(843) 884-7525  
Fax (843) 884-3044

[www.berkeleyelectric.coop](http://www.berkeleyelectric.coop)

**ST. JOHN'S WATER COMPANY, INC.**  
"This institution is an equal opportunity employer and provider"  
Post Office Box 629  
John's Island, South Carolina 29457-0629  
Phone (843) 559-0186  
Fax (843) 559-0371

Board Members  
Julia H. Grant, Chair  
Thomas Logare, Jr., Vice Chair  
Robert M. Lee, Sec/Treas  
Cheryl Glover  
Isaac Robinson  
Becky J. Dennis  
Cindy M. Floyd  
Tommy West  
Richard Thomas

January 4, 2017

Mr. Shaun Cavey  
Stantec  
4969 Centre Pointe Drive  
Suite 200  
N. Charleston, SC 29418

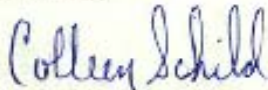
Re: Office-Warehouse at TMS number 281-00-00-098  
Water Availability and Willingness to Serve

Dear Mr. Cavey:

This letter is to confirm that TMS number 281-00-00-098 on Johns Island is within the water service area of the St. John's Water Company, Inc. (SJWC). SJWC does have water available from an existing 18-inch water line located on Main Road for water service to TMS number 281-00-00-098 for the proposed approximate 20,000 square foot office and 25,000 square foot warehouse facilities. Our system is SC DHEC approved and we have the capacity and willingness to provide potable water service to TMS number 281-00-00-098.

If you have any questions, please feel free to give me a call at 843-514-5570.

Sincerely,



Colleen Schild  
Assistant Manager/Engineer



**Daniel O. Duggan, MBA**  
Account Manager  
Gas Sales  
3680 Leeds Ave  
Charleston, SC 29405  
Phone: (843) 834-1016  
Daniel.Duggan@scana.com

1/18/17

**Kevin Vollnogle, PLA/ ASLA**  
Landscape Architect  
Stantec  
4969 Centre Pointe Drive Suite 200, North Charleston SC 29418-6952  
Phone: 843-740-6353  
Fax: 843-740-7707

Re: corner of Main Road and Patton Ave on Johns Island on a 34.9 acre parcel [TMS # 281-00-00-098].

Dear Mr. Vollnogle:

I am pleased to inform you that South Carolina Electric & Gas Company (SCE&G) will be able to provide **natural gas** service to the above referenced project. Services will be provided in accordance with SCE&G's General Terms and Conditions, other documents on file with the South Carolina Public Service Commission, and the company's standard operating policies and procedures.

Any cost associated with providing service will be determined when a finalized/approved plan is submitted to our office. In order to begin engineering work for the project, the following information will need to be provided:

- 1.) Detailed utility site plan (AutoCAD format preferred) showing water, sewer, and storm drainage. The finalized/approved plan must include lot numbers, street names, and 911 addresses for each lot.
- 2.) Additional drawings that indicate wetlands boundaries, tree survey with barricade plan and buffer zones (if required), as well as any existing or additional easements will also be needed.
- 3.) Copies of the Army Corp of Engineers official delineation and permits. If applicable, OCMR permits should also be included.
- 4.) Signed copy of this letter acknowledging its receipt and responsibility for its contents and authorization to begin engineering work with the understanding that SCE&G intends to serve the referenced project.

SCE&G's construction standards and specifications are available upon request. For more information or questions, contact me by phone at (843) 576-8931 or at Daniel.Duggan@scana.com.

Sincerely,

Daniel O. Duggan  
Account Manager

Acknowledgement of Receipt		
Signature _____		
Title _____	Date _____	



Office of the Sheriff



County of Charleston

Sheriff J. Al Cannon, Jr.

February 8, 2017

Mr. Kevin Vollnogle  
Stantec  
4969 Centre Pointe Drive Ste 200  
North Charleston, SC 29418

re: Letter of Coordination

Mr. Vollnogle,

The Charleston County Sheriff's Office acknowledges your intention to build a development at 1125 Main Road, Johns Island, SC 29455. This development for the Berkeley Electric Cooperative (BEC) facility is intended to provide an office and customer service building for the BEC.

If off-duty deputies are needed for added security, a signed written contract outlining the stipulations must be reviewed and signed by the event coordinator at least ten (10) days prior to the event. This can be accomplished by applying online at:

<http://sheriff.charlestoncounty.org/off-duty-request.php>.

Please understand that *all* law enforcement matters will need to be reported to this agency. This can be accomplished by calling the Charleston County Consolidated Dispatch Center at 843-743-7200 or dialing 911 for emergencies. Additional information can be accessed on our agency website at [www.ccsso.charlestoncounty.org](http://www.ccsso.charlestoncounty.org).

If you have any questions, feel free to contact this office via telephone or by email.

Regards,

*Rita Avila Zelinsky*  
Lieutenant Rita Avila Zelinsky  
Off Duty Coordinator  
Charleston County Sheriff's Office  
(843) 529-6220  
[rzelinsky@charlestoncounty.org](mailto:rzelinsky@charlestoncounty.org)

**Administrative Office**

3691 Leeds Avenue  
N. Charleston, SC 29405  
~ Sheriff ~  
Voice (843) 554-2230  
Fax (843) 554-2243

**Law Enforcement Division**

3691 Leeds Avenue  
N. Charleston, SC 29405  
~ Patrol ~  
Voice (843) 202-1700  
Fax (843) 554-2234

**Al Cannon Detention Center**

3841 Leeds Avenue  
N. Charleston, SC 29405  
Voice (843) 529-7300  
Fax (843) 529-7406

**Judicial Center**

100 Broad Street, Suite 381  
Charleston, SC 29401  
Voice (843) 958-2100  
Fax (843) 958-2128



**Emergency Medical Services**

CHARLES MILICAN  
Deputy Chief

015.202.5702  
Fax: 015.202.5712  
cmilican@charlestoncounty.org  
Lennis Tardner, II Public Services Building  
46-45 Bridge View Drive, Suite 1006  
North Charleston, SC 29105-1924

January 26, 2017

Mr. Kevin Vollnogle, Landscape Architect  
Santec  
4969 Centre Pointe Drive  
Suite 200  
North Charleston, SC 29418

RE: BERKELEY ELECTRIC COOPERATIVE; TMS No. 281-00-00-098

Dear Mr. Vollnogle,

The Charleston County Emergency Medical Services (EMS) Department acknowledges your intention to develop the above referenced property. Charleston County EMS is the advanced life support paramedic first response and transport agency for this location – and all medical and trauma related incidents will need to be reported to this agency. This can be accomplished through the Charleston County Consolidated Dispatch Center by dialing 911.

During your scheduled Site Plan Review with Charleston County Planning Staff – EMS staff will attend in order to participate in any further review and coordination of the development design.

Sincerely,

Deputy Chief C. Milican

**James R. Neal**  
**Director**



**Public Works Department**

843.202.7600  
Fax 843.202.7601  
j.neal@charlestoncounty.org  
Lionie Hamilton, III  
Public Services Building  
4015 Bridge View Drive, Suite A301  
North Charleston, SC 29405-7464

March 20, 2017

Mr. Kevin Vollnogle, P.E./ASL A  
Stantec Consulting Services Inc.  
4969 Centre Point Drive Suite 200  
North Charleston, SC 29418-6952

RE: BERKELEY ELECTRIC CO-OPERATIVE OFFICE MAIN ROAD PUD ;  
TMS # 281-00-00-098

Dear Mr. Vollnogle,

We have reviewed the draft Berkeley Electric Cooperative Johns Island District Office Planned Development Guidelines, dated March 14, 2017, for an office and warehouse operations complex located on Main Road and Patton Avenue. At present, this letter represents sufficient coordination with the Public Works Stormwater Division in order to continue the revised planned development rezoning process for the property.

The proposed operations development being located on Main Road and Patton Avenue will be permissible provided the project is in compliance with Charleston County Stormwater Program Permitting Standards and Procedures Manual. Additional review, coordination, and approval by the Public Works Department will be required during the County Stormwater Permitting review and permitting process.

Sincerely,

Frank Pandullo, P.E., PWLF  
Stormwater Utility Manager & Technical Manager

cc: Charleston County Planning Department (Andrea Harris-Long, AICP)  
Charleston County Public Works Department (Frank Pandullo P.E., PWLF)  
File



American Public Works Association

www.charlestoncounty.org

**James R. Neal**  
**Director**  
843.202.7600  
Fax: 843.202.7601  
jneal@charlestoncounty.org



**Public Works Department**  
April 13, 2017

Lonnie Hamilton, III  
Public Services Building  
4045 Bridge View Drive, Suite A301  
North Charleston, SC 29405 7464

Mr. Kevin Vollnogle  
Stantec Consulting Services, Inc.  
4969 Centro Point Drive, Suite 200  
North Charleston, SC 29418-6952

RE: BERKELEY ELECTRIC COOPERATIVE OFFICE MAIN ROAD PLANNED  
DEVELOPMENT – TMS #281-00-00-098

Dear Mr. Vollnogle:

We are in receipt of your Berkeley Electric Cooperative Johns Island Office Planned Development Guidelines, dated March 24, 2017, for a complex located on Main Road and Patton Avenue on Johns Island. This letter acknowledges you have notified Charleston County Public Works regarding your plans for this parcel and that we have reviewed your preliminary plans and have no objection. The Public Works Department is prepared to review your detailed site plan when you are ready.

Please continue to submit necessary documentation directly to the County Zoning and Planning Department for other than specific encroachment permit applications for County right-of-way and drainage easements. These applications should be provided to the Public Works Department to the attention of Mr. Herbert Nimz, Civil Engineer I, at the address listed above.

Sincerely,

Matthew Founlain, P.E., P.G.  
Engineering Manager

MF:bw  
c: James R. Neal, P.E., Public Works Director  
Herbert Nimz, Civil Engineer I  
Joel Evans, Zoning and Planning Director  
Andrea Harris-Long, Zoning and Planning



American Public Works Association

[www.charlestoncounty.org](http://www.charlestoncounty.org)

SC-16555 2F362



**DEPARTMENT OF THE ARMY**  
CHARLESTON DISTRICT, CORPS OF ENGINEERS  
65A HAGOOD AVENUE  
CHARLESTON, SOUTH CAROLINA 29403-6107

**JAN 12 2017**

Regulatory Division

Ms. Sydni Redmond  
Passarella & Associates, Inc.  
505 Belle Hall Parkway, Suite 102  
Mt. Pleasant, South Carolina 29464

Dear Ms. Redmond:

This is to acknowledge receipt of your project submittal to the Charleston District  
Regulatory Division, for review.

SAC Number: SAC-2017-00065  
Applicant: Shaun Gavey  
Project: BEC Johns Island  
Project Manager: Tyler L. Sgro

All future inquiries regarding this matter should be directed to the Project Manager at  
843-329-8037. Additional information about the Charleston District Regulatory Program and  
Public Notice postings can be found at our web site located at <http://www.sac.usace.army.mil/>.

U.S. Army Corps of Engineers  
Regulatory Division  
Charleston District

RECEIVED  
JAN 12 2017  
REGULATORY DIVISION

73



## JOHNS ISLAND POST OFFICE

Johns Island, South Carolina 29455

*From: Dave Anderson, Postmaster Johns Island, SC*

*Subject: Service to 1125 Main Rd*

*To: Kevin Vollnogle, Stantec, and Charleston County*

*To Whom it May Concern,*

*The Us Postal Service perceives no problem with the proposed site for the Berkeley Electric facility. Mail delivery is currently in existence for neighbors of this property and is delivered from Main Rd. The Johns Island Post Office will deliver to this address when construction is completed.*

A handwritten signature in black ink, appearing to read "Dave Anderson".

*Dave Anderson, Postmaster  
Johns Island Post Office  
2860 Maybank Hwy  
Johns Island, SC 29455-9998  
(843) 559-0622*

**From:** [Jeff Burns](#)  
**To:** [Vollnogle, Kevin](#)  
**Subject:** RE: Charleston County Coordination for Rezoning  
**Date:** Friday, February 03, 2017 6:05:40 PM

---

Kevin,

The proposed rezoning of the parcel identified as TMS # 281-00-00-098 is served by the rural transit system, Tri-County Link. Based on the use as a customer service outlet, it is requested that a transit stop be incorporated at the ROW adjacent to the building. Since this is a rezoning process, it may not be feasible to discuss exact location. The request is for a concrete pad to be installed at the back of sidewalk and connect to the accessible path from the street to the building. I will be happy provide dimensions and specifications when the site plan is developed.

Thank you for this opportunity to coordinate transportation facilities with new development. Please feel free to contact me with any questions.

Sincerely,  
Jeff

Jeffrey Burns, AICP  
Senior Planner  
Berkeley-Charleston-Dorchester Council of  
Governments BCDCOG  
1362 McMillan Ave., Suite  
100 North Charleston, SC  
29405 843.529.2128  
[www.bcdcog.com](http://www.bcdcog.com)  
[www.ridecarta.com](http://www.ridecarta.com)

Devri DeToma, P. E.  
Construction Project Manager I  
Transportation Development



803.202.6144  
Fax: 803.202.6152  
ddetoma@charlestoncounty.org  
Linnie Hamilton III, Public Services Building  
4045 Bridge View Drive, Suite C304  
North Charleston, SC 29405

April 20, 2017

Mr. Kevin Vollnogle  
Stantec Consultant Services, Inc.  
4969 Centre Point Drive, Suite 200  
N. Charleston, SC 29418-6952

RE: BERKELY ELECTRIC COOPERATIVE OFFICE MAIN ROAD PLANNED  
DEVELOPMENT- TMS #281-00-00-098

Dear Mr. Vollnogle:

Charleston County Transportation Development has reviewed the Berkeley Electric Cooperative Johns Island Office Plans for a building located on a parcel located at the Main Road and Patton Avenue intersection on Johns Island. This letter acknowledges that you have notified the Charleston County Transportation Development Department regarding your plans for this parcel in an effort to coordinate with our proposed US 17 at Main Road Intersection and Main Road Widening Project.

Transportation Development plans to award a contract this spring to begin the National Environmental Policy Act (NEPA) documentation required by the Federal Highway Association (FHWA) to widen Main to 4 lanes from Beus Ferry Road to Betsy Kerrison. This study will include a right-of-way analysis, but not right-of-way acquisition. It will take anywhere from 4 to 7 years to complete the NEPA process, depending on the environmental impacts the project may cause. Once the document is completed, and it is determined that we can move forward with the widening, we will need to acquire additional right-of-way to accommodate the added lanes.

By initial evaluation, I would assume we will not be able to only widen the east side of Main Road because of the fire station's current location. I suspect we will need to purchase right-of-way from both sides of Main Road, and possibly purchase an additional gas easement on TMS 281-00-00-098 so that it does not lie under the newly widened road. Both of the discussed right-of-way and gas easement purchases would impact your proposed landscaped buffer.

In summary, it is too early to determine how the referenced parcel will be impacted by the US 17 and Main Road Intersection Improvements or the Main Road Widening Project. Please let me know if I can be of further assistance at this time.

Sincerely,

  
Devri DeToma, P.E.  
Construction Project Manager

[www.charlestoncounty.org](http://www.charlestoncounty.org)



Shaun Cavey  
Stantec  
4969 Centre Pointe Drive, Suite 200  
North Charleston, SC 29418-6952

January 20, 2017

Re: Cultural Resources Assessment of the 34.5-Acre BEC Johns Island Tract, Charleston County, South Carolina.

Dear Mr. Cavey:

**Introduction.** In January 2017, Brockington and Associates, Inc. completed a cultural resources assessment of the 34.5-acre BEC Johns Island Tract in Charleston County, South Carolina. This assessment provides basic information on known historic properties (sites, buildings, structures, objects, and districts listed on or eligible for the National Register of Historic Places [NRHP]), the potential for archaeological or historical resources to exist within the project tract, and how these resources may affect the future use of the project tract. It is unlikely that this assessment will satisfy regulations of the US Army Corps of Engineers (USACE) concerning the potential effects of permitted undertakings on historic properties should you pursue the development of the project tract.

Historic properties are protected by federal and state laws. If a project requires a federal permit, license, or approval, the federal agency must comply with Section 106 of the National Historic Preservation Act (NHPA), which requires that all cultural resources identified within the Area of Potential Effects (APE) must be recorded and assessed for NRHP eligibility. Cultural resources that meet the eligibility criteria for listing in the NRHP are considered “significant” resources and must be taken into consideration during the planning of federal projects. Federal agencies generally require avoidance or mitigation measures in order to minimize adverse effects on eligible cultural resources. Projects requiring a federal permit, license, or approval are subject to compliance with the requirements described above. Appropriate compliance measures, which may include avoidance, cultural resource monitoring, and/or mitigation procedures designed to minimize impacts, are determined by the lead agency on a project-specific basis.

Briefly, the assessment revealed that the BEC Johns Island Tract resembles other tracts of similar size in the immediate area of Johns Island with respect to cultural resources. Intensive cultural resources survey of the study area likely will be required to obtain permits for development. We have reason to believe that archaeological sites will likely be identified during this survey. There is a possibility that one or more Native American camp sites may be on the project tract. These types of archaeological sites typically are not eligible for the NRHP.

Charles Philips (Brockington Senior Historian) conducted the historical research. Mr. Philips and Josh Fletcher (Brockington Senior Archaeologist) conducted the field inspection. Mr. Philips and Mr. Fletcher compiled this assessment report.

**Background Research.** The Senior Archaeologist initially reviewed the locations of known archaeological sites, architectural resources, and historic properties maintained by the State Historic Preservation Office (SHPO) and the South Carolina Institute of Archaeology and Anthropology (SCIAA) on their ArchSite online database. During the background research, the Senior Archaeologist viewed copies of archaeological site forms and report excerpts for previously recorded archaeological sites, architectural resources, and previous cultural resources studies within 0.5 mile of the study area. There are no previously recorded archaeological sites and one previously recorded architectural resource (Resource 1438) within 0.5 mile of the BEC Johns Island Tract. Preservation Consultants, Inc. (Fick et al. 1989) recorded architectural Resource 1438 (St. James Methodist Church Cemetery) during their historical survey of James Island and Johns Island. The cemetery is located just southwest of the BEC Johns Island Tract and is discussed in further detail below. Resource 1438 is not eligible for the NRHP. There is also one previously investigated project tract within 0.5 mile of the BEC Johns Island Tract. In 2002, Brockington and Associates (Fletcher and Hendrix 2002) conducted a cultural resources survey of the 311-acre St. John's Golf Tract. Fletcher and Hendrix (2002) recorded no cultural resources within 0.5 mile of the BEC Johns Island Tract. The locations of the BEC Johns Island Tract, Resource 1438, and the previously investigated St. John's Golf Tract are shown on Figure 1.

The Project Historian reviewed archival materials at the South Carolina Room of the Charleston County Public Library, resources at the Charleston County Register of Mesne Conveyance, and the Probate offices, all in Charleston. He consulted the resources of the online index of the South Carolina Department of Archives and History (SCDAH) and the South Carolina Historical Society. He reviewed published materials in Fick (1992), Jordan and Stringfellow (1998), and Edgar (1998). The Project Historian interviewed Mrs. Alicia Thompson, Charleston County Public Librarian. Mrs. Thompson is a resident of the area, and is familiar with many of the families who have long resided on Johns Island. The research results are summarized in the historic overview below.

**Brief Historical Overview of the Project Tract.** The BEC Johns Island Tract was located in the historic St. Johns Colleton Parish, a historic parish established in 1730 that included Johns Island, Wadmalaw Island, Edisto Island and other coastal barrier islands (Stauffer 1994:7). The 34.5-acre BEC Johns Island Tract was entirely cut out of the 800-acre "Sams' Pine Hill Plantation," a nineteenth-century cotton and pine plantation owned for most of the first half of that century by William Sams (Jordan and Stringfellow 1998:237-249). Prior to the Sams ownership, the land appears to have been part of the Beamer and Stanyarne family lands, large land-owning families in the Colonial Period in St. Johns Colleton Parish. The project tract is bound to the west by Main Road (SC Road S-10-20), a mid-nineteenth-century primary roadway that connected the Johns Island Ferry across the Stono River with Fenwick Road (roughly modern-day Maybank Highway). Likely in the early twentieth century, a small portion of the plantation was cut off and sold to the St. James United Methodist Church. The church property that includes the church cemetery is located in an outparcel in the southwest corner of the BEC Johns Island Tract. Patton Road, originally a farm road that roughly formed the boundary between Pine Hill and property to the north, is located to the north of the project tract. A narrow strip of wooded land containing several houses generally separates the project tract from Patton Road. The project tract appears to have been historically cotton and timber lands.

Southwest of the project tract the authors observed an earthen causeway that crosses a lowland. This causeway appears to have been a roadway connecting the northern portion of the Sams' plantation with the southern section but does not appear to have served any other purpose. The causeway is located outside of the project tract.

William Sams appears to have inherited an 800+-acre plantation from his grandparents, William and Elizabeth Hext Sams, when his grandmother died in 1813 (Jordan and Stringfellow 1998:287). This William Sams did not live on Johns Island but apparently used the land for cotton and timber, calling it his “Pine Hill” Tract (Charleston County Deed Book [CCDB] Z10:605). William Sams lived on nearby Wadmalaw Island at “Sams Place.” In 1824, he filed a tax return showing 780 acres in St. Johns Colleton Parish along with 32 slaves. Most likely this is the Pine Hill Tract. Jordan and Stringfellow (1998:287) show a settlement site on the Pine Hill Plantation to the south of the current project tract. Since Sams owned land on Wadmalaw Island and Johns Island and both are in St. Johns Colleton Parish, it is impossible to determine if his slaves were working Pine Hill or the Sams Place.

By the mid-1800s, Sams lost Pine Hill and the tract passed through many different and mostly absentee owners for more than a century. In 1839, Sams mortgaged his Pine Hill plantation to John Hanahan, and in 1845 Hanahan foreclosed on the mortgage and acquired the plantation (CCDB R11:439). The property remained with John Hanahan until his death. In 1881, Hanahan’s executor sold the land to Mary L. Beckett who kept it for six years before selling it to Richard Grimshaw, who held several tracts in the area (CCDB Y18:47 and A32:44). Though the Becketts did not own the land until 1881, they may have rented and farmed it long before that. Jordan and Stringfellow (1998:248) place a member of the Beckett family at Sams’ Pine Hill Plantation as early as the 1860 US Census.

In 1889, the land passed to Anna Eastwood, who held it for some 20 years until William Schurmer acquired Pine Hill in 1909 (CCDB A30:136 and W23:265). For most of the next half century the land was conveyed to several owners. In 1916, J. T. Kollock surveyed the tract, noting the St. James Church to the southwest. Little else is shown except that Pine Hill had been subdivided into five lots; the project tract was located inside Lot 1. The survey is shown in Figure 2. The 1919 *Legareville, SC* quadrangle, shown in Figure 3, reveals only the St. James United Methodist Church to the southwest of the project tract and the large causeway that crosses the wetlands to the south of the project tract. In 1953, the M. L. McLeod Lumber Company purchased the tract and the heirs of the company are the current owners of record (CCDB P56:548 and P66:70). The M. L. McLeod Lumber Company appears to have used the land for timber production.

**Field Investigations.** On December 16, 2016, the Senior Archaeologist and Senior Historian conducted pedestrian inspections of the BEC Johns Island Tract. The project tract is located on high, well-drained land on the east side of Main Road in north-central Johns Island. A small, wooded and residentially developed buffer zone separates the northern boundary of the project tract from Patton Road. The St. James United Methodist Church and cemetery are located to the southwest of the project tract. The project tract is bound to the south by wooded land owned by the M. L. McLeod Lumber Company. An unnamed lowland swamp into which the project tract drains flows a short distance to the south of the project tract. A small isolated wetland is located in the center of the project tract. The tract is briefly bounded on the west by a Berkeley Electric transmission line corridor and other lands of the M. L. McLeod Lumber Company.

The investigators accessed the project tract via an unpaved access road from Main Road, located south of St. James United Methodist Church. The project tract contains several unpaved logging/hunting access roads. The small size of the tract and the presence of the roads made vehicular and pedestrian access possible to all parts of the tract. The project tract is wooded in planted pines that appear to have been recently thinned. Mapped soils within the project tract consist of primarily well-drained Chipley loamy fine and Wagram loamy fine soils, with smaller areas of a somewhat poorly drained Leon fine sand in the western and central areas of the tract (Miller

1971:60-61). On the coastal Sea Islands, historically well-drained soils near fresh water sources have a high potential to contain cultural resources. Historic plats and maps of the area and archival research did not indicate any historic period settlements on the project tract. We observed no historic artifacts on the project tract during the field inspection. The small circular-shaped wetlands in the center of the tract, dry at the time of the field inspection, contains a grove of hardwoods, largely live oaks and bay trees. Investigators observed no artifacts indicative of prehistoric or historic occupations near the wetlands. Additionally, we observed no other cultural features other than the logging/hunting access roads. Figure 4 presents views of the project tract.

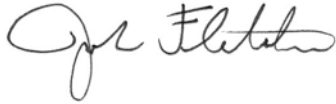
Investigators inspected the unnamed wetlands south of the project tract and observed the remnants of a sizable earthen causeway shown in Figure 3. The causeway, though it has missing portions, spans the unnamed lowlands from south to north. It appears to be an abandoned roadway that provided access from the southern portion of Pine Hill Plantation to the northern section. This feature is located approximately 500 feet south of the BEC Johns Island Tract. Figure 5 shows a view of the causeway.

We inspected the St. James United Methodist Church cemetery during the investigation. The church building sits on the west side of the property along Main Road and is less than 50 years old. It likely replaced an older wooden structure that is no longer in existence. The cemetery is well defined with dirt access roadways on the north and south sides and a small earthen berm surrounding the north, south and east sides of the lot. The church continues to use the cemetery, based on evidence of recent burials. The headstones indicate that the earliest burials occurred around 1918. The cemetery grounds are well maintained. A fenced walkway leading from the church to the children's play area divides part of the cemetery. It does not appear that any marked or unmarked graves are located outside of the church/cemetery lot. Figure 5 shows a view of the church and cemetery.

**Risk Category.** *High.* Risk is based on the assumption the project will require a federal permit, license, or approval, and that the federal agency must comply with Section 106 of the NHPA. Based on the background research and field investigations to date, the 34.5-acre BEC Johns Island Tract has the potential to contain subsurface archaeological sites. The location of the well-drained soils near fresh water lowlands in the coastal Sea Islands setting indicate a high potential to contain cultural deposits likely requiring further archaeological investigations. An intensive archaeological survey may identify one or more Native American camp sites, especially in areas surrounding natural springs and freshwater wetlands. As noted above, the majority of these sites will likely be determined not eligible for the NRHP, require no further management after identification, and will not affect the use of the project tract, though there is a possibility that sites may be determined eligible for the NRHP, and could affect the future use of portions of the tract. Any site determined to be eligible for the NRHP would require preservation through green spacing or mitigative actions using standard treatment protocols developed in consultation with the lead agency. If mitigation measures are warranted, a historic properties treatment plan will be developed for any NRHP-eligible sites requiring mitigation. Mitigation measures may consist of data recovery and possible construction monitoring.

Please do not hesitate to contact us if you have any questions or require any further information concerning the BEC Johns Island Tract. We appreciate the opportunity to assist you with this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua N. Fletcher". The signature is fluid and cursive, with the first name being more prominent.

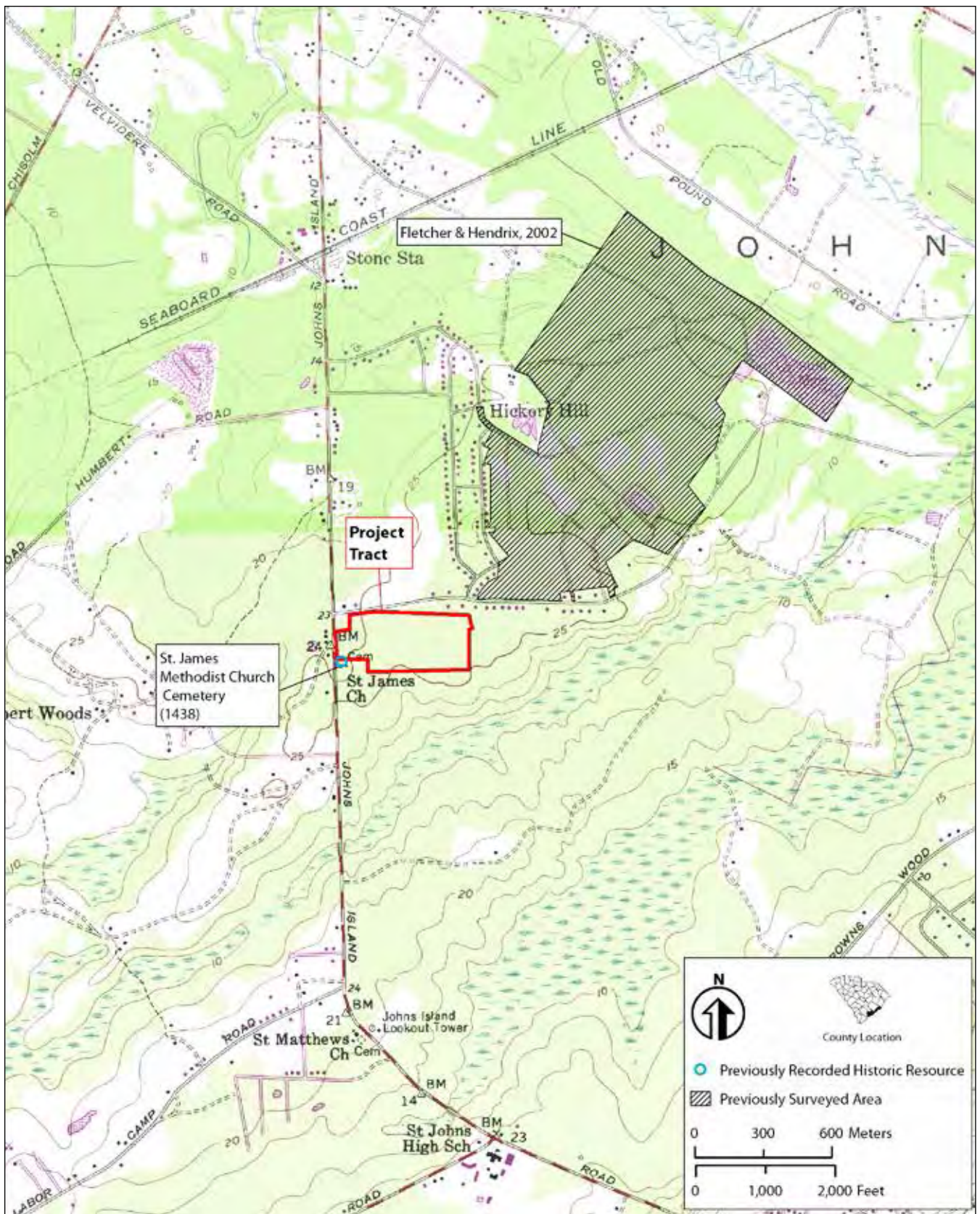
Joshua N. Fletcher, RPA  
Senior Archaeologist

A handwritten signature in black ink, appearing to read "Charles F. Philips, Jr.". The signature is cursive and somewhat stylized, with the last name being the most legible part.

Charles F. Philips, Jr.  
Senior Historian

## References Cited

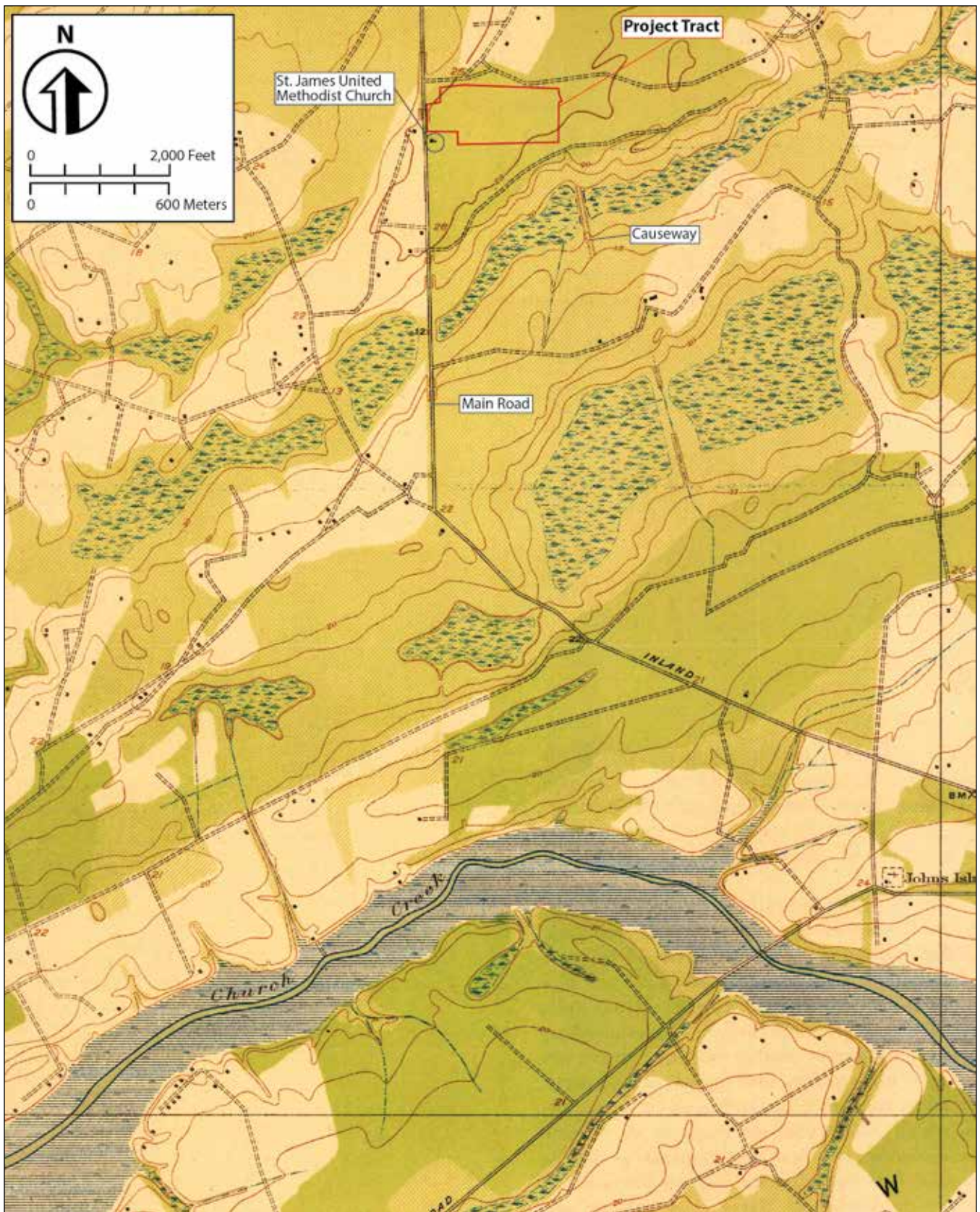
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**Figure 1.** Location of the BEC Johns Island Tract and all identified cultural resources on the USGS 1958/p.r. 1979 *Johns Island*, SC and 1959/p.r. 1971 *Legareville*, SC quadrangles.







**Figure 3.** Portion of a 1919 map of the area with the project tract superimposed with the St. James Church and the causeway (1919 US War Department *Legareville, SC* quadrangle).



**Figure 4.** Views of the project tract: typical view of planted pines on the project tract, facing southwest (top); view of the isolated wetlands and hardwoods in the middle of the project tract, facing northwest (middle); view of the Berkeley Electric transmission line corridor on the eastern edge of the project tract, facing northwest (bottom).



**Figure 5.** View of the causeway over the unnamed wetlands south of the project tract, facing south (top) and view of the rear of the St. James United Methodist Church and a portion of the cemetery, facing west (bottom).

**BERKELEY ELECTRIC COOPERATIVE –  
JOHNS ISLAND DISTRICT OFFICE  
TRAFFIC IMPACT ANALYSIS**

Johns Island, South Carolina



Prepared for:  
Berkeley Electric Cooperative, Inc.

Prepared by:  
Stantec Consulting Services Inc.

February 2017

**BERKELEY ELECTRIC COOPERATIVE –  
JOHNS ISLAND DISTRICT OFFICE  
TRAFFIC IMPACT ANALYSIS**

Charleston, South Carolina



Prepared for:  
Berkeley Electric Cooperative, Inc.  
3351 Maybank Highway  
Johns Island, SC

Prepared by:  
Stantec Consulting Services Inc.  
4969 Centre Pointe Drive, Suite 200  
North Charleston, South Carolina  
Phone: (843) 740-7700  
Fax: (843) 740-7707

February 2017

Project No. 178420773

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Signature

Date

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## Executive Summary

A traffic impact analysis was conducted for the Berkeley Electric Cooperative – Johns Island District Office in accordance with Charleston County and SCDOT guidelines. The proposed Berkeley Electric Cooperative – Johns Island District Office site is located in the southeast quadrant of the intersection of Main Road and Patton Avenue on Johns Island in Charleston County, South Carolina.

Access to the development will be provided through one proposed full access driveway along Main Road, one proposed full access driveway along Patton Avenue, and one full access driveway along the power easement that intersects with Patton Avenue.

The results of the intersection analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with consideration of the Berkeley Electric Cooperative – Johns Island District Office, with one exception. The westbound approach of the Main Road & Patton Avenue intersection is projected to experience undesirable LOS conditions in the future during the PM peak hour. The projected delay is likely due in part to the conservative nature of the *HCM 2010* unsignalized methodology. No improvements are recommended.

Based on the *Highway Design Manual* considerations, an exclusive southbound left-turn lane along Main Road is recommended. Based on the criteria set in SCDOT's *ARMS* manual, it is recommended that the southbound left-turn lane along Main Road at Project Driveway #1 consist of a total length of 380 feet, with 200 feet of storage and a 180-foot taper.



## 1.0 Introduction

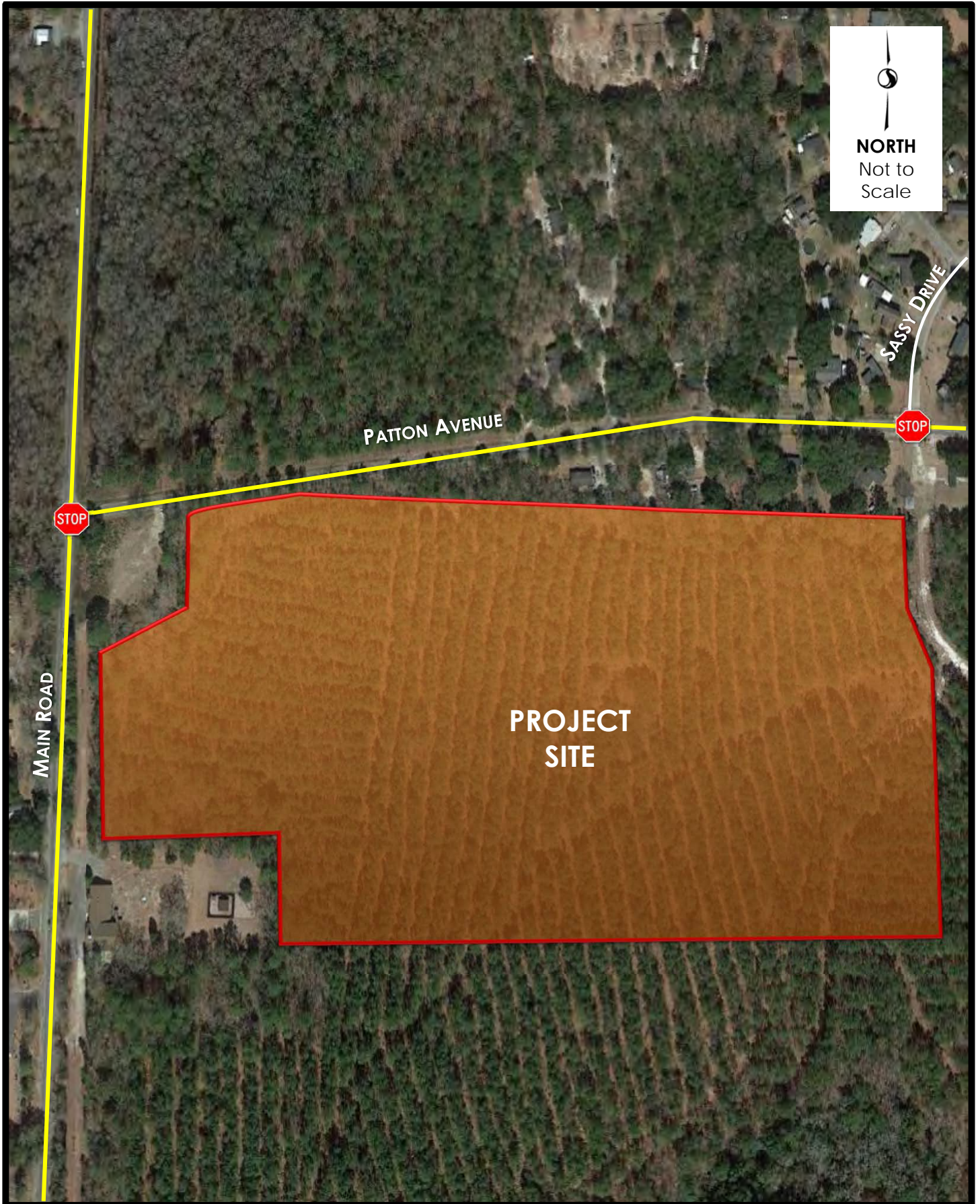
The purpose of this report is to document a traffic impact analysis for the Berkeley Electric Cooperative – Johns Island District Office in accordance with Charleston County and SCDOT guidelines. This report summarizes the procedures and findings of the traffic impact analysis.

### 1.1 PROJECT BACKGROUND

The proposed Berkeley Electric Cooperative – Johns Island District Office site is located in the southeast quadrant of the intersection of Main Road and Patton Avenue on Johns Island in Charleston County, South Carolina. Access to the development will be provided through one proposed full access driveway along Main Road, one proposed full access driveway along Patton Avenue, and one full access driveway along the power easement that intersects with Patton Avenue.

The traffic impact analysis considers the weekday AM peak hour (between 7:00 AM and 9:00 AM) and the weekday PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. The extent of the existing roadway network to be studied consists of the intersection of Main Road & Patton Avenue for use in the traffic impact analysis.

The build out date for the proposed development is anticipated for 2020; therefore, future-year 2020 conditions were analyzed as the Build scenario. Exhibit 1.1 illustrates the location of the project site, including the adjacent public roadway network, and Exhibit 1.2 illustrates a site plan of the proposed development.



NORTH  
Not to  
Scale

MAIN ROAD

PATTON AVENUE

SASSY DRIVE

PROJECT  
SITE

STOP

STOP



## 1.2 EXISTING ROADWAY CONDITIONS

Main Road is a two-lane arterial that primarily serves residential and commercial land uses. The 2015 AADT was 10,800 vpd. The posted speed limit is 45 mph. Based upon existing turning movement counts, the percentage of heavy vehicles along Main Road is 4%.

Patton Avenue is a two-lane local road that primarily serves residential land uses. The posted speed limit is 35 mph. The 2015 AADT was 850 vpd. Based upon existing turning movement counts, the percentage of heavy vehicles along Patton Avenue is 8%.

## 2.0 Driveway Spacing Review

Access to the development will be provided through one proposed full access driveway along Main Road, one proposed full access driveway along Patton Avenue, and one full access driveway along the power easement that intersects with Patton Avenue. A review of the driveway spacing of the proposed full access driveways was undertaken based upon information contained in SCDOT's *Access & Roadside Management Standards (ARMS)* manual.

Based upon the 45 mph posted speed limit and the driveway spacing criteria of *ARMS*, a minimum driveway spacing of 325 feet is required for full access along Main Road. The proposed full access driveway on Main Road, Project Driveway #1, is located approximately 460 feet south of Patton Avenue, which meets the SCDOT spacing criteria, and 125 feet north of the Bethlehem St. James United Methodist Church driveway, which is 38% of the SCDOT spacing criteria for this location. It should be noted that the church driveway will experience low volumes while the proposed facility is in operation.

Based upon the 35 mph posted speed limit and the driveway spacing criteria of *ARMS*, a minimum driveway spacing of 125 feet is required for full access along Patton Avenue. The first proposed full access employee entrance driveway on Patton Avenue, Project Driveway #2, is located approximately 430 feet west of Main Road, which meets the SCDOT spacing criteria.

Based on the assumed 30 mph speed limit and the driveway spacing criteria of *ARMS*, a minimum driveway spacing of 75 feet is required for access along the power easement. The proposed access driveway along the power easement will be approximately 225 feet south of Patton Avenue, which meets the SCDOT spacing criteria.

### 3.0 Project Traffic

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the Berkeley Electric Cooperative – Johns Island District Office. These trips were distributed and assigned throughout the study roadway network.

#### 3.1 PROPOSED LAND USES

The Berkeley Electric Cooperative – Johns Island District Office site will consist of office space, warehouse space, and exterior material storage. The project site is currently vacant.

#### 3.2 TRIP GENERATION ESTIMATES

The trip generation potential for the development was estimated using traffic volume information collected from the existing Berkeley Electric Cooperative Office on Maybank Highway/SC 700. As noted in ITE’s *Trip Generation Manual* reference, local data is preferred for projecting trip generation potential when available. Peak hour count data was collected at the existing Berkeley Electric Cooperative Office at 3351 Maybank Highway during a typical weekday. The local data was used to develop trip generation estimates for the weekday AM and weekday PM peak hours of the Berkeley Electric Cooperative Office driveways. The trip generation estimates for the development, based on existing square footage, is shown in Table 3.1 and documented in Appendix A. The trip generation estimates for the development, based on the proposed square footage of the new site, is shown in Table 3.2 and documented in Appendix A. The peak hour traffic data is documented in Appendix B.

**Table 3.1 – Existing Site Trip Generation Estimates**

Land Use	Scale	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Enter	Exit	Enter	Exit
Existing Berkeley Electric Cooperative Site	27,100 sf	16	21	26	39
New, External Trips:		<b>16</b>	<b>21</b>	<b>26</b>	<b>66</b>

**Table 3.2 – Proposed Site Trip Generation Estimates**

Land Use	Scale	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Enter	Exit	Enter	Exit
Proposed Berkeley Electric Cooperative Site	97,347 sf	58	76	94	140
New, External Trips:		<b>58</b>	<b>76</b>	<b>94</b>	<b>140</b>

### 3.3 TRIP DISTRIBUTION & ASSIGNMENT

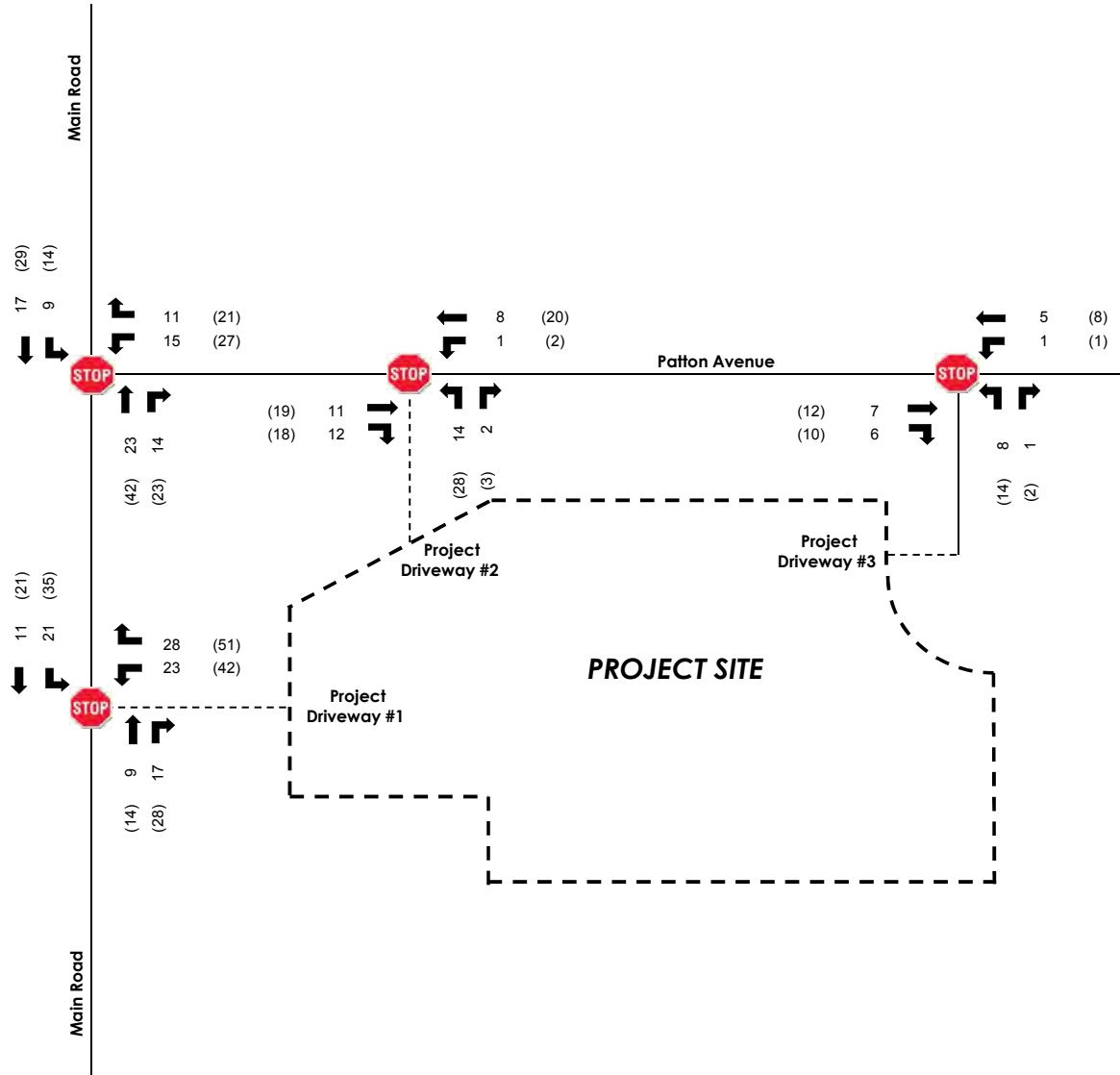
New external traffic expected to be generated by the Berkeley Electric Cooperative – Johns Island District Office was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of new project trips was assumed to be:

- 10% to/from the east via Patton Avenue
- 45% to/from the north via Main Road; and
- 45% to/from the south via Main Road.

The assignment of project traffic is illustrated in Exhibit 3.1 for the AM and PM peak hours.

**PEAK HOUR PROJECT  
TRAFFIC VOLUMES LEGEND**

000 - AM Peak Hour Volumes  
(000) - PM Peak Hour Volumes





## 4.0 Traffic Volume Development

Existing 2017 traffic volumes were collected for use in the analysis and future year traffic volumes were developed for projected 2020 conditions. The future-year 2020 traffic volumes consisted of the 2017 traffic volumes adjusted by an annual growth rate and projected traffic volumes of the Berkeley Electric Cooperative – Johns Island District Office.

### 4.1 EXISTING TRAFFIC VOLUMES

Vehicle turning movement counts were conducted in 2017 during the weekday AM peak period (from 7:00 AM to 9:00 AM) and the weekday PM peak period (from 4:00 PM to 6:00 PM) at the intersection of Main Road & Patton Avenue for use in the traffic impact analysis.

The raw 2017 volume counts are provided in Appendix B and the 2017 existing traffic volumes are illustrated in Exhibit 4.1 and documented in Appendix C.

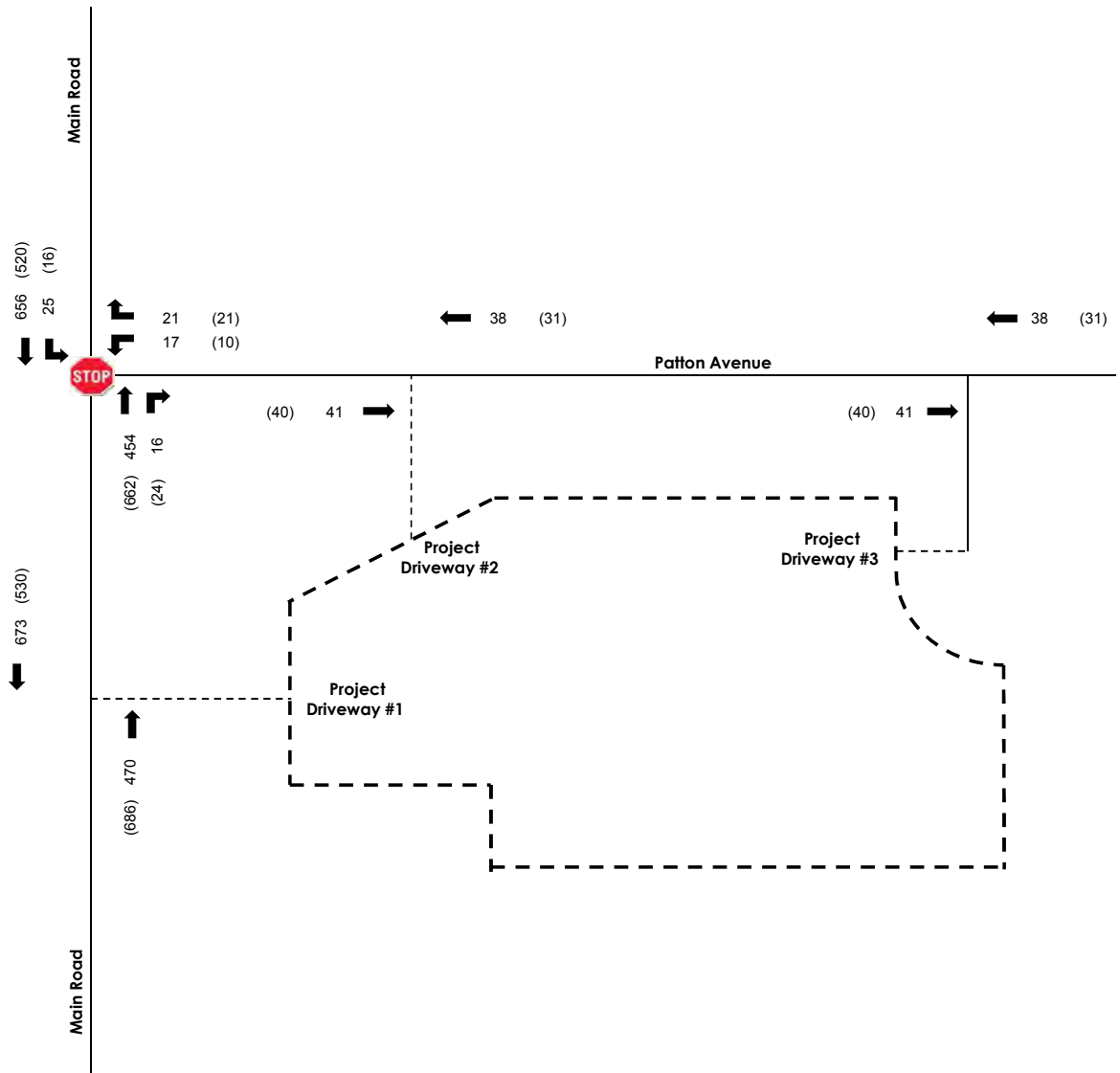
### 4.2 FUTURE TRAFFIC VOLUME PROJECTIONS

To develop an annual background growth rate for use in the analysis, historical count data for Main Road and Patton Avenue (SCDOT count stations #347 and #662) was reviewed over the past five years. It was determined that Main Road has experienced an annual growth of less than 1.0%. Patton Avenue has experienced annual growth of more than 2.5%. Therefore, to provide a conservative analysis, a 3% annual growth rate was utilized to develop 2020 No Build traffic volumes, which are illustrated in Exhibit 4.2 and documented in Appendix C.

The Berkeley Electric Cooperative – Johns Island District Office project traffic volumes were then added to the 2020 No Build traffic volumes to develop 2020 Build traffic volumes, which are illustrated in Exhibit 4.3 and documented in Appendix C.

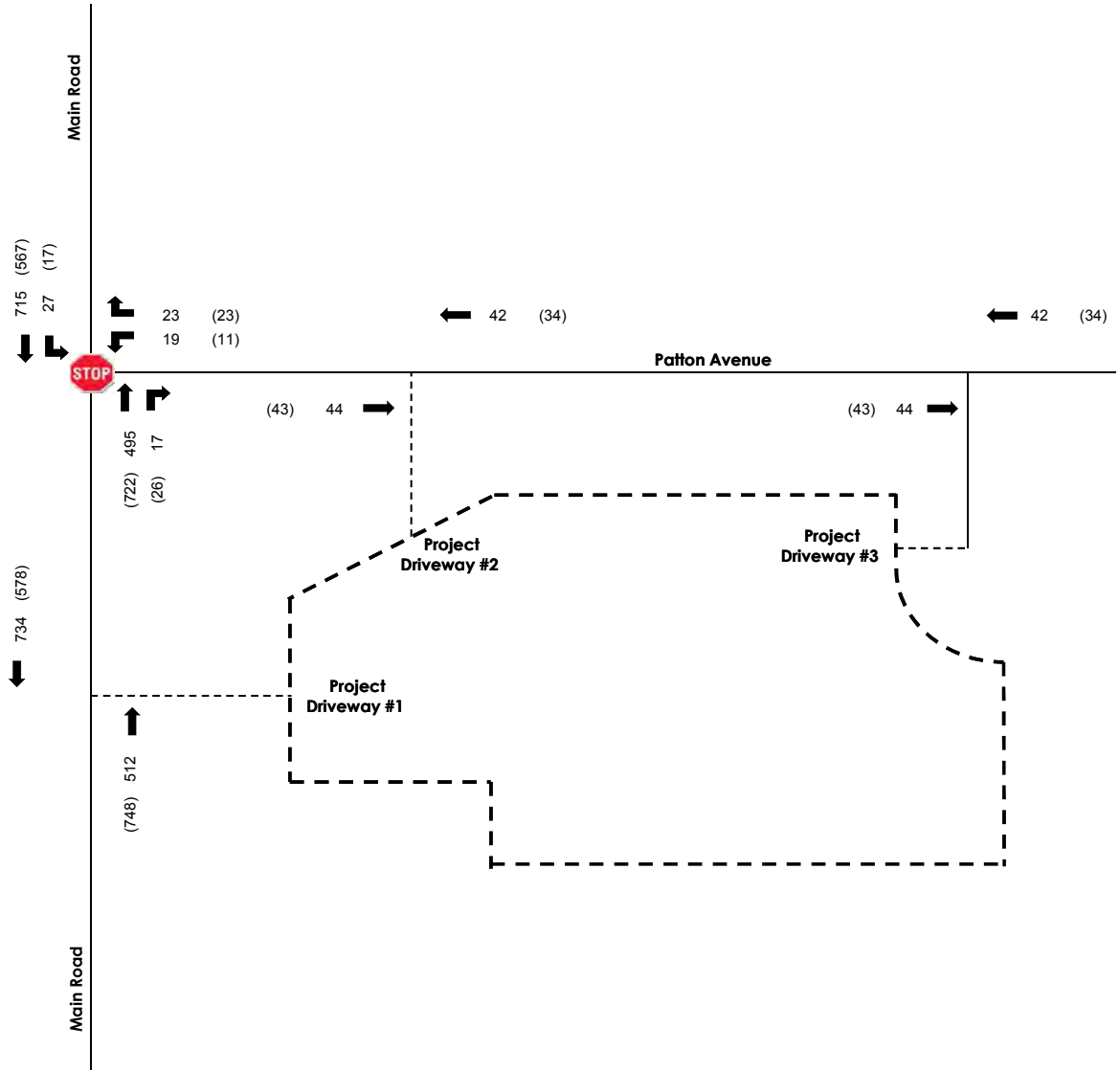
**2017 EXISTING PEAK HOUR  
TRAFFIC VOLUMES LEGEND**

000 - AM Peak Hour Volumes  
(000) - PM Peak Hour Volumes



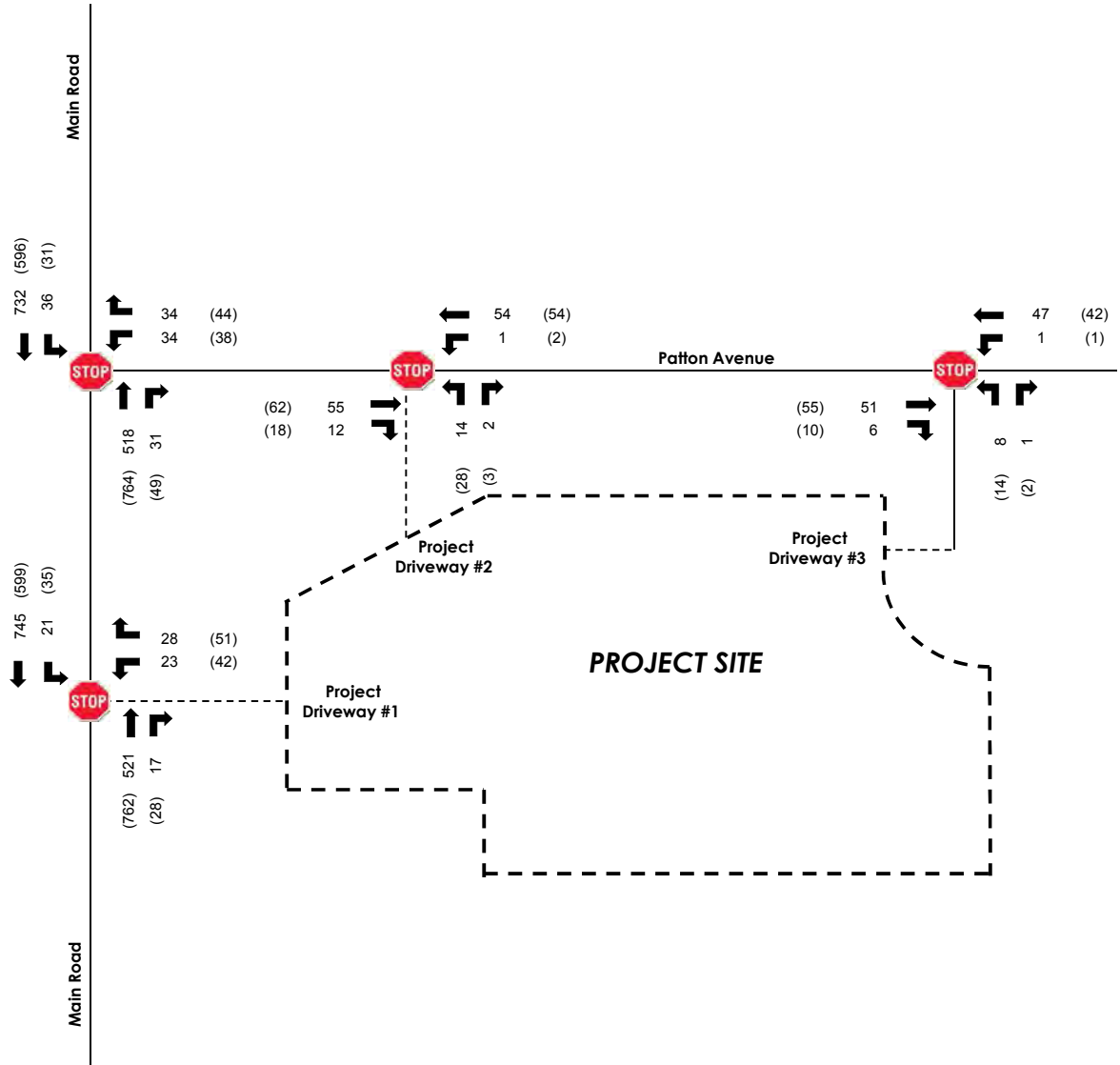
**2020 NO BUILD PEAK HOUR  
TRAFFIC VOLUMES LEGEND**

000 - AM Peak Hour Volumes  
(000) - PM Peak Hour Volumes



**2020 BUILD PEAK HOUR PROJECT  
TRAFFIC VOLUMES LEGEND**

000 - AM Peak Hour Volumes  
(000) - PM Peak Hour Volumes



## 5.0 Traffic Impact Analysis

Using the existing and projected traffic volumes previously discussed, intersection analyses were conducted for the study and project driveway intersections considering 2017 Existing conditions, 2020 No Build conditions, and 2020 Build conditions. This analysis was conducted using the Transportation Research Board’s *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 9 software for intersection analysis.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 5.1 summarizes the *HCM 2010* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

**Table 5.1 – HCM 2010 LOS Criteria for Unsignalized & Signalized Intersections**

Unsignalized Intersections		Signalized Intersections	
LOS	Control Delay Per Vehicle (seconds)	LOS	Control Delay Per Vehicle (seconds)
A	$\leq 10$	A	$\leq 10$
B	$> 10$ and $\leq 15$	B	$> 10$ and $\leq 20$
C	$> 15$ and $\leq 25$	C	$> 20$ and $\leq 35$
D	$> 25$ and $\leq 35$	D	$> 35$ and $\leq 55$
E	$> 35$ and $\leq 50$	E	$> 55$ and $\leq 80$
F	$> 50$	F	$> 80$

### 5.1 INTERSECTION LOS ANALYSIS

As part of the intersection analysis, SCDOT’s default *Synchro* parameters were utilized. Existing peak-hour factors (PHF) were utilized in the analysis of existing and future conditions with a minimum PHF of 0.90 and maximum PHF of 0.95 being considered for future-year conditions. Existing heavy vehicle percentages, as previously discussed, were utilized in the analysis. The existing lane geometry was also utilized for the analysis of existing conditions and the future-year scenarios.

Using the *Synchro*, intersection analyses were conducted for 2017 Existing conditions, 2020 No Build conditions, and 2020 Build conditions for the weekday AM peak-hour and the weekday PM peak-hour time periods. The results of the intersection analyses for existing and future-year conditions for the weekday AM and PM peak-hour time periods are summarized in Table 5.2. For the unsignalized intersections, the LOS and delay results are shown for the worst-case minor-street approaches only, as based upon the *HCM 2010* methodologies for two-way stop-controlled intersections.

**Table 5.2 – Intersection Analysis Results**

Intersection	Intersection Control	LOS/Delay (seconds)					
		2017 Existing Conditions		2020 No Build Conditions		2020 Build Conditions	
		AM	PM	AM	PM	AM	PM
<b>Main Road &amp; Patton Avenue</b>	Two -way stop	C/19.0 (WB)	C/22.0 (WB)	C/22.1 (WB)	C/23.6 (WB)	D/29.4 (WB)	E/42.1 (WB)
<b>Main Road &amp; Project Driveway #1</b>	Two -way stop	-	-	-	-	C/22.5 (WB)	D/32.0 (WB)
<b>Patton Avenue &amp; Project Driveway #2</b>	Two -way stop	-	-	-	-	A/9.2 (NB)	A/9.3 (NB)
<b>Patton Avenue &amp; Project Driveway #3</b>	Two-way stop	-	-	-	-	A/9.1 (NB)	A/9.1 (NB)

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

The results of the intersection analyses indicate that the study intersections are expected to operate at an acceptable LOS with consideration of the Berkeley Electric Cooperative – Johns Island District Office, with one exception.

The westbound approach of the Main Road & Patton Avenue intersection is projected to experience undesirable LOS conditions in the future during the PM peak hour. The projected delays are likely due in part to the conservative nature of the *HCM 2010* unsignalized methodology. No improvements are recommended.

Worksheets documenting the intersection analyses are provided in Appendix D for 2017 Existing conditions, Appendix E for 2020 No Build conditions, and Appendix F for 2020 Build conditions.

## 5.2 TURN LANE ANALYSIS

An analysis was conducted to determine the potential need for exclusive turn lanes for the proposed ingress movements at the proposed project driveway intersections along Main Road and Patton Avenue. This analysis was conducted utilizing the criteria documented in SCDOT's *ARMS* manual and *Highway Design Manual* (2003).

The need for exclusive right-turn lanes is based upon the criteria documented in Section 15.5.1.1 of the *Highway Design Manual*, which consists of seven considerations. These considerations and applications for the proposed project driveways are listed below.

- 1) *at a free-flowing leg of any intersection on a two-lane urban or rural highway which satisfies the criteria in Figure 15.5A;*

Due to the fact that Main Road and Patton Avenue meet the criteria, the project driveways were analyzed for exclusive right turn lanes using Figure 15.5A. The driveways do not satisfy the criteria of Figure 15.5A. Worksheets documenting the turn lane analysis are provided in Appendix G.

- 2) *at the free-flowing leg of any unsignalized intersection on a high-speed, four-lane urban or rural highway which satisfies the criteria in Figure 15.5B;*

The criteria are not applicable for Main Road and Patton Avenue as neither are a high speed (50 mph or greater) roadway.

- 3) *at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the level-of-service criteria;*

A northbound right turn lane would not improve the LOS at the intersection of Main Road & Patton Avenue.

- 4) *at any signalized intersection where the projected right-turning volume is greater than 300 vehicles per hour and where there is greater than 300 vehicles per hour per lane on the mainline;*

The project driveways along Main Road and Patton Avenue are not proposed to be signalized nor are the project driveways projected to experience greater than 300 right-turning vehicles per hour; therefore, this consideration is not met.

- 5) *for uniformity of intersection design along the highway if other intersections have right-turn lanes;*

There are no right-turn lanes along Main Road, Patton Avenue, or at nearby intersections; therefore, this consideration is not met.

- 6) *at railroad crossings where the railroad is paralleled to the facility and is located close to the intersection and where a right-turn lane would be desirable to store queued vehicles avoiding interference with the movement of through traffic; or*

The respective project driveway intersections are not near railroad facilities; therefore, this consideration is not applicable.

- 7) *at any intersection where the crash experience, existing traffic operations, sight distance restrictions, or engineering judgment indicates a significant conflict related to right turning vehicles.*

No issues with crashes, traffic operations, or sight distance are known; therefore, this consideration is not applicable.

Based on the *Highway Design Manual* considerations for the project driveway, exclusive right-turn lanes at the project driveways are not recommended at this time.

The need for exclusive left-turn lanes is based upon the criteria documented in Section 15.5.1.2 of the *Highway Design Manual*, which consists of six considerations. These considerations and applications for the proposed project driveways along Main Road and Patton Avenue are listed below.

- 1) *at any unsignalized intersection on a two-lane urban or rural highway which satisfies the criteria in Figures 15.5C, 15.5D, 15.5E, 15.5F, 15.5G;*

Due to the fact that Main Road and Patton Avenue meet the criteria, the project driveways were analyzed for exclusive left-turn lanes using Figure 15.5F. Based on the assumed 45 mph speed limit, the Main Road & Project Driveway #1 intersection satisfies the criteria of Figure 15.5F. Worksheets documenting the turn lane analysis are provided in Appendix G.

- 2) *at any signalized intersection. At locations where you have 300 vehicles per hour, consider a traffic review to determine if dual left-turn lanes are required;*

The project driveway intersections are not signalized; therefore, this consideration is not applicable.

- 3) *at all entrances to major residential, commercial and industrial developments;*

The development is not a major residential, commercial, or industrial development; therefore, this consideration is not applicable.

- 4) *at all median crossovers;*

There is no median along Main Road or Patton Avenue; therefore, this consideration is not applicable.

- 5) *for uniformity of intersection design along the highway if other intersections have left-turn lanes (i.e., to satisfy driver expectancy);or*

There are no other left-turn lanes along Main Road or Patton Avenue at nearby driveways; therefore, this consideration is not applicable.



- 6) *at any intersection where crash experience, traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgment indicates a significant conflict related to left-turning vehicles.*

No issues with crashes, traffic operations, or sight distance are known; therefore, this consideration is not applicable.

Based on the *Highway Design Manual* considerations for the project driveway, an exclusive left-turn lane along Main Road at Project Driveway #1 is recommended. Based on the criteria set in SCDOT's *ARMS* manual, it is recommended that the southbound left-turn lane along Main Road at Project Driveway #1 consist of a total length of 380 feet, with 200 feet of storage and a 180-foot taper.

## 6.0 Summary of Findings and Recommendations

A traffic impact analysis was conducted for the Berkeley Electric Cooperative – Johns Island District Office in accordance with Charleston County and SCDOT guidelines. The proposed Berkeley Electric Cooperative – Johns Island District Office site is located in the southeast quadrant of the intersection of Main Road and Patton Avenue on Johns Island in Charleston County, South Carolina.

Access to the development will be provided through one proposed full access driveway along Main Road, one proposed full access driveway along Patton Avenue, and one full access driveway along the power easement that intersects with Patton Avenue.

The results of the intersection analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with consideration of the Berkeley Electric Cooperative – Johns Island District Office, with one exception. The westbound approach of the Main Road & Patton Avenue intersection is projected to experience undesirable LOS conditions in the future during the PM peak hour. The projected delay is likely due in part to the conservative nature of the *HCM 2010* unsignalized methodology. No improvements are recommended.

Based on the *Highway Design Manual* considerations, an exclusive southbound left-turn lane along Main Road is recommended. Based on the criteria set in SCDOT's *ARMS* manual, it is recommended that the southbound left-turn lane along Main Road at Project Driveway #1 consist of a total length of 380 feet, with 200 feet of storage and a 180-foot taper.

## Appendix A

### Trip Generation Worksheet

## EXISTING TRIP GENERATION

### Berkeley Electric Cooperative – Johns Island Office

#### Weekday AM Peak Hour

TRIP GENERATION CHARACTERISTICS				DIRECT. DISTRIB.		GROSS TRIPS			NEW EXTERNAL TRIPS		
Land Use	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Existing Berkeley Electric Cooperative Site	27.1	ksf	$T=1.37(X)$	43%	57%	16	21	37	16	21	37
Total:						16	21	37	16	21	37

#### Weekday PM Peak Hour

TRIP GENERATION CHARACTERISTICS				DIRECT. DISTRIB.		GROSS TRIPS			NEW EXTERNAL TRIPS		
Land Use	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Existing Berkeley Electric Cooperative Site	27.1	ksf	$T=2.40(X)$	40%	60%	26	39	65	26	39	65
Total:						26	39	65	26	39	65

**PROPOSED TRIP GENERATION ESTIMATES**  
**Berkeley Electric Cooperative – Johns Island Office**

**Weekday AM Peak Hour**

TRIP GENERATION CHARACTERISTICS				DIRECT. DISTRIB.		GROSS TRIPS			NEW EXTERNAL TRIPS		
Land Use	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Proposed Berkeley Electric Cooperative Site	97.3	ksf	$T=1.37(X)$	43%	57%	58	76	134	58	76	134
Total:						58	76	134	58	76	134

**Weekday PM Peak Hour**

TRIP GENERATION CHARACTERISTICS				DIRECT. DISTRIB.		GROSS TRIPS			NEW EXTERNAL TRIPS		
Land Use	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Proposed Berkeley Electric Cooperative Site	97.3	ksf	$T=2.40(X)$	40%	60%	94	140	234	94	140	234
Total:						94	140	234	94	140	234

## **Appendix B**

### **Traffic Count Data**



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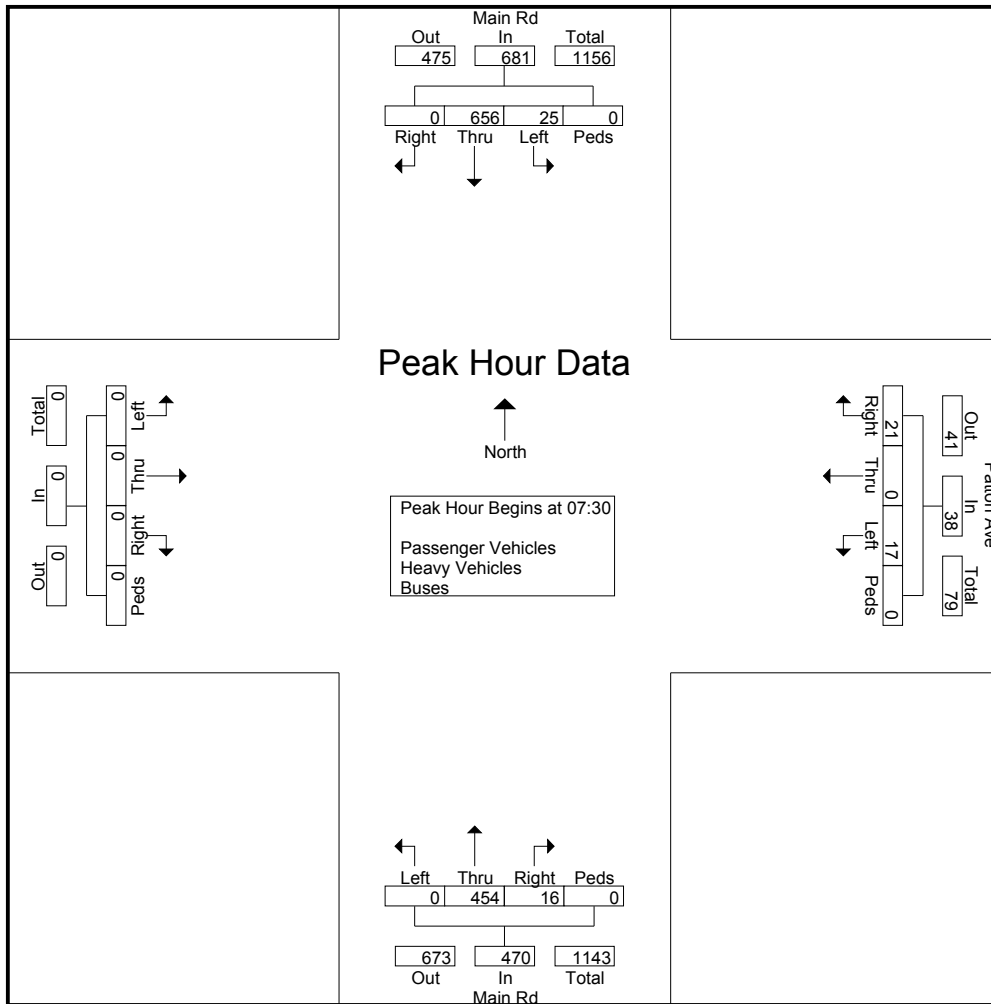
File Name : Patton Ave @ Main Rd

Site Code :

Start Date : 1/12/2017

Page No : 3

Start Time	Main Rd Southbound					Patton Ave Westbound					Main Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	5	132	0	0	137	5	0	3	0	8	0	128	2	0	130	0	0	0	0	0	275
07:45	15	180	0	0	195	4	0	5	0	9	0	97	3	0	100	0	0	0	0	0	304
08:00	1	158	0	0	159	3	0	6	0	9	0	125	6	0	131	0	0	0	0	0	299
08:15	4	186	0	0	190	5	0	7	0	12	0	104	5	0	109	0	0	0	0	0	311
Total Volume	25	656	0	0	681	17	0	21	0	38	0	454	16	0	470	0	0	0	0	0	1189
% App. Total	3.7	96.3	0	0		44.7	0	55.3	0		0	96.6	3.4	0		0	0	0	0		
PHF	.417	.882	.000	.000	.873	.850	.000	.750	.000	.792	.000	.887	.667	.000	.897	.000	.000	.000	.000	.000	.956





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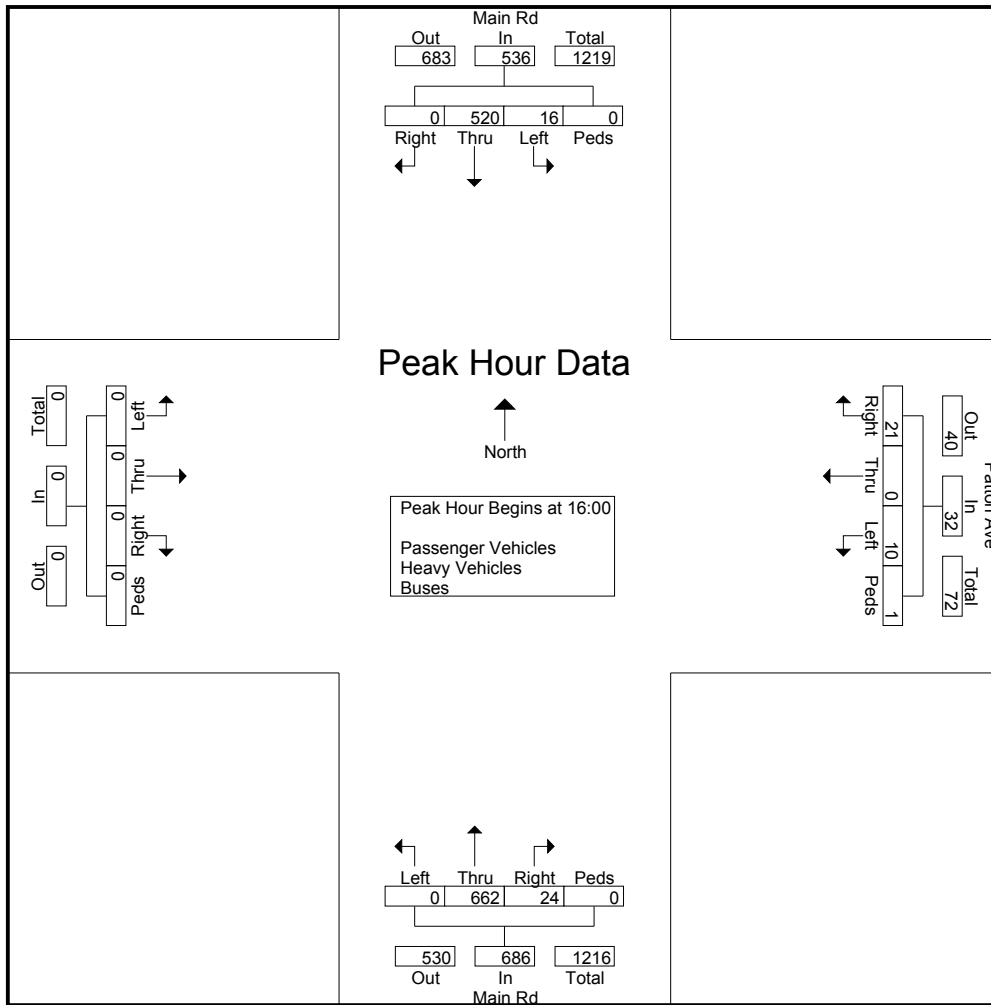
File Name : Patton Ave @ Main Rd

Site Code :

Start Date : 1/12/2017

Page No : 4

Start Time	Main Rd Southbound					Patton Ave Westbound					Main Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	2	142	0	0	144	2	0	8	1	11	0	173	5	0	178	0	0	0	0	0	333
16:15	6	131	0	0	137	4	0	6	0	10	0	157	9	0	166	0	0	0	0	0	313
16:30	3	132	0	0	135	1	0	5	0	6	0	178	3	0	181	0	0	0	0	0	322
16:45	5	115	0	0	120	3	0	2	0	5	0	154	7	0	161	0	0	0	0	0	286
Total Volume	16	520	0	0	536	10	0	21	1	32	0	662	24	0	686	0	0	0	0	0	1254
% App. Total	3	97	0	0		31.2	0	65.6	3.1		0	96.5	3.5	0		0	0	0	0		
PHF	.667	.915	.000	.000	.931	.625	.000	.656	.250	.727	.000	.930	.667	.000	.948	.000	.000	.000	.000	.000	.941



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File Name : Maybank Hwy @ Electric Coop Delivery Entrance  
Site Code :  
Start Date : 1/12/2017  
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				Maybank Hwy Westbound				Electric Coop Delivery Entrance Northbound				Maybank Hwy Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	103	0	0	0	0	0	0	0	118	0	0	221
07:15	0	0	0	0	0	120	0	0	2	0	0	0	0	87	2	0	211
07:30	0	0	0	0	0	129	0	0	1	0	0	0	0	98	2	0	230
07:45	0	0	0	0	1	150	0	0	0	0	0	0	0	110	0	0	261
Total	0	0	0	0	1	502	0	0	3	0	0	0	0	413	4	0	923
08:00	0	0	0	0	0	125	0	0	3	0	0	0	0	99	2	0	229
08:15	0	0	0	0	0	139	0	0	2	0	2	0	0	135	0	0	278
08:30	0	0	0	0	0	145	0	0	1	0	0	0	0	148	0	0	294
08:45	0	0	0	0	0	136	0	0	3	0	0	1	0	100	0	0	240
Total	0	0	0	0	0	545	0	0	9	0	2	1	0	482	2	0	1041
16:00	0	0	0	0	0	169	0	0	1	0	0	0	0	131	0	0	301
16:15	0	0	0	0	0	143	0	0	0	0	0	0	0	152	0	0	295
16:30	0	0	0	0	0	151	0	0	0	0	1	0	0	146	0	0	298
16:45	0	0	0	0	1	152	0	0	0	0	0	0	0	146	0	0	299
Total	0	0	0	0	1	615	0	0	1	0	1	0	0	575	0	0	1193
17:00	0	0	0	0	0	147	0	0	0	0	0	0	0	132	0	0	279
17:15	0	0	0	0	0	113	0	0	0	0	0	0	0	137	0	0	250
17:30	0	0	0	0	0	117	0	0	0	0	0	1	0	126	0	0	244
17:45	0	0	0	0	0	114	0	0	0	0	0	0	0	117	0	0	231
Total	0	0	0	0	0	491	0	0	0	0	0	1	0	512	0	0	1004
Grand Total	0	0	0	0	2	2153	0	0	13	0	3	2	0	1982	6	0	4161
Apprch %	0	0	0	0	0.1	99.9	0	0	72.2	0	16.7	11.1	0	99.7	0.3	0	
Total %	0	0	0	0	0	51.7	0	0	0.3	0	0.1	0	0	47.6	0.1	0	
Passenger Vehicles	0	0	0	0	2	2098	0	0	9	0	2	2	0	1937	4	0	4054
% Passenger Vehicles	0	0	0	0	100	97.4	0	0	69.2	0	66.7	100	0	97.7	66.7	0	97.4
Heavy Vehicles	0	0	0	0	0	41	0	0	4	0	1	0	0	38	2	0	86
% Heavy Vehicles	0	0	0	0	0	1.9	0	0	30.8	0	33.3	0	0	1.9	33.3	0	2.1
Buses	0	0	0	0	0	14	0	0	0	0	0	0	0	7	0	0	21
% Buses	0	0	0	0	0	0.7	0	0	0	0	0	0	0	0.4	0	0	0.5

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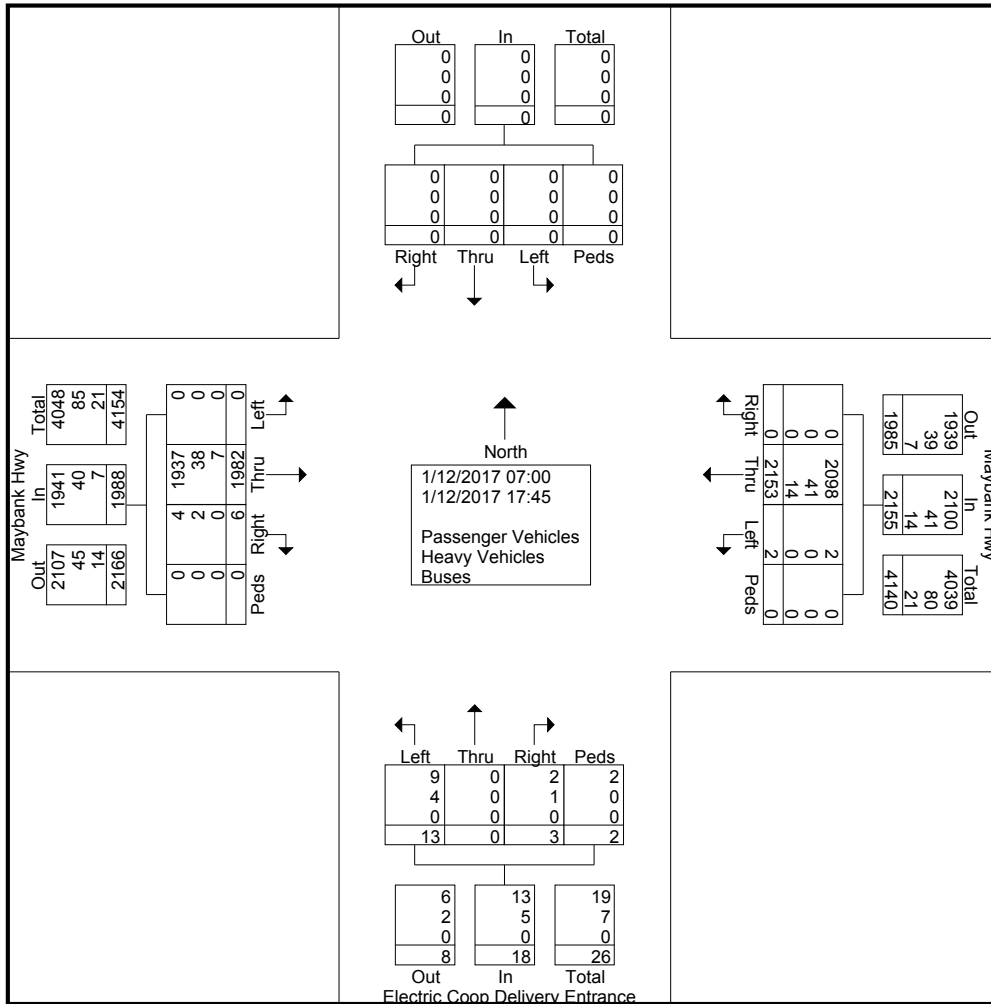
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File Name : Maybank Hwy @ Electric Coop Delivery Entrance

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Start Date : 1/12/2017

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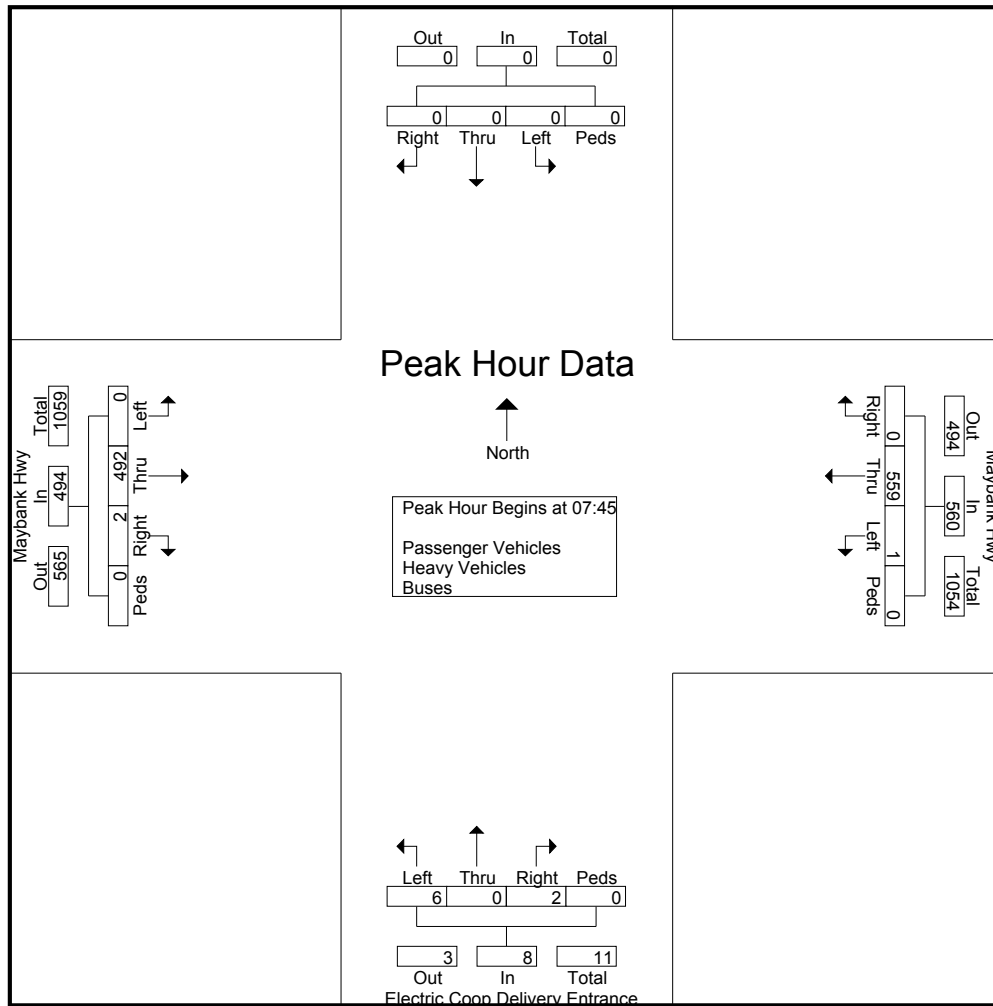
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Site Code :

Start Date : 1/12/2017

Page No : 3

Start Time	Southbound					Maybank Hwy Westbound					Electric Coop Delivery Entrance Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	1	150	0	0	151	0	0	0	0	0	0	110	0	0	110	261
08:00	0	0	0	0	0	0	125	0	0	125	3	0	0	0	3	0	99	2	0	101	229
08:15	0	0	0	0	0	0	139	0	0	139	2	0	2	0	4	0	135	0	0	135	278
08:30	0	0	0	0	0	0	145	0	0	145	1	0	0	0	1	0	148	0	0	148	294
Total Volume	0	0	0	0	0	1	559	0	0	560	6	0	2	0	8	0	492	2	0	494	1062
% App. Total	0	0	0	0	0	0.2	99.8	0	0	0	75	0	25	0	0	0	99.6	0.4	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.932	.000	.000	.927	.500	.000	.250	.000	.500	.000	.831	.250	.000	.834	.903



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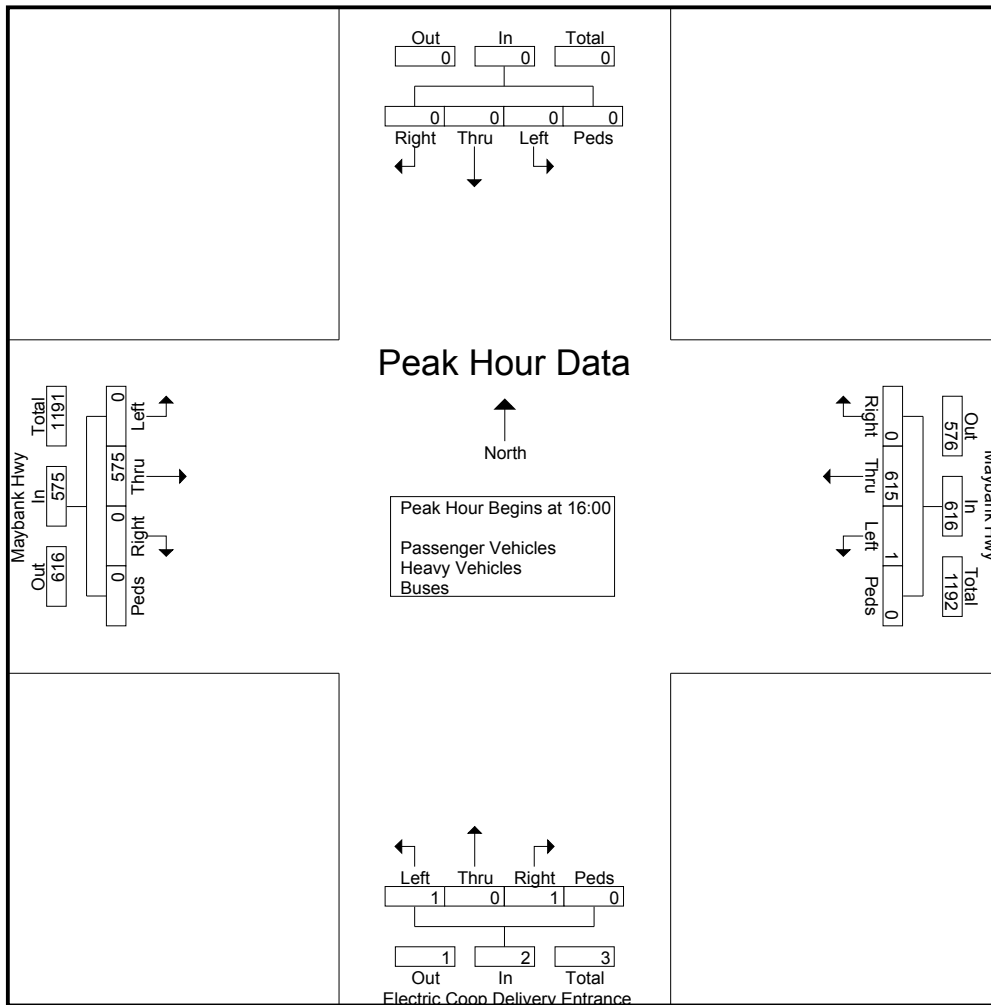
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Site Code :

Start Date : 1/12/2017

Page No : 4

Start Time	Southbound					Maybank Hwy Westbound					Electric Coop Delivery Entrance Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	169	0	0	169	1	0	0	0	1	0	131	0	0	131	301
16:15	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	0	152	0	0	152	295
16:30	0	0	0	0	0	0	151	0	0	151	0	0	1	0	1	0	146	0	0	146	298
16:45	0	0	0	0	0	1	152	0	0	153	0	0	0	0	0	0	146	0	0	146	299
Total Volume	0	0	0	0	0	1	615	0	0	616	1	0	1	0	2	0	575	0	0	575	1193
% App. Total	0	0	0	0	0	0.2	99.8	0	0		50	0	50	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.910	.000	.000	.911	.250	.000	.250	.000	.500	.000	.946	.000	.000	.946	.991



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Site Code :  
Start Date : 1/12/2017  
Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Clew St Southbound				Maybank Hwy Westbound				Electric Coop West Entrance Northbound				Maybank Hwy Eastbound				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00	2	0	0	0	0	105	0	0	0	0	0	1	0	0	110	0	0	218
07:15	1	0	1	0	0	107	0	0	1	0	0	0	0	101	0	0	0	211
07:30	0	0	1	0	1	127	0	0	1	0	0	0	1	95	0	0	0	226
07:45	0	0	0	0	0	152	5	0	0	0	0	0	2	95	0	0	0	254
Total	3	0	2	0	1	491	5	0	2	0	1	0	3	401	0	0	0	909
08:00	0	0	0	0	0	114	0	0	1	0	0	0	0	112	0	0	0	227
08:15	0	0	0	0	0	151	1	0	1	0	2	0	0	120	0	0	0	275
08:30	2	0	3	0	0	151	0	0	5	0	1	0	1	152	0	0	0	315
08:45	1	1	2	0	0	116	0	0	1	0	1	1	0	107	0	0	0	230
Total	3	1	5	0	0	532	1	0	8	0	4	1	1	491	0	0	0	1047
16:00	1	0	0	0	0	161	1	0	2	0	2	0	0	133	0	0	0	300
16:15	1	0	1	0	0	149	1	0	1	0	1	0	0	152	0	0	0	306
16:30	10	0	1	0	0	139	0	0	5	0	2	0	0	148	1	0	0	306
16:45	1	0	2	0	0	147	0	0	4	0	0	0	0	151	0	0	0	305
Total	13	0	4	0	0	596	2	0	12	0	5	0	0	584	1	0	0	1217
17:00	4	0	4	0	0	150	0	0	1	0	0	0	0	119	0	0	0	278
17:15	1	0	0	0	0	119	0	0	0	0	0	0	0	138	0	0	0	258
17:30	1	0	2	0	0	114	0	0	0	0	2	1	0	130	0	0	0	250
17:45	0	0	0	0	0	113	0	0	0	0	0	0	0	120	1	0	0	234
Total	6	0	6	0	0	496	0	0	1	0	2	1	0	507	1	0	0	1020
Grand Total	25	1	17	0	1	2115	8	0	23	0	12	2	4	1983	2	0	0	4193
Apprch %	58.1	2.3	39.5	0	0	99.6	0.4	0	62.2	0	32.4	5.4	0.2	99.7	0.1	0	0	
Total %	0.6	0	0.4	0	0	50.4	0.2	0	0.5	0	0.3	0	0.1	47.3	0	0	0	
Passenger Vehicles	25	1	16	0	1	2058	8	0	23	0	12	2	4	1941	2	0	0	4093
% Passenger Vehicles	100	100	94.1	0	100	97.3	100	0	100	0	100	100	100	97.9	100	0	0	97.6
Heavy Vehicles	0	0	1	0	0	42	0	0	0	0	0	0	0	34	0	0	0	77
% Heavy Vehicles	0	0	5.9	0	0	2	0	0	0	0	0	0	0	1.7	0	0	0	1.8
Buses	0	0	0	0	0	15	0	0	0	0	0	0	0	8	0	0	0	23
% Buses	0	0	0	0	0	0.7	0	0	0	0	0	0	0	0.4	0	0	0	0.5

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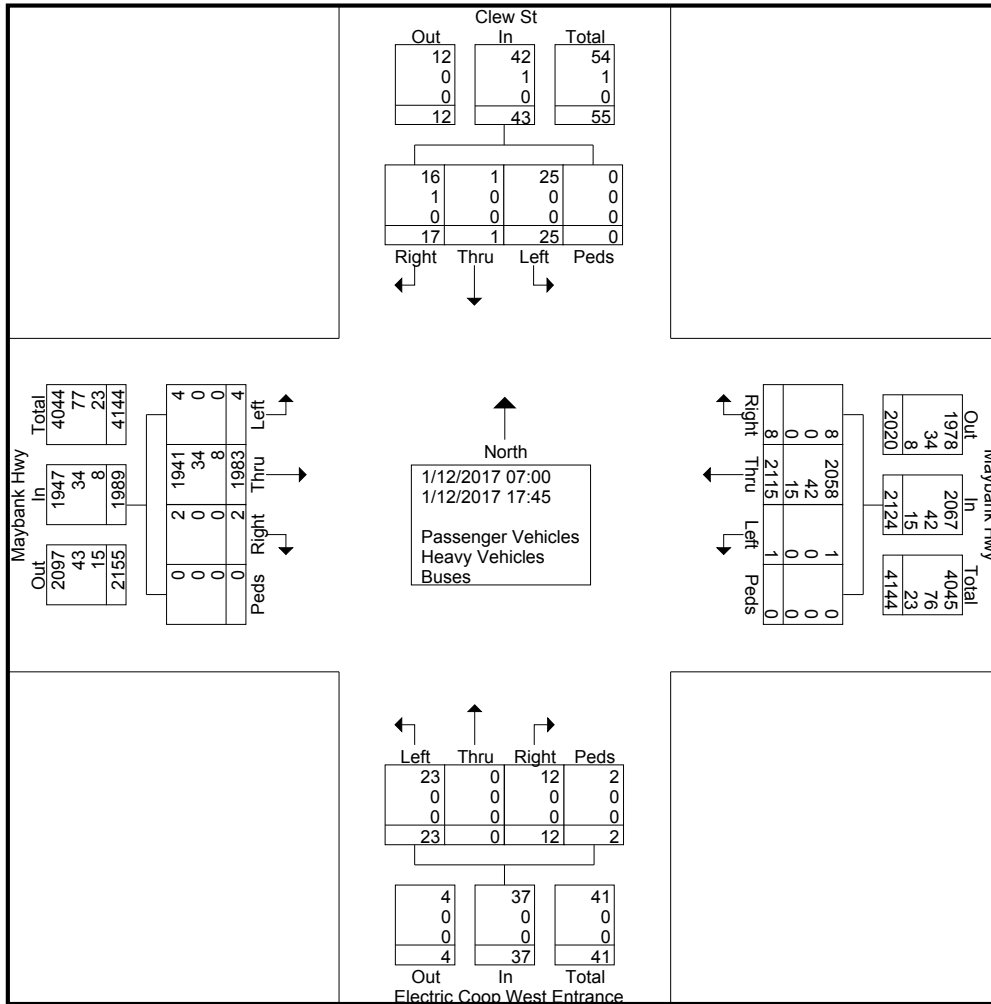
*We can't say we're the Best, but you Can!*

File Name : Maybank Hwy @ Electric Coop West-Clew St

Site Code :

Start Date : 1/12/2017

Page No : 2



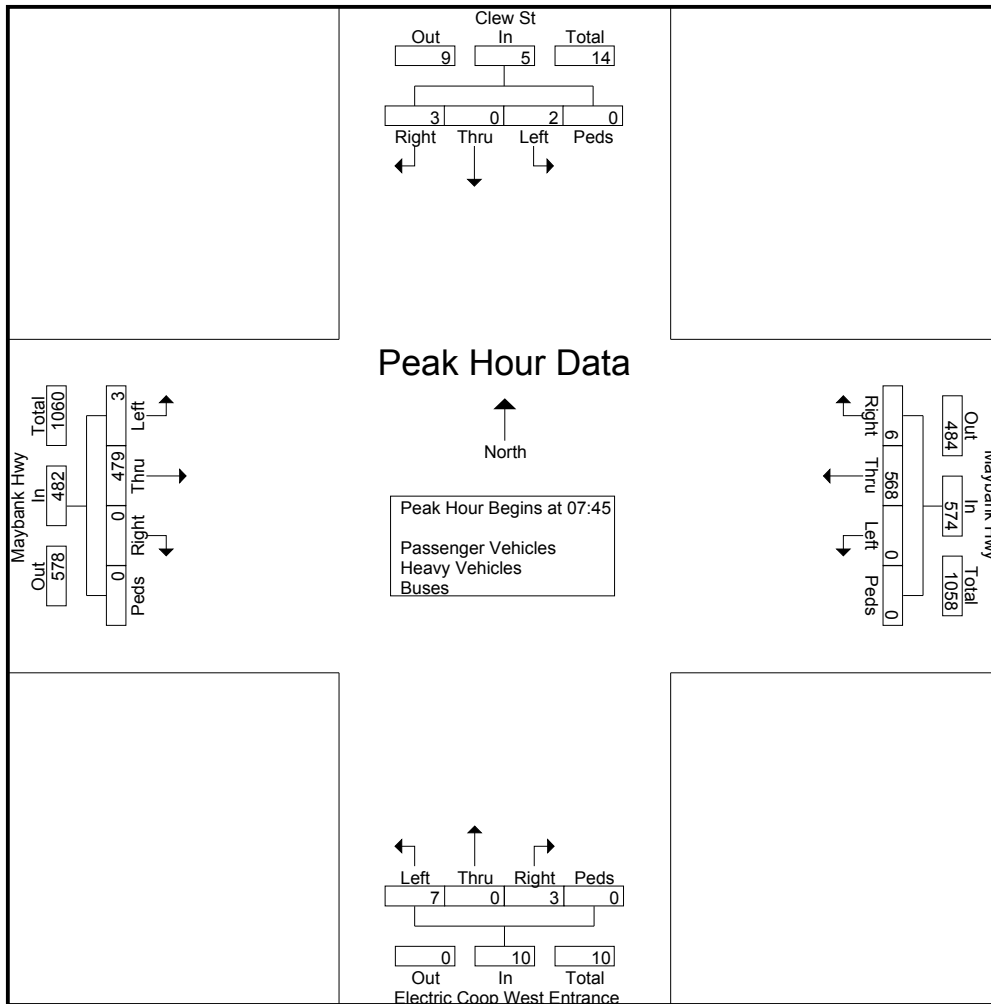
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File Name : Maybank Hwy @ Electric Coop West-Clew St  
Site Code :  
Start Date : 1/12/2017  
Page No : 3

Start Time	Clew St Southbound					Maybank Hwy Westbound					Electric Coop West Entrance Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	152	5	0	157	0	0	0	0	0	2	95	0	0	97	254
08:00	0	0	0	0	0	0	114	0	0	114	1	0	0	0	1	0	112	0	0	112	227
08:15	0	0	0	0	0	0	151	1	0	152	1	0	2	0	3	0	120	0	0	120	275
08:30	2	0	3	0	5	0	151	0	0	151	5	0	1	0	6	1	152	0	0	153	315
Total Volume	2	0	3	0	5	0	568	6	0	574	7	0	3	0	10	3	479	0	0	482	1071
% App. Total	40	0	60	0		0	99	1	0		70	0	30	0		0.6	99.4	0	0		
PHF	.250	.000	.250	.000	.250	.000	.934	.300	.000	.914	.350	.000	.375	.000	.417	.375	.788	.000	.000	.788	.850





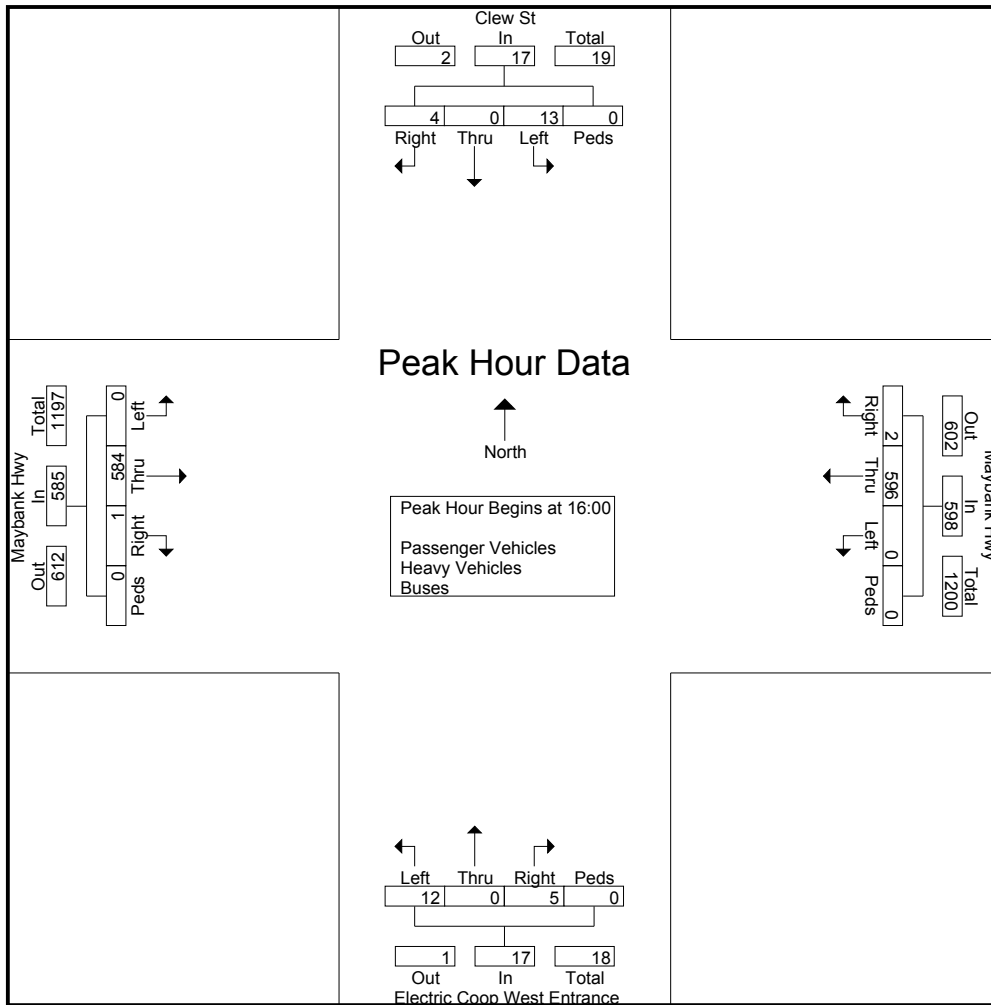
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File Name : Maybank Hwy @ Electric Coop West-Clew St  
Site Code :  
Start Date : 1/12/2017  
Page No : 4

Start Time	Clew St Southbound					Maybank Hwy Westbound					Electric Coop West Entrance Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	1	0	0	0	1	0	161	1	0	162	2	0	2	0	4	0	133	0	0	133	300
16:15	1	0	1	0	2	0	149	1	0	150	1	0	1	0	2	0	152	0	0	152	306
16:30	10	0	1	0	11	0	139	0	0	139	5	0	2	0	7	0	148	1	0	149	306
16:45	1	0	2	0	3	0	147	0	0	147	4	0	0	0	4	0	151	0	0	151	305
Total Volume	13	0	4	0	17	0	596	2	0	598	12	0	5	0	17	0	584	1	0	585	1217
% App. Total	76.5	0	23.5	0		0	99.7	0.3	0		70.6	0	29.4	0		0	99.8	0.2	0		
PHF	.325	.000	.500	.000	.386	.000	.925	.500	.000	.923	.600	.000	.625	.000	.607	.000	.961	.250	.000	.962	.994



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Default Comments  
Change These in The Preferences Window  
Select File/Preference in the Main Scree  
Then Click the Comments Tab

File Name : Maybank Hwy @ Electric Coop East Entrance  
Site Code :  
Start Date : 1/12/2017  
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				Maybank Hwy Westbound				Electric Coop East Entrance Northbound				Maybank Hwy Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	113	0	0	0	0	0	0	0	112	2	0	227
07:15	0	0	0	0	0	112	0	0	0	0	1	0	0	98	0	0	211
07:30	0	0	0	0	0	120	0	0	0	0	0	0	0	95	0	0	215
07:45	0	0	0	0	1	159	0	0	0	0	0	0	0	95	0	0	255
Total	0	0	0	0	1	504	0	0	0	0	1	0	0	400	2	0	908
08:00	0	0	0	0	1	121	0	0	1	0	0	0	0	113	1	0	237
08:15	0	0	0	0	1	143	0	0	0	0	1	0	0	121	4	0	270
08:30	0	0	0	0	4	149	0	0	1	0	0	0	0	159	1	0	314
08:45	0	0	0	0	1	127	0	0	1	0	1	1	0	101	1	0	233
Total	0	0	0	0	7	540	0	0	3	0	2	1	0	494	7	0	1054
16:00	0	0	0	0	3	168	0	0	0	0	12	0	0	99	4	0	286
16:15	0	0	0	0	3	145	0	0	2	0	2	0	0	149	0	0	301
16:30	0	0	0	0	5	143	0	0	1	0	0	0	0	153	4	0	306
16:45	0	0	0	0	4	144	0	0	1	0	2	0	0	154	1	0	306
Total	0	0	0	0	15	600	0	0	4	0	16	0	0	555	9	0	1199
17:00	0	0	0	0	1	146	0	0	0	0	2	0	0	133	1	0	283
17:15	0	0	0	0	1	117	0	0	0	0	1	0	0	130	0	0	249
17:30	0	0	0	0	0	119	0	0	0	0	0	1	0	132	2	0	254
17:45	0	0	0	0	0	112	0	0	0	0	0	0	0	118	0	0	230
Total	0	0	0	0	2	494	0	0	0	0	3	1	0	513	3	0	1016
Grand Total	0	0	0	0	25	2138	0	0	7	0	22	2	0	1962	21	0	4177
Apprch %	0	0	0	0	1.2	98.8	0	0	22.6	0	71	6.5	0	98.9	1.1	0	
Total %	0	0	0	0	0.6	51.2	0	0	0.2	0	0.5	0	0	47	0.5	0	
Passenger Vehicles	0	0	0	0	22	2080	0	0	7	0	22	2	0	1917	21	0	4071
% Passenger Vehicles	0	0	0	0	88	97.3	0	0	100	0	100	100	0	97.7	100	0	97.5
Heavy Vehicles	0	0	0	0	3	44	0	0	0	0	0	0	0	38	0	0	85
% Heavy Vehicles	0	0	0	0	12	2.1	0	0	0	0	0	0	0	1.9	0	0	2
Buses	0	0	0	0	0	14	0	0	0	0	0	0	0	7	0	0	21
% Buses	0	0	0	0	0	0.7	0	0	0	0	0	0	0	0.4	0	0	0.5

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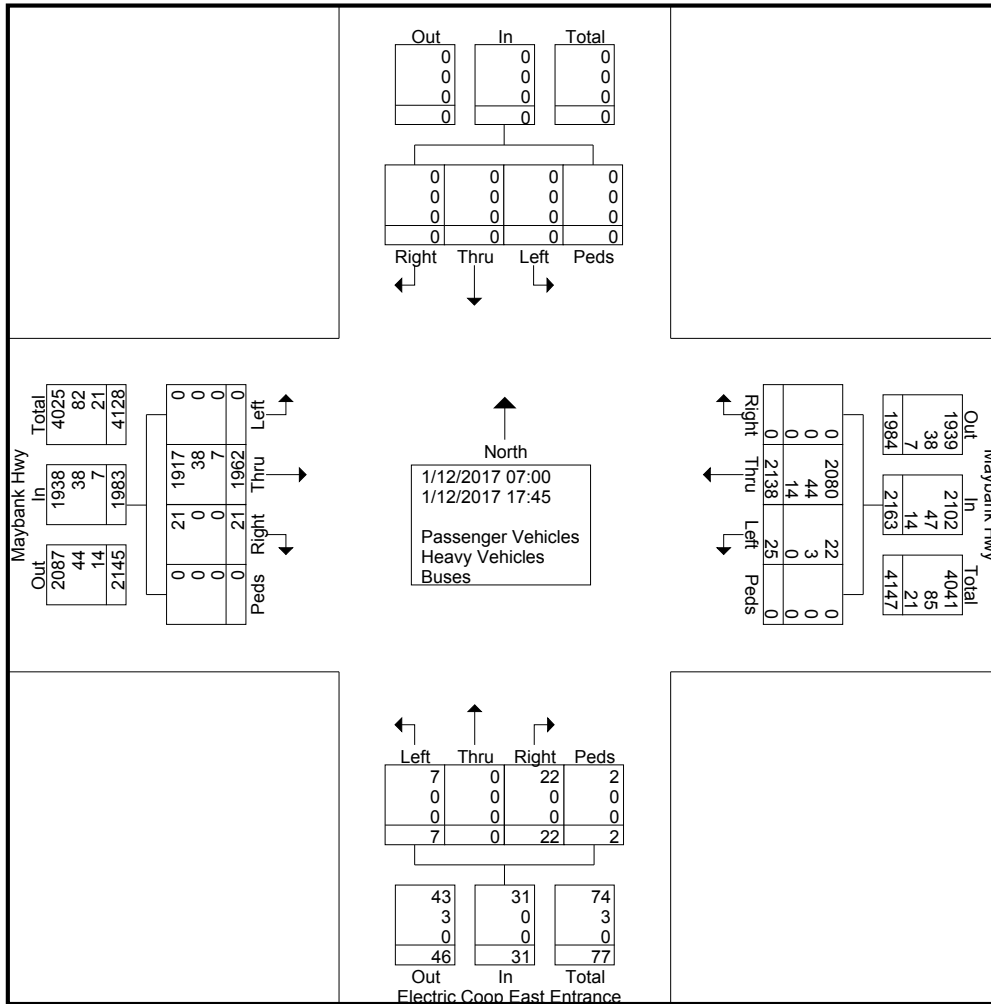
*We can't say we're the Best, but you Can!*

File Name : Maybank Hwy @ Electric Coop East Entrance

Site Code :

Start Date : 1/12/2017

Page No : 2



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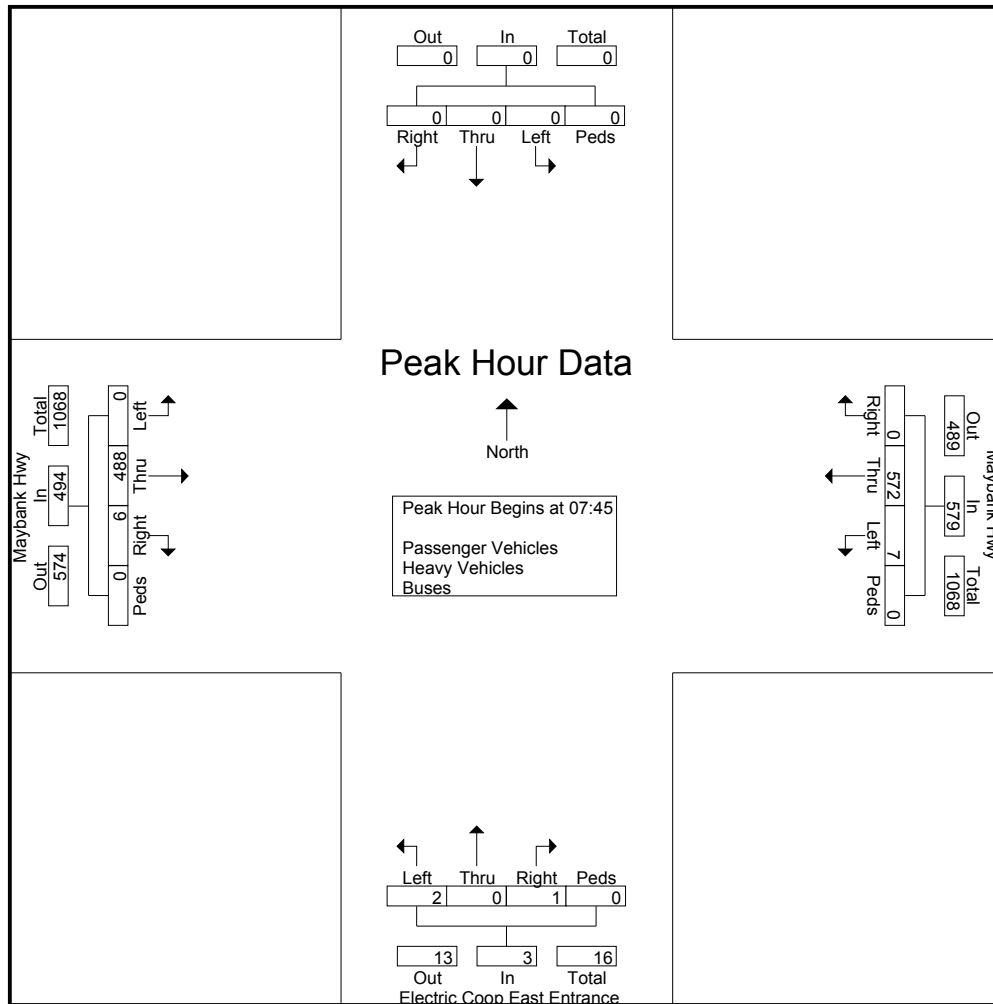
File Name : Maybank Hwy @ Electric Coop East Entrance

Site Code :

Start Date : 1/12/2017

Page No : 3

Start Time	Southbound					Maybank Hwy Westbound					Electric Coop East Entrance Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	1	159	0	0	160	0	0	0	0	0	0	95	0	0	95	255
08:00	0	0	0	0	0	1	121	0	0	122	1	0	0	0	1	0	113	1	0	114	237
08:15	0	0	0	0	0	1	143	0	0	144	0	0	1	0	1	0	121	4	0	125	270
08:30	0	0	0	0	0	4	149	0	0	153	1	0	0	0	1	0	159	1	0	160	314
Total Volume	0	0	0	0	0	7	572	0	0	579	2	0	1	0	3	0	488	6	0	494	1076
% App. Total	0	0	0	0	0	1.2	98.8	0	0		66.7	0	33.3	0		0	98.8	1.2	0		
PHF	.000	.000	.000	.000	.000	.438	.899	.000	.000	.905	.500	.000	.250	.000	.750	.000	.767	.375	.000	.772	.857



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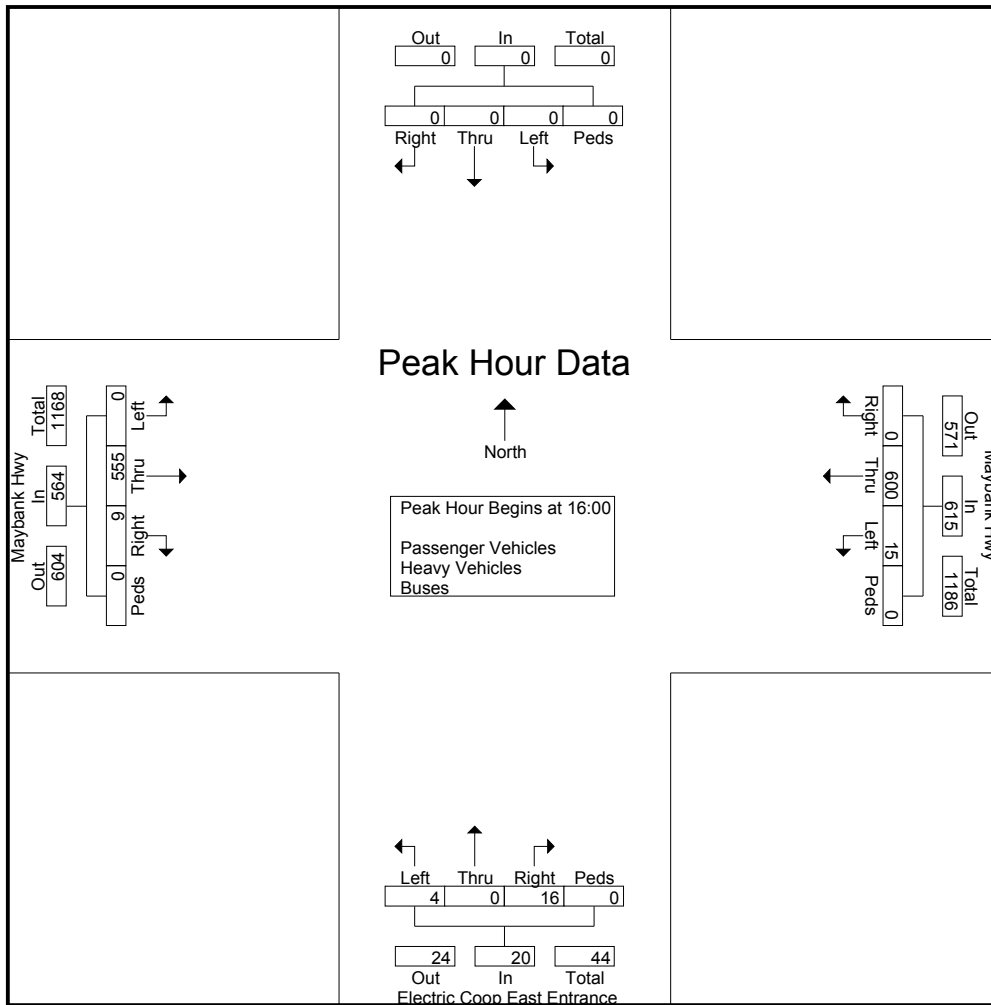
File Name : Maybank Hwy @ Electric Coop East Entrance

Site Code :

Start Date : 1/12/2017

Page No : 4

Start Time	Southbound					Maybank Hwy Westbound					Electric Coop East Entrance Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	3	168	0	0	171	0	0	12	0	12	0	99	4	0	103	286
16:15	0	0	0	0	0	3	145	0	0	148	2	0	2	0	4	0	149	0	0	149	301
16:30	0	0	0	0	0	5	143	0	0	148	1	0	0	0	1	0	153	4	0	157	306
16:45	0	0	0	0	0	4	144	0	0	148	1	0	2	0	3	0	154	1	0	155	306
Total Volume	0	0	0	0	0	15	600	0	0	615	4	0	16	0	20	0	555	9	0	564	1199
% App. Total	0	0	0	0	0	2.4	97.6	0	0	0	20	0	80	0	0	0	98.4	1.6	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.893	.000	.000	.899	.500	.000	.333	.000	.417	.000	.901	.563	.000	.898	.980



## Appendix C

### Traffic Volume Development Worksheets

# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

## Main Road & Patton Avenue

TRAFFIC CONTROL: One-Way Stop

DATE COUNTED: January 12, 2017

AM PEAK HOUR (7:15-8:15 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>				<b>17</b>		<b>21</b>		<b>454</b>	<b>16</b>	<b>25</b>	<b>656</b>	
Years To Buildout (2020)				3		3		3	3	3	3	
Yearly Growth Rate				3.0%		3.0%		3.0%	3.0%	3.0%	3.0%	
Background Traffic Growth				2		2		41	1	2	59	
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>				<b>19</b>		<b>23</b>		<b>495</b>	<b>17</b>	<b>27</b>	<b>715</b>	
New Project Traffic				0		0		0	0	0	0	
<b>2020 BUILD TRAFFIC VOLUMES</b>				<b>19</b>		<b>23</b>		<b>495</b>	<b>17</b>	<b>27</b>	<b>715</b>	

PM PEAK HOUR (4:00-5:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>				<b>10</b>		<b>21</b>		<b>662</b>	<b>24</b>	<b>16</b>	<b>520</b>	
Years To Buildout (2020)				3		3		3	3	3	3	
Yearly Growth Rate				3.0%		3.0%		3.0%	3.0%	3.0%	3.0%	
Background Traffic Growth				1		2		60	2	1	47	
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>				<b>11</b>		<b>23</b>		<b>722</b>	<b>26</b>	<b>17</b>	<b>567</b>	
New Project Traffic				0		0		0	0	0	0	
<b>2020 BUILD TRAFFIC VOLUMES</b>				<b>11</b>		<b>23</b>		<b>722</b>	<b>26</b>	<b>17</b>	<b>567</b>	

# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

## Main Road & Project Driveway #1

TRAFFIC CONTROL: One-Way Stop

DATE COUNTED:

AM PEAK HOUR (7:15-8:15 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>				<b>0</b>		<b>0</b>		<b>470</b>	<b>0</b>	<b>0</b>	<b>673</b>	
Years To Buildout (2020)				3		3		3	3	3	3	
Yearly Growth Rate				3.0%		3.0%		3.0%	3.0%	3.0%	3.0%	
Background Traffic Growth				0		0		42	0	0	61	
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>				<b>0</b>		<b>0</b>		<b>512</b>	<b>0</b>	<b>0</b>	<b>734</b>	
New Project Traffic				23		23		9	17	21	11	
<b>2020 BUILD TRAFFIC VOLUMES</b>				<b>23</b>		<b>23</b>		<b>521</b>	<b>17</b>	<b>21</b>	<b>745</b>	

PM PEAK HOUR (4:00-5:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>				<b>0</b>		<b>0</b>		<b>686</b>	<b>0</b>	<b>0</b>	<b>530</b>	
Years To Buildout (2020)				3		3		3	3	3	3	
Yearly Growth Rate				3.0%		3.0%		3.0%	3.0%	3.0%	3.0%	
Background Traffic Growth				0		0		62	0	0	48	
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>				<b>0</b>		<b>0</b>		<b>748</b>	<b>0</b>	<b>0</b>	<b>578</b>	
New Project Traffic				42		51		14	28	35	21	
<b>2020 BUILD TRAFFIC VOLUMES</b>				<b>42</b>		<b>51</b>		<b>762</b>	<b>28</b>	<b>35</b>	<b>599</b>	



# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

## Patton Avenue & Project Driveway #2

TRAFFIC CONTROL: One-Way Stop

DATE COUNTED:

AM PEAK HOUR (7:15-8:15 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>		<b>41</b>	<b>0</b>	<b>0</b>	<b>38</b>		<b>0</b>		<b>0</b>			
Years To Buildout (2020)		3	3	3	3		3		3			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		4	0	0	3		0		0			
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>		<b>45</b>	<b>0</b>	<b>0</b>	<b>41</b>		<b>0</b>		<b>0</b>			
New Project Traffic		11	12	1	8		14		2			
<b>2020 BUILD TRAFFIC VOLUMES</b>		<b>56</b>	<b>12</b>	<b>1</b>	<b>49</b>		<b>14</b>		<b>2</b>			

PM PEAK HOUR (4:00-5:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>		<b>40</b>	<b>0</b>	<b>0</b>	<b>31</b>		<b>0</b>		<b>0</b>			
Years To Buildout (2020)		3	3	3	3		3		3			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		4	0	0	3		0		0			
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>		<b>44</b>	<b>0</b>	<b>0</b>	<b>34</b>		<b>0</b>		<b>0</b>			
New Project Traffic		19	18	2	20		28		3			
<b>2020 BUILD TRAFFIC VOLUMES</b>		<b>63</b>	<b>18</b>	<b>2</b>	<b>54</b>		<b>28</b>		<b>3</b>			

# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

## Patton Avenue & Project Driveway #3

TRAFFIC CONTROL: One-Way Stop

DATE COUNTED:

AM PEAK HOUR (7:15-8:15 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>		<b>41</b>	<b>0</b>	<b>0</b>	<b>38</b>		<b>0</b>		<b>0</b>			
Years To Buildout (2020)		3	3	3	3		3		3			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		4	0	0	3		0		0			
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>		<b>45</b>	<b>0</b>	<b>0</b>	<b>41</b>		<b>0</b>		<b>0</b>			
New Project Traffic		7	6	1	5		8		1			
<b>2020 BUILD TRAFFIC VOLUMES</b>		<b>52</b>	<b>6</b>	<b>1</b>	<b>46</b>		<b>8</b>		<b>1</b>			

PM PEAK HOUR (4:00-5:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>		<b>40</b>	<b>0</b>	<b>0</b>	<b>31</b>		<b>0</b>		<b>0</b>			
Years To Buildout (2020)		3	3	3	3		3		3			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		4	0	0	3		0		0			
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>		<b>44</b>	<b>0</b>	<b>0</b>	<b>34</b>		<b>0</b>		<b>0</b>			
New Project Traffic		12	10	1	8		14		2			
<b>2020 BUILD TRAFFIC VOLUMES</b>		<b>56</b>	<b>10</b>	<b>1</b>	<b>42</b>		<b>14</b>		<b>2</b>			

# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

## Maybank Highway & BEC Delivery Entrance

TRAFFIC CONTROL: One-Way Stop

DATE COUNTED: January 12, 2017

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>		<b>492</b>	<b>2</b>	<b>1</b>	<b>559</b>		<b>6</b>		<b>2</b>			
Years To Buildout (2020)		3	3	3	3		3		3			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%		1.0%		1.0%			
Background Traffic Growth		15	0	0	17		0		0			
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>		<b>507</b>	<b>2</b>	<b>1</b>	<b>576</b>		<b>6</b>		<b>2</b>			
New Project Traffic		0	0	0	0		0		0			
<b>2020 BUILD TRAFFIC VOLUMES</b>		<b>507</b>	<b>2</b>	<b>1</b>	<b>576</b>		<b>6</b>		<b>2</b>			

PM PEAK HOUR (4:00-5:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>		<b>575</b>	<b>0</b>	<b>1</b>	<b>615</b>		<b>1</b>		<b>1</b>			
Years To Buildout (2020)		3	3	3	3		3		3			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%		1.0%		1.0%			
Background Traffic Growth		17	0	0	18		0		0			
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>		<b>592</b>	<b>0</b>	<b>1</b>	<b>633</b>		<b>1</b>		<b>1</b>			
New Project Traffic		0	0	0	0		0		0			
<b>2020 BUILD TRAFFIC VOLUMES</b>		<b>592</b>	<b>0</b>	<b>1</b>	<b>633</b>		<b>1</b>		<b>1</b>			

## INTERSECTION TRAFFIC VOLUME DEVELOPMENT

### Maybank Highway & Clew Street/BEC West Entrance

TRAFFIC CONTROL: Two-Way Stop

DATE COUNTED: January 12, 2017

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>	<b>3</b>	<b>479</b>	<b>0</b>	<b>0</b>	<b>568</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>
Years To Buildout (2020)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	14	0	0	17	0	0	0	0	0	0	0
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>	<b>3</b>	<b>493</b>	<b>0</b>	<b>0</b>	<b>585</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>
New Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
<b>2020 BUILD TRAFFIC VOLUMES</b>	<b>3</b>	<b>493</b>	<b>0</b>	<b>0</b>	<b>585</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>	<b>0</b>	<b>584</b>	<b>1</b>	<b>0</b>	<b>596</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>4</b>
Years To Buildout (2020)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	18	0	0	18	0	0	0	0	0	0	0
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>	<b>0</b>	<b>602</b>	<b>1</b>	<b>0</b>	<b>614</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>4</b>
New Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
<b>2020 BUILD TRAFFIC VOLUMES</b>	<b>0</b>	<b>602</b>	<b>1</b>	<b>0</b>	<b>614</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>4</b>

# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

## Maybank Highway & BEC East Entrance

TRAFFIC CONTROL: One-Way Stop

DATE COUNTED: January 12, 2017

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>		<b>488</b>	<b>6</b>	<b>7</b>	<b>572</b>		<b>2</b>		<b>1</b>			
Years To Buildout (2020)		3	3	3	3		3		3			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%		1.0%		1.0%			
Background Traffic Growth		15	0	0	17		0		0			
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>		<b>503</b>	<b>6</b>	<b>7</b>	<b>589</b>		<b>2</b>		<b>1</b>			
New Project Traffic		0	0	0	0		0		0			
<b>2020 BUILD TRAFFIC VOLUMES</b>		<b>503</b>	<b>6</b>	<b>7</b>	<b>589</b>		<b>2</b>		<b>1</b>			

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>2017 TRAFFIC VOLUMES</b>		<b>555</b>	<b>9</b>	<b>15</b>	<b>600</b>		<b>4</b>		<b>16</b>			
Years To Buildout (2020)		3	3	3	3		3		3			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%		1.0%		1.0%			
Background Traffic Growth		17	0	0	18		0		0			
<b>2020 NO-BUILD TRAFFIC VOLUMES</b>		<b>572</b>	<b>9</b>	<b>15</b>	<b>618</b>		<b>4</b>		<b>16</b>			
New Project Traffic		0	0	0	0		0		0			
<b>2020 BUILD TRAFFIC VOLUMES</b>		<b>572</b>	<b>9</b>	<b>15</b>	<b>618</b>		<b>4</b>		<b>16</b>			

## Appendix D

### Analysis Worksheets (2017 Existing Conditions)

**Intersection**

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	17	21	454	16	25	656
Future Vol, veh/h	17	21	454	16	25	656
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	8	4	4	4	4
Mvmt Flow	18	22	473	17	26	683

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1216	481	0	0	490	0
Stage 1	481	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.236	-
Pot Cap-1 Maneuver	194	573	-	-	1063	-
Stage 1	609	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	573	-	-	1063	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	19		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	297	1063	-
HCM Lane V/C Ratio	-	-	0.133	0.024	-
HCM Control Delay (s)	-	-	19	8.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

**Intersection**

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	10	21	662	24	16	520
Future Vol, veh/h	10	21	662	24	16	520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	4	4	4	4
Mvmt Flow	11	22	704	26	17	553

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1304	717	0	0	730	0
Stage 1	717	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	7.18	6.28	-	-	4.14	-
Critical Hdwy Stg 1	6.18	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.236	-
Pot Cap-1 Maneuver	133	420	-	-	865	-
Stage 1	411	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	420	-	-	865	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	22		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	244	865	-
HCM Lane V/C Ratio	-	-	0.135	0.02	-
HCM Control Delay (s)	-	-	22	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-



## Appendix E

### Analysis Worksheets (2020 No Build Conditions)

**Intersection**

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	19	23	495	17	27	715
Future Vol, veh/h	19	23	495	17	27	715
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	8	4	4	4	4
Mvmt Flow	20	24	521	18	28	753

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1339	530	0	0	539	0
Stage 1	530	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.236	-
Pot Cap-1 Maneuver	164	537	-	-	1019	-
Stage 1	578	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	156	537	-	-	1019	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	22.1		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 255	1019	-
HCM Lane V/C Ratio	-	- 0.173	0.028	-
HCM Control Delay (s)	-	- 22.1	8.6	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.6	0.1	-

**Intersection**

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	11	23	772	26	17	567
Future Vol, veh/h	11	23	772	26	17	567
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	4	4	4	4
Mvmt Flow	12	24	821	28	18	603

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1474	835	0	0	849	0
Stage 1	835	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.236	-
Pot Cap-1 Maneuver	135	359	-	-	780	-
Stage 1	416	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	359	-	-	780	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	23.6		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 229	780	-
HCM Lane V/C Ratio	-	- 0.158	0.023	-
HCM Control Delay (s)	-	- 23.6	9.7	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.6	0.1	-

## Appendix F

### Analysis Worksheets (2020 Build Conditions)

**Intersection**

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	34	34	518	31	36	732
Future Vol, veh/h	34	34	518	31	36	732
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	8	4	4	4	4
Mvmt Flow	36	36	545	33	38	771

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1408	562	0	0	578	0
Stage 1	562	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.236	-
Pot Cap-1 Maneuver	148	515	-	-	986	-
Stage 1	559	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	138	515	-	-	986	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	383	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	29.4		0		0.4
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	218	986
HCM Lane V/C Ratio	-	-	0.328	0.038
HCM Control Delay (s)	-	-	29.4	8.8
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1

**Intersection**

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↔		↖	↗
Traffic Vol, veh/h	23	28	521	17	21	745
Future Vol, veh/h	23	28	521	17	21	745
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	25	30	566	18	23	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1431	576	0	0	585	0
Stage 1	576	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	148	517	-	-	980	-
Stage 1	562	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	145	517	-	-	980	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	407	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	22.5		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	145	517	980	-
HCM Lane V/C Ratio	-	-	0.172	0.059	0.023	-
HCM Control Delay (s)	-	-	34.9	12.4	8.8	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.2	0.1	-

**Intersection**

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	55	12	1	54	14	2
Future Vol, veh/h	55	12	1	54	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	2	2
Mvmt Flow	60	13	1	59	15	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	73
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.272
Pot Cap-1 Maneuver	-	-	1490
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1490
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	881	-	-	1490	-
HCM Lane V/C Ratio	0.02	-	-	0.001	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	51	6	1	47	8	1
Future Vol, veh/h	51	6	1	47	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	2	2
Mvmt Flow	55	7	1	51	9	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	62	112
Stage 1	-	-	59
Stage 2	-	-	53
Critical Hdwy	-	4.18	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.272	3.518
Pot Cap-1 Maneuver	-	1503	885
Stage 1	-	-	964
Stage 2	-	-	970
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1503	884
Mov Cap-2 Maneuver	-	-	884
Stage 1	-	-	964
Stage 2	-	-	969

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	896	-	-	1503	-
HCM Lane V/C Ratio	0.011	-	-	0.001	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



**Intersection**

Int Delay, s/veh 2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	38	44	764	49	31	596
Future Vol, veh/h	38	44	764	49	31	596
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	4	4	4	4
Mvmt Flow	40	47	813	52	33	634

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1539	839	0	0	865	0
Stage 1	839	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.236	-
Pot Cap-1 Maneuver	123	357	-	-	770	-
Stage 1	414	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	115	357	-	-	770	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	42.1		0		0.5
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 181	770	-
HCM Lane V/C Ratio	-	- 0.482	0.043	-
HCM Control Delay (s)	-	- 42.1	9.9	0
HCM Lane LOS	-	- E	A	A
HCM 95th %tile Q(veh)	-	- 2.3	0.1	-

**Intersection**

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↔		↖	↗
Traffic Vol, veh/h	42	51	762	28	35	559
Future Vol, veh/h	42	51	762	28	35	559
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	46	55	828	30	38	608

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1527	843	0	0	859	0
Stage 1	843	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	129	364	-	-	774	-
Stage 1	422	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	123	364	-	-	774	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	123	364	774	-
HCM Lane V/C Ratio	-	-	0.371	0.152	0.049	-
HCM Control Delay (s)	-	-	50.6	16.7	9.9	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	1.5	0.5	0.2	-

**Intersection**

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	62	18	2	54	28	3
Future Vol, veh/h	62	18	2	54	28	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	2	2
Mvmt Flow	67	20	2	59	30	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	87	140
Stage 1	-	-	77
Stage 2	-	-	63
Critical Hdwy	-	4.18	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.272	3.518
Pot Cap-1 Maneuver	-	1472	853
Stage 1	-	-	946
Stage 2	-	-	960
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1472	852
Mov Cap-2 Maneuver	-	-	852
Stage 1	-	-	946
Stage 2	-	-	959

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	863	-	-	1472	-
HCM Lane V/C Ratio	0.039	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	55	10	1	42	14	2
Future Vol, veh/h	55	10	1	42	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	2	2
Mvmt Flow	60	11	1	46	15	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	71
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.272
Pot Cap-1 Maneuver	-	-	1492
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1492
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	896	-	-	1492	-
HCM Lane V/C Ratio	0.019	-	-	0.001	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

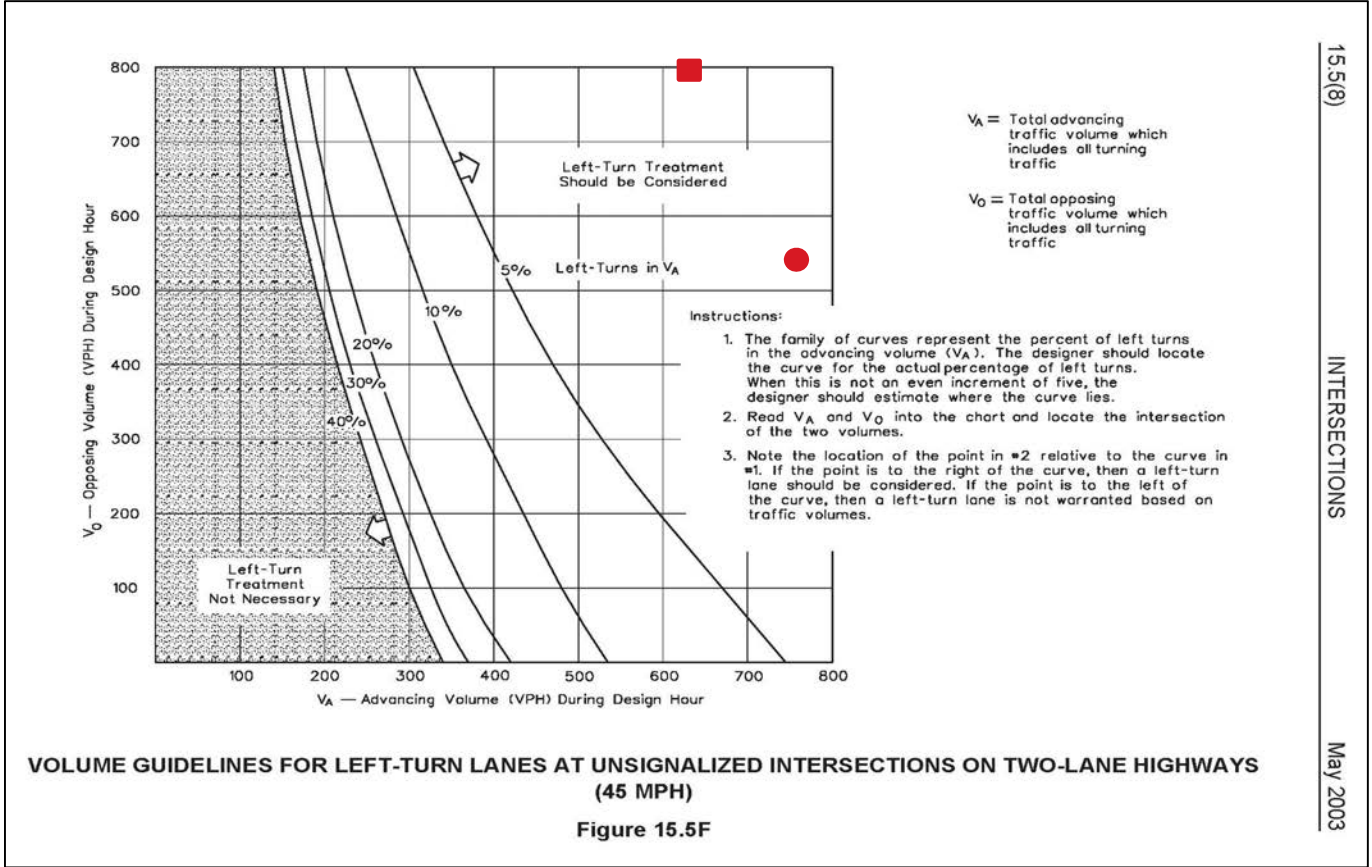
## **Appendix G**

### **Turn Lane Analysis**

## LEFT-TURN LANE WARRANT REVIEW

**INTERSECTION:** Main Road & Project Driveway #1

**MOVEMENT:** Southbound Left-Turn Lane

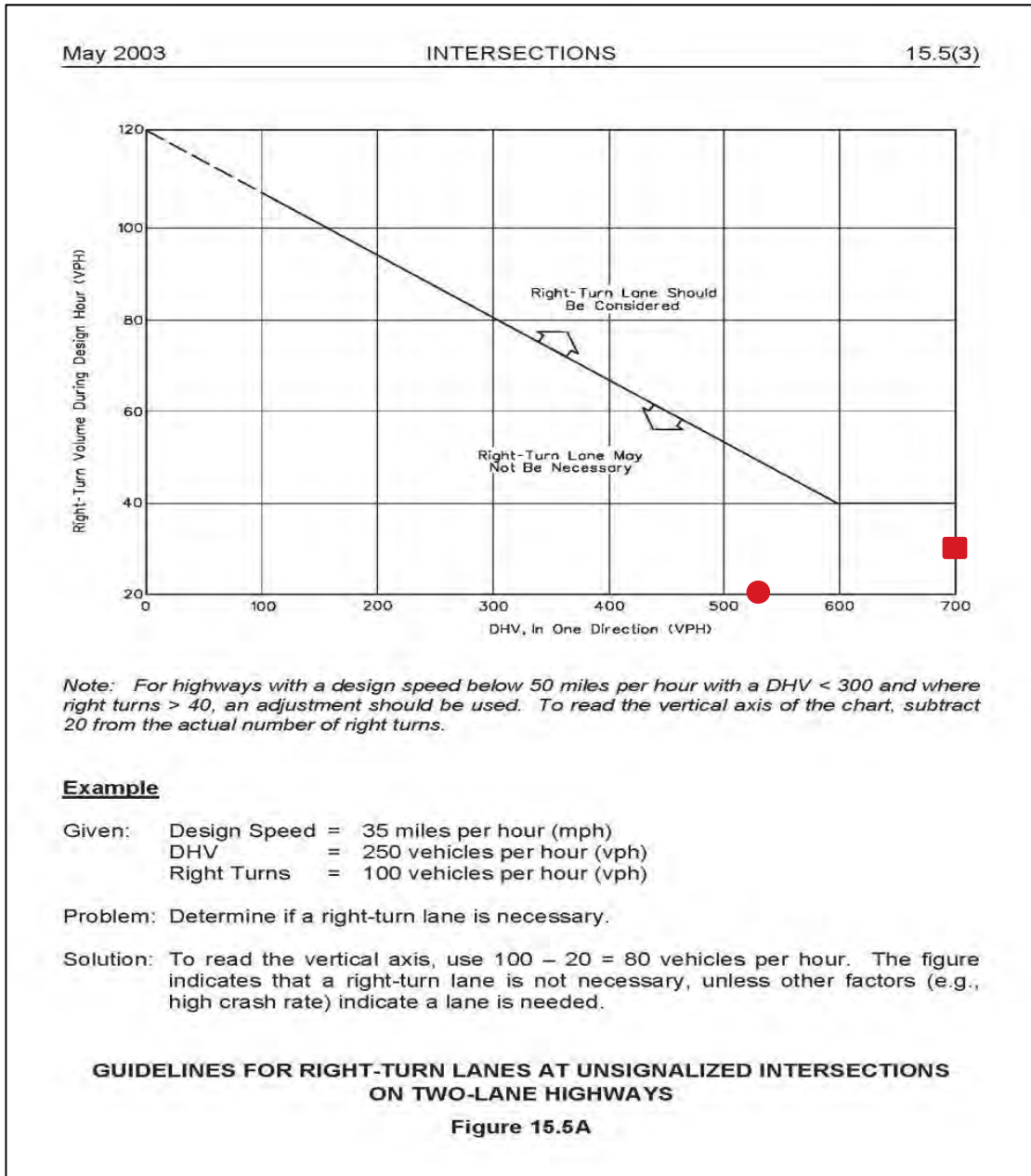


2020 Build Conditions	$V_A$	SBL	$V_O$	$V_A$ LT %	Symbol
AM Peak Hour	766	21	538	3	●
PM Peak Hour	634	35	790	6	■

## RIGHT-TURN LANE WARRANT REVIEW

**INTERSECTION:** Main Road & Project Driveway #1

**MOVEMENT:** Northbound Right-Turn Lane



2020 Build Conditions	Major Road Volume (Direction of Right Turn Ingress)	Right Turn Volume	Speed Along Right Turn Ingress	Symbol
AM Peak Hour	538	17	45	●
PM Peak Hour	790	28	45	■

## LEFT-TURN LANE WARRANT REVIEW

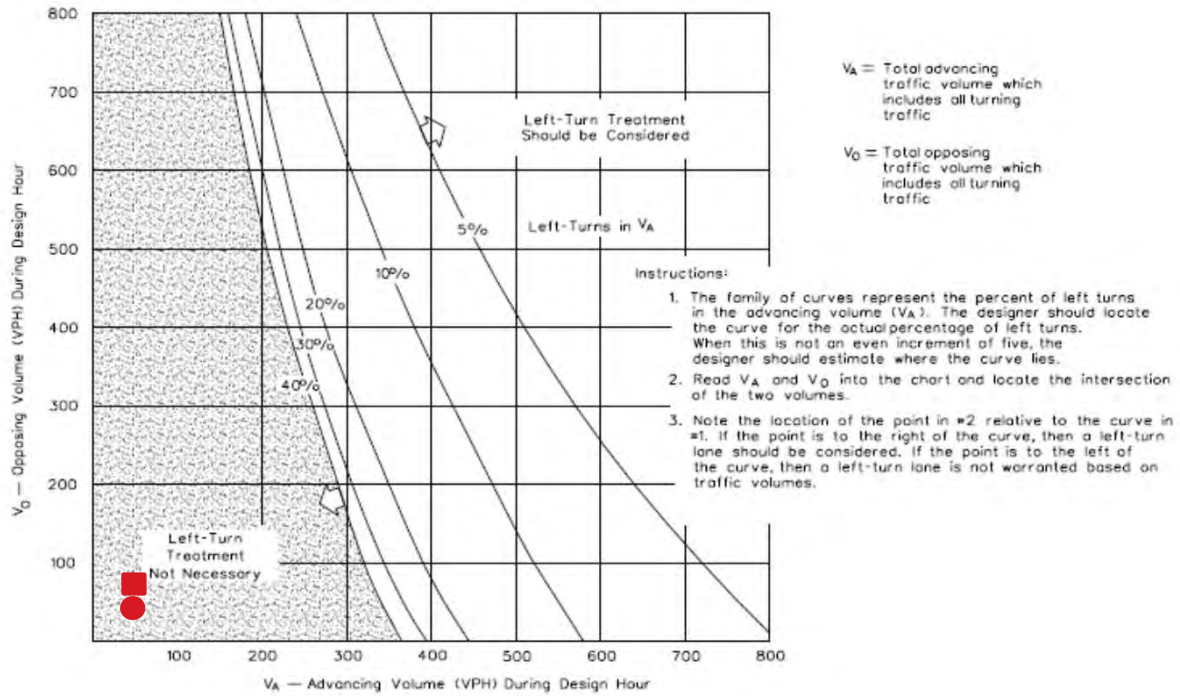
**INTERSECTION:** Patton Avenue & Project Driveway #2

**MOVEMENT:** Westbound Left-Turn Lane

May 2003

INTERSECTIONS

15.5(9)



**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 MPH)**

**Figure 15.5G**

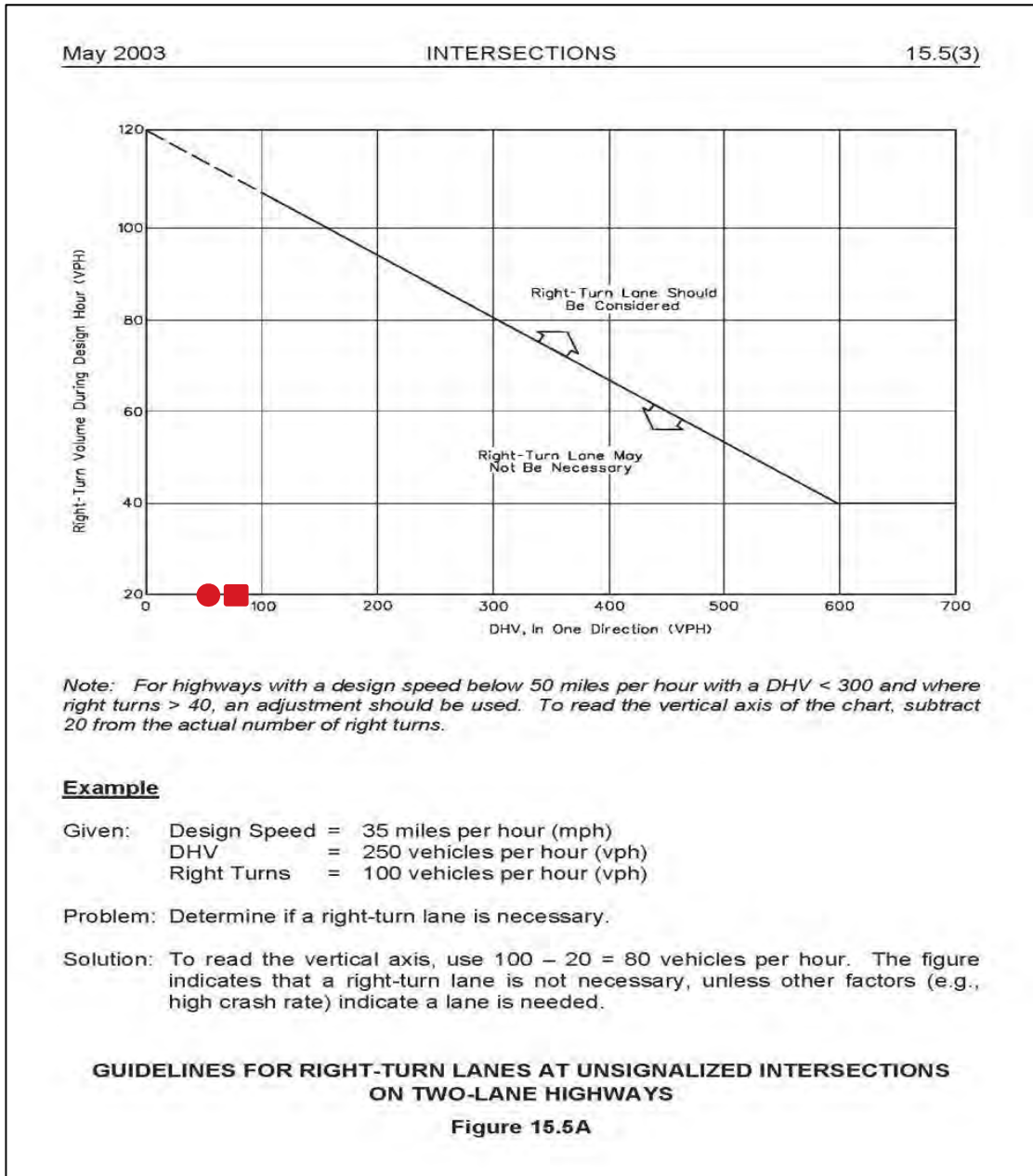
2020 Build Conditions	$V_A$	WBL	$V_O$	$V_A$ LT %	Symbol
AM Peak Hour	55	1	67	2	●
PM Peak Hour	56	2	80	4	■



## RIGHT-TURN LANE WARRANT REVIEW

**INTERSECTION:** Patton Avenue & Project Driveway #2

**MOVEMENT:** Eastbound Right-Turn Lane

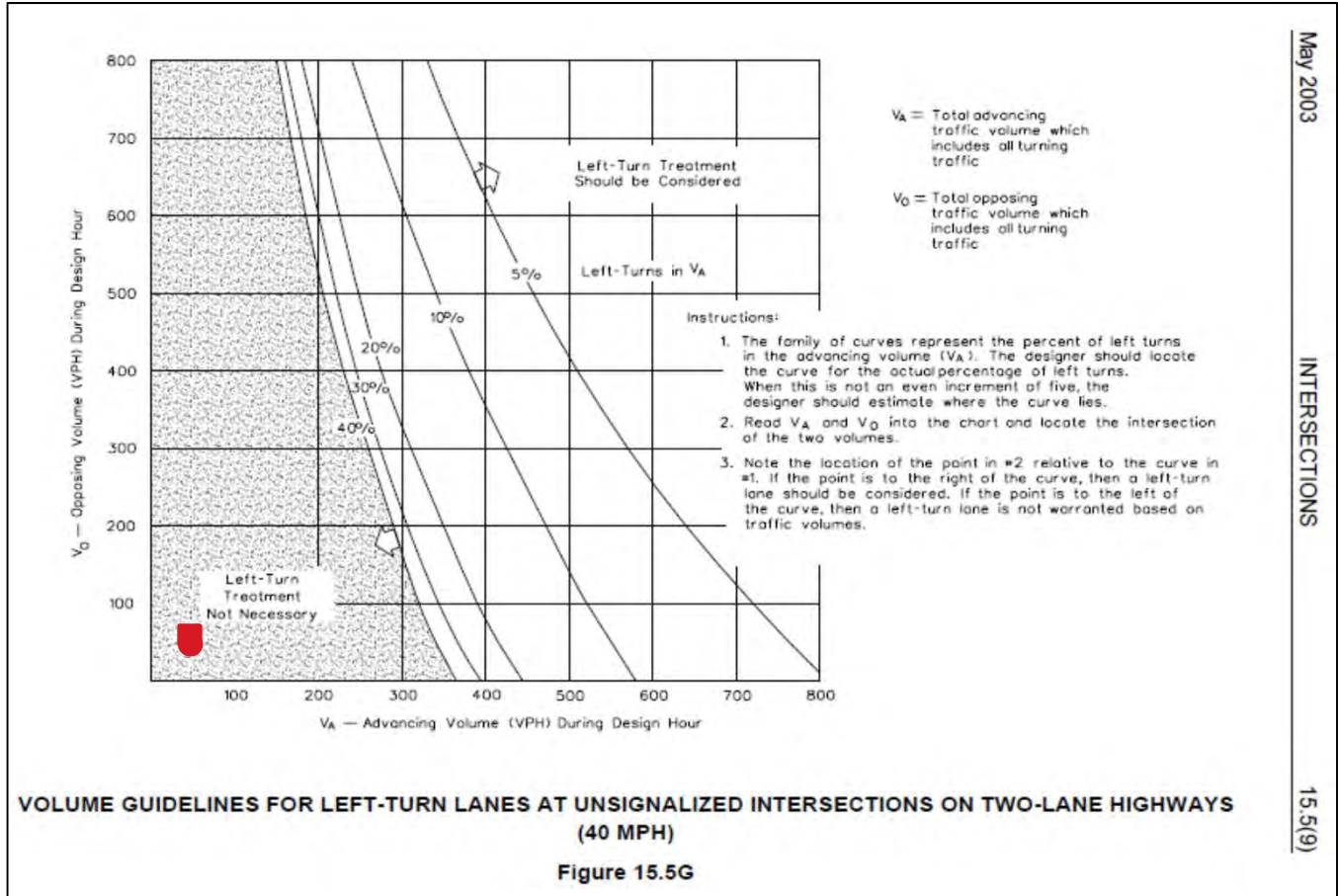


2020 Build Conditions	Major Road Volume (Direction of Right Turn Ingress)	Right Turn Volume	Speed Along Right Turn Ingress	Symbol
AM Peak Hour	67	12	35	●
PM Peak Hour	80	18	35	■

## LEFT-TURN LANE WARRANT REVIEW

**INTERSECTION:** Patton Avenue & Project Driveway #3

**MOVEMENT:** Westbound Left-Turn Lane

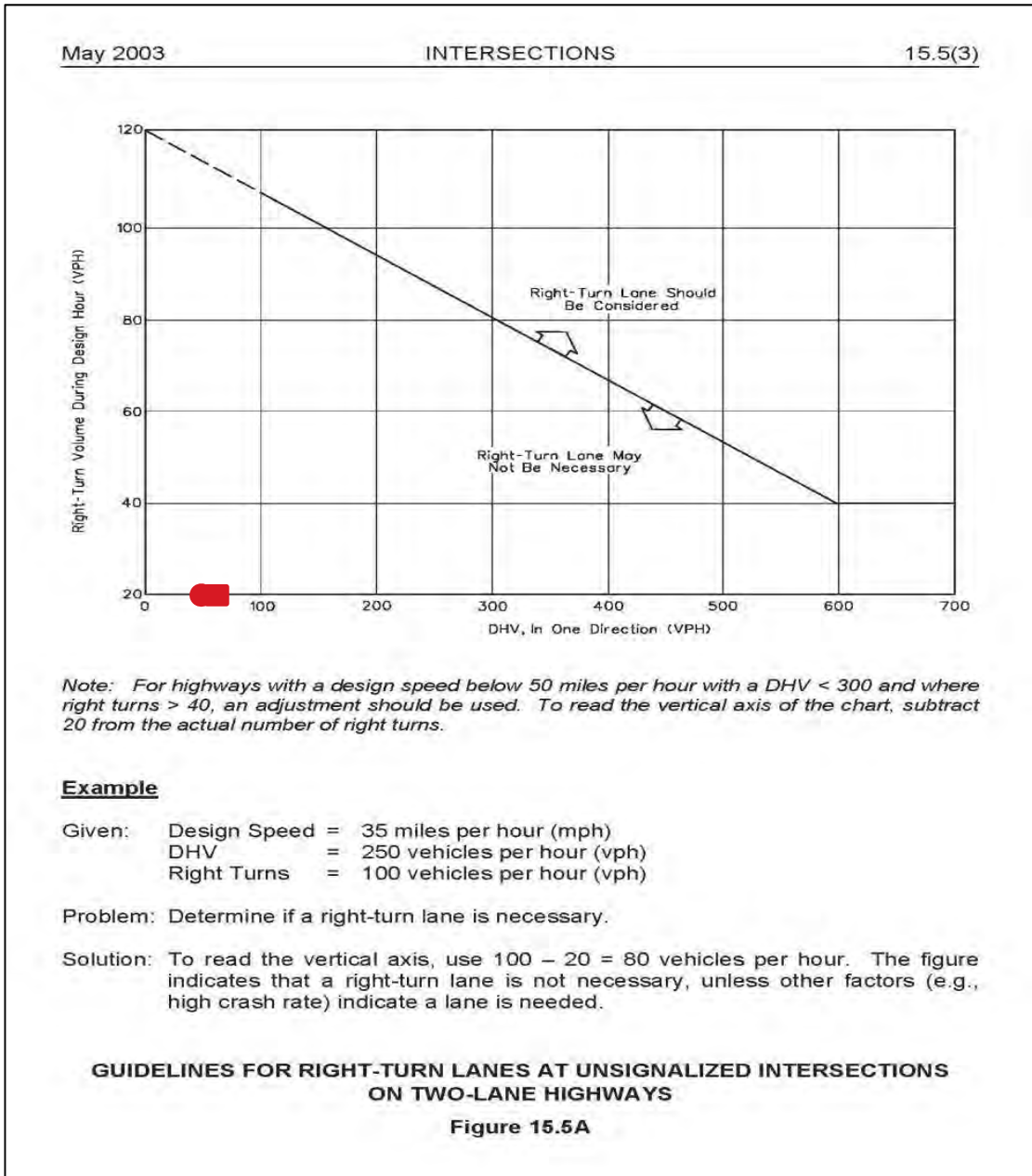


2020 Build Conditions	$V_A$	WBL	$V_O$	$V_A$ LT %	Symbol
AM Peak Hour	48	1	57	2	●
PM Peak Hour	43	1	65	2	■

## RIGHT-TURN LANE WARRANT REVIEW

**INTERSECTION:** Patton Avenue & Project Driveway #3

**MOVEMENT:** Eastbound Right-Turn Lane



2020 Build Conditions	Major Road Volume (Direction of Right Turn Ingress)	Right Turn Volume	Speed Along Right Turn Ingress	Symbol
AM Peak Hour	57	6	35	●
PM Peak Hour	65	10	35	■

# Public Input

## Andrea Harris-Long

---

**From:** Jonathan Moore <urang4jono@yahoo.com>  
**Sent:** Wednesday, May 24, 2017 9:53 PM  
**To:** Andrea Harris-Long  
**Subject:** Rezoning for Berkley COOP

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Dear Charleston County Council Member:

As you are or will be aware that Berkley COOP is in the process of trying to get a 35 acre parcel of land rezoned from residential to commercial. As I believe you will have a vote one way or another i hope this will bring some attention to concerns many from the area can see as a problem if this proceeds. As for the cons there seems to be the adding of more traffic to what is for many a way home or a cut through road that is about to endure 325 new homes being built already which is usually 2 vehicles per home which comes to 650. From there adding workers and customers coming in and out all day long one can only image the noise as well as safety of kids riding bikes and skateboards up and down Patton Avenue. On top of all that the light pollution for homes already standing around the presumed building site. In my opinion there are far better locations and places closer to the main functions on the company that is adequate in monitoring the power grid and also more of a central location. I greatly appreciate you taking the time to read this letter and i hope it brings some issues to the forefront.

Sincerely,  
Jonathan Moore

## Andrea Harris-Long

---

**From:** Natasha B <balarezo87@gmail.com>  
**Sent:** Thursday, May 25, 2017 4:31 PM  
**To:** A. Vic Rawl; Herb R. Sass; dickieschweers@tds.net; J. Elliott Summey; henrydarby@msn.com; Teddie Pryor; Brantley Moody; Anna B. Johnson; Joseph Qualey; Beverly Craven; Andrea Harris-Long  
**Subject:** Rezoning Property on Main and Patton Ave

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Members of the City Council,

I am writing to let you know that I strongly oppose the rezoning of the property pictured below (RR-3 to PD). This rezoning would have a huge negative effect on my life as well as my neighbors. I currently reside and own 3507 Patton Ave which will be directly behind the property in question. Opening this to Planned Development will cause a tumbling effect for the rest of the land around it. It will open up a flood gate to turn the rest of the land into development. We moved to this area because of the remote location and how it has very little light pollution. I am urging BEC and council members to think of the community affected because of this change. The island has so many potential areas to place this new facility, my back yard is not the place. BEC will be cutting off neighbors and a neighborhood by using the side access that is located on Patton Ave and Sassy Drive intersections. We are already facing a large influx of 18 wheelers and construction traffic due to the building of a new neighborhood off Patton. The noise pollution is awful and the trucks fly through going over 50MPH. There is adequate space by the high school that will provide the land needed for the new facility. This land will be on Main Road an already busy road and "main" vein to Johns Island. I ask that you all think of how you would feel in this situation. If this was happening to you? Would you be able to pass this knowing that it would be going in your backyard.

Thank you for you time,

Natasha Balarezo  
3507 Patton Ave  
Johns Island, SC 29455  
203-644-9982

