AGENDA ITEM:

XI-A

Ordinance item A

* *The 1st Reading of this Ordinance is by TITLE ONLY* *

A BOND ORDINANCE PROVIDING FOR THE ISSUANCE AND SALE OF A JASPER COUNTY, SOUTH CAROLINA, HOSPITALITY AND ACCOMMODATIONS FEE REVENUE BOND (AIRPORT CAPITAL IMPROVEMENT PROJECTS), SERIES 2022 IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED $5,000,000; TO PRESCRIBE THE PURPOSES FOR WHICH THE PROCEEDS SHALL BE EXPENDED; TO PROVIDE FOR THE PAYMENT THEREOF; AND OTHER MATTERS RELATING THERETO.

AGENDA ITEM:

XI-B

Ordinance item B

Jasper County
Planning and Building Services

358 Third Avenue - Post Office Box 1659
Ridgeland, South Carolina 29936
Phone (843) 717-3650 Fax (843) 726-7707

Lisa Wagner, CFM
Director of Planning and Building Services
lwagner@jaspercountysc.gov

Jasper County Council

Staff Report

Meeting Date:	April 4, 2022
Project:	Zoning Map Amendment – Planned Development District and Amendment to the Center Point PDD / DA and Concept Map
Applicant:	First Carolina Corporation of SC
Tax Map Number:	081-00-03-030 and 081-00-03-031
Submitted For:	1st Reading
Recommendation:	Planning Commission Recommends Approval of Zoning Map Amendment to designate 2 parcels as PDD and approval of the Amendment to the Center Point PDD, DA, and Concept Plan

Description: The Applicant is requesting an approval of a Planned Development District (PDD) zoning designation for the purpose of adding two properties to the Center Point PDD. Included with the Zoning Map Amendment application is an amendment to the Center Point PDD, DA, and Concept Plan. The subject properties are located to the rear of the Center Point PDD and are surrounded on three sides by the existing PDD. One of the parcels is zoned Residential and consist of 16 acres. The other parcel is zoned Rural Preservation and consists of 41.75 acres. Both properties are undeveloped and only have access through the PDD. The Center Point PDD was approved by Jasper County Council on August 14, 2008 and is located along N. Okatie Highway (Highway 170) between the intersection of Highway 462 and Snake Road. The only development that has taken place within the Center Point PDD is the John Paul II Catholic School and Caroline's Cottage. The subject parcels were not originally included in the PDD because they were intended for the school site; however, the school decided to build on the western portion of the Center Point PDD.

The purpose of the amendment to the Center Point PDD, DA, and the Concept Plan is to add 57.75 acres to the Center Point PDD. The Concept Map shows the two parcels as Phase IA and Phase IB. Each parcel will be designated as Mixed Use Residential and will include a density of 12 dwelling units per gross acre for multi-family, 8 dwelling units per gross acre for single-family attached, and 3 dwelling units per gross acre for single-family detached, so the density per acre will remain the same as the previously approved density for the Center Point PDD.

Analysis: All Zoning Map Amendments and PDD's shall conform to the Jasper County Comprehensive Land Use Plan and Land Use Map (latest edition).

- ***Comprehensive Plan***: According to the 2018 Jasper County Comprehensive Plan, the Future Land Use Map identifies this area as "Rural Conservation." Rural Conservation seeks to protect and promote the character of Jasper County that largely exists today outside of the municipalities. In these areas, new development should be thoughtfully placed within the existing landscape.

- ***Adjacent Zoning:*** Adjacent parcels are zoned Planned Development District on the east, south, and west, and Rural Preservation to the north.

- ***Adjacent Land Uses:*** Adjacent land uses are vacant, with a 24-hour hospice facility nearby.

- ***Traffic and Access:*** The subject parcels will be served by a private road through the Center Point PDD. The private road will have direct access to Highway 170, which is a four-lane state maintained highway classified as an arterial road.

Planning Commission Recommendation: The PDD application is supported by the Comprehensive Plan; as such, Planning Commission recommends approval of the PDD designation, and the amendment of the Center Point PDD, DA and the Concept Plan.

Attachments:

1. Ordinance
2. Letter from Attorney Kevin Dukes
3. Application and Power of Attorney
4. Proposed Amendment to Center Point DA and PDD
5. Proposed Amendment of the Center Point Concept Plan
6. Traffic Impact Analysis
7. Exhibit H – Concept Plan (Revised)
8. Concept Plan adopted August 14, 2008

STATE OF SOUTH CAROLINA
JASPER COUNTY

ORDINANCE #2022 -_____

AN ORDINANCE OF
JASPER COUNTY COUNCIL

To amend the Center Point Planned Development District to add two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Numbers 081-00-03-030 and 081-00-03-031, to make certain text amendments, concept plan revisions, and matters related thereto.

WHEREAS, The Planned Development District Zoning was adopted by Jasper County to permit and encourage flexibility in the development of land in order to promote its most appropriate use; and to do so in a manner that will enhance public health, safety, morals, and general welfare; and

WHEREAS, The Center Point Planned Development District was approved by Jasper County Council on August 14, 2008; and

WHEREAS, Jasper County has received a request from the owner to amend the Center Point Planned Development District to add two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Number 081-00-03-030 and 081-00-03-031, to make certain text amendments, concept plan revisions, and matters related thereto; and

WHEREAS, the above mentioned property was duly posed, with public hearings properly noticed and held by the Jasper County Planning Commission on March 8, 2022, which recommended approval and adoption, and by the Jasper County Council; and

WHEREAS, Jasper County Council finds the amended Planned Development District and the Concept Map (Exhibit H) to be in accordance with the statutory requirements of the state, and consistent with the Jasper County Comprehensive Plan, *Jasper's Journey*, as well as the Jasper County Zoning and Land Development Ordinances; and

NOW THEREFORE, BE IT RESOLVED by Jasper County Council, in council duly assembled and by the authority of the same:

1. Jasper County Council finds in accordance with the staff report, and the recommendation of Jasper County Planning Commission, the proposed zoning is consistent with the continued pattern of growth in the vicinity and is in harmony with the Jasper County Comprehensive Plan. Good cause having been shown to approve the applicant's request for Planned Development District Zoning for the Property, and of the amendment of the Center Point Planned Development District and Concept Plan (Exhibit H), and to amend the Jasper County Official Zoning Map to reflect Planned Development District zoning for two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Number 081-00-03-030 and 081-00-03-031 and known as the Center Point PDD.

2. This ordinance shall take effect upon approval by Council.

Ms. Barbara B. Clark
Chairwoman

ATTEST:

Wanda Simmons
Clerk to Council

ORDINANCE: # 2022-___

First Reading: April 4, 2022
Public Hearing: _____
Second Reading: _____
Third Reading: _____
Adopted: _____

Considered by the Jasper County Planning Commission at it's meeting on

March 8, 2022 and recommended for approval.

Reviewed for form and draftsmanship by the Jasper County Attorney.

David Tedder **Date**

HB | HARVEY & BATTEY
ATTORNEYS AT LAW

W BRANTLEY HARVEY, SR (1893-1981)
W BRANTLEY HARVEY, JR (1930-2018)
COLDEN R. BATTEY, JR (Of Counsel)
WILLIAM B. HARVEY, III (SC Circuit Court Mediator)
THOMAS C. DAVIS (SC Circuit Court Mediator)
THOMAS A. HOLLOWAY
EUGENE PARRS
J. SAMUEL SCOVILLE
KEVIN E. DUKES
DAVID L. TEDDER (Of Counsel)
AUSTIN M. BLAKE

February 15, 2022

Ms. Lisa Wagner
Director of Planning and Building
358 Third Avenue, Room 202
Ridgeland, South Carolina 29936

Re: Amendment of Center Point Development Agreement and PDD

Dear Ms. Wagner:

On behalf of First Carolina Corporation of SC, I am submitting a request that the Development Agreement and Planned Development District for Center Point be amended to include additional adjacent real property. The need to include this property in the Development Agreement and PDD arose in 2012 when John Paul II Catholic School was moved from a site directly adjacent to Center Point to the western 70 acres of the Center Point development.

The proposed amendment meets with the original intent of the community and creates uniformity in zoning at the site. The proposed supplemental property is bounded on three sides by Center Point PDD, classified Mixed Used Residential. The proposed supplemental property is bordered on the north by the water supply canal of Beaufort Jasper Water and Sewer Authority, creating a physical barrier preventing access to the north. As a result, the supplemental property currently acts as a zoning donut hole and submission to the Center Point PDD is required to fix this undesirable trait.

Further, the proposed submission of the supplemental property to the Center Point PDD does not increase density as the total acreage available under the PDD was reduced by moving the school to its new site, a reduction of approximately 70 acres. The addition requested is for 53.7 acres, resulting in a net reduction of more than 16 acres. All density under the Center Point PDD is tied to acreage. The reduction of the total acreage available for development is a de facto reduction in density.

With this letter I am submitting the following documents:

- Zoning Map Amendment Application;
- SCDOR Form 2848;
- Proposed Draft First Amendment to Development Agreement Center Point;

HB | HARVEY & BATTEY
ATTORNEYS AT LAW

W BRANTLEY HARVEY, SR (1893-1981)
W BRANTLEY HARVEY, JR (1930-2018)
COLDEN R. BATTEY, JR (Of Counsel)
WILLIAM B. HARVEY, III (SC Circuit Court Mediator)
THOMAS C. DAVIS (SC Circuit Court Mediator)
THOMAS A. HOLLOWAY
EUGENE PARRS
J. SAMUEL SCOVILLE
KEVIN E. DUKES
DAVID L. TEDDER (Of Counsel)
AUSTIN M. BLAKE

- Proposed Draft First Amendment to Planned Development District Plan Center Point; and
- Traffic Impact Analysis.

I believe this should provide you and the Commission all the information it needs to review and approve this application. If you have any questions or need additional information, please feel free to give me a call at (843) 524-3109 or email me at kdukes@harveyandbattey.com. I very much appreciate your help to date, and I look forward to working with moving forward.

Yours truly,

Kevin E. Dukes

Jasper County
Planning and Building Services

358 Third Avenue - Post Office Box 1659
Ridgeland, South Carolina 29936
Phone (843) 717-3650 Fax (843) 726-7707

Zoning Map Amendment Application

Owner or Owner-Authorized Applicant:	First Carolina Corporation of SC
Address:	C/o Kevin E. Dukes P.O. Box 1107 Beaufort, SC 29901
Telephone/Fax:	843-524-3109
Email:	KDukes@harveyandbatley.com
Property Address or Physical Location:	N/A
Tax Map Number(s):	081-00-03-030 and 081-00-03-031
Gross Acreage:	53.7
Current Zoning:	Rural Preservation and Residential
Proposed Zoning:	Center Point PDD Mixed Use Residential
Administrative Fee: ($250 per lot)	$ 500.00
Date Mailed or Hand Delivered:	Hand Delivered 2/15/2022
Reason for Request: (attach narrative if necessary)	SEE ATTACHED

Signature of Owner or Owner-Authorized Applicant
(Proof of owner-authorization required)

2/15/2022
Date

Internal Use Only

Date Received:	
Amount Received:	
Staff Member:	

Print Form | Reset Form

1350

dor.sc.gov

STATE OF SOUTH CAROLINA
DEPARTMENT OF REVENUE

POWER OF ATTORNEY AND DECLARATION OF REPRESENTATIVE

SC2848
(Rev. 7/6/21)
3307

Part I: Power of Attorney

*indicates a required field. If all required fields are not completed, the power of attorney will be considered invalid.

1 Taxpayer information - Taxpayer must sign and date this form on page 2, line 7.

* Taxpayer name and address	* SSN	* FEIN
First Carolina Corporation of SC		57-0735115
	Spouse's SSN (if filing jointly)	Plan number (if applicable)
	Daytime phone number	Email address

hereby appoints the following representatives as attorneys-in-fact:

2 Representative information - Representatives must sign and date this form on page 2, Part II.

*Name and address	*Phone / Fax / Email / Check if new
Kevin E. Dukes P.O. Box 1107 Beaufort, SC 29901	*Phone 843-524-3109 Fax Email kdukes@harveyandbattey.com Check if new: ☐ Address ☐ Phone ☐ Fax ☐ Email
Name and address	Phone Fax Email Check if new: ☐ Address ☐ Phone ☐ Fax ☐ Email
Name and address	Phone Fax Email Check if new: ☐ Address ☐ Phone ☐ Fax ☐ Email

to represent the taxpayer before the SCDOR for the following tax matters:

3 Tax matters (See instructions. Include **specific** types, forms, and years or periods. General references are **not** acceptable.)

* Type of tax or license (Individual, Corporate, Withholding, Sales, ABL, etc.)	* Tax form number (SC1040, WH1605, ST-3, etc.)	* Years or Periods
Zoning Amendments in Jasper County	Zoning Map Amendment Applicaitons and all other required forms for amendment of zoning to include development agreements.	2021 and 2022

4 Acts authorized: A representative is an individual authorized to receive and inspect confidential tax information and to perform any and all acts on behalf of the taxpayer with respect to the tax matters described on line 3. This includes the authority to sign any agreements, consents, or other documents. You may **not** use this Power of Attorney form to authorize a representative to endorse or cash refund checks. You may authorize a representative to sign a return **only** as set forth in SC Code Section 12-2-75.

List any specific additions to or deletions from the acts otherwise authorized in this power of attorney: _____

5 **Receipt of refund checks:** If you want to authorize a representative named on line 2 to receive refund checks, **but not to endorse or cash** them, initial here _____ and list the name of that representative below.

Name of representative to receive refund checks _____

6 **Retention/revocation of prior powers of attorney:** Filing this power of attorney automatically revokes all earlier powers of attorney on file with the SCDOR for the **same** tax matters for years or periods covered by this document.

Check this box if you do not want to revoke a prior power of attorney ..... ☐

YOU MUST ATTACH A COPY OF ANY POWER OF ATTORNEY YOU WANT TO REMAIN IN EFFECT.

7 **Taxpayer signature:** If the tax matter concerns a joint return and you are requesting joint representation, **both** taxpayers must sign. If signed by a corporate officer, partner, guardian, tax matters partner, LLC member, executor, receiver, personal representative, or trustee on behalf of the taxpayer, I certify that I have the legal authority to execute this form on behalf of the taxpayer.

The SCDOR will not accept an unsigned power of attorney.

* Signature	* 2/14/2022 Date	Manager Title (if applicable)
* John Trask, III Print name		
Signature	Date	Title (if applicable)
Print name		

All notices and communications will be sent to the taxpayer, not your representative. You can also review notices and communications on MyDORWAY. Contact our office for assistance if you are unable to forward a copy of any notices to your representative.

Part II: Declaration of Representative

* indicates a required field. If all required fields are not completed, the declaration of representative will be considered invalid.

I declare that:

- I am authorized to represent the taxpayers identified in Part I for the tax matters specified; and
- I am one of the following:
  a. Attorney: a member in good standing of the bar of the highest court of the jurisdiction shown below
  b. Certified Public Accountant: duly qualified to practice as a certified public accountant in the jurisdiction shown below
  c. Enrolled Agent: enrolled as an agent under the requirements of the US Treasury Department Circular 230
  d. Officer: a bona fide officer of the taxpayer organization
  e. Full-Time Employee: a full-time employee of the taxpayer
  f. Family Member: a member of the taxpayer's immediate family (spouse, parent, child, grandparent, grandchild, step-parent, step-child, brother, or sister)
  g. Return Preparer
  h. Other (provide explanation): _____

The SCDOR will not accept an unsigned declaration of representative.

I declare that this return and all attachments are true, correct, and complete to the best of my knowledge and belief.

* Designation (enter letter a-h from above)	* Jurisdiction (state)	* Signature	*Date
a	SC		2/14/2022

33072034

This instrument prepared by:

Kevin E. Dukes
Harvey & Battey, P.A.
P.O. Drawer 1107
Beaufort, South Carolina 29901

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

CENTER POINT

This FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR CENTER POINT, made and entered into as of _____, 2022 ("Amendment") by First Carolina Corporation of SC, landowner ("Owner") and Jasper County Council, as governmental authority for Jasper County, South Carolina ("County").

RECITALS

A. The parties entered into that certain DEVELOPMENT AGREEMENT for CENTER POINT dated August 18, 2008, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Volume 691 at Page 172 (the "Development Agreement") for the purpose of outlining agreed upon development for a certain tract of property described in the Development Agreement and located along highway 170 in Jasper County, South Carolina.

B. In addition to the Development Agreement, the parties entered into a Planned Development District of even date, a copy of which was recorded in the office of the ROD for Jasper County in Volume 691 at Page 226 (the "PDD").

C. The Development Agreement did not contain certain property located along the northern boundary of the Property, as that term is defined in the Development Agreement, which was designated for the future development of John Paul II Catholic School (the "School").

D. In 2012 the School and Owner decided to relocate the School to the western portion of the Property shown and described as WESTERN PORTION OF TRACT B, containing 70.66 acres, more or less, on that certain play prepared by Surveying Consultants, dated February 24, 2012, and recorded in the office of the ROD for Jasper County in Plat Volume 32 at Page 484. The new School site is located, and the School was constructed, within the Property covered by the Development Agreement and PDD.

E. After the relocation of the School, the parties did not amend the Development Agreement and PDD to incorporated the previous site into the Development Agreement and PDD. The parties now wish to amend the Development Agreement and PDD to include the following property into the Development Agreement and PDD, to wit:

> ALL those certain pieces, parcels or lots of land shown and described as PHASE 1A and PHASE 1B, containing 41.75 and 16

acres respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436 (the "Supplemental Property").

F. Pursuant to Section XVI of the Development Agreement, modifications and amendments may be made upon written agreement of Owner and County.

AMENDMENT

NOW, THEREFORE, the parties, by and through their undersigned officers, do hereby declare that effective this ___ day of _____, 2022, the Development Agreement shall hereby be amended as follows:

1. EXHIBIT A, and accordingly the defined terms "Center Point PDD" and "Property" under Section II, shall be amended to add the following real property, to wit:

   AND ALSO, ALL those certain pieces, parcels or lots of land shown and described as PHASE 1A and PHASE 1B, containing 41.75 and 16 acres respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436.

   Jasper County Tax Parcel IDs: 081-00-03-030 and 081-00-03-031

Except as set forth above, the Owner and County have not further supplemented, modified or amended the Development Agreement, and the Development Agreement is in full force and effect as of the date hereof. In the event of any conflict between the provisions of the Development Agreement and those of this Amendment, the provisions of this Amendment shall govern.

WITNESS the following signature pursuant to due authority.

JASPER COUNTY, SOUTH CAROLINA

Witnesses:

_____ By:_____
Its:

_____

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that _____, _____ of Jasper County Council, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this ___ day of _____, 2022.

My commission expires: _____.

_____
Notary Public

[SEAL]

WITNESS the following signature pursuant to due authority.

FIRST CAROLINA CORPORATION OF SC

Witnesses:

_____ By:_____
Its: Manager

_____

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that John Trask, III, as Manager of First Carolina Corporation of SC, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this ___ day of _____, 2022.

My commission expires: _____.

_____
Notary Public

[SEAL]

This instrument prepared by:

Kevin E. Dukes
Harvey & Battey, P.A.
P.O. Drawer 1107
Beaufort, South Carolina 29901

FIRST AMENDMENT TO PLANNED DEVELOPMENT DISTRICT CONCEPT PLAN

CENTER POINT

This FIRST AMENDMENT TO THE PLANNED DEVELOPMENT DISTRICT CONCENT PLAN FOR CENTER POINT, made and entered into as of _____, 2022 ("Amendment") by First Carolina Corporation of SC, landowner ("Owner") and Jasper County Council, as governmental authority for Jasper County, South Carolina ("County").

RECITALS

A. The parties entered into that certain DEVELOPMENT AGREEMENT for CENTER POINT dated August 18, 2008, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Volume 691 at Page 172 (the "Development Agreement") for the purpose of outlining agreed upon development for a certain tract of property described in the Development Agreement and located along highway 170 in Jasper County, South Carolina.

B. In addition to the Development Agreement, the parties entered into a Planned Development District of even date, a copy of which was recorded in the office of the ROD for Jasper County in Volume 691 at Page 226 (the "PDD").

C. The PDD Property did not contain certain property, designated for the future development of John Paul II Catholic School (the "School"), located along the northern boundary of the Property, as that term is defined in the SECTION 1A of the PDD.

D. In 2012 the School and Owner decided to relocate the School to the western portion of the Property shown and described as WESTERN PORTION OF TRACT B, containing 70.66 acres, more or less, on that certain play prepared by Surveying Consultants, dated February 24, 2012, and recorded in the office of the ROD for Jasper County in Plat Volume 32 at Page 484. The new School site is located within, and the School was constructed within, the Property covered by the Development Agreement and PDD.

E. After the relocation of the School, the parties did not amend the Development Agreement and PDD to incorporated the previous site into the Development Agreement and PDD. The parties now wish to amend the Development Agreement and PDD to include the following property into the Development Agreement and PDD, to wit:

> ALL those certain pieces, parcels or lots of land shown and described as PHASE 1A and PHASE 1B, containing 41.75 and 16

acres respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436 (the "Supplemental Property").

F. Pursuant to Section IIA of the PDD, the boundaries of the PDD may be modified to include adjacent acreage upon written agreement of Owner and County.

AMENDMENT

NOW, THEREFORE, the parties, by and through their undersigned officers, do hereby declare that effective this ___ day of _____, 2022, the PLANNED DEVELOPMENT DISTRICT CONCEPT PLAN FOR CENTER POINT shall be amended as follows:

1. SECTION IA THE PROPERTY shall be amended to add the following real property, to wit:

   AND ALSO, ALL those certain pieces, parcels or lots of land shown and described as PHASE 1A and PHASE 1B, containing 41.75 and 16 acres respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436 (collectively the "Supplemental Property").

   Jasper County Tax Parcel IDs: 081-00-03-030 and 081-00-03-031

2. The Supplemental Property shall be added to the PDD as Mixed Use Residential. APPENDIX H shall be amended to include the Supplemental Property as 53.7 acres of Mixed Used Residential, containing 51.27 acres of highland acreage and 2.43 acres of wetland acreage.

Except as set forth above, the Owner and County have not further supplemented, modified or amended the PDD, and the PDD is in full force and effect as of the date hereof. In the event of any conflict between the provisions of the PDD and those of this Amendment, the provisions of this Amendment shall govern.

WITNESS the following signature pursuant to due authority.

JASPER COUNTY, SOUTH CAROLINA

Witnesses:

_____ By:_____
Its:

_____

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that _____, _____ of Jasper County Council, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this ___ day of _____, 2022.

My commission expires: _____.

_____
Notary Public

[SEAL]

WITNESS the following signature pursuant to due authority.

FIRST CAROLINA CORPORATION OF SC

Witnesses:

_____ By:_____
Its: Manager

_____

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that John Trask, III, as Manager of First Carolina Corporation of SC, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this ___ day of _____, 2022.

My commission expires: _____.

_____
Notary Public

[SEAL]

CENTER POINT DEVELOPMENT

2021 August	Project No: **171002443**	DRAFT

PREPARED FOR: **NEXT CHAPTER NEIGHBORHOODS** 6 WALNUT LANE NORTH AUGUSTA, SC 29860

TRAFFIC IMPACT ANALYSIS

ALONG SC 170/OKATIE HIGHWAY
IN JASPER COUNTY, SOUTH CAROLINA

PREPARED BY: **STANTEC CONSULTING SERVICES INC.** // N. CHARLESTON, SC

CENTER POINT DEVELOPMENT

TRAFFIC IMPACT ANALYSIS

Prepared by: _____

Claudia Thompson

Reviewed by: _____

Josh Mitchell, PE

Approved by _____

Stuart Day, PE, PTOE

August 2021

TABLE OF CONTENTS

LIST OF TABLES

LIST OF EXHIBITS

LIST OF APPENDICES

EXECUTIVE SUMMARY

A traffic impact analysis was conducted for the Center Point development in accordance with SCDOT and Jasper County guidelines.

The proposed Center Point development (which is anticipated to be constructed by 2024) is located along SC 170 and will consist of Multi-family Housing Units (Mid-Rise), Single Family Housing Units, and a Nursing Home.

Access to the development is proposed to be provided via one proposed full access driveway along SC 170 aligned with Old Meadow Road, which meets the SCDOT spacing requirement.

Therefore, the extent of the roadway network analyzed consisted of the intersection of:

1. SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1.

The operation of this intersection (in terms of average vehicular delay and level of service) was analyzed with and without the project traffic anticipated to be generated by the Center Point development.

Future access is also planned along SC 170 to the east with the intersection of Camp St. Mary's Road. This eastern access is planned to serve a future phase of development (not included in this study). Therefore, it is recommended that a future traffic impact analysis study be performed at the time of the encroachment permit for the permanent access at Camp St. Mary's Road.

The results of the analysis indicate that the intersection of SC 170/Okatie Highway & Old Meadow Road/Project Driveway is projected to experience undesirable delay in both peak hours of the 2024 Build Conditions. Therefore, upon completion of the Center Point Development in 2024, it is recommended to perform a signal warrant analysis to determine if the intersection meets the criteria and to install the traffic signal, if warranted.

Based on the turn lane criteria in SCDOT's *Roadway Design Manual*, an exclusive eastbound left-turn lane and westbound right-turn lane along SC 170/Okatie Highway are recommended at Project Driveway #1.

Per the criteria documented in SCDOT's *Access and Roadside Management Standards*, it is recommended that the exclusive left-turn lane consist of a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, due to the fact that there is an existing two-way left-turn-lane (TWLTL) which provides 225 feet of storage in the eastbound direction, it is recommended that the existing TWLTL be extended by approximately 175 feet (to provide length for the recommended 400 feet of storage and taper). It is recommended that the exclusive right-turn lane consist of a total of 300 feet, with 100 feet of storage and a 200-foot taper.

1.0 INTRODUCTION

1.1 PROJECT BACKGROUND

The purpose of this report is to document the procedures and findings of a traffic impact analysis for the proposed Center Point development in accordance with SCDOT and Jasper County guidelines. The proposed Center Point development is located along SC 170, as shown in **Exhibit 1.1**, and will consist of the following land uses, with anticipated completion in 2024:

- 220 Single Family Detached Housing Units;
- 240 Multi Family (Mid Rise) Housing Units; and
- a 20,600 square-foot Nursing Home.

Access to the development will be provided through one full access driveway, as shown in the site plan in **Exhibit 1.2**.

Future access is also planned along SC 170 to the east with the intersection of Camp St. Mary's Road. This eastern access is planned to serve a future phase of development (not included in this study). Therefore, it is recommended that a future traffic impact analysis study be performed at the time of the encroachment permit for the permanent access at Camp St. Mary's Road.

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:

1. SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1.

1.2 EXISTING ROADWAY CONDITIONS

SC 170/Okatie Highway is a four-lane principal arterial that primarily serves residential and commercial land uses. The posted speed limit is 55 mph and 45 mph in the school zone. The average annual daily traffic (AADT) in 2020 was 33,400 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along SC 170/Okatie Highway is approximately 2%.

Old Meadow Road is a two-lane local roadway that primarily serves residential land uses. Based upon existing turning movement counts, the percentage of heavy vehicles along Old Meadow Road is less than 1%.

Exhibit 1.1 – Center Point Location Map

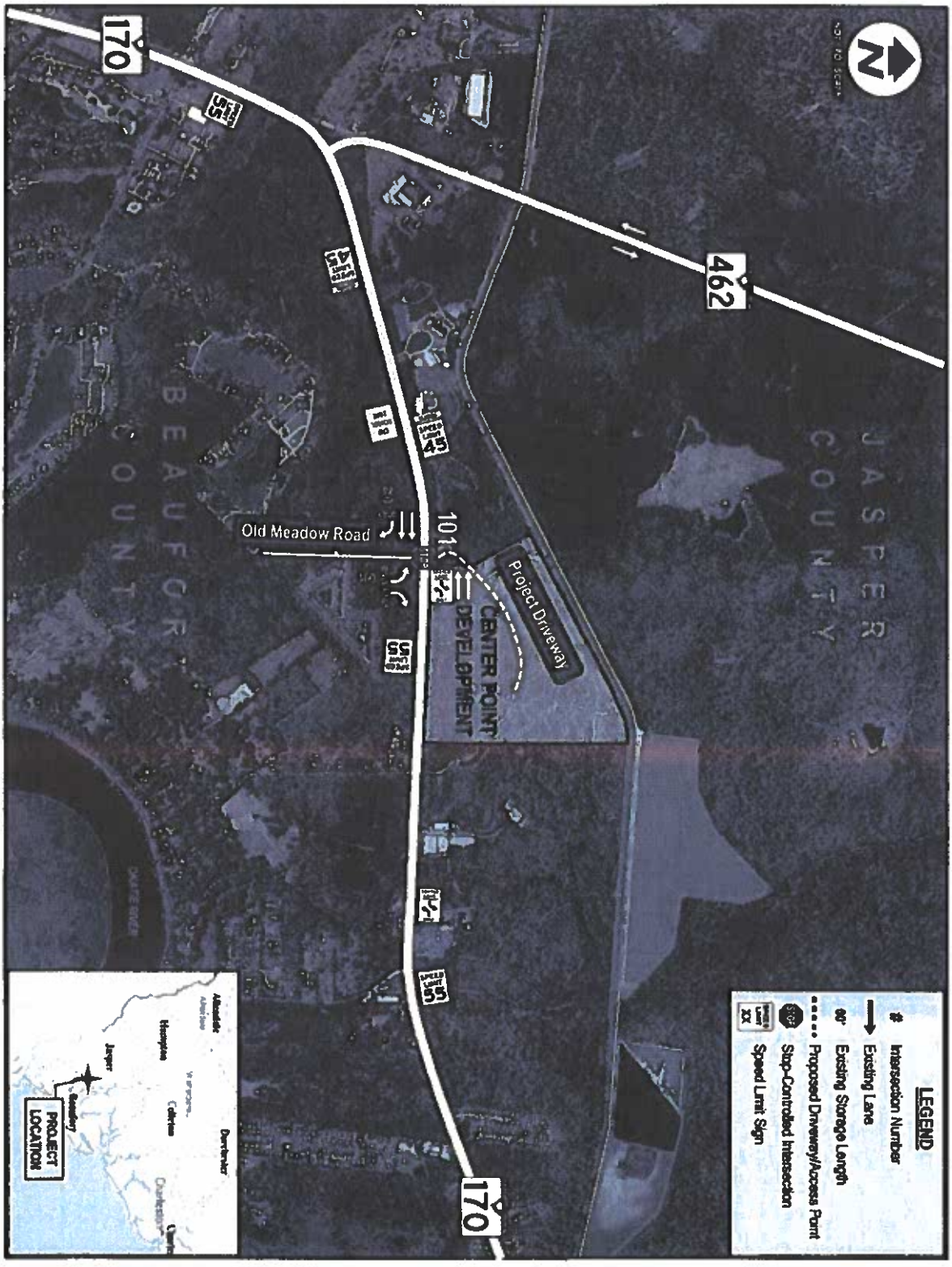
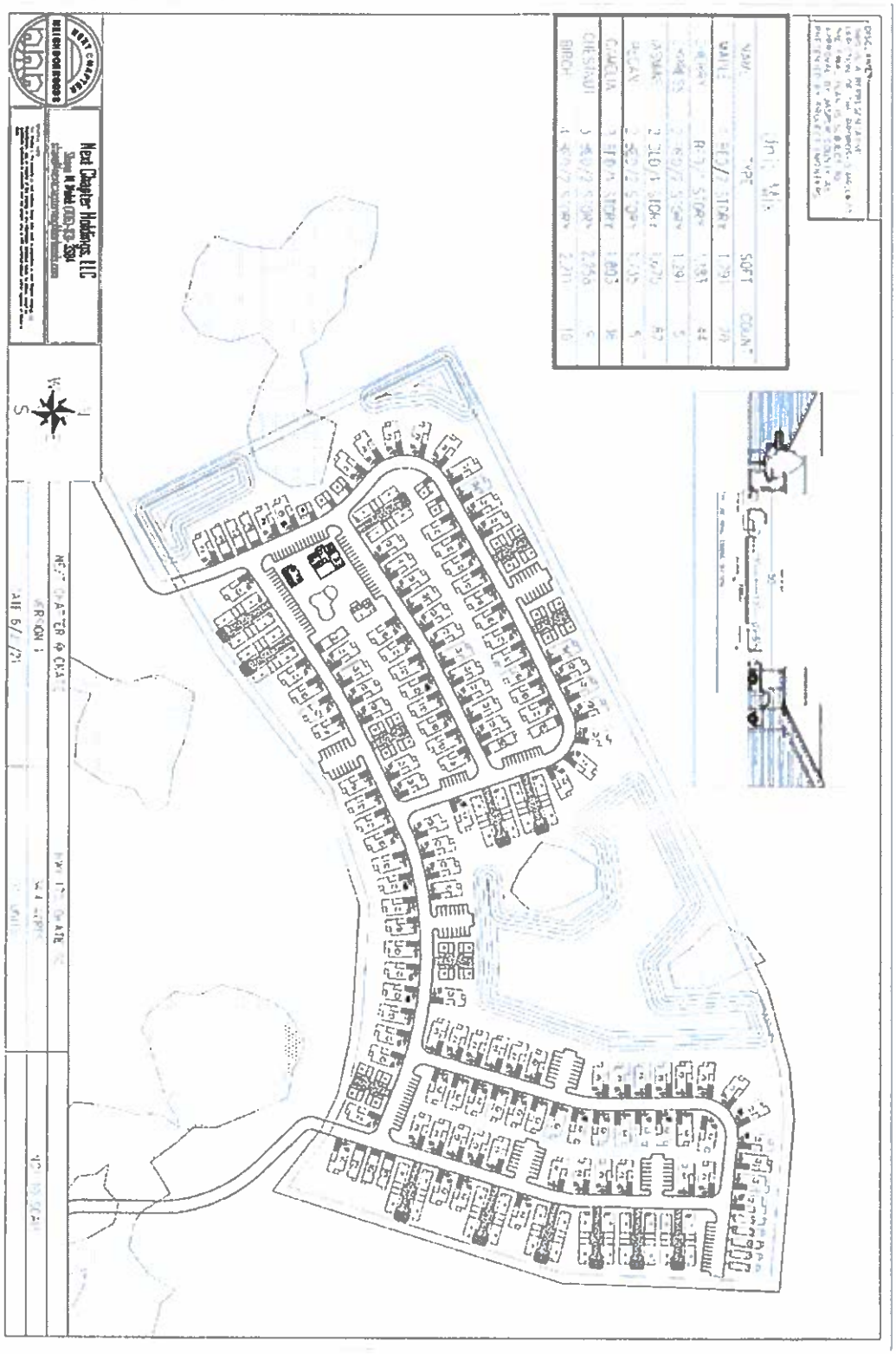


Exhibit 1.2 – Center Point Site Plan



2.0 DRIVEWAY SPACING REVIEW

Access to the development will be provided through one proposed full access driveway along SC 170/Okatie Highway.

Project Driveway #1 is proposed to be located along SC 170/Okatie Highway aligned with Old Meadows Road which meets the spacing criteria.

Future access is also planned along SC 170 to the east with the intersection of Camp St. Mary's Road. This eastern access is planned to serve a future phase of development (not included in this study). Therefore, it is recommended that a future traffic impact analysis study be performed at the time of the encroachment permit for the permanent access at Camp St. Mary's Road

3.0 PROJECT TRAFFIC

3.1 PROPOSED LAND USES

Project Traffic in this analysis is defined as the vehicle trips anticipated to be generated by the proposed Center Point development. These trips were distributed and assigned throughout the study roadway network.

The Center Point development is proposed to consist of the following land uses:

- 220 Single Family Detached Housing Units;
- 240 Multifamily (Mid Rise) Housing Units; and
- a 20,600 square-foot Nursing Home.

3.2 TRIP GENERATION ESTIMATES

The trip generation potential for the development was estimated using information contained in ITE's *Trip Generation Manual*, 10th Edition (2017) reference. The estimates utilized the following land use codes:

- LUC 210 – Single-Family Detached Housing;
- LUC 220 – Multifamily Housing (Mid-Rise); and
- LUC 620 – Nursing Home.

Due to the nature of the proposed Center Point development, internal capture trips and pass-by trips were not considered in the trip generation estimates.

The trip generation estimates for the development are shown below in **Table 3.1** and documented in **Appendix A**.

3.3 TRIP DISTRIBUTION & ASSIGNMENT

3.3.1 New External Traffic

New external traffic expected to be generated by the Center Point development was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of project trips was assumed to be:

- 50% to/from the east via SC 170/Okatie Highway; and
- 50% to/from the west via SC 170/Okatie Highway.

The assignment of new external project traffic anticipated to be generated by the Center Point development is illustrated in **Exhibit 3.1** and the AM and PM peak hour project traffic volumes are illustrated in **Exhibit 3.2**.

Table 3.1 – Trip Generation Estimates

Land Use	ITE LUC	Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	220 DU	2,148	41	121	137	81
Multifamily Housing (Mid-Rise)	220	240 DU	1,774	25	85	82	48
Nursing Home	620	20.6 KSF	152	11	3	5	7
		Gross Trips:	4,074	77	209	224	136
		New, External Trips	**4,074**	**77**	**209**	**224**	**136**

Exhibit 3.1 - Project Traffic Distribution and Assignment

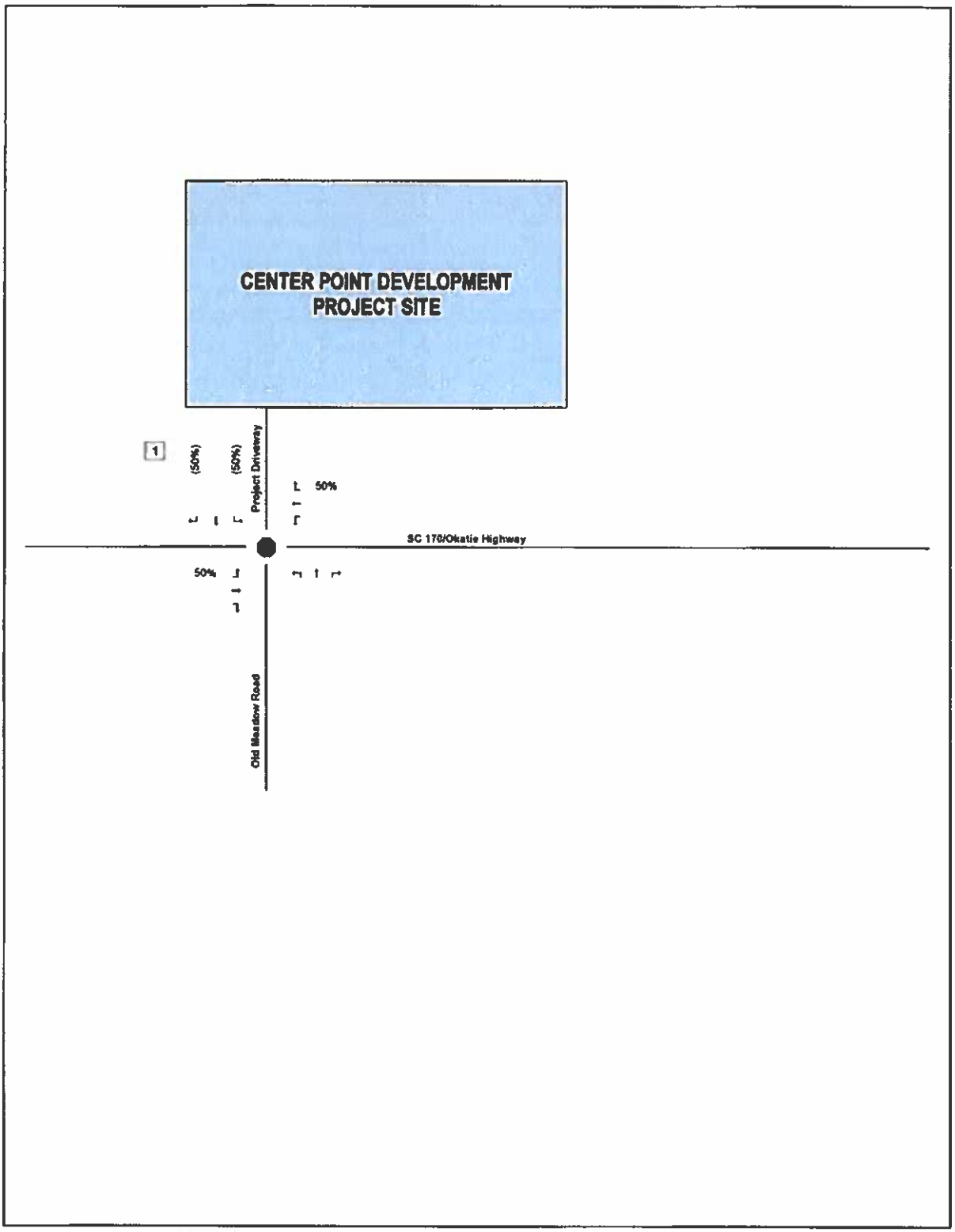
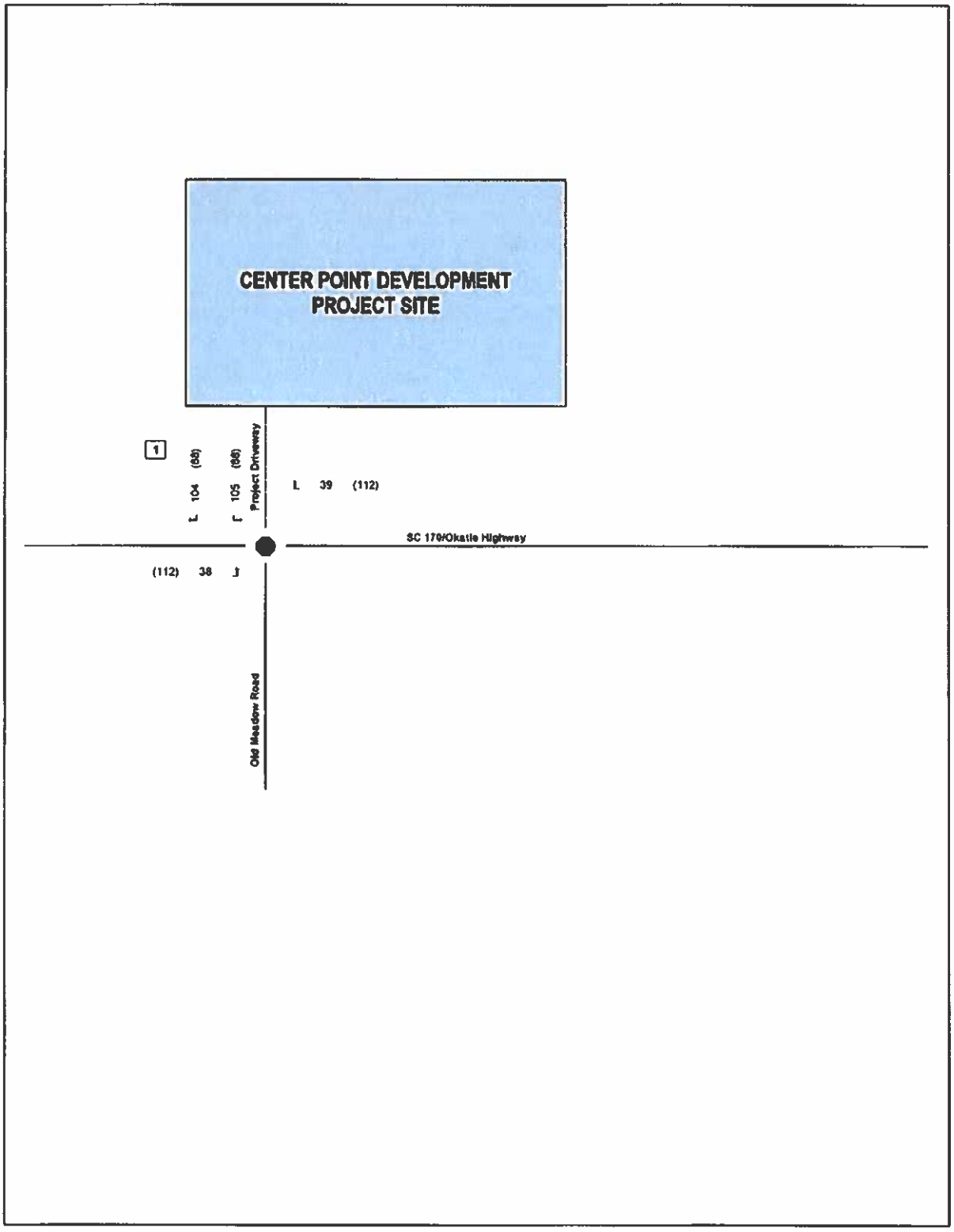


Exhibit 3.2 - Peak Hour Project Traffic Volumes



4.0 TRAFFIC VOLUME DEVELOPMENT

4.1 EXISTING TRAFFIC VOLUMES

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:

1. SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1.

Existing 2021 traffic volumes were collected at these study area intersections during the AM and PM peak periods listed above.

The raw traffic volume counts are provided in **Appendix B** and the 2021 existing AM and PM peak hour traffic volumes are illustrated in **Exhibit 4.1**.

4.2 FUTURE TRAFFIC PROJECTIONS

Future 2024 No Build traffic volumes were developed by adding *background traffic growth* to the collected existing study area peak hour volumes. *Background traffic growth* is growth anticipated to occur in the study area regardless of the proposed Center Point development.

To develop an annual background growth rate for use in the analysis, historical count data long SC 170/Okatie Highway (SCDOT count stations #169 and #184) was reviewed over the past 10 years. It was determined that the roadways have experienced a collective annual growth of 3.9%. Therefore, in an effort to be conservative, a 4% annual growth rate was utilized to develop anticipated *background traffic growth* through the anticipated 2024 buildout year.

2024 No Build AM and PM peak hour traffic volumes, illustrated in **Exhibit 4.2**, were developed by adding the *background traffic growth* (assuming 4% annual growth of the existing traffic volumes) to the 2021 existing AM and PM peak hour traffic volumes.

2024 Build AM and PM peak hour traffic volumes, illustrated in **Exhibit 4.3**, were developed by adding the Center Point project traffic (shown in **Exhibit 3.2**) volumes to the 2024 No Build traffic volumes.

Volume development worksheets for each intersection are documented in **Appendix C**.

Exhibit 4.1 - Existing Peak Hour Traffic Volumes

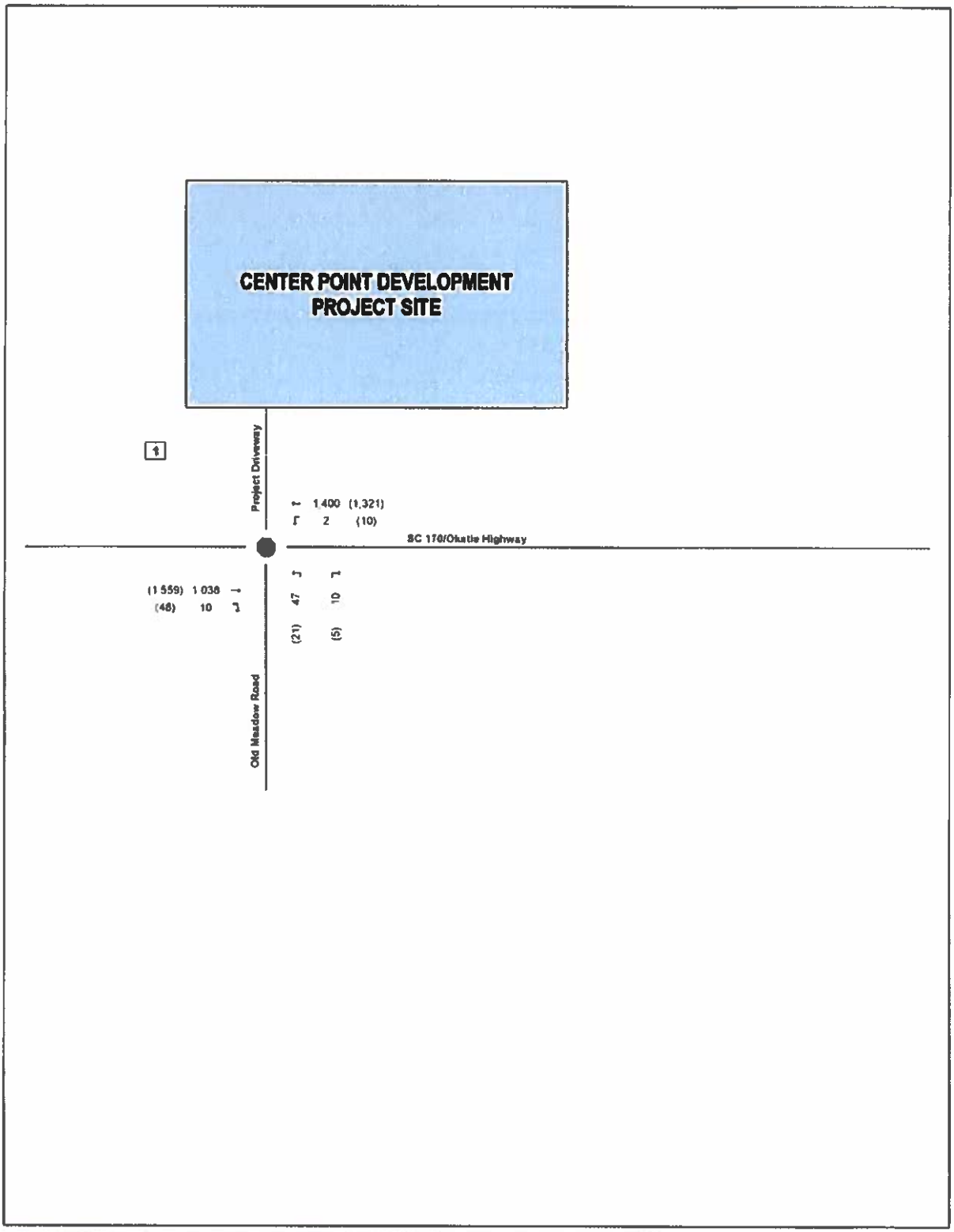


Exhibit 4.2 - No Build Peak Hour Traffic Volumes

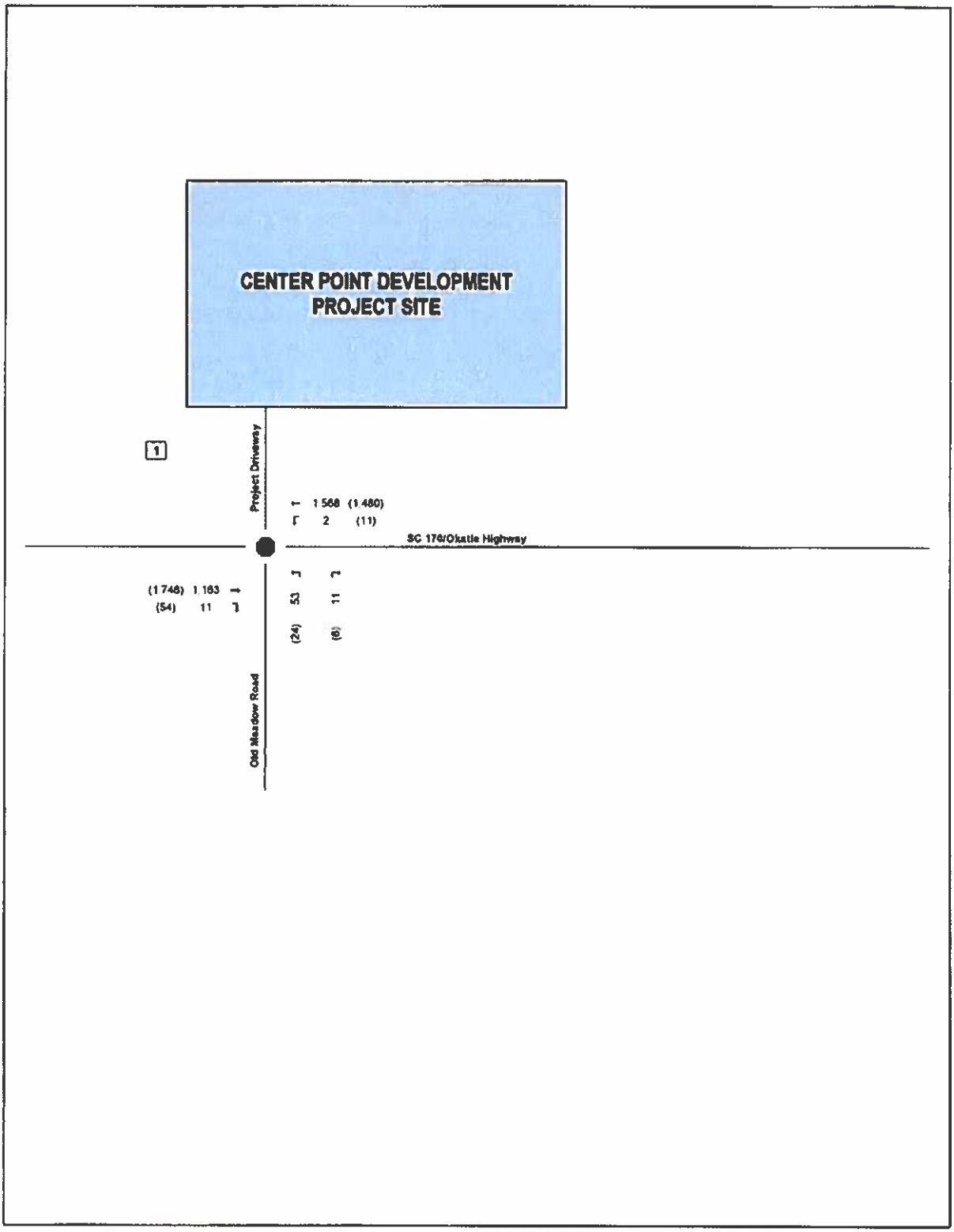
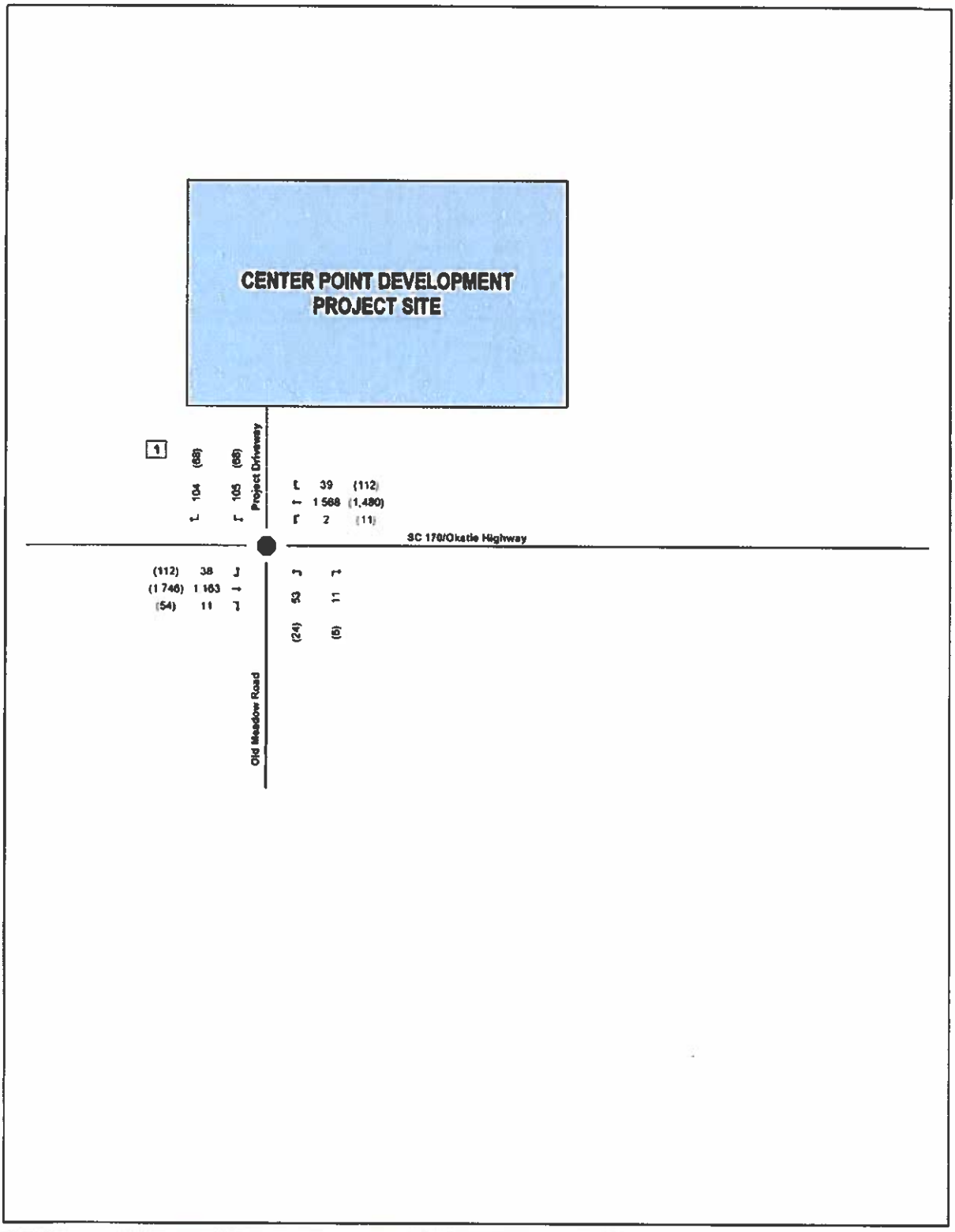


Exhibit 4.3 - Build Peak Hour Traffic Volumes



5.0 TRAFFIC IMPACT ANALYSIS

A traffic impact analysis was conducted for the Center Point development which analyzed the need for turn lanes at the project driveways as well as the operation of study area intersections according to *Highway Capacity Manual 2010 (HCM 2010)* methodologies.

5.1 TURN LANE ANALYSIS

5.1.1 Right-Turn Lanes

The need for exclusive right-turn lanes is based upon the criteria documented in *Section 9.5.1.1* of SCDOT's *Roadway Design Manual* (2017), which consists of nine considerations, listed below:

1. *At a free-flowing leg of any unsignalized intersection on a two-lane urban or rural highway which satisfies the criteria in Figure 9.5-A;*
2. *at a free-flowing leg of any unsignalized intersection on a high-speed (50 mph or greater), four-lane urban or rural highway which satisfies the criteria in Figure 9.5-B;*
3. *at the free-flowing leg of any unsignalized intersection on a six-lane urban or rural highway;*
4. *at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the overall level-of-service criteria;*
5. *as a general rule, at any signalized intersection where the projected right-turning volume is greater than 300 vehicles per hour and where there are greater than 300 vehicles per hour per lane on the mainline (A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour);*
6. *for uniformity of intersection design along the highway if other intersections have right-turn lanes;*
7. *at any intersection where the mainline is curved to the left and where the mainline curve requires superelevation;*
8. *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*
9. *at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgement indicates a significant conflict related to right-turning vehicles;*

Table 5.1 below details whether the previously mentioned criteria for exclusive right-turn lanes are satisfied for each driveway. An "×" indicates that the criteria is not met; a "✓" indicates that it is met; and "N/A" indicates that the criteria is not applicable.

Table 5.1 – Right-Turn Lane Criteria Warrants

Criteria	Project Driveway 1	Reference/Note
1	✓	Appendix H
2	✓	Appendix H
3	×	Not a 6-lane highway
4	×	Fails with or without turn lane
5	×	Exhibit 4.3
6	✓	Right turn lanes typically provided
7	×	Not curved to the left
8	×	No railroad crossing
9	N/A	Crash data not provided

Based on SCDOT's *Roadway Design Manual* considerations, an exclusive westbound right-turn lane along SC 170/Okatie Highway **is recommended** at Project Driveway #1 prior to full buildout of the Center Point development.

Per the criteria documented in *Section 5D-4* of SCDOT's *Access and Roadside Management Standards (ARMS, 2008)*, it is recommended that the exclusive right-turn lane consist of a total of 300 feet, with 100 feet of storage and a 200-foot taper.

5.1.2 Left-Turn Lanes

The need for exclusive left-turn lanes is based upon the criteria documented in *Section 9.5.1.2* of SCDOT's *Roadway Design Manual* (2017), which consists of nine considerations, listed below:

1. *At any unsignalized intersection on principal, high-speed rural highways with other arterials or collectors;*
2. *at any unsignalized intersection on a two-lane urban or rural highway that satisfies the criteria in Figures 9.5-C, 9.5-D, 9.5-E, 9.5-F, or 9.5-G;*
3. *at any intersection where a capacity analysis determines a left-turn lane is necessary to meet the level of service criteria;*
4. *at any signalized intersection where the left-turn volume is 300 vehicles per hour or more, conduct a traffic review to determine if dual left-turn lanes are required;*
5. *as a general rule, at any intersection where the left-turning volume is 100 vehicles per hour (for a single turn lane) or 300 vehicles per hour (for a dual turn lane);*
6. *at all entrances to major residential, commercial, and industrial developments;*
7. *at all median crossovers;*
8. *for uniformity of intersection design along the highway if other intersections have left-turn lanes (i.e., to satisfy driver expectancy), or*
9. *at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgement indicates a significant conflict related to left-turning vehicles;*

Table 5.2 below details whether the previously mentioned criteria for exclusive left-turn lanes are satisfied for each driveway. An "✖" indicates that the criteria is not met; a "✓" indicates that it is met; and "N/A" indicates that the criteria is not applicable.

Table 5.2 – Left-Turn Lane Criteria Warrants

Criteria	Project Driveway 1	Reference/Note
1	✖	Not arterial or collector
2	✓	Appendix H
3	✖	Fails with or without turn lane
4	✖	Exhibit 4.3
5	✓	Exhibit 4.3
6	✖	Not a major development
7	✓	SC 170 has median crossing
8	✖	TWLTL provided along SC 170
9	N/A	Crash data not provided

**TWLTL = two way left turn lane*

Based on SCDOT's *Roadway Design Manual* considerations, an exclusive eastbound left-turn lane along SC 170/Okatie Highway **is recommended** at *Project Driveway #1* prior to full buildout of the Center Point development.

Per the criteria documented in *Section 5D-4* of SCDOT's *Access and Roadside Management Standards (ARMS, 2008)*, it is recommended that the exclusive left-turn lane consist of a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, due to the fact that there is an existing two-way left-turn-lane (TWLTL) which provides 225 feet of storage in the eastbound direction, it is recommended that the existing TWLTL be extended by approximately 175 feet (to provide length for the recommended 400 feet of storage and taper).

5.2 INTERSECTION LOS ANALYSIS

Using the existing and projected peak hour traffic volumes previously discussed, intersection analysis was conducted for the study and project driveway intersections considering 2021 Existing Conditions, 2024 No Build Conditions, and 2024 Build Conditions. The analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 10 software for stop-controlled and signalized 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 5.3** summarizes the HCM 2010 control delay thresholds associated with each LOS grade for unsignalized and signalized intersections. Level of service A through D is considered to be acceptable LOS, while LOS E and F is considered to be undesirable.

Table 5.3 – HCM 2010 Intersection LOS Criteria

LOS	Control Delay per Vehicle (s)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. The existing 2021 traffic counts' peak hour factors (PHF) were utilized in the analysis of existing conditions. Future-year 2024 conditions were analyzed utilizing existing PHF, but with a minimum PHF of 0.90 and maximum PHF of 0.95 considered. The existing 2021 heavy vehicle percentages, as previously discussed, were utilized in the analysis, with a minimum percentage of 2% considered.

Existing lane geometry was utilized for the analysis of 2021 Existing Conditions and 2024 No Build Conditions. The 2024 Build Conditions were analyzed both with existing lane geometry and with any proposed improvements resulting from this impact analysis (including any proposed exclusive turn lanes per the results of **Section 5.1**) to illustrate their anticipated impact on traffic operations.

The results of the intersection analysis for existing and future-year conditions for the weekday AM and PM peak hour time periods are summarized in **Table 5.4.**

For signalized intersections, the overall intersection LOS and delay results are evaluated for acceptable operation, while for two-way stop-controlled (TWSC) intersections, the LOS and delay results are evaluated for the worst-case minor-street approaches only, per *HCM 2010* methodologies for TWSC intersections.

Table 5.4 – Peak Hour Intersection Analysis Results

	Intersection	Control	LOS/Delay (seconds/vehicle)							
			AM Peak Hour				PM Peak Hour			
			2021 Existing	2024 No Build	2024 Build	2024 Build *If signalized*	2021 Existing	2024 No Build	2024 Build	2024 Build *If signalized*
1	SC 170/Okatie Highway & Old Meadow Road (NB)/Project Driveway #1 (SB)	TWSC	C/23.4 (NB)	D/29.1 (NB)	F/184.3 (NB)	C/23.3	D/32.3 (NB)	E/46.9 (NB)	F* (NB)	B/19.9

**Delay exceeds 300 seconds*

As shown in **Table 5.4**, the results of the analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Center Point development, with one exception:

The intersection of SC 170/Okatie Highway & Old Meadow Road/Project Driveway is projected to experience undesirable delay in both peak hours of the 2024 Build Conditions. However, this projected delay is likely due to the conservative nature of the *HCM 2010* unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. Therefore, upon completion of the Center Point Development in 2024, it is recommended to perform a signal warrant analysis to determine if the intersection meets the criteria and to install the traffic signal, if warranted.

Worksheets documenting the intersection analyses are provided in **Appendix D** for 2021 Existing Conditions, **Appendix E** for 2024 No Build Conditions, **Appendix F** for 2024 Build Conditions, and in **Appendix G** for 2024 Build Conditions with proposed improvements.

6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact analysis was conducted for the Center Point development in accordance with SCDOT and Jasper County guidelines.

The proposed Center Point development (which is anticipated to be constructed by 2024) is located along SC 170 and will consist of Multi-family Housing Units (Mid-Rise), Single Family Housing Units, and a Nursing Home.

Access to the development is proposed to be provided via one proposed full access driveway along SC 170 aligned with Old Meadow Road, which meets the SCDOT spacing requirement.

Therefore, the extent of the roadway network analyzed consisted of the intersection of:

1. SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1.

The operation of this intersection (in terms of average vehicular delay and level of service) was analyzed with and without the project traffic anticipated to be generated by the Center Point development.

Future access is also planned along SC 170 to the east with the intersection of Camp St. Mary's Road. This eastern access is planned to serve a future phase of development (not included in this study). Therefore, it is recommended that a future traffic impact analysis study be performed at the time of the encroachment permit for the permanent access at Camp St. Mary's Road.

The results of the analysis indicate that the intersection of SC 170/Okatie Highway & Old Meadow Road/Project Driveway is projected to experience undesirable delay in both peak hours of the 2024 Build Conditions. Therefore, upon completion of the Center Point Development in 2024, it is recommended to perform a signal warrant analysis to determine if the intersection meets the criteria and to install the traffic signal, if warranted.

Based on the turn lane criteria in SCDOT's *Roadway Design Manual*, an exclusive eastbound left-turn lane and westbound right-turn lane along SC 170/Okatie Highway are recommended at Project Driveway #1.

Per the criteria documented in SCDOT's *Access and Roadside Management Standards*, it is recommended that the exclusive left-turn lane consist of a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, due to the fact that there is an existing two-way left-turn-lane (TWLTL) which provides 225 feet of storage in the eastbound direction, it is recommended that the existing TWLTL be extended by approximately 175 feet (to provide length for the recommended 400 feet of storage and taper). It is recommended that the exclusive right-turn lane consist of a total of 300 feet, with 100 feet of storage and a 200-foot taper.

CENTER POINT
TRAFFIC IMPACT ANALYSIS
APPENDICES

Appendix A TRIP GENERATION WORKSHEETS

TRIP GENERATION ESTIMATES
Center Point Development

Weekday Daily

Trip Generation Characteristics						Directional Distribution		Gross Trips			New External Trips		
Land Use	**Ed.**	**LUC**	**Scale**	**Unit**	**Equation/Rate**	**In**	**Out**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Single-Family Detached Housing	10th	210	220	DU	Ln(T) = 0.92 Ln(X) + 2.71	50%	50%	1,074	1,074	2,148	1,074	1,074	2,148
Multifamily Housing (Mid-Rise)	10th	220	240	DU	T = 7.56(X) - 40.86	50%	50%	887	887	1,774	887	887	1,774
Nursing Home	10th	620	20.6	KSF	Ln(T) = 0.83 Ln(X) + 2.51	50%	50%	76	76	152	76	76	152
							Total:	**2,037**	**2,037**	**4,074**	**2,037**	**2,037**	**4,074**

Weekday AM Peak Hour

Trip Generation Characteristics						Directional Distribution		Gross Trips			New External Trips		
Land Use	**Ed.**	**LUC**	**Scale**	**Unit**	**Equation/Rate**	**In**	**Out**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Single-Family Detached Housing	10th	210	220	DU	T = 0.71(X) + 4.80	25%	75%	41	121	162	41	121	162
Multifamily Housing (Mid-Rise)	10th	220	240	DU	Ln(T) = 0.95 Ln(X) - 0.51	23%	77%	25	85	110	25	85	110
Nursing Home	10th	620	20.6	KSF	Ln(T) = 0.84 Ln(X)	78%	22%	11	3	14	11	3	14
							Total:	**77**	**209**	**286**	**77**	**209**	**286**

Weekday PM Peak Hour

Trip Generation Characteristics						Directional Distribution		Gross Trips			New External Trips		
Land Use	**Ed.**	**LUC**	**Scale**	**Unit**	**Equation/Rate**	**In**	**Out**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Single-Family Detached Housing	10th	210	220	DU	Ln(T) = 0.96 Ln(X) + 0.20	63%	37%	137	81	218	137	81	218
Multifamily Housing (Mid-Rise)	10th	220	240	DU	Ln(T) = 0.89 Ln(X) - 0.02	63%	37%	82	48	130	82	48	130
Nursing Home	10th	620	20.6	KSF	T=0.59(X)	41%	59%	5	7	12	5	7	12
							Total:	**224**	**136**	**360**	**224**	**136**	**360**

Appendix B TRAFFIC VOLUME DATA

SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201
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File Name : SC 170 @ Old Meadow Rd
Site Code :
Start Date : 08/03/2021
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Southbound				SC 170 Westbound				Old Meadow Rd Northbound				SC 170 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Total
07:00	0	0	0	0	1	304	0	0	15	0	4	0	0	250	3	0	577
07:15	0	0	0	0	0	388	0	0	14	0	4	0	0	256	2	0	664
07:30	0	0	0	0	0	381	0	0	7	0	0	0	0	279	4	0	671
07:45	0	0	0	0	1	327	0	0	11	0	2	0	0	253	1	0	595
Total	0	0	0	0	2	1400	0	0	47	0	10	0	0	1038	10	0	2507
08:00	0	0	0	0	0	291	0	0	9	0	3	0	0	260	3	0	566
08:15	0	0	0	0	0	288	0	0	10	0	0	0	0	252	2	0	552
08:30	0	0	0	0	1	296	0	0	12	0	3	0	0	215	3	0	530
08:45	0	0	0	0	2	278	0	0	13	0	2	0	0	211	3	0	509
Total	0	0	0	0	3	1153	0	0	44	0	8	0	0	938	11	0	2157
16:00	0	0	0	0	2	307	0	0	1	0	2	0	0	316	8	0	636
16:15	0	0	0	0	4	352	0	0	5	0	1	0	0	346	16	0	724
16:30	0	0	0	0	1	337	0	0	4	0	0	0	0	357	8	0	707
16:45	0	0	0	0	3	330	0	0	6	0	1	0	0	349	14	0	703
Total	0	0	0	0	10	1326	0	0	16	0	4	0	0	1368	46	0	2770
17:00	0	0	0	0	1	339	0	0	3	0	2	0	0	400	10	0	755
17:15	0	0	0	0	4	325	0	0	5	0	1	0	0	404	8	0	747
17:30	0	0	0	0	2	327	0	0	7	0	1	0	0	406	16	0	759
17:45	0	0	0	0	1	264	0	0	8	0	4	0	0	388	14	0	679
Total	0	0	0	0	8	1255	0	0	23	0	8	0	0	1598	48	0	2940
Grand Total	0	0	0	0	23	5134	0	0	130	0	30	0	0	4942	115	0	10374
Apprch %	0	0	0	0	0.4	99.6	0	0	81.2	0	18.8	0	0	97.7	2.3	0	
Total %	0	0	0	0	0.2	49.5	0	0	1.3	0	0.3	0	0	47.6	1.1	0	
Passenger Vehicles	0	0	0	0	23	5000	0	0	130	0	30	0	0	4805	114	0	10102
% Passenger Vehicles	0	0	0	0	100	97.4	0	0	100	0	100	0	0	97.2	99.1	0	97.4
Heavy Vehicles	0	0	0	0	0	133	0	0	0	0	0	0	0	135	1	0	269
% Heavy Vehicles	0	0	0	0	0	2.6	0	0	0	0	0	0	0	2.7	0.9	0	2.6
Buses	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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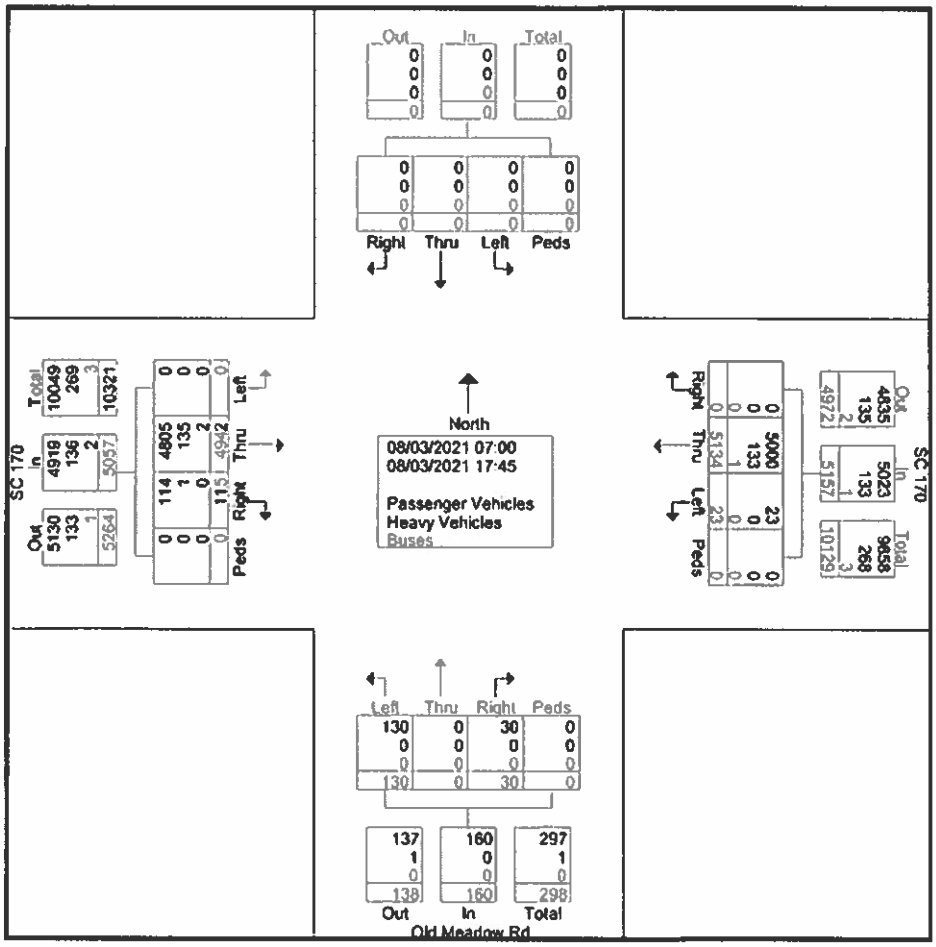
File Name : SC 170 @ Old Meadow Rd
Site Code :
Start Date : 08/03/2021
Page No : 2



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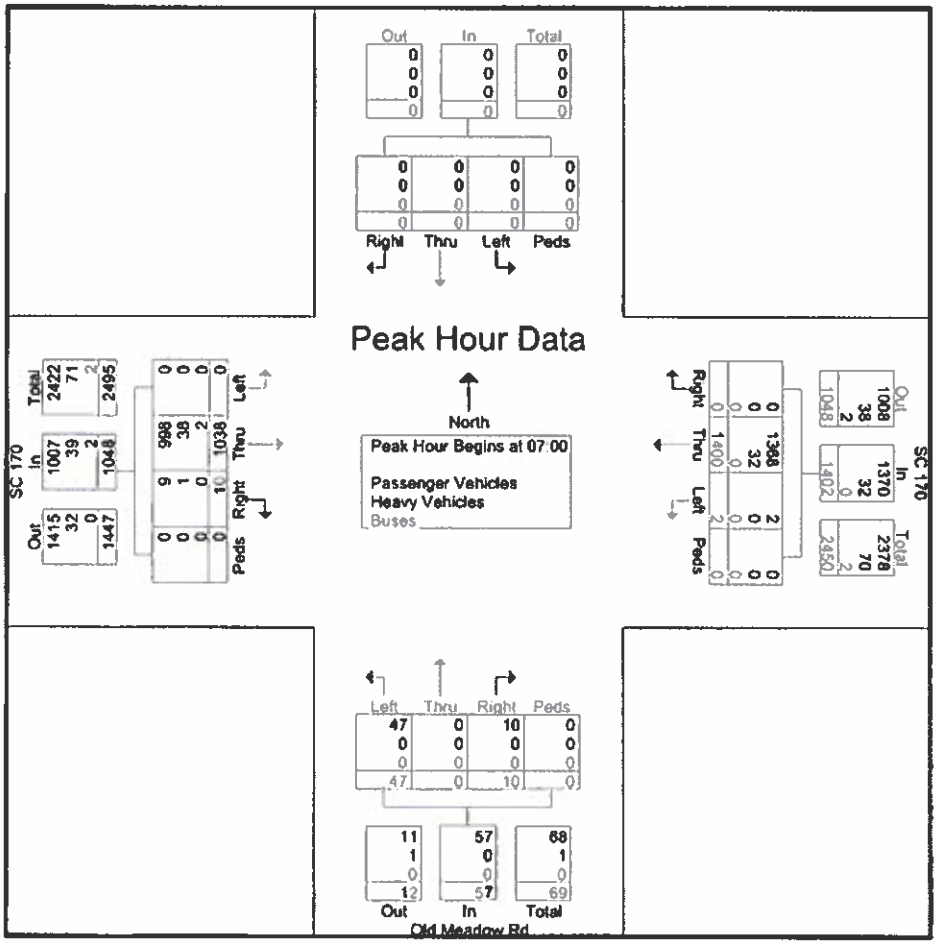
File Name : SC 170 @ Old Meadow Rd
Site Code :
Start Date : 08/03/2021
Page No : 3

	Southbound					SC 170 Westbound					Old Meadow Rd Northbound					SC 170 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	1	304	0	0	305	15	0	4	0	19	0	250	3	0	253	577
07:15	0	0	0	0	0	0	388	0	0	388	14	0	4	0	18	0	256	2	0	258	664
07:30	0	0	0	0	0	0	381	0	0	381	7	0	0	0	7	0	279	4	0	283	671
07:45	0	0	0	0	0	1	327	0	0	328	11	0	2	0	13	0	253	1	0	254	595
Total Volume	0	0	0	0	0	2	1400	0	0	1402	47	0	10	0	57	0	1038	10	0	1048	2507
% App. Total	0	0	0	0		0.1	99.9	0	0		82.5	0	17.5	0		0	99	1	0		
PHF	.000	.000	.000	.000	.000	.500	.902	.000	.000	.903	.783	.000	.625	.000	.750	.000	.930	.625	.000	.926	.934
Passenger Vehicles	0	0	0	0	0	2	1368														
% Passenger Vehicles	0	0	0	0	0	100	97.7	0	0	97.7	100	0	100	0	100	0	96.1	90.0	0	96.1	97.1
Heavy Vehicles	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	38	1	0	39	71
% Heavy Vehicles	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0	0	3.7	10.0	0	3.7	2.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1

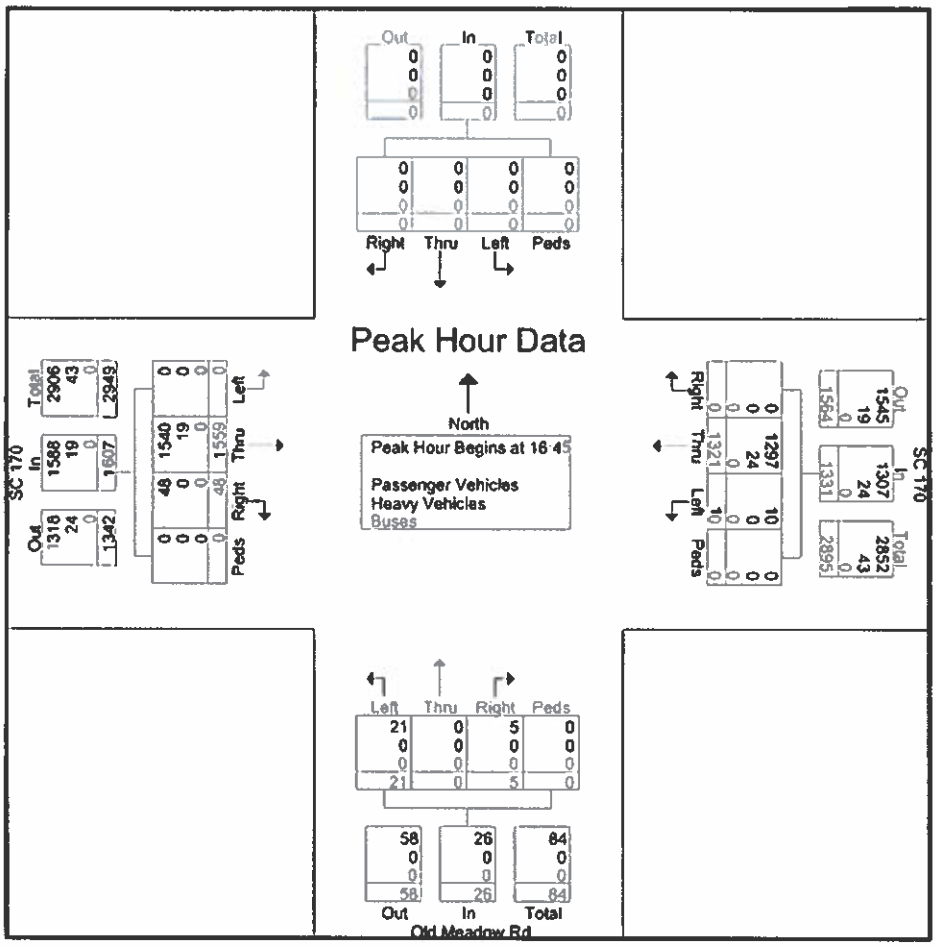


SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201
We can't say we're the Best, but you Can!

File Name : SC 170 @ Old Meadow Rd
Site Code :
Start Date : 08/03/2021
Page No : 4

	Southbound					SC 170 Westbound					Old Meadow Rd Northbound					SC 170 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	3	330	0	0	333	6	0	1	0	7	0	349	14	0	363	703
17:00	0	0	0	0	0	1	339	0	0	340	3	0	2	0	5	0	400	10	0	410	755
17:15	0	0	0	0	0	4	325	0	0	329	5	0	1	0	6	0	404	8	0	412	747
17:30	0	0	0	0	0	2	327	0	0	329	7	0	1	0	8	0	406	16	0	422	759
Total Volume	0	0	0	0	0	10	1321	0	0	1331	21	0	5	0	26	0	1559	48	0	1607	2964
% App. Total	0	0	0	0		0.8	99.2	0	0		80.8	0	19.2	0		0	97	3	0		
PHF	.000	.000	.000	.000	.000	.625	.974	.000	.000	.979	.750	.000	.625	.000	.813	.000	.960	.750	.000	.952	.976
Passenger Vehicles	0	0	0	0	0	10	1297										1540				
% Passenger Vehicles	0	0	0	0	0	100	98.2	0	0	98.2	100	0	100	0	100	0	98.8	100	0	98.8	98.5
Heavy Vehicles	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	19	0	0	19	43
% Heavy Vehicles	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	0	1.2	0	0	1.2	1.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Appendix C TRAFFIC VOLUME DEVELOPMENT WORKSHEETS

1 - SC 170/Okatie Highway & Old Meadow Road/Project Driveway

Traffic Control: TWSC				TOTAL PROJECT TRAFFIC								
Date Counted: 8/3/2021				AM: IN 77	OUT 209		PM: IN 224	OUT 136				
AM PEAK HOUR 7:00 AM - 8:00 AM	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
2021 Existing Traffic Volumes	**0**	**1,038**	**10**	**2**	**1,400**	**0**	**47**	**0**	**10**	**0**	**0**	**0**
Years to Buildout	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Background Traffic	0	125	1	0	168	0	6	0	1	0	0	0
2024 No Build Traffic Volumes	**0**	**1,163**	**11**	**2**	**1,568**	**0**	**53**	**0**	**11**	**0**	**0**	**0**
Inbound Project Traffic %	50%					50%						
Outbound Project Traffic %										50%		50%
2024 Project Traffic	38	0	0	0	0	39	0	0	0	105	0	104
2024 Build Traffic Volumes	**38**	**1,163**	**11**	**2**	**1,568**	**39**	**53**	**0**	**11**	**105**	**0**	**104**

PM PEAK HOUR 4:45 PM - 5:45 PM	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
2021 Existing Traffic Volumes	**0**	**1,659**	**48**	**10**	**1,321**	**0**	**21**	**0**	**6**	**0**	**0**	**0**
Years to Buildout	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Background Traffic	0	187	6	1	159	0	3	0	1	0	0	0
2024 No Build Traffic Volumes	**0**	**1,746**	**54**	**11**	**1,480**	**0**	**24**	**0**	**6**	**0**	**0**	**0**
Inbound Project Traffic %	50%					50%						
Outbound Project Traffic %										50%		50%
2024 Project Traffic	112	0	0	0	0	112	0	0	0	68	0	68
2024 Build Traffic Volumes	**112**	**1,746**	**54**	**11**	**1,480**	**112**	**24**	**0**	**6**	**68**	**0**	**68**

Appendix D ANALYSIS WORKSHEETS: 2021 EXISTING CONDITIONS

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑	↰	↱
Traffic Vol, veh/h	1038	10	2	1400	47	10
Future Vol, veh/h	1038	10	2	1400	47	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1116	11	2	1505	51	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1127	0	1873	558
Stage 1	-	-	-	-	1116	-
Stage 2	-	-	-	-	757	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	616	-	64	473
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	616	-	63	473
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	416	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	224	473	-	-	616	-
HCM Lane V/C Ratio	0.226	0.023	-	-	0.003	-
HCM Control Delay (s)	25.7	12.8	-	-	10.9	0.1
HCM Lane LOS	D	B	-	-	B	A
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.6					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑	↰	↱
Traffic Vol, veh/h	1559	48	10	1321	21	5
Future Vol, veh/h	1559	48	10	1321	21	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1591	49	10	1348	21	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1640	0	2285	796
Stage 1	-	-	-	-	1591	-
Stage 2	-	-	-	-	694	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	391	-	33	330
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	391	-	30	330
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	410	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	32.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	330	-	-	391	-
HCM Lane V/C Ratio	0.156	0.015	-	-	0.026	-
HCM Control Delay (s)	36.1	16.1	-	-	14.5	0.7
HCM Lane LOS	E	C	-	-	B	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-

Appendix E ANALYSIS WORKSHEETS: 2024 NO BUILD CONDITIONS

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑	↰	↱
Traffic Vol, veh/h	1163	11	2	1568	53	11
Future Vol, veh/h	1163	11	2	1568	53	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1251	12	2	1686	57	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1263	0	2098	626
Stage 1	-	-	-	-	1251	-
Stage 2	-	-	-	-	847	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	546	-	~ 45	427
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	546	-	~ 42	427
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	359	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	29.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	427	-	-	546	-
HCM Lane V/C Ratio	0.303	0.028	-	-	0.004	-
HCM Control Delay (s)	32.3	13.7	-	-	11.6	0.3
HCM Lane LOS	D	B	-	-	B	A
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↰↑↑	↰	↱
Traffic Vol, veh/h	1746	54	11	1480	24	6
Future Vol, veh/h	1746	54	11	1480	24	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1838	57	12	1558	25	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1895	0	2641	919
Stage 1	-	-	-	-	1838	-
Stage 2	-	-	-	-	803	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	311	-	~ 19	273
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	311	-	~ 14	273
Mov Cap-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	286	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	46.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	98	273	-	-	311	-
HCM Lane V/C Ratio	0.258	0.023	-	-	0.037	-
HCM Control Delay (s)	54	18.5	-	-	17	2.4
HCM Lane LOS	F	C	-	-	C	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Appendix F ANALYSIS WORKSHEETS: 2024 BUILD CONDITIONS

Intersection	
Int Delay, s/veh	14.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	1163	11	2	1568	39	53	0	11	105	0	104
Future Vol, veh/h	38	1163	11	2	1568	39	53	0	11	105	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	250	-	-	100	100	-	0	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	1251	12	2	1686	42	57	0	12	113	0	112

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1728	0	0	1263	0	0	2180	-	626	2398	3035	843
Stage 1	-	-	-	-	-	-	1333	-	-	1690	1690	-
Stage 2	-	-	-	-	-	-	847	-	-	708	1345	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	361	-	-	546	-	-	~ 26	0	427	~ 17	13	307
Stage 1	-	-	-	-	-	-	162	0	-	~ 97	148	-
Stage 2	-	-	-	-	-	-	323	0	-	392	218	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	361	-	-	546	-	-	~ 14	-	427	~ 14	10	307
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	-	-	~ 79	101	-
Stage 1	-	-	-	-	-	-	144	-	-	~ 86	133	-
Stage 2	-	-	-	-	-	-	184	-	-	338	193	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.6	75.5	184.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	95	427	361	-	-	546	-	-	79	307
HCM Lane V/C Ratio	0.6	0.028	0.113	-	-	0.004	-	-	1.429	0.364
HCM Control Delay (s)	88.3	13.7	16.2	-	-	11.6	0.6	-	$ 343.7	23.3
HCM Lane LOS	F	B	C	-	-	B	A	-	F	C
HCM 95th %tile Q(veh)	2.8	0.1	0.4	-	-	0	-	-	9	1.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	64.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	112	1746	54	11	1480	112	24	0	6	68	0	68
Future Vol, veh/h	112	1746	54	11	1480	112	24	0	6	68	0	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	250	-	-	100	100	-	0	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	118	1838	57	12	1558	118	25	0	6	72	0	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1676	0	0	1895	0	0	2877	-	919	2737	3713	779
Stage 1	-	-	-	-	-	-	2074	-	-	1582	1582	-
Stage 2	-	-	-	-	-	-	803	-	-	1155	2131	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	379	-	-	311	-	-	~ 7	0	273	~ 10	4	339
Stage 1	-	-	-	-	-	-	55	0	-	114	167	-
Stage 2	-	-	-	-	-	-	343	0	-	209	88	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	379	-	-	311	-	-	~ 2	-	273	~ 3	1	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	-	-	~ 62	32	-
Stage 1	-	-	-	-	-	-	38	-	-	79	52	-
Stage 2	-	-	-	-	-	-	84	-	-	141	61	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	5.5	$ 6847.7	146.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	273	379	-	-	311	-	-	62	339
HCM Lane V/C Ratio	12.632	0.023	0.311	-	-	0.037	-	-	1.154	0.211
HCM Control Delay (s)	$ 8555	18.5	18.7	-	-	17	5.8	-	275	18.4
HCM Lane LOS	F	C	C	-	-	C	A	-	F	C
HCM 95th %tile Q(veh)	4.9	0.1	1.3	-	-	0.1	-	-	5.8	0.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Appendix G ANALYSIS WORKSHEETS: 2024 BUILD CONDITIONS W/ PROPOSED IMPROVEMENTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1163	11	2	1568	39	53	0	11	105	0	104
Future Volume (veh/h)	38	1163	11	2	1568	39	53	0	11	105	0	104
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1827	1827	1900	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	41	1251	12	2	1686	42	57	0	12	113	0	112
Adj No. of Lanes	1	2	1	0	2	1	0	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	2225	995	48	1884	859	96	0	379	96	0	379
Arrive On Green	0.04	0.64	0.64	0.54	0.54	0.54	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1774	3471	1553	1	3471	1583	0	0	1583	0	0	1583
Grp Volume(v), veh/h	41	1251	12	905	783	42	57	0	12	113	0	112
Grp Sat Flow(s),veh/h/ln	1774	1736	1553	1861	1610	1583	0	0	1583	0	0	1583
Q Serve(g_s), s	0.7	15.2	0.2	0.0	32.5	0.9	0.0	0.0	0.4	0.0	0.0	4.4
Cycle Q Clear(g_c), s	0.7	15.2	0.2	32.5	32.5	0.9	18.0	0.0	0.4	18.0	0.0	4.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	2225	995	1058	874	859	96	0	379	96	0	379
V/C Ratio(X)	0.21	0.56	0.01	0.86	0.90	0.05	0.60	0.00	0.03	1.18	0.00	0.30
Avail Cap(c_a), veh/h	245	2447	1095	1124	932	916	96	0	379	96	0	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	7.6	4.9	15.3	15.3	8.1	37.6	0.0	21.9	37.6	0.0	23.4
Incr Delay (d2), s/veh	0.5	0.2	0.0	6.4	10.8	0.0	9.6	0.0	0.0	148.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.2	0.1	18.2	16.7	0.4	1.4	0.0	0.2	5.9	0.0	1.9
LnGrp Delay(d),s/veh	15.7	7.8	4.9	21.7	26.1	8.1	47.2	0.0	21.9	185.9	0.0	23.8
LnGrp LOS	B	A	A	C	C	A	D		C	F		C
Approach Vol, veh/h		1304			1730			69			225	
Approach Delay, s/veh		8.0			23.3			42.8			105.2	
Approach LOS		A			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		52.7		22.5	7.4	45.3		22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		53.0		18.0	5.0	43.5		18.0
Max Q Clear Time (g_c+I1), s		17.2		20.0	2.7	34.5		20.0
Green Ext Time (p_c), s		10.0		0.0	0.0	6.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1746	54	11	1480	112	24	0	6	68	0	68
Future Volume (veh/h)	112	1746	54	11	1480	112	24	0	6	68	0	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	122	1838	57	12	1558	122	25	0	6	74	0	74
Adj No. of Lanes	1	2	1	0	2	0	0	1	1	0	1	1
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	2312	1034	51	1716	134	93	0	366	93	0	366
Arrive On Green	0.06	0.65	0.65	0.54	0.54	0.54	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1774	3539	1583	8	3204	250	0	0	1583	0	0	1583
Grp Volume(v), veh/h	122	1838	57	886	0	806	25	0	6	74	0	74
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1810	0	1651	0	0	1583	0	0	1583
Q Serve(g_s), s	2.2	29.2	1.0	5.9	0.0	34.5	0.0	0.0	0.2	0.0	0.0	2.9
Cycle Q Clear(g_c), s	2.2	29.2	1.0	33.7	0.0	34.5	18.0	0.0	0.2	18.0	0.0	2.9
Prop In Lane	1.00		1.00	0.01		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	2312	1034	1017	0	884	93	0	366	93	0	366
V/C Ratio(X)	0.54	0.80	0.06	0.87	0.00	0.91	0.27	0.00	0.02	0.80	0.00	0.20
Avail Cap(c_a), veh/h	233	2410	1078	1056	0	923	93	0	366	93	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	9.7	4.9	16.0	0.0	16.4	36.9	0.0	23.1	36.9	0.0	24.1
Incr Delay (d2), s/veh	2.3	1.9	0.0	7.9	0.0	12.8	1.5	0.0	0.0	37.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	14.6	0.4	18.9	0.0	18.6	0.6	0.0	0.1	2.5	0.0	1.3
LnGrp Delay(d),s/veh	19.8	11.6	4.9	23.9	0.0	29.2	40.5	0.0	23.1	76.6	0.0	24.4
LnGrp LOS	B	B	A	C		C	D		C	E		C
Approach Vol, veh/h		2017			1692			31			148	
Approach Delay, s/veh		11.9			26.4			37.1			50.5	
Approach LOS		B			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		55.3		22.5	9.1	46.2		22.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		53.0		18.0	5.0	43.5		18.0
Max Q Clear Time (g_c+I1), s		31.2		20.0	4.2	36.5		20.0
Green Ext Time (p_c), s		13.7		0.0	0.0	5.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Appendix H TURN LANE ANALYSIS WORKSHEETS

Stantec

Study Area Information

County	Beaufort County	Date	8/10/2021
SCDOT Engineering District	District 6	Analyst	Claudia Thompson
Analysis Year	2024	Agency	Stantec Consulting Services Inc.

Intersection	SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1
Left Turn Movement	Eastbound Left-Turn Lane
Right Turn Movement	Westbound Right-Turn Lane

Posted Speed Limit	55 mph	Median	Divided
# of Approach Lanes	2	Urban or Rural?	Rural

Volume Information & Calculations

Left Turn Lane Volume Calculations

Movement		Volume (vph) AM	Volume (vph) PM
Advancing	Left	39	112
	Through	1,163	1,746
	Right	11	54
Opposing	Left	2	11
	Through	1,568	1,480
	Right	39	112

	AM	PM
Advancing Volume	1,213	1,912
Opposing Volume	1,609	1,603
Left Turn Volume	39	112
% Left Turns in Advancing Volume	3.2%	5.9%

Right Turn Lane Volume Calculations

Movement		Volume (vph) AM	Volume (vph) PM
Advancing	Left	2	11
	Through	1,568	1,480
	Right	39	112

Adjustment to Right Turn Volume[1]: Include? No

	AM	PM
Advancing Volume	1,609	1,603
Right Turn Volume	39	112

Turn Lane Warrant Met?

Left Turn Lane Warrant	
Applicable Warrant Chart	Fig 9.5-D
Warrant Satisfied	Yes

Right Turn Lane Warrant	
Applicable Warrant Chart	Fig 9.5-B
Warrant Satisfied	Yes

Recommneded Turn Lane Length

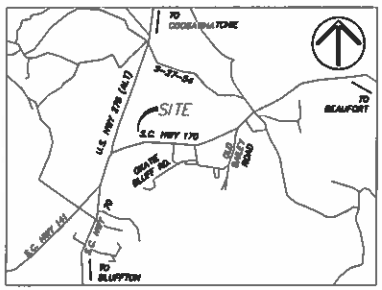
Advancing Approach Truck%	2%	Advancing Approach Truck%	2%

Left Turn Lane		Right Turn Lane	
Storage Length (ft)	200 ft	Storage Length	100 ft
Taper Length (ft)	200 ft	Taper Length	200 ft
Total Left Turn Lane (ft)	400 ft	Total Left Turn Lane	300 ft

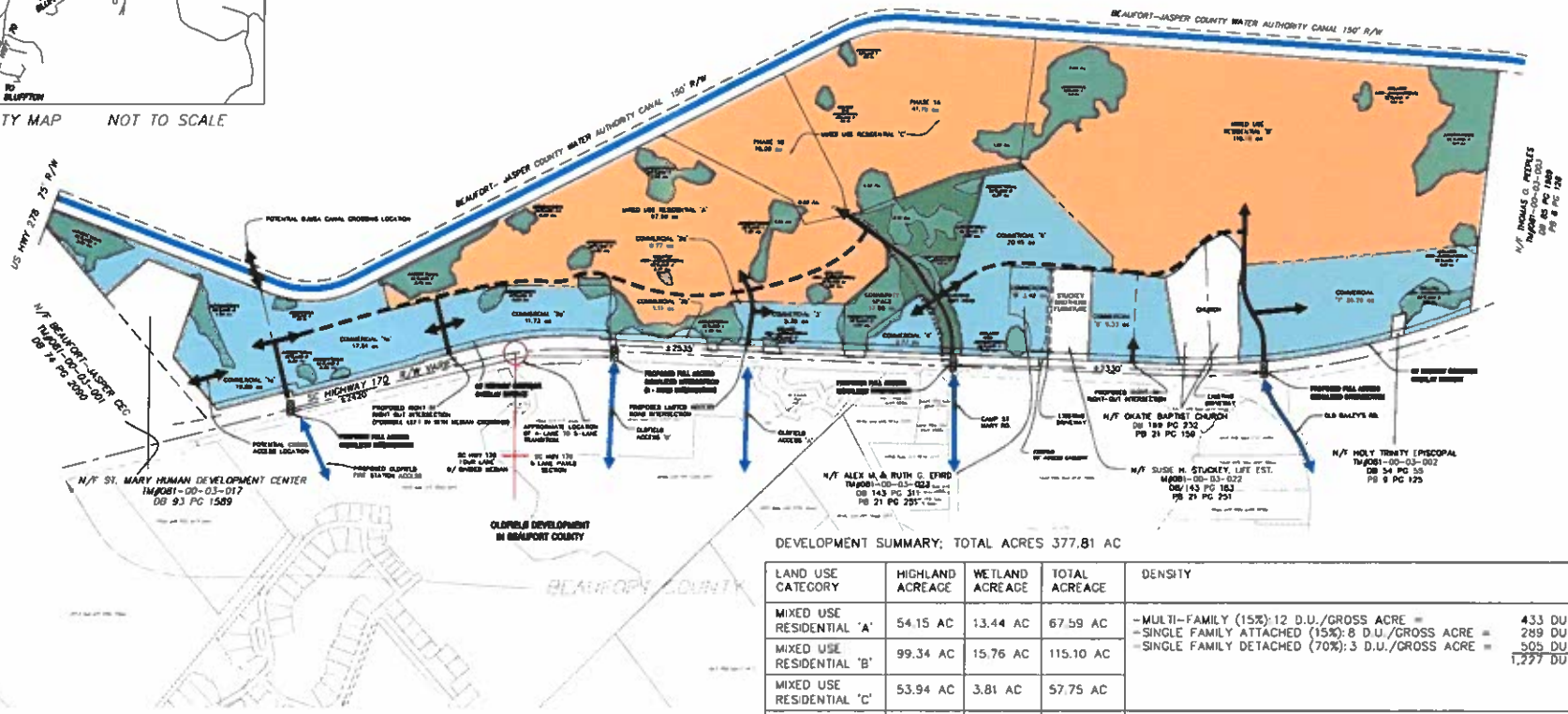
Consider providing dual-turn lanes if the turning volumes are greater than 300 vehicles per hour. A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour.

The traffic designer should review the design to determine if longer turn lane lengths are required.

Source: SCDOT Roadway Design Manual (2021), SCDOT Access and Roadside Management Standards (2008), and TRB Highway Research Record 211, Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections.



VICINITY MAP NOT TO SCALE



DEVELOPMENT SUMMARY; TOTAL ACRES 377.81 AC

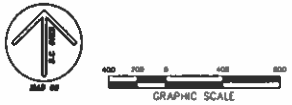
LAND USE CATEGORY	HIGHLAND ACREAGE	WETLAND ACREAGE	TOTAL ACREAGE	DENSITY
MIXED USE RESIDENTIAL 'A'	54.15 AC	13.44 AC	67.59 AC	-MULTI-FAMILY (15%): 12 D.U./GROSS ACRE = 433 DU -SINGLE FAMILY ATTACHED (15%): 8 D.U./GROSS ACRE = 289 DU -SINGLE FAMILY DETACHED (70%): 3 D.U./GROSS ACRE = 505 DU 1,227 DU
MIXED USE RESIDENTIAL 'B'	99.34 AC	15.76 AC	115.10 AC	
MIXED USE RESIDENTIAL 'C'	53.94 AC	3.81 AC	57.75 AC	
COMMERCIAL '1a'	15.19 AC	4.61 AC	19.80 AC	
COMMERCIAL '1b'	16.64 AC	0.87 AC	17.51 AC	
COMMERCIAL '2a'	10.63 AC	1.09 AC	11.72 AC	
COMMERCIAL '2b'	1.11 AC	0.00 AC	1.11 AC	
COMMERCIAL '2c'	0.77 AC	0.00 AC	0.77 AC	
COMMERCIAL '3'	5.16 AC	0.19 AC	5.35 AC	
COMMERCIAL '4'	3.40 AC	0.37 AC	3.77 AC	
COMMERCIAL '5'	20.45 AC	0.00 AC	20.45 AC	
COMMERCIAL '6'	9.33 AC	0.00 AC	9.33 AC	
COMMERCIAL '7'	26.26 AC	0.00 AC	26.26 AC	
COMMERCIAL '8'	3.42 AC	0.00 AC	3.42 AC	
COMMUNITY SPACE	11.02 AC	6.86 AC	17.88 AC	

NOTES:

1. THIS PROPERTY APPEARS TO LIE IN FLOOD ZONE A, AREAS OF 100-YEAR FLOOD AND IN ZONE C, NOT A SPECIAL FLOOD HAZARD AREA, PER FIRM PANEL No. 100-B, COMMUNITY No. 450112, DATED 9/28/89.
2. PROPERTY CORNERS FOR PHASES 1A AND 1B ARE SET WITH 5/8" IRON REBAR PINS UNLESS OTHERWISE NOTED.
3. ALL IMPROVEMENTS HAVE NOT BEEN SHOWN.
4. WETLANDS SHOWN ARE BASED ON A WETLAND MAP BY WARD EDWARDS, DATED 08/10/94, LAST REVISED 12/08/94.
5. SC HIGHWAY 170 IS THE DIVIDING LINE BETWEEN BEAUFORT COUNTY AND JASPER COUNTY.

LEGEND

- CANAL
- RESIDENTIAL - MIXED USE
- GENERAL COMMERCIAL
- COMMUNITY SPACE
- WETLANDS
- PROPOSED ACCESS LOCATION
- EXISTING OR PLANNED ACCESS ON HIGHWAY 170 (OPPOSITE CENTER POINT)
- POTENTIAL CONNECTING ROADS

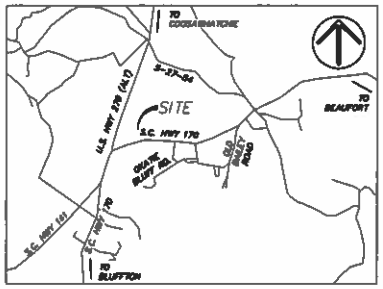


HUSSEY, GAY, BELL & DEYOUNG, INC.
OF SOUTH CAROLINA
CONSULTING ENGINEERS

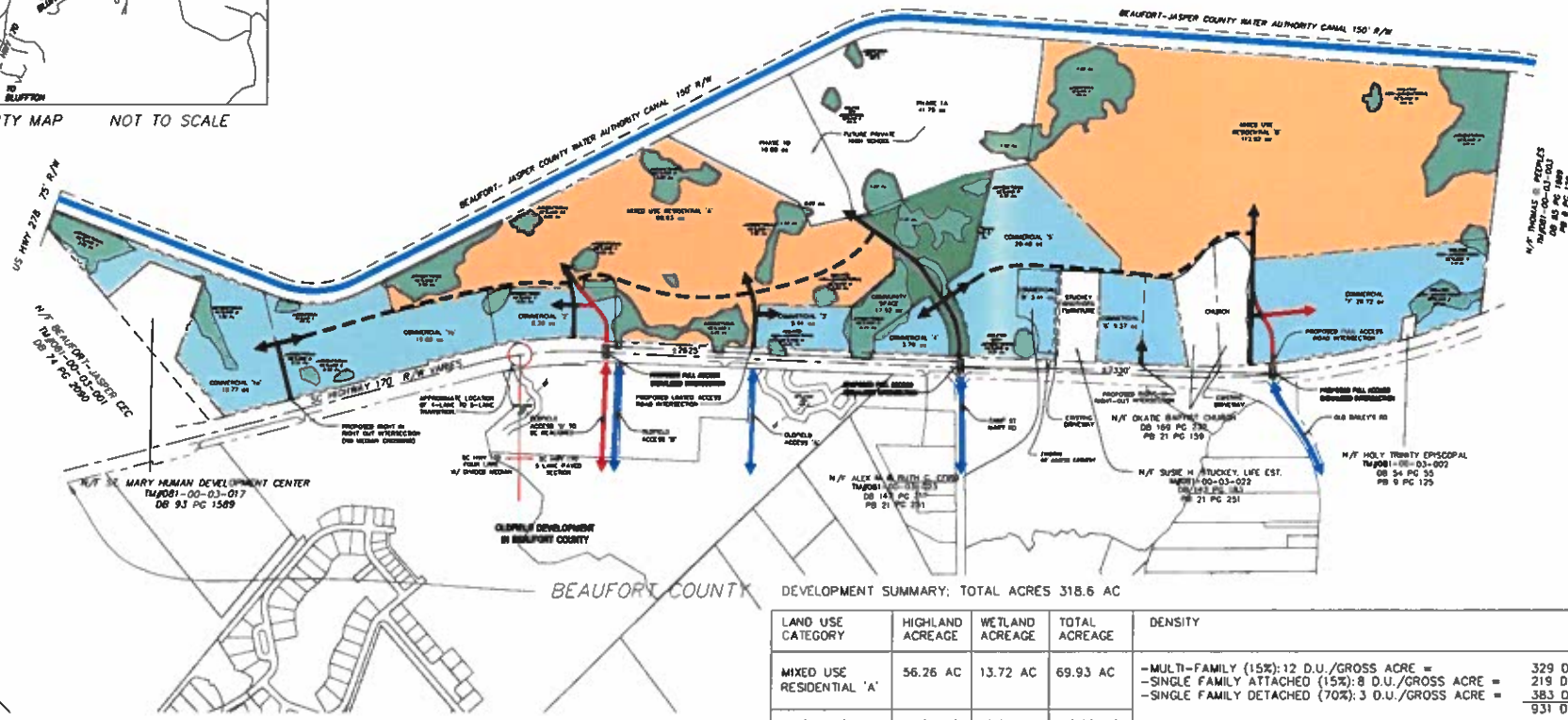
CENTER POINT
S.C. HWY 170
JASPER COUNTY, SOUTH CAROLINA
FOR
FIRST CAROLINA CORPORATION

CONCEPTUAL PLAN

DRAWING NUMBER
1
OF 1



VICINITY MAP NOT TO SCALE



DEVELOPMENT SUMMARY: TOTAL ACRES 318.6 AC

LAND USE CATEGORY	HIGHLAND ACREAGE	WETLAND ACREAGE	TOTAL ACREAGE	DENSITY
MIXED USE RESIDENTIAL 'A'	56.26 AC	13.72 AC	69.93 AC	-MULTI-FAMILY (15%): 12 D.U./GROSS ACRE = 329 DU -SINGLE FAMILY ATTACHED (15%): 8 D.U./GROSS ACRE = 219 DU -SINGLE FAMILY DETACHED (70%): 3 D.U./GROSS ACRE = 383 DU 931 DU
MIXED USE RESIDENTIAL 'B'	96.71 AC	16.21 AC	112.92 AC	
COMMERCIAL '1a'	15.18 AC	4.59 AC	19.77 AC	
COMMERCIAL '1b'	18.24 AC	.85 AC	19.09 AC	
COMMERCIAL '2'	7.24 AC	.96 AC	8.20 AC	
COMMERCIAL '3'	5.23 AC	.18 AC	5.41 AC	
COMMERCIAL '4'	3.41 AC	.37 AC	3.78 AC	
COMMERCIAL '5'	19.87 AC	.61 AC	20.48 AC	
COMMERCIAL '6'	9.37 AC	0.00 AC	9.37 AC	
COMMERCIAL '7'	26.14 AC	2.58 AC	28.72 AC	
COMMERCIAL '8'	3.41 AC	0.00 AC	3.41 AC	
COMMUNITY SPACE	10.57 AC	6.95 AC	17.52 AC	

NOTES:

1. THIS PROPERTY APPEARS TO LIE IN FLOOD ZONE A, AREAS OF 100-YEAR FLOOD AND IN ZONE C, NOT A SPECIAL FLOOD HAZARD AREA, PER FIRM PANEL No. 150-B, COMMUNITY No. 450012, DATED 9/29/88.
2. PROPERTY CORNERS FOR PHASES 1A AND 1B ARE SET WITH 5/8" IRON REBAR PINS UNLESS OTHERWISE NOTED.
3. ALL IMPROVEMENTS HAVE NOT BEEN SHOWN.
4. WETLANDS SHOWN ARE BASED ON A WETLAND MAP BY WARD EDWARDS, DATED 08/15/04, LAST REVISED 12/08/04.
5. SC HIGHWAY 170 IS THE DIVIDING LINE BETWEEN BEAUFORT COUNTY AND JASPER COUNTY.

LEGEND

- CANAL
- RESIDENTIAL - MIXED USE
- OFFICE PARK
- GENERAL COMMERCIAL
- COMMUNITY SPACE
- WETLANDS
- ORIGINAL ACCESS PLAN
- EXISTING OR PLANNED ACCESS ON HIGHWAY 170 (OPPOSITE CENTER POINT)
- PROPOSED REALIGNED ACCESS
- POTENTIAL CONNECTING ROADS

GRAPHIC SCALE

HUSSEY, GAY, BELL & DEYOUNG, INC.
OF SOUTH CAROLINA
CONSULTING ENGINEERS

CENTER POINT
LOT 1
JASPER COUNTY, SOUTH CAROLINA
FOR
FIRST CAROLINA CORPORATION

ACCESS COORDINATION

DRAWING NUMBER 1

AGENDA ITEM:

XI-C

Ordinance item C

STATE OF SOUTH CAROLINA
JASPER COUNTY

ORDINANCE #2022 -_____

AN ORDINANCE OF
JASPER COUNTY COUNCIL

To amend the Center Point Development Agreement to add two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Numbers 081-00-03-030 and 081-00-03-031, to make certain text amendments, extend the Term, and matters related thereto.

WHEREAS, The Center Point Development Agreement was approved by Jasper County Council on August 18, 2008, and is recorded in the Office of the Register of Deeds for Jasper County in Book 691 at Page 172; and

WHEREAS, The Center Point Development Agreement incorporated by reference the Center Point Planned Development District Zoning, both being adopted by Jasper County to permit and encourage flexibility in the development of land in order to promote its most appropriate use; and to do so in a manner that will enhance public health, safety, morals, and general welfare, while promoting the certainty of the regulations governing development and the provision of necessary infrastructure as provided for by the South Carolina Local Government Development Act, Section 6-31-10, et. seq., of the Code of Laws of South Carolina, 1976, as amended; and

WHEREAS, Jasper County has received a request from the owner to amend the Center Point Planned Development District to add two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Number 081-00-03-030 and 081-00-03-031, to make certain text amendments, concept plan revisions, and matter related thereto; and

WHEREAS, it appears these two tracts of land were intended to be included in the plan of development for the area surrounding these properties, and may have been inadvertently omitted when the location of a proposed school was moved from these parcels to another area actually included in the Development Agreement and Planned Development District; and

WHEREAS, in order to amend the zoning, development standards and other matters included in Ordinance Number 2022-_____, it is necessary to

amend the Center Point Development Agreement to allow for the incorporation of the amended Planned Development District Zoning referenced above: and

WHEREAS, the Owner of the Property has requested that the Term of the Development Agreement be extended for a period of five years from the Effective Date of this Ordinance, based upon the occurrence of both certain national and global economic downturns and the effects of the COVID-19 pandemic; and

WHEREAS, the above mentioned property was duly posted, with two public hearings properly noticed and held by the Jasper County Council as set forth below; and

WHEREAS, after giving the matter consideration, Jasper County Council has determined it would be appropriate to amend the Development Agreement so as to 1) include the two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Number 081-00-03-030 and 081-00-03-031, as being Property subject to the terms and conditions of the 2008 Development Agreement; 2) provide for the zoning regulations and standards to be as shown in the Planned Development District Amendment included in Ordinance 2022-_____; 3) to extend the Term of the Development Agreement, and to authorize appropriate text amendments is the Development Agreement to reflect these modifications to the Development Agreement.

NOW, THEREFORE, BE IT ORDAINED, by the Jasper County Council, duly assembled and with authority of same, that the above premises be incorporated by reference; and

1. The First Amendment to the Development Agreement be adopted as stated above, and that the Chair of the Jasper County Council be authorized to execute the First Amendment on behalf of the County, with the County Administrator and County Attorney authorized to make such minor typographical or grammatical changes as they may determine may be desirable. Jasper County council finds the amended Development Agreement to be in accordance with the statutory requirements of the state;

2. This ordinance shall take effect upon approval by Council.

SIGNATURES ON FOLLOWING PAGE

Ms. Barbara B. Clark
Chairwoman

ATTEST:

Wanda Simmons
Clerk to Council

ORDINANCE: # 2022-___

First Reading: April 4, 2022
Public Hearing: _____
Second Public Hearing _____
Second Reading: _____
Third Reading:_____
Adopted: _____

Reviewed for form and draftsmanship by the Jasper County Attorney.

David Tedder **Date**

This instrument prepared by:

Kevin E. Dukes
Harvey & Battey, P.A.
P.O. Drawer 1107
Beaufort, South Carolina 29901

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

CENTER POINT

This FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR CENTER POINT, made and entered into as of _____, 2022 ("Amendment") by First Carolina Corporation of SC, landowner ("Owner") and Jasper County Council, as governmental authority for Jasper County, South Carolina ("County").

RECITALS

A. The parties entered into that certain DEVELOPMENT AGREEMENT for CENTER POINT dated August 18, 2008, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Volume 691 at Page 172 (the "Development Agreement") for the purpose of outlining agreed upon development for a certain tract of property described in the Development Agreement and located along highway 170 in Jasper County, South Carolina.

B. In addition to the Development Agreement, the parties entered into a Planned Development District of even date, a copy of which was recorded in the office of the ROD for Jasper County in Volume 691 at Page 226 (the "PDD").

C. The Development Agreement did not contain certain property located along the northern boundary of the Property, as that term is defined in the Development Agreement, which was designated for the future development of John Paul II Catholic School (the "School").

D. In 2012 the School and Owner decided to relocate the School to the western portion of the Property shown and described as WESTERN PORTION OF TRACT B, containing 70.66 acres, more or less, on that certain play prepared by Surveying Consultants, dated February 24, 2012, and recorded in the office of the ROD for Jasper County in Plat Volume 32 at Page 484. The new School site is located, and the School was constructed, within the Property covered by the Development Agreement and PDD.

E. After the relocation of the School, the parties did not amend the Development Agreement and PDD to incorporated the previous site into the Development Agreement and PDD. The parties now wish to amend the Development Agreement and PDD to include the following property into the Development Agreement and PDD, to wit:

> ALL those certain pieces, parcels or lots of land shown and described as PHASE 1A and PHASE 1B, containing 41.75 and 16

acres respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436 (the "Supplemental Property").

F. Pursuant to Section XVI of the Development Agreement, modifications and amendments may be made upon written agreement of Owner and County.

AMENDMENT

NOW, THEREFORE, the parties, by and through their undersigned officers, do hereby declare that effective this ___ day of _____, 2022, the Development Agreement shall hereby be amended as follows:

1. EXHIBIT A, and accordingly the defined terms "Center Point PDD" and "Property" under Section II, shall be amended to add the following real property, to wit:

   AND ALSO, ALL those certain pieces, parcels or lots of land shown and described as PHASE 1A and PHASE 1B, containing 41.75 and 16 acres respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436.

   Jasper County Tax Parcel IDs: 081-00-03-030 and 081-00-03-031

Except as set forth above, the Owner and County have not further supplemented, modified or amended the Development Agreement, and the Development Agreement is in full force and effect as of the date hereof. In the event of any conflict between the provisions of the Development Agreement and those of this Amendment, the provisions of this Amendment shall govern.

WITNESS the following signature pursuant to due authority.

JASPER COUNTY, SOUTH CAROLINA

Witnesses:

_____ By:_____
Its:

_____

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that _____, _____ of Jasper County Council, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this ___ day of _____, 2022.

My commission expires: _____.

_____
Notary Public

[SEAL]

WITNESS the following signature pursuant to due authority.

FIRST CAROLINA CORPORATION OF SC

Witnesses:

_____ By:_____
Its: Manager

_____

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that John Trask, III, as Manager of First Carolina Corporation of SC, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this ___ day of _____, 2022.

My commission expires: _____.

_____
Notary Public

[SEAL]