



## **MEETING AGENDA**

The City of Beaufort

### **PLANNING COMMISSION**

1911 Boundary Street, Beaufort, SC 29902

Phone: 843-525-7011 ~ Fax: 843-986-5606

**Monday, December 15, 2025, 5:00 P.M.**

**City Hall, Council Chambers, 2<sup>nd</sup> Floor – 1911 Boundary Street, Beaufort, SC**

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/81483285519?pwd=PozbejicwspV8kkZGgtjBdD8guVAlt.1>

Password: **581624** Meeting ID: **814 8328 5519** Call in Phone #: **1+929-205-6099**

**STATEMENT OF MEDIA NOTIFICATION:** "In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media were duly notified of the time, date, place and agenda of this meeting."

**Please note, this meeting will be broadcast via zoom and live-streamed on YouTube. You can view the meeting at the City's page; City Beaufort SC**

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- I. Call to Order
- II. Pledge of Allegiance
- III. Review of Commission Meeting Minutes:
  - A. November 3, 2025 Worksession Minutes
  - B. November 17, 2025 Regular Meeting Minutes
- IV. Questions Relating to Military Operations
- V. New Business:
  - A. Sketch Plan Beaufort FSED & PCC – 396 Robert Smalls Parkway. The Applicant, Conor Blaney with Ward Edwards is proposing a commercial development to include a free-standing Emergency Department and a Primary Care Clinic.
- VI. Election of Historic District Task Force Representative
- VII. Board Meeting Schedule for 2026
- VIII. Planning Worksession January 2026 Date
- IX. Election of Officers for 2026
- X. Adjournment

Note: If you have special needs due to a physical challenge, please call Julie Bachety at (843) 525-7011.

# **Meeting Minutes**

**PC Worksession – Nov. 3, 2025**

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# Planning Commission

## Work Session Minutes – November 3, 2025

### CALL TO ORDER

**0:27**

A work session of the Planning Commission was called to order by Chairman Mike Tomy and was held in-person in the Planning Conference Room on November 3, 2025 at 1:00 PM. The meeting was recorded and streamed on Facebook in accordance with City Policy.

### ATTENDEES

Members who were in attendance: Mike Tomy, Chairman, Bill Bardenwerper, Vice-Chairman, Libby Anderson, Clinton Hallman, Benjie Morillo, and Bill Suter.

Members Absent: Kim McFann

Staff in attendance: Curt Freese, Community Development Department Director, Christopher Klement, Planner III and Nicolas Navia, Planner I.

### DISCUSSION

**1:02**

Before the discussion items occurred, Mr. Tomy went over a few things first.

1. Mr. Tomy asked Mr. Suter about the latest status of the Waterfront Park/Promenade rehabilitation project. Mr. Suter stated City Council will be reviewing this at their next work session on Tuesday, November 18. Meanwhile, a Questionnaire for better involvement and interaction with the citizens of the City of Beaufort was drafted to be disseminated. City Manager, Scott Marshall, will have it put on the City's website and in the newspaper. There are 3 designs proposed and they will be presented after the first of the new year (2026). Citizen, Paul Trask, referred to the discussion of the marina lease in the Executive Session and said this is what got the City in trouble the first time, not revealing the details of a lease in public as it was being negotiated.
2. The new Historic District Task Force Committee that is being formed mentioned that Mr. Bardenwerper will be added to the task force as an ad-hoc position. Mr. Bardenwerper's experience as a land attorney will be extremely helpful. There was a publication put out requesting people from the Northwest Quadrant community to get involved. There are five positions open and City Council will be appointing these. The deadline to apply is December 31, 2025.

Jeremy Tate consultant with Meadors Architecture went over some proposed changes.

The Planning Commission (PC) started to review Chapter 4 Building Design and Infill Standards and agreed to discuss some of the major issues first. Mr. Tomy went over the Six General Design Principles: (1) Order, (2) Arrangement, (3) Symmetry, (4) Proportionalism, (5) Propriety and (6) Economy. After that the Commission members and staff delved into discussing potential revisions, starting with Chapter 4. The discussed changes are as follows:

- Sec. 4.1.1.C – add “*and built environment*” after the word natural and delete the wording neighboring development.

Ms. Anderson spoke about the definition of *Forecourt*. It was agreed that the 12’ x 12’ might need to be edited. A good picture is also needed. Mr. Tate referred to Green Oaks Apartments as an example. PC agreed to keep the Forecourt but to change the language a bit.

Mr. Tomy had an issue with slab on grade and also where the siding comes down to grade; its seen over and over and he referred to page 16 of the proposed code edits that were provided by Mr. Freese. It is also seen throughout other areas of the Code. Mr. Freese recommended adding following sentence: “*Elevation - New construction shall be elevated*” under Sec. 4.5.4.b.1. And adding the Elevation information from page 16 to page 17 as #9.

PC agreed under Sec. 4.5.4 Single Family Detached House item B.2. to delete the sentence: “*This height requirement does not apply outside of the Historic District.*”

Mr. Bardenwerper referred to section 4.5.7.B.1 that says, “*Porches are not preferred, but may be used in buildings containing 12-units or less if they provide direct access to the unit from the street or sidewalk.*” Also, add the word “*porch*” in front of the word “*Stoop*”. Ms. Anderson referred to Ashley Point.

Mr. Bardenwerper referred to section 4.5.7.B.2 Parking on-site and the issues with parking on the street with apartment complex designs. Mr. Freese suggested removing the first sentence, “*On-site parking must be located behind the building and accessed off a rear alley.*”

Mr. Freese stated there was a change under Sec. 4.5.9.B.3 under Height that the minimum height for Liner Building is now 16 feet and 2 stories instead of 1 story.

#### Public Comment

**Paul Trask** referred to the Take 5 Oil Change building on Robert Smalls Parkway, and a Liner Building addition that was placed on it so it would meet the Code requirement and it is still vacant today. He felt it would remain vacant for a long time. Mr. Tate referred to the Mavis Tire building on Lady’s Island. Mr. Trask also referred to the Chipotle and South Atlantic Bank building regarding drive-thrus.

Public Comment Closed.

The PC took a break at this time.

**1:59:08**

The PC reconvened at this time. The PC agreed to go over Chapter 4, page by page, and proposed changes to following Sections:

**2:13:30**

**4.1.1.B** – remove the word “*high*” and change the word “*street to streetscape*”.

**4.1.1.C** – add the words “*and built environment*” and delete the words “*surroundings and neighboring development.*”

**4.1.1.D** – remove.

**4.3.1.B** – Under Intent, the word “*climate*”, needed to be added to the overall definition section.

**4.3.1.C** – change the wording to read “*architecture vernacular.*”

**4.3.1.C** – after shaped by local, add “*design.*” Add a period after craftsmanship and delete the rest of the sentence.

**4.3.1.C** – delete the second paragraph.

**4.3.2.B** – delete the sentence starting with “*Relationship to the Street.*”

**4.3.2.D.1** – change “*rectangular*” to “*complimentary*”.

**4.3.2.D.2** – add the words “*when possible*” after the word resemble and add “*local businesses*” after the word barns.

**4.3.2.F.a** – add the words “*using historical proportions*” after the word “*wide*”.

**Page 5 item b** under Raised foundations – add the word “*proportional*” after the words “*incorporate a*” and change “*foundation*” to “*foundation(s)*” and change “*waterlines*” to “*water table*”.

**Page 5 item d** under Low-pitched roofs delete the words “*to reduce the amount of heat trapped in the building.*” Need to add a definition for “*pitch*” to the overall definition page.

**Page 6 item iii** – add “*but must be properly actuated.*”

**Page 6 item iv.1** – remove.

**Page 6 item v.1** – remove the sentence “*Material options: Typically made from painted steel or galvalume*” and add “*With a long term or permanent color finish.*”

**Page 6 item v.2** – remove the words “*and are typically required to be dark gray or black.*”

**Page 6 item vii.2** – add at the end of the sentence (*Consider UV rating*).

**Page 6 item vii.1** – remove sentence.

**Page 7 item viii** – change “*should*” to “*shall*”.

**Page 8 item P.a** – remove the word “*gasoline*”.

**Page 8 item Q** – remove the sentence “*however, the Planning Commission or staff may work with applicants to incorporate limited signature design elements.*”

**4.5.1.C General** – this is a repeat. Refer to the previous section that this also speaks about.

**Page 17 item h** – remove the word “*one*” and replace it with “*two*”.

**Page 17 item 8.c** – change rocks to “*stone*”.

**Page 18 item B.3** – *add T3-S* to the Location, Specific title and remove T3-N.

The Planning Commission was unable to finish revising Chapter 4.

Public Comment:

**Paul Trask** asked if the rest of the changes will be brought up at a regular meeting or another worksession.

Public Comment closed.

The Planning Commission will discuss the rest of the Code amendments at their next Work Session on Monday, Dec. 1<sup>st</sup>, 2025 at 1:00PM.

**3:14:06**

**The Worksession ended at 4:41 pm.**

**Meeting Minutes**  
**PLANNING COMMISSION**  
**REGULAR MEETING**  
**Nov. 17, 2025**

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# **New Business**

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**396 ROBERT SMALLS PARKWAY**

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**Sketch Plan approval for development  
of a Free-Standing Emergency  
Department (FSED) & Patient-Care  
Center (PCC)  
by Novant Health**



MAJOR SUBDIVISION REVIEW

Sketch Plan – Application Form

Community Development Department
1911 Boundary Street, Beaufort, South Carolina 29902
p. (843) 525-7049 / f. (843) 986-5606
Email: development@cityofbeaufort.org / Website: www.cityofbeaufort.org

PAID 10-9-25 ONLINE

Application Fee: \$250

OFFICE USE ONLY: Date Filed: 11/14 Application #: 2816 Zoning District: JC

Approved By: Date:

Pursuant to Section 6-29-1145 of the South Carolina Code of Laws, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in this application? [ ] Yes [X] No

Has Project Attended a TRC Meeting? (Required) [X] Yes [ ] No

Submittal Requirement: 7 hard copies and 1 digital copy of all forms and information are required.

Applicant Information:

Applicant Name: Conor Blaney

Applicant Address: PO Box 381, Bluffton, SC 29910

Applicant E-mail: cblaney@wardedwards.com Applicant Phone No.: 757-814-0824

Applicant Title: [ ] Homeowner [ ] Tenant [ ] Architect [X] Engineer [ ] Developer [ ] Contractor

Owner (if other than the Applicant): Novant Health South Carolina Holdings, LLC

Owner Address: 2085 Frontis Plaza Blvd, Wiston Salem, NC 27103

Owner E-mail: mhstiene@novanthealth.org Owner Phone No.: 704-316-4351

Project Information:

Project Name: Beaufort FSED & PCC

Property Address: 396 Robert Smalls Parkway

Property Identification Number(s): R120 028 000 1248 0000

Site Area in Acres: 6

Proposed Area Allocations (in acres and percentage):

- Developed Area: 3.61 / 60
Civic/Open Space: 1.11 / 19



## MAJOR SUBDIVISION REVIEW

### Sketch Plan – Application Form


Community Development Department  
1911 Boundary Street, Beaufort, South Carolina 29902  
p. (843) 525-7049 / f. (843) 986-5606  
Email: [development@cityofbeaufort.org](mailto:development@cityofbeaufort.org) / Website: [www.cityofbeaufort.org](http://www.cityofbeaufort.org)

Application Fee: \$250

**Brief Project Narrative:** (Attach any necessary documentation, spec sheets, pictures, paint swatches, etc.)

The proposed development is to include a new 11,620 SF Free-Standing Emergency Department (FSED) and 5,750 SF Primary Care Clinic (PCC) in the City of Beaufort, on a 14.4-acre parcel along Hwy-170. The property is undeveloped, identified as Tax Map Number R120 028 000 1248 0000, and zoned Institutional and Campus (IC) within the City of Beaufort municipal limits. Proposed drives, parking, landscaping, utilities, and other infrastructure will also be constructed in support of the development.

**Certification of Correctness:** I/we certify that the information in this application is correct.

Applicant's Signature:  Date: 11/15/2025

**NOTE:** See pages 3-4 for the Sketch Plan requirements and checklist.



## MAJOR SUBDIVISION REVIEW

### Sketch Plan – Application Form

Community Development Department  
1911 Boundary Street, Beaufort, South Carolina 29902  
p. (843) 525-7049 / f. (843) 986-5606  
Email: [development@cityofbeaufort.org](mailto:development@cityofbeaufort.org) / Website: [www.cityofbeaufort.org](http://www.cityofbeaufort.org)

Application Fee: \$250

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### Sketch Plan – Requirements and Checklist:

The Sketch Plan shall consist of the following:

- **Street Plan:** A preliminary traffic plan that addresses the following elements:
  - The proposed street network and connectivity to the existing street network, including all proposed access points.
  - The location and layout of all arterial and collector roads within the development.
  - The scope of a traffic impact study prepared by a SC licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.
- **Community Open Space Plan:** A preliminary open space plan that depicts compliance with Section 7.4 of this Code, with the following elements:
  - Proposed community open space distribution and location, including percentage of open space.
  - Compliance with Section 7.4.2, Community Green Space and Community Open Space Requirement.
  - Required buffer areas in accordance with Section 5.5.1.
  - Wetland areas and setbacks as determined by SCDES-BCM, if applicable.
  - Proposed park locations, acreage, and types of parks in accordance with Section 7.4
- **Pedestrian Network:**
  - Location of all trails within the development, and connection to existing trail networks.
  - Connectivity of sidewalks to the existing pedestrian system, including any off-site sidewalk improvements. This includes planning for a one-quarter mile pedestrian distance.
  - Depiction of any bike lanes or any other multi-modal features.
- **Zoning/Design:**
  - Location of zoning boundaries depicted on the Sketch Plan.
  - Sketch Plan shall show how the development is consistent with the surrounding area, and within the property itself.
  - Conceptual building design and massing.
- **Overall Utility Plan:**
  - A letter from the appropriate utility, confirming the existing capacity of the surrounding utility system, and the future capacity of the utility system for the proposal. Utility plans for the interior of the development (such as water and sewer service lines) are not required as part of this process.
  - Proposed connections to the existing utility system.



## MAJOR SUBDIVISION REVIEW

### Sketch Plan – Application Form

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1911 Boundary Street, Beaufort, South Carolina 29902  
p. (843) 525-7049 / f. (843) 986-5606  
Email: [development@cityofbeaufort.org](mailto:development@cityofbeaufort.org) / Website: [www.cityofbeaufort.org](http://www.cityofbeaufort.org)

**Application Fee: \$250**

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#### **Sketch Plan – Application Submittal Requirements:**

- **Sketch Plan:** The application package shall include the following items:
  - Sketch Plan application form and fee.
  - Name of project.
  - North arrow, scale (not greater than one inch equals 200 feet), and date of preparation.
  - Vicinity map.
  - Legal description.
  - Acreage of property; acreage in each zoning district; acreage in parks; and acreage in open space.
  - USGS topographic contours.
  - Location and approximate acreage of proposed land uses.
  - Existing easements and rights-of-way on or adjacent to the property.
  - Existing streets on or adjacent to the property (show and label street names).
  - Table providing the following information for each proposed land use area: total acreage, proposed density; and proposed number of dwelling units and/or commercial buildings.
  - Location and acreage of proposed open space and parks as per Section 7.4, trails, regional trail connections, playgrounds, schools or other public uses.
  - Proposed street system depicting the location and layout of all arterial and collector roads within the development.
  - The scope of a traffic impact study prepared by a SC licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.
  - Floodplain boundary with a note regarding the source of information.
  - Zoning on adjoining properties.
  - A letter from the appropriate utility, confirming the existing capacity of the surrounding utility system, and the future capacity of the utility system for the development.
  - Proposed connections to the existing utility system.
  - The location of any proposed or required lift stations.
  - Design rationale – description of how the development is integrated with the surrounding area, how it responds to site features/constraints and how it is consistent with this code.
  - General description of plan for drainage and storm water management, including any regional drainage solutions.
  - Description of how the proposed development complies with the City’s Comprehensive Plan.
  - Concept of structure location, massing and design.



**Project:** Beaufort FSED & PCC  
City of Beaufort, SC

**Date:** November 14<sup>th</sup>, 2025

**Applicant:** Novant Health  
Primary Contact: Matthew Stiene  
Senior Vice President, Construction & Facility Services  
2085 Frontis Plaza Blvd, Winston Salem NC, 27103  
E: mhstiene@novanthealth.org  
P: 704-316-4351

**Agent:** Ward Edwards, Inc.  
Primary Contact: Conor Blaney, PE  
P.O. Box 381  
Bluffton, SC 29910  
E: cblaney@wardedwards.com  
P: (757) 814-0824

**Description**

The proposed development is to include a new 11,620 SF Free-Standing Emergency Department (FSED) and 5,750 SF Primary Care Clinic (PCC) in the City of Beaufort, on a 14.4-acre parcel along Hwy-170. The property is undeveloped, identified as Tax Map Number R120 028 000 1248 0000, and zoned Institutional and Campus (IC) within the City of Beaufort municipal limits. Proposed drives, parking, landscaping, utilities, and other infrastructure will also be constructed in support of the development. The site is relatively flat with elevations running from 21 to 19 and will not require any wetland impacts.

**Zoning District**

Institutional and Campus (IC)

**Design Rationale**

The proposed FSED and Primary Care Clinic will significantly enhance access to high-quality medical care, support community well-being, and help meet the growing healthcare needs of Beaufort County. These facilities align with the intent of the IC zoning district, which is designed to accommodate higher-intensity, larger-scale institutional and commercial uses. The operational scale and overall site activity of an FSED and PCC are fully compatible with the purpose of the district and the surrounding corridor, providing essential services while integrating seamlessly into an area already characterized by impactful community-oriented and service-based development.

**City Comprehensive Plan Compliance**

The proposed FSED and Primary Care Clinic align with several goals of the City of Beaufort Comprehensive Plan. The project helps expand access to everyday and emergency healthcare services, supporting the Plan's focus on maintaining quality community services as the area grows. Locating the facilities along Robert Smalls Parkway is consistent with the Plan's guidance for infill and reinvestment along established corridors with existing infrastructure. The project's scale and site design also reflect the Plan's emphasis on



ensuring compatibility with surrounding development. Overall, the proposed use fits within the broader direction outlined in the Comprehensive Plan.

#### **Tree Removal**

To support the proposed development, tree removal will be necessary. The final landscape plan will show open space area being planted in accordance with the City of Beaufort municode along with the required street trees and landscape island plantings.

#### **Access**

Vehicular access can be made from Highway 170, W.K. Alston Drive and the adjacent multifamily development to the West of the property. These surrounding roads will also serve for fire protection and emergency vehicle access.

#### **Parking**

The City of Beaufort municode requires 1 per 300 gross square feet for the PCC and 1 per 2 beds, plus 1 per staff, plus 1 per 4 employees for the FSED. The proposed land plan will exceed this required amount. Additionally, ADA parking stalls will be strategically located near building entrances and exceed the required amount as well.

#### **Utilities**

An existing 8-inch water main, owned and maintained by the Beaufort-Jasper Water and Sewer Authority (BJWSA), is available to serve this property and is located along W.K. Alston Drive. Additionally, the adjacent multifamily development has provided an 8-inch stub-out, which the proposed development may utilize as a secondary point of connection. A proposed 8-inch water main will extend from both connection points and tee south through the parking lot to serve the FSED and PCC buildings. Two fire hydrants are proposed to ensure adequate fire protection and domestic service capacity.

To allow for future capacity needs, the adjacent multifamily development also installed a pump station designed to accommodate the proposed development. As a result, no further system modifications or capacity analyses are required. An 8-inch gravity sewer main will connect to this pump station, running east along the access road and through the proposed parking lot at an approximate slope of 0.40% to serve both buildings.

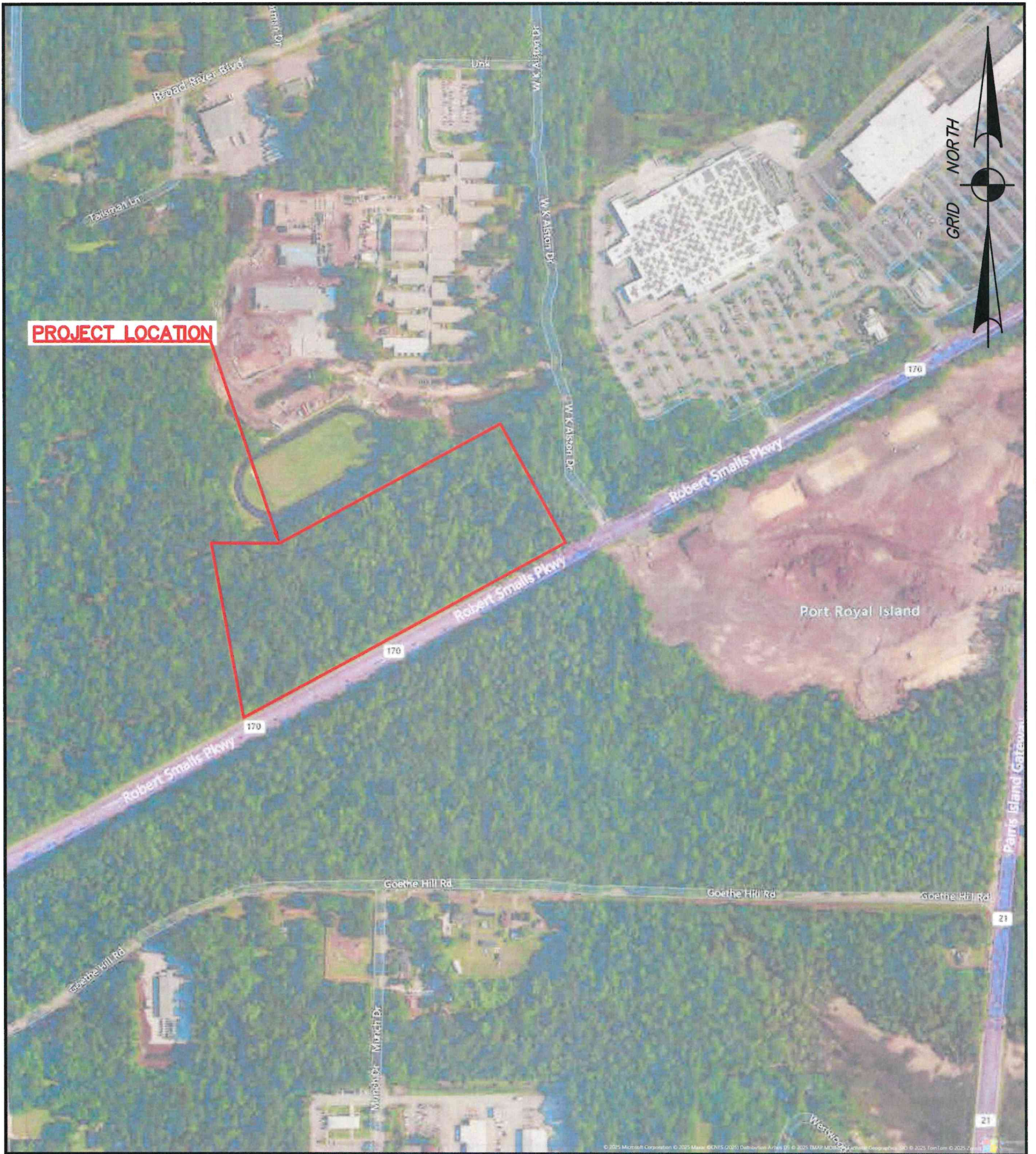
#### **Drainage**

Stormwater runoff from the Western portion of the undeveloped site is currently conveyed to a storm drain located Southwest of the property, which discharges into Battery Creek and ultimately into the Beaufort River. Runoff from the eastern portion of the site is directed to an existing stormwater pond Northeast of the property, which also outfalls into Battery Creek, and subsequently to the Beaufort River. Stormwater generated from the proposed development will be collected into storm inlets and routed to onsite stormwater BMPs prior to discharging into Battery Creek. The proposed development will be designed to collect, treat, and discharge the post-development runoff to the same outfall location at a rate less than that of existing conditions to meet local and state stormwater regulations.

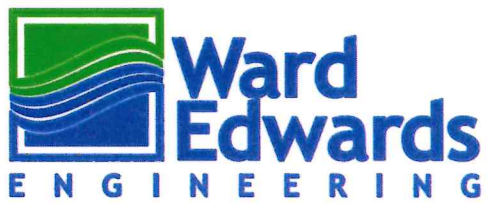


**Erosion Control**

Silt fence, inlet protection, dust control, and temporary/permanent seeding will be used to help control erosion on the site during construction activities. The existing access will be utilized as the construction entrance.



**PROJECT LOCATION**



P.O. BOX 381, BLUFFTON, SOUTH CAROLINA 29910  
 PH (843) 837-5250 / FAX (843) 837-2558  
 WWW.WARDEDWARDS.COM

## VICINITY MAP

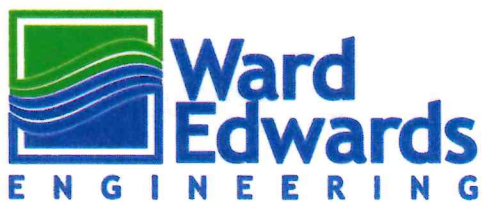
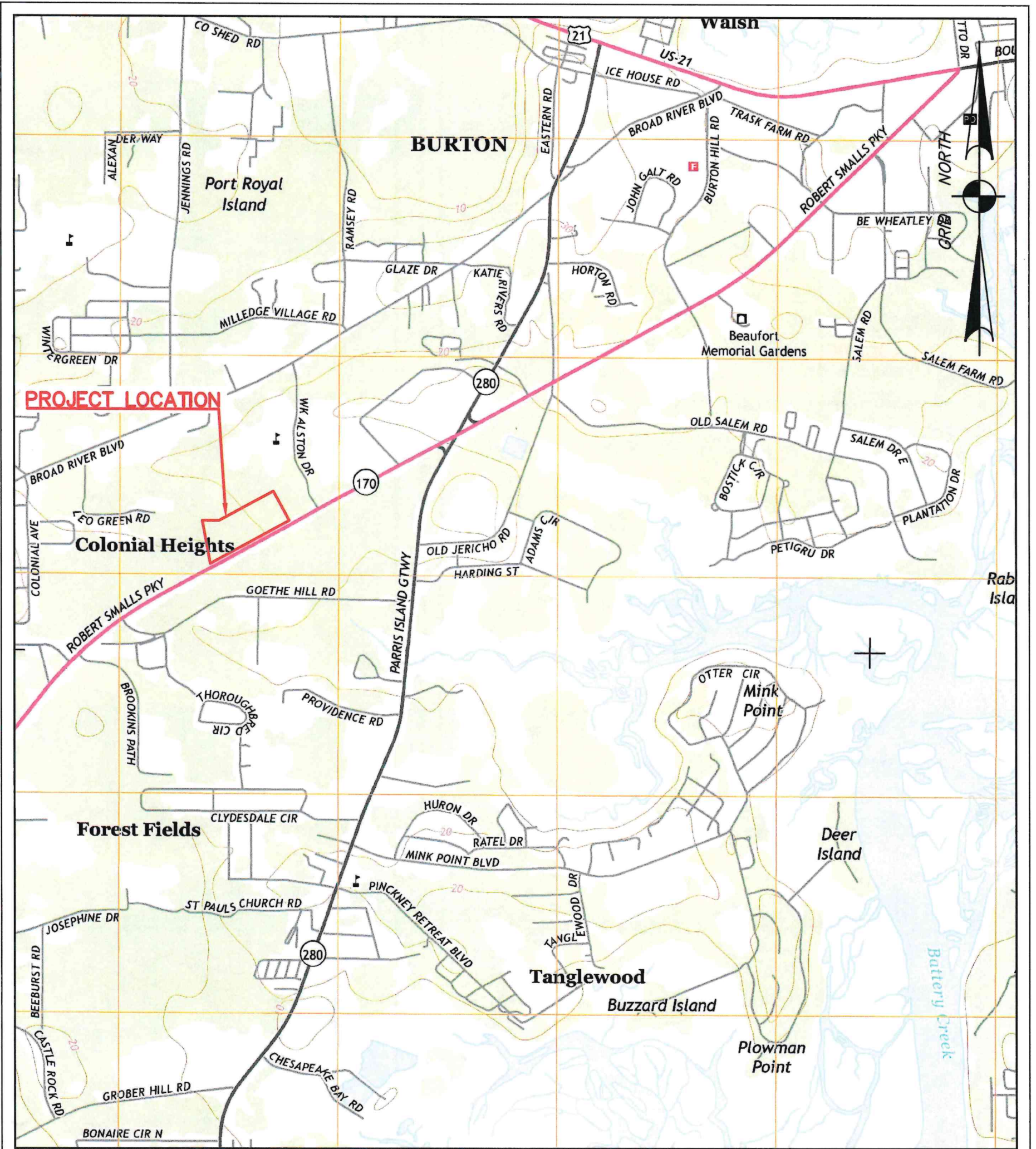
TMS #R120 028 000 1248 0000

LOCATION: CITY OF BEAUFORT, SC

DATE: 03/25/2025

PROJECT #: 230643

SCALE: 1"=500'



P.O. BOX 381, BLUFFTON, SOUTH CAROLINA 29910  
 PH (843) 837-5250 / FAX (843) 837-2558  
 WWW.WARDEDWARDS.COM

## QUAD MAP

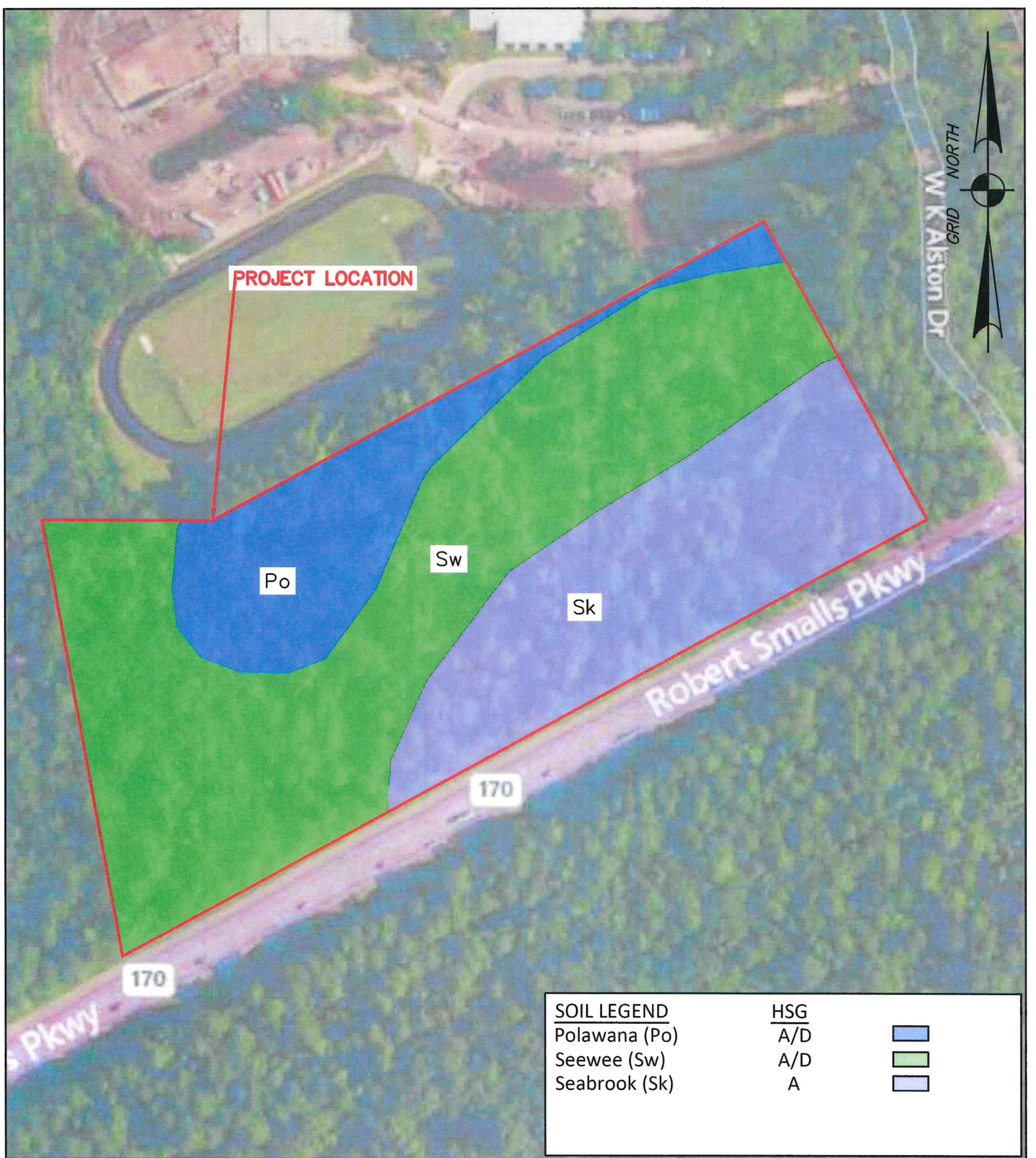
TMS #R120 028 000 1248 0000




LOCATION: CITY OF BEAUFORT, SC

DATE: 03/25/2025

PROJECT #: 230643

SCALE: 1"=2000'



SOIL LEGEND	HSG	
Polawana (Po)	A/D	
Seewee (Sw)	A/D	
Seabrook (Sk)	A	


**Ward Edwards**  
**ENGINEERING**  
 P.O. BOX 381, BLUFFTON, SOUTH CAROLINA 29910  
 PH (843) 837-5250 / FAX (843) 837-2558  
 WWW.WARDEDWARDS.COM

## SOILS MAP

TMS #R120 028 000 1248 0000

LOCATION: CITY OF BEAUFORT, SC

DATE: 03/25/2025

PROJECT #: 230643

SCALE: 1"=200'

**NOTES TO USERS**

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations (BFEs) shown on this map apply only to landward of 0.7 North American Vertical Datum of 1989 (NAVD 89). Users of this FIRM should be aware that coastal flood elevations are also presented in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was State Plane South Carolina FIPS 3200. The horizontal datum was NAD83, GRS 1989 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1989. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1989, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services  
NOAA, NGS12  
National Geodetic Survey  
SSM0-3, #9202  
1315 East-West Highway  
Silver Spring, Maryland 20910 3282  
(301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was provided in digital format by the Beaufort County GIS Department dated 2016.

This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contain authoritative hydraulic data) may reflect stream channel locations that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred since this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed Map Index for an overview map of the county showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

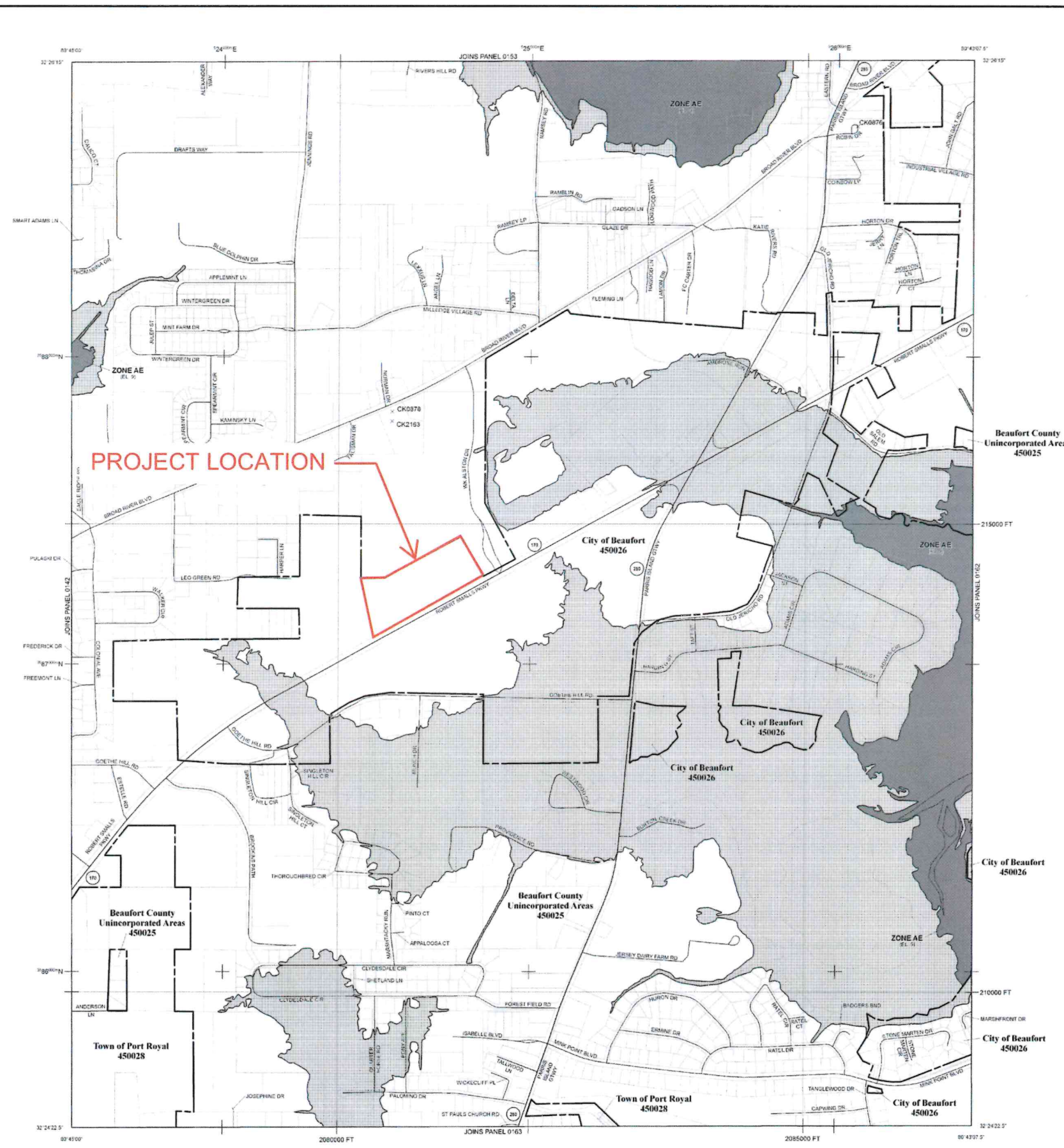
For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Mapping and Insurance Exchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service website at <http://www.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Mapping and Insurance Exchange.

The "profile base lines" depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of improved topographic data, the "profile base line" in some cases may deviate significantly from the channel centerline or appear outside the SFHA.



This digital Flood Insurance Rate Map (FIRM) was produced through a unique cooperative partnership between the State of South Carolina and the Federal Emergency Management Agency (FEMA). The State of South Carolina has implemented a long term approach of floodplain management to decrease the costs associated with flooding. This is demonstrated by the State's commitment to map floodplain areas at the local level. As a part of this effort, the state of South Carolina has joined in a Cooperative Technical State agreement with FEMA to produce and maintain this digital FIRM.

<http://www.dnr.state.sc.us/>



**LEGEND**

**SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**

The 1% annual chance flood (100 year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AV, AX, V, VE, and VE1.

**ZONE A** No Base Flood Elevations determined.

**ZONE AE** Base Flood Elevations determined.

**ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding). Base Flood Elevations determined.

**ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of flowover for flooding, velocities also determined.

**ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently identified. Zone AR indicates that the former flood control system is being removed to provide protection from the 1% annual chance or greater flood.

**ZONE AV** Areas to be protected from 1% annual chance flood event by a flood control system under construction; no Base Flood Elevations determined.

**ZONE V** Coastal Flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

**ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment to that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**

**ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with damage areas less than 1 square mile; and areas protected by levees from the 1% annual chance flood.

**OTHER AREAS**

**ZONE D** Areas determined to be outside the 0.2% annual chance floodplain.

**ZONE U** Areas in which flood hazards are undetermined, but possible.

Floodplain boundary  
Floodway boundary  
Zone D boundary  
Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different base flood elevations, flood depths, or flood velocities  
Base Flood Elevation line and value; elevation in feet  
Base Flood Elevation value where uniform within zone, elevation in feet  
\* Referenced to the North American Vertical Datum of 1989

(E: 687)  
A A  
25 25  
Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Station Hemisphere  
1000 meter Universal Transverse Mercator grid side, zone 17  
1000-foot grid values: South Carolina State Plane coordinate system (SPSCS) = 3200; Lambert projection  
Bench mark (see explanation in Notes to Users section of this FIRM panel)  
Map File

**MAP REVISIONS**  
Refer to the Revisions table in the Map Index  
EFFECTIVE DATE OF COORDINATE  
FLOOD INSURANCE RATE MAP  
MAY 23, 2021  
EFFECTIVE DATE OF REVISIONS TO THIS MAP

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.  
To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1-800-338-6620.

**MAP SCALE 1" = 500'**

0 250 500 750 1,000  
0 0 150 300  
FEET  
METERS

**NFIP** PANEL 0161G

**FIRM**  
FLOOD INSURANCE RATE MAP  
BEAUFORT COUNTY,  
SOUTH CAROLINA  
AND INCORPORATED AREAS

PANEL 161 OF 506  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

**CONTENTS**

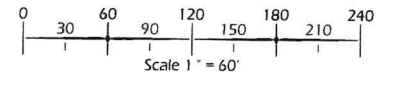
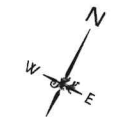
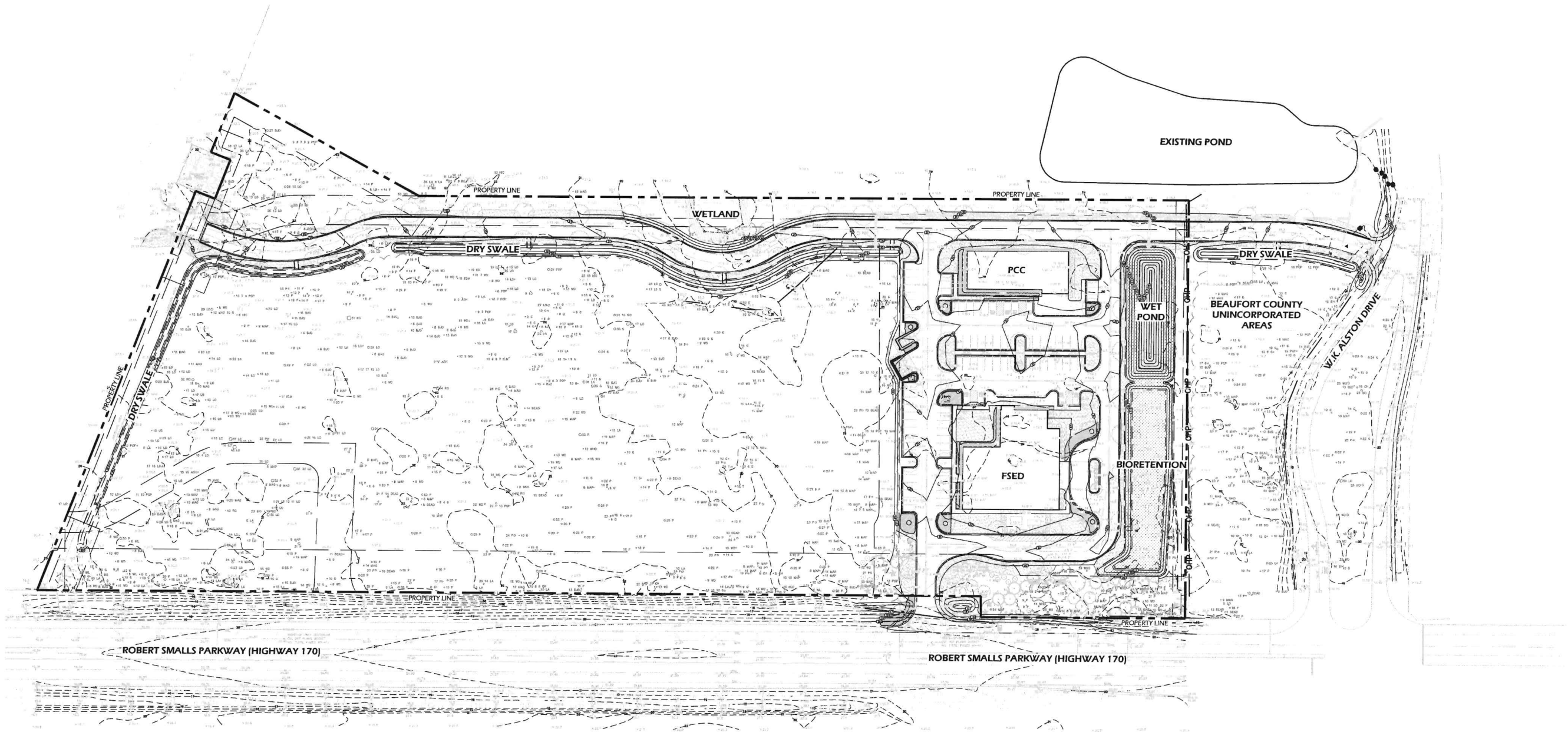
COMMUNITY	SUBJECT	PANEL	DIFF. X
BEAUFORT COUNTY	450025	0-61	0
BEAUFORT CITY OF	450026	0-61	0
PORT ROYAL TOWN OF	450028	0-61	0

Notice to User: The Map Number shown herein should be used when placing map orders. The Community Number of each panel should be used for insurance applications for the named community.

**MAP NUMBER**  
45013C0161G

**EFFECTIVE DATE**  
MARCH 23, 2021

Federal Emergency Management Agency



OCTOBER 03, 2025

PROJECT NO.: 25097.01  
Witmer Jones Keefer Ltd. / 23 Promenade St., Suite 201, Bluffton, SC. 29910 / ph: (843) 757.7411 / www.wjktld.com

# NOVANT BEAUFORT FSED

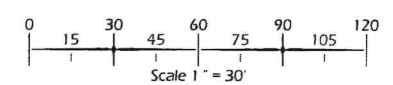
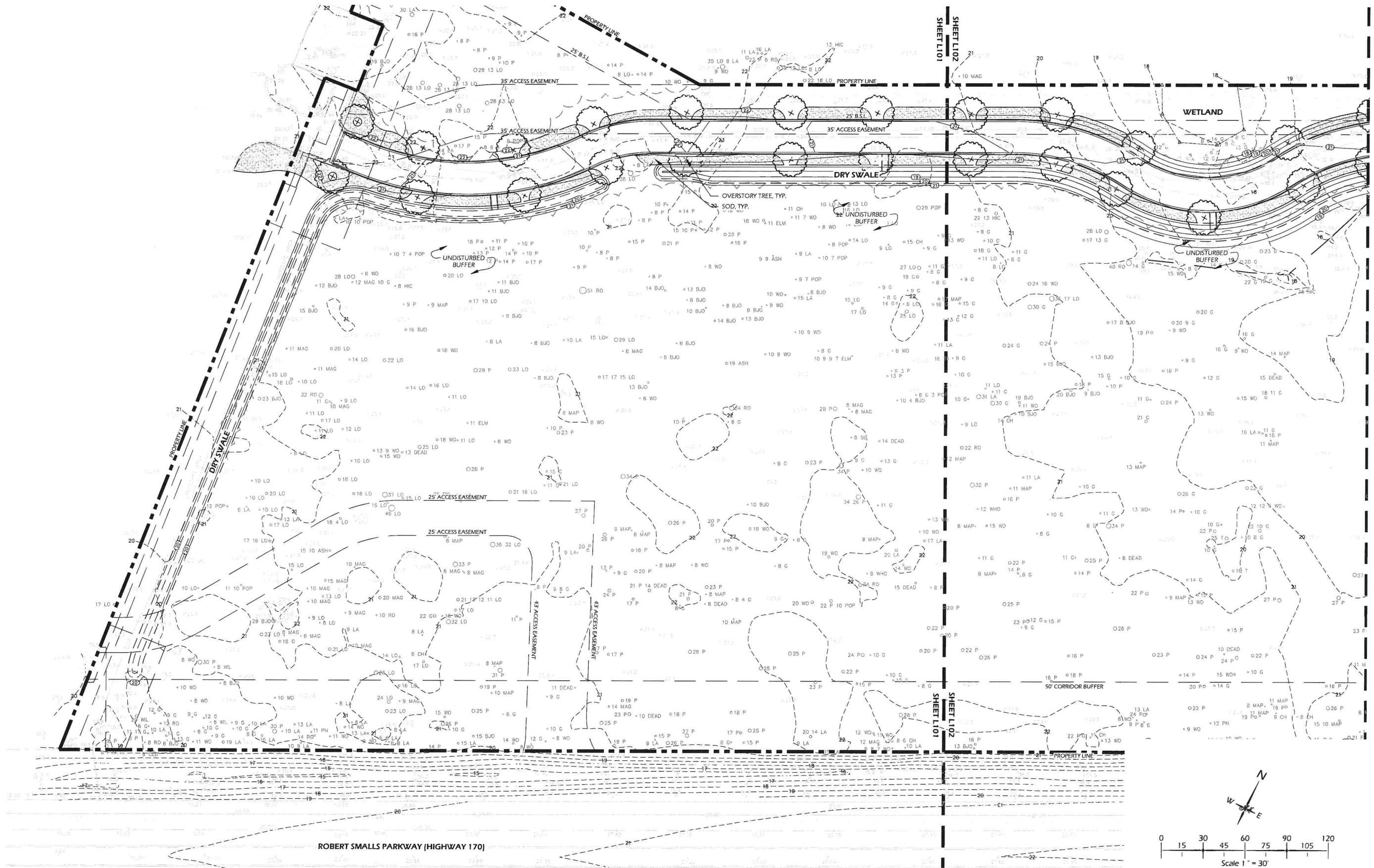
396 ROBERT SMALLS PKWY  
BEAUFORT, SC

**SHEET L100**

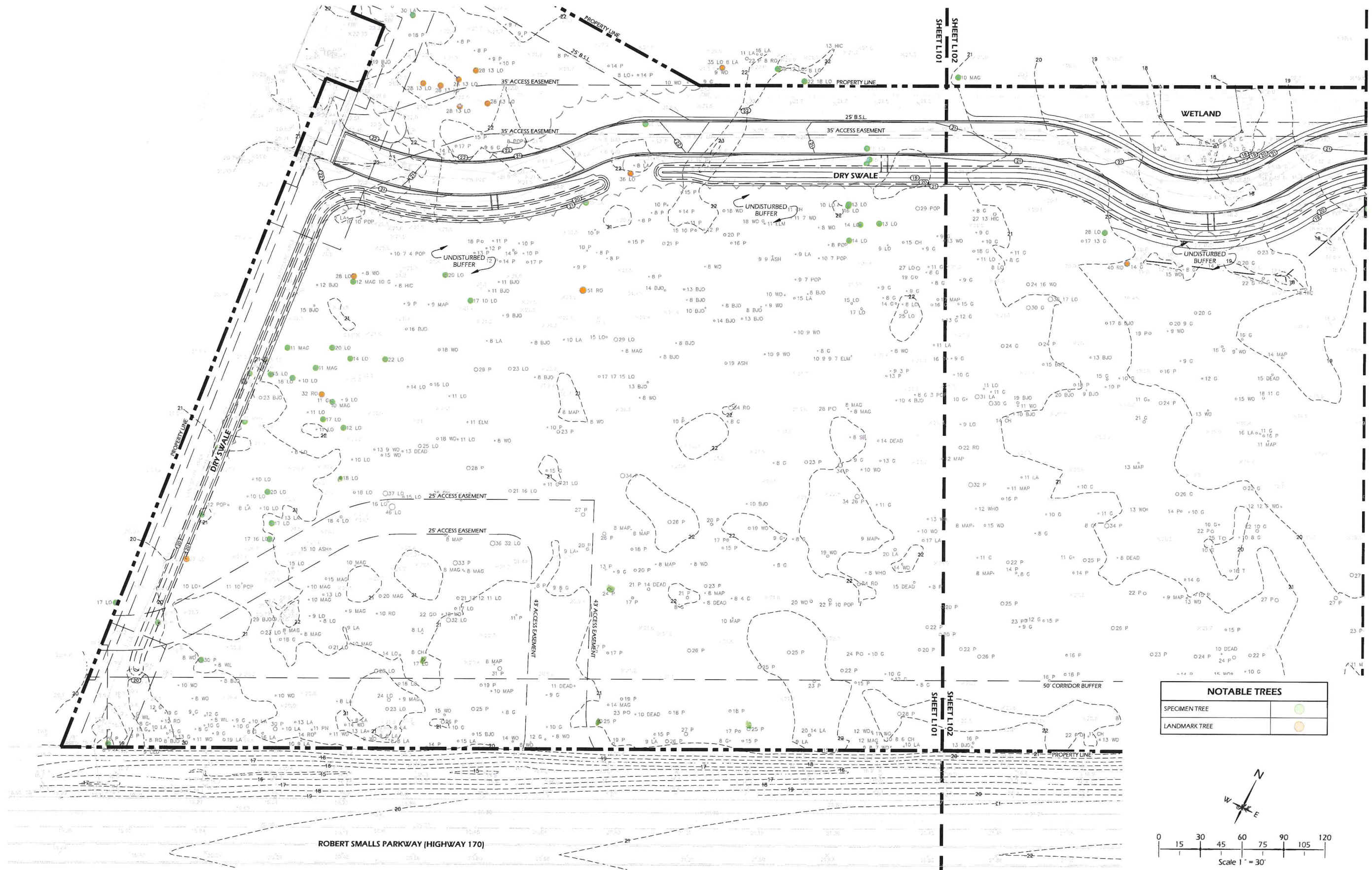
© 2025 WJK LTD.  
PLAN IS CONCEPTUAL IN NATURE  
AND IS SUBJECT TO CHANGE  
THIS SHEET TO SCALE AT 24"X36"



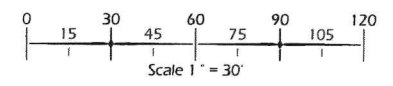
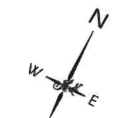
PRELIMINARY SITE PLAN



# PRELIMINARY SITE PLAN



NOTABLE TREES	
SPECIMEN TREE	
LANDMARK TREE	



OCTOBER 03, 2025

PROJECT NO: 25097.01  
 Witmer Jones Keefer Ltd. / 23 Promenade St., Suite 201, Bluffton, SC. 29910 / ph: (843) 757-7411 / www.wjkltd.com

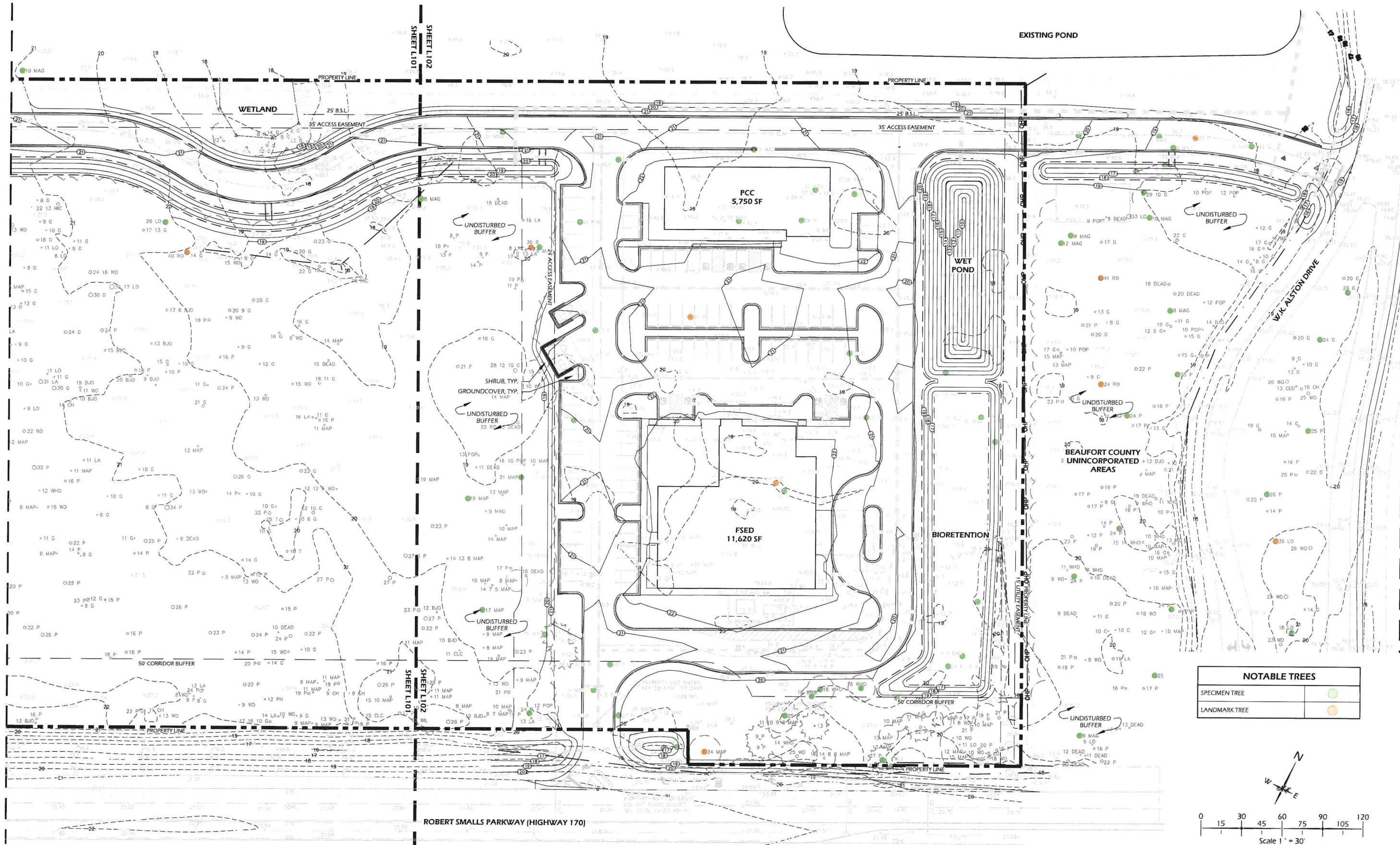
## NOVANT BEAUFORT FSED

396 ROBERT SMALLS PKWY  
 BEAUFORT, SC

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 THIS SHEET TO SCALE AT 24"X36"



# PRELIMINARY SITE PLAN



OCTOBER 03, 2025

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 Witmer Jones Keefer Ltd. / 23 Promenade St., Suite 201, Bluffton, SC. 29910 / ph: (843) 757-7411 / www.wjktd.com

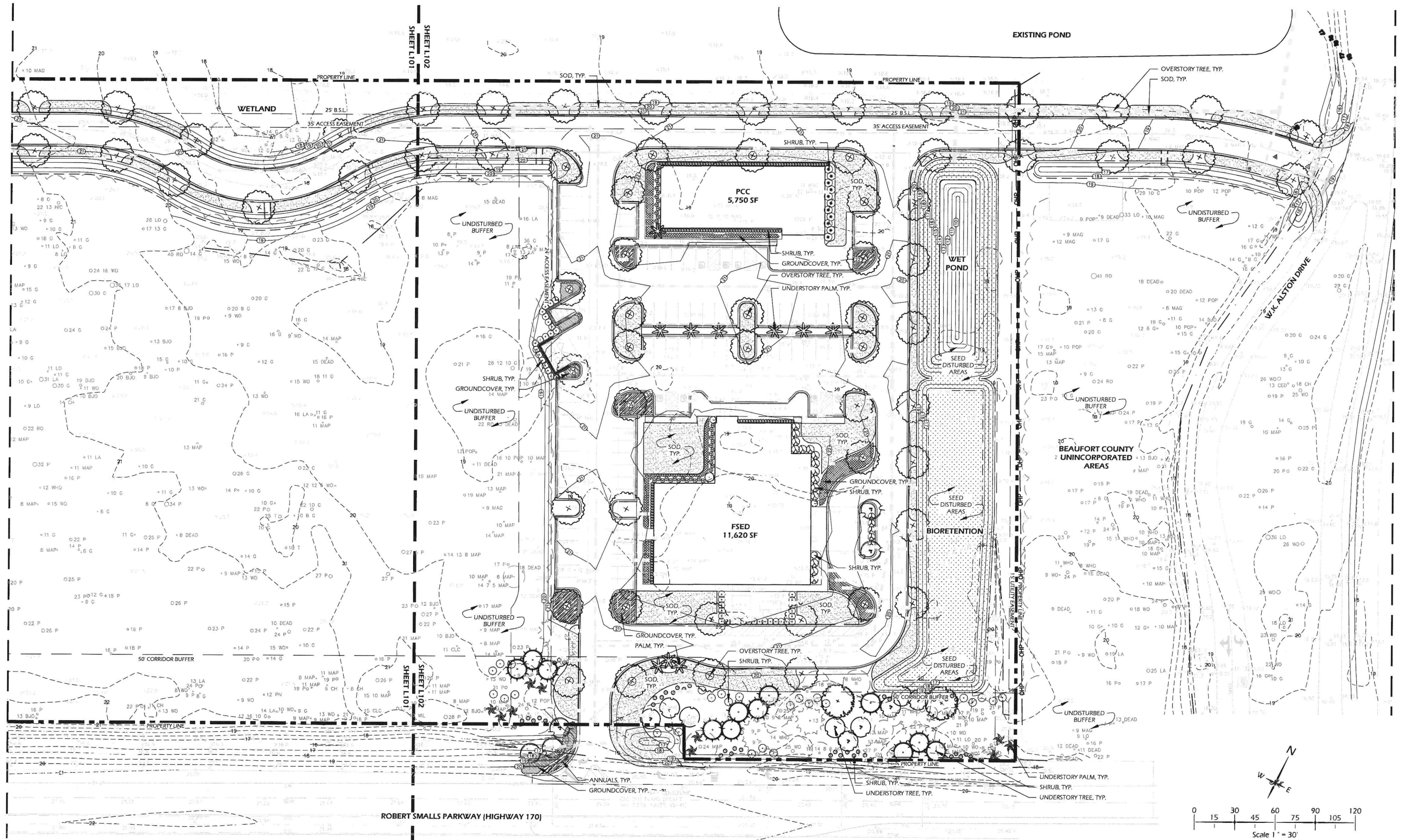
## NOVANT BEAUFORT FSED

396 ROBERT SMALLS PKWY  
 BEAUFORT, SC

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 PLAN IS CONCEPTUAL IN NATURE  
 AND IS SUBJECT TO CHANGE.  
 THIS SHEET TO SCALE AT 24"=36"

**Witmer Jones Keefer**  
 Ltd.  
 landscape architecture  
 land planning

PRELIMINARY SITE PLAN



OCTOBER 03, 2025

PROJECT NO.: 25097.01  
Witmer Jones Keefer Ltd. / 23 Promenade St., Suite 201, Bluffton, SC. 29910 / ph: (843) 757.7411 / www.wjktd.com

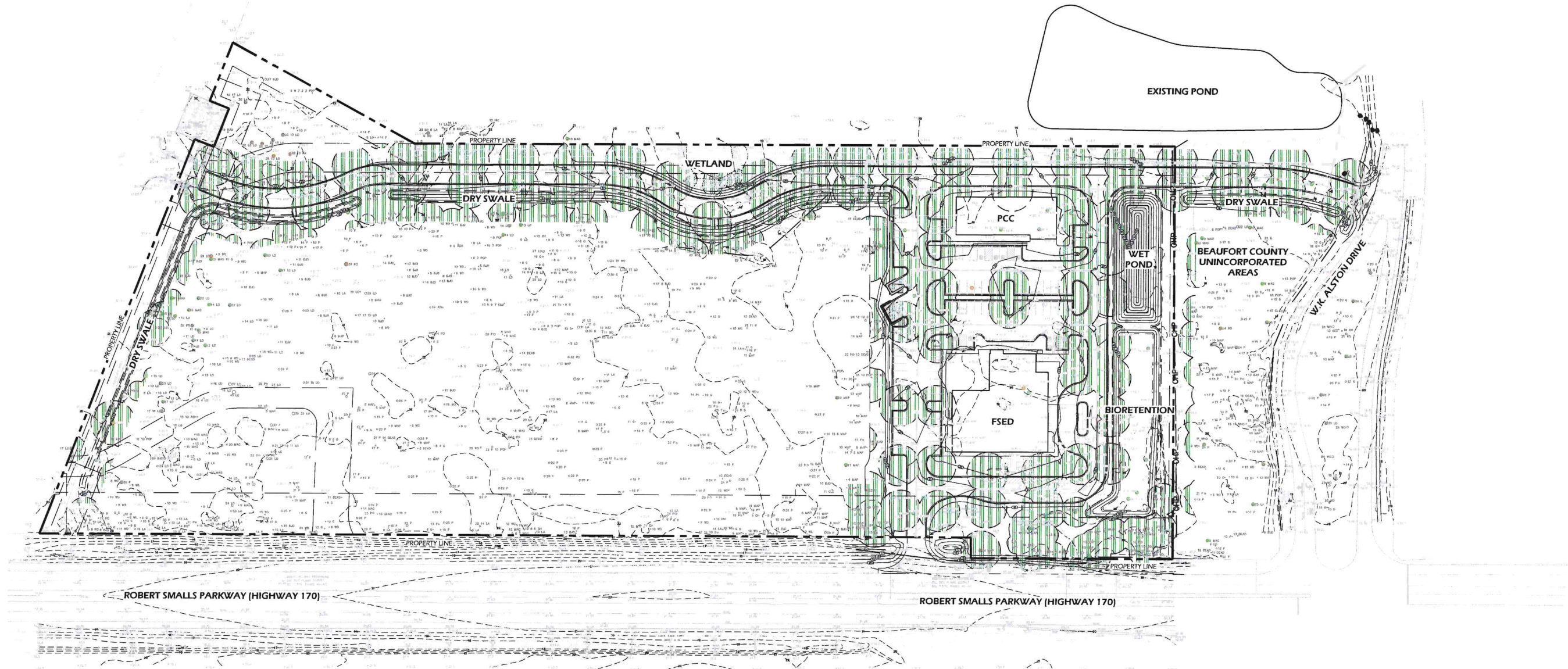
NOVANT BEAUFORT FSED  
396 ROBERT SMALLS PKWY  
BEAUFORT, SC

SHEET L103

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PLAN IS CONCEPTUAL IN NATURE  
AND IS SUBJECT TO CHANGE.  
THIS SHEET TO SCALE AT 24"X36"

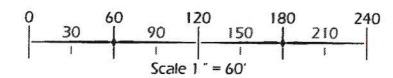


PRELIMINARY SITE PLAN



CANOPY COVERAGE TABLE	
DESCRIPTION	ACTUAL COVERAGE (SF)
TOTAL DISTURBED AREA	322,764 SF
BUILDING FOOTPRINTS	17,350 SF
REMAINING SITE AREA	13,255 SF
MATURE CANOPY COVERAGE (EXISTING AND PROPOSED)	179,838 SF
% CANOPY COVERAGE [30% MIN.]	55.72%

> 7.41 ac.  
17,370 sq ft



OCTOBER 03, 2025

PROJECT NO.: 25097.01  
Witmer Jones Keefer Ltd. / 23 Promenade St., Suite 201, Bluffton, SC. 29910 / ph: (843) 757.7411 / www.wjklt.com

NOVANT BEAUFORT FSED

396 ROBERT SMALLS PKWY  
BEAUFORT, SC

SHEET L100

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PLAN IS CONCEPTUAL IN NATURE  
AND IS SUBJECT TO CHANGE.  
THIS SHEET IS SCALE AT 3/4"=1'





VICINITY MAP  
Not To Scale

**OPEN SPACE EXHIBIT**

**BEAUFORT FSED & PCC**  
CITY OF BEAUFORT, SC

PREPARED FOR:  
**NOVANT HEALTH**

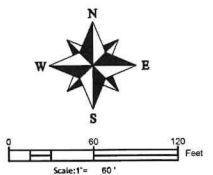
**LEGEND**

PROPOSED OPEN SPACE

**OPEN SPACE BREAKDOWN**

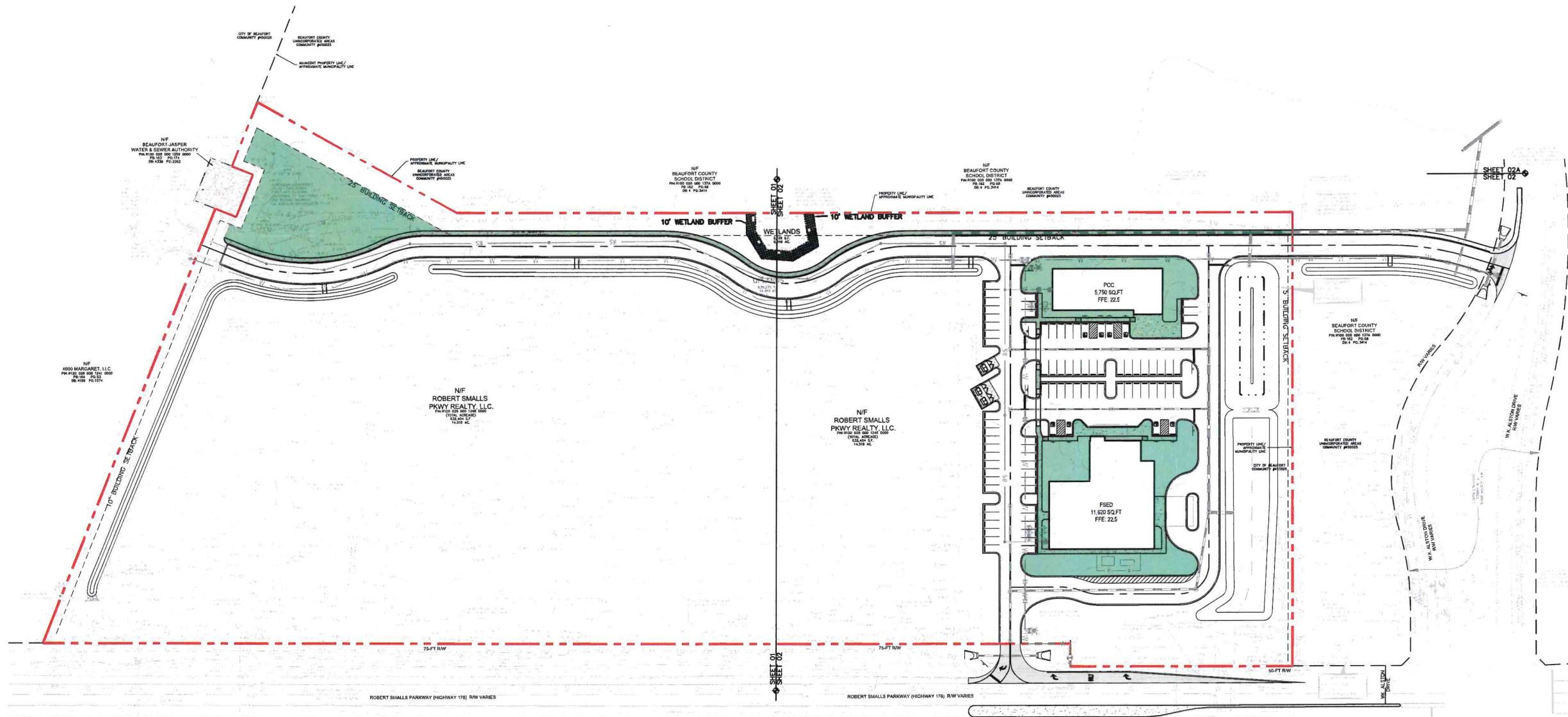
TOTAL SITE AREA = 14 AC  
TOTAL DISTURBED AREA = 6 AC  
TOTAL OPEN SPACE PER DISTURBED  
AREA = 1.11 AC

DOCUMENT IS CONCEPTUAL AND SUBJECT TO CHANGE.  
WARD EDWARDS INC. ASSUMES NO LIABILITY FOR  
ACCURACY OR DECISIONS MADE BY THE USER BASED UPON  
INFORMATION CONTAINED HEREIN.



**Ward  
Edwards**  
ENGINEERING  
P.O. BOX 381, BLUFFTON, SOUTH CAROLINA 29910  
PH (843) 837-5250 / FAX (843) 837-2558  
WWW.WARDEDWARDS.COM

PROJECT #:	230643
DATE:	11/14/25
PREPARED BY:	LYJ
SHEET NUMBER:	1 OF 1



# OSSABAW CONSULTING, LLC

---

P.O. Box 30012 ▪ Savannah, GA 31410 ▪ ossabawconsulting@gmail.com ▪ (912) 658 8833

## Arborist Site Report

Ward Edwards Engineering  
PO Box 381  
Bluffton, SC 29910

October 6, 2025

### **Location:**

Novant  
396 Robert Smalls Parkway  
Beaufort, SC

### **General Information:**

The subject parcel is an undeveloped area of land within the Beaufort, South Carolina. Trees of qualifying size located within the area were identified as to their potential as either “specimen” or “landmark” trees. The trees were inspected during September and October 2025 at a Level 2 Assessment, as defined by the International Society of Arboriculture (ISA).

### **Detailed Findings and Recommendations\*:**

The following tree has structural, or health issues and consideration should be given to not consider their full value as “specimen” or “landmark” trees. These defects do not necessarily mean that the tree should be removed but re-evaluated once the site plan is finalized.

- Tree No. 30: 37-inch Loblolly Pine, this tree has a decay seam.
- Tree No. 33: 30-inch Laurel Oak, this tree is declining.
- Tree No. 38: 25-inch Sweetgum, this tree has poor growth development and is covered in vines.
- Tree No. 39: 24-inch Red Maple, this tree has a broken top, storm damaged.
- Tree No. 41: 26-inch Loblolly Pine, this tree has a poor growth development, a lean and is covered in vines.
- Tree No. 42: 16/15-inch Red Maple, this tree has included bark.
- Tree No. 48: 24-inch Sweetgum, this tree is covered in vines.
- Tree No. 52: 24-inch Loblolly Pine, this tree has a canker and vertical decay seam.

The following trees are free of major and noticeable structural or health issues and meet the requirements of “specimen” or “landmark” trees.

- Tree No. 1: 30-inch Loblolly Pine.
- Tree No. 2: 27-inch Live Oak.
- Tree No. 3: 31-inch Loblolly Pine.
- Tree No. 4: 31-inch Loblolly Pine.
- Tree No. 5: 33-inch Loblolly Pine.
- Tree No. 6: 12/11-inch Southern Magnolia.
- Tree No. 7: 15-inch Live Oak.
- Tree No. 8: 20-inch Live Oak.
- Tree No. 9: 15-inch Live Oak.
- Tree No. 10: 15-inch Live Oak.
- Tree No. 11: 19-inch Laurel Oak.
- Tree No. 12: 36-inch Live Oak.
- Tree No. 13: 16-inch Laurel Oak.
- Tree No. 14: 15-inch Live Oak.
- Tree No. 15: 15-inch Live Oak.
- Tree No. 16: 14-inch Live Oak.
- Tree No. 17: 8-inch Southern Magnolia.
- Tree No. 18: 11-inch Southern Magnolia.
- Tree No. 19: 16-inch Southern Magnolia.
- Tree No. 20: 30-inch Loblolly Pine.
- Tree No. 21: 11-inch Southern Magnolia.
- Tree No. 22: 12-inch Southern Magnolia.
- Tree No. 23: 11-inch Southern Magnolia.
- Tree No. 24: 28-inch Loblolly Pine.
- Tree No. 25: 26-inch Loblolly Pine, this tree an asymmetrical canopy.
- Tree No. 26: 8-inch Southern Magnolia.
- Tree No. 27: 13/7/7-inch Southern Magnolia.
- Tree No. 28: 8-inch Southern Magnolia.
- Tree No. 29: 9-inch Southern Magnolia.
- Tree No. 31: 8-inch Southern Magnolia.
- Tree No. 32: 27-inch Loblolly Pine, this tree has a canker.
- Tree No. 34: 32-inch Loblolly Pine, this tree is covered in vines.
- Tree No. 35: 26-inch Loblolly Pine.
- Tree No. 36: 16-inch Red Maple.
- Tree No. 37: 29-inch Loblolly Pine.
- Tree No. 40: 26-inch Loblolly Pine.

- Tree No. 43: 30-inch Loblolly Pine.
- Tree No. 44: 16-inch Red Maple.
- Tree No. 45: 27-inch Loblolly Pine.
- Tree No. 46: 24-inch Loblolly Pine.
- Tree No. 47: 24-inch Loblolly Pine.
- Tree No. 49: 27-inch Loblolly Pine.
- Tree No. 50: 27-inch Loblolly Pine.
- Tree No. 51: 16-inch Sweetgum.
- Tree No. 53: 9/9-inch Mulberry.
- Tree No. 54: 27-inch Loblolly Pine.
- Tree No. 55: 16-inch Red Maple.

To ensure the long-term health and structural stability of any trees retained on-site during construction activities, it is strongly recommended that a Tree Protection Zone (TPZ) be established. Ideally, the TPZ should extend to the full extent of the tree's drip line. Where spatial limitations exist, a minimum radius of 1.25 feet per inch of trunk diameter at breast height (DBH) should be maintained, where feasible. TPZs must be enclosed with durable chain-link fencing to provide a physical barrier against mechanical injury. No equipment, materials, or construction-related activities should encroach upon this zone.

Within the TPZ, a layer of organic mulch composed of shredded hardwood should be applied to a depth not exceeding 4 inches. Mulching will aid in moisture retention, temperature regulation, and soil health. Where possible, supplemental irrigation should be installed to mitigate drought stress, particularly during and immediately following the construction phase.

To further support tree vigor and mitigate construction-induced stress, retained trees should be fertilized three times per year for a minimum of three years post-construction, following soil analysis and in accordance with ISA and ANSI A300 (Part 2) standards. Preventative treatments against wood-boring insect pests are also recommended and should be implemented based on local pest pressures and risk assessments.

All retained trees should undergo structural pruning to remove dead, damaged, or hazardous limbs and to promote public safety. All pruning activities must be conducted under the supervision of an ISA Certified Arborist and must comply with the current ANSI A300 (Part 1) standards and ISA Best Management Practices for pruning. Root pruning or cutting should be avoided wherever possible; however, if unavoidable, such procedures must be supervised and directed by an ISA Certified Arborist to minimize root loss and prevent tree decline.

Finally, an annual tree health and risk assessment conducted by an ISA Certified Arborist is recommended for all retained trees to ensure early detection of structural defects, pest infestations, or physiological decline, and to facilitate timely intervention.

**Inspector's information:**

Michael W. Pavlis, BS, MS  
ISA Certified Arborist, SO-5588A  
ISA Tree Risk Qualification

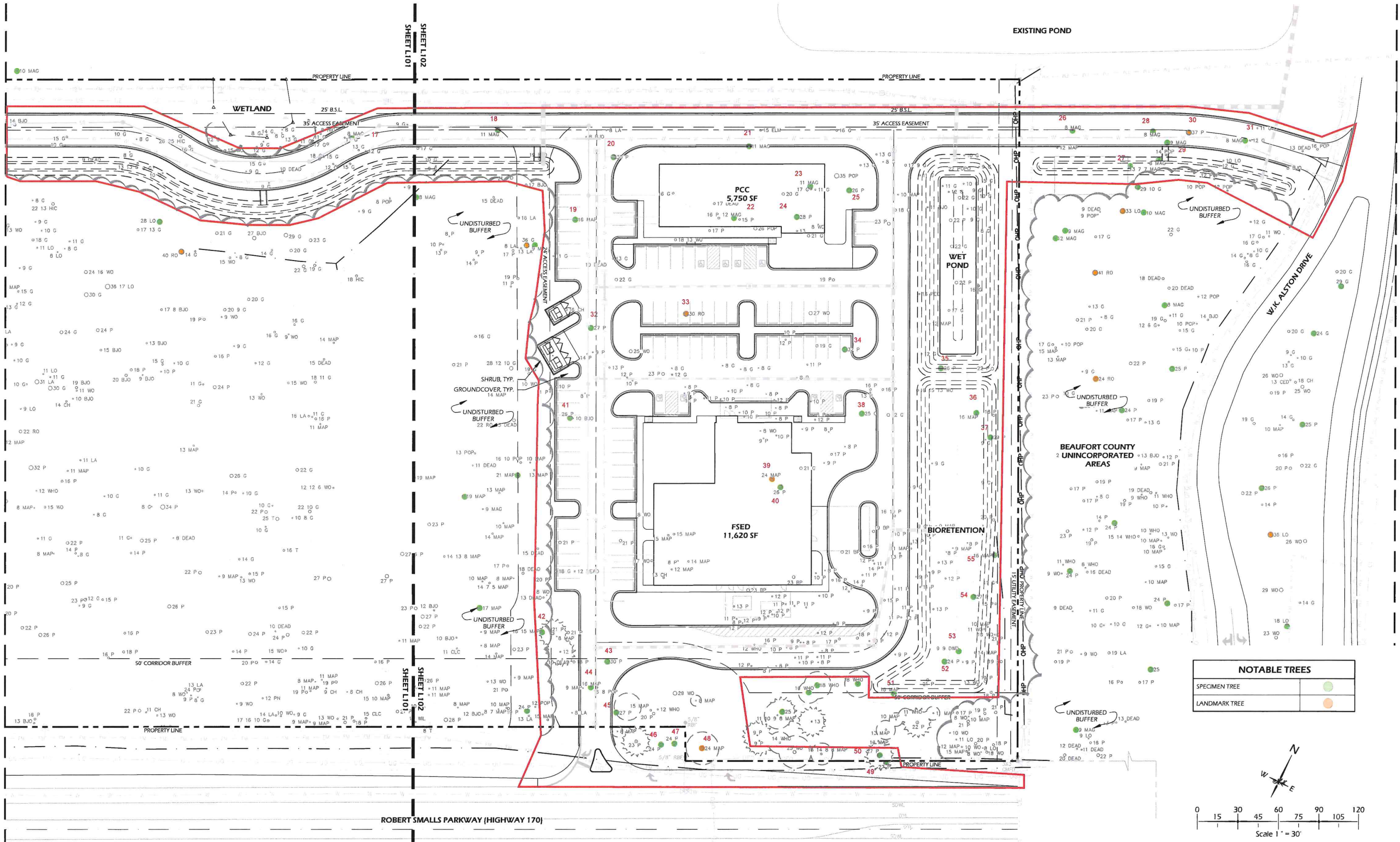
Thank you for your consideration and business,

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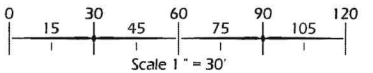
Michael W. Pavlis  
Ossabaw Consulting, LLC

\*Trees are living organisms that continuously respond to environmental conditions and physiological changes. The observations and recommendations provided in this report are based on conditions present at the time of assessment and assume ideal environmental factors. These conditions may change over time, potentially affecting tree health and structural integrity. While every effort is made to identify visible signs of defects or potential failure, it is important to note that not all issues can be detected through visual inspection alone. Subsurface or internal defects may exist and could result in partial or complete tree failure without prior visible symptoms, unless otherwise specifically stated in this report.

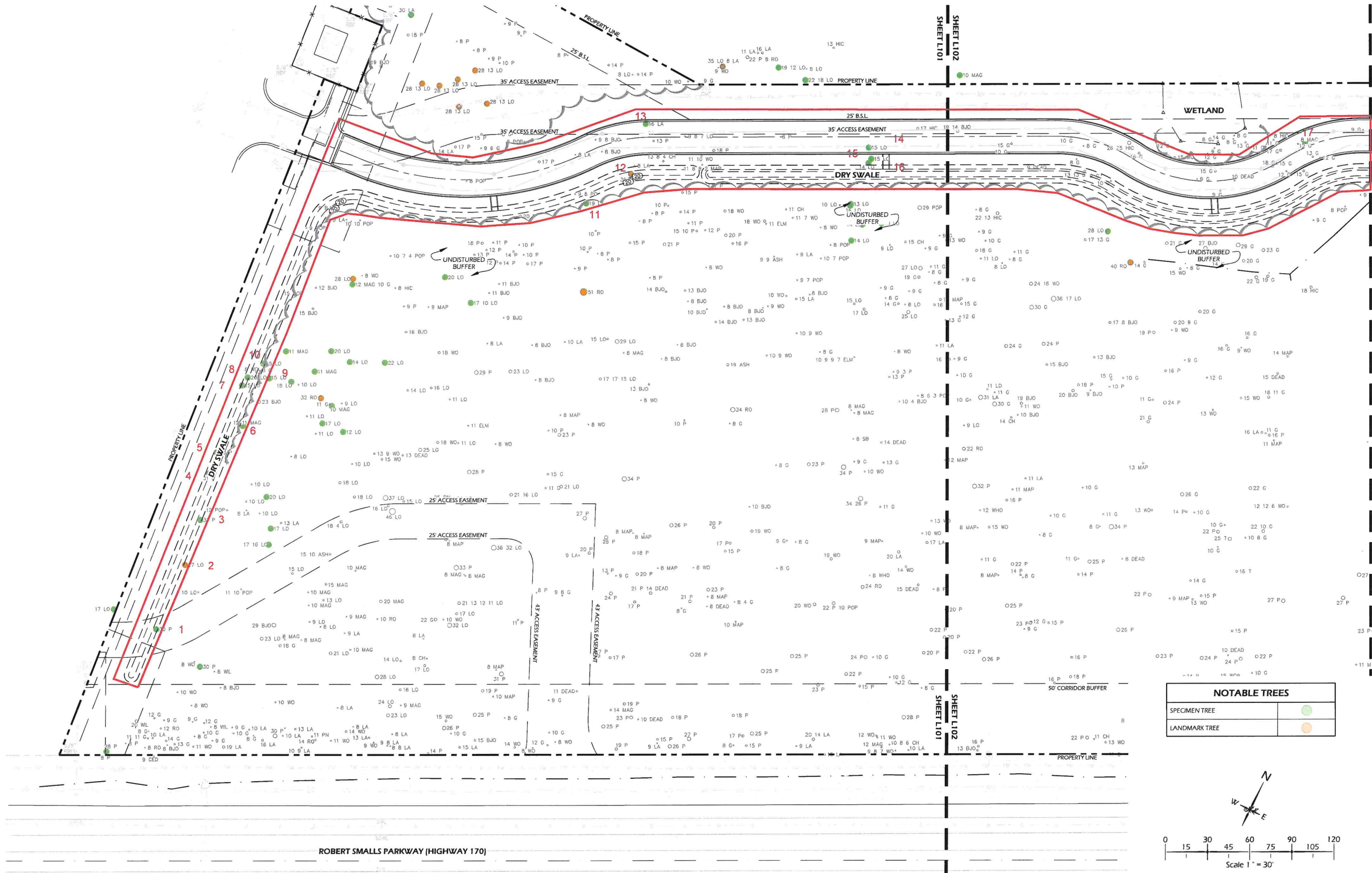
# PRELIMINARY SITE PLAN



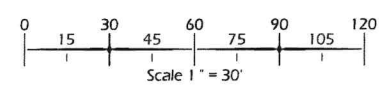
NOTABLE TREES	
SPECIMEN TREE	
LANDMARK TREE	

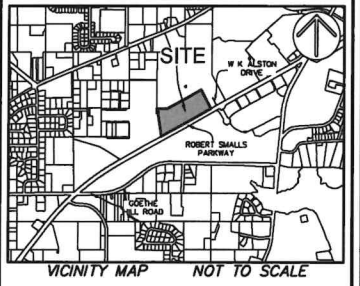
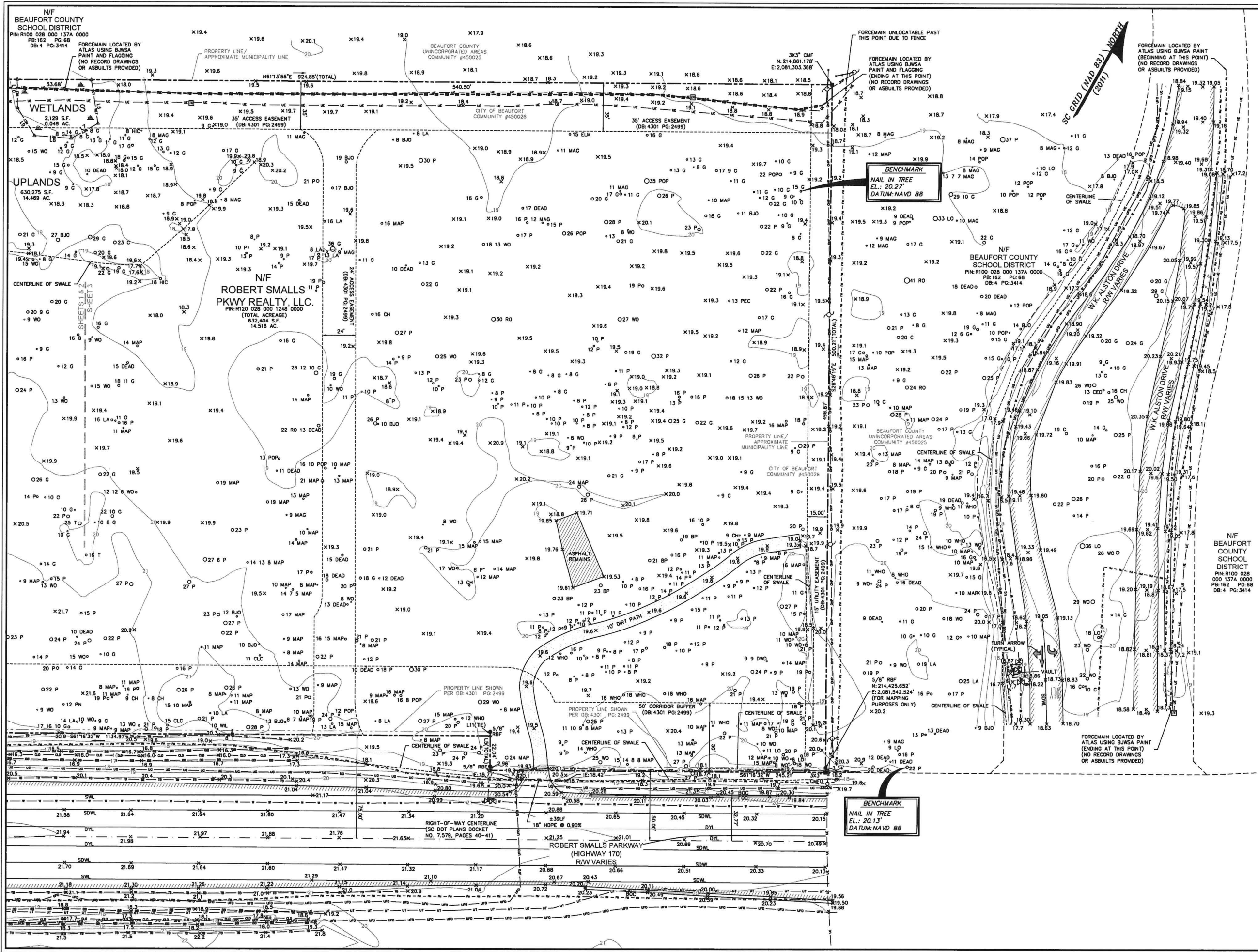


# PRELIMINARY SITE PLAN



NOTABLE TREES	
SPECIMEN TREE	
LANDMARK TREE	





- NOTES
1. FULL LEGEND & LINE TABLE ARE LOCATED ON COVER SHEET.
  2. THIS PARCEL APPEARS TO BE IN FLOOD ZONE X, COMMUNITY 450026, MAP NUMBER 4501300161G.
  3. CONTOURS ARE IN ONE FOOT INTERVALS. TREE SIZES SHOWN ARE IN INCHES OF DIAMETER.
  4. VERTICAL DATUM IS NAVD 88.
  5. BUILDING SETBACKS ARE TO BE DETERMINED BY THE PROPER AUTHORITIES, AND MUST BE VERIFIED PRIOR TO DESIGN & CONSTRUCTION.
  6. COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD 83). DISTANCES SHOWN ARE GROUND DISTANCES, NOT GRID DISTANCES.
  7. UNLESS OTHERWISE IDENTIFIED HEREON, NO TITLE PACKAGE PROVIDED PRIOR TO THE DATE SHOWN ON THIS SURVEY. ALL EASEMENTS AND APPURTENANCES AFFECTING THIS PROPERTY NOT NECESSARILY SHOWN.
  8. THE EXISTENCE AND LOCATION OF THE SURFACE AND SUB-SURFACE UTILITIES SHOWN HEREON ARE BASED UPON AVAILABLE RECORDS AND SURFACE VISIBLE FEATURES ALONG WITH ELECTRONIC AND ACQUISITIONAL EVIDENCE AS OF 4-2-2025. THE EXTENT AND LIABILITY OF THIS INFORMATION IS LIMITED TO THE STANDARDS OF CARE FOR A SPECIFIC UTILITY INVESTIGATION AS DEFINED BY THE AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) PUBLICATION 38-02. THE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES CANNOT BE DETERMINED WITHOUT EXPOSING THEM IN SOME WAY. PRIOR TO CONSTRUCTION OR EXCAVATION, IT IS REQUIRED BY LAW TO CONTACT THE STATE 811 UTILITY PROTECTION CENTER.
  9. ANYTHING SHOWN OUTSIDE THE BOUNDARIES OF THIS PARTICULAR PARCEL PLATTED IS FOR INFORMATION ONLY AND NO RIGHTS ARE BEING DEDICATED.
  10. WETLANDS WERE FLAGGED BY NEWKIRK ENVIRONMENTAL, INC. ON 10-15-2024 & LOCATED BY ATLAS SURVEYING, INC. ON 3-18-2025.

- REFERENCES
1. PB:163 PG:174
  2. PB:103 PG:81
  3. PB:72 PG:153
  4. DB:4338 PG:2565
  5. SC DOT PLANS, DOCKET NO. 7.579, PAGES 40-41)

30 15 0 30 60  
 GRAPHIC SCALE(1"=30')  
 PREPARED FOR:  
 MEADOWS & OHLY  
 AN AS-BUILT/TREE AND TOPOGRAPHIC SURVEY OF  
 #396 ROBERT SMALLS PARKWAY  
 BURTON  
 BEAUFORT COUNTY, SOUTH CAROLINA  
 PIN:R100 028 000 137A 0000  
 DB:162 PG:68  
 DB:4 PG:3414  
 FIELD WORK: S40  
 FIELD CHECK: DBL  
 DRAWING: DTL  
 FIELD DATE: 04-01-2025  
 PLAT DATE: 07-01-2025  
 SCALE: 1"=30'  
 PROJECT NO.: 87-15005  
 FILE: 87-25063 T10WG  
 SHEET 3 OF 3

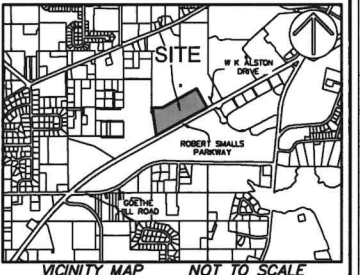
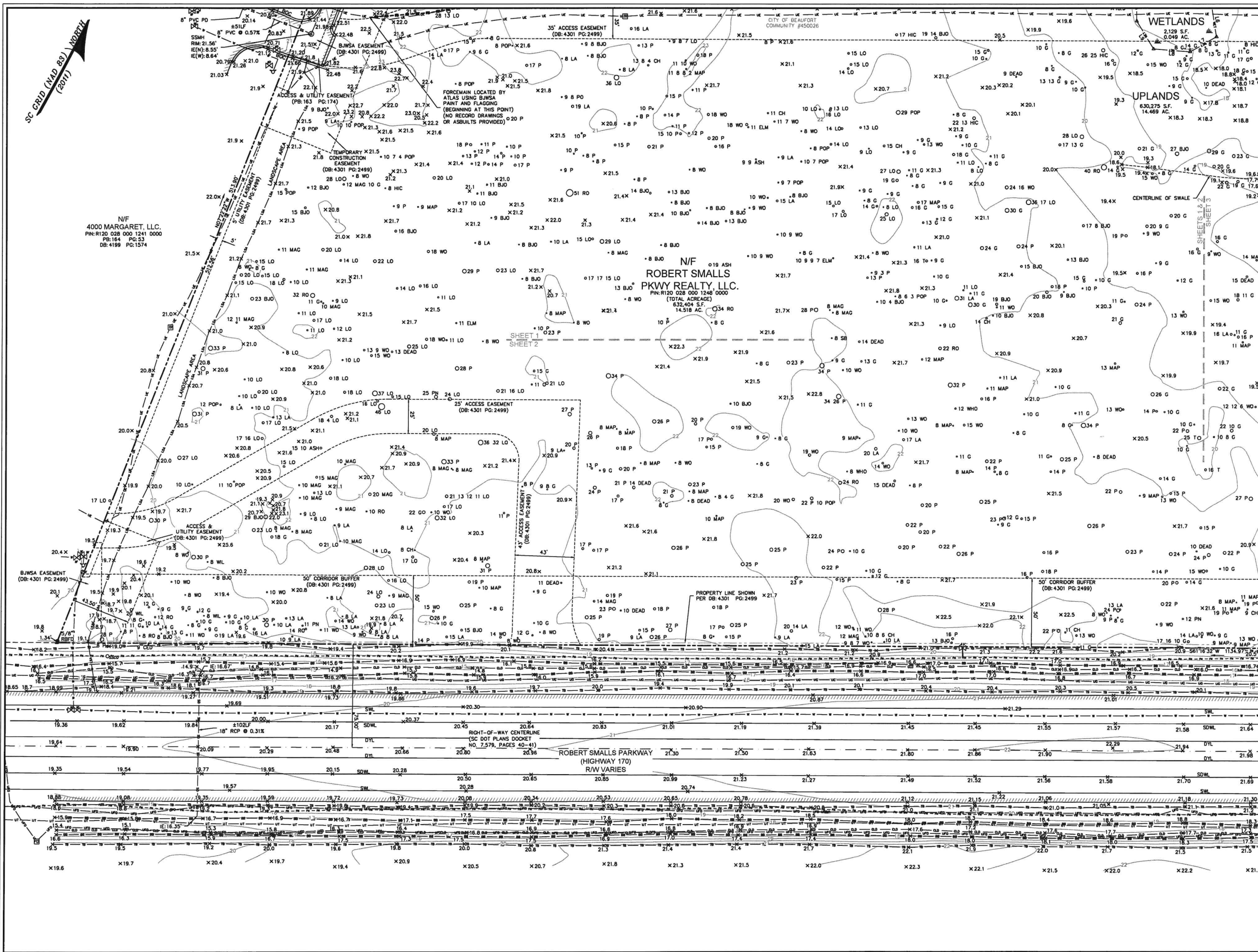
**ATLAS SURVEYING, INC.**  
 168 BOARDWALK DRIVE, SUITE A.  
 RIDGELAND, SC 29936.  
 PHONE: (843) 645-9277  
 WEBSITE: WWW.ATLASSURVEYING.COM



I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS AS SPECIFIED THEREIN.

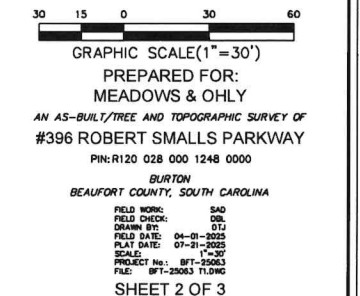
DANIEL B. LANGAN  
 S.C.P.L.S. No. 42680  
 NOT VALID UNLESS COMPLETED WITH SEAL

SC CRID (MAD 83) NORTH



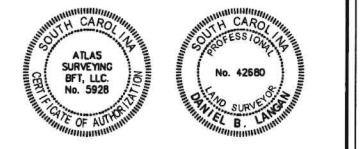
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- REFERENCES
1. PB: 163 PG: 174
  2. PB: 103 PG: 81
  3. PB: 72 PG: 153
  4. DB: 4338 PG: 2565
  5. SC DOT PLANS, DOCKET NO. 7.579, PAGES 40-41)



**ATLAS SURVEYING, INC.**

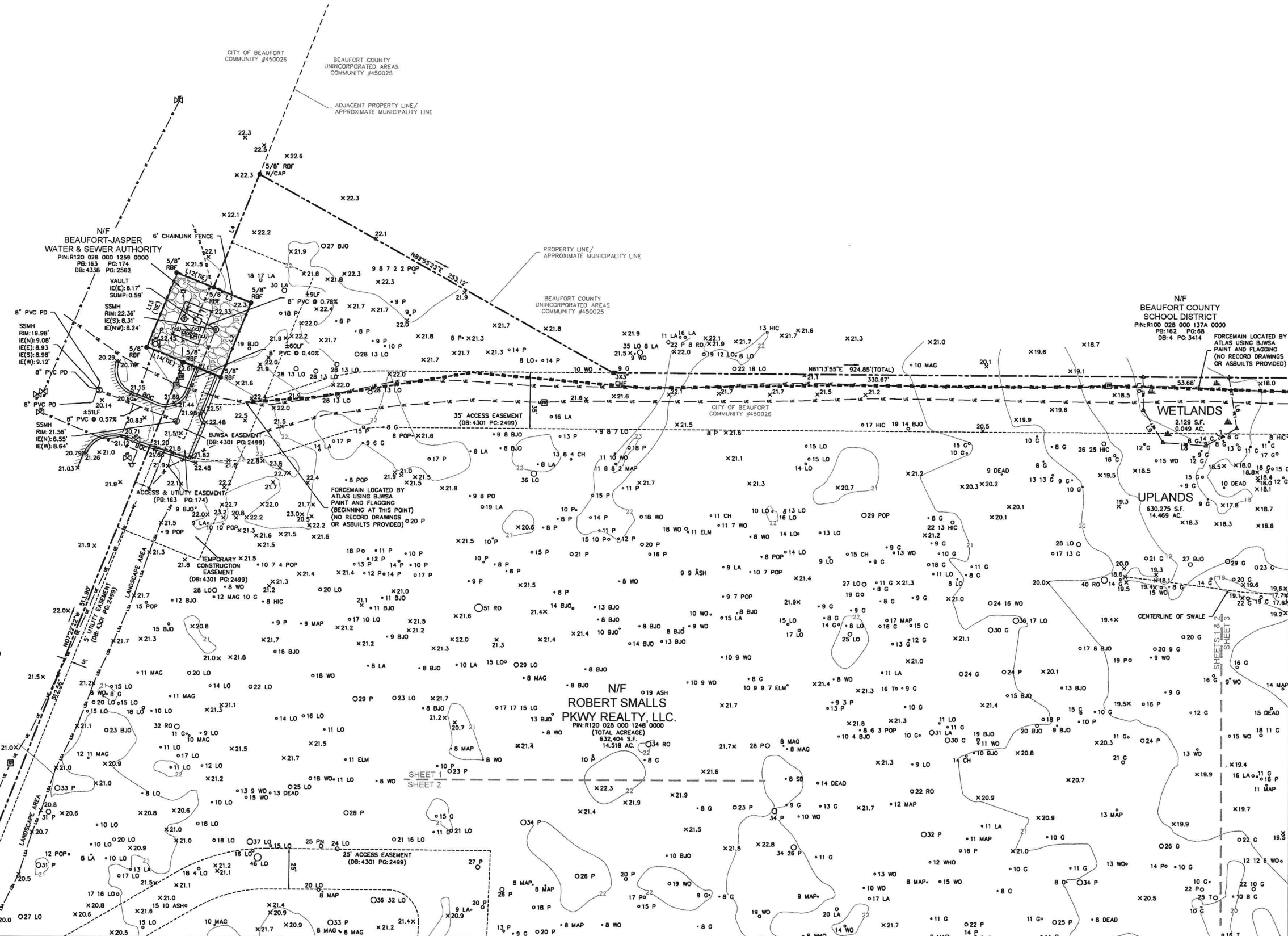
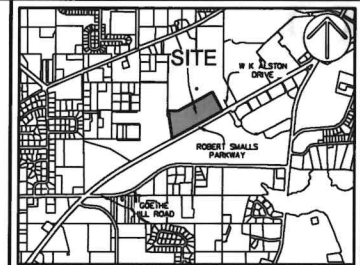
168 BOARDWALK DRIVE, SUITE A.  
RIDGELAND, SC 29936.  
PHONE: (843) 645-9277  
WEBSITE: WWW.ATLASSURVEYING.COM



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DANIEL B. LANGAN  
S.C.P.L.S. No. 42880  
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SC GRID (NAD 83) NORTH  
(2011)



- NOTES
- FULL LEGEND & LINE TABLE ARE LOCATED ON COVER SHEET.
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GRAPHIC SCALE (1"=30')

PREPARED FOR:  
MEADOWS & OHLY

AN AS-BUILT/TREE AND TOPOGRAPHIC SURVEY OF  
#396 ROBERT SMALLS PARKWAY  
PIN: R120 028 000 1248 0000

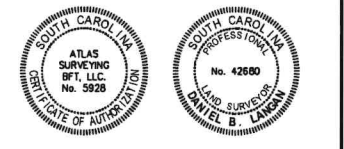
BURTON  
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: 04-01-2025  
FIELD CHECK: 04-01-2025  
PLAT DATE: 07-31-2025  
SCALE: 1"=30'  
PROJECT NO.: 25-0003  
FILE: 25-0003 TL002

SHEET 1 OF 3

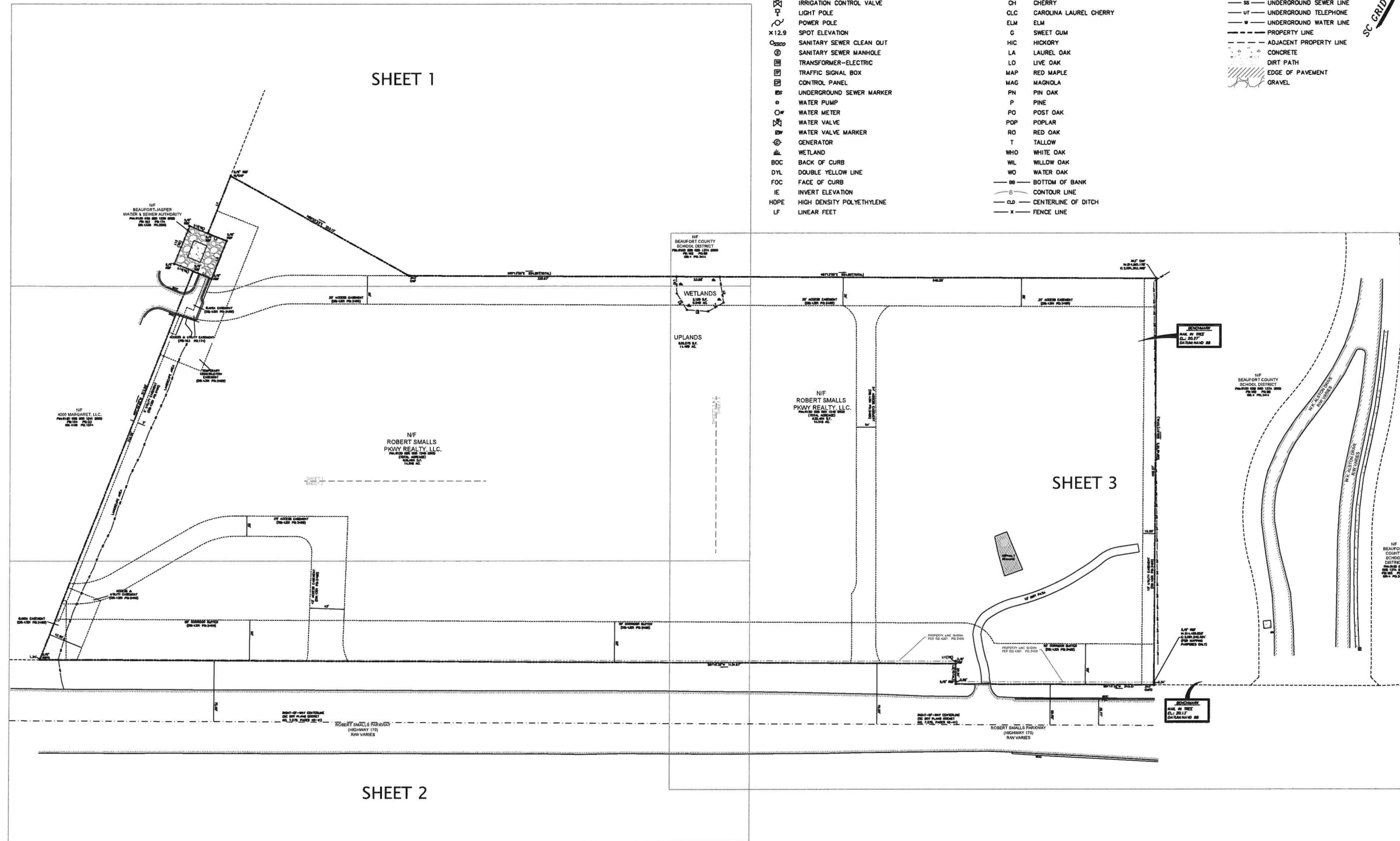
# ATLAS SURVEYING, INC.

168 BOARDWALK DRIVE, SUITE A.  
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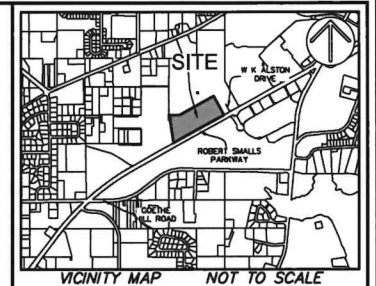


- LEGEND**
- ▲ CALC POINT - CORNER NOT SET
  - CMF ■ CONC. MONUMENT FOUND
  - CMFD ■ CONC. MONUMENT FOUND DISTURBED
  - RBF ● IRON REBAR FOUND
  - RBF0 ● IRON REBAR FOUND DISTURBED
  - ⊕ AIR RELEASE VALVE
  - ⊕ FIRE HYDRANT
  - ⊕ FIBER OPTIC BOX
  - ⊕ GUY WIRE
  - ⊕ IRRIGATION CONTROL VALVE
  - ⊕ LIGHT POLE
  - ⊕ POWER POLE
  - ⊕ X12.9 SPOT ELEVATION
  - ⊕ SANITARY SEWER CLEAN OUT
  - ⊕ SANITARY SEWER MANHOLE
  - ⊕ TRANSFORMER-ELECTRIC
  - ⊕ TRAFFIC SIGNAL BOX
  - ⊕ CONTROL PANEL
  - ⊕ UNDERGROUND SEWER MARKER
  - ⊕ WATER PUMP
  - ⊕ WATER METER
  - ⊕ WATER VALVE
  - ⊕ WATER VALVE MARKER
  - ⊕ GENERATOR
  - ⊕ WETLAND
  - BOC BACK OF CURB
  - DYL DOUBLE YELLOW LINE
  - FOC FACE OF CURB
  - IE INVERT ELEVATION
  - HOPE HIGH DENSITY POLYETHYLENE
  - LF LINEAR FEET

- LEGEND**
- PD PIPE DIRECTION
  - PIN PARCEL IDENTIFICATION NUMBER
  - PVC POLYVINYL CHLORIDE PIPE
  - RCP REINFORCED CONCRETE PIPE
  - SWL SINGLE WHITE LINE
  - SDWL SINGLE DASHED WHITE LINE
  - ASH ASH
  - BJO BLACKJACK OAK
  - BP BRADFORD PEAK
  - CH CHERRY
  - CLC CAROLINA LAUREL CHERRY
  - ELM ELM
  - G SHEET GUM
  - HIC HICKORY
  - LA LAUREL OAK
  - LD LIVE OAK
  - MAP RED MAPLE
  - MAG MAGNOLIA
  - PN PIN OAK
  - P PINE
  - PO POST OAK
  - POP POPLAR
  - RO RED OAK
  - T TALLOW
  - WHO WHITE OAK
  - WL WILLOW OAK
  - WO WATER OAK
  - BOTTOM OF BANK
  - CONTOUR LINE
  - CENTERLINE OF DITCH
  - FENCE LINE

- LEGEND**
- FM FORCEMAIN
  - OPW OVERHEAD POWER LINE
  - WET WETLAND LINE
  - LSA LANDSCAPE AREA LINE
  - TD TOP OF BANK
  - UD UNDERGROUND DRAINAGE LINE
  - UE UNDERGROUND ELECTRIC LINE
  - UFD UNDERGROUND FIBER OPTICS LINE
  - UG UNDERGROUND GAS LINE
  - US UNDERGROUND SEWER LINE
  - UT UNDERGROUND TELEPHONE
  - W UNDERGROUND WATER LINE
  - PROPERTY LINE
  - ADJACENT PROPERTY LINE
  - CONCRETE
  - DIRT PATH
  - EDGE OF PAVEMENT
  - GRAVEL

SC GRID (NAD 83) NORTH  
(2011)



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60 30 0 60 120  
GRAPHIC SCALE(1"=60')

PREPARED FOR:  
MEADOWS & OHLY

AN AS-BUILT/TREE AND TOPOGRAPHIC SURVEY OF  
#396 ROBERT SMALLS PARKWAY  
PIN: R120 028 000 1248 0000

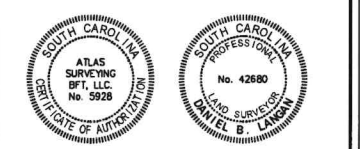
BURTON  
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: SAD  
FIELD CHECK: DE  
DRAWN BY: DTJ  
FIELD DATE: 04-01-2025  
PLAT DATE: 07-21-2025  
SCALE: AS SHOWN  
PROJECT No.: BFT-25063  
FILE: BFT-25063.T109G

COVER SHEET

**ATLAS SURVEYING, INC.**

168 BOARDWALK DRIVE, SUITE A.  
RIDGELAND, SC 29936  
PHONE: (843) 645-9277  
WEBSITE: WWW.ATLASSURVEYING.COM



**LINE TABLE**

LABEL	BEARING	DISTANCE
L1	N82°39'09" E	24.97
L2	N07°21'03" W	50.00
L3	S82°43'31" W	26.02
L4	N07°21'59" W	75.63
L5	N25°00'24" W	25.00
L6	S17°43'23" E	32.05
L7	S33°35'23" W	72.08
L8	S85°17'06" W	26.73
L9	N60°31'10" W	23.72
L10	N25°39'54" W	20.53
L11	N27°58'49" W	3.04
L12	S82°31'27" W	24.99
L13	S07°25'22" E	48.99
L14	S82°36'21" W	25.00

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DANIEL B. LANGAN  
S.C.P.L.S. No. 42680  
NOT VALID UNLESS CRAMPED WITH SEAL

---

**RE: BJWSA #2026-004 - Beaufort FSED and PCC Capacity Confirmation**

---

**From** Matthew Michaels <matthew.michaels@bjwsa.org>  
**Date** Mon 10/27/2025 1:38 PM  
**To** Leah Johnston <ljohnston@wardedwards.com>  
**Cc** Conor Blaney <cblaney@wardedwards.com>; Debbie Findley <dfindley@wardedwards.com>; Sheila Sulak <ssulak@wardedwards.com>; Jason Quick <Jason.Quick@bjwsa.org>; Development <Development@bjwsa.org>

Good Afternoon,

This site will discharge its gravity sewer to the existing SP-75 pump station that was built by the new 4000 Margaret apartments. The pump station was built to handle both the apartments and the property FSED is proposed on. SP-75 has the capacity for FSED. As for the water, based on what Ward Edwards has provided in their calculations, it appears the existing water system can provide the required flows and pressures for the site.

Please let me know if you have any questions.  
Thanks,

**Matthew Michaels, PE**  
Development Program Manager  
matthew.michaels@bjwsa.org

**BJWSA**  
6 Snake Road  
Okatie, SC 29909  
Phone: (843) 987-8094  
Fax: (843) 548-4168  
<http://www.bjwsa.org>

**Our Mission:**

**Provide quality water and wastewater services to our current and future customers in the Lowcountry.**

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**From:** Leah Johnston <ljohnston@wardedwards.com>  
**Sent:** Wednesday, October 22, 2025 2:15 PM  
**To:** Development <Development@bjwsa.org>; Jason Quick <Jason.Quick@bjwsa.org>; Matthew Michaels <matthew.michaels@bjwsa.org>; Marqueea Beaton <Marqueea.Beaton@bjwsa.org>; Mahathi Bhooshi <mahathi.bhooshi@bjwsa.org>; Jordan Silva <jordan.silva@bjwsa.org>  
**Cc:** Conor Blaney <cblaney@wardedwards.com>; Debbie Findley <dfindley@wardedwards.com>; Sheila Sulak

<ssulak@wardedwards.com>

**Subject:** BJWSA #2026-004 - Beaufort FSED and PCC Capacity Confirmation

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---

Good afternoon,

The City of Beaufort has requested verification from BJWSA confirming that sufficient water and sewer capacity is currently available to serve the Beaufort FSED & PCC project located at 396 Robert Smalls Parkway. They noted that this verification needs to confirm actual capacity rather than be in the form of a standard "will serve" letter.

Could you please provide documentation or correspondence confirming that the necessary infrastructure capacity exists to support this project?

Thanks so much,  
Leah Johnston



Leah Johnston  
EIT, CEPSCI  
Designer  
m 240.848.8034

**Beaufort FSED**  
Traffic Impact Analysis

Beaufort, South Carolina

*Prepared for*  
Ward Edwards Engineering

*Prepared by*  
**Kimley»Horn**

**Beaufort FSED**  
Traffic Impact Analysis

Beaufort, South Carolina

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**Table of Contents**

**Executive Summary ..... iii**

**1 Introduction..... 1**

    1.1 Existing Conditions..... 2

**2 Project Traffic ..... 6**

    2.1 Trip Generation..... 6

    2.2 Trip Distribution & Assignment ..... 7

**3 Existing and Future Traffic Volume Development..... 10**

    3.1 Existing Traffic Development..... 10

    3.2 Future-Year No-Build Traffic Development ..... 10

    3.3 Future-Year Build Traffic Development..... 10

**4 Capacity Analysis ..... 14**

    4.1 Whitaker Aly at Lucas Aly..... 15

    4.2 SC 170 (Robert Smalls Parkway) at WK Alston Drive ..... 16

    4.3 WK Alston Drive at RSLA Bus Access..... 17

    4.4 WK Alston Drive at RSLA Full-Movement Access..... 18

    4.5 WK Alston Drive at RSLA Northern Access ..... 19

    4.6 WK Alston Drive at Broad River Boulevard ..... 20

    4.7 WK Alston Drive at FSED Site Access #1..... 21

    4.8 SC 170 (Robert Smalls Parkway) at FSED Site Access #2 ..... 22

**5 Auxiliary Turn Lane Warrants ..... 23**

**6 Conclusion ..... 24**

**List of Figures**

Figure 1 – Conceptual Site Plan.....3  
Figure 2 – Study Area Map .....4  
Figure 3 – Existing Roadway Geometry and Intersection Control.....5  
Figure 4 – Trip Distribution and Assignment.....8  
Figure 5 – Project Trips.....9  
Figure 6 – 2025 Existing Peak Hour Traffic Volumes .....11  
Figure 7 – 2030 No-Build Peak Hour Traffic Volumes .....12  
Figure 8 – 2030 Build Peak Hour Traffic Volumes.....13  
Figure 9 – Recommended Roadway Geometry and Intersection Control .....25

**List of Tables**

Table 1 – Trip Generation Summary .....6  
Table 2 – HCM Level of Service Criteria .....14  
Table 3 – Whitaker Aly at Lucas Aly Analysis Results.....15  
Table 4 – SC 170 (Robert Smalls Parkway) at WK Alston Drive Analysis Results.....16  
Table 5 – WK Alston Drive at RSLA Bus Access Analysis Results.....17  
Table 6 – WK Alston Drive at RSLA Full-Movement Access Analysis Results.....18  
Table 7 – WK Alston Drive at RSLA Northern Access Analysis Results .....19  
Table 8 – WK Alston Drive at Broad River Boulevard Analysis Results .....20  
Table 9 – WK Alston Drive at FSED Site Access #1 Analysis Results.....21  
Table 10 – SC 170 (Robert Smalls Parkway) at FSED Site Access #2 Analysis Results.....22

**List of Appendices**

- A – Turning Movement Counts
- B – Traffic Volume Development Worksheets
- C – Capacity Analysis Worksheets
- D – Turn Lane Warrant Analysis Worksheets

## Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed Beaufort FSED development. The development is proposed to be located at the northwest quadrant of the intersection of SC 170 (Robert Smalls Parkway) at WK Alston Drive and is planned to consist of the following:

- 17,400 SF of Medical-Office Building Space

The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the following site accesses:

- One full-movement driveway with one ingress and one egress lane as the west leg of the proposed intersection of WK Alston Drive at FSED Site Access #1
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at FSED Site Access #2

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections:

- Whitaker Aly at Lucas Aly
- SC 170 (Robert Smalls Parkway) at WK Alston Drive
- WK Alston Drive at RSLA Bus Access
- WK Alston Drive at RSLA Full-Movement Access
- WK Alston Drive at RSLA Northern Access
- WK Alston Drive at Broad River Boulevard
- WK Alston Drive at FSED Site Access #1
- SC 170 (Robert Smalls Parkway) at FSED Site Access #2

Based on the results of the traffic analysis, the proposed Beaufort FSED Development is anticipated to have minimal impact on the surrounding road network. No mitigation due to the impacts is recommended as part of this TIA.

## 1 Introduction

The purpose of this TIA is to review vehicular traffic impacts as a result of the proposed Beaufort FSED development. The development is proposed to be located at the northwest quadrant of the intersection of SC 170 (Robert Smalls Parkway) at WK Alston Drive and is planned to consist of the following:

- 17,400 SF of Medical-Office Building Space

The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the following site accesses:

- One full-movement driveway with one ingress and one egress lane as the west leg of the proposed intersection of WK Alston Drive at FSED Site Access #1
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at FSED Site Access #2

The conceptual site plan can be seen in **Figure 1**.

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections and is illustrated in **Figure 2**.

- Whitaker Aly at Lucas Aly
- SC 170 (Robert Smalls Parkway) at WK Alston Drive
- WK Alston Drive at RSLA Bus Access
- WK Alston Drive at RSLA Full-Movement Access
- WK Alston Drive at RSLA Northern Access
- WK Alston Drive at Broad River Boulevard
- WK Alston Drive at FSED Site Access #1
- SC 170 (Robert Smalls Parkway) at FSED Site Access #2

As part of the *Watercrest Apartments (Kimley-Horn 2025)* study and other development in the area, improvements were recommended along WK Alston Drive. These improvements are included in the 2030 No-Build condition and 2030 Build condition analysis and are not the responsibility of the FSED site and are listed here:

### ***WK Alston Drive at RSLA Northern Access / Watercrest Apartments Access***

- A northbound right-turn lane with 100 feet of full width storage and a 100-foot taper
- A southbound right-turn lane with 100 feet of full width storage and a 100-foot taper
- The proposed Watercrest Access was analyzed with a single ingress and a single egress lane

### ***WK Alston Drive at RSLA Full-Movement Access***

- A northbound left-turn lane with 100 feet of full width storage and a 100-foot taper

### ***WK Alston Drive at Broad River Boulevard***

- An eastbound right-turn lane with 200 feet of full width storage and a 100-foot taper

## 1.1 Existing Conditions

The primary roadways in the vicinity of the site are SC 170 (Robert Smalls Parkway), WK Alston Drive, and Broad River Boulevard.

**SC 170 (Robert Smalls Parkway)** is a five-lane, undivided local road with a posted speed limit of 45 mph in the vicinity of the FSED site. SC 170 (Robert Smalls Parkway) had an Annual Average Daily Traffic (AADT) of 20,800 vehicles per day in 2024 per SCDOT count station 07-0175.

**WK Alston Drive** is a two-lane, undivided minor arterial with a posted speed limit of 35 mph in the vicinity of the FSED site. SCDOT does not provide AADT data for WK Alston Drive.

**Broad River Boulevard** is a two-lane, undivided major collector with a posted speed limit of 45 mph in the vicinity of the FSED site. Broad River Boulevard had an AADT of 7,200 vehicles per day in 2024 per SCDOT count station 07-0251.

The existing geometry and traffic control for the study area is illustrated in **Figure 3**.

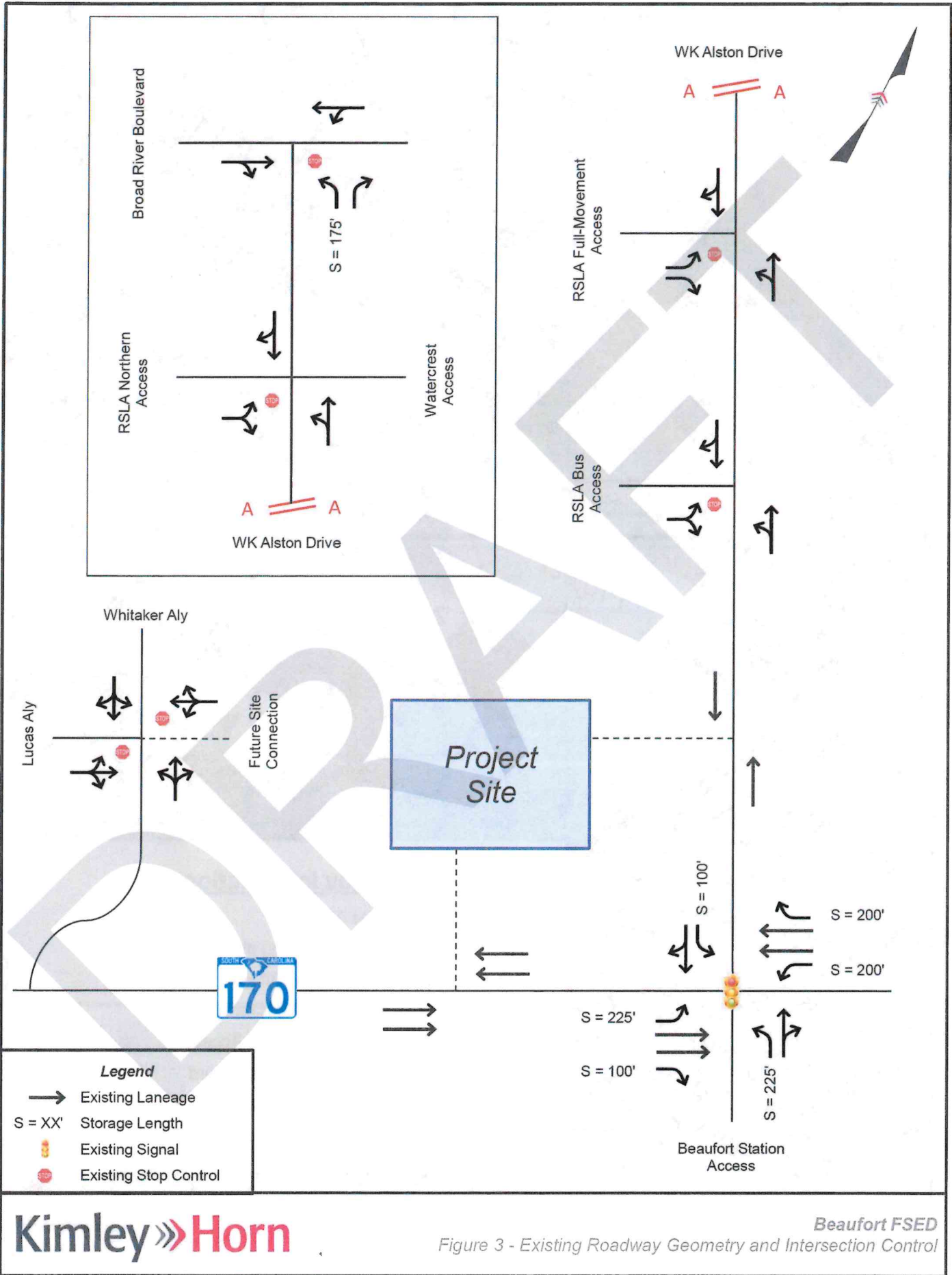
Figure 1 - Conceptual Site Plan





### Study Intersections

- 1.) Whitaker Aly at Lucas Aly
- 2.) SC 170 (Robert Smalls Parkway) at WK Alston Drive
- 3.) WK Alston Drive at RSLA Bus Access
- 4.) WK Alston Drive at RSLA Full-Movement Access
- 5.) WK Alston Drive at RSLA Northern Access
- 6.) WK Alston Drive at Broad River Boulevard
- 7.) WK Alston Drive at FSED Site Access #1
- 8.) SC 170 (Robert Smalls Parkway) at FSED Site Access #2



## 2 Project Traffic

### 2.1 Trip Generation

The trip generation rates and equations published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th Edition* were used to estimate the trip generation potential for the proposed medical development. The analysis was performed using the information provided for the following land use code (LUC):

- LUC 720 – Medical-Dental Office Building – 17,400 square-feet (SF)

LUC 720 was used because it has more reliable and conservative data than LUC 650 – Free-Standing Emergency Room. Internal capture and pass-by trip reductions were not considered in the trip generation analysis.

The estimated trip generation for the Beaufort FSED is summarized in **Table 1**, which indicates that the development is anticipated to generate 49 trips (38 in/11 out) during the AM peak hour and 59 trips (18 in/41 out) during the PM peak hour.

**Table 1 – Trip Generation Summary**

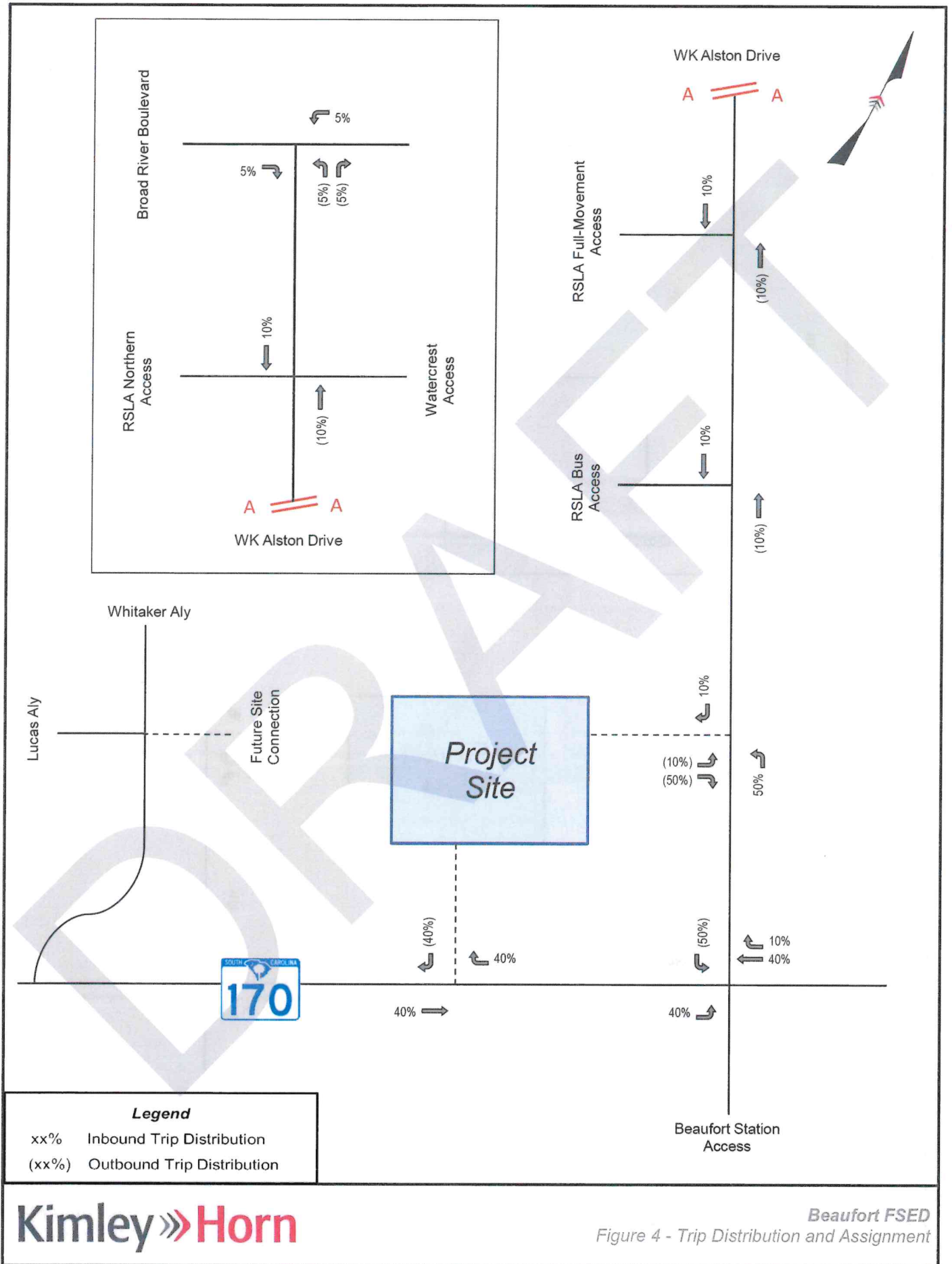
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
720 – Medical-Dental Office Building	17.4	KSF	631	49	38	11	59	18	41
<b>Total Net New External Trips</b>			<b>631</b>	<b>49</b>	<b>38</b>	<b>11</b>	<b>59</b>	<b>18</b>	<b>41</b>
<b><u>Daily Traffic Generation</u></b>									
720 – Medical-Dental Office Building		ITE 720	=	T = 40.60 * (X) + (-75.15); (50% In; 50% Out)					
<b><u>AM Peak-Hour Traffic Generation</u></b>									
720 – Medical-Dental Office Building		ITE 720	=	T = 0.9 * LN (X) + (1.33); (78% In; 22% Out)					
<b><u>PM Peak-Hour Traffic Generation</u></b>									
720 – Medical-Dental Office Building		ITE 720	=	T = 3.70 * (X) + (-5.75); (30% In; 70% Out)					

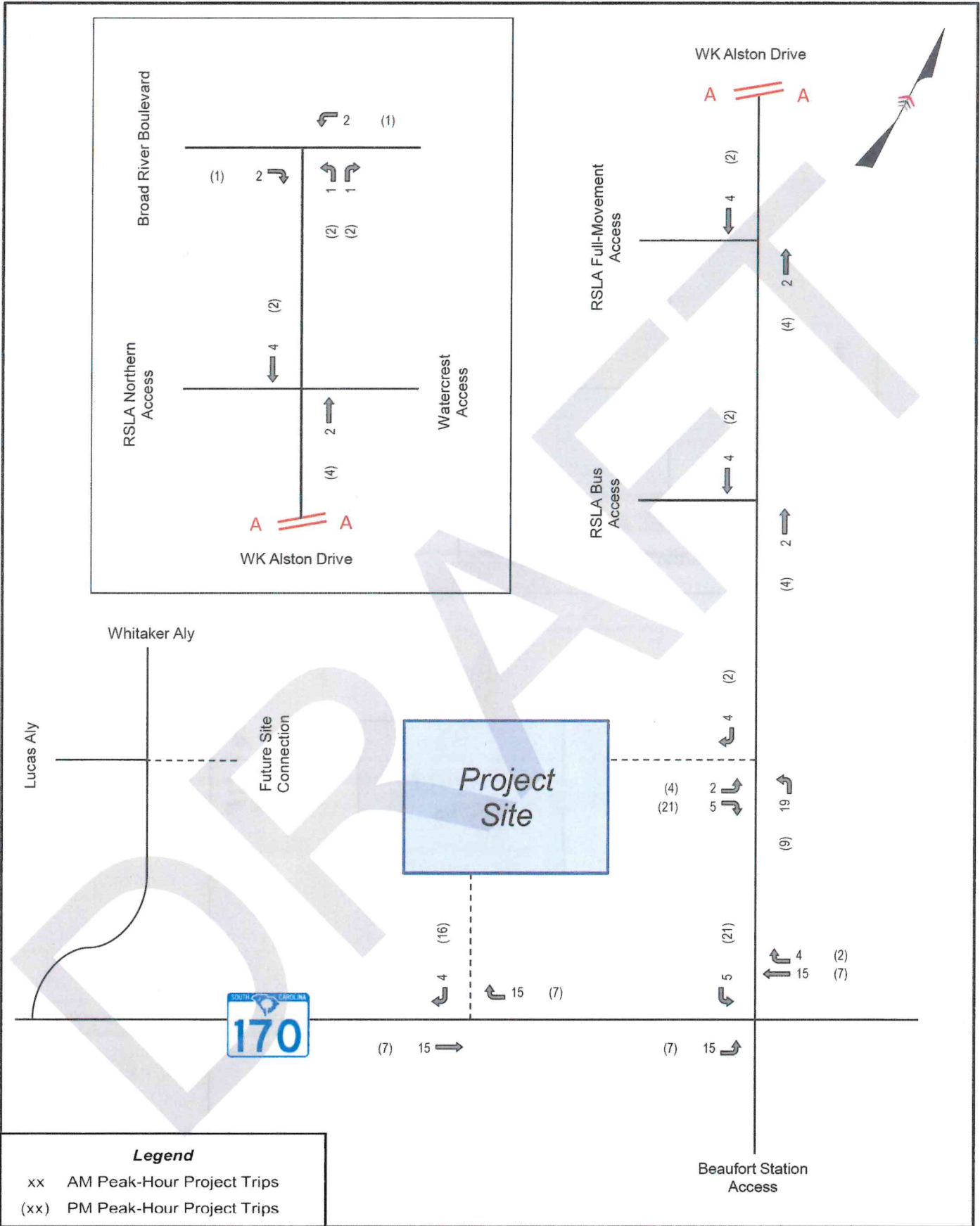
## 2.2 Trip Distribution & Assignment

New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are as follows:

- 40% to/from the West via SC 170 (Robert Smalls Parkway)
- 40% to/from the East via SC 170 (Robert Smalls Parkway)
- 5% to/from the West via Broad River Boulevard
- 5% to/from the East via Broad River Boulevard

The site trip distribution and assignment and project trips are illustrated in **Figure 4** and **Figure 5**, respectively.





### 3 Existing and Future Traffic Volume Development

#### 3.1 Existing Traffic Development

Peak-period turning movement counts were collected at the intersections of SC 170 (Robert Smalls Parkway) & WK Alston Drive and Lucas Aly & Whitaker Aly on Tuesday, October 14th, 2025 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Previously collected counts were used for the peak-period volumes at the RSLA access driveways. These counts were collected on Thursday, March 27th, 2025 from 6:00 AM to 9:00 AM and 2:00 PM to 6:00 PM. **Figure 6** illustrates the 2025 Existing AM and PM peak hour traffic volumes. The raw turning-movement count data is included in **Appendix A**.

#### 3.2 Future-Year No-Build Traffic Development

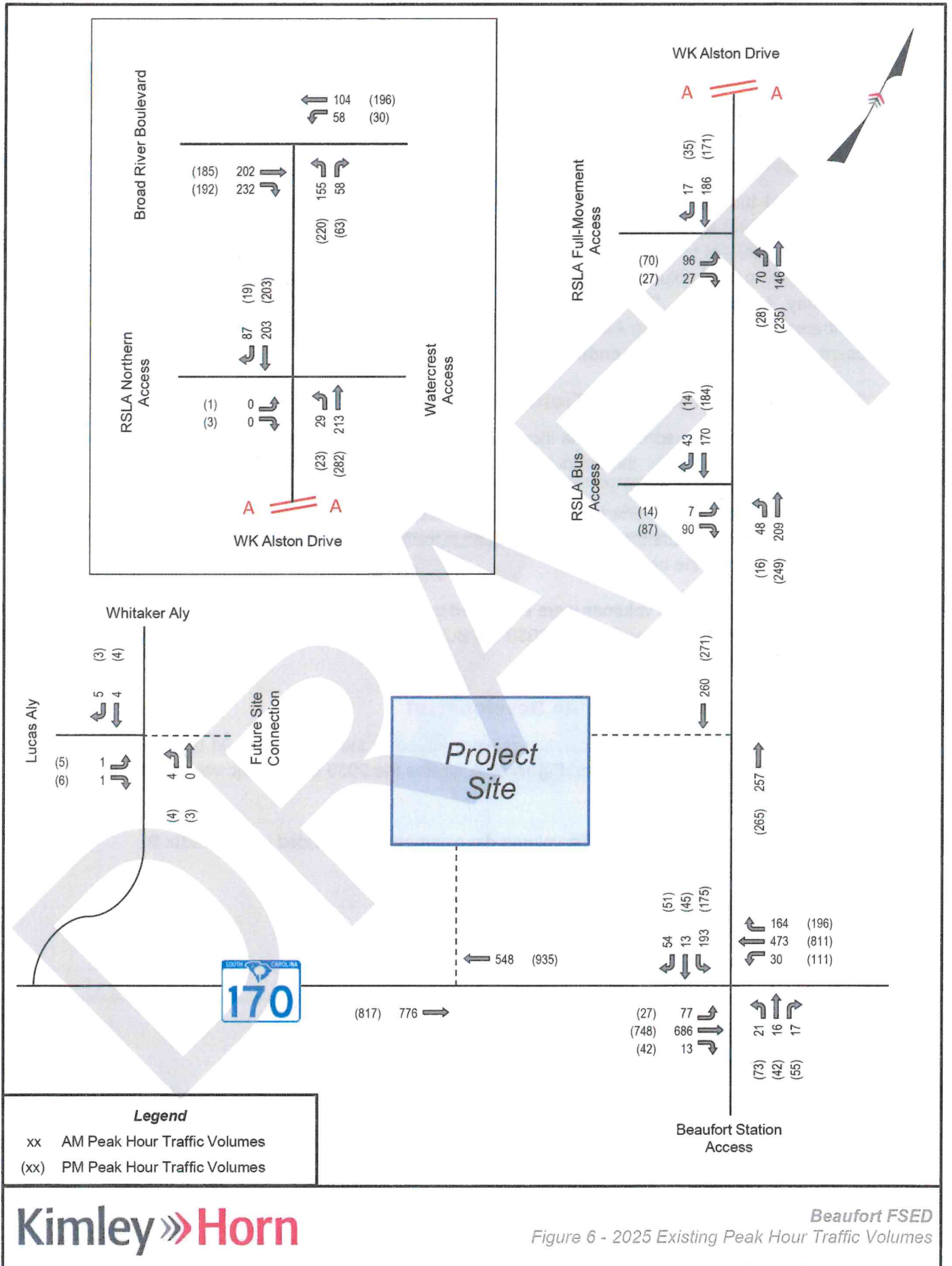
Historic traffic growth represents the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area (i.e., that not associated with the subject development). SCDOT count station ID 07-0175 data on SC 170 (Robert Smalls Parkway) shows an annual growth rate of 3.9% for traffic volume since 2019. Therefore, an annual growth rate of 4.0% was used to capture the expected increase in traffic volume associated with the surrounding developments over the next 5 years.

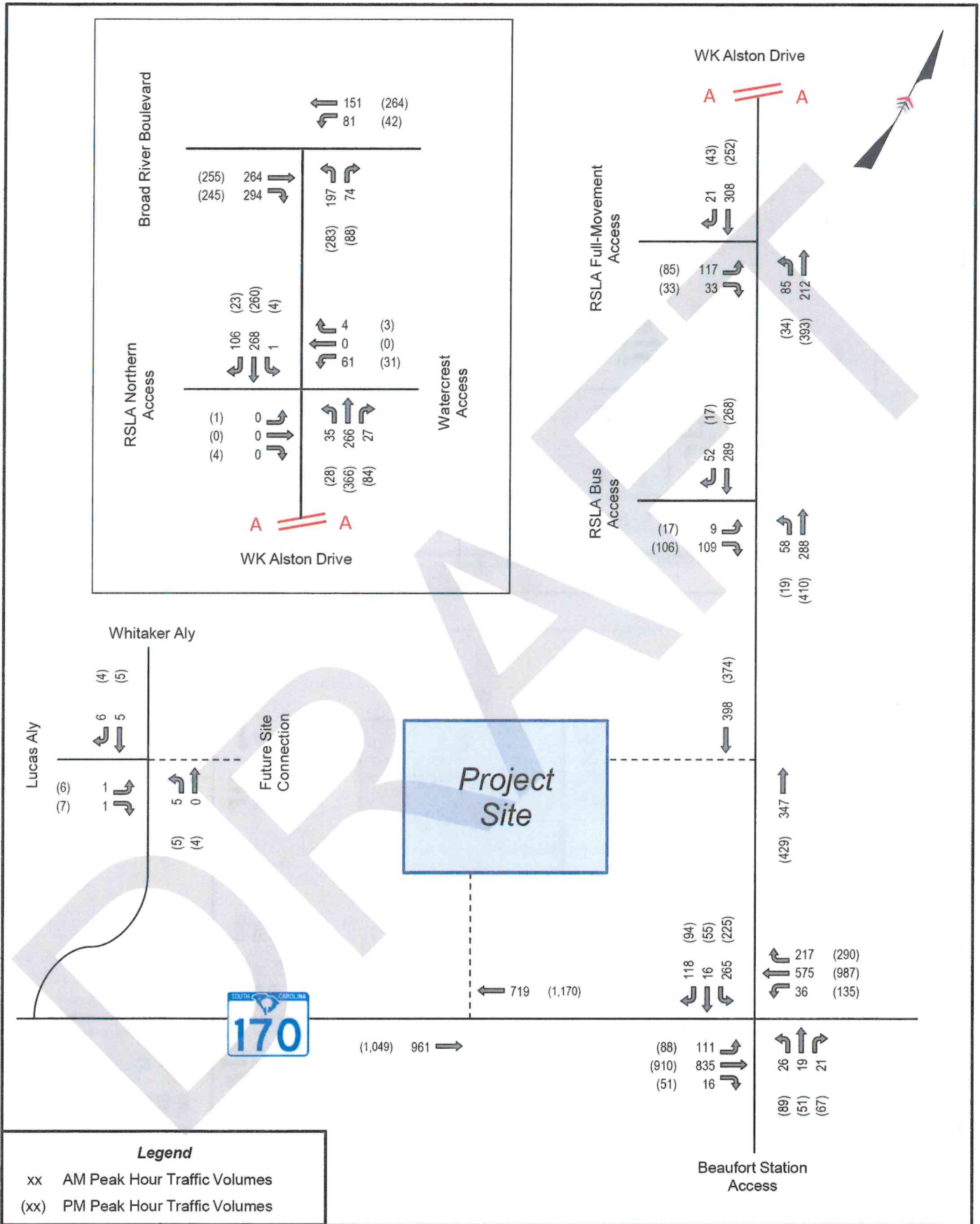
The 2030 No-Build traffic volumes were estimated by increasing the 2025 Existing traffic volumes at a rate of 4.0% for five years. The 2030 No-Build AM and PM peak hour traffic volumes are shown in **Figure 7**.

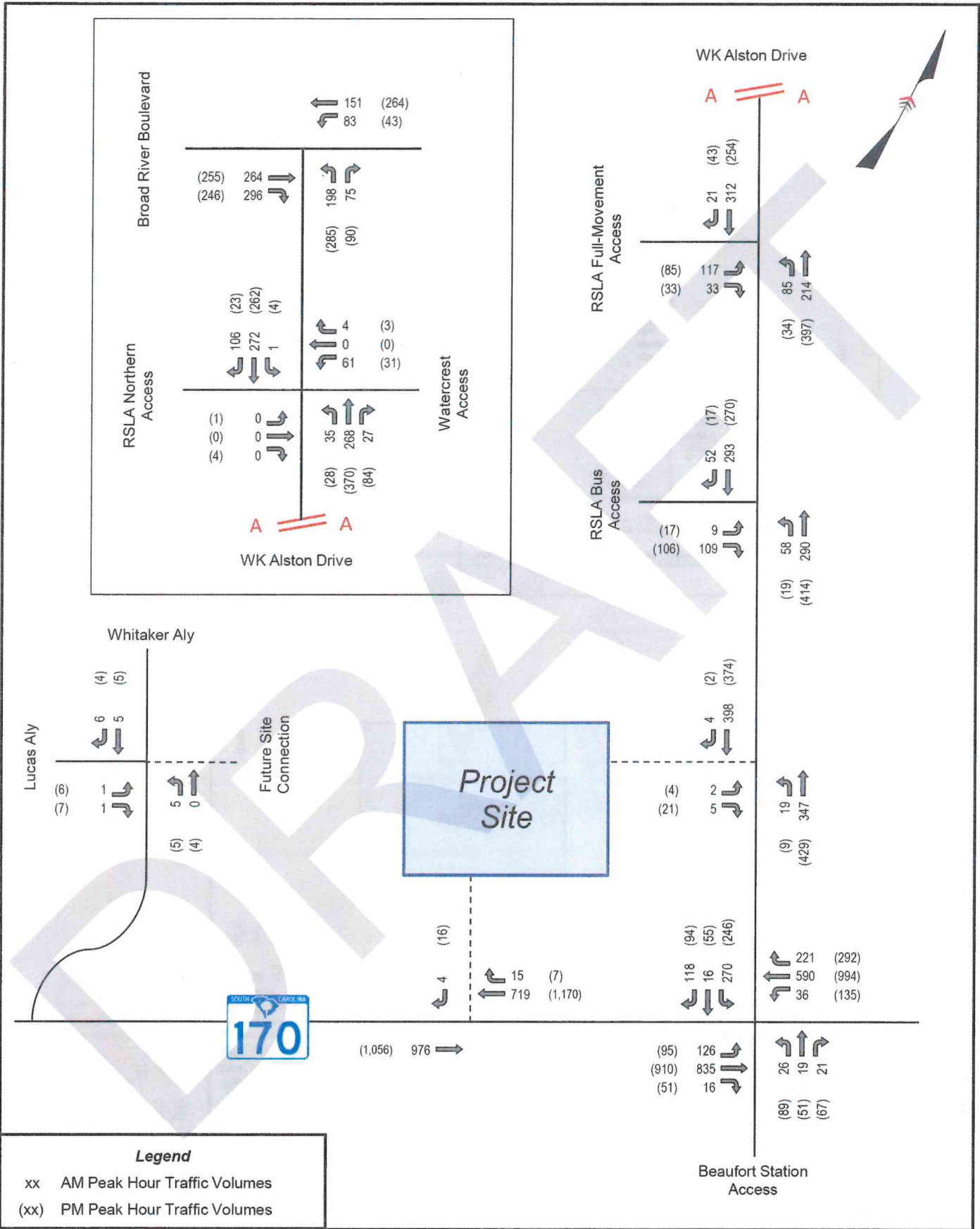
#### 3.3 Future-Year Build Traffic Development

The Beaufort FSED project traffic volumes were added to the 2030 No-Build traffic volumes to develop 2030 Build traffic volumes. **Figure 8** illustrates the 2030 Build traffic volumes for the AM and PM peak hours.

Worksheets documenting the traffic volume development are provided in **Appendix B**.







## 4 Capacity Analysis

Capacity/level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM)*, 7<sup>th</sup> Edition, methodologies of the *Synchro*, Version 12, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions analysis scenarios.

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, gridlocked conditions with high vehicular delays, and are generally considered undesirable. **Table 2** lists the LOS control delay thresholds published in the *HCM* for signalized and unsignalized intersections.

**Table 2 – HCM Level of Service Criteria**

LOS	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Existing peak-hour factors (PHF) were utilized for the existing and future scenarios. Existing heavy vehicle percentages were utilized for all scenarios, with a minimum of 2% considered.

Unsignalized intersections operating at LOS A-LOS C are considered to operate with short delays, unsignalized intersections operating at LOS D-LOS E are considered to operate with moderate delays, and intersections operating at LOS F are considered to operate with long delays.

The following sections outline the results of the capacity analysis for each of the study intersections. The capacity analysis worksheets are included in **Appendix C**.

### 4.1 Whitaker Aly at Lucas Aly

The capacity analysis results for the unsignalized intersection of Whitaker Aly at Lucas Aly are summarized in Table 3.

**Table 3 – Whitaker Aly at Lucas Aly Analysis Results**

Condition	Measure	EB (Lucas Aly)		NB (Whitaker Aly)		SB (Whitaker Aly)	
		EBL	EBR	NBL	NBT	SBT	SBR
<b>AM Peak Hour</b>							
2025 Existing	LOS (Delay)	A (8.5)		A (7.3)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 No-Build	LOS (Delay)	A (8.6)		A (7.3)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 Build	LOS (Delay)	A (8.6)		A (7.3)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
<b>PM Peak Hour</b>							
2025 Existing	LOS (Delay)	A (8.5)		A (7.2)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 No-Build	LOS (Delay)	A (8.6)		A (7.2)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 Build	LOS (Delay)	A (8.6)		A (7.2)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	

\* Major street approach left-turn delay reported

Under 2025 Existing, 2030 No-Build, and 2030 Build conditions, all intersection approaches are anticipated to operate at LOS A during the AM and PM peak hours.

The intersection currently has an east leg stub for a future connection to the site access. Upon the addition of this leg, less than 1% of site traffic is anticipated to use the route to access the site. With the addition of the proposed development, all approaches and movements are expected to operate with an acceptable LOS.

Based on the results presented in Table 3, no mitigation is recommended at this intersection due to the proposed development.

### 4.2 SC 170 (Robert Smalls Parkway) at WK Alston Drive

The capacity analysis results for the signalized intersection of SC 170 (Robert Smalls Parkway) at WK Alston Drive are summarized in **Table 4**.

**Table 4 – SC 170 (Robert Smalls Parkway) at WK Alston Drive Analysis Results**

Condition	Measure	EB (SC 170)			WB (SC 170)			NB (Plaza Access)			SB (WK Alston Drive)			Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
<b>AM Peak Hour</b>														
2025 Existing	LOS (Delay)	B (12.0)			A (6.1)			B (19.8)			C (22.8)			B (11.6)
	Synchro 95th Q	58'	187'	0'	17'	84'	25'	21'	24'	138'	30'			
2030 No-Build	LOS (Delay)	B (14.8)			A (7.8)			C (25.7)			C (31.6)			B (15.5)
	Synchro 95th Q	92'	261'	0'	22'	120'	31'	27'	28'	218'	44'			
2030 Build	LOS (Delay)	B (15.1)			A (7.9)			C (25.9)			C (32.1)			B (15.7)
	Synchro 95th Q	106'	261'	0'	22'	124'	31'	27'	28'	223'	44'			
<b>PM Peak Hour</b>														
2025 Existing	LOS (Delay)	B (14.2)			A (6.8)			C (25.2)			C (28.2)			B (13.1)
	Synchro 95th Q	28'	220'	12'	47'	153'	26'	59'	55'	131'	56'			
2030 No-Build	LOS (Delay)	B (17.5)			A (9.7)			C (32.8)			D (40.4)			B (17.8)
	Synchro 95th Q	90'	304'	17'	61'	219'	32'	81'	78'	203'	93'			
2030 Build	LOS (Delay)	B (17.5)			A (9.7)			C (33.1)			D (44.5)			B (18.4)
	Synchro 95th Q	98'	304'	17'	61'	222'	32'	81'	78'	#240'	93'			

# 95th percentile volume exceeds capacity, queue may be longer

Under 2025 Existing conditions, the intersection operates at an LOS B overall. All approaches operate at LOS C or better. Under the 2030 No-Build conditions, the northbound approach is anticipated to go from LOS B to LOS C in the AM peak hour. In the PM peak hour, the southbound approach is anticipated to drop from LOS C to LOS D. In the 2030 Build condition, all approaches and overall intersection LOS are anticipated to operate similarly to the 2030 No-Build AM and PM peak hour conditions.

Based on the results presented in **Table 4**, no mitigation is recommended at this intersection due to the proposed development.

### 4.3 WK Alston Drive at RSLA Bus Access

The capacity analysis results for the unsignalized intersection of WK Alston Drive at RSLA Bus Access are summarized in **Table 5**.

**Table 5 – WK Alston Drive at RSLA Bus Access Analysis Results**

Condition	Measure	EB (RSLA Bus Access)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
<b>AM Peak Hour</b>							
2025 Existing	LOS (Delay)	B (10.8)		A (8.0)*		A (0.0)	
	Synchro 95th Q	15'		3'		0'	
2030 No-Build	LOS (Delay)	B (13.2)		A (8.5)*		A (0.0)	
	Synchro 95th Q	25'		5'		0'	
2030 Build	LOS (Delay)	B (13.3)		A (8.5)*		A (0.0)	
	Synchro 95th Q	25'		5'		0'	
<b>PM Peak Hour</b>							
2025 Existing	LOS (Delay)	B (11.3)		A (8.0)*		A (0.0)	
	Synchro 95th Q	15'		0'		0'	
2030 No-Build	LOS (Delay)	B (13.9)		A (8.3)*		A (0.0)	
	Synchro 95th Q	28'		3'		0'	
2030 Build	LOS (Delay)	B (13.9)		A (8.4)*		A (0.0)	
	Synchro 95th Q	28'		3'		0'	

\* Major street approach left-turn delay reported

Under 2025 Existing and 2030 No-Build conditions, the eastbound left-turn and northbound left-turn are expected to operate at LOS A. With the addition of project trips, all approaches are anticipated to continue to operate at LOS A.

Based on the results presented in **Table 5**, no mitigation is recommended at this intersection due to the proposed development.

#### 4.4 WK Alston Drive at RSLA Full-Movement Access

The capacity analysis results for the unsignalized intersection of WK Alston Drive at RSLA Full-Movement Access are summarized in Table 6.

**Table 6 – WK Alston Drive at RSLA Full-Movement Access Analysis Results**

Condition	Measure	EB (RSLA Full-Movement Access)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
<b>AM Peak Hour</b>							
2025 Existing	LOS (Delay)	B (14.9)		A (7.9)*		A (0.0)	
	Synchro 95th Q	28'	3'	5'		0'	
2030 No-Build	LOS (Delay)	C (24.6)		A (8.4)*		A (0.0)	
	Synchro 95th Q	63'	5'	8'		0'	
2030 Build	LOS (Delay)	C (24.9)		A (8.5)*		A (0.0)	
	Synchro 95th Q	65'	5'	8'		0'	
<b>PM Peak Hour</b>							
2025 Existing	LOS (Delay)	B (14.3)		A (7.9)*		A (0.0)	
	Synchro 95th Q	23'	3'	3'		0'	
2030 No-Build	LOS (Delay)	C (24.0)		A (8.3)*		A (0.0)	
	Synchro 95th Q	53'	5'	3'		0'	
2030 Build	LOS (Delay)	C (24.3)		A (8.3)*		A (0.0)	
	Synchro 95th Q	53'	5'	3'		0'	

\* Major street approach left-turn delay reported

Under 2030 No-Build conditions, all approaches and movements are expected to operate at LOS C or better during the AM and PM peak hours. With the addition of project traffic, all approaches and movements are expected to continue to operate at LOS C or better during the AM and PM peak hours. As part of previous studies and existing traffic conditions, a northbound left turn lane with 100 feet of storage has been recommended and included in the 2030 No-Build and 2030 Build analysis. This improvement is not the responsibility of the FSED development as previously existing conditions have warranted this improvement.

Based on the results presented in Table 6, no mitigation is recommended at this intersection due to the proposed development.

### 4.5 WK Alston Drive at RSLA Northern Access

The capacity analysis results for the unsignalized intersection of WK Alston Drive at RSLA Northern Access are summarized in **Table 7**.

**Table 7 – WK Alston Drive at RSLA Northern Access Analysis Results**

Condition	Measure	EB (RSLA North Access)			WB (Watercrest Access)			NB (WK Alston Drive)			SB (WK Alston Drive)		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>AM Peak Hour</b>													
2025 Existing	LOS (Delay)	A (0.0)			-			A (8.1)*			A (0.0)		
	Synchro 95th Q	0'			-			3'			0'		
2030 No-Build	LOS (Delay)	A (0.0)			C (21.0)			A (8.5)*			A (8.0)*		
	Synchro 95th Q	0'			28'			3'			0'		
2030 Build	LOS (Delay)	A (0.0)			C (21.2)			A (8.5)*			A (8.1)*		
	Synchro 95th Q	0'			28'			3'			0'		
<b>PM Peak Hour</b>													
2025 Existing	LOS (Delay)	B (10.8)			-			A (7.9)*			A (0.0)		
	Synchro 95th Q	0'			-			3'			0'		
2030 No-Build	LOS (Delay)	B (12.0)			C (20.9)			A (8.1)*			A (8.6)*		
	Synchro 95th Q	0'			15'			3'			0'		
2030 Build	LOS (Delay)	B (12.0)			C (21.2)			A (8.1)*			A (8.6)*		
	Synchro 95th Q	0'			15'			3'			0'		

\* Major street approach left-turn delay reported

Under 2030 No-Build conditions, all approaches and movements are expected to operate at LOS C or better during the AM and PM peak hours. With the addition of project traffic, all approaches and movements are expected to continue to operate at the same LOS as the 2030 No-Build conditions during the AM and PM peak hours.

As part of the Watercrest Apartments development, a northbound right-turn lane with 100 feet of storage and a southbound right-turn lane with 100 feet of storage have been recommended to maintain acceptable operations at the intersection. The additional turn lane improvements are included in the 2030 No-Build and 2030 Build analysis.

Based on the results presented in **Table 7**, no mitigation is recommended at this intersection due to the proposed development.

### 4.6 WK Alston Drive at Broad River Boulevard

The capacity analysis results for the unsignalized intersection of WK Alston Drive at Broad River Boulevard are summarized in **Table 8**.

**Table 8 – WK Alston Drive at Broad River Boulevard Analysis Results**

Condition	Measure	EB (Broad River Boulevard)		WB (Broad River Boulevard)		NB (WK Alston Drive)	
		EBT	EBR	WBL	WBT	NBL	NBR
<b>AM Peak Hour</b>							
2025 Existing	LOS (Delay)	A (0.0)		A (8.7)*		C (19.1)	
	Synchro 95th Q	0'		5'		63'	10'
2030 No-Build	LOS (Delay)	A (0.0)		A (9.4)*		D (27.8)	
	Synchro 95th Q	0'		10'		120'	10'
2030 Build	LOS (Delay)	A (0.0)		A (9.5)*		D (28.6)	
	Synchro 95th Q	0'		10'		123'	10'
<b>PM Peak Hour</b>							
2025 Existing	LOS (Delay)	A (0.0)		A (8.3)*		C (20.5)	
	Synchro 95th Q	0'		3'		85'	8'
2030 No-Build	LOS (Delay)	A (0.0)		A (8.8)*		E (37.2)	
	Synchro 95th Q	0'		5'		188'	13'
2030 Build	LOS (Delay)	A (0.0)		A (8.9)*		E (38.2)	
	Synchro 95th Q	0'		5'		193'	13'

\* Major street approach left-turn delay reported

Under 2025 Existing conditions, the northbound approach is anticipated to operate at LOS C. Under 2030 No-Build conditions, it is anticipated to lower to LOS D and LOS E in the AM and PM peak hours, respectively. With the addition of project traffic, the approach is anticipated to continue to operate at LOS D and LOS E in the AM and PM peak hours, respectively. The additional delay is 1.0 seconds or less for the analyzed conditions. Additionally, it is not uncommon for the minor street approaches to experience more delays during the peak hours.

Background conditions have shown an eastbound right-turn lane with 200 feet of storage to be warranted at this intersection to provide acceptable operations. This is warranted based on anticipated conditions without the additional project trips. Therefore, it is not the responsibility of the proposed FSED Development.

Based on the results presented in **Table 8**, no mitigation is recommended at this intersection due to the proposed development.

**4.7 WK Alston Drive at FSED Site Access #1**

The capacity analysis results for the unsignalized intersection of WK Alston Drive at FSED Site Access #1 are summarized in **Table 9**.

**Table 9 – WK Alston Drive at FSED Site Access #1 Analysis Results**

Condition	Measure	EB (FSED Access #1)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
<b>AM Peak Hour</b>							
2030 Build	LOS (Delay)	B (12.6)		A (8.3)*		A (0.0)	
	Synchro 95th Q	0'		3'		0'	
<b>PM Peak Hour</b>							
2030 Build	LOS (Delay)	B (12.0)		A (8.2)*		A (0.0)	
	Synchro 95th Q	5'		0'		0'	

\* Major street approach left-turn delay reported

Under 2030 Build conditions, all approaches and movements are expected to operate at LOS B or better during the AM and PM peak hours.

Based on the results presented in **Table 9**, no mitigation is recommended at this intersection due to the proposed development. It is recommended the access operate as full-movement with one ingress and one egress lane.

**4.8 SC 170 (Robert Smalls Parkway) at FSED Site Access #2**

The capacity analysis results for the unsignalized intersection of SC 170 (Robert Smalls Parkway) at FSED Site Access #2 are summarized in **Table 10**.

**Table 10 – SC 170 (Robert Smalls Parkway) at FSED Site Access #2 Analysis Results**

Condition	Measure	EB (SC 170)	WB (SC 170)		SB (FSED Access #2)
		EBT	WBT	WBR	SBR
<b>AM Peak Hour</b>					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		B (11.1)
	Synchro 95th Q	0'	0'		0'
<b>PM Peak Hour</b>					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		B (14.2)
	Synchro 95th Q	0'	0'		3'

Under 2030 Build conditions, all approaches and movements are expected to operate at LOS B or better during the AM and PM peak hours.

Based on the results presented in **Table 10**, no mitigation is recommended at this intersection due to the proposed development. It is recommended the access operate as right-in/right-out only with one ingress and one egress lane.

## 5 Auxiliary Turn Lane Warrants

Warrants for additional turn-lane improvements for unsignalized intersections beyond those necessary for capacity were determined based on a review of the 2021 SCDOT Highway Design Manual. The results of the warrants for the left-turn and right-turn lanes under 2030 Build conditions are summarized below and included in **Appendix D**.

A turn lane warrant analysis was conducted to determine the impact of the proposed project on the RSLA access driveways and the two site access driveways for the proposed Beaufort FSED development. The following turn lane warrants were met:

### ***WK Alston Drive at RSLA Northern Access / Watercrest Apartments Access***

- A northbound right-turn lane with 100 feet of full width storage and a 100-foot taper
- A southbound right-turn lane with 100 feet of full width storage and a 100-foot taper

### ***WK Alston Drive at RSLA Full-Movement Access***

- A northbound left-turn lane with 100 feet of full width storage and a 100-foot taper

### ***WK Alston Drive at Broad River Boulevard***

- An eastbound right-turn lane with 200 feet of full width storage and a 100-foot taper

The warranted turn lanes have been recommended in previous studies. The findings of this study support the recommendation to install the listed turn lanes to maintain acceptable operating conditions for the RSLA access driveways and proposed Beaufort FSED site access driveways. These turn lanes are not the responsibility of the FSED development. They are warranted prior to the site traffic being added to the study area network. No additional turn lanes are warranted or recommended based on the results of this study.

## 6 Conclusion

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed Beaufort FSED development. The development is proposed to be located at the northwest quadrant of the intersection of SC 170 (Robert Smalls Parkway) at WK Alston Drive and is planned to consist of the following:

- 17,400 SF of Medical-Office Building Space

The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the following site accesses:

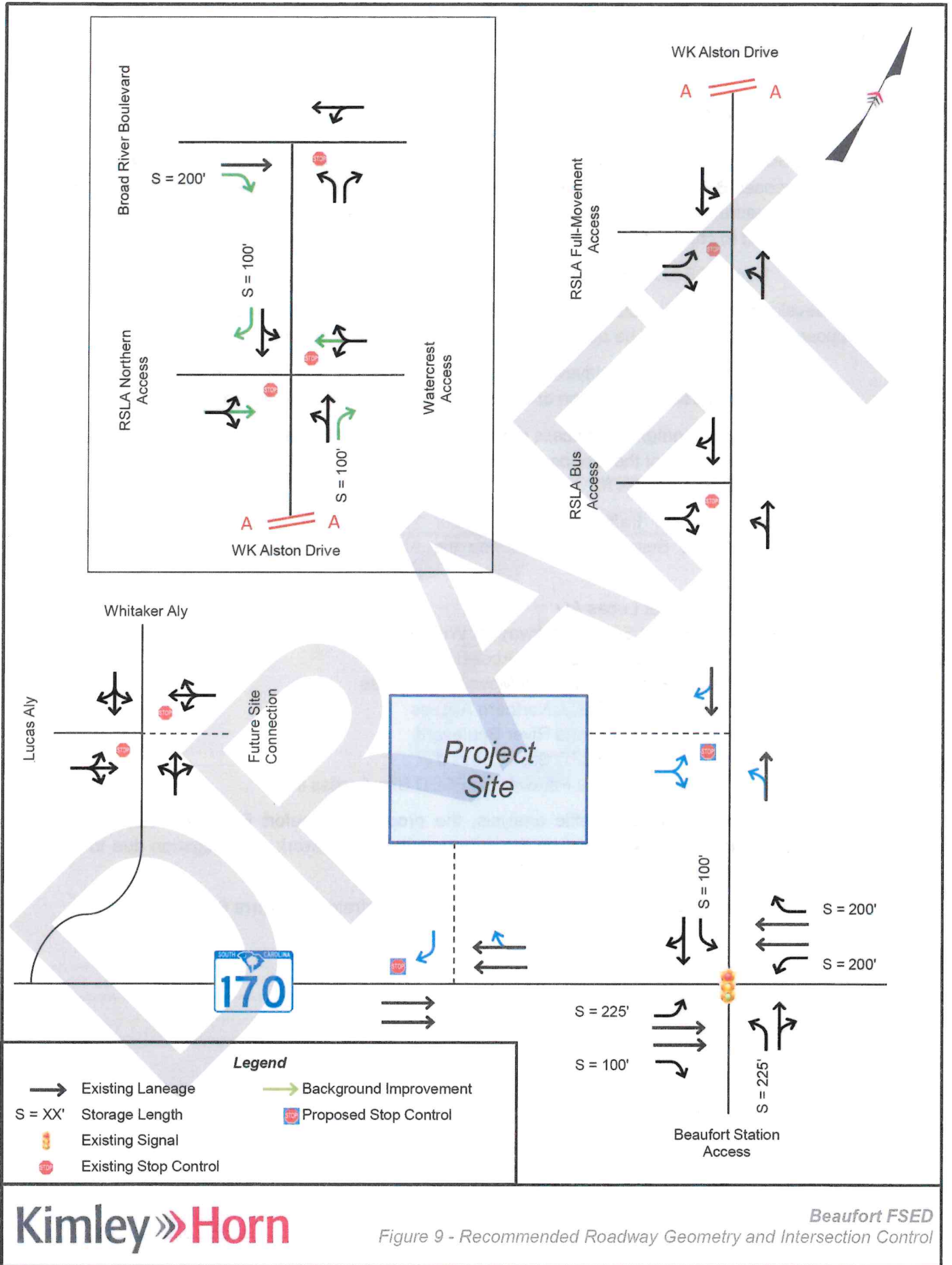
- One full-movement driveway with one ingress and one egress lane as the west leg of the proposed intersection of WK Alston Drive at FSED Site Access #1
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at FSED Site Access #2

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections:

- Whitaker Aly at Lucas Aly
- SC 170 (Robert Smalls Parkway) at WK Alston Drive
- WK Alston Drive at RSLA Bus Access
- WK Alston Drive at RSLA Full-Movement Access
- WK Alston Drive at RSLA Northern Access
- WK Alston Drive at Broad River Boulevard
- WK Alston Drive at FSED Site Access #1
- SC 170 (Robert Smalls Parkway) at FSED Site Access #2

Based on the results of the traffic analysis, the proposed Beaufort FSED Development is anticipated to have minimal impact on the surrounding road network. No mitigation due to the impacts is recommended as part of this TIA.

Recommended roadway geometry and traffic control is illustrated in **Figure 9**.





# STAFF REPORT: PLANNING COMMISSION (PC) – SKETCH PLAN

## 396 ROBERT SMALLS PARKWAY

DATE: December 15, 2025

<b>GENERAL INFORMATION</b>		
<b>Applicant:</b>	Conor Blaney with Ward Edwards (Engineer) for Novant Health	
<b>Site Address / Tax PIN:</b>	<b>396 Robert Smalls Pkwy.;</b> PIN: <b>R120 028 000 1248 0000</b>	
<b>Applicant's Request:</b>	Applicant is requesting Sketch Plan approval for new construction of a new medical complex, consisting of a 11,620 sq. ft. Free-Standing Emergency Department (FSED) and a 5,750 sq. ft. Primary Care Clinic (PCC). The proposed development will encompass approx. a third of the overall 14.4-ac. tract.	
<b>Current Zoning:</b>	<b>INSTITUTIONAL &amp; CAMPUS DISTRICT (IC)</b>	
<b>Current Land Use:</b>	<b>Undeveloped</b>	
<b>Flood Zone/Base Flood:</b>	Flood Zone: X, Elevation: > 13 ft. (Base-Flood Elevation)	
<b>Existing Landmark/Specimen Trees:</b>	Following number of Specimen/Landmark trees are affected by this request: <ul style="list-style-type: none"> <li>a. <b>Laurel Oaks: 2x</b></li> <li>b. <b>Live Oaks: 9x</b></li> <li>c. <b>Loblolly pines: 19x</b></li> <li>d. <b>Red Maples: 3x</b></li> <li>e. <b>Southern Magnolias: 12x</b></li> <li>f. <b>Sweetgum: 1x</b></li> </ul>	
<b>ZONING DISTRICT INFORMATION</b>		
<b>INSTITUTIONAL &amp; CAMPUS DISTRICT (IC)</b>		
<b>Minimum Lot Width:</b>	50 ft. min	
<b>Minimum Lot Size:</b>	5,000 sq. ft. min	
<b>Max Impervious Lot Coverage:</b>	65%	
<b>Front Setback</b>	10 ft. min. / Max. setback shall not exceed average max setback on same side of block;	
<b>Side Setback</b>	Corner/Alley: 5 ft min Interior: 10 ft min (25 ft. when abutting T3-districts)	
<b>Rear Setback</b>	25 ft min.	
<b>Building Height:</b>	4 stories max	
<b>SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS</b>		
<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>	<b>Required Buffer type(s) - see Sec. 5.4.1; 5.4.2; 5.4.3)</b>
North: County	Robert Smalls Leadership Academy (Beaufort County School)	N/A
South: IC	Undeveloped remainder tract adjacent to "Beaufort Station"	<b>Front Buffer Requirement along Robert Smalls Pkwy.: "Type E"</b>
East: County	Unincorporated section assoc. with Robert Smalls Academy / W.K. Alston Drive	N/A
West: IC	4000 Margaret - Multi-family residential	Buffer Type "D"

**Background:** The applicant is requesting Sketch Plan approval pursuant to Code Section 7.5.3 for construction of a new medical & healthcare complex by Novant Health, consisting of a 11,620 sq. ft. Free-Standing Emergency Department (FSED) and a 5,750 sq. ft. Primary Care Clinic (PCC). The proposed development encompasses approx. 6 acres of the overall 14.4-acre tract (~40%). This entails 3.61 ac. in developed area and 1.11 ac. in civic/open space. **The applicant has been to two (2) TRC Meetings before, i.e. July 1, 2025 & August 26, 2025.**

**Tree Removal / Mitigation / Canopy Coverage Proposed:**

A total of 55 potential Landmark and Specimen trees have been identified to be affected by a Level 2 Assessment according to International Society of Arboriculture (ISA) standards. Eight (8) of these have structural, or health issues and thus should not be considered to their full value. The remaining 47 trees identified can be regarded to their full value in regards to structural and health integrity, with one of the trees (Mulberry) not being covered by Code Section 5.3.1 as a preservable Landmark/Specimen tree species. **This leaves 46 identified Specimen/Landmark trees to be protected.** However, **the proposed Tree Canopy Coverage Assessment Table shows that a total of 55.72% of the disturbed area will be preserved with mature tree coverage and/or be provided in proposed complementary tree planting (street trees, buffers, open space).** The minimum tree canopy coverage requirement in accordance with Code Sec. 5.3.2 for Commercial Developments is: 30%.

**Required elements of a Sketch Plan to be reviewed and discussed at a public meeting in accordance with Code Sec. 7.5.3.B:**

1. **Street Plan** - The applicant shall provide a preliminary traffic plan that addresses the following elements:
  - a. **The proposed street network and connectivity to the existing Street network, including all proposed access points.**

**Staff analysis:**

- **Street access / network connectivity:** The proposed FSED & PCC will be accessible by a direct ingress/egress from S.C. Hwy. 170 (Right-in, right-out only - RIRO) and also will be accessible from a newly created spine road on the north-side of the property that will connect between W.K. Alston Drive and the "4000 Margaret" multi-family neighborhood. **By proposing a connection to W. K. Alston Dr. by the new spine road, applicant needs to show that an encroachment permit from the Beaufort County School District, who owns the land in between, exists first!\***
- **Pedestrian / bicycle accessibility & connectivity:** The newly built spine road on the north-side of the property will also incorporate a sidewalk on the north side to create a pedestrian connection between "4000 Margaret", the Novant Health complex and W.K. Alston Dr. / Robert Smalls Leadership Academy.

- b. **The location and layout of all arterial and collector roads within the development.**

**Staff analysis:**

- The FSED & PCC will be directly accessible from S.C. Hwy. 170 (Robert Smalls Pkwy.) as well as from “4000 Margaret” and W.K. Alston Dr. through a new spine road connection.\*
  - In accordance with Sec. 7.2.3 – Lot Access Standards, the minimum prescribed separation between curbs is 500 ft.; this separation is just met between W.K. Alston Drive and the proposed RIRO-ingress/egress.
- c. The scope of a traffic impact study prepared by a S.C. licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.**

**Staff analysis:**

- The Executive Summary of the TIA comes to the following conclusion: *“Based on the results of the traffic analysis, the proposed Beaufort FSED Development is anticipated to have minimal impact on the surrounding road network. No mitigation due to the impacts is recommended as part of this TIA.”*

**2. Community Open Space Plan** - The Applicant shall provide a preliminary open space plan that depicts compliance with Section 7.4 of this Code, with the following elements:

**a. Proposed Community open space distribution and location, including percentage of open space.**

**Staff analysis:**

- In accordance with **Sec. 5.3.2 – Tree Coverage Requirements**, the minimum tree canopy percentage of 30% for commercial projects is by far exceeded as the proposed development will be providing a canopy coverage percentage of 55.72%.
- In accordance with **Sec. 7.4.2 – Community Green Space and Community Open Space Requirement**, the provided Open Space with this development proposal (disturbed area: ~ 6 ac. of overall 14 ac. site) is 1.11 ac., which comes out to 18.5% of the disturbed area. Hence, the required 15% for property sizes of 3 – 10 ac. in the “IC district” is exceeded.
- In accordance with **Sec. 7.4.3 – Community Green Space and Community Open Space Types**, the overall medial complex development, and particularly in conjunction with future development of the remainder of the parcel, would largely benefit from more community-oriented and active types, such as a “Community Park”, “Greenway”, “Square/Green”, and/or “Plaza(s)”.

**b. Compliance with Section 7.4.2, Community Green Space and Community Open Space Requirement.**


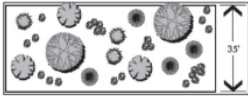
**Yes, complies.**

**c. Required buffer areas in accordance with Section 5.5.1.**

**Staff analysis:**

- In accordance with **Sec. 5.4.2 – Front Buffer Requirements along Major Corridors**, the applicable location along Robert Smalls Pkwy. (S.C. 170) from Parris Island Gateway to the Broad River Bridge,

mandates Buffer Type E. The applicant has stated that Option 1 of Buffer Type E will be applied (see chart below).

TYPE E BUFFER	
This buffer provides greater spacing and high-density screening designed to define "green" corridors along major roadways.	
<p>Option 1</p> 	<ul style="list-style-type: none"> <li>• Depth: 50 feet</li> <li>• Overstory trees: 4 every 100 linear feet</li> <li>• Understory trees: 5 every 100 linear feet</li> <li>• Evergreen shrubs: 30 every 100 linear feet and at least 6 feet high at maturity</li> </ul>
<p>Option 2</p> 	<ul style="list-style-type: none"> <li>• Depth: 35 feet</li> <li>• Overstory trees: 5 every 100 linear feet</li> <li>• Understory trees: 7 every 100 linear feet</li> <li>• Evergreen shrubs: 35 every 100 linear feet and at least 6 feet high at maturity</li> <li>• At least 50% of all trees must be evergreen</li> </ul>

**d. Wetland areas and setbacks as determined by SCDES-BCM, if applicable.**

**Staff analysis:**

- A small existing isolated wetland area (~0.049 ac.) on the north of the overall property will be protected by a 10 ft. wetland buffer and also will not be impacted as the proposed new spine road has been designed to go around it.

**e. Proposed park locations, acreage, and types of parks in accordance with Section 7.4.**

**Staff analysis:**

- Together with the aforementioned isolated wetland area, there is a ~16,053 sq. ft. (0.36 ac.) open space area to be preserved at the northwest corner of the overall property adjacent to “4000 Margaret”. Moreover, the provided open space area provided includes the immediate areas around the FSED & PCC buildings. Lastly, street trees and landscaping will be planted along the proposed spine road, the parking lot and internal streets as well as along the front buffer towards Robert Smalls Pkwy.

**3. Pedestrian Network**

**Staff analysis:**

- As per developer, there will be a sidewalk provided along the north side of the new spine road to create a pedestrian network connection between “4000 Margaret”, W.K. Alston Dr. and the FSED & PCC facilities.
- There is no mention if the proposed sidewalk will be laid out to also provide for joint bicycle usage, or if there will any other bicycle network connections.
- No sidewalk / bike trail will be built along S.C. Hwy. 170 (Robert Smalls Pkwy.); **this needs to be re-examined, as the Civic Master Plan clearly recommends “the installation of an off-street multi-use path with a wide landscaped separation from vehicular travel lanes in order to provide a comfortable, safe and beautiful option for pedestrian and cyclists.”** (see page 6 below)

**4. Zoning/Design**

**Staff analysis:**

- In accordance with **Sec. 2.3.3**, the “IC district” is designed to support institutional uses, such as for **hospitals, universities, research facilities, and offices in a campus-like setting**. The proposal clearly aligns with this zoning-specific designation.

## 5. Overall Utility Plan

### Staff analysis:

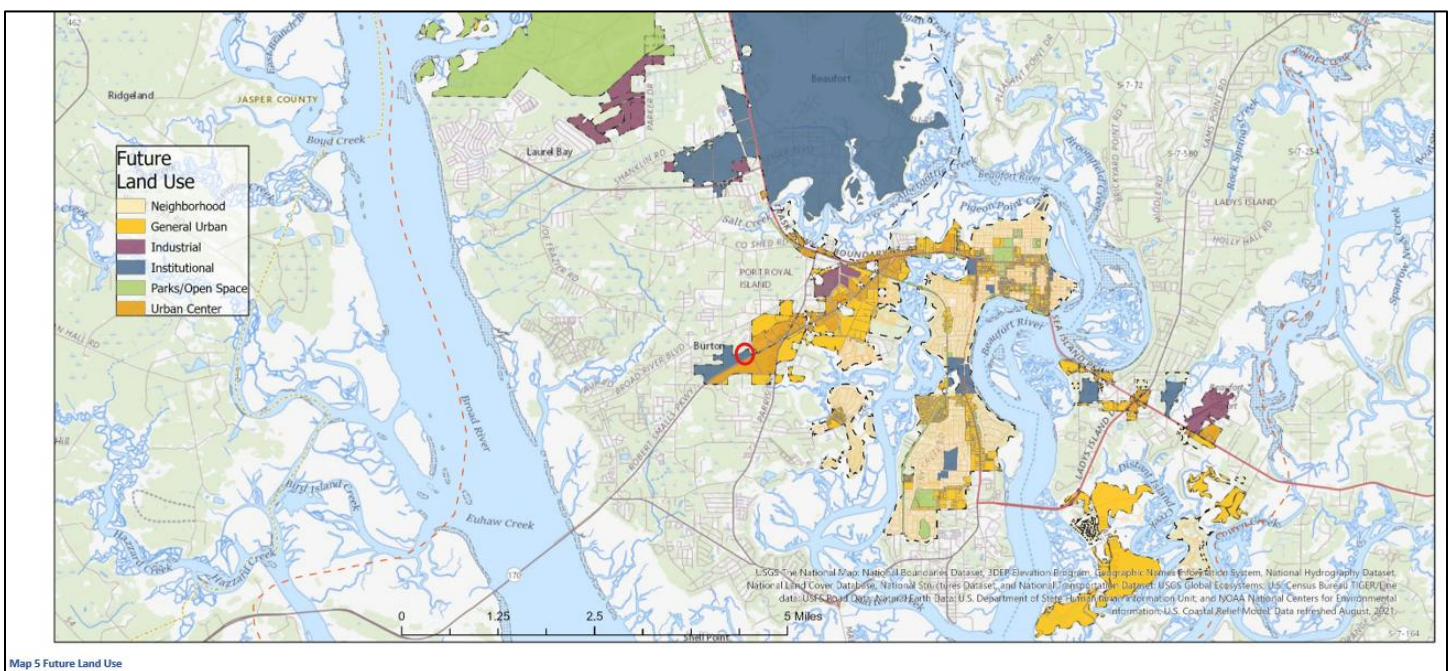
- A street lighting plan which details street and site illumination of the new spine road and the parking lots, and other areas around the immediate FSED & PCC locations, has been included in the submittal package.
- An electricity supply plan which shows how the electricity network connections will be provided for underground, is forthcoming
- The applicant has submitted a confirmation email from “Beaufort Jasper Water & Sewer Authority – BJWSA” confirming that capacity for both water supply and sewer discharge, through a newly built gravity sewer pump station (SP-75) by the new 4000 Margaret complex, exist for this FSED & PCC proposal.

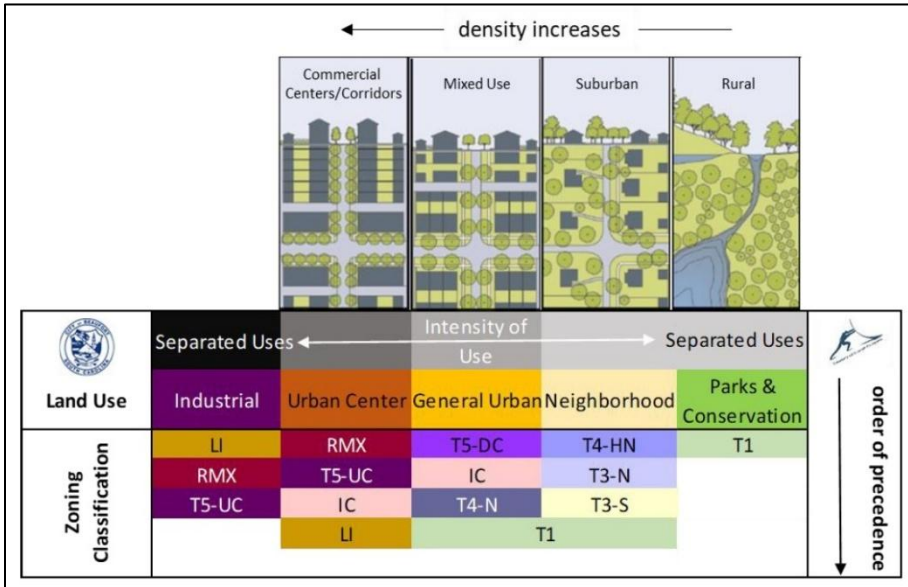
### Sketch Plan Review Criteria in accordance with Code Sec. 7.5.3.F:

- 1. The land use mix within the project conforms to Beaufort’s Zoning District Map and Comprehensive Plan Preferred / Future Land Use Map and furthers the goals and policies of the Comprehensive Plan:**

### Staff analysis:

- As per below Future Land Use Map, the current Beaufort Comprehensive Plan identifies the location of the proposed Novant Health complex, consisting of a FSED & PCC, as both “Institutional” and part of an “Urban Center”. The current zoning district designation as “IC” are compliant with the goals for future land use development in this particular location along the Robert Smalls Parkway corridor.

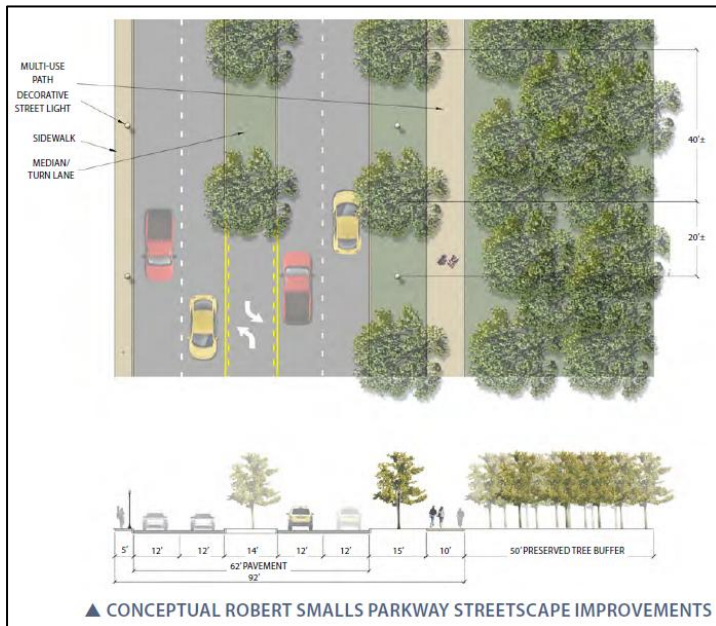




2. The Sketch Plan is consistent with the rationale and criteria set forth in this Chapter, the City's Comprehensive Plan, and the Civic Master Plan as amended:

**Staff analysis:**

- In Chapter 8.3 of the Civic Master Plan, Robert Smalls Parkway is identified as a “mixed-use corridor of vibrant activity”. In regards to streetscape improvements, the Civic Plan recommends *“the installation of an off-street multi-use path with a wide landscaped separation from vehicular travel lanes in order to*



*provide a comfortable, safe and beautiful option for pedestrian and cyclists.” (page 172 et. seq.) – see chart below.*

**3. The preliminary traffic, open space, park, utility, and pedestrian design is adequate and functional given the existing and planned capacities of each system, and meets the standards found in this Code:**

**Staff analysis:**

- The vehicular access to the proposed FSED & PCC seem to be adequate. **The proposed spine road connection between “4000 Margaret”, the Novant Health site and W.K. Alston Drive (Robert Smalls Leadership Academy) provides an adequate and absolutely necessary street network connection and access alternative away from the busy Robert Smalls Parkway corridor.**
- However, better pedestrian & cyclist network connections between the residential (“4000 Margaret”), school (Robert Smalls Leadership Academy) and the new medical facilities could be provided. Also, further connections to the neighboring Walmart, Cross Creek Shopping Complex and other commercial, and residential neighborhoods could be provided for. **Access and infrastructure connectivity for pedestrians & cyclists do not meet expectations.**
- The proposed open space is landscaped very well, with a decent number of existing specimen and landmark trees preserved and integrated, however, the intent of Community Green Space and Community Open Space, as stated in Sec. 7.4.1 which *“are intended for the use and enjoyment of a development’s residents, employees, or users”*, do not seem to provide for enough active usage options. **Provided Community Green / Open Space does not provide for active / integrative usage.**

**4. The conceptual design and massing proposed is consistent with the requirements of the Development Code:**

**Staff analysis:**

- The height of the proposed FSED & PCC buildings will be no more than 1 story. That underutilizes the permissible building height of 4 stories max.
- Design and massing of the buildings, particularly the building design, frontage and fenestration leaves room for improvement. Overall, the buildings architecturally are not reflective of the preferred Lowcountry vernacular! This includes such elements as “Bahama shutters”, “reeds”-textured Parklex rainscreen panels, brown and gray colors on the exterior. as well as too large window frames, faux windows, and the application of pre-fabricated cementitious building wall segments. Building elevations that face the street shall have at least 40% of the first-floor wall area consist of windows and/or doors, and 15% of upper floors.
- **Sec. 4.6.4 – Specific to Conventional Districts – F. Additional Guidelines Specific to IC District:** All buildings constructed as part of a campus may be subject to the guidelines for civic building outlined in Section 4.5.10, or shall be held to standards similar to the requirements in the surrounding context.
- **Sec. 5.6.7 – Parking Lot Design – B. Pedestrian Corridors in Parking Lots:**  
Parking lots with 40 spaces or greater shall be designed to separate pedestrian travel from vehicles. They shall include designated pedestrian walkways to provide safe access to building entries for pedestrians:

1. Perimeter sidewalks — typically located on public rights-of-way— and/or interior parking lot pedestrian corridors may be utilized to provide the required pedestrian access.
  2. Pedestrian pathways (if provided) shall be a minimum 5 feet in width.
  3. Where parking is located between a public entrance and the fronting sidewalk, a pedestrian pathway shall be provided, following the shortest practical route across the parking lot between at least 1 such entrance on each side of the building facing a public street.
  4. Pedestrian pathways shall be clearly delineated with striping. This may also be accomplished with the use of paving materials that differ from that of vehicular areas, striping or other similar methods.
- **Outline/plan for future development on remainder of property, including specifications on street network, future land uses, community green/open space locations and interconnectivity with surrounding neighborhood(s).**
  - **Scaling, massing and building designs do not meet Comprehensive Plan, Civic Master Plan or Beaufort Development Code expectations for this location.**

## FINDINGS AND RECOMMENDATIONS

**Findings:** see Staff Analyses above

**Staff Recommendation:** **Table Sketch Plan approval at regular Planning Commission on 12-15-2025, until following staff comments and eventual PC comments have been addressed:**

- ❖ **Demonstrate how the remainder of the parcel will be developed and made accessible, including street connectivity; pedestrian / bike trail connections; type and placement of specific uses, and/or the concept of how the overall property development will fit into the surrounding development pattern and community along the Robert Smalls Parkway corridor; refer to all Sketch Plan elements in accordance with Code Sec. 7.5.3.B, which are: 1. Street Plan / Proposed street network, inter-connectivity (see staff analysis, page 2); 2. Open Space Plan to show which type of (active) community green / open spaces are provided for and where (see staff analysis, page 3); 3. Pedestrian Network, including better provision of inter-connectivity of sidewalks and trails for both pedestrians and cyclists (see staff analysis, page 4); and Sketch Plan Review Criteria pursuant to Code Sec. 7.5.3.F: The conceptual design and massing proposed (see staff analysis, page 7).**
- ❖ **The proposed new “spine road” on the north side of the entire property is absolutely necessary and a prerequisite for providing interconnectivity and a secondary ingress/egress point. However, a necessary encroachment permit for the traversing of Beaufort County Schools property along W. K. Alston Drive is missing. (refer to Sketch Plan element: 1. Street Plan / Proposed street network, inter-connectivity in accordance with Code Sec. 7.5.3.B, see staff analysis, page 2);**
- ❖ **Inadequate pedestrian, and especially bicycle connections provided within and onto proposed development site (refer to Sketch Plan element: 1. Street Plan / Proposed street network, inter-connectivity in accordance with Code Sec. 7.5.3.B, see staff analysis, page 2); and refer to Sketch Plan review criteria: 3. The preliminary traffic, open space, park, utility, and pedestrian design is adequate and functional given the existing and planned capacities of each system, and meets the standards found in this Code pursuant to Code Sec. 7.5.3.F; see page 7);**
- ❖ **More community-oriented and active community green and open spaces should be provided in overall development scheme, especially in connection with development of remainder of property**

(refer to *Sketch Plan element: 3. Community Open Space Plan in accordance with Code Sec. 7.5.3.B*, see staff analysis, page 3);

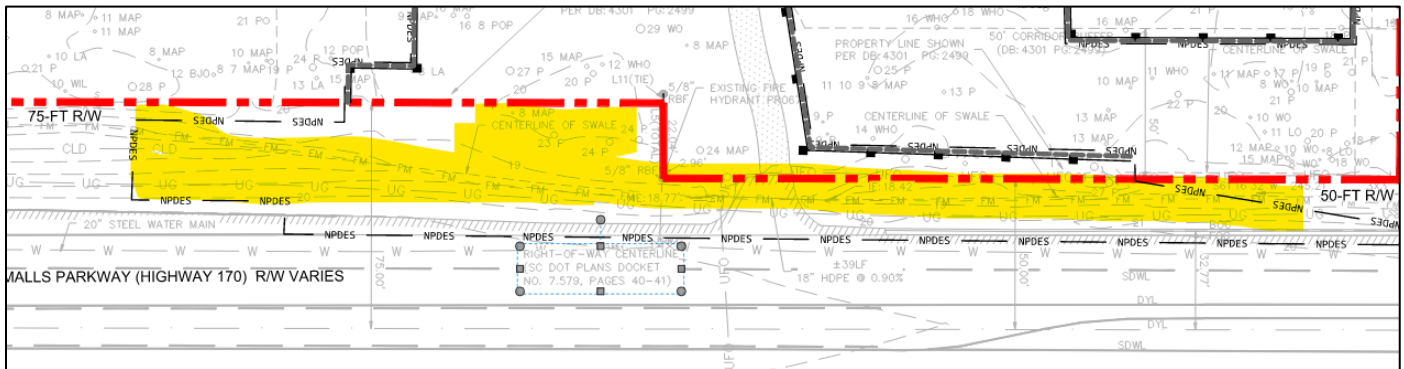
**General remark:**

**Development concept fails to adequately demonstrate the creation of an interconnected-connected, well accessible and integrative urban development that is both easily accessible from within and neighboring communities, and attractive to live and work in for residents and visitors alike.**

**Appendix: Staff Review Comments from Oct. 27, 2025 – [with applicant responses in blue; Nov. 14, 2025]**

**A. Erosion and Sediment Control** (provided by Jason Hetrick, PE, CFM)

1. Provide erosion and sediment control bmps to protect the swale within this area adjacent to Robert Smalls Park Way. **Comment addressed. Additional silt fence, sediment tubes, temporary and permanent seeding, and riprap have been added to provide erosion and sediment control. See sheet C202 / C802**
2. Depict a temporary culvert under the construction entrance in Phase 1 so that it can span the existing ditch. **Comment addressed, see on Sheet C202.**



**B. Stormwater Management** (provided by Jason Hetrick, PE, CFM)

1. Main bioretention basin has a bottom of bank elevation of 16.5' but the inflow pipe has an invert elevation of 16.0 feet. Please clarify. **Comment addressed, the inflow pipe has since been revised to an invert elevation of 16.5 ft.**
2. Confirm that the main bioretention basin has adequate separation from ground water, as the wet pond is shown with a water level of 14.0 feet. It appears that the wet pond will also stage at an elevation above the bioretention facility thus impacting/saturating the bioretention facility as well since they are connected. **The seasonal high groundwater is found to be 4 ft. below ground surface. The surface elevation is around 19 ft., putting the groundwater to be at an elevation of 15 ft. The bottom of the Bioretention is at an elevation of 16.5 ft., giving 1.5 ft. of separation between the groundwater and bottom of the basin. The bioretention overflows to the adjacent wet pond via an emergency weir at an elevation of 18.75 ft. The wet pond stages to a maximum elevation of 18.58 ft., which is below the emergency weir elevation; therefore, it will not backflow into or saturate the bioretention media. Flow is directed from the bioretention basin to the pond, and then from the pond to the outlet control structure.**
3. If trees are being planted or preserved within the limit of disturbance, additional stormwater credit can be claimed on the SoLoCo spreadsheet. **Comment noted.**
4. Provide a profile of the stormwater pond and depict the permanent pool elevations, storm elevations and top of bank as well as the control structure. **Comment addressed, refer to sheet C604 for the Stormwater Pond and Outlet Control Structure details.**
5. Please update the stormwater computations to use the peaking factor required by SoLoCo for post conditions, of 400, not 323, Section 3.7.2. **Comment addressed, the stormwater computations and SWPPP have been updated.**

**C. Planning & Zoning**

**Design Standards:**

1. **Size, mass and scale:** the proposed FSED & PCC are no more than one story in height; this is below surrounding developments, such as "4000 Margaret", which contains 3-story high multi-family buildings

and two-story townhomes as well as the “Beaufort Walmart Supercenter”, which is one-story and the commercial lots at “Beaufort Station”, which are mostly 1 - 1.5 stories in height. Thus, the proposed massing underperforms surrounding uses, nonetheless, it resultingly creates a favorable transition between developed and undeveloped parcels along that corridor. **Comment noted.**

2. **Building materials and details:** in accordance with **Sec. 4.6.4 – C. Windows and Doors**, “**building elevations that face the street shall have at least 40% of the first-floor wall area consist of windows and/or doors,(...)**”. **Comment noted, the architect is working directly with staff accordingly.**
3. **Additional Guidelines Specific to IC District:** “**All buildings constructed as part of a campus may be subject to the guidelines for civic building outlined in Section 4.5.10. or shall be held to standards similar to the requirements in the surrounding context.**” **Comment noted, the architect is working directly with staff accordingly.**
  - **Large Footprint Building (>20,000 sq. ft.) – N/A**

#### **Final landscape and open space plan:**

1. **Community Green Space and Open Space (Sec. 7.4):** Disturbed land area = 322,764 sq. ft. (~7.41 ac.); in accordance with the table in **Sec. 7.4.2 – 15% of the area shall be provided for community green/open space (equals approx. 1.11 ac.);** civic/open space types that may be provided are listed in table under **Sec. 7.4.3**, e.g. greenway, square/green, plaza, park. **Comment noted, please see the landscape plan included in the submittal package.**

#### **Traffic Impact Analysis (TIA):**

1. **In accordance with Sec. 7.3.2 – “shall be required for any development that is shown to generate more than 50 trips during peak hour on adjacent streets as per the most recent Institute of Transportation Engineers (ITE) Trip Generation Manual.”**
  - **Sec. 7.3.2.C. – Traffic Impact Analysis Plan Preparation: “To review the TIA, the Planning Commission and TRC will require current trip generation information, available information on land use, travel patterns, and traffic conditions, and shall consult with the SCDOT.”**
  - **See Sec. 7.3.2.D. – Table on required plan contents for TIA**

**See excerpt of draft Traffic Impact Analysis (TIA; prepared by Kimley-Horn).**

#### **Curt Freese, Community Development Director:**

1. It appears this would be the first development of a new commercial subdivision, with corresponding infrastructure, street, stormwater, etc. The proper path would be sketch plan, preliminary and final plat, as infrastructure would be shared. A Site Plan is not appropriate at this time, and a Sketch Plan under 7.5.3 is the next step. This would only require a preliminary TIA which does not require a full review, so it could be scheduled for December. Please refile the application. **Comment noted.**
2. As per #1, does a regional wet pond to serve the commercial subdivision make more sense than an individual pond on-site? **Due to the site’s existing topography, one portion naturally drains to the southwest while the other drains to the northeast. Given the location of the proposed development, it is most appropriate for our project to utilize a stormwater pond that discharges to the northeast. The remaining portion of the property will require a separate pond designed to accommodate the drainage flowing to the southwest.**
3. Again, the street being built seems appropriate for an entire subdivision and must go through the major subdivision process. **Comment noted.**
4. A TIA will be required and should likely be required for potential uses of the entire site, zoned IC. **Please see the TIA Report included in the submittal package.**

5. Should the entrance into the site, be centered in the middle of the site, to serve all of the potential lots to reduce access points? **The future use and development timing for the remainder of the property are not yet determined. The access point must also be aligned to provide direct and efficient entry for emergency vehicles, and the proposed location has been coordinated with SCDOT to ensure it meets their requirements. For these reasons, the access is positioned to best serve the needs of the FSED and PCC.**
6. Applicant must provide an exhibit documenting compliance with existing Tree Canopy standards 5.3.2.1, of 30% for non-residential. **Please see the landscape plan included in the submittal package.**
7. Is there an access easement from the School District for access to W.K. Alston? **Coordination with the school district is ongoing, and efforts to obtain it are currently underway.**
8. There are no sidewalks proposed for either 170 or the internal street. Section 7.1.3 requires sidewalks for all streets. **Comment noted. However, an issue exists along Hwy. 170 due to the roadside ditch, which would require significant streetscape improvements and involvement with SCDOT. It should also be noted that the adjacent apartment complex does not include a sidewalk along Hwy. 170 either.**
9. Section 7.1.3 requires curb and gutter. **Curb and gutter are provided along each side of the road.**
10. Street Trees for new streets are required as per Section 7.1.3 and 7.2.5. **Please refer to the landscape plan included in the submittal package.**
11. Street Lights for new streets are required as per Section 7.1.3. **The submittal package includes the site lighting plan, which incorporates the proposed street lighting.**
12. Section 7.4.2 A requires 15% park/open space , this has not been delineated or provided on the plan. **Please see Open Space exhibit included in the submittal package.**
13. Staff cannot determine if the buffer area complies with Section 5.4.2. **Our intent is to comply with Option 1 for Buffer Type E.**
14. There is no landscaping plan as required per Section 5.4-5.5. **Please see landscape plan included in the submittal package.**
15. There is no lighting plan as required per Section 5.7. **Please find the site lighting plan included in the submittal package.**
16. It appears the electric is underground as per Section 7.1.3, however, it does not appear how the site will be served on the utility plans. **Electric is underground and an electrical plan is forthcoming and will be provided upon receipt.**

**D. Building Department comments (by Mr. Bruce Skipper):**

1. Accessible sidewalks from the public transportation stop to within the site have not been provided. See IBC 1104.1 (from Robert Smalls Parkway to the buildings). **An internal sidewalk connection has been added from W.K. Alston Drive through the site, providing direct pedestrian access to the adjacent multifamily development. Installing a sidewalk along Robert Smalls Pkwy. would require significant hardscape improvements due to the existing roadside ditch and would necessitate coordination and involvement with SCDOT. It appears that the adjacent multifamily development was not required to construct a sidewalk along Hwy. 170.**
2. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site. See IBC 1104.2 (Between Buildings). **Comment addressed, accessible sidewalks have been added between buildings.**
3. Where a building or portion of a building is required to be accessible, at least one accessible route shall be provided to each portion of the building, to accessible building entrances, connecting accessible pedestrian walkways and to the public way. IBC 1104.3 (sidewalks at each building). Ramps shall comply with section

IBC 1012. Slope 1012.2, Handrails 1012.8, edge protection 1012.10, and curb 1012.10.1 (sidewalk ramps).  
**Comment addressed.**

**E. Fire Marshal (by Mr. John Badgett):**

1. Fire sprinkler plans must be approved by the SC Fire Marshal's Office prior to installation. IFC 901.2. **The architect is working directly with staff accordingly.**
2. A Fire Sprinkler System Specification Sheet (FSSSS) must be provided prior to the building permit being issued. IFC 901.2. **The architect is working directly with staff accordingly.**
3. This office will witness all fire protection system acceptance testing to include emergency responder radio communications IFC 901.5. **Comment noted.**
4. Ambulatory Care Facilities shall comply with section 422 of the IBC. IFC sec 202. **Comment noted.**
5. Site access/apparatus road capable of supporting fire apparatus in all weather conditions shall be established prior to bringing combustible materials on site in accordance with IFC sec.3313. **Comment addressed.**
6. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of 13 feet 6 inches. IFC 503.2.1. **Comment addressed.**
7. Fire Department Connection (FDC) shall labeled, protected, and remain clear and accessible. IFC 912.4. **Comment addressed.**
8. KNOX FDC caps shall be provided on fire department connection. IFC 912.4.1. **Comment noted.**
9. All control valves including PIV and Backflow Preventer must be electrically supervised. **Comment noted.**
10. This office will witness the underground pressure test of the fire protection main from PIV into building and FDC line. All joints will be exposed for testing. NFPA 10.10.2.2.1. **Comment noted.**
11. This office will witness the underground flushing of the fire protection main from PIV into building and FDC line. NFPA 10.10.2.1.1. **Comment noted.**
12. A Knox Box shall be provided for fire department access. IFC 506.1. **Comment noted.**
13. Address identification characters shall be contrasting to background, and each character shall be no less than 4 inches high with a minimum width stroke of no less than ½ inch. IFC 505.1. **Comment noted.**
14. Buildings equipped with automatic sprinkler systems shall have a fire hydrant located within 100 feet of the FDC SCIFC 507.5.1.1. **Comment noted.**

**F. Architecture/Building Design (provided by Meadors Architecture, LLC):**

1. **PCC**
  - a. Staff noted that all of the windows on the north elevation have a wall constructed directly behind them and therefore are not transparent windows. Per Section 4.6.4.C.1, "Building elevations that face the street shall have at least 40% of the first-floor wall areas consist of windows and/or doors, and 15% of upper floors." Staff interprets this code section to mean building fenestration that allows visible light to transfer to the interior during the day and light sources from inside to activate the otherwise dark facades at night. Staff recommends the interior wall be removed so that these windows can provide true transparency.
  - b. The applicant could use interior window treatments such as blackout blinds on tracks to provide privacy.
  - c. The renderings show a black brick base with joints that align with the panels above, but the 2D elevations do not show brick. Applicant to clarify – staff is supportive of the brick base.
  - d. Generally, staff does not believe this building is indicative of traditional Lowcountry vernacular architecture and offers the following comments:

- i. Staff is not supportive of the textured Parklex cementitious rainscreen panel, especially in the “reeds” texture. This is not a common cladding material in Beaufort. Note: Section 4.6.4.A.1.b states “fiber cement board siding, smooth finish.” The textured finish “reeds” is not compliant with this section of the code.
  - ii. Bahama shutters are not common in Beaufort and appear more tropical/coastal. Staff recommends they are removed from the project.
  - iii. The window head casings appear to extend past the jamb casings, which is atypical. The sills are not visible in 2D drawings or renderings. These windows should have traditional head and jamb casings with a projecting sill.
  - iv. Staff recommends making the colors lighter, as both the brown and gray appear dark. Staff would be in support of a white or off-white color instead of the gray.
  - v. There are large frame elements (brown) around some of the windows, but not all. Their placement appears arbitrary. Staff believes the intent of these is to break up the façades but believe these may be more successful if designed as actual bays rather than frames applied to the wall.
  - vi. Some of the joints in the panels appear to sit on the outside edges of the windows, while other joints are set a few inches away from the windows.
- e. The mechanical screen on top of the roof appears tall in relationship to the rest of the building. To remedy this and to provide better screening, staff recommends converting the flat roof to a sloped roof to conceal the mechanical areas. Staff believes a sloped roof would also create a more Lowcountry approach to this building, as hip/gable roofs are common throughout the area.

## **2. FSER**

- a. It is unclear if any of the windows with Bahama shutters have windows behind them, or if this is a faux window detail. The renderings do not appear to show any windows. Per Section 4.6.4.C.1, “Building elevations that face the street shall have at least 40% of the first-floor wall areas consist of windows and/or doors, and 15% of upper floors.” Staff interprets this code section to mean building fenestration that allows visible light to transfer to the interior during the day and light sources from inside to activate the otherwise dark façades at night. Applicant to add windows to meet code compliance. Any instances of faux windows should be removed.
- b. As it is designed, the building’s primary façade and entrance face into an internal parking area, while the rear façade and mechanical yard face Robert Smalls Parkway. This rear façade does not appear to meet the 40% fenestration requirement to meet code compliance, and staff believes that placing the mechanical yard on this façade will make it difficult to meet this requirement. Staff believes the building orientation may need to change to better relate to the primary frontage rather than internal, head-in parking. Staff understands the need for quick access from the parking lot to the building entrance, and recommends the applicant study the addition of a second entrance. A potential solution may be to swap the FSER with the PCC on the site plan where the FSER would maintain its current orientation but front to the north access road and the PCC will mirror in plan to front to Robert Smalls Parkway.
- c. Applicant to refer to all applicable comments under item 1.d in the PCC section.
- d. The use of the protruding brown frames around some of the windows is different from the PCC, but staff still believes its placement is arbitrary. Some of these protrusions also appear to cut off the brick base. This base should continue around the building without interruption, except at the entrances.

- e. The ambulance drive-through bay does not appear to relate or connect well to the rest of the building. If it is possible, staff recommends lowering the roof to align with the main building's roof.
- f. The mechanical screen on top of the roof appears almost as tall as the exterior walls of the building (staff measured the screen wall digitally as approximately 10'-0" tall). To remedy this and to provide better screening, staff recommends converting the flat roof to a sloped roof to conceal the mechanical areas. Staff believes a sloped roof would also create a more Lowcountry approach to this building, as hip/gable roofs are common throughout the area.

# **BOARD MEETING SCHEDULE FOR 2026**

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**PC – Planning Commission:**

**2026 Schedule (Draft)**

**Meetings are held at City Hall in Council Chambers on the 2<sup>nd</sup> floor at 5:00 p.m.**

Only digital submittal of all documents is accepted now. You may also view the meeting schedule in document form.

**Note: Deadline for applications for next month’s meeting are due by noon of the current month’s meeting.**

Written comments for any project before the board must be submitted by noon (12:00 pm) on the business day before the meeting.

<u>Meeting Schedule</u>	<u>Deadline Date (Interoffice)</u>
Wednesday, January 21, 2026	December 15, 2025
Wednesday, February 18, 2026	January 20, 2026
Monday, March 16, 2026	February 17, 2026
Monday, April 20, 2026	March 16, 2026
Monday, May 18, 2026	April 20, 2026
Monday, June 15, 2026	May 18, 2026
Monday, July 20, 2026	June 15, 2026
Monday, August 17, 2026	July 20, 2026
Monday, September 21, 2026	August 17, 2026
Monday, October 19, 2026	September 21, 2026
Monday, November 16, 2026	October 19, 2026
Monday, December 14, 2026	November 16, 2026