

**ORDINANCE 2022 / 07**

**TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC):  
APPENDIX C, DIVISION C.4 (BUCKWALTER PARKWAY ACCESS MANAGEMENT  
STANDARDS).**

**WHEREAS**, deleted text is strikethrough; and

**WHEREAS**, added text is highlighted in yellow and underlined.

**ADOPTED** this 28<sup>th</sup> day of February 2022.

COUNTY COUNCIL OF BEAUFORT COUNTY

By:   
Joseph Passiment, Chairman

ATTEST:

  
Sarah W. Brock, JD, Clerk to Council

First Reading: October 25, 2021 Vote: 11/0  
Second Reading: January 10, 2022 Vote: 11/0  
Public Hearing: February 28, 2022  
Third Hearing: February 28, 2022 Vote: 10/0

## Division C.4: - Buckwalter Parkway

### C.4.10 - Application

The following access management standards apply to all properties within Beaufort County's jurisdiction on Buckwalter Parkway between the intersection of US 278 and SC 46 (May River Road).

### C.4.20 - Signal Spacing

The recommended spacing between full-signalized accesses is 2,000 feet.

### C.4.30 - Future Signal Locations

The specific signalized access locations shall correspond to the planned signal locations provided in *Buckwalter Access Management Study Update (2021) Figure 5 in Appendix 10-D: Buckwalter Parkway Access Management Plan of the Beaufort County Comprehensive Plan* and the existing traffic signal locations. Existing and planned intersection locations are subject to change to better meet the spacing guidelines. If a modification of the defined signal locations is desired to meet the demands of a specific development or to better meet prescribed spacing goals noted above, the following conditions shall be satisfied:

- A. The modified location must meet the warrants for signalization with the proposed development as defined in the Manual on Uniform Traffic Control Devices (MUTCD) by the Federal Highway Administration (FHWA) with the analysis and specific application of traffic signal warrants to be approved by the Beaufort County traffic engineer.
- B. The modified location must provide adequate spacing (as defined in the spacing standards indicated above) from existing traffic signals and planned traffic signals, including: (note that distances shown should be considered approximate)
  1. Buckwalter Parkway at US 278
  2. Planned location - Buckwalter Parkway at Cinema North (2,026 feet south of US 278)
  3. Planned location - Buckwalter Parkway at Mott Street/Parkside Drive (1,788 feet south of Cinema North)
  4. Planned location - Buckwalter Parkway at Kroger Fuel Drive (2,176 feet south of Mott Street/Parkside Drive)
  5. Buckwalter Parkway at Buckwalter Town Center South (1,496 feet south of Kroger Fuel Drive)
  6. Buckwalter Parkway at Bluffton Parkway (1,077 feet south of Buckwalter Town Center South) \*Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location is less than desired spacing of 1,500 feet from location 5.

~~(this signal will be relocated once Phase 5b of the Bluffton Parkway is completed)~~

7. Buckwalter Parkway at Lake Point Drive (1,585 feet south of Bluffton Parkway) \*Intersection location is subject to change to better reflect the access management goals stated above for the corridor as the current location would be less than desired spacing of 1,500 feet from a relocated location 6.
8. Buckwalter Parkway at Bluffton Parkway and Hampton Hall (3,958 feet south of Lake Point Drive/Parker's driveway)
9. Buckwalter Parkway at H.E. McCracken Circle and Old Bridge Drive (4,500 feet south of Hampton Hall)
10. Buckwalter Parkway at SC 46 (May River Road)

C. The future signalized intersection location shall not have an adverse impact on existing or future LOS based on comparative analysis of conditions with the recommended signal locations indicated in *Buckwalter Access Management Study Update (2021)*. The developer shall be required to conduct LOS and signal system progression analysis to demonstrate compatibility of the proposed signal location with operation of the remainder of the signal system.

#### C.4.40 - Driveways

- A. **Spacing:** Additional access points above the full accesses indicated in subsection C.4.30.B may be granted for right-in/right-out or other controlled movement access with a minimum spacing of 500 feet. Single parcel access is strongly discouraged and connectivity to adjacent parcels should be provided. Joint access driveways are encouraged for small parcels to adhere to the 500-foot spacing. Driveways should be limited to the number needed to provide adequate access to a development. Factors such as alignment with opposing driveways and minimum spacing requirements will have a bearing on the location and number of driveways approved. For parcels/developments that have frontage on Buckwalter Parkway and have access to a signalized intersection location recommended in the Buckwalter Parkway Access Management Plan, minimum spacing shall be 800 feet unless specified in Figure 5 of the Buckwalter Parkway Access Management Plan.
- B. **Driveway design:** Driveway width and turning radii shall conform to SCDOT's Access and Roadside Management Standards.
- C. **Driveway linkages:** See Article VI, Section 6.3.10.D for driveway linkage requirements for non-residential development.
- D. **Retrofitting existing driveways:** As changes are made to previously developed property or to the roadway, driveways will be evaluated for the need to be relocated, consolidated, or eliminated if they do not meet the access management standards.

#### C.4.10 - Deceleration Lanes

Deceleration lanes shall be required when the volume of traffic turning at a site is high enough in relation to the through traffic to constitute the potential for disruption as indicated in the traffic impact analysis.