

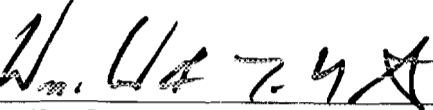
2005/19

AN ORDINANCE OF THE COUNTY OF BEAUFORT, SOUTH CAROLINA, TO AMEND THE ZONING AND DEVELOPMENT STANDARDS ORDINANCE, SECTION 106-2796 TO ADOPT A NEW SUBSECTION (G) FOR ACCESS MANAGEMENT STANDARDS FOR PROPERTIES FRONTING OKATIE HIGHWAY (SC 170) FROM OLD BAILEYS ROAD (S-18) TO MCGARVEY'S CORNER (US 278); AND WEST FORDING ISLAND ROAD (US 278) FROM THE JASPER COUNTY LINE TO MCGARVEY'S CORNER (SC 170).

Adopted this 23rd day of May, 2005.


COUNTY COUNCIL OF BEAUFORT COUNTY

BY:

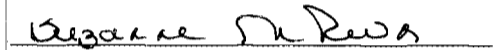


Wm. Weston J. Newton, Chairman

APPROVED AS TO FORM:

  
Kelly J. Golden, Staff Attorney

ATTEST:

  
Suzanne M. Rainey, Clerk to Council

First Reading: April 25, 2005  
Second Reading: May 9, 2005  
Public Hearing: May 23, 2005  
Third and Final Reading: May 23, 2005

(Amending 99/12)

SECTION 106-2796(g)

(g) *Access Management Standards for West Fording Island Road (US 278) and Okatie Highway (SC 170)*. The following access management standards apply to all properties within Beaufort County's jurisdiction on Okatie Highway (SC 170) from Old Baileys Road (S-18) to McGarvey's Corner (US 278); and West Fording Island Road (US 278) from the Jasper County line to McGarvey's Corner (SC 170):

- (1) Signal Spacing: The minimum spacing between full signalized access is 3,600 feet. The minimum spacing between directional signalized access is 2,000 feet.
- (2) Future Signal Locations: The specific signalized access locations shall correspond to the Future Signal Locations provided in Map 1 in Appendix J: West Fording Island Road (US 278) and Okatie Highway (SC 170) Joint Corridor Plan of the Beaufort County Comprehensive Plan. If a modification of the defined signal locations is desired to meet the demands of a specific development, 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 shall provide connectivity to adjacent properties to give the properties access to the signalized intersection.
  - c. The modified 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 Appendix J: West Fording Island Road (US 278) and Okatie Highway (SC 170) Joint Corridor Plan of the Beaufort County Comprehensive Plan. 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.
- (3) Driveway Spacing: A minimum of one point of access to a property will be allowed. Additional access points above the one permitted may be granted provided the continuous roadway frontage of the property exceeds 1,000 feet. Single parcel access is strongly discouraged. Joint access driveways are encouraged for small parcels to adhere to the 1,000-foot spacing. Driveways should be limited to the number needed to provide adequate access to a property. Factors such as alignment with opposing driveways and minimum spacing requirements will have a bearing on the location and number of driveways approved. Refer to Table 106-2796.

**Table 106-2796(a): Maximum Number of Driveways per Frontage**

<b>Length of Frontage</b>	<b>Maximum Number of Driveways</b>
1,000 feet or less	1
1,000 to 2,000 feet	2
More than 2,000 feet	2 plus 1 per each additional 1,000 feet of frontage

For parcels with frontage both on West Fording Island Road or Okatie Highway and a secondary road, a minimum spacing of 1,000' shall be maintained along the principal arterial between a driveway and a signalized intersection. Within 1,000 feet of signalized intersections, access shall be off a secondary road. Driveway spacing shall be measured from the closest edge of pavement to the next closest edge of pavement.

- (4) Driveway Design: Driveway width and turning radii shall conform to SCDOT's Access and Roadside Management Standards.
- (5) Driveway Linkages: {See Section 106-2796 (c)}
- (6) 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.
- (7) 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.