

PUD MASTER PLAN SUBMITTAL

FOR:

ALSTON PARK

PHASE 3

(NEW RIVERSIDE PARCEL 5A SOUTH)

TOWN OF BLUFFTON,
SOUTH CAROLINA

PREPARED FOR:

VILLAGE PARK COMMUNITIES

DECEMBER 2, 2024

Prepared By:

Witmer Jones Keefer, Ltd.

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Project Team

Developer:

Village Park Communities

Mr. John Cardamone

Land Planning & Architecture:

Witmer Jones Keefer, Ltd

Mr. Daniel Keefer
Mrs. Kyley Jones

Engineering:

Carolina Engineering Consultants

Mr. Tim Brutcher

Alston Park Phase 3

PUD Master Plan Narrative

I. Project Introduction and Overview

This application is for PUD Master Plan approval of Alston Park Phase 3, located within the New Riverside Planning Area. This application is submitted under Section 5.8.8 of the Town of Bluffton Planned Development Ordinance, and the New Riverside Concept Plan adopted by the Town in June 2004.

The Town of Bluffton approved the Concept Plan and a Development Agreement for the New Riverside tract in June 2004. The Concept Plan defines the allowed land uses in the various areas of the New Riverside Planning Area. The documents also define the development standards, which govern all development activity within the Concept Plan, including Alston Park Phase 3. These negotiated land uses and development standards are binding upon the Town and this Applicant. The Concept Plan and Development Agreement set the binding framework for this PUD Master Plan application. The Development Agreement between Union Camp and the Town of Bluffton applies to future landowners.

The proposed project will be constructed on Parcel 5A South of the New Riverside Planning Area, located on the south side of Alston Park. The project consists of a maximum of +/-76 dwelling units, park / open spaces and related infrastructure.

This entire written narrative, together with all exhibits attached hereto, constitutes the full application, and upon approval, shall constitute the official PUD Master Plan for Alston Park Phase 3 at New Riverside.

II. Existing Conditions

The applicant, Witmer Jones Keefer, Ltd. submits the application herein as an agent of the property owner, VILLAGE PARK Communities.

This applicant seeks final approval of the PUD Master Plan based on the conditions approved under the New Riverside Concept Plan, and the matters contained in this application.

Alston Park Phase 3's approximately 60.3 acres have been planned based on

available information. The parcel is located in the northern portion of the New Riverside Tract. Tree cover consists of a mixture of natural growth pines and hardwoods. The property drains south south-west, towards the existing wetlands and north towards Holly Hill Lane. The attached Exhibits provide detailed information regarding the existing conditions of the property. These items include:

A. Boundary Survey

The boundary survey plat (see Exhibit J) of the property contains the following information:

1. Vicinity Map
2. Boundary and Dimensions
3. Existing Easements
4. Existing Roads
5. Existing Drainage Ways
6. Property Owners of Adjacent Properties
7. FEMA Flood Zones
8. Wetlands

B. Wetlands Verification

A wetland impacts permit was issued for New Riverside and includes Alston Park Phase 3. A copy of the permit is on file with the Town of Bluffton.

C. Topography

1. Vicinity Map
2. Topographic Data (see Exhibit H)

D. Land Cover

Alston Park Phase 3 is predominantly comprised of upland pine plantation ; pine flatwoods and mixed hardwoods. The preserved wetland areas are predominantly mixed hardwoods, maple, and sweet bays.

E. Conceptual Wastewater Collection Master Plan

- 1) Proposed Sanitary Sewer Collection System (see Exhibit F)

F. Conceptual Water Distribution Master Plan

1) Proposed Water Distribution System (see Exhibit E)

III. Development Master Plan

The project will be developed in accordance with the New Riverside Concept Plan, dated June 9, 2004. Access points, wetlands, archaeology and stormwater methods have been coordinated with the Master Developer. The final location of roads, lagoons, open spaces, buildings, parking, recreational amenities and other elements may vary at the time of Development Permit Applications. The plan demonstrates a potential arrangement of land uses and road corridors. The final layout will vary based on market conditions and environmental constraints. The primary access to the property will be from Holly Hill Lane/ New Riverside Road and a secondary access will connect from Benton Road, thru Alston Park phase one. The 2 access points may be gated or non-gated as determined by the developer.

A. Phasing

Alston Park Phase 3 is proposed to be built in one phase as shown in Exhibit C. Lot counts, locations and engineering for each phase will occur as market conditions dictate. Phasing may vary depending on market conditions and environmental constraints. Construction of the first phase is expected to occur in 2022. Tree and topographic surveys shall be performed with each phase of development.

B. Site Design and Development Standards

Architectural guidelines and restrictive covenants, developed by VILLAGE PARK Communities, will set standards for design and construction materials and will meet or exceed the Town of Bluffton Zoning and Development Standards Ordinance (D.S.O.) approved with the New Riverside Planning Area. Applicable site design standards shall be as set forth under the Concept Plan and Development Agreement. The applicant intends to responsibly exercise the design functions entrusted to the applicant as the private developer under the Concept Plan and Development Agreement.

Site development within the New Riverside Planning Area is governed by the Development Standards included as part of the original Concept Plan approval. VILLAGE PARK Communities will control internal site standards through the use of architectural guidelines and restrictive covenants. The covenants and restrictions will be submitted to the Town of Bluffton during the Development Permit process. As stated in the Concept Plan, setbacks and

buffers for the Master Plan Area apply to the New Riverside Planning Area boundary only. Similarly, total open space for the PUD shall be calculated for the boundary of the PUD and not on a site-specific basis. The project shall demonstrate that open space requirements per Concept Plan Section 2.D.15 will be met.

Based on current market conditions, the master plan indicates +/- 70' x 120' lot sizes with 15' front, 10' rear and 5' side setbacks on each typical lot. Garages will have a minimum 20' setback to accommodate driveway parking without encroaching into the right-of-way. Variances from these typical guidelines must be reviewed and approved by the VILLAGE PARK Communities Architectural Review Board for this development. Lots will conform to the standards set forth in the Concept Plan and Development Agreement.

Building setbacks and heights will be reviewed by the VILLAGE PARK Communities Architectural Review Board and conform to life safety regulations.

C. Stormwater Management

The Stormwater Master Plan is shown in Exhibit G. Stormwater runoff will be routed through rain gardens, bioswales, lagoon systems or equivalent Best Management Practice (BMP) prior to being released to area surface waters or wetlands. Littoral shelves may be incorporated in the lagoon construction. Where practical, infiltration techniques will be investigated at the time of development permit. Final stormwater design will be submitted along with other final engineering calculations at the time of Development Permit Applications.

D. Utility Services

1. Potable Water Distribution

Potable Water will be provided by Beaufort–Jasper Water & Sewer Authority (BJWSA). An existing water main along New Riverside Road will

serve Alston Park Phase 3. This water main will provide adequate flow to support this project.

2. Wastewater Collection

Wastewater Collection will be provided by a combination of gravity sewers, pumping stations, and force mains located within the development area. The wastewater will be collected and pumped to an existing wastewater facility owned and operated by BJWSA.

3. Power Supply and Service

In accordance with franchise agreements approved by Town Council, Alston Park Phase 3 is in the Dominion service district. The electrical service will be provided by Dominion. Service will be extended as development progresses. PUD Master Plan approval does not amend any rights provided to a landowner by the Public Service Commission or South Carolina.

4. Telecommunication Service

VILLAGE PARK Communities is coordinating its plans with licensed and franchised telecommunications service providers in the Master Plan area. The telecommunications infrastructure will include voice, data, and video facilities. Service will be extended and activated as development progresses. Master Plan approval does not amend any rights provided to a landowner or telecommunications provider as granted by the Public Service Commission.

5. Fire Protection

The community is in the Bluffton Township Fire District (BTFD) jurisdiction. The water supply system will be designed to provide flow and pressure for fire protection.

E. Proposed Streets

Proposed internal street layout is shown in Exhibit B. Typical right-of-way cross-section is shown in Exhibit D and demonstrates a typical streetscape section.

Proposed roads without lots fronting the right-of-way may be constructed as

an uncurbed rural road with roadside drainage swales meeting the minimum standards of the Town. Road names for the neighborhood have not been assigned. Road names will be submitted for approval at the time of development plan.

Roads and Right of Ways in Alston Park Phase 3 may be privately owned and maintained by the Property Owner's Association, or other entity assigned with the legal responsibility. Roadways non- gated roadways, upon mutual agreement between the Town of Bluffton and the Owner, Property Owners Association, or other entity assigned with the legal responsibility, may be transferred to the Town of Bluffton upon completion. Acceptance of these roads will be based on Town of Bluffton requirements.

F. Community Park and Trail System

In addition to the internal streets, a system of sidewalks and pocket parks and recreational trails is planned as shown in Exhibit C. The sidewalks will provide access for bicycles and pedestrians to the central green and to the existing New Riverside Trail. Proposed connection to the New Riverside Trail system will allow residents access to off-site amenities including approximately 5 miles of meandering trails. Open space corridors are maintained where streets approach the adjoining Holly Hill Lane to allow for future pedestrian connectivity.

H. Ownership and Maintenance of Common Areas and Utilities

1. Common Areas

Development in Alston Park Phase 3 will be controlled by restrictive covenants that will establish guidelines for Common Area ownership and maintenance, unless otherwise provided at the time of Development Approval. The Common Areas, which include easements, open space, sidewalks, etc., will be owned by the Property Owners Association or some other legal entity, established in the Covenants and Restrictions. This ownership will include the maintenance of facilities, lagoons and drainage on the property. Lagoon access and maintenance easements may be provided to allow lagoon maintenance. Fees will be assessed from all property owners to provide funding for operation and maintenance of common areas. In some cases, individual elements of the overall stormwater retention and drainage system may be constructed on individually owned development sites, but all functioning elements will be subject to master covenants, including easements and maintenance rights,

which will assure the ability and means to maintain the system in perpetuity.

No public lands or methods of dedication and access are proposed.

2. Utilities

Beaufort-Jasper Water & Sewer Authority will own and operate the water and sewer facilities necessary for this project. Electrical power facilities will be owned and operated by SCE&G, or other provider as approved by the Public Service Commission.

I. Interconnectivity to Adjacent Land Use

Section 2-16 Roads of the New Riverside Concept Plan indicates that the PUD shall provide roadway linkage of major land use areas including internal linkage to commercial and recreational uses. The proposed street network provides connectivity to Alston Park to the north and New Riverside Parkway to the East.

J. Traffic Assessment

The New Riverside Master Developer commissioned a traffic study for the New Riverside development. The 113 dwelling units allotted to Alston Park Phase 3 were included in the original traffic report. An updated traffic assessment by Kimley Horn is included with the IMP submittal.

IV. Development Rights and Assignment

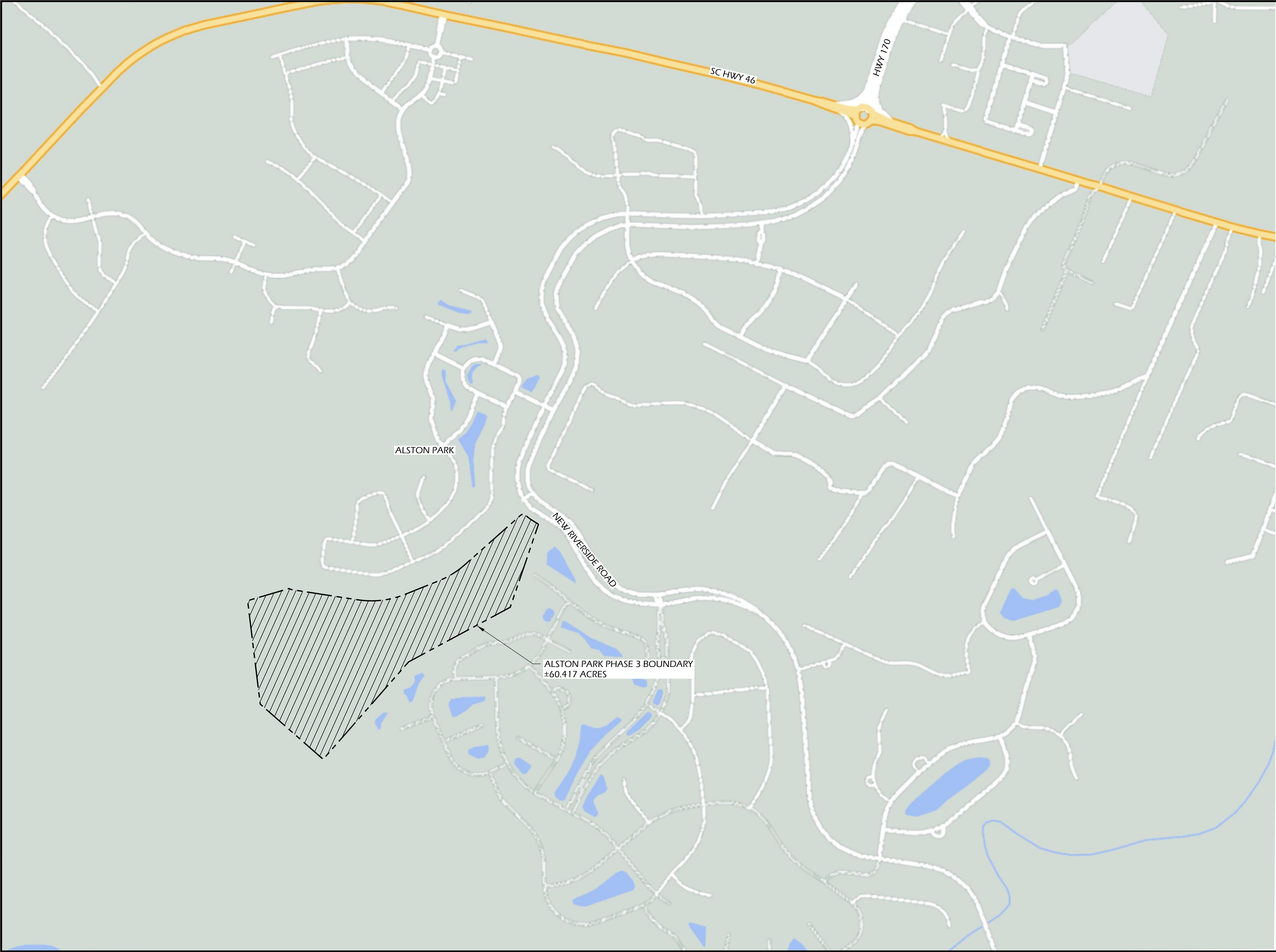
The Development Agreement states the Owner is required to notify the Town when Development Rights are transferred to a Developer, including the name and address of such Developer, the location and number of acres transferred, the residential density transferred, the commercial acreage transferred, and other relevant information.

V. Development Approvals within the New Riverside Planning Area

Development Approval applications must meet the application standards of the Bluffton Development Standards Ordinance, as modified and approved under Attachment I of the New Riverside Concept Plan Zoning Approval, and further such applications must meet all standards that are set forth in this Master Plan approval and any applicable land use covenants. Development that meets these specified conditions shall be approved, upon proper application to the Town. Any

ambiguities or inconsistencies shall be governed by the hierarchy of applicable standards established under the Concept Plan approval, as set forth under Attachment I of the Concept Plan approval. Any development proposal, which demonstrates compliance with these standards, shall be approved.

EXHIBIT A



Wimmer Jones-Heefer

landscape architecture
land planning

28 Promenade Street, Suite 201 | Bluffton, South Carolina 29910 | ph 843.797.7411

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SITE DEVELOPMENT PLANS
FOR

ALSTON PARK

PHASE 3

BLUFFTON, SOUTH CAROLINA

| | |
|--------------|------------|
| DATE: | 3 DEC 2024 |
| PROJECT NO.: | 20011.01 |
| DRAWN BY: | KH |
| CHECKED BY: | DK |

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NOT FOR
CONSTRUCTION

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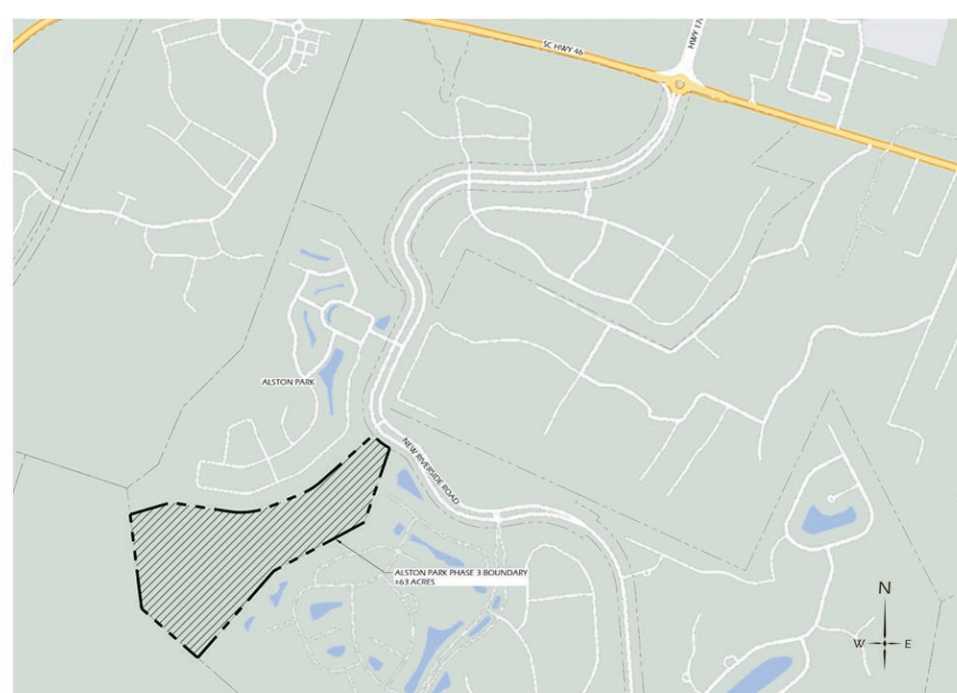
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VICINITY MAP

DRAWING NUMBER

EX A

EXHIBIT B



LOCATION MAP

SITE DATE TABLE

| | |
|---|--------------|
| PROJECT AREA: | 60.417 ACRES |
| OPEN SPACE: | 21.15 ACRES |
| NUMBER OF LOTS: | 76 |
| RESIDENTIAL DENSITY ALLOWED (RU/UPLAND AC): | 1.77 |

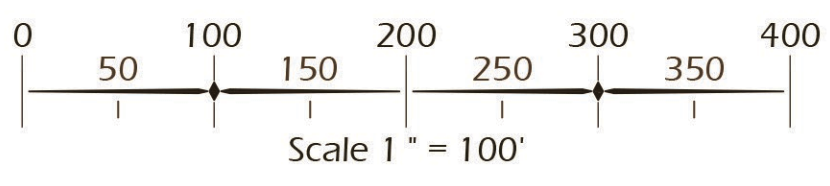
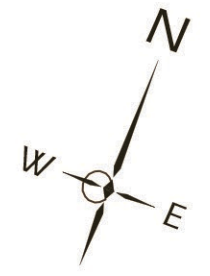
LAND USE KEY

| | ACREAGE |
|------------------------------------|---------|
| RESIDENTIAL (70' MIN. X 120' MIN.) | 16.5 |
| PONDS | 2.92 |
| RAINGARDENS | 2.90 |
| GREENS | 2.84 |
| RIGHT OF WAY | 5.27 |
| WETLAND BUFFER | 4.0 |
| WETLAND | 17.5 |
| COMMUNITY COMMON AREA / OPEN SPACE | 8.49 |

TOTAL 60.417 ACRES

SITE INFORMATION

NEW RIVERSIDE PARCEL 5A SOUTH
SOUTHWEST OF THE INTERSECTION OF NEW RIVER-
SIDE RD AND S.C. HWY 46, SOUTH OF PARCEL 4A.
TAX MAP ID NO.: R610 035 000 0019 0000 AND
R610 035 000 0846 0000
CURRENT ZONING: PUD (NEW RIVERSIDE CONCEPT
PLAN)



SITE DEVELOPMENT PLANS
FOR
ALSTON PARK
PHASE 3
BLUFFTON, SOUTH CAROLINA

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**INITIAL MASTER
PLAN**

DRAWING NUMBER
EX B



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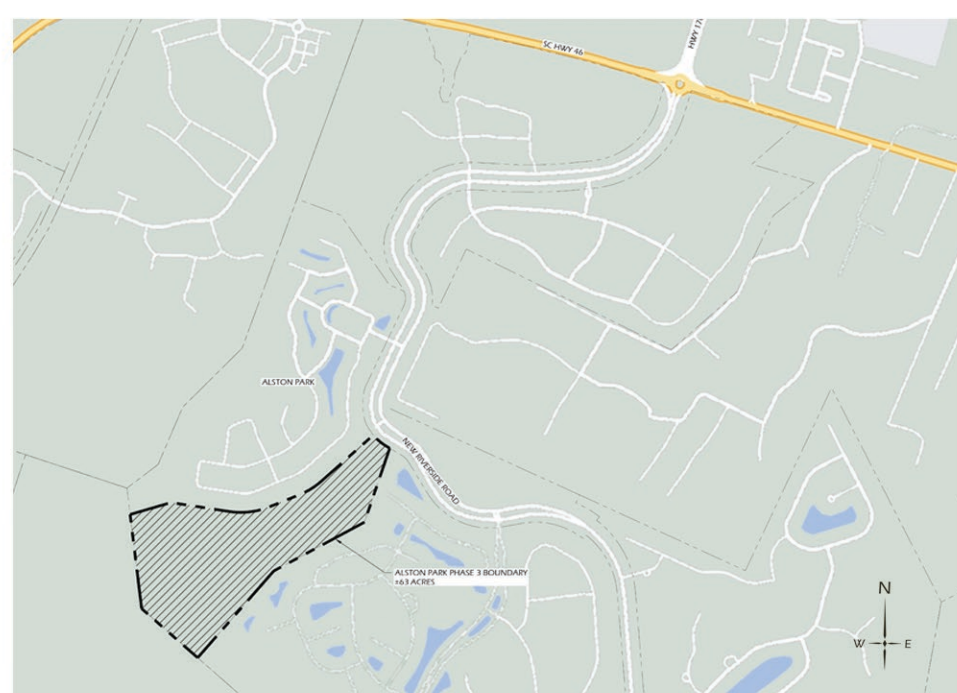
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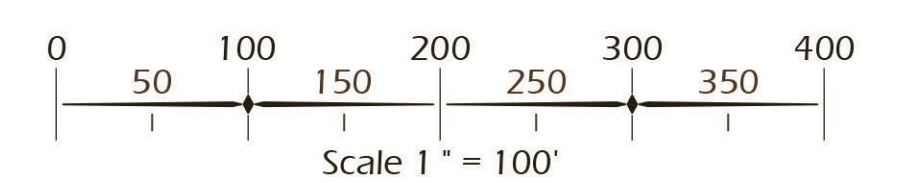
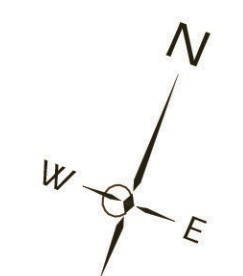
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EXHIBIT C



LOCATION MAP

- LEGEND**
- HOMESITES
 - LAGOONS
 - WETLAND & WETLAND BUFFER
 - OPENSACES
 - GREENS
 - GREENWAY (±4' WIDE MULCH OR GRAVEL TRAIL)
 - CONNECTOR TRAILS (±5' CONCRETE SIDEWALK)
 - HOLLY HILL LANE TRAIL (8' WIDE ASPHALT)



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FOR
ALSTON PARK
PHASE 3
BLUFFTON, SOUTH CAROLINA

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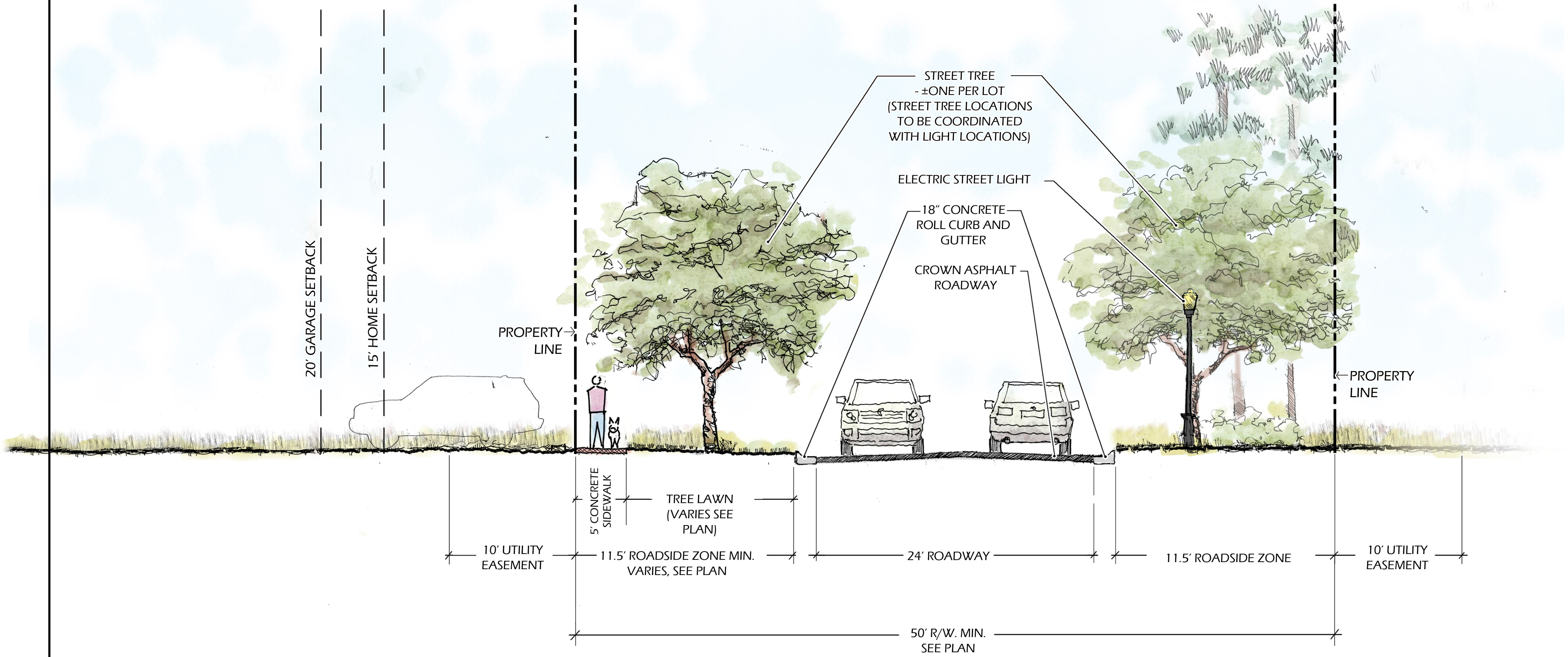
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**TRAILS & OPEN
SPACE**

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EX C

EXHIBIT D



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SITE DEVELOPMENT PLANS
FOR
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PHASE 3
BLUFFTON, SOUTH CAROLINA

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ROAD SECTION

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EX D

EXHIBIT E





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**WATER MASTER
PLAN**

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EX E

EXHIBIT F





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SEWER MASTER
PLAN

DRAWING NUMBER

EX F

EXHIBIT G



LEGEND

- UNDERGROUND STORMDRAIN PIPE
- CURB INLET
- CATCH BASIN
- ▲ OUTFALL STRUCTURE
- ◁ DRAINAGE ARROW
- POND
- RAINGARDEN
- WETLAND
- EXISTING TOPOGRAPHY



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STORMWATER
MASTER PLAN

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EX G

EXHIBIT H





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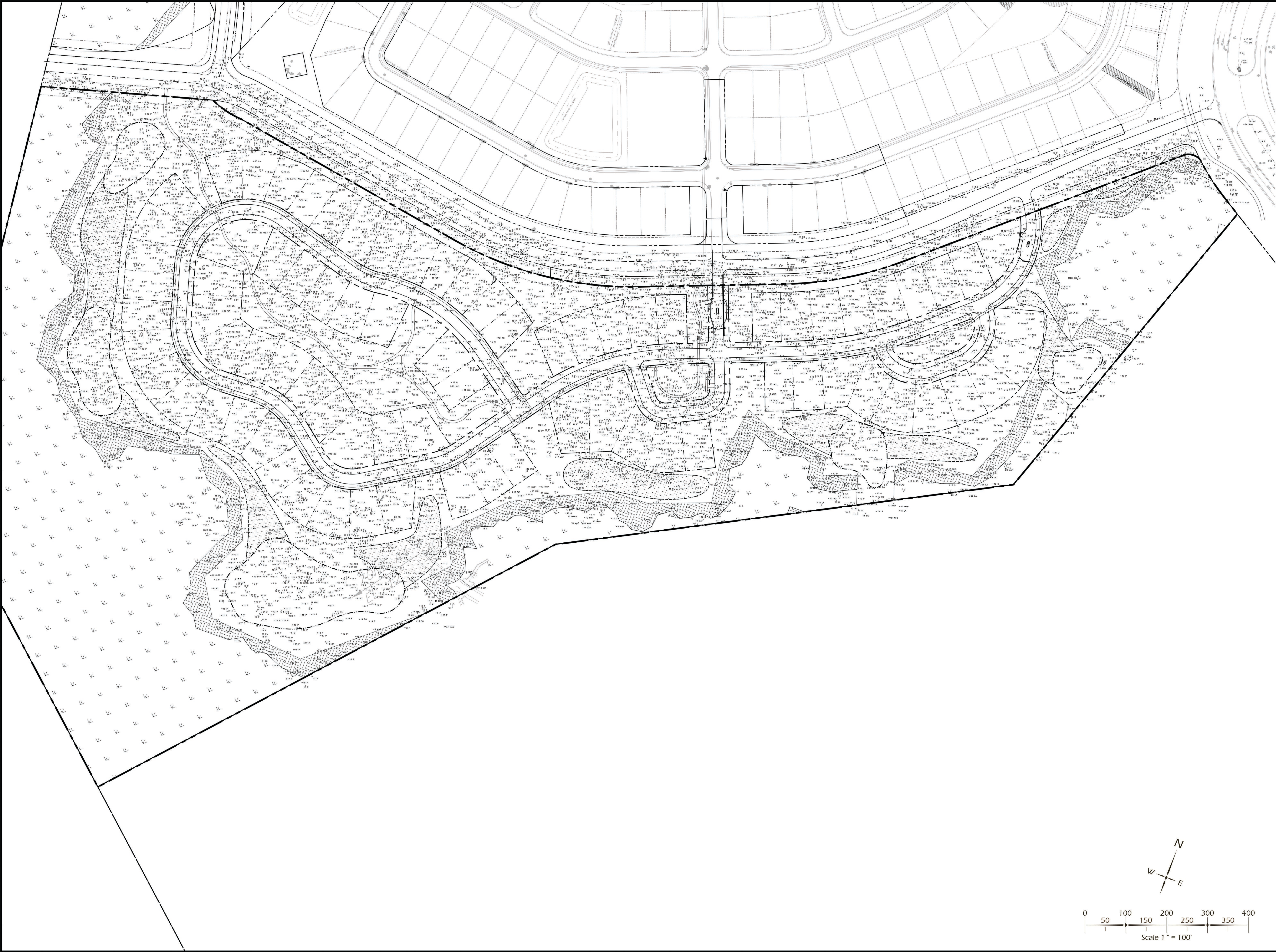
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**EXISTING
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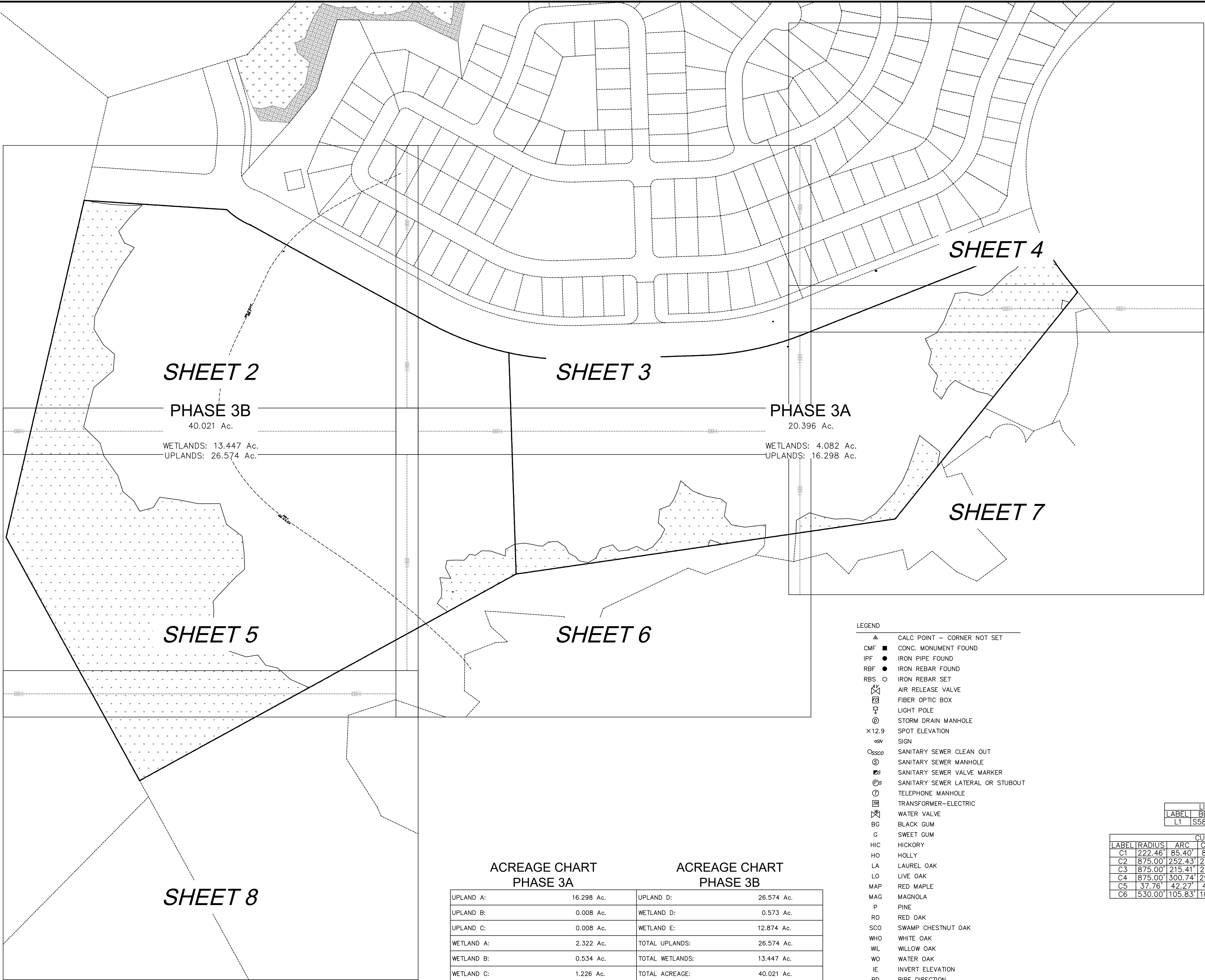
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**EXISTING
CONDITIONS - TREES**

DRAWING NUMBER
EX I

EXHIBIT J

SC GRID (NAD 83) NORTH
(2017)



ACREAGE CHART
PHASE 3A

| | |
|-----------------|------------|
| UPLAND A: | 16.298 Ac. |
| UPLAND B: | 0.008 Ac. |
| UPLAND C: | 0.008 Ac. |
| WETLAND A: | 2.322 Ac. |
| WETLAND B: | 0.534 Ac. |
| WETLAND C: | 1.226 Ac. |
| TOTAL UPLANDS: | 16.314 Ac. |
| TOTAL WETLANDS: | 4.082 Ac. |
| TOTAL ACREAGE: | 20.396 Ac. |

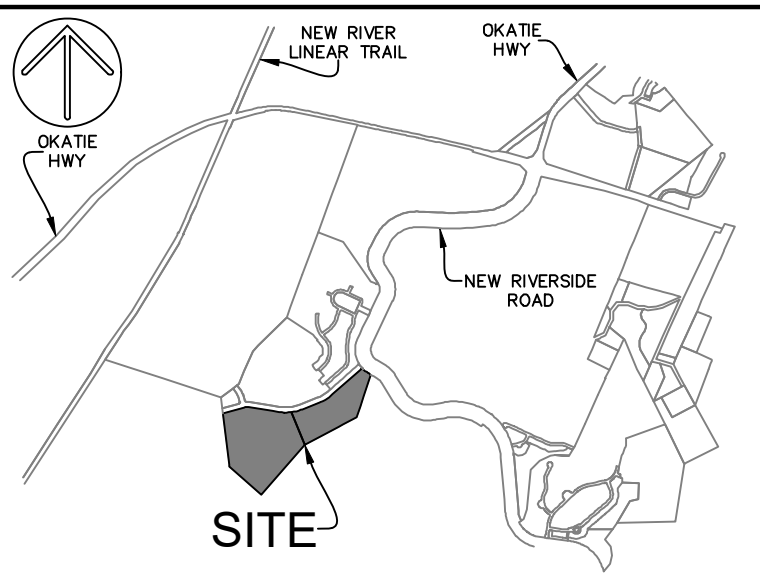
ACREAGE CHART
PHASE 3B

| | |
|-----------------|------------|
| UPLAND D: | 26.574 Ac. |
| WETLAND D: | 0.573 Ac. |
| WETLAND E: | 12.874 Ac. |
| TOTAL UPLANDS: | 26.574 Ac. |
| TOTAL WETLANDS: | 13.447 Ac. |
| TOTAL ACREAGE: | 40.021 Ac. |

- LEGEND
- ▲ CALC POINT — CORNER NOT SET
 - CMF ■ CONC. MONUMENT FOUND
 - IPF ● IRON PIPE FOUND
 - RBF ● IRON REBAR FOUND
 - RBS ○ IRON REBAR SET
 - ✕ AIR RELEASE VALVE
 - FIBER OPTIC BOX
 - ✕ LIGHT POLE
 - ⊙ STORM DRAIN MANHOLE
 - ×12.9 SPOT ELEVATION
 - ⊙ SIGN
 - ⊙ SANITARY SEWER CLEAN OUT
 - ⊙ SANITARY SEWER MANHOLE
 - SANITARY SEWER VALVE MARKER
 - ⊙ SANITARY SEWER LATERAL OR STUBOUT
 - ⊙ TELEPHONE MANHOLE
 - ⊙ TRANSFORMER—ELECTRIC
 - ✕ WATER VALVE
 - BG BLACK GUM
 - G SWEET GUM
 - HIC HICKORY
 - HO HOLLY
 - LA LAUREL OAK
 - LO LIVE OAK
 - MAP RED MAPLE
 - MAG MAGNOLA
 - P PINE
 - RO RED OAK
 - SCO SWAMP CHESTNUT OAK
 - WHO WHITE OAK
 - WIL WILLOW OAK
 - WO WATER OAK
 - IE INVERT ELEVATION
 - PD PIPE DIRECTION
 - PVC POLYVINYL CHLORIDE PIPE
 - RCP REINFORCED CONCRETE PIPE
 - CONTOUR LINE
 - FENCE LINE
 - FM FORCEMAIN
 - SD UNDERGROUND DRAINAGE LINE
 - SS UNDERGROUND SEWER LINE
 - BB BOTTOM OF BANK
 - TB TOP OF BANK
 - WET WETLAND LINE
 - EGE OF PAVEMENT
 - CONCRETE
 - DIRT ROAD
 - RIP RAP
 - WETLANDS

| LINE TABLE | | | | |
|------------|--------|-------|--------|---------------|
| LABEL | RADIUS | ARC | CHORD | CHORD BEARING |
| L1 | 558.51 | 05° E | 55.90' | |

| CURVE TABLE | | | | | |
|-------------|---------|---------|---------|---------------|-----------|
| LABEL | RADIUS | ARC | CHORD | CHORD BEARING | DELTA |
| C1 | 222.46' | 85.40' | 84.88' | S77°03'17"E | 21°59'46" |
| C2 | 875.00' | 252.43' | 251.55' | S89°30'34"E | 16°31'45" |
| C3 | 875.00' | 215.41' | 214.86' | N75°10'25"E | 14°06'18" |
| C4 | 875.00' | 300.74' | 299.26' | N58°16'29"E | 19°41'33" |
| C5 | 37.76' | 42.27' | 40.10' | N86°12'04"E | 64°08'22" |
| C6 | 530.00' | 105.83' | 105.65' | S53°07'51"E | 11°26'26" |



VICINITY MAP NOT TO SCALE

- NOTES
- THIS PARCEL APPEARS TO LIE IN DUAL FLOOD ZONES C & A4 (ELEVATION 12.0'), FIRM PANEL 0080-D COMMUNITY 450023, HAVING AN EFFECTIVE DATE OF SEPTEMBER 29, 1986.
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 - HORIZONTAL DATUM IS SOUTH CAROLINA STATE PLANE GRID (NAD 83).
 - LEGEND IS ON SHEET ONE (1).
 - ACREAGE CHART IS ON SHEET ONE (1).
 - LINE AND CURVE TABLES ARE ON SHEET ONE (1).
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REFERENCES

| | |
|--------------------|-----------|
| 1. DEED BOOK: 2357 | PAGE: 252 |
| 2. DEED BOOK: 2357 | PAGE: 262 |
| 3. PLAT BOOK: 165 | PAGE: 1 |
| 4. PLAT BOOK: 109 | PAGE: 92 |
| 5. PLAT BOOK: 141 | PAGE: 6 |

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PREPARED FOR:
VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

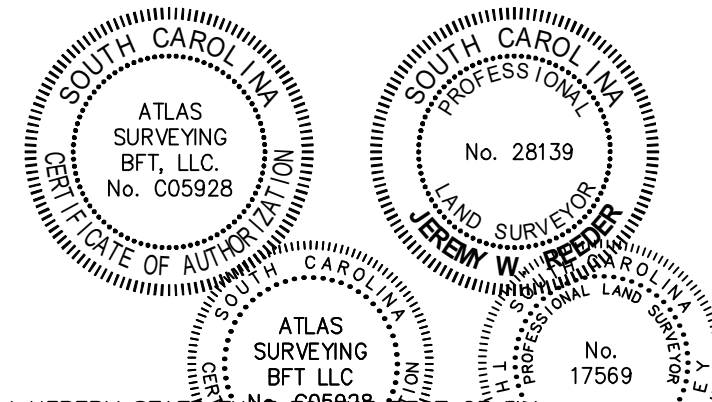
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FIELD CHECK: JWB
DRAWN BY: XWM
DATE: 06-24-2020
SCALE: 1"=150'
PROJECT No.: BFT-2000A
FILEBT-2003A 12 REV1.DWG



SHEET 1 OF 8

ATLAS
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM



I HEREBY STATE THAT I AM A LICENSED PROFESSIONAL SURVEYOR AND BELIEVE THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. REEDER
S.C.P.L.S. No. 28139 DATE: 06-24-2020
S.C.P.L.S. No. 17569
NOT VALID UNLESS CRIMPED WITH SEAL

SC GRID (NAD 83)
(2011)

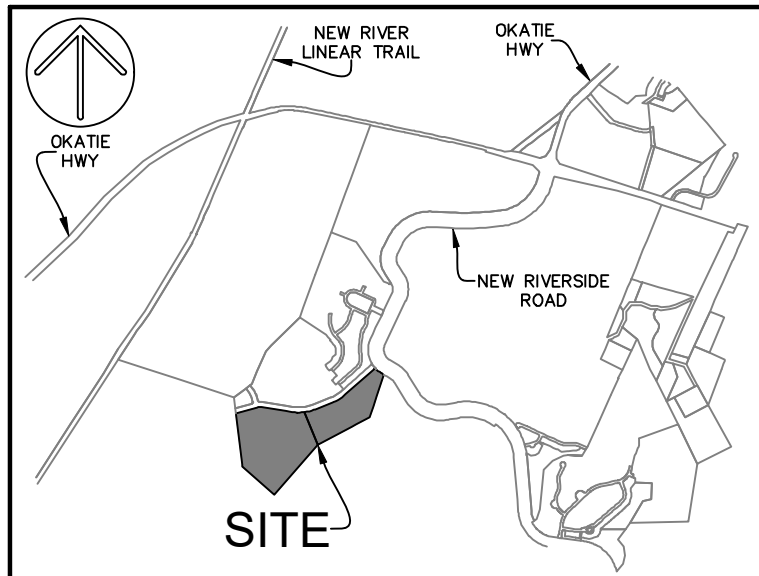
BEAUFORT COUNTY
PIN:R610 035 000 0593 0000

VILLAGE PARK
COMMUNITIES
PIN:R610 035 000 0019 0000
DB:2367 PG:252
PB:109 PG:92

N/F NEW RIVERSIDE LLC C/O
CRESCENT RESOURCES LLC
PIN:R610 035 000 0022 0000
PB:109 PG:92

BENCHMARK
NAIL IN 21 WO
ELL: 12.37
NGVD 29

N/F NEW RIVERSIDE, LLC.
C/O CRESCENT RESOURCES, LLC.
PIN:R614 035 000 1251 0000
PB:149 PG:94



VICINITY MAP NOT TO SCALE

- NOTES
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PREPARED FOR:
VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 &
R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

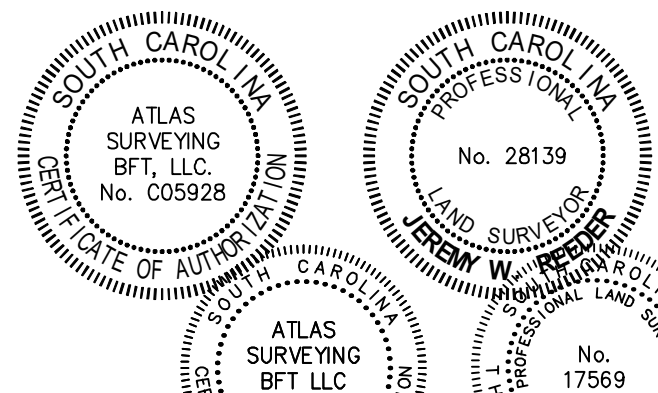
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FIELD CHECK: JWB
DRAWN BY: KWM
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT NO.: BFT-2004
FILEBT-20034 12 REV.DWG

GRAPHIC SCALE (1"=40')

SHEET 2 OF 8

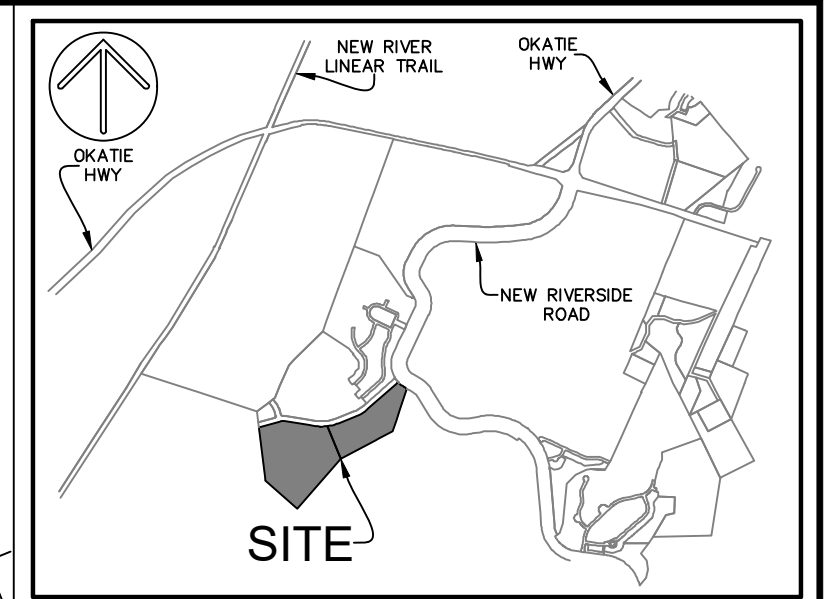
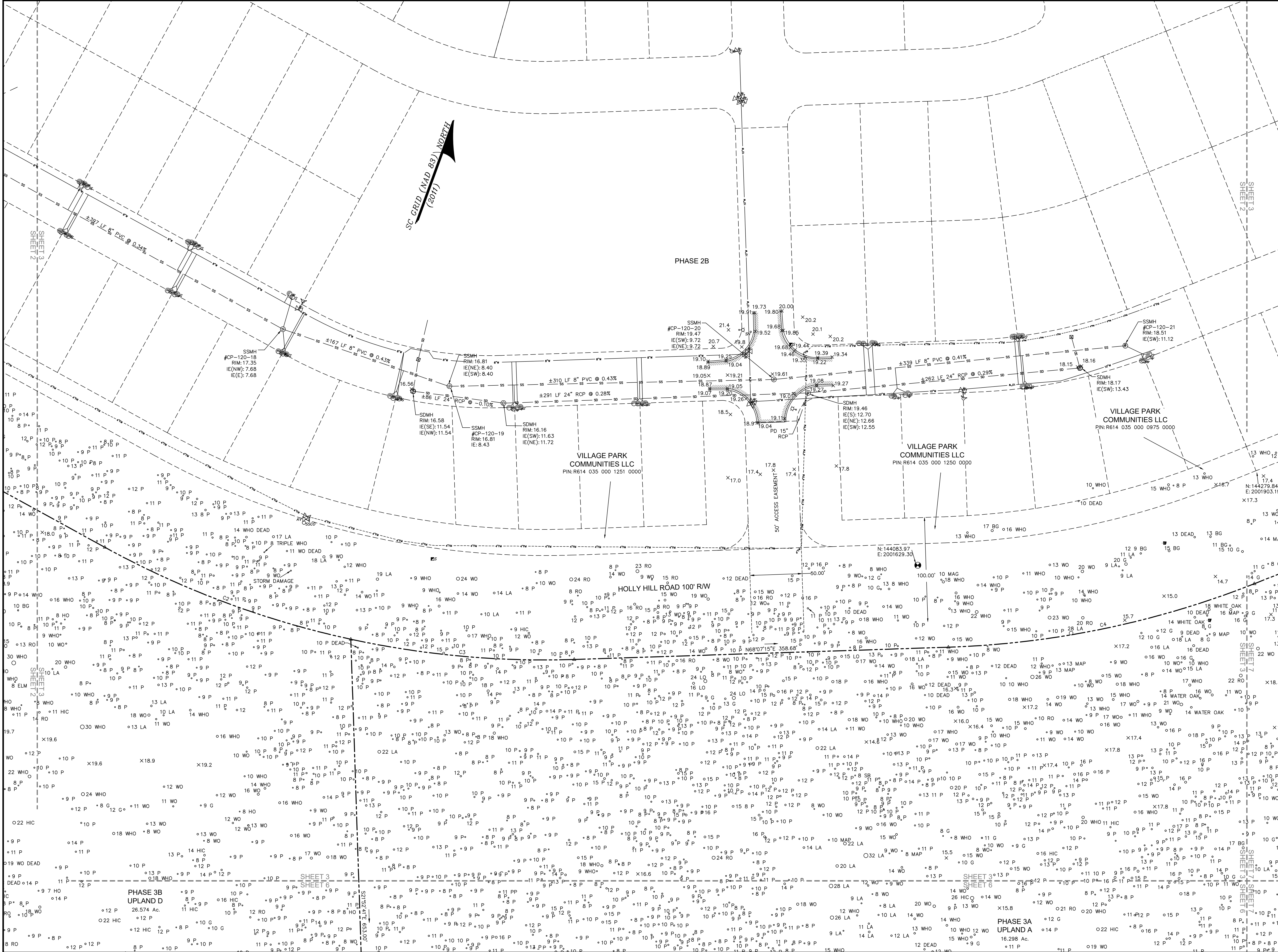
ATLAS
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM



I HEREBY STATE THAT I AM A LICENSED PROFESSIONAL SURVEYOR IN THE STATE OF SOUTH CAROLINA AND THAT THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS AND PRACTICES MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. HEFLEY, SURVEYOR
JEREMY W. REEDER, SURVEYOR
DATE: 06-24-2020
S.C.P.L.S. NO. 28139
NOT VALID UNLESS CRIMPED WITH SEAL



VICINITY MAP NOT TO SCALE

- NOTES
1. THIS PARCEL APPEARS TO LIE IN DUAL FLOOD ZONES C & A4 (ELEVATION 12.0'). FIRM PANEL 0080-D COMMUNITY 450025, HAVING AN EFFECTIVE DATE OF SEPTEMBER 29, 1986.
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PREPARED FOR:
VILLAGE PARK HOMES

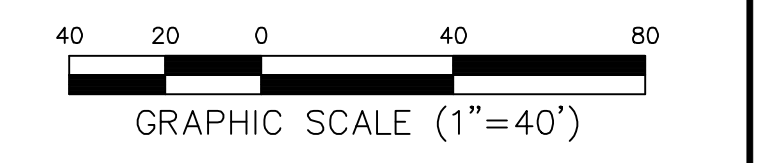
A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JMR
DRAWN BY: JMR
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BPT-2004
FILEBPT-20034 12 REV.DWG

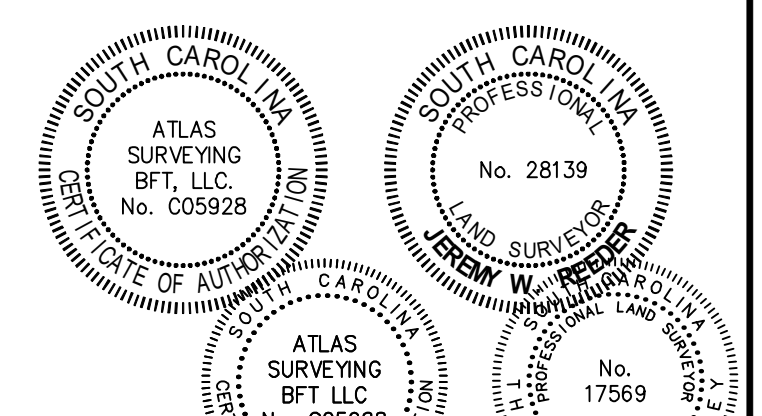


SHEET 3 OF 8

ATLAS

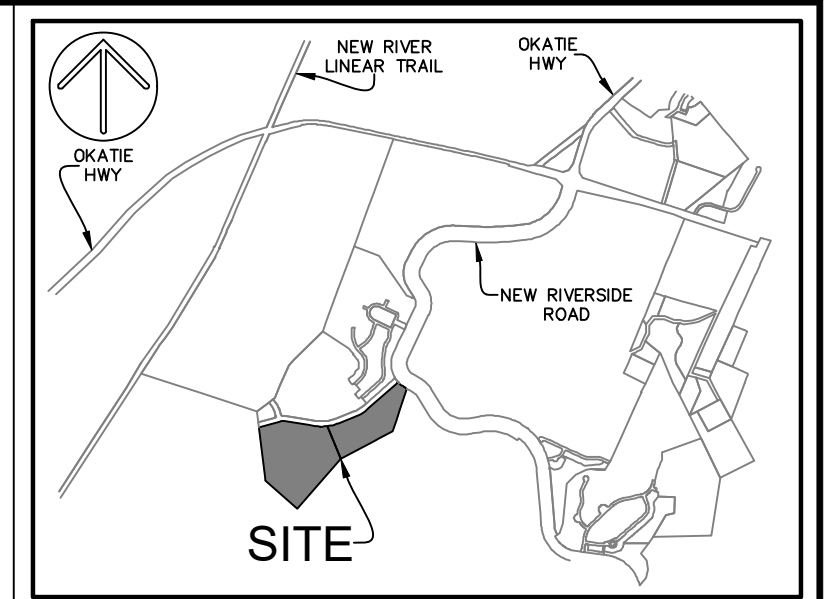
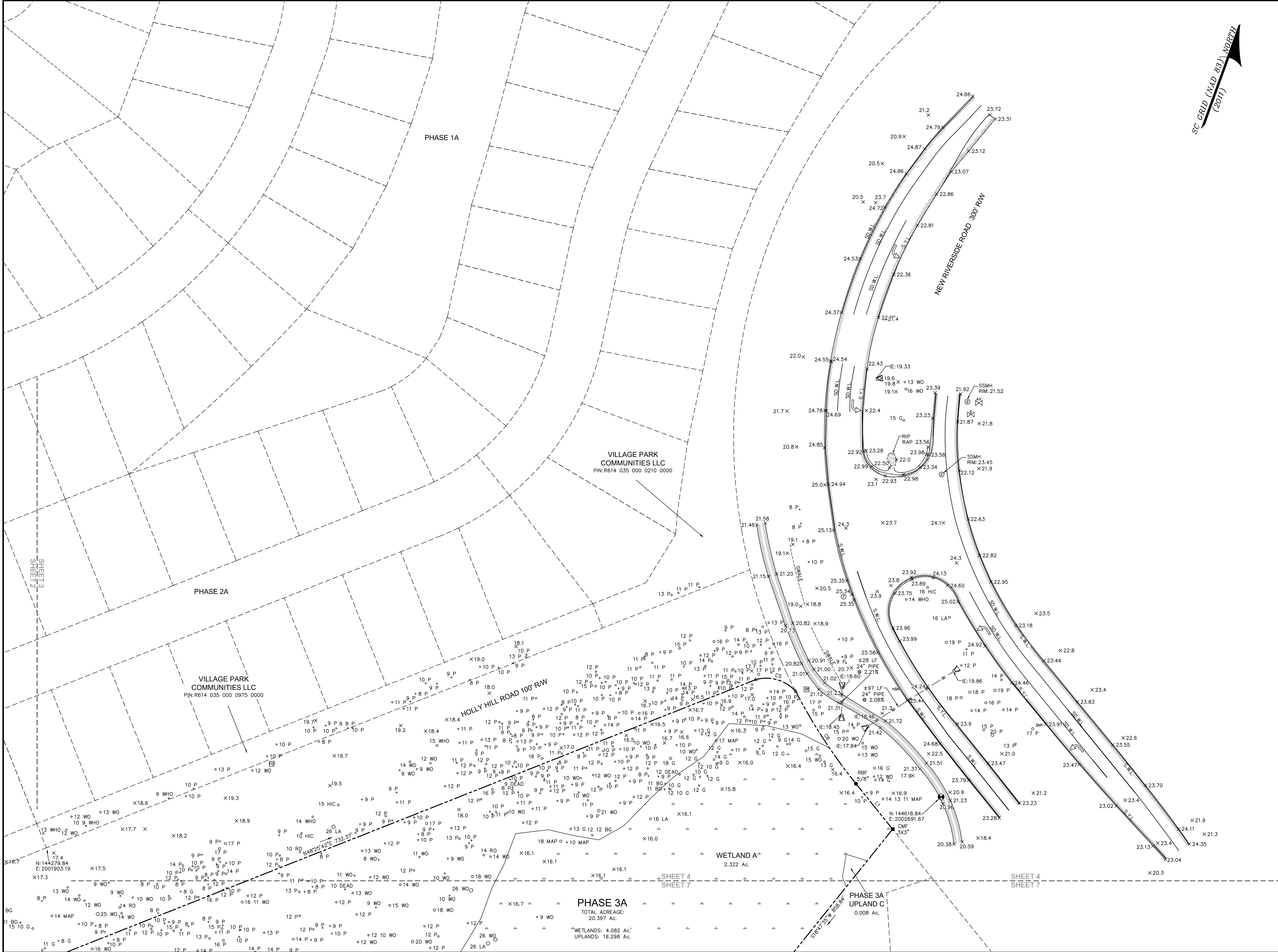
SURVEYING, INC.

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RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM



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THOMAS W. REEDER
S.C.P.L.S. No. 28139
DATE: 06-24-2020
NOT VALID UNLESS COUNTERED WITH SEAL



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PREPARED FOR:
VILLAGE PARK HOMES

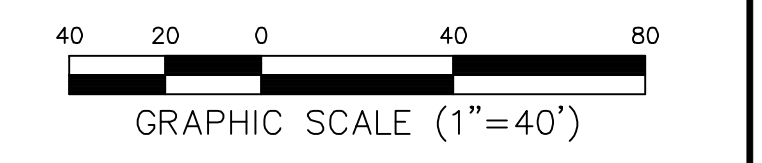
A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: XW
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FILEBT-20034 12 REV1.DWG



SHEET 4 OF 8

ATLAS
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM

I HEREBY STATE THAT I AM A PROFESSIONAL SURVEYOR IN THE STATE OF SOUTH CAROLINA, AND I HAVE BEEN LICENSED AS SUCH SINCE 1998. I HAVE BEEN LICENSED AS A PROFESSIONAL SURVEYOR IN THE STATE OF SOUTH CAROLINA SINCE 1998. I HAVE BEEN LICENSED AS A PROFESSIONAL SURVEYOR IN THE STATE OF SOUTH CAROLINA SINCE 1998. I HAVE BEEN LICENSED AS A PROFESSIONAL SURVEYOR IN THE STATE OF SOUTH CAROLINA SINCE 1998.

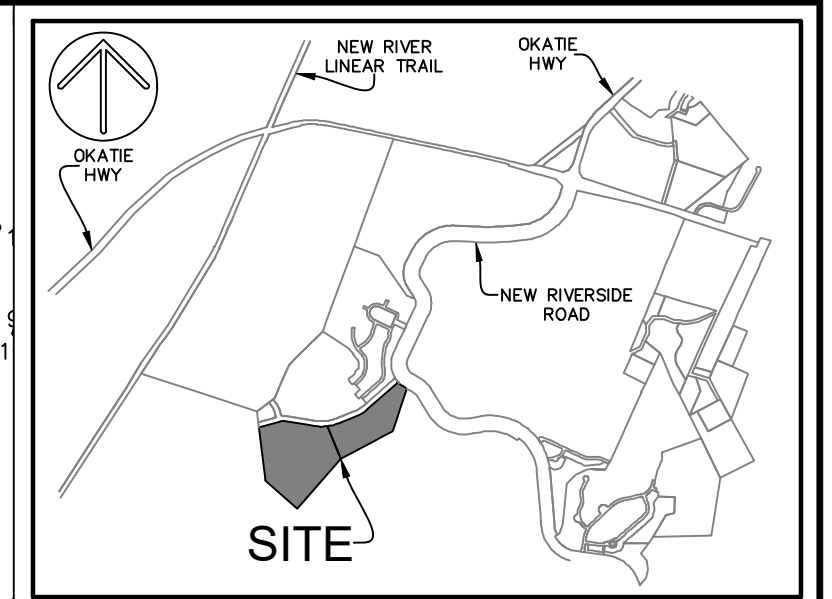
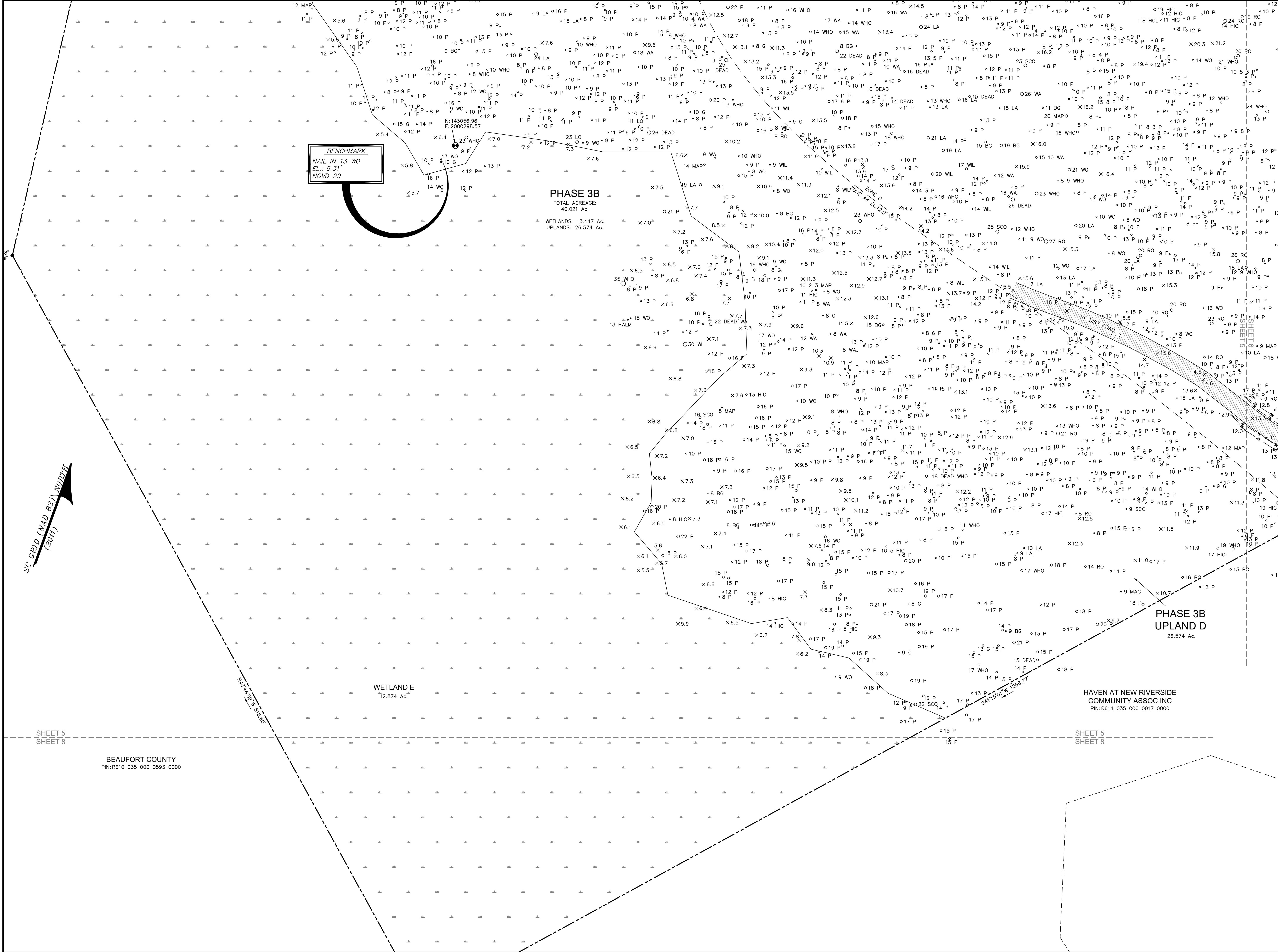
ATLAS SURVEYING, INC. No. 005928

ATLAS SURVEYING, INC. No. 28139

ATLAS SURVEYING, INC. No. 17569

THOMAS W. REEDER, S.C.P.L.S. No. 28139, DATE: 06-24-2020

NOT VALID UNLESS CRIMPED WITH SEAL



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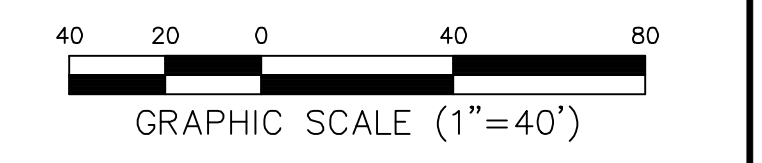
PREPARED FOR:
VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF
ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 &
R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: XW
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FILEBT-20034 12 REV1.DWG



SHEET 5 OF 8

ATLAS
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM

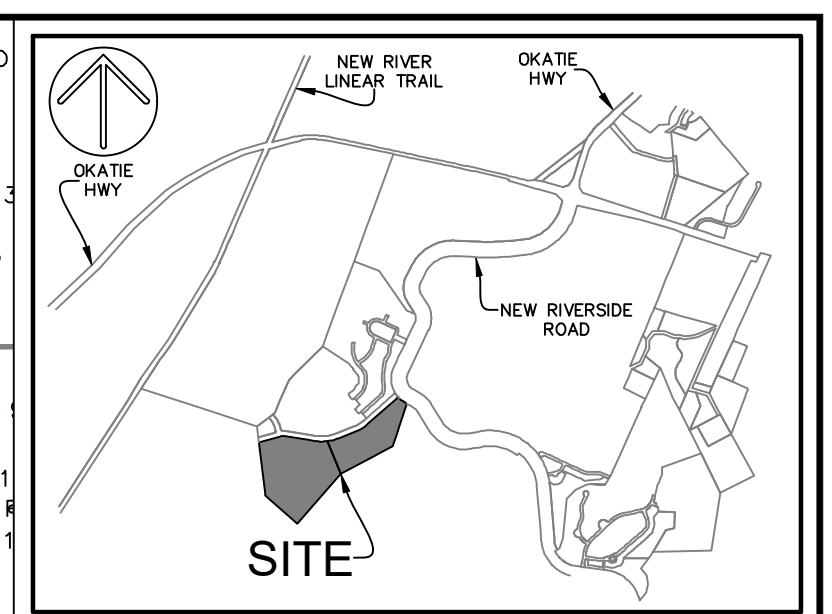
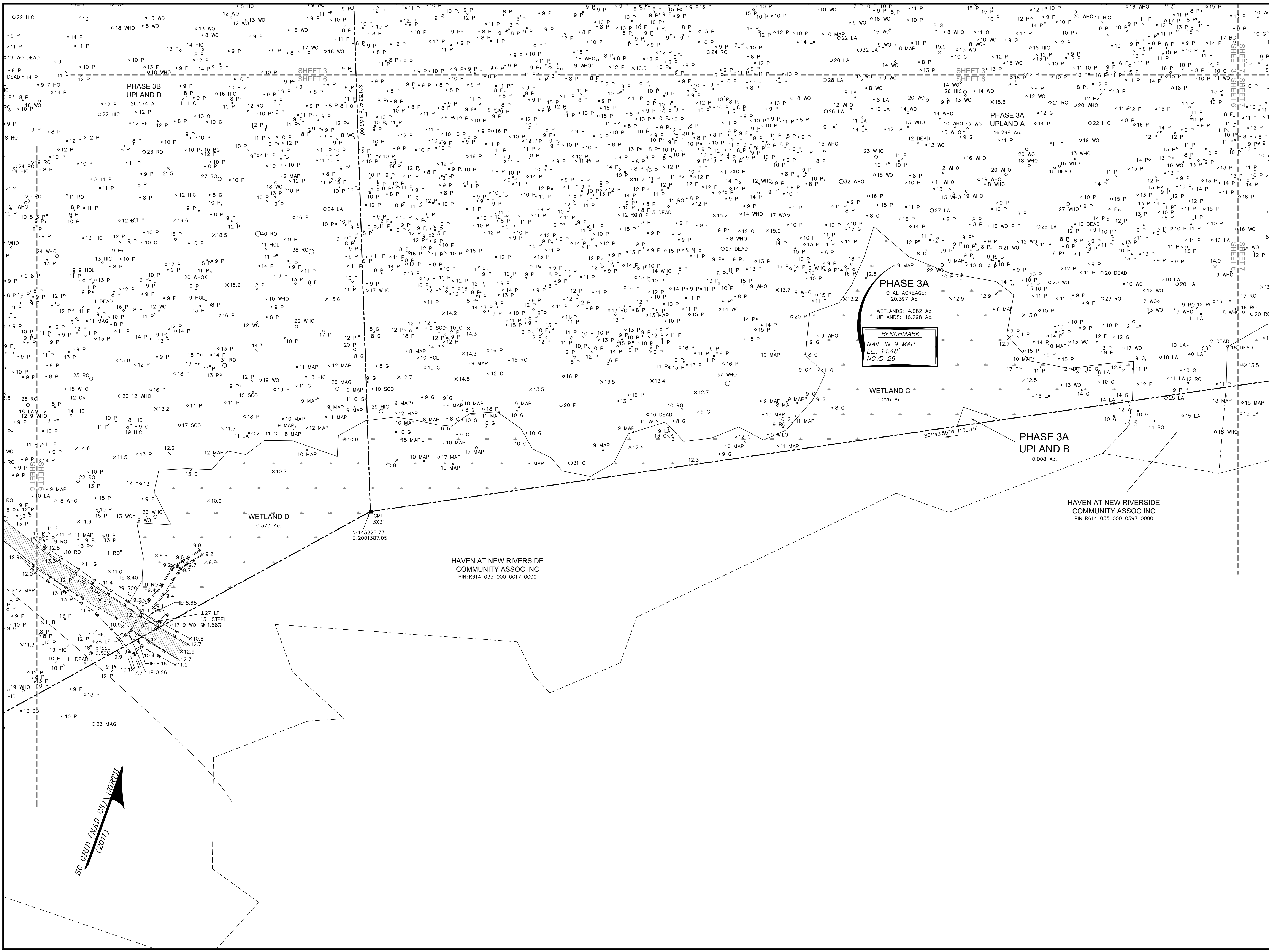
SOUTH CAROLINA
ATLAS SURVEYING
BFT, LLC
No. C05928

SOUTH CAROLINA
ATLAS SURVEYING
BFT, LLC
No. 28139

SOUTH CAROLINA
ATLAS SURVEYING
BFT, LLC
No. 17569

I HEREBY STATE THAT I AM A LICENSED PROFESSIONAL SURVEYOR IN THE STATE OF SOUTH CAROLINA, AND I HAVE REVIEWED THE SURVEY SHOWN HEREIN, AND BELIEVE THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS AND SPECIFICATIONS FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. HUBERT, S. No. 28139 DATE: 06-24-2020
S.C.P.L.S. No. 28139
NOT VALID UNLESS CRIMPED WITH SEAL



VICINITY MAP NOT TO SCALE

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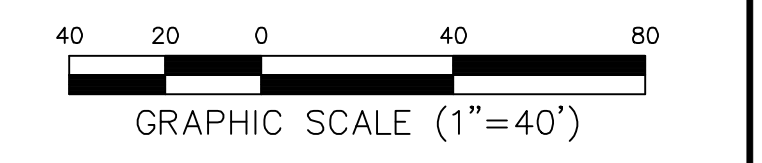
PREPARED FOR:
VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF
ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: JWR
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004X
FLBFT-20034 12 REV1.DWG



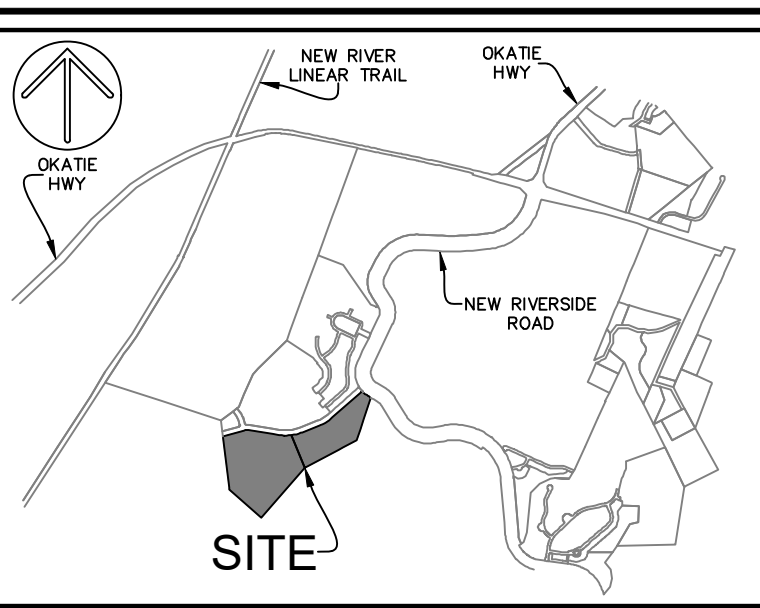
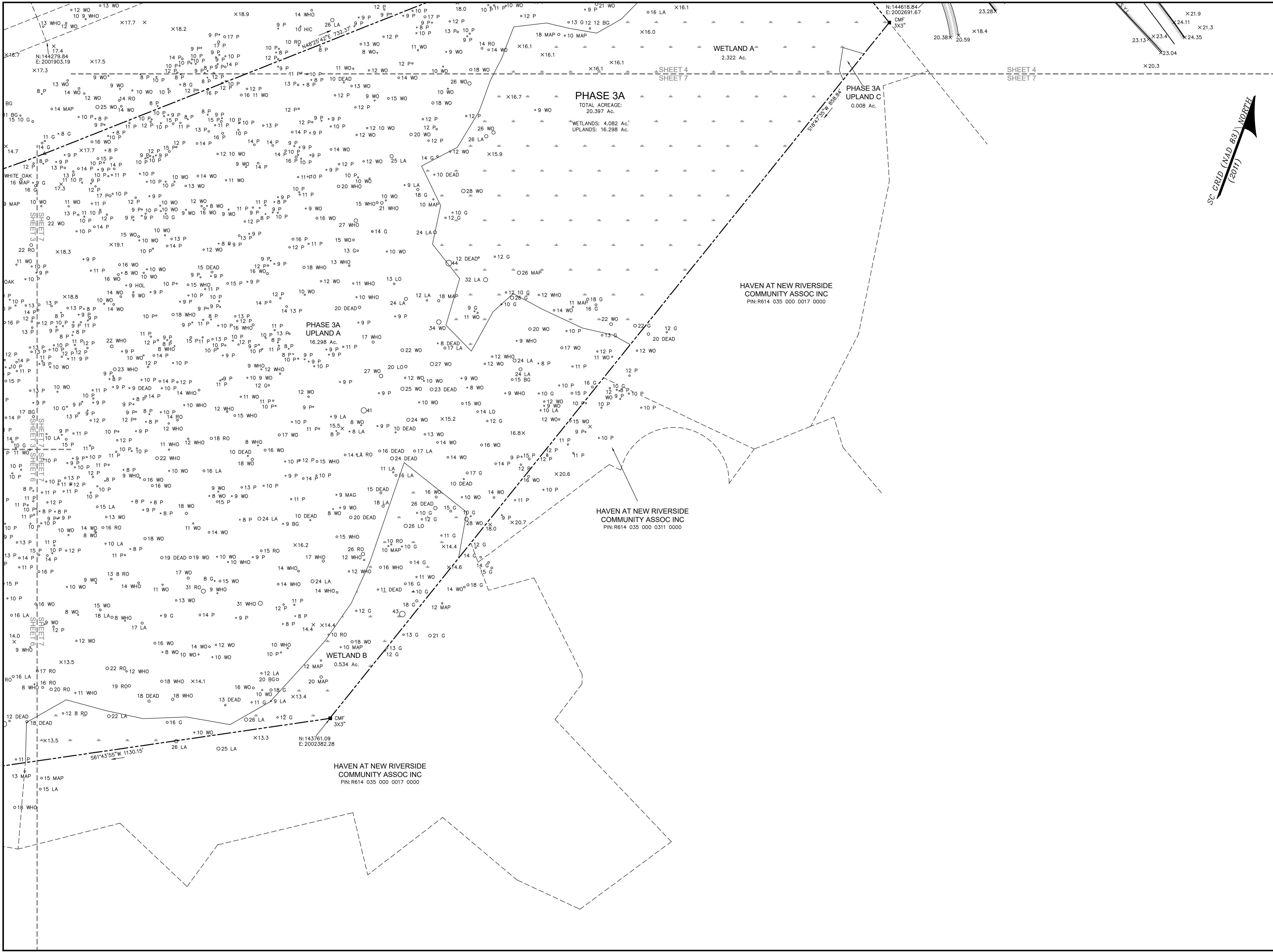
SHEET 6 OF 8

ATLAS
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM

I HEREBY CERTIFY THAT I AM A LICENSED SURVEYOR IN THE STATE OF SOUTH CAROLINA AND THAT I HAVE COMPLIED WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. HUBBARD, S. No. 28139, DATE: 06-24-2020
S.C.P.L.S. No. 17569
NOT VALID UNLESS CRIMPED WITH SEAL



VICINITY MAP NOT TO SCALE

NOTES

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8. WETLANDS SHOWN WERE NOT SURVEYED AT THE TIME THE FIELD WORK WAS CONDUCTED AND ARE PER REFERENCE #3.

REFERENCES

- | | |
|--------------------|-----------|
| 1. DEED BOOK: 2357 | PAGE: 252 |
| 2. DEED BOOK: 2357 | PAGE: 262 |
| 3. PLAT BOOK: 165 | PAGE: 1 |
| 4. PLAT BOOK: 109 | PAGE: 92 |
| 5. PLAT BOOK: 141 | PAGE: 6 |

REVISIONS

1. ON DECEMBER 2, 2024, THE PROPERTY LINES FOR PHASE 3A AND PHASE 3B HAVE CHANGED. THIS CHANGE AFFECTS THE ACREAGES FOR UPLAND A, UPLAND D, AND THE TOTAL AREA FOR BOTH PARCELS.

PREPARED FOR:
VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

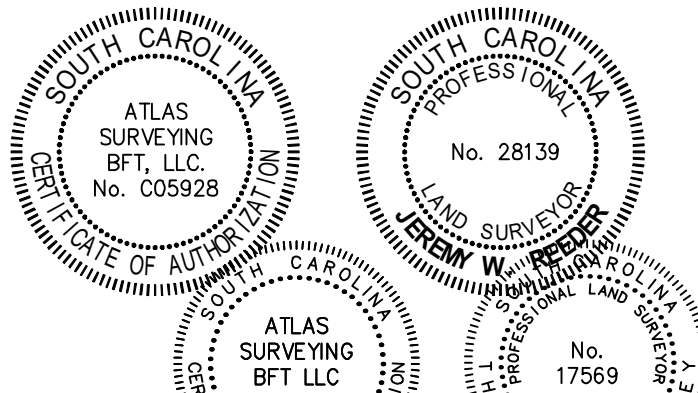
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FIELD CHECK: JWR
DRAWN BY: XW
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FILEBT-20034 12 REV1.DWG



SHEET 7 OF 8

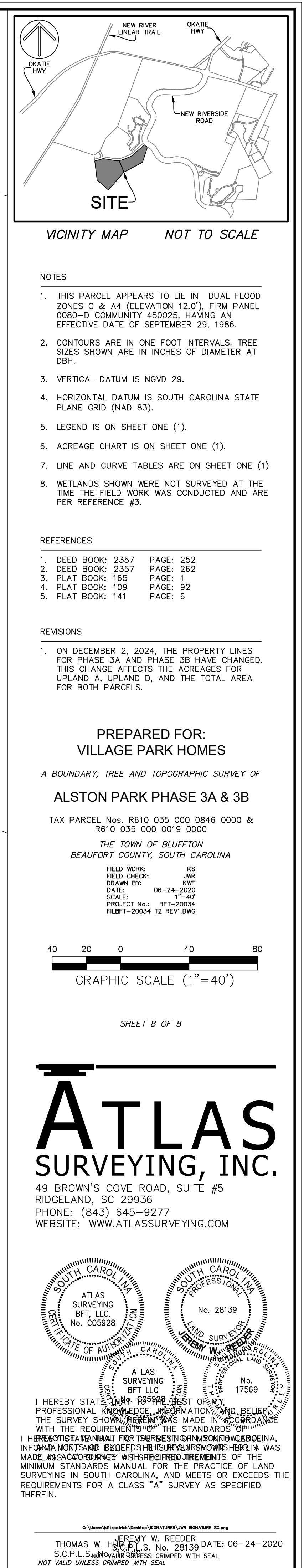
ATLAS
SURVEYING, INC.

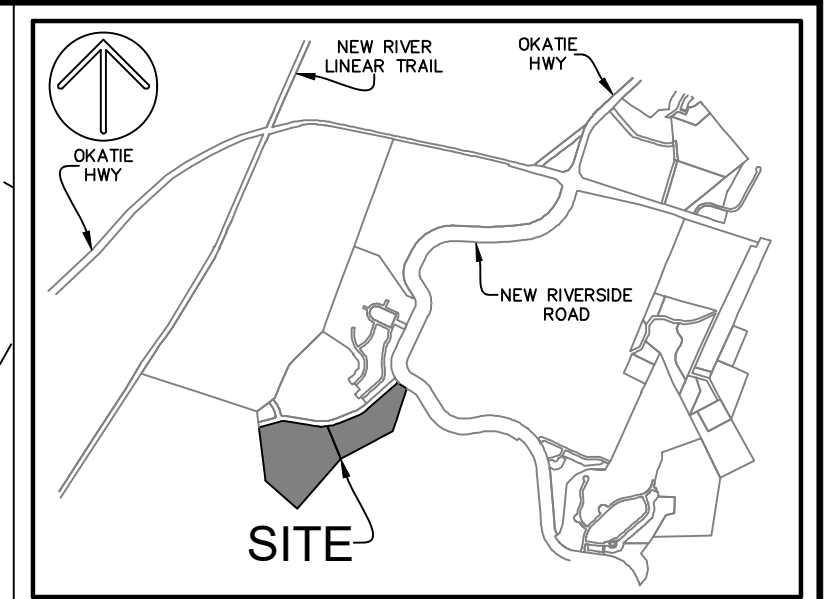
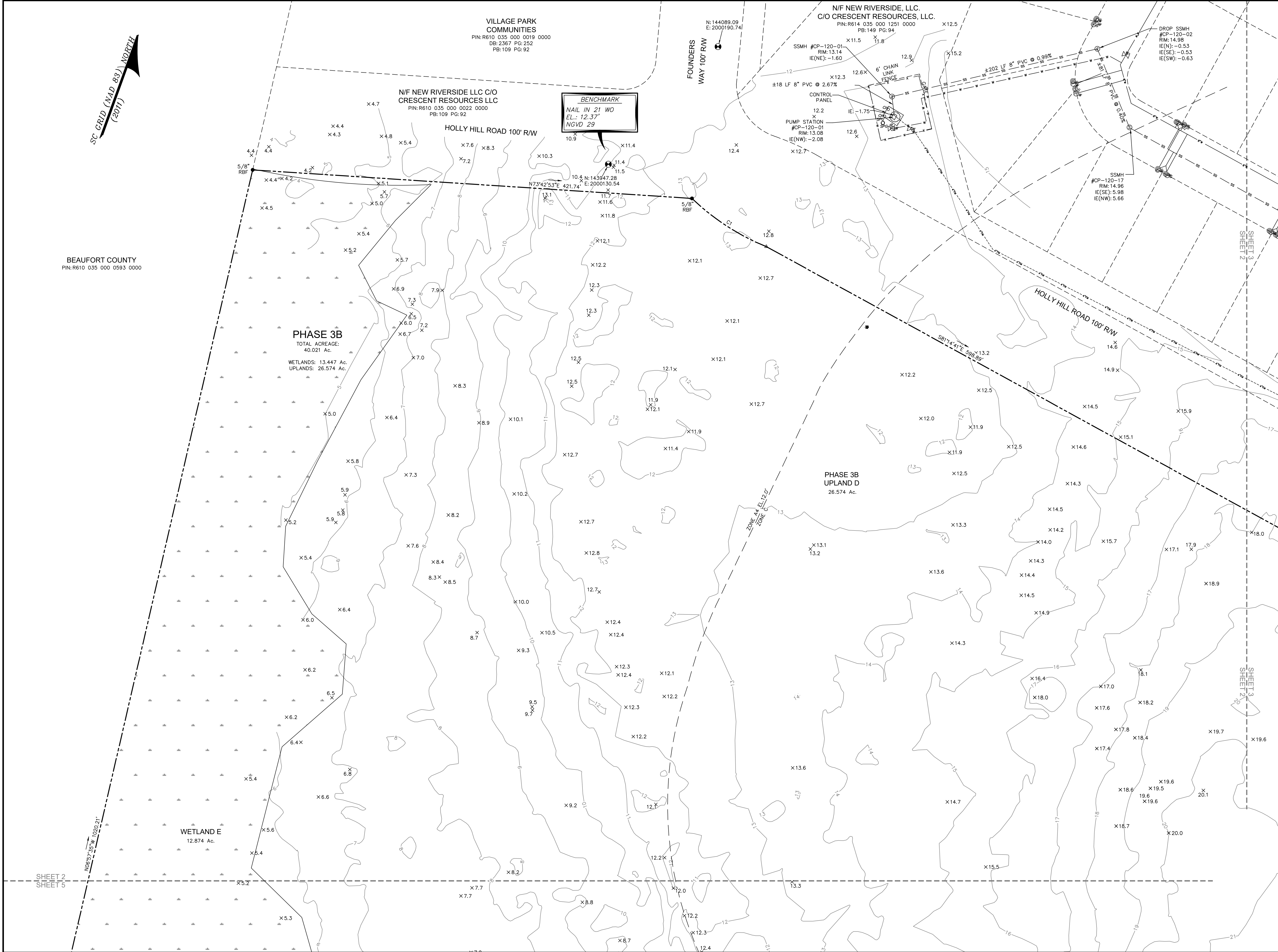
49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM



I HEREBY STATE THAT I AM A MEMBER OF THE PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. HUBBARD, S.C. No. 28139, DATE: 06-24-2020
S.C.P.L.S. No. 17569, DATE: 06-24-2020
NOT VALID UNLESS CRIMPED WITH SEAL





VICINITY MAP NOT TO SCALE

- NOTES
1. THIS PARCEL APPEARS TO LIE IN DUAL FLOOD ZONES C & A4 (ELEVATION 12.0'). FIRM PANEL 0080-D COMMUNITY 450025, HAVING AN EFFECTIVE DATE OF SEPTEMBER 29, 1986.
 2. CONTOURS ARE IN ONE FOOT INTERVALS. TREE SIZES SHOWN ARE IN INCHES OF DIAMETER AT DBH.
 3. VERTICAL DATUM IS NGVD 29.
 4. HORIZONTAL DATUM IS SOUTH CAROLINA STATE PLANE GRID (NAD 83).
 5. LEGEND IS ON SHEET ONE (1).
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PREPARED FOR:
VILLAGE PARK HOMES

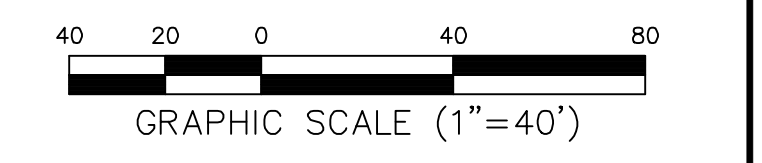
A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: JWM
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FILEBT-20034 12 REV1.DWG



SHEET 2 OF 8

ATLAS
SURVEYING, INC.

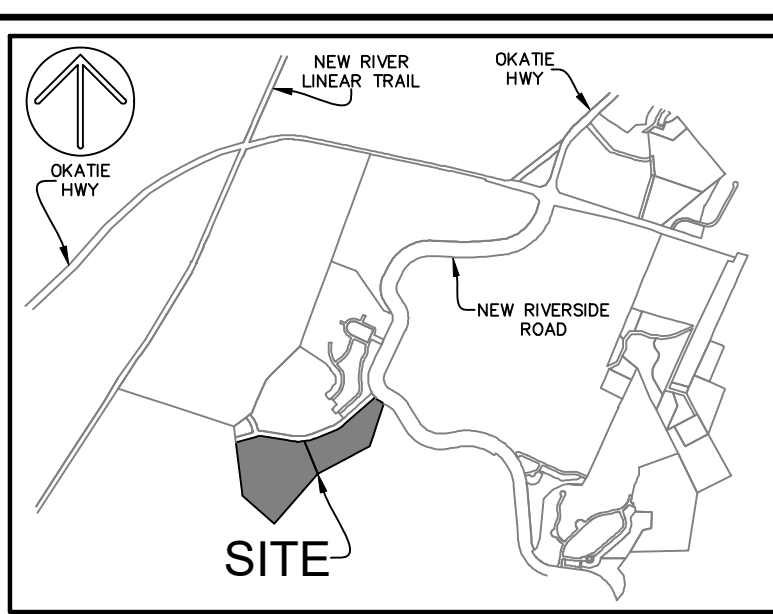
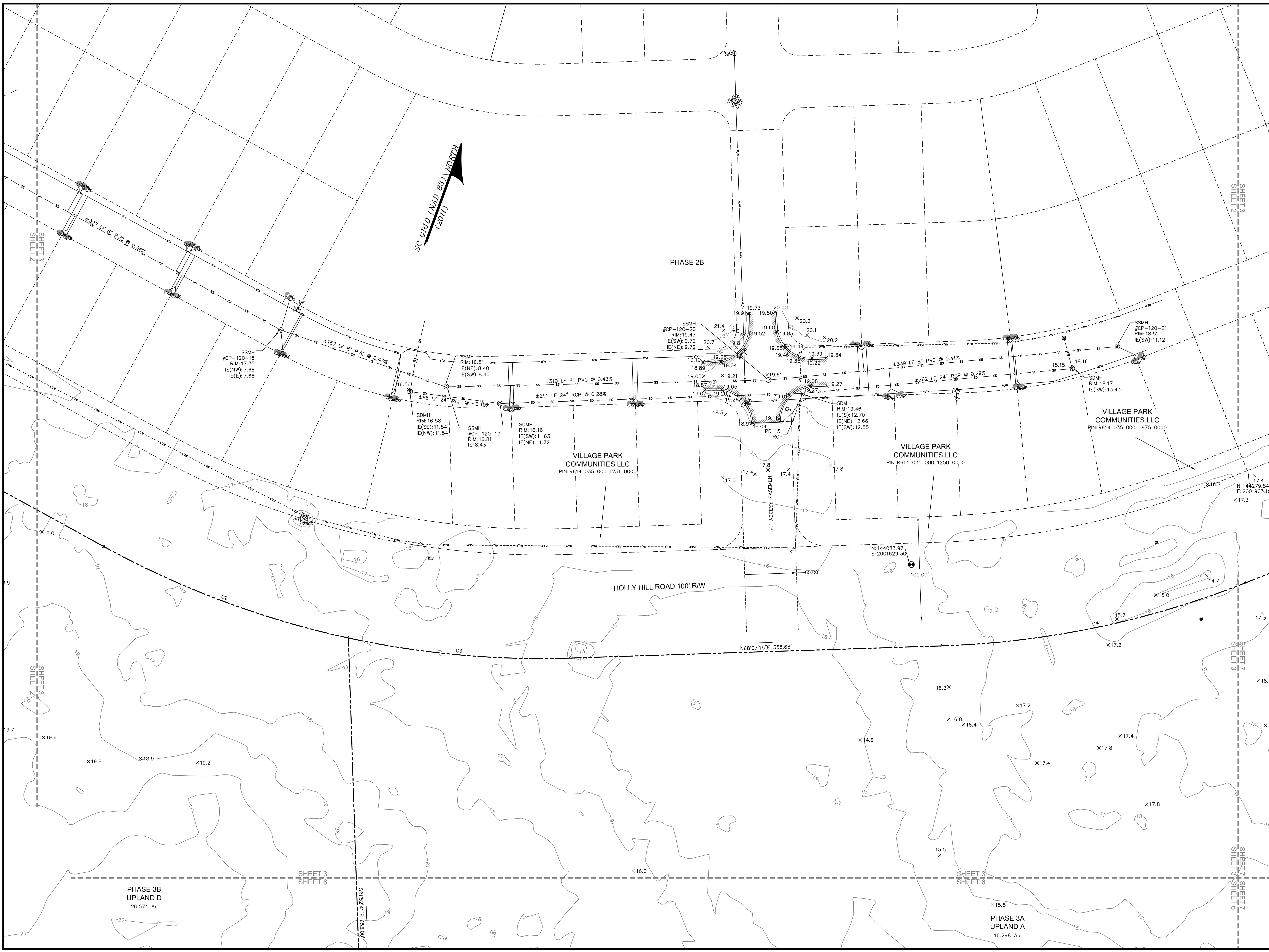
49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM

I HEREBY STATE THAT I AM A MEMBER OF THE PROFESSIONAL SURVEYING BOARD OF THE STATE OF SOUTH CAROLINA, AND I BELIEVE THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. HESTER
S.C.P.L.S. No. 28139
DATE: 06-24-2020

JEREMY W. REEDER
S.C.P.L.S. No. 17569
DATE: 06-24-2020

NOT VALID UNLESS CRIMPED WITH SEAL



VICINITY MAP NOT TO SCALE

- NOTES
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PREPARED FOR:
VILLAGE PARK HOMES

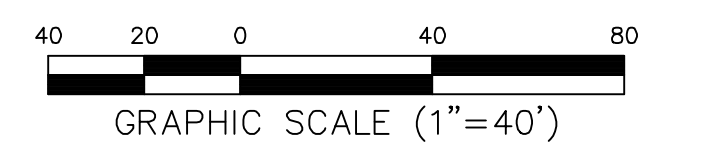
A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

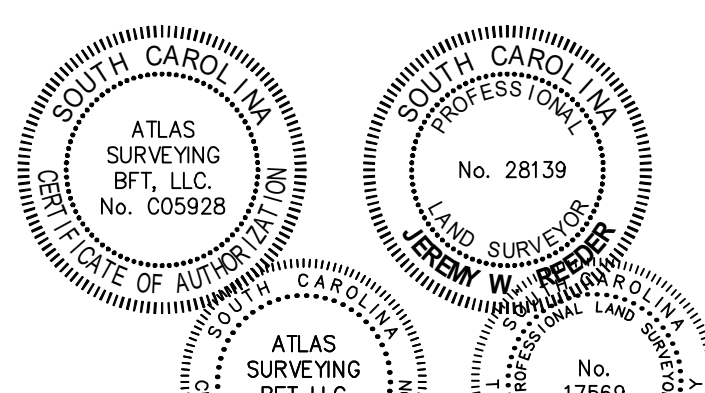
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FIELD CHECK: JWR
DRAWN BY: JWR
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FILEBT-20034 12 REV1.DWG



SHEET 3 OF 8

ATLAS
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM

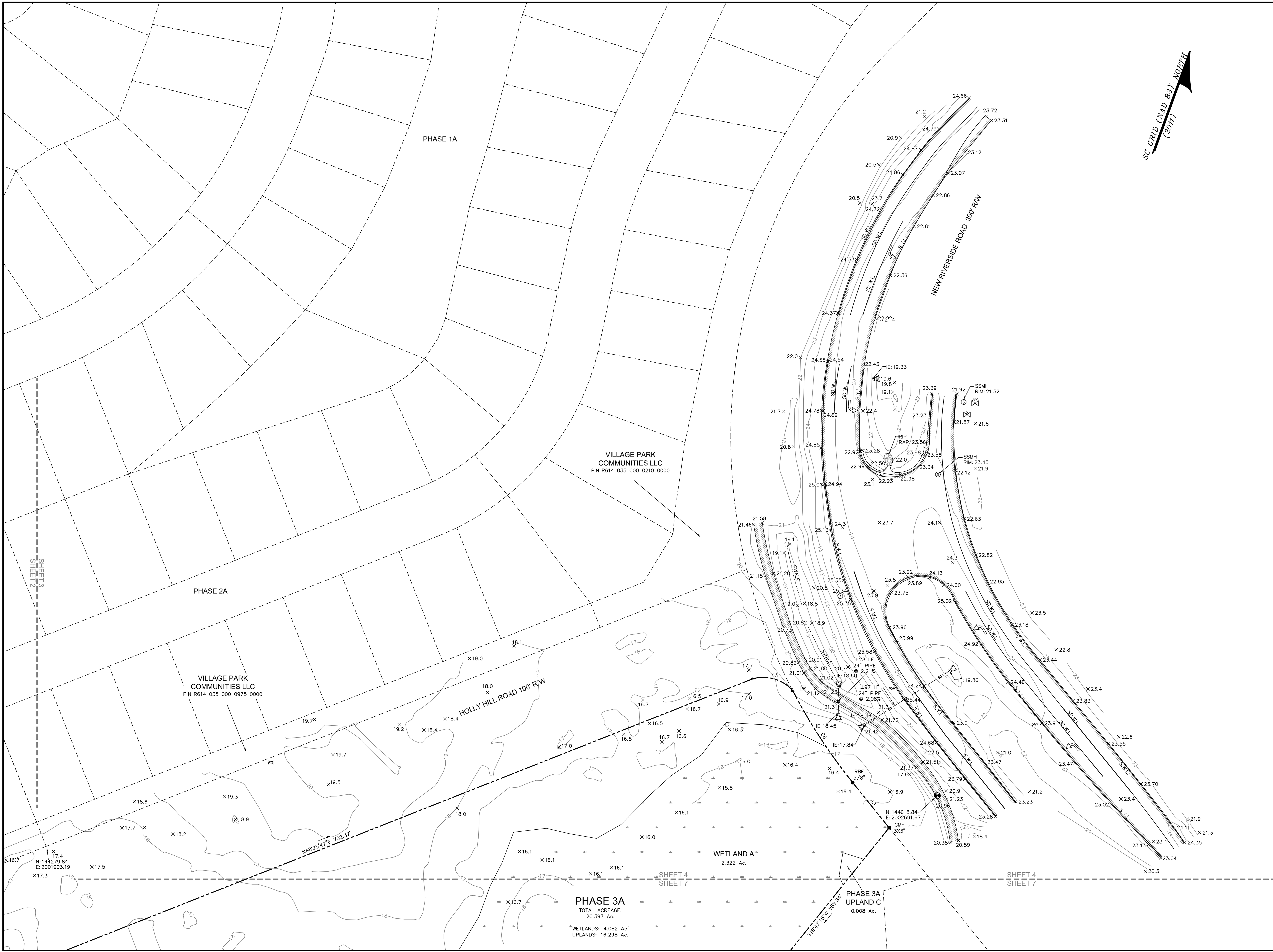


I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED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

THOMAS W. REEDER
S.C.P.L.S. No. 28139
DATE: 06-24-2020

JEREMY W. REEDER
S.C.P.L.S. No. 17569
DATE: 06-24-2020

NOT VALID UNLESS CRIMPED WITH SEAL



OKATE HWY

OKATE HWY

NEW RIVER LINEAR TRAIL

OKATE HWY

NEW RIVERSIDE ROAD

SITE

VICINITY MAP

NOT TO SCALE

NOTES

1. THIS PARCEL APPEARS TO LIE IN DUAL FLOOD ZONES C & A4 (ELEVATION 12.0'). FIRM PANEL 0080-D COMMUNITY 450025, HAVING AN EFFECTIVE DATE OF SEPTEMBER 29, 1986.

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PREPARED FOR:

VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON

BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS

FIELD CHECK: JWR

DRAWN BY: JWR

DATE: 06-24-2020

SCALE: 1"=40'

PROJECT No.: BFT-2004

FILEBT-20034 12 REV1.DWG

40 20 0 40 80

GRAPHIC SCALE (1"=40')

SHEET 4 OF 8

ATLAS

SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5

RIDGELAND, SC 29936

PHONE: (843) 645-9277

WEBSITE: WWW.ATLASSURVEYING.COM

SOUTH CAROLINA

ATLAS

SURVEYING

BFT, LLC

No. C05928

SOUTH CAROLINA

PROFESSIONAL

LAND SURVEYOR

DAVID W. REEDER

No. 28139

SOUTH CAROLINA

ATLAS

SURVEYING

BFT, LLC

No. C05928

SOUTH CAROLINA

PROFESSIONAL

LAND SURVEYOR

DAVID W. REEDER

No. 28139

I HEREBY STATE THAT I AM A MEMBER OF THE PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. REEDER

DATE: 06-24-2020

S.C.P.L.S. No. 28139

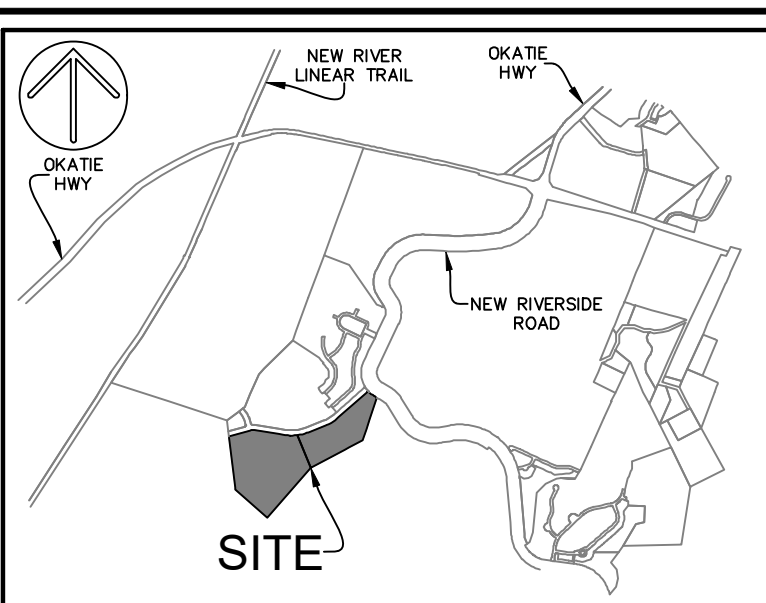
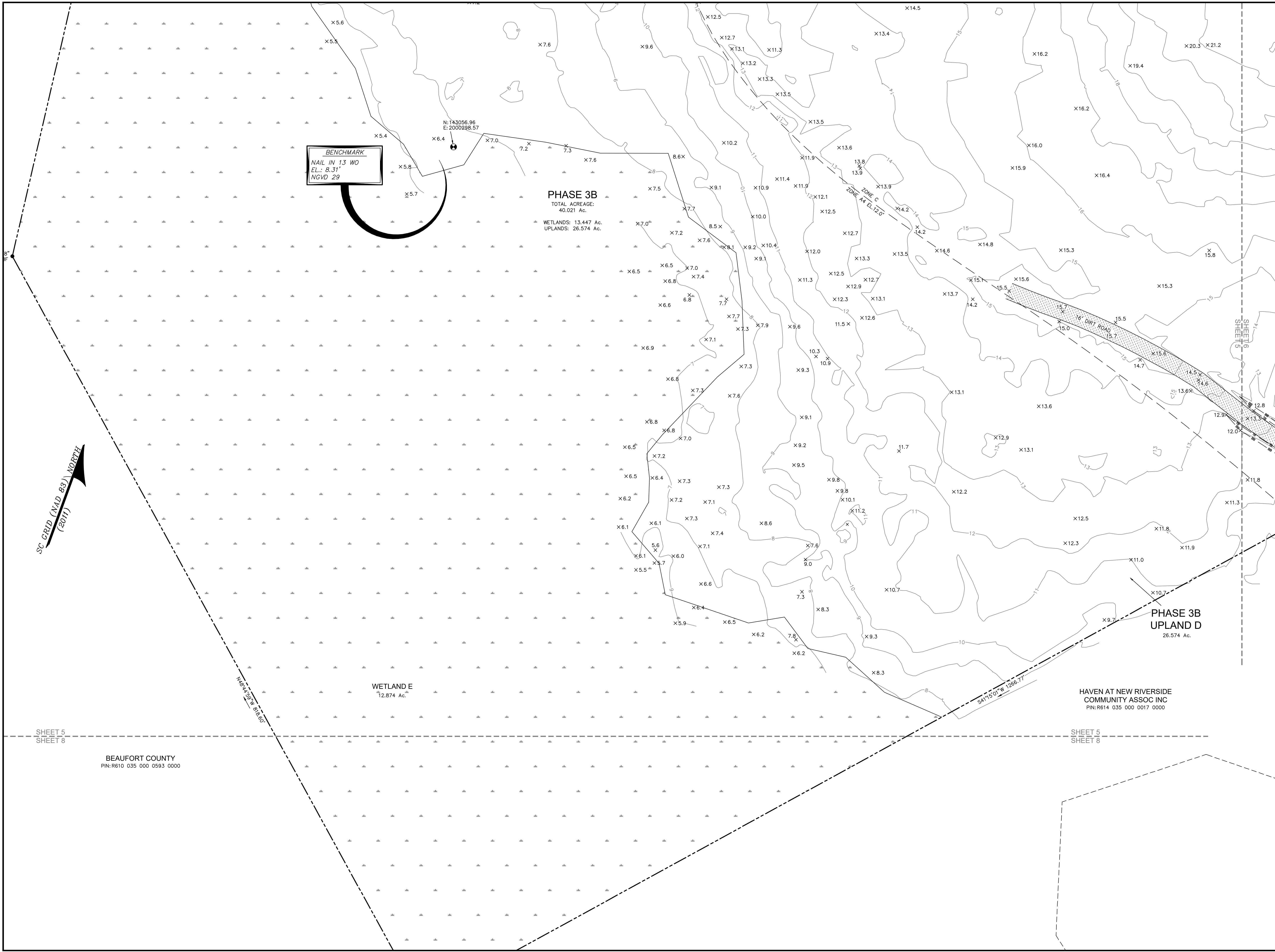
NOT VALID UNLESS CRIMPED WITH SEAL

DAVID W. REEDER

DATE: 06-24-2020

S.C.P.L.S. No. 28139

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VICINITY MAP NOT TO SCALE

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VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF
ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

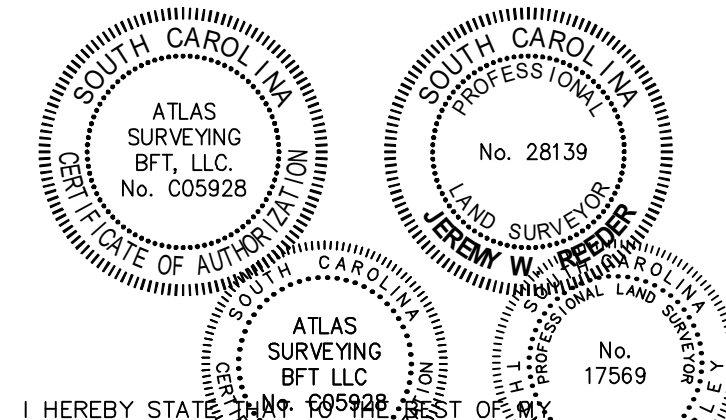
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FIELD CHECK: JWB
DRAWN BY: JWB
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FILEBT-20034 12 REV1.DWG



SHEET 5 OF 8

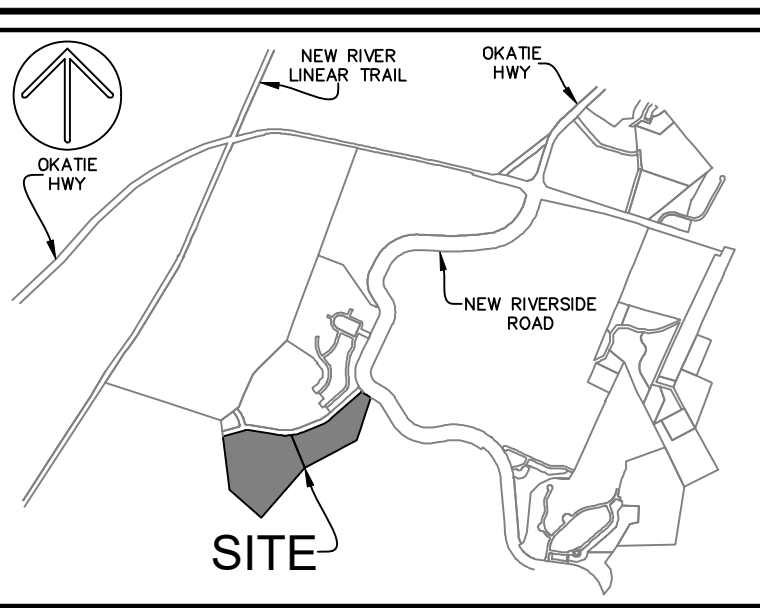
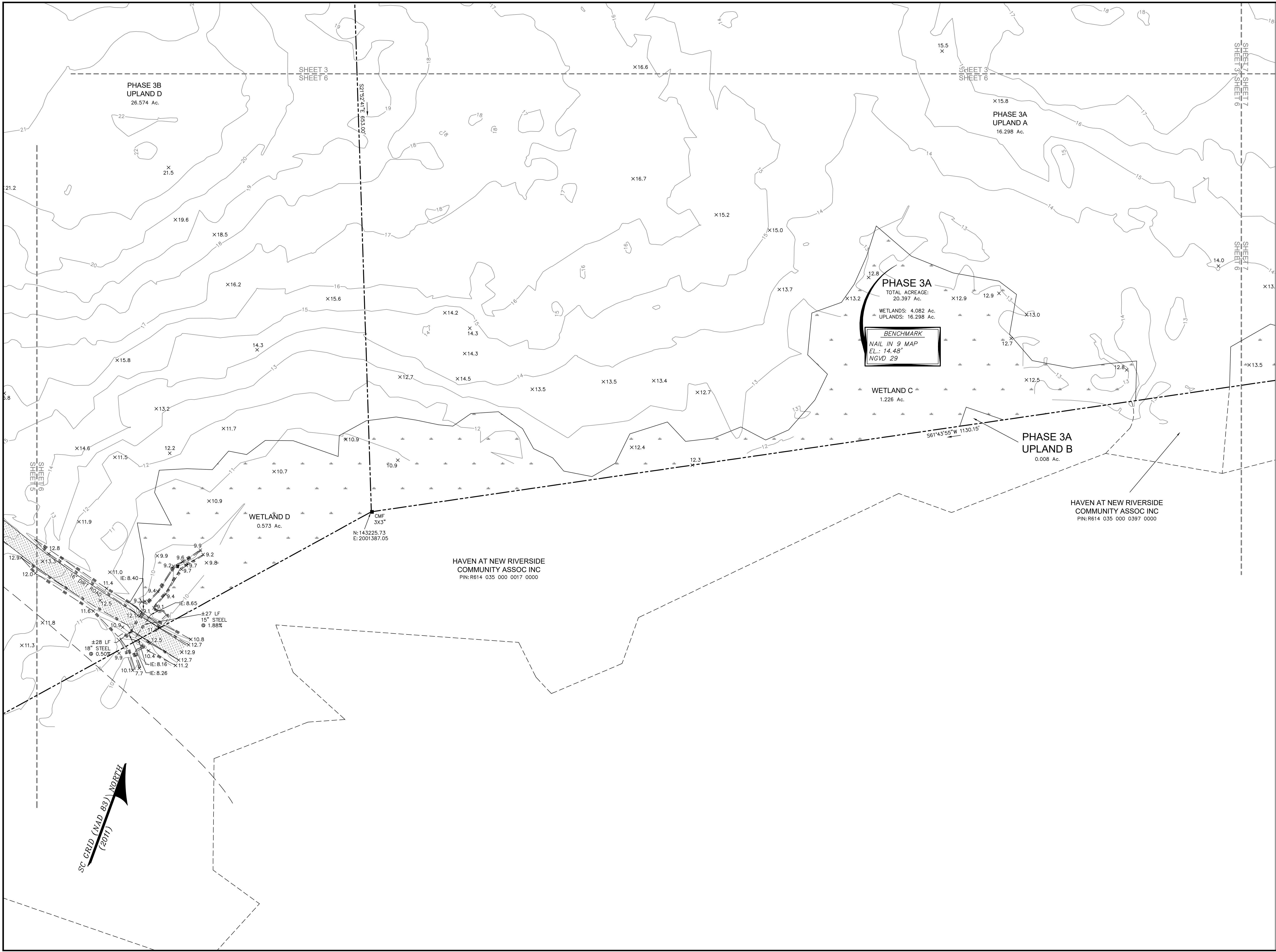
ATLAS
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
RIDGELAND, SC 29936
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM



I HEREBY STATE UNDER PENALTY OF PERJURY THAT I, JEREMY W. REEDER, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF SOUTH CAROLINA, HAVE MADE THIS SURVEY IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. HUBBARD, S.C.P.L.S. No. 28139, DATE: 06-24-2020
NOT VALID UNLESS CRIMPED WITH SEAL



VICINITY MAP NOT TO SCALE

- NOTES
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| 1. DEED BOOK: 2357 | PAGE: 252 |
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PREPARED FOR:
VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF
ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 &
R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: XWM
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FILEBT-20034 T2 REV1.DWG



SHEET 6 OF 8

ATLAS
SURVEYING, INC.

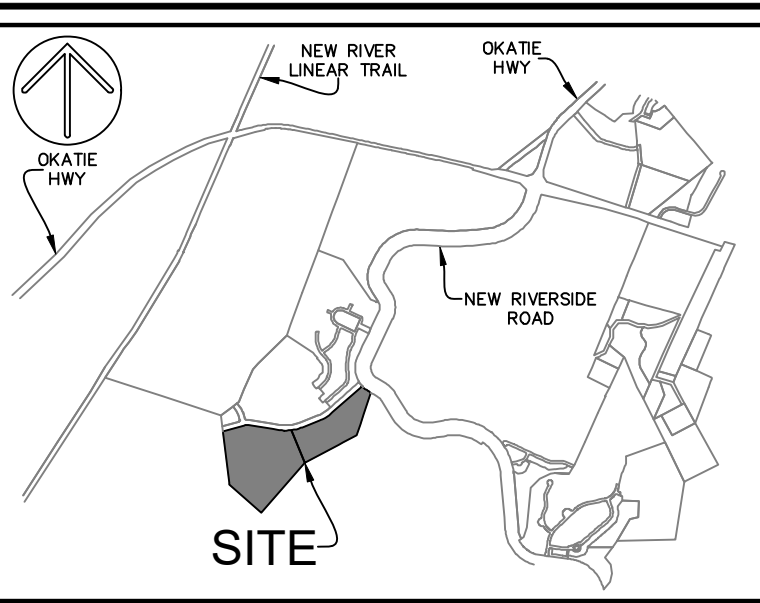
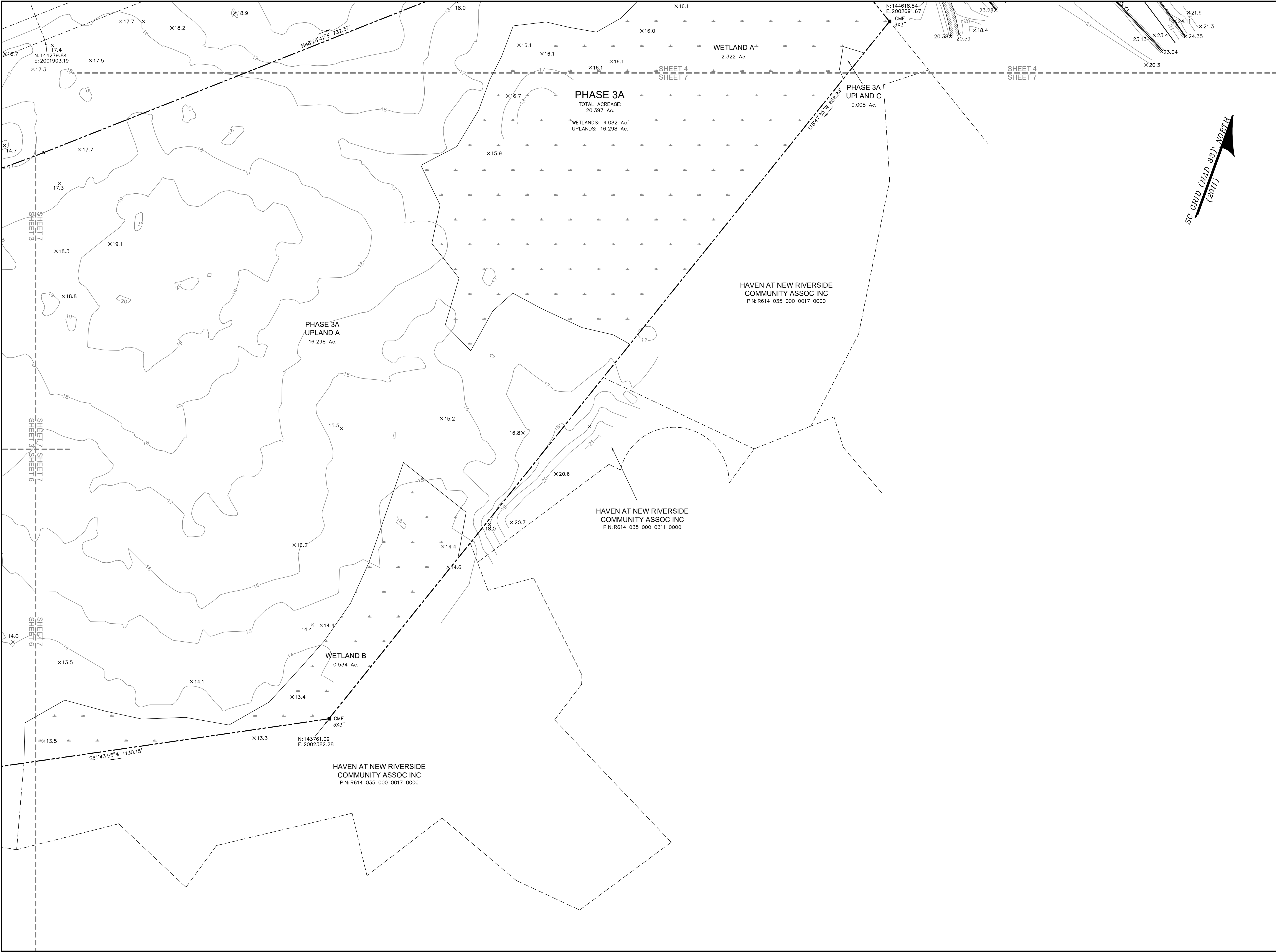
49 BROWN'S COVE ROAD, SUITE #5
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PHONE: (843) 645-9277
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SOUTH CAROLINA
ATLAS
SURVEYING
BFT, LLC
No. C05928

SOUTH CAROLINA
PROFESSIONAL
No. 28139
JERRY W. REEDER
LAND SURVEYOR

I HEREBY STATE THAT I, JERRY W. REEDER, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF SOUTH CAROLINA, HAVE MADE THIS SURVEY IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. HUBBARD, S.C.P.L.S. No. 28139, DATE: 06-24-2020
NOT VALID UNLESS CRIMPED WITH SEAL



VICINITY MAP NOT TO SCALE

- NOTES
1. THIS PARCEL APPEARS TO LIE IN DUAL FLOOD ZONES C & A4 (ELEVATION 12.0'), FIRM PANEL 0080-D COMMUNITY 450025, HAVING AN EFFECTIVE DATE OF SEPTEMBER 29, 1986.
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PREPARED FOR:
VILLAGE PARK HOMES

A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 & R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: XW
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FILE: BFT-20034 T2 REV1.DWG

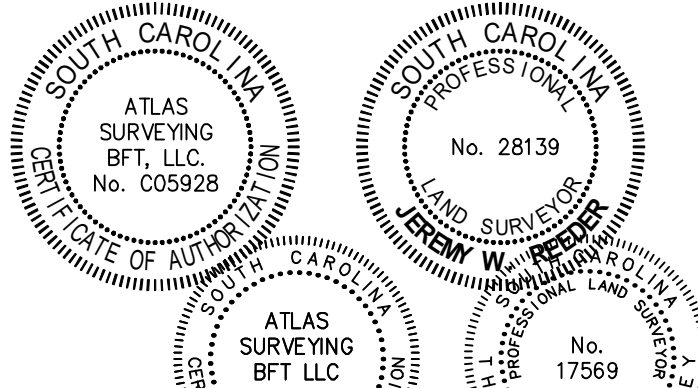


SHEET 7 OF 8

ATLAS

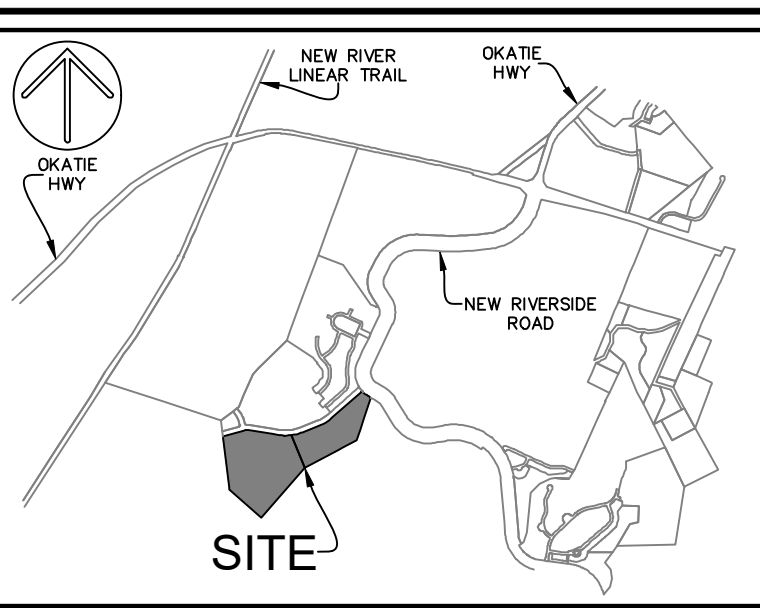
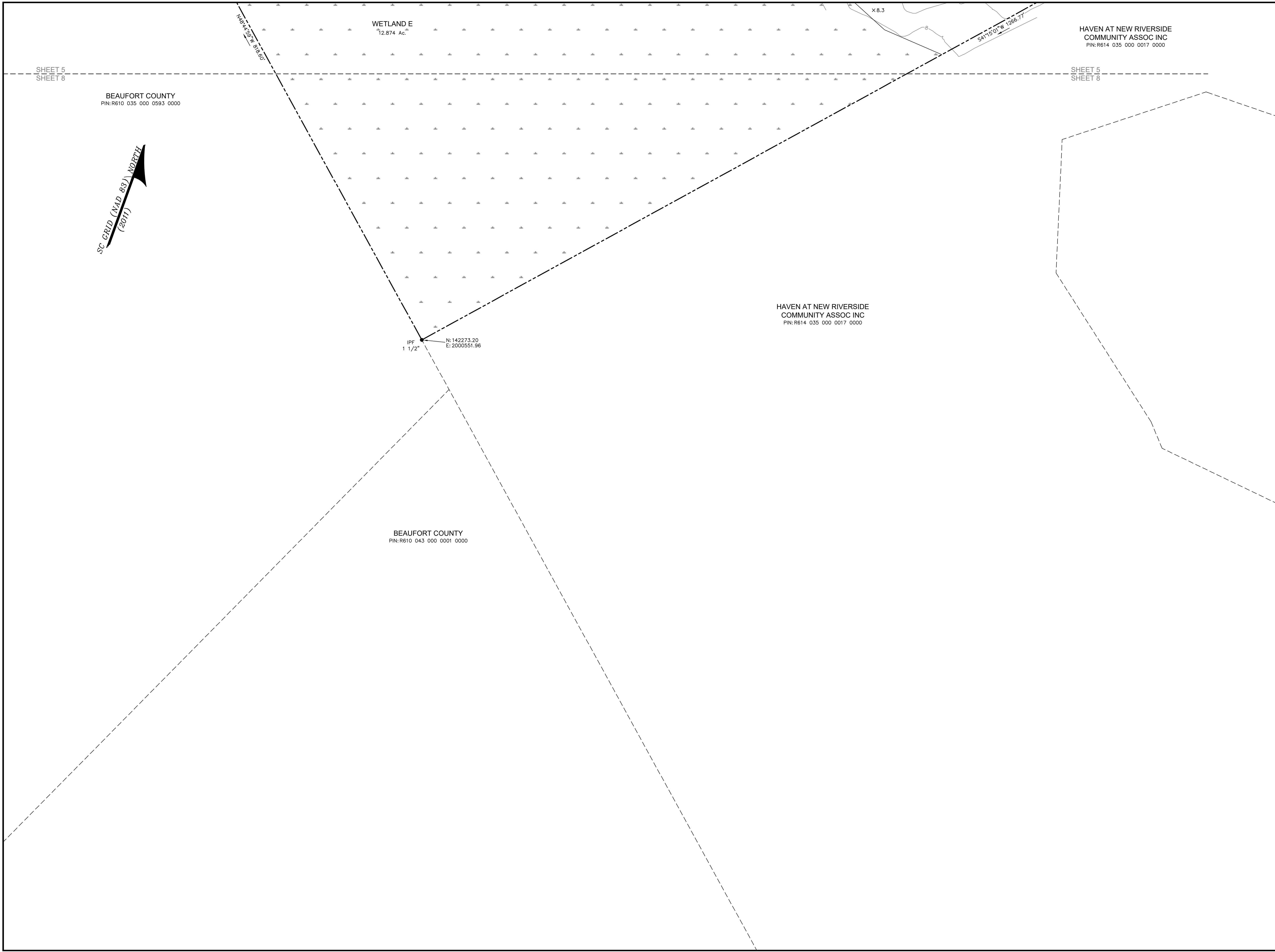
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
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I HEREBY STATE THAT I AM A LICENSED PROFESSIONAL SURVEYOR AND BELIEVE THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. REEDER
S.C.P.L.S. No. 28139
DATE: 06-24-2020
NOT VALID UNLESS CRIMPED WITH SEAL



VICINITY MAP NOT TO SCALE

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- THIS PARCEL APPEARS TO LIE IN DUAL FLOOD ZONES C & A4 (ELEVATION 12.0'). FIRM PANEL 0080-D COMMUNITY 450023, HAVING AN EFFECTIVE DATE OF SEPTEMBER 29, 1986.
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PREPARED FOR:
VILLAGE PARK HOMES

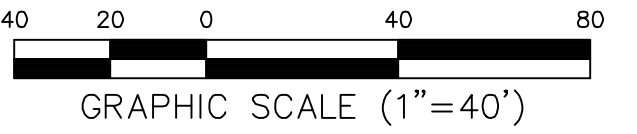
A BOUNDARY, TREE AND TOPOGRAPHIC SURVEY OF

ALSTON PARK PHASE 3A & 3B

TAX PARCEL Nos. R610 035 000 0846 0000 &
R610 035 000 0019 0000

THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

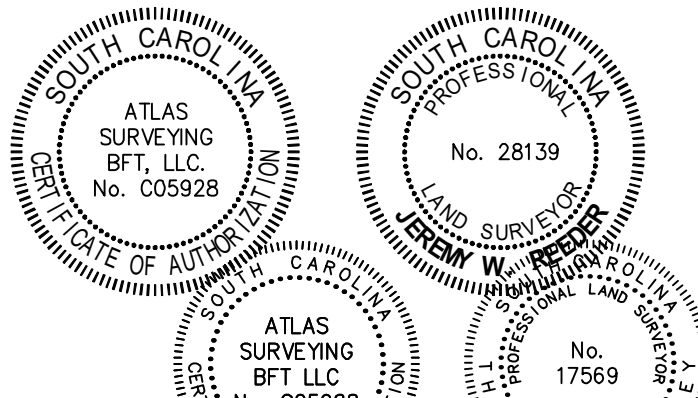
FIELD WORK: KS
FIELD CHECK: JWB
DRAWN BY: XWM
DATE: 06-24-2020
SCALE: 1"=40'
PROJECT No.: BFT-2004
FLBFT-20034 T2 REV1.DWG



SHEET 8 OF 8

ATLAS
SURVEYING, INC.

49 BROWN'S COVE ROAD, SUITE #5
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 HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

THOMAS W. HUBBARD, S.C.P.L.S. No. 28139, DATE: 06-24-2020
NOT VALID UNLESS CRIMPED WITH SEAL

EXHIBIT K



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Ms. Donna Ownby
Director
Beaufort County Emergency Medical Services
2727 Depot Road
Beaufort, SC 29902

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Ms. Ownby:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

We are coordinating with your office as part of the Town of Bluffton application process. Please review the attached information and return a letter of support of this application to our office at your earliest convenience. We appreciate your attention to the project. Please contact our office with any questions.

Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Mr. Jared Fralix, P.E.
Director of Engineering & Infrastructure
Beaufort County Engineering Division
Post Office Box 1228
Beaufort, SC 29901

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Mr. Fralix:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

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Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Dr. Frank Rodriguez
Superintendent
Beaufort County School District
2900 Mink Point Boulevard
Beaufort, SC 29902

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Dr. Rodriguez:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

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Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Mr. James Clardy, PE
Beaufort-Jasper Water and Sewer Authority
6 Snake Road
Okatie SC 29909

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Mr. Clardy:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

We are coordinating with your office as part of the Town of Bluffton application process. Please review the attached information and return a letter of support of this application to our office at your earliest convenience. We appreciate your attention to the project. Please contact our office with any questions.

Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Mr. Dan Wiltse
Fire Marshal
Bluffton Township Fire District
357 Fording Island Road
Bluffton, SC 29910

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Mr. Wiltse:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

We are coordinating with your office as part of the Town of Bluffton application process. Please review the attached information and return a letter of support of this application to our office at your earliest convenience. We appreciate your attention to the project. Please contact our office with any questions.

Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Tracy Trimmer
Director of Development Relations
Hargray
5 Buck Island Road
Bluffton, SC 29910

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Mrs. Trimmer:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

We are coordinating with your office as part of the Town of Bluffton application process. Please review the attached information and return a letter of support of this application to our office at your earliest convenience. We appreciate your attention to the project. Please contact our office with any questions.

Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Shannon Hicks, P.E.
Manager, Coastal Stormwater Permitting
S.C. Dept. of Health & Environmental Control
1362 McMillan Avenue, Suite 400
Charleston, SC 29405

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Mrs. Hicks:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

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Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Bridget Clarke
South Carolina Department of Health and Environmental Control
104 Parker Drive
Beaufort, SC 29906

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Mrs. Clarke:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

We are coordinating with your office as part of the Town of Bluffton application process. Please review the attached information and return a letter of support of this application to our office at your earliest convenience. We appreciate your attention to the project. Please contact our office with any questions.

Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.



CAROLINA ENGINEERING
CONSULTANTS, INC.

P.O. Box 294
Beaufort, SC 29901

(843) 322-0553
(843) 322-0556 Fax

March 24, 2022

Mr. Henry Moss
Dominion Energy
81 May River Road
Bluffton, SC 29910-0839

Re: Alston Park Phase III - Parcel 5A
PUD Master Plan Coordination
Bluffton, South Carolina
Job #2257

Dear Mr. Moss:

On behalf of our client, Village Park Communities, LLC, we are preparing to submit a PUD Master Plan Application to the Town of Bluffton. The proposed development is identified as Alston Park Phase III 5A on the attached master plan exhibit with location map. The proposed site is located within the Town of Bluffton. The project consists of 76 single family residential lots. The project area is approximately 63 acres.

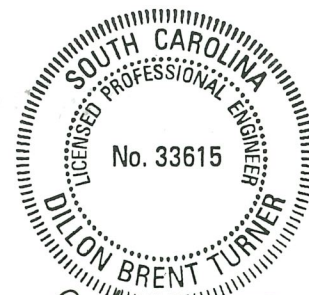
We are coordinating with your office as part of the Town of Bluffton application process. Please review the attached information and return a letter of support of this application to our office at your earliest convenience. We appreciate your attention to the project. Please contact our office with any questions.

Sincerely,

Jeff P. Ackerman, P.E.
Carolina Engineering Consultants, Inc.

EXHIBIT L

TRAFFIC ASSESSMENT



Dillon Brent Turner
February 8, 2023

TECHNICAL MEMORANDUM

To: Kevin Icard, AICP and Dan Frazier, AICP
Town of Bluffton

From: Dillon Turner, PE, PTOE
Kimley-Horn

Date: February 8, 2023

RE: **Alston Park Phase 3 – Traffic Impact Analysis**
Bluffton, South Carolina

The purpose of this technical memorandum is to document a turn lane warrant analysis conducted for the Alston Park Phase 3 residential development, located along New Riverside Road south of the May River at New Riverside Road roundabout in Bluffton, South Carolina. The development is planned to consist of up to 76 single family homes.

As proposed, the site will be accessed via one full-movement, stop-controlled approach. Based on the results of this analysis, no improvements to the proposed development are recommended. The site plan is attached in **Appendix A**.

PROJECT TRAFFIC

The trip generation potential of the proposed development was estimated based on data contained within the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition.

The trip generation estimate is summarized in **Table 1**. It is estimated that the residential development will generate 58 total (15 in/43 out) net new external trips during the AM peak hour and 77 total (49 in/28 out) net new external trips during the PM peak hour.

Table 1 – Trip Generation Summary

| Alston Park Phase 3 Trip Generation | | | | | | | | | |
|--|-----------|-------|--|--------------|----|-----|--------------|----|-----|
| Land Use | Intensity | Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | Total | In | Out | Total | In | Out |
| 210 - Single-Family Detached Housing | 76 | DU | 784 | 58 | 15 | 43 | 77 | 49 | 28 |
| Total Net New External Trips | | | 784 | 58 | 15 | 43 | 77 | 49 | 28 |
| Note: Trip generation was calculated using the following data: | | | | | | | | | |
| <u>Daily Traffic Generation</u> | | | | | | | | | |
| 210 - Single-Family Detached Housing | | | ITE 210 = LN (T) = 0.92 * LN (X) + (2.68); (50 % In; 50 % Out) | | | | | | |
| <u>AM Peak-Hour Traffic Generation</u> | | | | | | | | | |
| 210 - Single-Family Detached Housing | | | ITE 210 = LN (T) = 0.91 * LN (X) + (0.12); (26 % In; 74 % Out) | | | | | | |
| <u>PM Peak-Hour Traffic Generation</u> | | | | | | | | | |
| 210 - Single-Family Detached Housing | | | ITE 210 = LN (T) = 0.94 * LN (X) + (0.27); (63 % In; 37 % Out) | | | | | | |

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:

- 70% to/from the North via New Riverside Road
- 30% to/from the South via New Riverside Road

The existing traffic counts and volume development worksheets are attached in **Appendix B**.

CAPACITY ANALYSIS

Capacity/level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM)*, 6th Edition, methodologies of the *Synchro*, Version 11, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2027 build condition. The capacity analysis worksheets are included in **Appendix C**.

It should be noted the existing traffic at the intersection of Benton Circle at Grovewood Drive was redistributed under 2027 build conditions due to the proposed connection of Benton Circle to Holly Hill Lane. The redistributed northbound traffic at Benton Circle at Grovewood Drive was also considered at the intersection New Riverside Road at Holly Hill Lane.

The capacity analysis results for the intersections of New Riverside Road at Holly Hill Lane and Benton Circle at Grovewood Drive are summarized in **Table 2** and **Table 3**, respectively.

Table 2 – New Riverside Road at Holly Hill Lane Analysis Results

| New Riverside Road at Holly Hill Lane LOS (Delay) | | | |
|--|-------------|----------------------|--|
| Condition | Measure | EB (Holly Hill Lane) | NBL (New Riverside Road) ¹ |
| AM Peak Hour | | | |
| 2027 Build | LOS (Delay) | C (20.1) | B (10.0) |
| PM Peak Hour | | | |
| 2027 Build | LOS (Delay) | B (12.3) | A (8.2) |
| ¹ For unsignalized major street approaches, only left-turn delay is reported. | | | |

Table 3 - Benton Circle at Grovewood Drive Analysis Results

| Benton Circle at Grovewood Drive LOS (Delay) | | | | | |
|--|-------------|------------------------------------|------------------------------------|--------------------|--------------------|
| Condition | Measure | EBL (Grovewood Drive) ¹ | WBL (Grovewood Drive) ¹ | NB (Benton Circle) | SB (Benton Circle) |
| AM Peak Hour | | | | | |
| 2027 Build | LOS (Delay) | A (0.0) | A (0.0) | A (9.1) | A (9.2) |
| PM Peak Hour | | | | | |
| 2027 Build | LOS (Delay) | A (0.0) | A (0.0) | A (9.1) | A (9.1) |
| ¹ For unsignalized major street approaches, only left-turn delay is reported. | | | | | |

The results of the capacity analysis indicated all approaches are anticipated to operate at LOS C or better during the AM and PM peak hours. During the AM peak hour, the eastbound approach at the intersection of New Riverside Road at Holly Hill Lane is expected to operate at LOS C.

AUXILIARY TURN LANE WARRANTS

A turn lane warrant for the southbound right movement accessing the proposed Alston Park Phase 3 was determined based on Figure 2-6 from the *National Cooperative Highway Research Program* (NCHRP) Report 457.

Based on the results of the turn lane warrant analysis, an exclusive southbound right-turn lane into the proposed development at the intersection of New Riverside Road at Holly Hill Lane *is not warranted*.

The right-turn lane warrant worksheet for New Riverside Road at Holly Hill Lane is provided in **Attachment D**.

It should be noted there is an existing northbound left-turn lane already constructed along New Riverside Road at Holly Hill Lane; therefore, a left-turn lane warrant was not analyzed.

SIGHT DISTANCE

At the intersection of New Riverside Road at Holly Hill Lane, the site distance appears to be for left or right-turning traffic due off Holly Hill Lane due to existing trees and vegetation located along the curve of New Riverside Road. The sight distance for left-turning traffic onto Holly Hill Lane also appear limited due to the curvature of New Riverside Road. The intersection sight distance and stopping sight distance for the Holly Hill Lane at New Riverside Road should be confirmed per SCDOT and AASHTO guidelines.

CONCLUSION

Based on the trip generation potential of the development and guidance published in the NCHRP Report 457, a southbound right-turn lane into the proposed Alston Park Phase 3 at the intersection of New Riverside Road at Holly hill Lane *is not warranted*. Based on the Synchro capacity analysis all approaches are anticipated to operate at an acceptable LOS during the AM and PM peak hours. The intersection sight distance and stopping sight distance for the Holly Hill Lane at New Riverside Road should be confirmed per SCDOT and AASHTO guidelines.

Attachments:

Attachment A – Conceptual Site Plan

Attachment B – Traffic Counts and Volume Development Worksheet

Attachment C – Capacity Analysis Worksheets

Attachment D – NCHRP Report 457 Right-Turn Warrant for New Riverside Road at Holly Hill Lane

Attachment A

Conceptual Site Plan

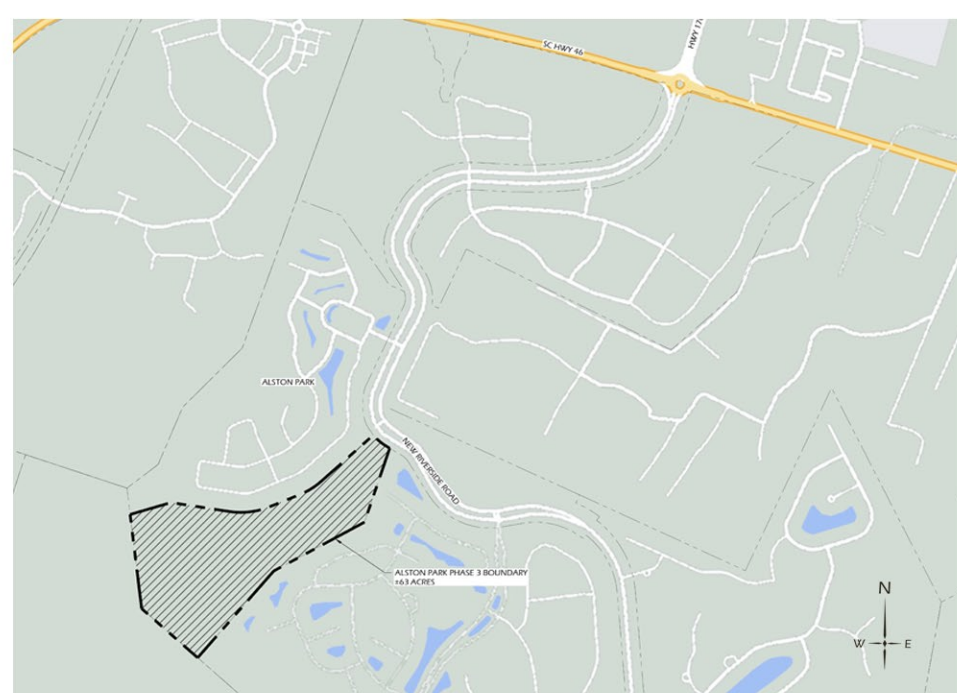


TRAIL/MULCH PATH, TYP.

SIDEWALK, TYP.

LOT LINES FOR REFERENCE ONLY, SUBJECT TO CHANGE AT TIME OF FINAL DEVELOPMENT PLAN SUBMITTAL

WETLAND PRESERVE, TYP.



LOCATION MAP

SITE DATE TABLE

- PROJECT AREA: 63.4 ACRES
- OPEN SPACE : 25.31 ACRES
- NUMBER OF LOTS: 76
- RESIDENTIAL DENSITY ALLOWED (RU/UPLAND AC): 1.66

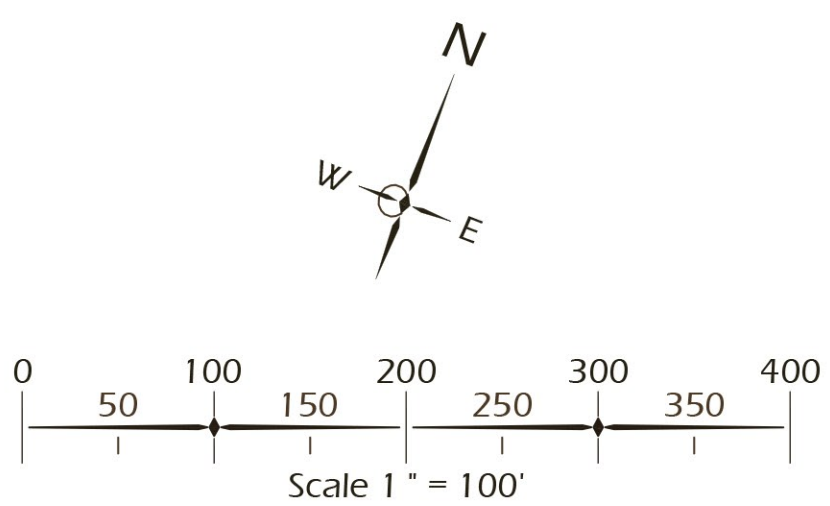
LAND USE KEY

| | ACREAGE |
|------------------------------------|---------|
| RESIDENTIAL (70' MIN. X 120' MIN.) | 16.38 |
| PONDS | 2.94 |
| RAINGARDENS | 1.25 |
| GREENS | 3.62 |
| RIGHT OF WAY | 5.5 |
| WETLAND BUFFER | 4.0 |
| WETLAND | 17.5 |
| COMMUNITY COMMON AREA /OPEN SPACE | 12.2 |

TOTAL 63.4 ACRES

SITE INFORMATION

NEW RIVERSIDE PARCEL 5A SOUTH
SOUTHWEST OF THE INTERSECTION OF NEW RIVER-
SIDE RD AND S.C. HWY 46, SOUTH OF PARCEL 4A.
TAX MAP ID NO.: R610 035 000 0019 0000 AND
R610 035 000 0846 0000
CURRENT ZONING: PUD (NEW RIVERSIDE CONCEPT
PLAN)



landscape architecture
land planning

www.wjktld.com

28 Promenade Street, Suite 201 | Bluffton, South Carolina 29910 | ph 843.797.7411

CAROLINA
ENGINEERING
CONSULTANTS

BEAUFORT SC
843-322-0553

© 2022 WJK LTD.
DESIGN CONCEPTS, DRAWING, SHEETS,
LOGOS, SPECIFICATIONS, DETAILS,
WRITTEN MATERIAL SHALL NOT BE USED
OR REPRODUCED IN WHOLE OR IN PART
IN ANY FORM WITHOUT PRIOR WRITTEN
CONSENT OF WJK LTD.
THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
ALSTON PARK
PHASE 3
BLUFFTON, SOUTH CAROLINA

| | |
|--------------|------------|
| DATE: | 7 FEB 2023 |
| PROJECT NO.: | 20011.01 |
| DRAWN BY: | KH |
| CHECKED BY: | DK |

PRELIMINARY
SUBMITTAL PLAN,
NOT FOR
CONSTRUCTION

| |
|------------|
| REVISIONS: |
| |
| |
| |
| |

DRAWING TITLE
**INITIAL MASTER
PLAN**

DRAWING NUMBER
EX B

Attachment B

Traffic Counts and Volume Development Worksheet



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

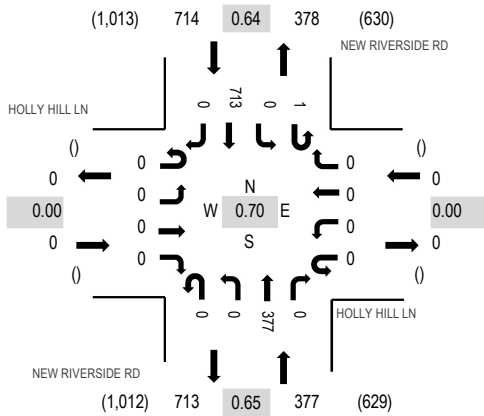
Location: 1 NEW RIVERSIDE RD & HOLLY HILL LN AM

Date: Tuesday, January 10, 2023

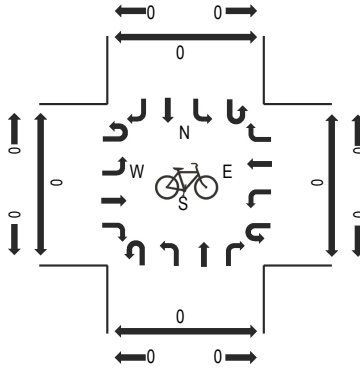
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

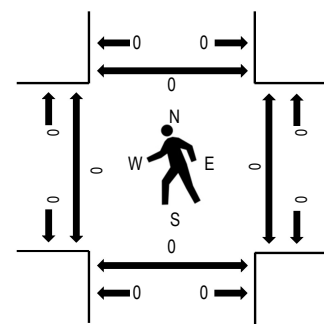
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | HOLLY HILL LN Eastbound | | | | HOLLY HILL LN Westbound | | | | NEW RIVERSIDE RD Northbound | | | | NEW RIVERSIDE RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|--------------------------------|------|------|-------|--------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 70 | 0 | 117 | 593 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 86 | 0 | 148 | 680 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 86 | 0 | 155 | 920 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 116 | 0 | 173 | 1,091 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 1 | 0 | 144 | 0 | 204 | 1,049 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 0 | 278 | 0 | 388 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 0 | 175 | 0 | 326 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 57 | 0 | 131 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 9 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 354 | 0 | 1 | 0 | 670 | 0 | 1,025 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 37 | 0 | 57 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 0 | 1 | 0 | 713 | 0 | 1,091 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.8% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.8% |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.25 | 0.00 | 0.64 | 0.00 | 0.70 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.25 | 0.00 | 0.64 | 0.00 | 0.70 |



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

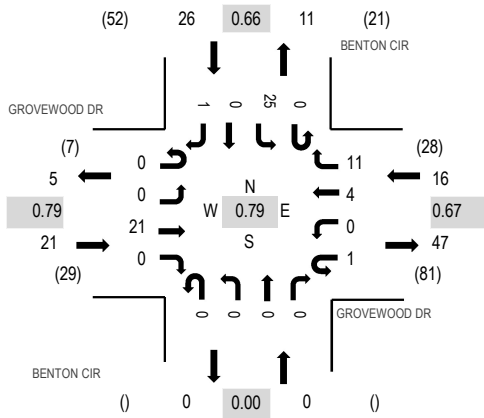
Location: 2 BENTON CIR & GROVEWOOD DR AM

Date: Tuesday, January 10, 2023

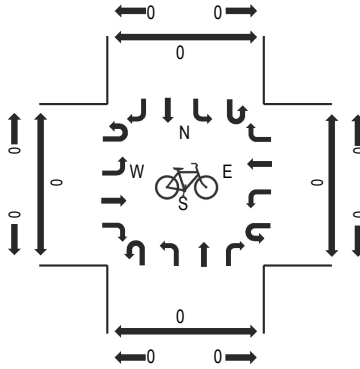
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

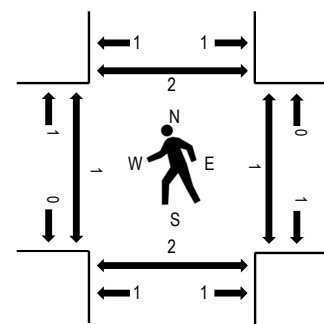
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | GROVEWOOD DR Eastbound | | | | GROVEWOOD DR Westbound | | | | BENTON CIR Northbound | | | | BENTON CIR Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 8 | 55 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 14 | 58 | 0 | 0 | 1 | 1 |
| 7:30 AM | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 13 | 61 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 7 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 20 | 63 | 1 | 0 | 1 | 0 |
| 8:00 AM | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 11 | 54 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 17 | | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 15 | | 0 | 0 | 1 | 0 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 11 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 19 | 0 | 1 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 56 |
| Mediums | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| Total | 0 | 0 | 21 | 0 | 1 | 0 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | 63 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.79 | 0.67 | 0.67 | 0.67 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.66 | 0.66 | 0.66 | 0.66 | 0.79 |
| Peak Hour Factor | 0.00 | 0.00 | 0.79 | 0.00 | 0.25 | 0.00 | 0.50 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.25 | 0.79 |



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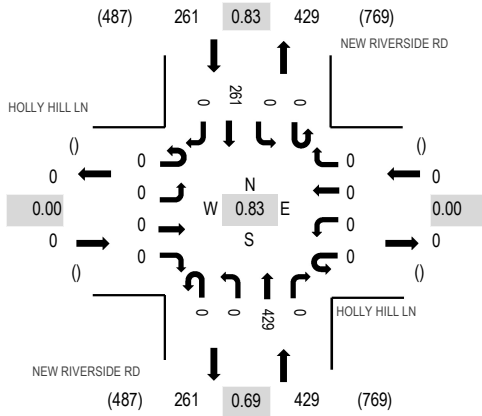
Location: 1 NEW RIVERSIDE RD & HOLLY HILL LN PM

Date: Tuesday, January 10, 2023

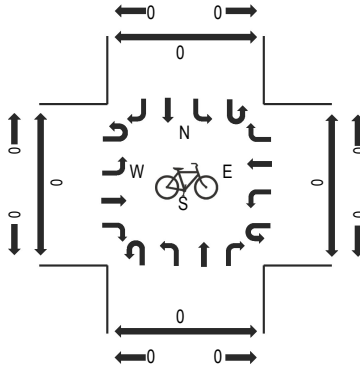
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

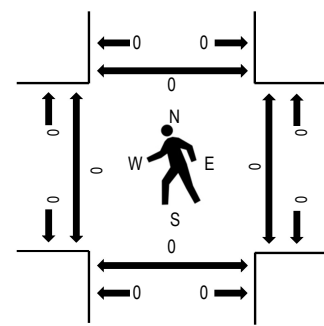
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | HOLLY HILL LN Eastbound | | | | HOLLY HILL LN Westbound | | | | NEW RIVERSIDE RD Northbound | | | | NEW RIVERSIDE RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|--------------------------------|------|------|-------|--------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 0 | 0 | 0 | 54 | 0 | 209 | 690 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 63 | 0 | 162 | 645 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 81 | 0 | 167 | 613 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 63 | 0 | 152 | 591 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 62 | 0 | 164 | 566 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 52 | 0 | 130 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 64 | 0 | 145 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 48 | 0 | 127 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 395 | 0 | 0 | 0 | 250 | 0 | 645 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 11 | 0 | 37 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 429 | 0 | 0 | 0 | 261 | 0 | 690 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 0.83 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 0.83 |



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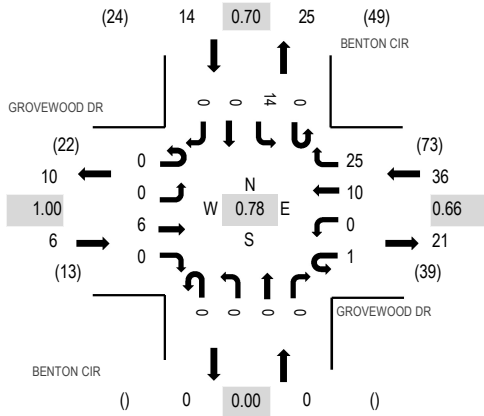
Location: 2 BENTON CIR & GROVEWOOD DR PM

Date: Tuesday, January 10, 2023

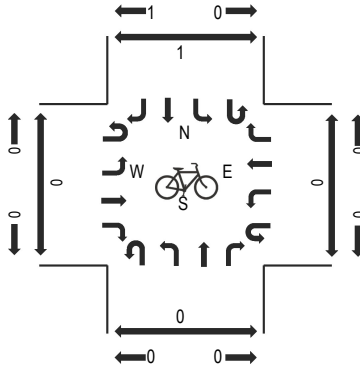
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

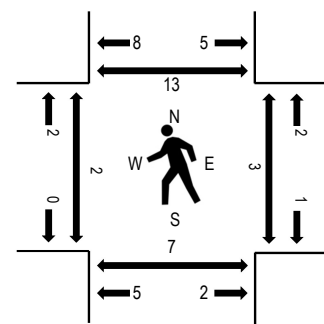
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | GROVEWOOD DR Eastbound | | | | GROVEWOOD DR Westbound | | | | BENTON CIR Northbound | | | | BENTON CIR Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 20 | 54 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 14 | 52 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 48 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 47 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 18 | 56 | 0 | 0 | 2 | 2 |
| 5:15 PM | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | | 0 | 2 | 0 | 4 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 10 | | 2 | 0 | 2 | 5 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 18 | | 0 | 1 | 3 | 2 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 6 | 0 | 1 | 0 | 10 | 24 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 55 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 6 | 0 | 1 | 0 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 56 |

Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | 1.00 | | | | 0.66 | | | | 0.00 | | | | 0.70 | | | | 0.78 |
| Peak Hour Factor | 0.00 | 0.00 | 1.00 | 0.00 | 0.50 | 0.00 | 0.75 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 | 0.78 |

| INTERSECTION TRAFFIC VOLUME DEVELOPMENT | | | | | | | | | | | | | | | | | |
|---|--|--|---------------------------------------|--|--|----------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| INTERSECTION: | | | New Riverside Road at Holly Hill Lane | | | | | | | | | | | | | | |
| COUNT DATE: | | | January 10, 2023 | | | | | | | | | | | | | | |
| AM PEAK HOUR FACTOR: | | | 0.70 | | | AM FUTURE PEAK HOUR FACTOR: 0.90 | | | | | | | | | | | |
| PM PEAK HOUR FACTOR: | | | 0.83 | | | PM FUTURE PEAK HOUR FACTOR: 0.90 | | | | | | | | | | | |

| AM Peak Hour | | | | | | | | | | | | | | | | | | |
|--|----------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| AM 2022 EXISTING TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| AM Adjusted Turning Movement Counts ¹ | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 378 | 0 | 0 | 0 | 713 | 0 | |
| AM 2022 EXISTING TRAFFIC | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 378 | 0 | 0 | 0 | 713 | 0 | |
| AM Heavy Vehicle Percentage | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 6% | 2% | 2% | 2% | 6% | 2% | |
| AM 2027 NO-BUILD TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Annual Growth Rate | | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | |
| AM 2027 NO-BUILD TRAFFIC GROWTH | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 114 | 0 | |
| AM 2027 NO-BUILD TRAFFIC | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 438 | 0 | 0 | 0 | 827 | 0 | |
| Redistributed Benton Circle at Grovewood Drive | | | 25 | | 10 | | | | | | 3 | | | | | 8 | | |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | | |
| LAND USE | | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | | | | | | 30% | | | | | 70% | |
| | Exiting | | | 70% | | 30% | | | | | | | | | | | | |
| "AM PROJECT TRIPS" | | | | | | | | | | | | | | | | | | |
| LAND USE | | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Project Trip | | Net New | 0 | 30 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| AM TOTAL PROJECT TRIPS | | | 0 | 30 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| AM 2027 BUILD-OUT TRAFFIC | | | 0 | 55 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 438 | 0 | 0 | 0 | 827 | 18 |

| PM Peak Hour | | | | | | | | | | | | | | | | | |
|--|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| PM 2022 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| PM Adjusted Turning Movement Counts ¹ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 429 | 0 | 0 | 0 | 261 | 0 | |
| PM 2022 EXISTING TRAFFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 429 | 0 | 0 | 0 | 261 | 0 | |
| PM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 4% | 2% | |
| PM 2027 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Annual Growth Rate | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | |
| PM 2027 NO-BUILD TRAFFIC GROWTH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 42 | 0 | |
| PM 2027 NO-BUILD TRAFFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 497 | 0 | 0 | 0 | 303 | 0 | |
| Redistribution Benton Circle at Grovewood Drive | | 11 | | 5 | | | | | | 8 | | | | | | 19 | |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | | | | | 30% | | | | | 70% | |
| | Exiting | | 70% | | 30% | | | | | | | | | | | | |
| "PM PROJECT TRIPS" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Project Trip | Net New | 0 | 20 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 34 |
| PM TOTAL PROJECT TRIPS | | 0 | 20 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 34 |
| PM 2027 BUILD-OUT TRAFFIC | | 0 | 31 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 23 | 497 | 0 | 0 | 0 | 303 | 53 |

| INTERSECTION TRAFFIC VOLUME DEVELOPMENT | | | | | | | | | | | | | | | | |
|---|--|-----------------------------------|--|--|--|--|----------------------------------|--|--|--|--|--|--|--|--|--|
| INTERSECTION: | | Groveswood Drive at Benton Circle | | | | | | | | | | | | | | |
| COUNT DATE: | | January 10, 2023 | | | | | | | | | | | | | | |
| AM PEAK HOUR FACTOR: | | 0.79 | | | | | AM FUTURE PEAK HOUR FACTOR: 0.90 | | | | | | | | | |
| PM PEAK HOUR FACTOR: | | 0.78 | | | | | PM FUTURE PEAK HOUR FACTOR: 0.90 | | | | | | | | | |

| AM Peak Hour | | | | | | | | | | | | | | | | | |
|--|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| AM 2022 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| AM Adjusted Turning Movement Counts ¹ | 0 | 0 | 21 | 0 | 0 | 1 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | |
| AM 2022 EXISTING TRAFFIC | 0 | 0 | 21 | 0 | 0 | 1 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 1 | |
| AM Heavy Vehicle Percentage | 2% | 2% | 10% | 2% | 2% | 2% | 25% | 9% | 2% | 2% | 2% | 2% | 2% | 12% | 2% | 2% | |
| AM 2027 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Annual Growth Rate | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | |
| AM 2027 NO-BUILD TRAFFIC GROWTH | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | |
| AM 2027 NO-BUILD TRAFFIC | 0 | 0 | 24 | 0 | 0 | 1 | 5 | 13 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | |
| Redistributed Benton Circle at Grovewood Drive | | | -16 | 16 | | | -3 | -8 | | 3 | 8 | | | -19 | 19 | | |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| "AM PROJECT TRIPS" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Project Trip | Net New | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM TOTAL PROJECT TRIPS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2027 BUILD-OUT TRAFFIC | | 0 | 0 | 8 | 16 | 0 | 1 | 2 | 5 | 0 | 3 | 8 | 0 | 0 | 10 | 19 | 1 |






| PM Peak Hour | | | | | | | | | | | | | | | | | |
|--|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| PM 2022 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| PM Adjusted Turning Movement Counts ¹ | 0 | 0 | 6 | 0 | 0 | 1 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | |
| PM 2022 EXISTING TRAFFIC | 0 | 0 | 6 | 0 | 0 | 1 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | |
| PM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| PM 2027 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Annual Growth Rate | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | 3.0% | |
| PM 2027 NO-BUILD TRAFFIC GROWTH | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | |
| PM 2027 NO-BUILD TRAFFIC | 0 | 0 | 7 | 0 | 0 | 1 | 12 | 29 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | |
| Redistribution Benton Circle at Grovewood Drive | | | -5 | 5 | | | -8 | -19 | | 8 | 19 | | | -11 | 11 | | |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| "PM PROJECT TRIPS" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Project Trip | Net New | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM TOTAL PROJECT TRIPS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 2027 BUILD-OUT TRAFFIC | | 0 | 0 | 2 | 5 | 0 | 1 | 4 | 10 | 0 | 8 | 19 | 0 | 0 | 5 | 11 | 0 |

Attachment C

Capacity Analysis Worksheets

HCM 6th TWSC
1: New Riverside Road & Holly Hill Lane






Alston Park Phase 3
2027 Build AM

| Intersection | | | | | | | | |
|--------------------------|---|--------|---|---|---|---|------|--|
| Int Delay, s/veh | 1.2 | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR | |
| Lane Configurations |  | |  |  |  |  | | |
| Traffic Vol, veh/h | 55 | 23 | 8 | 438 | 0 | 827 | 18 | |
| Future Vol, veh/h | 55 | 23 | 8 | 438 | 0 | 827 | 18 | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free | |
| RT Channelized | - | None | - | None | - | - | None | |
| Storage Length | 0 | - | 230 | - | 230 | - | - | |
| Veh in Median Storage, # | 1 | - | - | 0 | - | 0 | - | |
| Grade, % | 0 | - | - | 0 | - | 0 | - | |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 6 | 2 | 6 | 2 | |
| Mvmt Flow | 61 | 26 | 9 | 487 | 0 | 919 | 20 | |
| | | | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | | | |
| Conflicting Flow All | 1191 | 470 | 939 | 0 | 487 | - | 0 | |
| Stage 1 | 929 | - | - | - | - | - | - | |
| Stage 2 | 262 | - | - | - | - | - | - | |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | 6.44 | - | - | |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | 2.52 | - | - | |
| Pot Cap-1 Maneuver | 180 | 540 | 726 | - | 705 | - | - | |
| Stage 1 | 345 | - | - | - | - | - | - | |
| Stage 2 | 758 | - | - | - | - | - | - | |
| Platoon blocked, % | | | | - | | - | - | |
| Mov Cap-1 Maneuver | 178 | 540 | 726 | - | 705 | - | - | |
| Mov Cap-2 Maneuver | 279 | - | - | - | - | - | - | |
| Stage 1 | 341 | - | - | - | - | - | - | |
| Stage 2 | 758 | - | - | - | - | - | - | |
| | | | | | | | | |
| Approach | EB | NB | | SB | | | | |
| HCM Control Delay, s | 20.1 | 0.2 | | 0 | | | | |
| HCM LOS | C | | | | | | | |
| | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBU | SBT | SBR | | |
| Capacity (veh/h) | 726 | - | 325 | 705 | - | - | | |
| HCM Lane V/C Ratio | 0.012 | - | 0.267 | - | - | - | | |
| HCM Control Delay (s) | 10 | - | 20.1 | 0 | - | - | | |
| HCM Lane LOS | B | - | C | A | - | - | | |
| HCM 95th %tile Q(veh) | 0 | - | 1.1 | 0 | - | - | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh | 5.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 8 | 16 | 1 | 2 | 5 | 3 | 8 | 0 | 10 | 19 | 1 |
| Future Vol, veh/h | 0 | 8 | 16 | 1 | 2 | 5 | 3 | 8 | 0 | 10 | 19 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 10 | 2 | 2 | 25 | 9 | 2 | 2 | 2 | 12 | 2 | 2 |
| Mvmt Flow | 0 | 9 | 18 | 1 | 2 | 6 | 3 | 9 | 0 | 11 | 21 | 1 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 8 | 0 | 0 | 27 | 0 | 0 | 36 | 28 | 18 | 30 | 34 | 5 |
| Stage 1 | - | - | - | - | - | - | 18 | 18 | - | 7 | 7 | - |
| Stage 2 | - | - | - | - | - | - | 18 | 10 | - | 23 | 27 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.22 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.22 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.22 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.608 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1612 | - | - | 1587 | - | - | 970 | 865 | 1061 | 954 | 859 | 1078 |
| Stage 1 | - | - | - | - | - | - | 1001 | 880 | - | 989 | 890 | - |
| Stage 2 | - | - | - | - | - | - | 1001 | 887 | - | 970 | 873 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1612 | - | - | 1587 | - | - | 950 | 864 | 1061 | 945 | 858 | 1078 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 950 | 864 | - | 945 | 858 | - |
| Stage 1 | - | - | - | - | - | - | 1001 | 880 | - | 989 | 889 | - |
| Stage 2 | - | - | - | - | - | - | 975 | 886 | - | 960 | 873 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0 | | | 0.9 | | | 9.1 | | | 9.2 | | |
| HCM LOS | | | | | | | A | | | A | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 886 | 1612 | - | - | 1587 | - | - | 891 | | | | |
| HCM Lane V/C Ratio | 0.014 | - | - | - | 0.001 | - | - | 0.037 | | | | |
| HCM Control Delay (s) | 9.1 | 0 | - | - | 7.3 | 0 | - | 9.2 | | | | |
| HCM Lane LOS | A | A | - | - | A | A | - | A | | | | |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 | | | | |

HCM 6th TWSC
1: New Riverside Road & Holly Hill Lane

Alston Park Phase 3
2027 Build PM

| Intersection | | | | | | | | |
|--------------------------|---|--------|---|---|---|---|------|--|
| Int Delay, s/veh | 0.8 | | | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR | |
| Lane Configurations |  | |  |  |  |  | | |
| Traffic Vol, veh/h | 31 | 13 | 23 | 497 | 0 | 303 | 53 | |
| Future Vol, veh/h | 31 | 13 | 23 | 497 | 0 | 303 | 53 | |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free | |
| RT Channelized | - | None | - | None | - | - | None | |
| Storage Length | 0 | - | 230 | - | 230 | - | - | |
| Veh in Median Storage, # | 1 | - | - | 0 | - | 0 | - | |
| Grade, % | 0 | - | - | 0 | - | 0 | - | |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 8 | 2 | 4 | 2 | |
| Mvmt Flow | 34 | 14 | 26 | 552 | 0 | 337 | 59 | |
| | | | | | | | | |
| Major/Minor | Minor2 | Major1 | | Major2 | | | | |
| Conflicting Flow All | 695 | 198 | 396 | 0 | 552 | - | 0 | |
| Stage 1 | 367 | - | - | - | - | - | - | |
| Stage 2 | 328 | - | - | - | - | - | - | |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | 6.44 | - | - | |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | 2.52 | - | - | |
| Pot Cap-1 Maneuver | 376 | 810 | 1159 | - | 642 | - | - | |
| Stage 1 | 671 | - | - | - | - | - | - | |
| Stage 2 | 702 | - | - | - | - | - | - | |
| Platoon blocked, % | | | | - | | - | - | |
| Mov Cap-1 Maneuver | 368 | 810 | 1159 | - | 642 | - | - | |
| Mov Cap-2 Maneuver | 477 | - | - | - | - | - | - | |
| Stage 1 | 656 | - | - | - | - | - | - | |
| Stage 2 | 702 | - | - | - | - | - | - | |
| | | | | | | | | |
| | | | | | | | | |
| Approach | EB | NB | | SB | | | | |
| HCM Control Delay, s | 12.3 | 0.4 | | 0 | | | | |
| HCM LOS | B | | | | | | | |
| | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBU | SBT | SBR | | |
| Capacity (veh/h) | 1159 | - | 543 | 642 | - | - | | |
| HCM Lane V/C Ratio | 0.022 | - | 0.09 | - | - | - | | |
| HCM Control Delay (s) | 8.2 | - | 12.3 | 0 | - | - | | |
| HCM Lane LOS | A | - | B | A | - | - | | |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.3 | 0 | - | - | | |

HCM 6th TWSC
2: Grovewood Drive & Benton Circle

Alston Park Phase 3
2027 Build PM

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh | 6.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 2 | 5 | 1 | 4 | 10 | 8 | 19 | 0 | 5 | 11 | 0 |
| Future Vol, veh/h | 0 | 2 | 5 | 1 | 4 | 10 | 8 | 19 | 0 | 5 | 11 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 6 | 1 | 4 | 11 | 9 | 21 | 0 | 6 | 12 | 0 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 15 | 0 | 0 | 8 | 0 | 0 | 23 | 22 | 5 | 28 | 20 | 10 |
| Stage 1 | - | - | - | - | - | - | 5 | 5 | - | 12 | 12 | - |
| Stage 2 | - | - | - | - | - | - | 18 | 17 | - | 16 | 8 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1603 | - | - | 1612 | - | - | 989 | 872 | 1078 | 981 | 874 | 1071 |
| Stage 1 | - | - | - | - | - | - | 1017 | 892 | - | 1009 | 886 | - |
| Stage 2 | - | - | - | - | - | - | 1001 | 881 | - | 1004 | 889 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1603 | - | - | 1612 | - | - | 978 | 871 | 1078 | 962 | 873 | 1071 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 978 | 871 | - | 962 | 873 | - |
| Stage 1 | - | - | - | - | - | - | 1017 | 892 | - | 1009 | 885 | - |
| Stage 2 | - | - | - | - | - | - | 986 | 880 | - | 980 | 889 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0 | | | 0.5 | | | 9.1 | | | 9.1 | | |
| HCM LOS | | | | | | | A | | | A | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 900 | 1603 | - | - | 1612 | - | - | 899 | | | | |
| HCM Lane V/C Ratio | 0.033 | - | - | - | 0.001 | - | - | 0.02 | | | | |
| HCM Control Delay (s) | 9.1 | 0 | - | - | 7.2 | 0 | - | 9.1 | | | | |
| HCM Lane LOS | A | A | - | - | A | A | - | A | | | | |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 | | | | |

Attachment D

NCHRP Report 457 Right-Turn Warrant for New Riverside Road at Holly Hill Lane

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

| | |
|---|----------------|
| Roadway geometry: | 4-lane roadway |
| Variable | Value |
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 847 |
| Right-turn volume, veh/h: | 18 |

OUTPUT

| | |
|---|-------|
| Variable | Value |
| Limiting right-turn volume, veh/h: | 102 |
| Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway: | |
| Do NOT add right-turn bay. | |

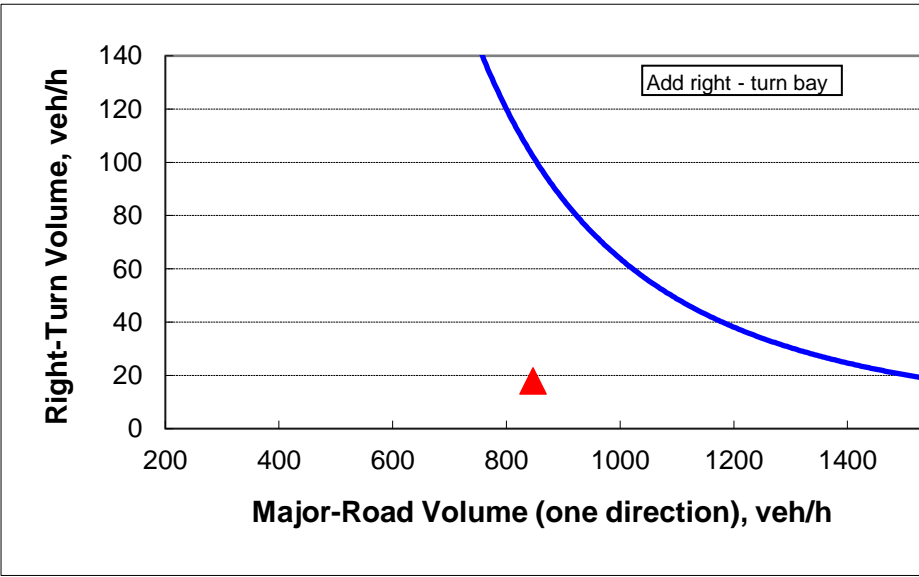


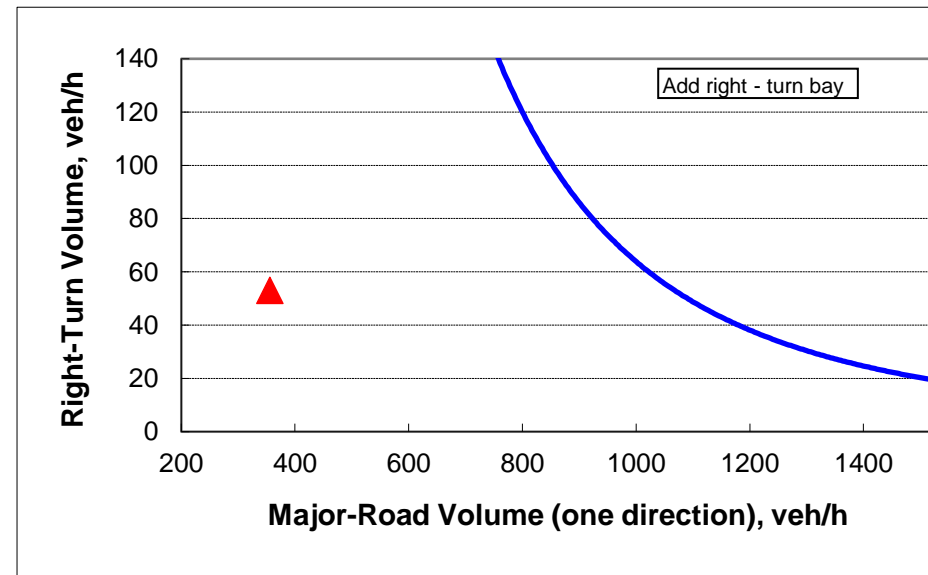
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

| Roadway geometry: | 4-lane roadway |
|---|----------------|
| Variable | Value |
| Major-road speed, mph: | 35 |
| Major-road volume (one direction), veh/h: | 356 |
| Right-turn volume, veh/h: | 53 |

OUTPUT

| Variable | Value |
|--|-------|
| Limiting right-turn volume, veh/h: | 1185 |
| Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway: | |
| Do NOT add right-turn bay. | |

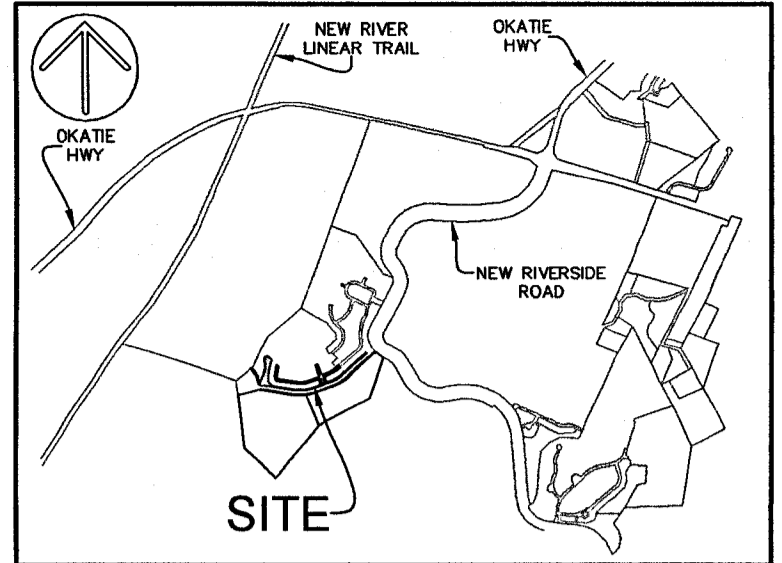


HOLLY HILL LANE PLAT

SC GRID (NAD 83) NORTH
(2011)

ACREAGE CHART

| | |
|---------------|-----------------------------|
| OPEN SPACE A: | 14,324 Sq.Ft. 0.329 Ac. |
| OPEN SPACE B: | 15,457 Sq.Ft. 0.355 Ac. |
| OPEN SPACE C: | 101,875 Sq.Ft. 2.339 Ac. |
| OPEN SPACE D: | 6,908 Sq.Ft. 0.159 Ac. |
| OPEN SPACE 1: | 40,838 Sq.Ft. 0.938 Ac. |
| OPEN SPACE 2: | 22,680 Sq.Ft. 0.521 Ac. |
| TOTAL: | 202,082 Sq.Ft. 4.641 Ac. |



VICINITY MAP NOT TO SCALE

LEGEND

| | |
|-----|-----------------------------|
| ▲ | CALC POINT - CORNER NOT SET |
| CMF | CONC. MONUMENT FOUND |
| RBF | IRON REBAR FOUND |
| IPF | IRON PIPE FOUND |
| (T) | TOTAL |
| --- | FEMA FLOOD LINE |
| | PHASE LINE |

NOTES

- THESE PARCELS APPEAR TO LIE IN FLOOD ZONES AE (ELEVATION 5.0'), X, & X (0.2% ANNUAL CHANCE), COMMUNITY 450251 (TOWN OF BLUFFTON), MAP NUMBER 4501304056, HAVING AN EFFECTIVE DATE OF MARCH 23, 2021.
- HORIZONTAL DATUM IS SOUTH CAROLINA STATE PLANE GRID (NAD 83).

REFERENCES

- DEED BOOK: 2357 PAGE: 252
- DEED BOOK: 2357 PAGE: 262
- PLAT BOOK: 109 PAGE: 92
- PLAT BOOK: 141 PAGE: 6

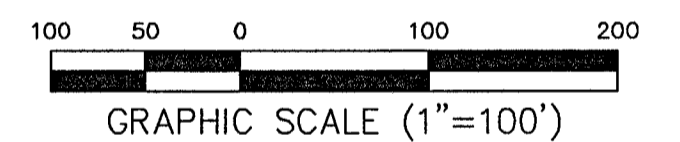
051577
BEAUFORT COUNTY SC - ROD
BK 165 Pgs 1-5
2024051577 PLAT
11/22/2024 01:26:16 PM
RECD BY: JING RCP# 1188083

Town of Bluffton

NOV 21 2024

Planning & Growth Mgmt

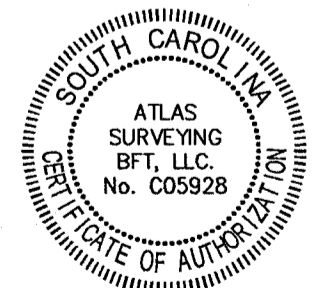
TOWN OF BLUFFTON
APPROVED
[Signature]



SHEET 1 OF 5

ATLAS
SURVEYING, INC.

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



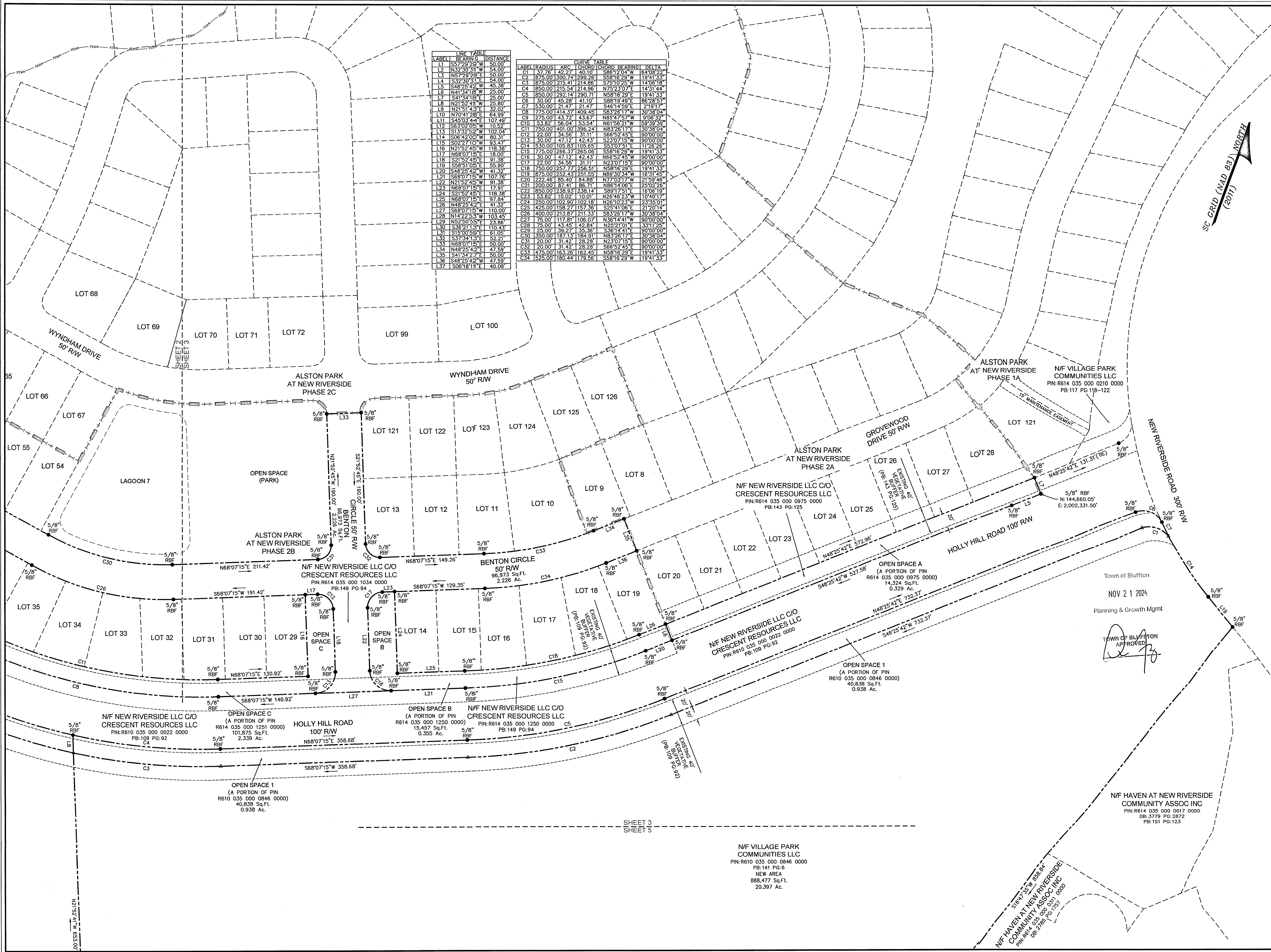
I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

[Signature]
JEREMY W. REEDER
S.C.P.L.S. No. 28139
NOT VALID UNLESS CRIMPED WITH SEAL

| LINE TABLE | | | | CURVE TABLE | | | |
|------------|-------------|----------|--|-------------|-------------|-----------|------------------------------|
| LABEL | BEARING | DISTANCE | | LABEL | RADIUS | ARC CHORD | CHORD BEARING DELTA |
| L1 | S52°29'29"W | 50.00' | | C1 | 37.78' | 42.27' | 4.010' S86°12'04"W 64°08'22" |
| L2 | N32°30'31"W | 54.00' | | L3 | N57°29'29"E | 50.00' | S58°16'29"W 19°41'53" |
| L3 | N57°29'29"E | 50.00' | | C2 | 875.00' | 300.74' | S58°16'29"W 19°41'53" |
| L4 | S33°30'31"E | 54.00' | | G3 | 875.00' | 215.41' | S75°10'25"W 14°06'18" |
| L5 | S48°25'42"W | 45.38' | | C4 | 850.00' | 215.54' | N75°23'07"E 14°31'44" |
| L6 | N41°34'18"E | 25.00' | | C5 | 850.00' | 232.14' | N58°16'29"E 19°41'53" |
| L7 | S41°34'18"E | 25.00' | | C6 | 30.00' | 45.28' | S88°19'49"E 66°28'57" |
| L8 | N21°52'45"E | 32.02' | | C7 | 530.00' | 21.47' | S46°14'59"E 2°19'17" |
| L9 | N21°52'45"E | 32.02' | | C8 | 775.00' | 414.37' | S83°28'17"W 30°18'04" |
| L10 | N70°41'28"E | 64.39' | | C9 | 275.00' | 43.72' | N85°47'57"W 9°06'32" |
| L11 | S43°03'44"E | 107.49' | | C10 | 53.82' | 36.04' | N61°06'21"W 3°38'39" |
| L12 | S63°02'05"W | 10.52' | | C11 | 750.00' | 401.00' | N83°28'17"E 30°18'04" |
| L13 | S13°32'52"W | 102.04' | | C12 | 22.00' | 34.56' | S66°52'45"E 90°00'00" |
| L14 | S06°42'00"W | 60.31' | | C13 | 30.00' | 47.12' | S23°07'15"W 90°00'00" |
| L15 | S02°27'10"W | 93.47' | | C14 | 830.00' | 105.83' | S33°07'51"E 11°28'28" |
| L16 | N21°52'45"W | 118.38' | | C15 | 775.00' | 266.37' | S58°16'29"W 19°41'53" |
| L17 | N68°07'15"E | 18.00' | | C16 | 30.00' | 47.12' | N66°52'45"W 90°00'00" |
| L18 | S21°52'45"E | 91.38' | | C17 | 22.00' | 34.56' | N23°07'15"E 90°00'00" |
| L19 | S58°51'05"E | 56.80' | | C18 | 750.00' | 257.77' | N48°19'29"E 19°41'53" |
| L20 | S48°25'42"W | 41.32' | | C19 | 875.00' | 252.43' | N89°30'34"W 18°31'45" |
| L21 | S68°07'15"W | 107.76' | | C20 | 222.46' | 85.40' | N77°03'17"W 21°59'46" |
| L22 | N21°52'45"W | 91.38' | | C21 | 200.00' | 87.41' | N88°14'06"E 25°02'28" |
| L23 | N68°07'15"E | 17.91' | | C22 | 850.00' | 238.93' | S89°17'51"E 16°08'19" |
| L24 | S21°52'45"E | 92.21' | | C23 | 53.82' | 10.02' | N26°46'23"W 10°40'17" |
| L25 | N68°07'15"E | 97.84' | | C24 | 250.00' | 102.90' | N26°10'23"W 23°35'01" |
| L26 | N48°25'42"E | 41.32' | | C25 | 425.00' | 158.27' | S25°41'08"E 21°20'14" |
| L27 | S68°07'15"W | 110.00' | | C26 | 400.00' | 213.87' | S83°28'17"W 30°18'04" |
| L28 | N14°22'53"W | 103.45' | | C27 | 75.00' | 117.81' | N06°07'15"E 90°00'00" |
| L29 | N52°50'55"E | 23.86' | | C28 | 75.00' | 43.45' | N25°21'01"E 33°11'29" |
| L30 | S36°21'13"E | 110.43' | | C29 | 25.00' | 39.27' | S36°14'41"E 90°00'00" |
| L31 | S15°00'59"E | 61.05' | | C30 | 350.00' | 187.13' | N83°28'17"E 30°18'04" |
| L32 | S37°34'13"E | 92.21' | | C31 | 20.00' | 31.42' | N23°07'15"E 90°00'00" |
| L33 | N68°07'15"E | 50.00' | | C32 | 20.00' | 31.42' | S66°52'45"E 90°00'00" |
| L34 | N48°25'42"E | 47.59' | | C33 | 475.00' | 163.26' | S58°16'29"E 19°41'53" |
| L35 | S41°34'22"E | 50.00' | | C34 | 525.00' | 180.44' | S58°16'29"W 19°41'53" |
| L36 | S48°25'42"W | 47.59' | | | | | |
| L37 | S06°18'11"E | 40.08' | | | | | |

SHEET 4

SHEET 5



| LINE TABLE | | |
|------------|--------------|----------|
| LABEL | BEARING | DISTANCE |
| L1 | S57°29'29" W | 50.00' |
| L2 | N57°30'31" W | 54.00' |
| L3 | N57°29'29" E | 50.00' |
| L4 | S32°30'31" E | 54.00' |
| L5 | S48°25'42" W | 45.38' |
| L6 | N41°34'18" W | 25.00' |
| L7 | S41°34'18" E | 25.00' |
| L8 | N21°52'45" W | 25.80' |
| L9 | N21°51'43" E | 32.02' |
| L10 | N70°41'28" E | 64.99' |
| L11 | S45°03'44" E | 107.49' |
| L12 | S63°02'05" W | 10.52' |
| L13 | S13°32'52" W | 102.04' |
| L14 | S06°42'05" W | 80.31' |
| L15 | S02°27'10" W | 93.41' |
| L16 | N21°52'45" W | 118.38' |
| L17 | N68°07'15" E | 18.00' |
| L18 | S21°52'45" E | 91.38' |
| L19 | S58°51'05" E | 55.90' |
| L20 | S48°25'42" W | 41.32' |
| L21 | S68°07'15" W | 107.78' |
| L22 | N21°52'45" W | 81.38' |
| L23 | N68°07'15" E | 17.91' |
| L24 | S21°52'45" E | 118.38' |
| L25 | N68°07'15" E | 97.84' |
| L26 | N48°25'42" E | 41.32' |
| L27 | S68°07'15" W | 110.00' |
| L28 | N14°22'53" W | 103.43' |
| L29 | N52°50'55" E | 23.86' |
| L30 | S38°21'13" E | 110.43' |
| L31 | S15°00'59" E | 61.05' |
| L32 | S37°34'13" E | 52.21' |
| L33 | N68°07'15" E | 50.00' |
| L34 | N48°25'42" E | 47.59' |
| L35 | S41°34'18" E | 50.00' |
| L36 | S48°25'42" W | 47.59' |
| L37 | S06°18'11" E | 40.08' |

| CURVE TABLE | | | | |
|-------------|--------|--------|--------|---------------|
| LABEL | RADIUS | ARC | CHORD | CHORD BEARING |
| C1 | 57.78 | 42.27 | 40.10 | S88°12'04" W |
| C2 | 875.00 | 300.74 | 299.26 | S88°16'39" W |
| C3 | 875.00 | 215.41 | 214.86 | S75°10'25" W |
| C4 | 850.00 | 215.54 | 214.96 | N75°23'07" E |
| C5 | 850.00 | 292.14 | 290.71 | S58°16'29" E |
| C6 | 30.00 | 45.28 | 41.10 | S88°19'49" E |
| C7 | 530.00 | 21.47 | 21.47 | S46°14'59" E |
| C8 | 175.00 | 414.37 | 409.45 | S83°26'17" W |
| C9 | 275.00 | 43.72 | 43.67 | N85°47'57" W |
| C10 | 53.82 | 56.04 | 53.54 | N61°56'21" W |
| C11 | 750.00 | 401.00 | 398.24 | N83°26'17" E |
| C12 | 22.00 | 34.56 | 31.11 | S66°52'45" W |
| C13 | 30.00 | 47.12 | 42.43 | S23°07'15" W |
| C14 | 530.00 | 105.83 | 105.65 | S53°07'51" E |
| C15 | 175.00 | 266.37 | 265.08 | S61°16'29" W |
| C16 | 30.00 | 47.12 | 42.43 | N66°52'45" W |
| C17 | 22.00 | 34.56 | 31.11 | N23°07'15" E |
| C18 | 750.00 | 257.77 | 256.51 | N58°16'29" E |
| C19 | 875.00 | 225.43 | 225.55 | N89°30'34" W |
| C20 | 222.46 | 85.40 | 84.88 | N77°03'17" W |
| C21 | 200.00 | 87.41 | 86.71 | N86°14'06" E |
| C22 | 850.00 | 238.93 | 238.14 | S89°17'51" E |
| C23 | 53.82 | 10.02 | 10.01 | N26°46'23" W |
| C24 | 250.00 | 102.90 | 102.18 | N26°10'23" W |
| C25 | 425.00 | 158.27 | 157.38 | S25°41'06" E |
| C26 | 400.00 | 213.87 | 211.33 | S83°26'17" W |
| C27 | 75.00 | 117.81 | 106.07 | N36°14'41" W |
| C28 | 75.00 | 43.45 | 42.84 | N25°21'01" E |
| C29 | 25.00 | 38.27 | 35.36 | S36°14'41" E |
| C30 | 350.00 | 187.13 | 184.91 | N83°26'17" E |
| C31 | 20.00 | 31.42 | 28.28 | N23°07'15" E |
| C32 | 20.00 | 31.42 | 28.28 | S66°52'45" W |
| C33 | 475.00 | 163.26 | 162.45 | S58°16'29" E |
| C34 | 525.00 | 180.44 | 179.56 | S58°16'29" W |

VICINITY MAP NOT TO SCALE

LEGEND

- ▲ CALC POINT - CORNER NOT SET
- CMF ■ CONC. MONUMENT FOUND
- RBF ● IRON REBAR FOUND
- IPF ● IRON PIPE FOUND
- (T) TOTAL
- FEMA FLOOD LINE
- ▨▨▨▨▨ PHASE LINE

NOTES

- THESE PARCELS APPEAR TO LIE IN FLOOD ZONES AE (ELEVATION 5.0'), X, & X (0.2% ANNUAL CHANCE), COMMUNITY 450251 (TOWN OF BLUFFTON), MAP NUMBER 450135040506, HAVING AN EFFECTIVE DATE OF MARCH 23, 2021.
- HORIZONTAL DATUM IS SOUTH CAROLINA STATE PLANE GRID (NAD 83).

REFERENCES

- DEED BOOK: 2357 PAGE: 252
- DEED BOOK: 2357 PAGE: 262
- PLAT BOOK: 109 PAGE: 92
- PLAT BOOK: 141 PAGE: 6

PREPARED FOR:
VILLAGE PARK COMMUNITIES
A PLAT OF
OPEN SPACES A, B, C, D, 1, & 2
TAX PARCEL Nos. R614 035 000 0018 0000,
R614 035 000 0875 0000, R614 035 000 1034 0000,
R614 035 000 1251 0000, R610 035 000 0019 0000,
& R610 035 000 0848 0000
THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: RWF
DATE: 08-02-2024
SCALE: 1"=60'
PROJECT No.: BFT-20034
FILE: BFT-20034-RWD-RWG

NOV 21 2024
Planning & Growth Mgmt
TOWN OF BLUFFTON APPROVED

GRAPHIC SCALE (1"=60')

SHEET 3 OF 5

ATLAS

SURVEYING, INC.

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

ATLAS SURVEYING
BFT, LLC
No. C05928

No. 28139
LAND SURVEYOR
JEREMY W. REEDER

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

JEREMY W. REEDER
S.C.P.L.S. No. 28139
NOT VALID UNLESS CRIMPED WITH SEAL

N/F VILLAGE PARK COMMUNITIES LLC
PIN: R610 035 000 0846 0000
PB: 141 PG: 6
NEW AREA
888,477 Sq.Ft.
20.397 Ac.

N/F HAVEN AT NEW RIVERSIDE COMMUNITY ASSOC INC
PIN: R614 035 000 0017 0000
DB: 3779 PG: 2872
PB: 151 PG: 123

N/F NEW RIVERSIDE LLC C/O CRESCENT RESOURCES LLC
PIN: R610 035 000 0022 0000
PB: 109 PG: 92

N/F NEW RIVERSIDE LLC C/O CRESCENT RESOURCES LLC
PIN: R614 035 000 1250 0000
PB: 149 PG: 94

N/F NEW RIVERSIDE LLC C/O CRESCENT RESOURCES LLC
PIN: R614 035 000 0975 0000
PB: 143 PG: 125

N/F NEW RIVERSIDE LLC C/O CRESCENT RESOURCES LLC
PIN: R614 035 000 0210 0000
PB: 117 PG: 118-122

OPEN SPACE 1
(A PORTION OF PIN R610 035 000 0846 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 2
(A PORTION OF PIN R614 035 000 1250 0000)
15,457 Sq.Ft.
0.355 Ac.

OPEN SPACE 3
(A PORTION OF PIN R614 035 000 0975 0000)
14,324 Sq.Ft.
0.329 Ac.

OPEN SPACE 4
(A PORTION OF PIN R610 035 000 0018 0000, R614 035 000 0875 0000, R614 035 000 1034 0000, R614 035 000 1251 0000, R610 035 000 0019 0000, & R610 035 000 0848 0000)
101,875 Sq.Ft.
2.339 Ac.

OPEN SPACE 5
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

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0.938 Ac.

OPEN SPACE 87
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 88
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 89
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 90
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 91
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 92
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 93
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 94
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 95
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 96
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 97
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 98
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 99
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

OPEN SPACE 100
(A PORTION OF PIN R614 035 000 0017 0000)
40,838 Sq.Ft.
0.938 Ac.

SC GRID (NAD 83) NORTH
(2011)

N/F BEAUFORT COUNTY
PIN: R610 035 000 0593 0000
DB: 2495 PG: 2236
PB: 117 PG: 167

FEMA FLOOD
ZONE AE
(ELEVATION 5.0')

FEMA FLOOD
ZONE X
(0.2% ANNUAL
CHANCE)

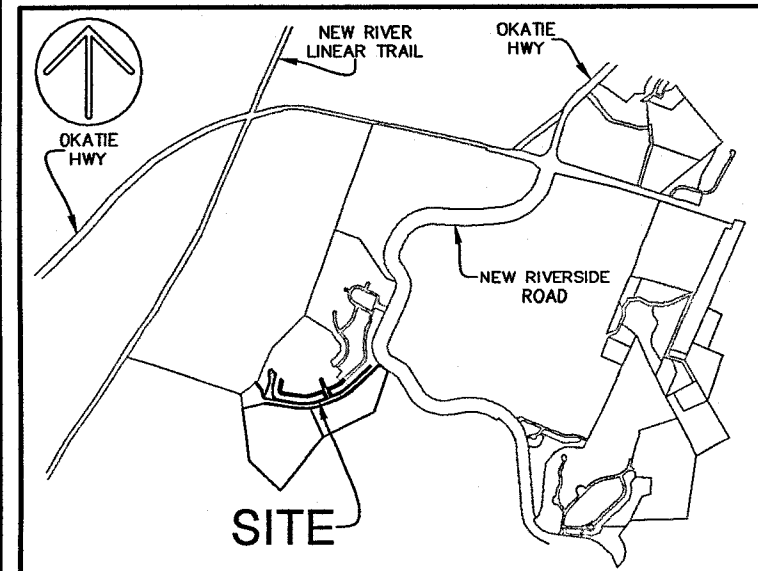
FEMA FLOOD
ZONE X

N/F VILLAGE PARK
COMMUNITIES LLC
PIN: R610 035 000 0019 0000
DB: 2367 PG: 252
PB: 141 PG: 6
NEW AREA
1,743,305 Sq.Ft.
40.021 Ac.

N/F HAVEN AT NEW RIVERSIDE
COMMUNITY ASSOC INC
PIN: R614 035 000 0017 0000
DB: 3779 PG: 2872
PB: 151 PG: 123

| LABEL | BEARING | DISTANCE |
|-------|--------------|----------|
| L1 | S57°29'29" W | 50.00' |
| L2 | N32°30'31" E | 54.00' |
| L3 | N57°29'29" E | 50.00' |
| L4 | S32°30'31" E | 54.00' |
| L5 | S48°25'42" W | 45.38' |
| L6 | N41°34'18" W | 25.00' |
| L7 | S41°34'18" E | 25.00' |
| L8 | N21°52'41" W | 25.80' |
| L9 | N21°51'43" E | 32.02' |
| L10 | N70°41'28" E | 64.99' |
| L11 | S45°03'44" E | 107.49' |
| L12 | S63°02'05" W | 10.52' |
| L13 | S13°32'52" W | 102.04' |
| L14 | S06°42'00" W | 80.31' |
| L15 | S02°27'10" W | 93.47' |
| L16 | N21°52'45" W | 118.38' |
| L17 | N68°07'15" E | 18.00' |
| L18 | S21°52'45" E | 91.38' |
| L19 | S58°51'05" E | 55.90' |
| L20 | S48°25'42" W | 41.32' |
| L21 | S68°07'15" W | 107.76' |
| L22 | N21°52'45" W | 118.38' |
| L23 | N68°07'15" E | 17.81' |
| L24 | S21°52'45" E | 118.38' |
| L25 | N68°07'15" E | 97.84' |
| L26 | N48°25'42" E | 41.32' |
| L27 | S68°07'15" W | 110.00' |
| L28 | N14°22'53" W | 103.45' |
| L29 | N52°50'55" E | 23.88' |
| L30 | S36°21'13" E | 110.43' |
| L31 | S15°00'59" E | 61.05' |
| L32 | S37°34'11" E | 62.21' |
| L33 | N68°07'15" E | 50.00' |
| L34 | N48°25'42" E | 47.59' |
| L35 | S41°34'27" E | 50.00' |
| L36 | S48°25'42" W | 47.59' |
| L37 | S06°18'11" E | 40.08' |

| LABEL | RADIUS | ARC | CHORD | BEARING | DELTA |
|-------|----------|---------|---------|--------------|-----------|
| C1 | 37.76' | 42.27' | 40.10' | S86°12'04" W | 64°08'22" |
| C2 | 875.00' | 100.74' | 299.28' | S58°16'24" W | 19°41'33" |
| C3 | 875.00' | 215.41' | 214.86' | S75°10'25" W | 14°06'18" |
| C4 | 850.00' | 215.54' | 214.96' | N76°23'07" E | 14°31'44" |
| C5 | 850.00' | 292.14' | 290.71' | N58°16'29" E | 19°41'33" |
| C6 | 30.00' | 45.28' | 41.10' | S88°19'49" E | 88°28'57" |
| C7 | 530.00' | 21.47' | 21.47' | S48°14'59" E | 2°19'17" |
| C8 | 775.00' | 414.37' | 409.45' | S33°26'17" E | 30°38'04" |
| C9 | 125.00' | 43.72' | 43.67' | N85°47'57" W | 9°06'32" |
| C10 | 53.82' | 56.04' | 53.64' | N61°56'21" W | 59°39'39" |
| C11 | 750.00' | 401.00' | 396.24' | N83°26'17" E | 30°38'04" |
| C12 | 122.00' | 34.56' | 31.11' | S66°52'45" E | 90°00'00" |
| C13 | 30.00' | 47.12' | 42.43' | S23°07'15" W | 90°00'00" |
| C14 | 530.00' | 105.83' | 105.65' | S53°07'51" E | 11°26'28" |
| C15 | 775.00' | 266.37' | 265.06' | S58°16'29" W | 19°41'33" |
| C16 | 30.00' | 47.12' | 42.43' | N66°52'45" W | 90°00'00" |
| C17 | 22.00' | 34.56' | 31.11' | N23°07'15" E | 90°00'00" |
| C18 | 750.00' | 257.77' | 256.51' | N58°16'29" E | 19°41'33" |
| C19 | 875.00' | 252.43' | 251.55' | N85°47'57" W | 16°31'45" |
| C20 | 222.48' | 85.40' | 84.88' | N77°03'17" W | 21°59'46" |
| C21 | 200.00' | 87.41' | 86.71' | N86°14'06" E | 25°02'26" |
| C22 | 850.00' | 238.93' | 236.14' | S89°17'51" E | 16°08'19" |
| C23 | 53.82' | 10.02' | 10.01' | N26°46'23" W | 10°40'17" |
| C24 | 250.00' | 102.90' | 102.18' | N26°10'23" W | 23°35'01" |
| C25 | 425.00' | 158.27' | 157.36' | S25°41'06" E | 21°20'14" |
| C26 | 400.00' | 213.87' | 211.33' | S84°28'17" W | 30°38'04" |
| C27 | 75.00' | 117.81' | 106.07' | N36°14'41" W | 90°00'00" |
| C28 | 75.00' | 43.45' | 42.84' | N25°21'01" E | 33°11'25" |
| C29 | 25.00' | 39.27' | 35.36' | S36°14'41" E | 90°00'00" |
| C30 | 350.00' | 187.13' | 184.91' | N83°26'17" E | 30°38'04" |
| C31 | 20.00' | 31.42' | 28.28' | N23°07'15" E | 90°00'00" |
| C32 | 20.00' | 31.42' | 28.28' | S66°52'45" E | 90°00'00" |
| C33 | 1475.00' | 163.28' | 162.45' | N58°16'29" E | 19°41'33" |
| C34 | 525.00' | 180.44' | 179.56' | S58°16'29" W | 19°41'33" |



VICINITY MAP NOT TO SCALE

- LEGEND
- ▲ CALC POINT - CORNER NOT SET
 - CMF ■ CONC. MONUMENT FOUND
 - RBF ● IRON REBAR FOUND
 - IPF ● IRON PIPE FOUND
 - (T) TOTAL
 - FEMA FLOOD LINE
 - □ □ PHASE LINE

- NOTES
- THESE PARCELS APPEAR TO LIE IN FLOOD ZONES AE (ELEVATION 5.0'), X, & X (0.2% ANNUAL CHANCE), COMMUNITY 450251 (TOWN OF BLUFFTON), MAP NUMBER 45013004050, HAVING AN EFFECTIVE DATE OF MARCH 23, 2021.
 - HORIZONTAL DATUM IS SOUTH CAROLINA STATE PLANE GRID (NAD 83).

- REFERENCES
- DEED BOOK: 2357 PAGE: 252
 - DEED BOOK: 2357 PAGE: 262
 - PLAT BOOK: 109 PAGE: 92
 - PLAT BOOK: 141 PAGE: 6

PREPARED FOR:
VILLAGE PARK COMMUNITIES
A PLAT OF
OPEN SPACES A, B, C, D, 1, & 2
TAX PARCEL Nos. R614 035 000 0018 0000,
R614 035 000 0975 0000, R614 035 000 1034 0000,
R614 035 000 1251 0000, R610 035 000 0019 0000,
& R610 035 000 0948 0000
THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

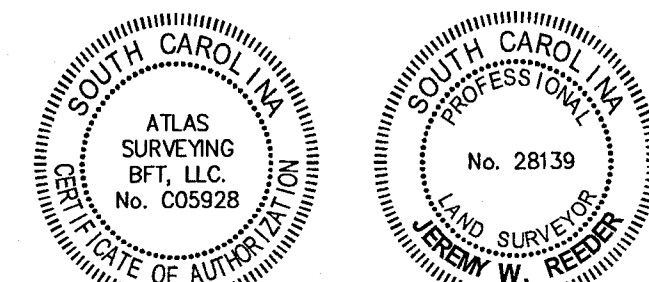
FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: JWR
DATE: 08-02-2024
SCALE: 1"=60'
PROJECT No.: BFT-20034
FILE: BFT-20034 ROWA.DWG

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

SHEET 4 OF 5

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 HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

Jeremy W. Reeder
JEREMY W. REEDER
S.C.P.L.S. No. 28139
NOT VALID UNLESS CRIMPED WITH SEAL

SC GRID (NAD 83)
(2011)

EXISTING 10' BUFFER
(PB: 109 PG: 92)

121°52'41" W 653.00'

N/F NEW RIVERSIDE LLC C/O
CRESCENT RESOURCES LLC
PIN: R614 035 000 0022 0000
PB: 109 PG: 92

OPEN SPACE 1
(A PORTION OF PIN
R610 035 000 0846 0000)
40,838 Sq.Ft.
0.939 Ac.

OPEN SPACE C
(A PORTION OF PIN
R614 035 000 1251 0000)
101,875 Sq.Ft.
2.339 Ac.

OPEN SPACE B
(A PORTION OF PIN
R614 035 000 1250 0000)
15,457 Sq.Ft.
0.355 Ac.

N/F NEW RIVERSIDE LLC C/O
CRESCENT RESOURCES LLC
PIN: R614 035 000 1250 0000
PB: 149 PG: 94

SHEET 3
SHEET 5

N/F VILLAGE PARK
COMMUNITIES LLC
PIN: R610 035 000 0846 0000
PB: 141 PG: 6
NEW AREA
888,477 Sq.Ft.
20.397 Ac.

N/F HAVEN AT NEW RIVERSIDE
COMMUNITY ASSOC INC
PIN: R614 035 000 0397 0000
DB: 2785 PG: 1760

N/F HAVEN AT NEW RIVERSIDE
COMMUNITY ASSOC INC
PIN: R614 035 000 0017 0000
DB: 3779 PG: 2872
PB: 151 PG: 123

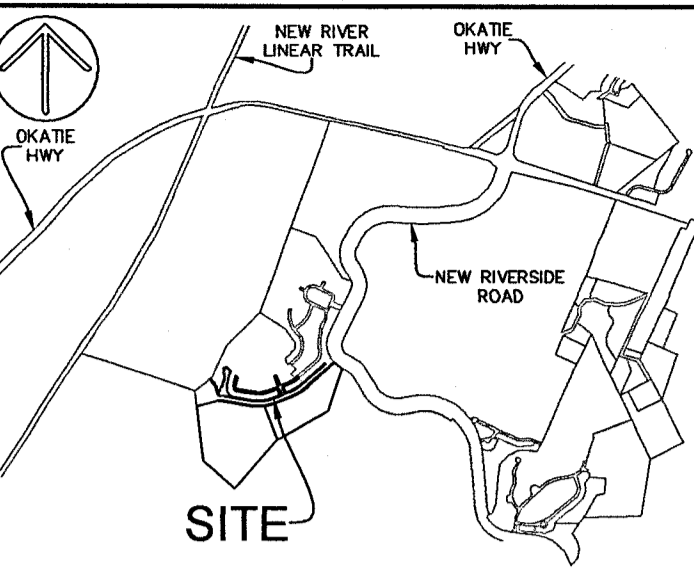
N/F HAVEN AT NEW RIVERSIDE
COMMUNITY ASSOC INC
PIN: R614 035 000 0017 0000
DB: 3779 PG: 2872
PB: 151 PG: 123

Town of Bluffton

NOV 21 2024

Planning & Growth Mgmt

TOWN OF BLUFFTON
APPROVED



VICINITY MAP NOT TO SCALE

LEGEND
▲ CALC POINT - CORNER NOT SET
CMF ■ CONC. MONUMENT FOUND
RBF ● IRON REBAR FOUND
IPF ● IRON PIPE FOUND
(T) TOTAL
--- FEMA FLOOD LINE
--- PHASE LINE

NOTES
1. THESE PARCELS APPEAR TO LIE IN FLOOD ZONES
AE (ELEVATION 5.0'), X, & X (0.2% ANNUAL
CHANCE), COMMUNITY 450251 (TOWN OF
BLUFFTON), MAP NUMBER 45013004056, HAVING
AN EFFECTIVE DATE OF MARCH 23, 2021.
2. HORIZONTAL DATUM IS SOUTH CAROLINA STATE
PLANE GRID (NAD 83).

REFERENCES
1. DEED BOOK: 2357 PAGE: 252
2. DEED BOOK: 2357 PAGE: 252
3. PLAT BOOK: 109 PAGE: 92
4. PLAT BOOK: 141 PAGE: 6

PREPARED FOR:
VILLAGE PARK COMMUNITIES
A PLAT OF
OPEN SPACES A, B, C, D, 1, & 2
TAX PARCEL Nos. R614 035 000 0018 0000,
R614 035 000 0975 0000, R614 035 000 1034 0000,
R614 035 000 1251 0000, R610 035 000 0019 0000,
& R610 035 000 0846 0000
THE TOWN OF BLUFFTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: KS
FIELD CHECK: JWR
DRAWN BY: KWF
DATE: 06-02-2024
SCALE: 1"=60'
PROJECT No.: BFT-20034
FILE: BFT-20034 ROW4.DWG

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

SHEET 5 OF 5

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 HEREIN WAS MADE IN ACCORDANCE
WITH THE REQUIREMENTS OF THE STANDARDS OF
PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA,
AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A
CLASS "A" SURVEY AS SPECIFIED THEREIN.

JEREMY W. REEDER
S.C.P.L.S. No. 28139
NOT VALID UNLESS CRIMPED WITH SEAL

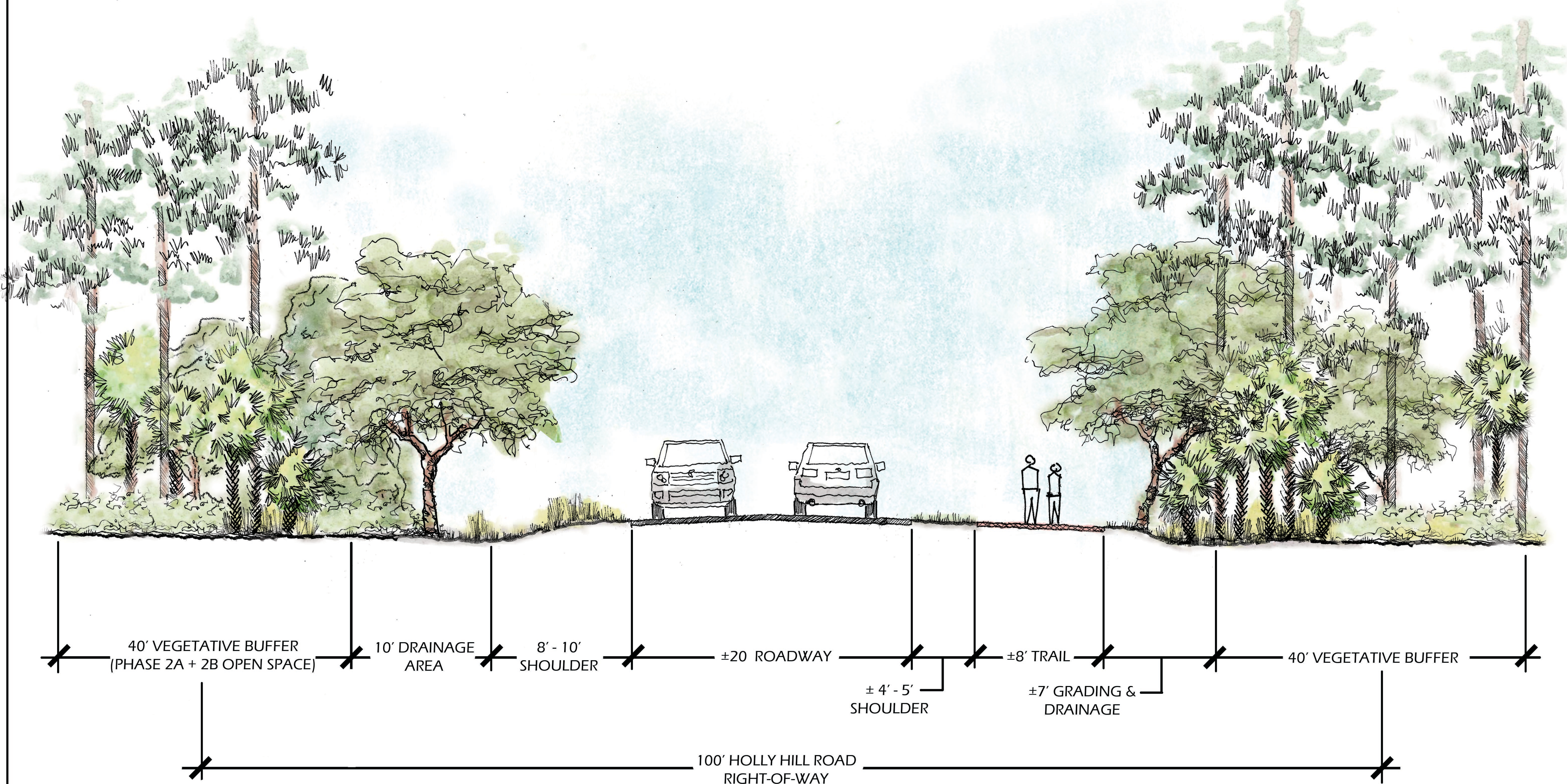
| LINE TABLE | | |
|------------|--------------|----------|
| LABEL | BEARING | DISTANCE |
| L1 | S57°29'29" W | 50.00' |
| L2 | N32°30'31" W | 54.00' |
| L3 | N67°29'29" E | 50.00' |
| L4 | S32°30'31" E | 54.00' |
| L5 | S48°25'42" W | 45.38' |
| L6 | N41°34'18" W | 25.00' |
| L7 | S41°34'18" E | 25.00' |
| L8 | N21°52'41" W | 25.80' |
| L9 | N21°51'43" E | 32.02' |
| L10 | N70°41'28" E | 64.99' |
| L11 | S45°03'44" E | 107.49' |
| L12 | S83°02'05" W | 10.52' |
| L13 | S13°32'52" W | 102.04' |
| L14 | S06°42'00" W | 80.31' |
| L15 | S02°27'10" W | 93.47' |
| L16 | N21°52'45" W | 118.38' |
| L17 | N68°07'15" E | 18.00' |
| L18 | S21°52'45" E | 91.38' |
| L19 | S58°51'05" E | 53.90' |
| L20 | S48°25'42" W | 41.32' |
| L21 | S68°07'15" W | 107.76' |
| L22 | N21°52'45" W | 91.38' |
| L23 | N68°07'15" E | 17.91' |
| L24 | S21°52'45" E | 118.38' |
| L25 | N68°07'15" E | 97.84' |
| L26 | N48°25'42" E | 41.32' |
| L27 | S68°07'15" W | 110.00' |
| L28 | N14°22'53" W | 103.45' |
| L29 | N52°40'55" E | 23.88' |
| L30 | S42°20'13" E | 110.43' |
| L31 | S15°00'59" E | 61.05' |
| L32 | S37°34'13" E | 52.21' |
| L33 | N68°07'15" E | 50.00' |
| L34 | N48°25'42" E | 47.59' |
| L35 | S41°34'27" E | 50.00' |
| L36 | S48°25'42" W | 47.59' |
| L37 | S06°16'11" E | 40.68' |

| CURVE TABLE | | | | |
|-------------|---------|---------|---------------|------------------------|
| LABEL | RADIUS | ARC | CHORD BEARING | DELTA |
| C1 | 37.76' | 42.27' | 40.10' | S86°12'04" W 64°08'22" |
| C2 | 875.00' | 300.74' | 299.26' | S58°16'29" W 19°41'33" |
| C3 | 875.00' | 215.41' | 214.86' | S75°10'25" W 14°03'18" |
| C4 | 850.00' | 215.54' | 214.96' | N75°23'07" E 14°31'44" |
| C5 | 850.00' | 292.14' | 290.71' | N58°16'29" E 19°41'33" |
| C6 | 30.00' | 45.28' | 41.10' | S88°19'49" E 88°28'59" |
| C7 | 530.00' | 21.47' | 21.47' | S46°14'59" E 2°19'17" |
| C8 | 775.00' | 414.37' | 409.45' | S83°26'17" W 30°38'04" |
| C9 | 275.00' | 43.72' | 43.67' | N85°47'57" W 9°06'32" |
| C10 | 53.82' | 56.04' | 53.54' | N61°56'21" W 59°30'39" |
| C11 | 750.00' | 401.00' | 396.24' | N83°26'17" E 30°38'04" |
| C12 | 22.00' | 34.56' | 31.11' | S66°52'45" E 90°00'00" |
| C13 | 30.00' | 47.12' | 42.43' | S23°07'15" W 90°00'00" |
| C14 | 530.00' | 105.83' | 105.65' | S53°07'51" E 11°28'26" |
| C15 | 775.00' | 268.37' | 265.06' | S58°16'29" W 19°41'33" |
| C16 | 30.00' | 47.12' | 42.43' | N66°52'45" W 90°00'00" |
| C17 | 22.00' | 34.56' | 31.11' | N23°07'15" E 90°00'00" |
| C18 | 750.00' | 257.77' | 256.51' | N58°16'29" E 19°41'33" |
| C19 | 875.00' | 252.43' | 251.55' | N89°30'34" W 16°31'45" |
| C20 | 222.46' | 65.40' | 64.88' | N77°03'17" W 21°59'46" |
| C21 | 200.00' | 87.41' | 86.71' | N86°14'06" E 25°02'28" |
| C22 | 850.00' | 238.93' | 238.14' | S89°17'51" E 16°06'19" |
| C23 | 53.82' | 10.02' | 10.01' | N26°46'23" W 10°40'17" |
| C24 | 240.00' | 102.90' | 102.18' | N26°10'23" W 23°35'01" |
| C25 | 425.00' | 158.27' | 157.36' | S25°41'06" E 21°20'14" |
| C26 | 400.00' | 213.87' | 211.33' | S83°26'17" W 30°38'04" |
| C27 | 75.00' | 117.81' | 108.07' | N58°14'41" W 90°00'00" |
| C28 | 75.00' | 43.45' | 42.84' | N25°21'01" E 33°11'25" |
| C29 | 25.00' | 38.27' | 35.36' | S36°14'41" E 90°00'00" |
| C30 | 350.00' | 187.13' | 184.91' | N83°26'17" E 30°38'04" |
| C31 | 20.00' | 31.42' | 28.28' | N23°07'15" E 90°00'00" |
| C32 | 20.00' | 31.42' | 28.28' | S66°52'45" E 90°00'00" |
| C33 | 475.00' | 163.26' | 162.45' | N58°16'29" E 19°41'33" |
| C34 | 525.00' | 180.44' | 179.56' | S58°16'29" W 19°41'33" |

HOLLY HILL LANE SECTION

ALSTON PARK NORTH
(EXISTING PHASE
2A-2B)

ALSTON PARK SOUTH
(PROPOSED PHASE 3)



HOLLY HILL ROAD SECTION VIEW EAST

NOT TO SCALE

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DESIGN CONCEPTS, DRAWING, SHEETS,
LOGOS, SPECIFICATIONS, DETAILS,
WRITTEN MATERIAL SHALL NOT BE USED
OR REPRODUCED IN WHOLE OR IN PART
IN ANY FORM WITHOUT PRIOR WRITTEN
CONSENT OF WJK LTD.
THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
ALSTON PARK
PHASE 3
BLUFFTON, SOUTH CAROLINA

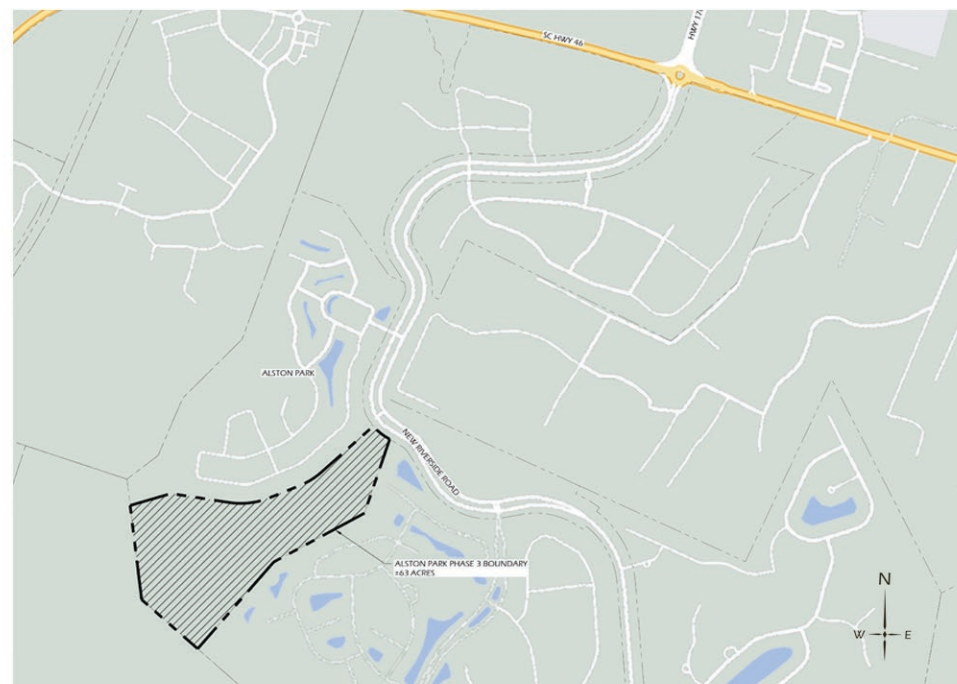
DATE: 27 MAR 2024
PROJECT NO.: 20011.01
DRAWN BY: KH
CHECKED BY: DK

PRELIMINARY
SUBMITTAL PLAN,
NOT FOR
CONSTRUCTION

REVISIONS:

DRAWING TITLE

DRAWING NUMBER

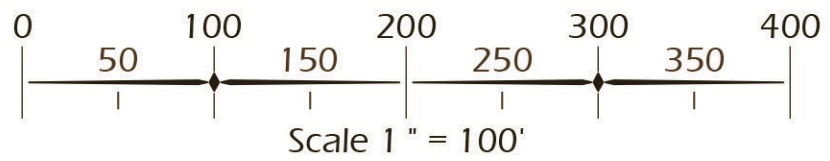
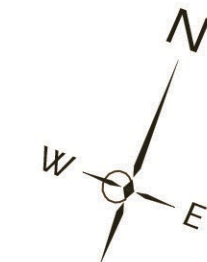


LOCATION MAP

LEGEND

- SIGNIFICANT TREE TO REMAIN
 - SIGNIFICANT TREE TO BE REMOVED
- *SIGNIFICANT TREES INCLUDE OAKS, HICKORY, MAGNOLIAS, MAPLES, OVER 24", AND LIVE OAKS OVER 12"

THIS PLAN SHOWS THE GENERAL INTENT FOR TREES TO BE SAVED FOR THE PROJECT. THE HEALTH OF THE TREES IS NOT KNOWN AT THIS TIME SO SOME TREES MAY BE IN POOR CONDITIONS AND MAY NEED TO BE REMOVED, OR FOR GRADING OR UTILITY PURPOSES. THE PLAN WILL MEET THE APPLICABLE LANDSCAPE REQUIREMENTS AT THE TIME OF THE DEVELOPMENT PLAN APPLICATION.





landscape architecture
land planning

CAROLINA
ENGINEERING
CONSULTANTS

BEAUFORT, SC
845-322-0553

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DESIGN, CONCEPTS, DRAWING, SHEETS,
LOGOS, SPECIFICATIONS, DETAILS,
WRITTEN MATERIAL SHALL NOT BE USED
OR REPRODUCED IN WHOLE OR IN PART
IN ANY FORM WITHOUT PRIOR WRITTEN
CONSENT OF WJK LTD.
THIS SHEET TO SCALE AT: 24"x36"

SITE DEVELOPMENT PLANS
FOR
ALSTON PARK
PHASE 3
BLUFFTON, SOUTH CAROLINA

| | |
|--------------|------------|
| DATE: | 3 DEC 2024 |
| PROJECT NO.: | 20011.0.01 |
| DRAWN BY: | KH |
| CHECKED BY: | DK |

PRELIMINARY
SUBMITTAL PLAN,
NOT FOR
CONSTRUCTION

REVISIONS:

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DRAWING TITLE
TREE SAVE PLAN

DRAWING NUMBER
EX M

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