



TRAFFIC PLANNING AND DESIGN, INC.

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July 10, 2023

Kevin P. Icard, AICP, Director of Growth Management

Town of Bluffton
20 Bridge Street
Bluffton, SC 29910

RE: Magnolia Square TIA Review

May River Road, Bluffton, SC

TPD No. BLUF.00007

Dear Kevin:

At the request of the Town of Bluffton, Traffic Planning & Design (TPD) has conducted a review of the traffic impact analysis (TIA) prepared for the Magnolia Square development, dated April 2023. The proposed development is located on the north side of May River Road between Pin Oak Street and Whispering Pine Street. The buildout year for the proposed development is anticipated to be 2025 and include the following:

- » 7 single-family Units
- » 9,300 SF Office Building
- » 9,300 SF Strip Retail Plaza (<40K)
- » 800 SF High-Turnover (Sit-Down) Restaurant
- » 800 SF Coffee/Donut Shop without Drive-Through Window

The TIA has been reviewed for conformance to SCDOT *Access and Roadside Management Standards* (ARMS) and the Town of Bluffton *Unified Development Ordinance*. This letter provides a review of the technical analysis provided and the corresponding recommendations.

The TIA evaluated traffic at the following intersections:

- » site access Intersections
 - May River Road at Stock Farm Road/Site Access #1
 - May River Road at Site Access #2
 - Jason Street at Site Access #3
 - Jason Street at Site Access #4
 - Jason Street at Site Access #5
- » off-site study intersections
 - May River Road at Pin Oak Street/Heyward Street
 - May River Road at Whispering Pine Street/Ginkgo Lane
 - Jason Street at Whispering Pine Street
 - Jason Street at Pin Oak Street

Projected traffic at these intersections includes traffic from the approved River Dog Brewing Company TIA located approximately 0.4 miles west of the proposed Magnolia Square development. A turn lane warrant analysis was completed at all study intersections along May River Road. It was determined that warrants are met at multiple driveways, however due to the recent May River Road Streetscape Final Phase improvements, turn lanes are not recommended. We support the decision to not recommend auxiliary turn lanes on May River Road. Overall left and right-turn volumes are anticipated to be low and can easily be distributed across several site drives.

The recommendations section of the study indicates that Site Access #2 should align with Stock Farm Road, however this appears to be a typographical error and should refer to Site Access #1 aligning with Stock Farm Road. With the implementation of this change, the study recommends that the existing northbound lane geometry at the May River Road at Stock Farm Road/Site Access #1 intersection be restriped to consist of a shared through/left-turn lane and a dedicated right-turn lane.

CONCLUSIONS AND RECOMMENDATIONS

Proposed land uses in the TIA include a coffee shop without a drive-through. Although the conceptual site plan does not specifically indicate a location for the coffee shop, it should be noted that 56 percent of the anticipated AM peak-hour site traffic will be attributed to this land use. Careful site design and review should be provided to ensure appropriate driveway stem lengths are provided so that operations do not impact access to other site uses or the adjacent roadway network.

Following a review of the TIA, TPD agrees with the project recommendations and findings. It is the professional opinion of TPD that the recommendations by the subject TIA should adequately mitigate the traffic increase caused by the proposed development.

Sincerely,

TRAFFIC PLANNING AND DESIGN, INC.



S. Colin Kinton, P.E.

Senior Project Manager

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