



AGENDA
Regular Planning Commission Meeting
Tuesday, August 4, 2026 at 6:00PM
Municipal Court - 519 N Goose Creek Boulevard, Bldg. D

COMMISSIONERS: CHAIRPERSON JUDIE EDWARDS, VICE CHAIRPERSON HEATHER BYRD, LISA BURDICK, GENA GLAZE, ANTHONY JENKINS, JOSH LILLY, NICK MATTHEWS

IN ACCORDANCE WITH THE FREEDOM OF INFORMATION ACT, THE ELECTRONIC AND PRINT MEDIA WERE DULY NOTIFIED, ALONG WITH A HARD COPY POSTED AT CITY HALL. SHOULD YOU HAVE QUESTIONS OR COMMENTS, PLEASE CONTACT PLANNING AT (843)797-6220.

I. CALL TO ORDER & ROLL CALL

II. PUBLIC MEETING: APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- a. PLANNING COMMISSION MEETING MAY 5, 2026

IV. NEW BUSINESS

- a. MAP AMENDMENT BERKELEY FARMS ROAD - ANNEXATION/MAP AMENDMENT REQUEST FOR THE PARCELS IDENTIFIED AS TMS# 233-08-03-019 (134 BERKELEY FARMS ROAD, ET AL.) AND TMS# 233-08-03-053 (146 BERKELEY FARMS ROAD) TO ASSIGN A ZONING OF PLANNED DEVELOPMENT (PD)
- b. MAP AMENDMENT BERKELEY FARMS ROAD AND COLLEGE PARK ROAD - REZONING REQUEST FOR THE PARCELS IDENTIFIED AS TMS# 233-00-00-057 (888 COLLEGE PARK ROAD, ET AL.), 233-00-00-081 (125 BERKELEY FARMS ROAD, ET AL.), 233-08-03-024 (159 BERKELEY FARMS ROAD, ET AL.), 233-08-03-018 (128 BERKELEY FARMS ROAD), 233-08-03-043 (130 BERKELEY FARMS ROAD), 233-08-03-035 (132 BERKELEY FARMS ROAD), 233-08-03-017 (122 BERKELEY FARMS ROAD, ET AL.), 233-08-03-020 (144 BERKELEY FARMS ROAD), 233-08-03-021 (148 BERKELEY FARMS), 233-08-03-054 (152 BERKELEY FARMS ROAD), 233-08-03-055 and 233-08-03-022 (160 BERKELEY FARMS ROADS) FROM PLANNED DEVELOPMENT (PD) TO PLANNED DEVELOPMENT (PD)
- c. MAP AMENDMENT LIBERTY HALL ROAD - ANNEXATION/MAP AMENDMENT REQUEST FOR THE PARCEL IDENTIFIED AS TMS# 244-05-01-056 ON LIBERTY HALL ROAD TO ASSIGN A ZONING OF VILLAGE NODE (VN)

- d. MAP AMENDMENT MATTHEWS LANE - REZONING REQUEST FOR THE PARCEL IDENTIFIED AS TMS# 234-07-05-027 (120 MATTHEWS LANE) FROM CONSERVATION (C) TO RESIDENTIAL SINGLE FAMILY (RSF)

V. MISCELLANEOUS

- a. PLAT APPROVAL (INFORMATIONAL PURPOSES ONLY)

VI. GENERAL PUBLIC COMMENTS

VII. CLOSING REMARKS & ADJOURNMENT



Request for Planning Commission Agenda Item

To: PLANNING COMMISSION

From: LILI ORTIZ-LUDLUM, ADMINISTRATIVE ASSISTANT

Please check one box

☐ Regular Meeting

☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance

☐ Resolution

☐ Proclamation

☐ Request to
Purchase

Ordinance/Resolution Title

PLANNING COMMISSION MEETING MAY 5, 2026

Background Summary

Financial Impact

Impact if denied

Impact if approved

Department Head:

City Administrator:

Signature & Date

Signature & Date

**MINUTES
CITY OF GOOSE CREEK
PLANNING COMMISSION
TUESDAY, MAY 5, 2026, 6:00 PM
MARGUERITE H. BROWN MUNICIPAL CENTER**

I. CALL TO ORDER

Action: Chairperson Edwards called the meeting to order at 6:00 p.m.

Present: Judie Edwards; Gena Glaze; Anthony Jenkins; Josh Lilly; Nick Matthews (6:03 pm)

Absent: Heather Byrd; Lisa Burdick

Staff Present: Kendra Wise, Planning and Zoning Director; Emma Hall, Planner II; John Farrell, Planner II

II. PUBLIC MEETING: APPROVAL OF AGENDA

Motion: A motion was made to approve the agenda as written. **Moved by** Commissioner Lilly; **Seconded by** Commissioner Glaze.

Discussion: None.

Vote: All voted in favor. The motion carried (4-0).

III. APPROVAL OF MINUTES

a. PLANNING COMMISSION MEETING FEBRUARY 3, 2026

Motion: A motion was made to approve the minutes as provided. Moved by Commissioner Jenkins; Seconded by Commissioner Glaze.

Discussion: None.

Vote: All voted in favor. The motion carried (4-0).

IV. NEW BUSINESS

a. ZONING TEXT AMENDMENT - TO REPEAL TITLE XV: LAND USAGE, CHAPTER 151: ZONING AND CHAPTER 153: LAND DEVELOPMENT REGULATIONS IN THEIR ENTIRETY AND TO REPLACE WITH CHAPTER 151: UNIFIED DEVELOPMENT ORDINANCE

Director Wise presented staff report. She stated as part of the process for continual review and improvements, staff proposes to repeal Title XV: Chapter 151: Zoning Ordinance and Chapter 153: Land Development Regulations in their entirety and to replace with Chapter 151: Unified Development Ordinance.

Commissioner Matthews entered the meeting during Director Wise staff report at 6:03 pm.

Motion: A motion was made to approve the zoning text amendment to repeal Title XV: Land Usage, Chapter 151: Zoning and Chapter 153: Land Development Regulations in their

entirety and to replace with Chapter 151: Unified Development Ordinance. **Moved by** Commissioner Lilly; **Seconded by** Commissioner Glaze.

Discussion: Commissioner Matthews stated he would have liked more time to review the proposed text amendment. Director Wise noted that additional comments or proposed revisions could be submitted to staff for further review and consideration.

Vote: Commissioner Edwards, Commissioner Glaze, Commissioner Jenkins and Commissioner Lilly voted in favor; Commissioner Matthews opposed. The motion carried (4-1).

V. MISCELLANEOUS

a. PLAT APPROVAL (INFORMATIONAL PURPOSES ONLY)

- CARNES CROSSROADS PHASE AA-3 FINAL PLAT
- CARNES CROSSROADS PHASE 17B CORRECTIVE PLAT
- CENTRAL CREEK PHASE 1 CORRECTIVE PLAT
- MONARCH PHASE 2A FINAL PLAT
- NELLO DRIVE PROPERTY LINE ABANDONMENT PLAT

VI. GENERAL PUBLIC COMMENTS

No public comments were made.

VII. CLOSING REMARKS & ADJOURNMENT

Chairperson Edwards commended Emma Hall, Planner II, on the Food Forest. Director Wise asked the Commission to save the date of Monday, May 18, from 5:00 p.m. to 7:00 p.m. for an Open House regarding the five-year update to the Comprehensive Plan. Commissioners were encouraged to attend the upcoming event at the Fire Station on Button Hall and to provide feedback.

Motion: A motion was made to adjourn. **Moved by** Commissioner Jenkins; **Seconded by** Commissioner Mathews.

Discussion: None.

Vote: All voted in favor. The motion carried (5-0).

Chairperson Edwards adjourned the meeting at approximately 6:12 p.m.

Judie Edwards, Chair

Date: _____



Request for Planning Commission Agenda Item

To: CITY OF GOOSE CREEK PLANNING COMMISSION

From: REAGAN OSBON, SPECIAL PROJECTS MANAGER

Please check one box

☐ Regular Meeting

☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance

☐ Resolution

☐ Proclamation

☐ Request to
Purchase

Ordinance/Resolution Title

MAP AMENDMENT BERKELEY FARMS ROAD - ANNEXATION/MAP AMENDMENT REQUEST FOR THE PARCELS IDENTIFIED AS TMS# 233-08-03-019 (134 BERKELEY FARMS ROAD, ET AL.) AND TMS# 233-08-03-053 (146 BERKELEY FARMS ROAD) TO ASSIGN A ZONING OF PLANNED DEVELOPMENT (PD)

Background Summary

The applicant is seeking to annex and assign zoning classification to two parcels, totaling +/-3.41 acres, into the City of Goose Creek. The applicant is requesting a Planned Development zoning that would allow for single family attached and detached, a limited number multifamily dwellings, commercial uses, and light industrial uses. The applicant proposes bringing the annexed properties into City limits as a part of the Berkeley Farms PD, which was previously approved by City Council on the October 8, 2024.

To include the two additional properties as a part of Berkeley Farms PD, the applicant is resubmitting the entire PD application for consideration.

Financial Impact

The anticipated fire cost at this time will be \$3,575.13 for both parcels, to be paid by the applicant before second and final reading.

Impact if denied

Impact if approved

Department Head:

City Administrator:

Signature & Date

Signature & Date



PLANNING COMMISSION

August 4, 2026, at 6:00 PM

City of Goose Creek Municipal Court, 519 N. Goose Creek Blvd.

Annexation/Zoning Map Amendment Berkeley Farms Planned Development

Tax Map:	233-08-03-019, 233-08-03-053
Proposal:	Annex and assign zoning from Berkeley County Manufactured Residential (R2) to Goose Creek Planned Development (PD)
Applicant:	Kimley-Horn, on behalf of the property owners
Acreage:	+/- 3.41 acres
Current Use:	2 (two) Manufactured and 1 (one) stick-built homes
Proposed Use:	Planned Development zoning that would allow for single family attached and detached, a limited number of multifamily dwellings, commercial uses, and light industrial uses.
Land Use Classification:	Low-Density Residential
Current Zoning:	Berkeley County Manufactured Residential (R2)
Proposed Zoning:	Goose Creek Planned Development (PD)
Staff Recommendation:	Approval

PLANS, POLICIES, AND LAND USE

The City of Goose Creek Comprehensive Plan (May 11, 2021, Amended February 13, 2024) has the subject parcels designated as Low Density Residential (Comprehensive Plan).

ZONING DISTRICT SUMMARY

A vicinity zoning map is provided in the packet. These two (2) parcels are located along Berkeley Farms Road (College Park Road Corridor). The Future Land Use for these parcels is Low-Density Residential to promote a sense of community. The two parcels are surrounded by the existing Berkeley Farms PD, and staff recommend annexing and rezoning the PD to include the two subject parcels.

STAFF RECOMMENDATION

Staff recommend annexation into the Berkeley Farms PD. The Future Land Use Map calls for Residential Single Family Zoning in the FLU district, but staff advises that the annexation into the surrounding PD is in the best interest of the City, as it would contribute to the tax base, provide an economy of scale for city services, and would not be disruptive the existing PD and surrounding neighborhood.

 Property Boundary
 City of Goose Creek

PRODUCT IS FOR PLANNING/
INFORMATIONAL PURPOSES
ONLY. ALL INFORMATION
SHOULD ALWAYS BE VALIDATED
WITH THE CITY BEFORE TAKING
ANY OFFICIAL ACTIONS



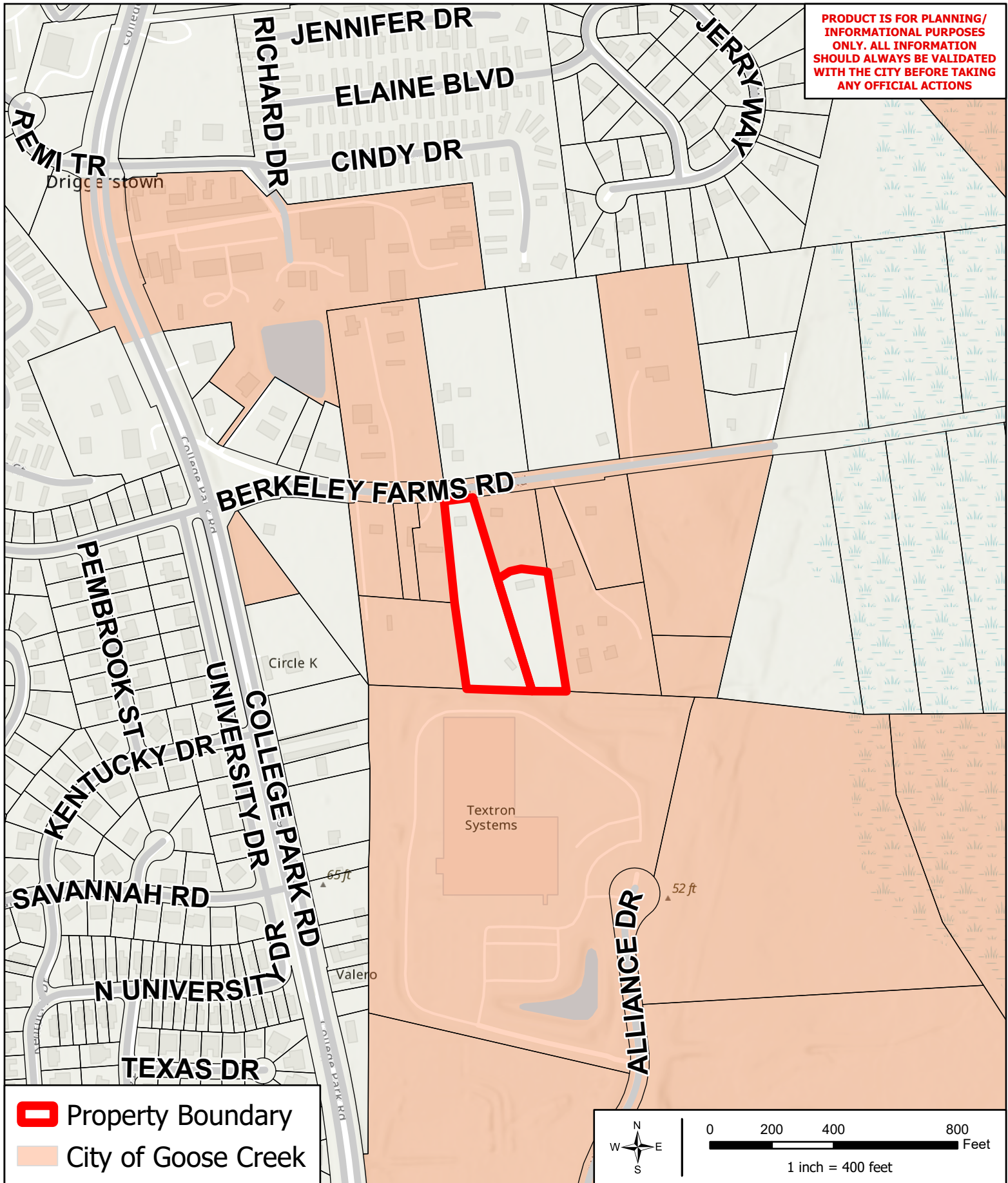
**CREEK
COMPASS**
City of Goose Creek

City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

TMS: 233-08-03-019
TMS: 233-08-03-053

Vicinity Map

10



**CREEK
COMPASS**
City of Goose Creek

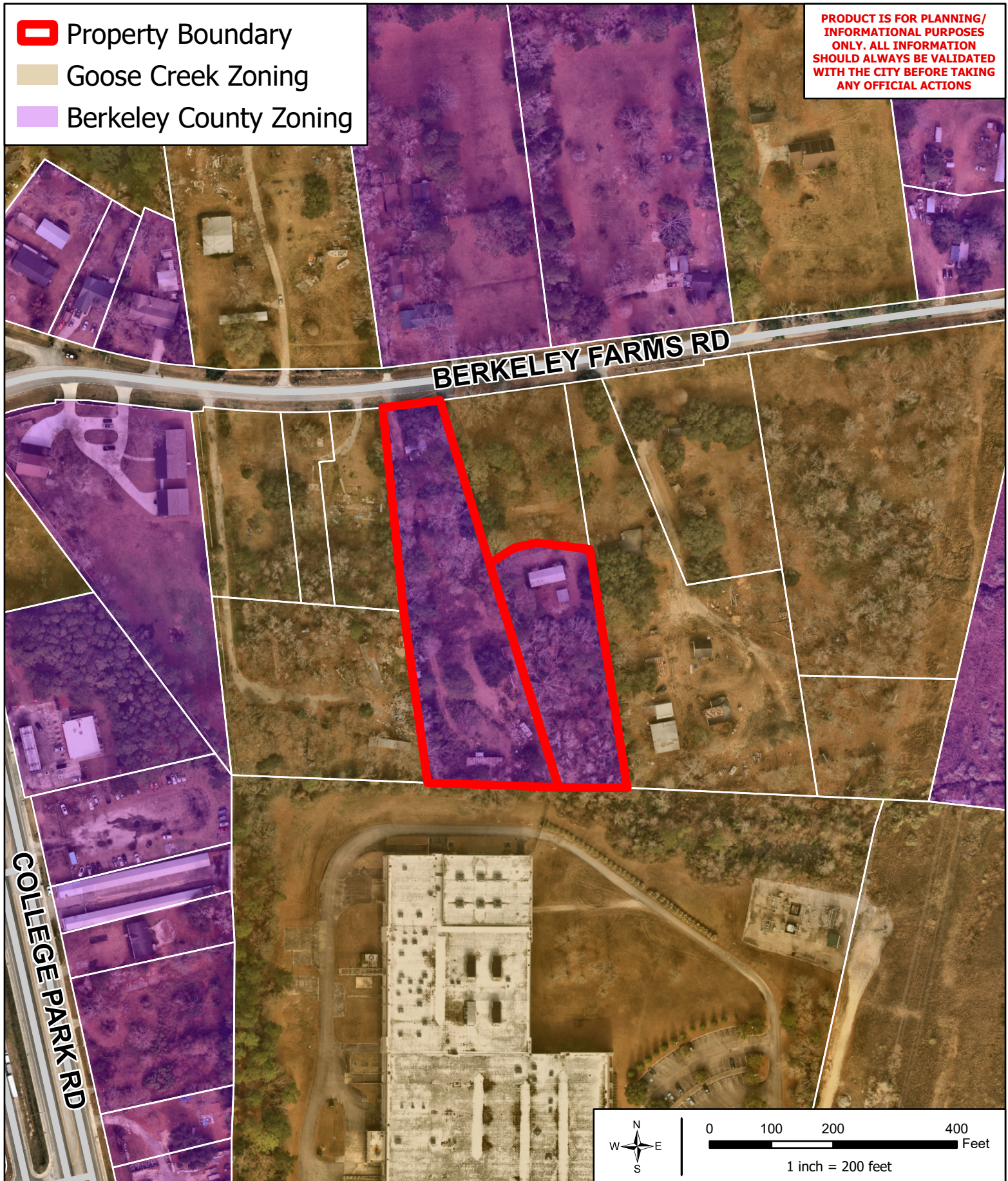
City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

TMS: 233-08-03-019
TMS: 233-08-03-053

Vicinity Map

-  Property Boundary
-  Goose Creek Zoning
-  Berkeley County Zoning

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0 100 200 400 Feet
1 inch = 200 feet



**CREEK
COMPASS**
City of Goose Creek

City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

TMS: 233-08-03-019
TMS: 233-08-03-053

Zoning Map

 Property Boundary
 R2 (Manufactured Residential)

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BERKELEY FARMS RD



**CREEK
COMPASS**
City of Goose Creek

City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

TMS: 233-08-03-019

TMS: 233-08-03-053

Berkeley County Zoning

-  Property Boundary
-  PD (Planned Development)
-  LI (Light Industrial)

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BERKELEY FARMS RD



City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

TMS: 233-08-03-019
TMS: 233-08-03-053

Goose Creek Zoning

-  Property Boundary
-  Employment Center
-  Low-Density Residential

PRODUCT IS FOR PLANNING/
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BERKELEY FARMS RD



0 50 100 200 Feet

1 inch = 100 feet



**CREEK
COMPASS**
City of Goose Creek

City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

TMS: 233-08-03-019
TMS: 233-08-03-053

Future Land Use

PETITION FOR ANNEXATION

The territory to be annexed is described as follows:

Attachments: Berkeley County GIS Map

Street Address, City, State, Zip Code

Date / /

By: _____, Date _____

STATE OF SOUTH CAROLINA

COUNTY OF BERKELEY

IN THE MATTER OF:
JEAN MURRAY PRATHER
(Decedent)

IN THE PROBATE COURT

CERTIFICATE OF APPOINTMENT

CASE NUMBER: 2025ES0-712

This is to certify that

CATHY J. HAAF

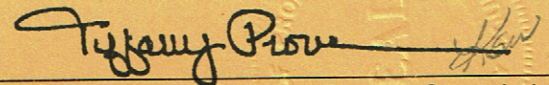
is/are the duly qualified

- ☒ PERSONAL REPRESENTATIVE
- ☐ GUARDIAN
- ☐ CONSERVATOR
- ☐ TRUSTEE
- ☐

In the above matter and that this appointment, having been executed on the 14TH day of JULY, 2025, is in full force and effect, including authorization to receive monies, principal, interest, & dividends of and belonging to said estate.

RESTRICTIONS:

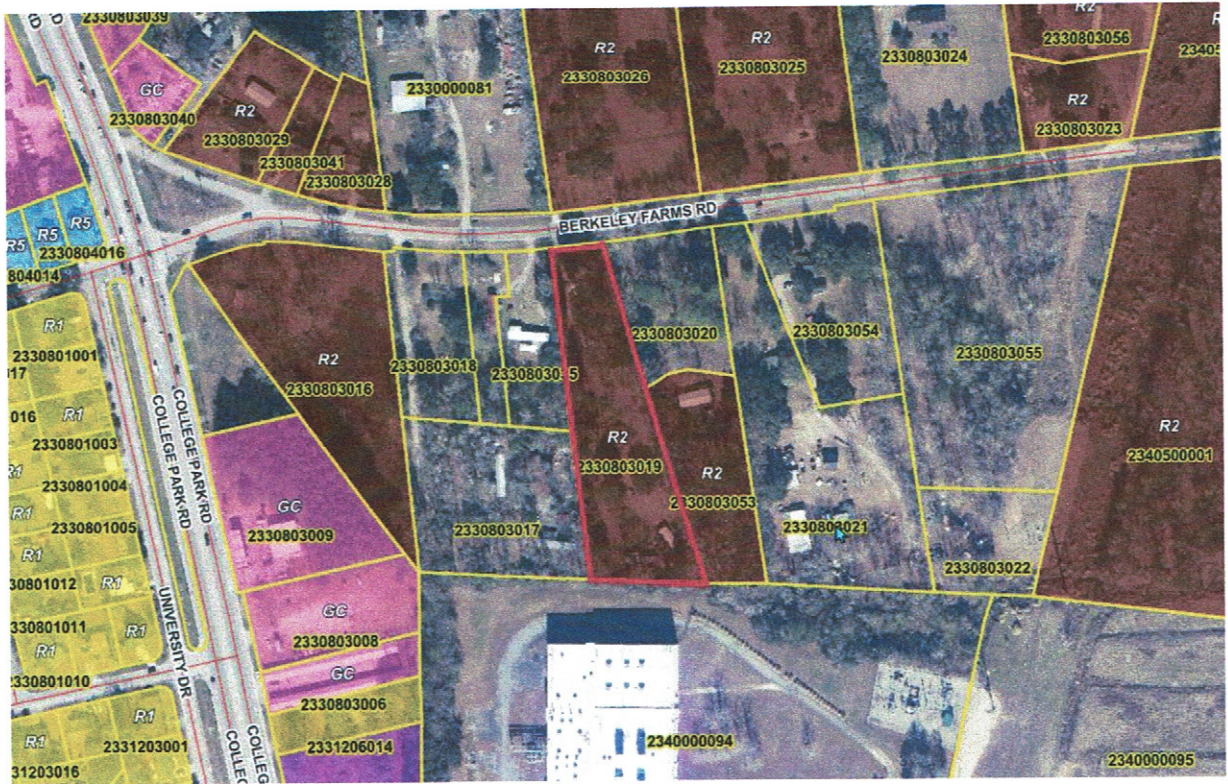
Executed this 22ND Day of OCTOBER, 2025



Keith W. Kornahrens, Probate Court Judge
Tiffany Provence, Associate Probate Judge

Do not accept a copy of this certificate without
the raised seal of the Probate Court.

MAP:



STATE OF SOUTH CAROLINA)
)
 COUNTY OF BERKELEY) PETITION FOR ANNEXATION

The undersigned, being 100 percent of the freeholders owning 100 percent of the assessed value of the property in the contiguous territory described below and shown on the attached plat or map, hereby petition for annexation of said territory to the City off Goose Creek by ordinance effective as soon hereafter as possible, pursuant to South Carolina Code Section 5-3-150(3).

The territory to be annexed is described as follows:

Property Description: This is a residential property that is located behind TMS 233-08-03-020 and it mostly wooded with some structures on it.

Berkeley County TMS: TMS # 233-08-03-053

Property Address: 146 Berkeley Farms Rd Summerville, SC 29486

Proposed Zoning: PD

Attachments: Property Location Exhibit

146 Berkeley Farms Rd., Summerville, SC 29486
 Street Address, City, State, Zip Code

Alice Nanette DuBoise
 Print Name

Alice Nanette DuBoise
 Signature

2-24-06
 Date

=====

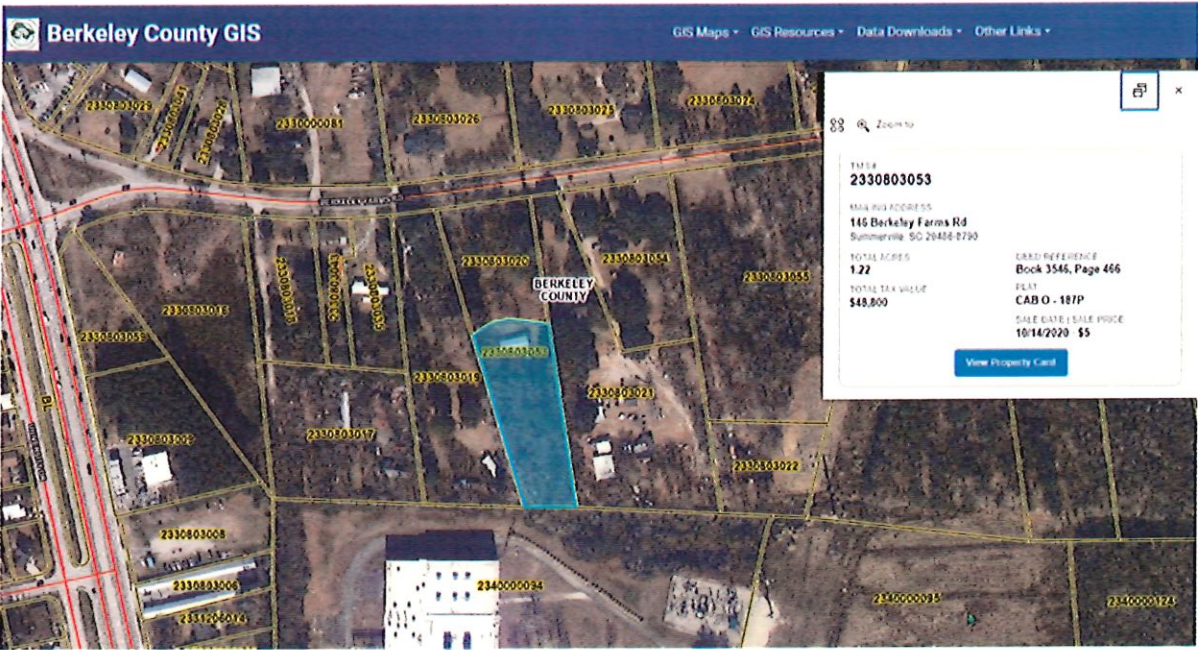
For Municipal Use:

Petition received by _____, Date _____

Description and Ownership verified by _____, Date _____

By: _____, Date _____

PROPERTY LOCATION EXHIBIT



A background image showing a paved road with double yellow lines curving into the distance under a blue sky with white clouds. Trees and a grassy area are visible on the sides of the road.

DEVELOPMENT GUIDELINES
FOR
BERKELEY FARMS PD
GOOSE CREEK, SOUTH CAROLINA

APPROVED:

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Introduction and Background Information

Executive Summary

The Berkeley Farms Planned Development (PD) is intended to align with the goals of the City of Goose Creek's Comprehensive Plan adopted May 11, 2021 and amended February 13, 2024. The PD has two zoning areas which are the Commercial District (CD) and the Residential District (RD). It will allow for flexibility in a residential/commercial design to create a mixed-use community. The PD will emphasize interconnectivity and walkability. The residential and commercial districts are designed to compliment one another providing future residents a place to live, work and play in one walkable community.

Goals for the Project

The PD has two zoning areas, the CD and RD. The development goal for this project is to align with the goals of the City of Goose Creek's Comprehensive Plan. The project area is a part of the proposed Annexation Phase 1 area mentioned within the Comprehensive Plan and ties into the College Park Road target area. The RD portion of the community will be comprised of homes off of Berkeley Farms Road. The CD portion will be comprised of mixed commercial and light industrial along College Park Road. These homes will help provide an attainable housing option to most while also helping with providing the "missing middle housing" type mentioned within the Comprehensive Plan. The RD is intended to be a safe and easily walkable development with direct access to the CD where goods and/or services can be found. The residential portion is proposed to have an amenity component giving this project a live/work/play feeling. There will be sidewalks throughout the residential area connecting to all internal amenity features as well as to Berkeley Farms Road and College Park Road. A multi-use path is proposed as well to ensure not only increased walkability but also other forms of movement such as cycling. Each of the development areas shall have adequate circulation to allow for ease of access and safe travel for all users including emergency services. The natural features (i.e. wetlands) on site have been carefully planned around and incorporated into the majority of the proposed open space areas. The PD site as a whole will result in a balanced development that allows for all users/residents to feel comfortable and accommodated.

Project Location

The development is located to the East of College Park Road, along Berkeley Farms Road, with portions of it located on either side of Berkeley Farms Road with the CD having frontage on College Park Road. Twelve (12) of the individual tracts are currently in the City of Goose Creek and two (2) of the individual parcels are currently in Berkeley County and are intended to be annexed into the City of Goose Creek. The project is comprised of fourteen (14) parcels that will come together as one development under this PD.

See Location map below and Exhibit A - Existing Conditions



Area Map (not to scale)

Background Information

The Site consists of 39.68 gross acres. It is comprised mostly of lightly developed parcels. There are existing structures on the parcels which are intended to be removed as the project develops. The entrance to the different portions of the development will be off of Berkeley Farms Road.

The properties included within the PD have the following TMS's:

PLOT ACREAGE		
TMS #'S	OWNER	GROSS ACREAGE
233-00-00-057	888 College Park Rd LLC	12.41
233-00-00-081	888 College Park Rd LLC	4.01
233-08-03-024	888 College Park Rd LLC	4.13
233-08-03-018	Berkeley Farms Holdings LLC ETAL	0.95
233-08-03-043	Berkeley Farms Holdings LLC ETAL	0.45
233-08-03-035	Berkeley Farms Holdings LLC ETAL	0.79
233-08-03-017	Berkeley Farms Holdings LLC ETAL	2.03
233-08-03-019	Jean M Prather	2.19
233-08-03-020	Berkeley Farms Holdings LLC ETAL	1.09
233-08-03-053	Alice N Dubose	1.22
233-08-03-021	Berkeley Farms Holdings LLC ETAL	3.22
233-08-03-054	Berkeley Farms Holdings LLC ETAL	1.59
233-08-03-055	Berkeley Farms Holdings LLC ETAL	4.60
233-08-03-022	Berkeley Farms Holdings LLC ETAL	1.00

Two parcels within the assemblage, 233-08-03-019 and 233-08-03-053, are zoned R-2 - Manufactured Residential District in Berkeley County. The two parcels under Berkeley County jurisdiction have been submitted for annexation into the City of Goose Creek. The annexation of these parcels into the City of Goose Creek would align with the Comprehensive Plans annexation goals of increasing tax base and revenue opportunities in the City. All other parcels within the assemblage are already under PD zoning designation within the City of Goose Creek.

Relationship to the Zoning Ordinance of the City of Goose Creek

The Current Regulations shall be the City of Goose Creek's Zoning Ordinance and Land Development Regulations in effect at the time. Should this PD or subsequent design guidelines not specifically address certain zoning/development standards, the most current zoning regulations shall govern.

Land Use

Flexibility of Uses and Tracts

The PD for the included parcels is proposing two different types of land use, residential and commercial/light industrial. The exact location of boundary lines between development areas, the location and size of land uses indicated within the planned areas, and the preliminary design concepts for the tracts and uses described in this PD shall be subject to change as phases of the Development Plan are submitted for final review over the life of the Project; provided, however, that the maximum intensities and allowed land uses described in this Ordinance may not be changed unless approved in accordance with the City of Goose Creek's Zoning Ordinance.

Subdivision Plan Review and Approval

Preliminary plans and final plats for each phase of the development shall be submitted for review and approval by the appropriate City of Goose Creek authority.

Zoning Criteria

Berkeley Farms PD will contain both residential and commercial land uses. The PD will categorize the development into two (2) land use designations: Residential District (RD) and Commercial District (CD).

AREA BY DISTRICT	
LAND USE	TOTAL ACREAGE
Residential District (RD)	27.27
Commercial District (CD)	12.41
	39.68

Residential District (RD)

The RD seeks to allow for housing options that will appeal to a wide range of people and be an attainable option for most. The interest expressed in the City of Goose Creek's Comprehensive Plan by the public for more compact living styles and the well laid out guidance for both multi-family and townhomes led to the standards for the RD. These standards will allow for a cozy community feel with opportunities for walking and becoming close knit neighbors. The RD will allow for both single-family attached and detached homes and multi-family buildings. This district will also include an amenity area for recreation and socialization within the community. Open space in this area may consist of but is not limited to the amenity area, active and passive recreation and stormwater detention facilities.

Materials used in the RD shall follow the below recommendations as per the City of Goose Creek's Zoning Ordinance - Section Nine: Form, Design & Operational Standards - (H) Architectural Design Standards - (5) Building Design - (h) & (i).

Recommended Materials:

- Natural materials: wood, brick, terra cotta, stone (cast or cut).
- Decorative concrete block (CMU), textured with integral color
- Stucco (cement plaster), decorative.
- Fiber cement siding.
- Exterior insulation and finishing system (EIFS) when used above storefront height.

Prohibited Materials:

- Vinyl, metal, or aluminum siding (metal siding not prohibited in commercial district).
- Exposed concrete mason units.
- Reflective materials that cause glare.
- Materials that artificially simulate natural materials.
- Diagonal siding.
- Exaggerated swirled stucco.

The RD areas will contain residential land uses and open spaces. Within the RD district, land and buildings may be erected, altered, or used for the following permitted uses:

1. Single-family attached and detached dwelling units.
2. Multi-family dwellings (no more than 300 multi-family units total may be permitted within the Berkeley Farms PD). A minimum of 8 contiguous acres is required in order to have multi-family residential. Multi-family is only allowed within the Residential District (RD) in between College Park Road and the Multi-Family build limit line as depicted on Exhibit B - Land Use.
3. Open space.
4. Accessory uses and structures are allowed per the City of Goose Creek's Zoning Ordinance Section Four: Use & Standards - 4:3 Accessory & Temporary Uses and may be further restricted within the HOA guidelines.

Disallowed Uses are as follows:

1. All non-residential zoning uses as described in the City of Goose Creek's Zoning Ordinance.

Notes:

1. Steps, balconies, patios, open stairways, entry covers, bay windows, fire boxes and decks may extend fully into setbacks, but in no instance can they extend into the right of way or drainage easements.
2. Eaves may extend two feet (2') into setbacks, however in no instance can any structure or eave extend into a Right-of-way or drainage easement.
3. Fences shall follow the City of Goose Creek's Zoning Ordinance Section Nine: Form, Design & Operational Standards - (E) Fences & Walls.
4. On-street visitor parking is encouraged throughout the community where/when it is feasible.

RESIDENTIAL DISTRICT	
DENSITY / INTENSITY AND DIMENSIONAL STANDARDS	
Minimum Lot Area	1,600 SF
Minimum Lot Width	20'
Minimum Lot Depth	80'
Minimum Setbacks	
Front	25'
Side	5' & 15' Corner Lots
Rear	15'
Height	75'
Minimum Parking Requirement	2 per DU

Commercial District (CD)

The CD is intended to accommodate a combination of uses that will encourage a live/work/play lifestyle which will help to push forward the City's goal of encouraging this type of balance stated in the Comprehensive Plan. Among the varied uses are light industrial, retail, office, restaurant/bar restaurant, gas stations, hotel and retail/general commercial. Within the Mixed-Use Overlay District residential uses are allowed and shall follow the guidelines and dimensional standards outlined in this document.

Within the CD, land and buildings may be erected, altered, or used for the following permitted uses:

1. The uses listed above.
2. Accessory uses and structures are allowed per the City of Goose Creek's Zoning Ordinance Section Four: Use & Standards - 4.3 Accessory & Temporary Uses and may be further restricted within the POA/HOA guidelines.
3. Mixed-Use Overlay District:
 - A. Multi-family dwellings (no more than 300 multi-family units total may be permitted within the Berkeley Farms PD)
 - B. Uses allowed in the RD as stated in this document.

Disallowed Uses are as follows:

1. Storage facilities
2. Vape stores
3. Car sales
4. Adult businesses

COMMERCIAL DISTRICT	
DENSITY / INTENSITY AND DIMENSIONAL STANDARDS	
Minimum Setbacks	
Front	20'
Side	10'
Rear	20'
Height	75'
Minimum Parking Requirement	By Use

Parking

Parking for the CD shall comply with the City of Goose Creek's Zoning Ordinance Section Five: Site Development - 5.4: Access & Parking.

Affordable Housing

Affordable Housing Definition - Single-family, or multi-family dwelling units, used exclusively for residential uses, where occupants have, in the aggregate, household income of less than or equal to one hundred twenty (120) percent of median area income for owner occupied units, or eighty (80) percent of median area income for rental units. Median area income shall be determined annually by the U.S. Department of Housing and Urban Development. Household income shall include all sources of financial support, both cash and in kind, of adult members of the household, to include wages, salaries, tips, commissions, all forms of self-employment income, interest, dividends, net rental income, income from estates or trusts, Social Security benefits, railroad retirement benefits, Supplemental Security income, Aid to Families with Dependent Children or other public assistance or public welfare programs, other sources of income regularly received, including Veterans' (VA) payments, unemployment compensation and alimony, awards, prizes, government or institutional or eleemosynary loans, grants or subsidies and contributions made by the members' families for medical, personal or educational needs.

Single family affordable housing units shall be included in order to promote ownership or occupancy of affordable, quality housing by low-income households. Property within the RD and CD districts may be approved for subdivision and development in accordance with the density/intensity and dimensional standards of this PD. There is to be 10% of single family units minimum and 10% of multi-family units to be affordable housing. The entity developing the subject lot must construct new residential housing for the provision of affordable housing as defined above in this PD. The purchaser or tenant of the affordable household, at the time of closing or rental agreement, must meet the HUD definition of low-income. The following standards of this Section must also be met:

1. Single Family Affordable Housing Units. For purposes of this section, single family affordable housing units shall meet the definition for affordable housing as defined above in this PD
 - As to rental units, these units shall be rented to households earning no more than eighty (80) percent of the area median income, and the rents charged by the owner shall be in accordance with the Fair Market Rents published annually by the U.S. Department of Housing and Urban Development or such entity that may be subsequently designated. In the absence of such information, the rents charged by the owner shall not exceed 30 percent of the household annual income. The owner shall be required to submit to the City of Goose Creek, or its successor, the rental rate to be charged and verified income reports of household income of all rental occupants at the inception of each tenancy and on no less than a yearly basis thereafter, as determined by the City of Goose Creek. These units shall be subject to these restrictions for no fewer than 20 years from the initial occupancy as affordable housing. The owner shall execute a Memorandum of Use with the city as a party acknowledging the use of the property for Affordable Housing in accordance with the provisions of this PD, which Memorandum shall be in a form acceptable for recording in the record office of the applicable county and which shall be recorded in the record office of the applicable county. If a proposal meets the requirements of this section and the owner is willing to enter into the terms of a Memorandum of Use contained in this paragraph, the Mayor shall be authorized so sign the Memorandum of Use on behalf of the City.
 - As to owner occupied units, these units shall be sold to households earning no more than one hundred twenty (120) percent of the area median income. Each owner, prior to initial occupancy, shall be required to submit to the City of Goose Creek, a verified income report of household income of all members of the household. These units shall be subject to resale restrictions for no fewer than twenty years from date of initial sale of the property. Such restrictions will be recorded as deed restrictions.
2. Ownership. Single family detached affordable housing units shall be sold or rented to qualified households, as described herein.

Open Space

Development Area

The requirement for open space will be 15% of the total gross acreage of the development area.

- Total Gross Acreage = 39.68 Acres*
- 39.68 Acres x 15% = 5.95 Acres*

*These calculation are subject to change based on actual future development. These calculations represent the anticipated acreages within the zoning districts in the PD. Should the land use designations need to change over time, a corresponding recalculation of open space shall be required according to above percentages or calculation guidelines within this section of the Berkeley Farms PD. These recalculations will be coordinated with Staff during the planning stage, and a summary memo will be submitted by the developer to note the changes of required open space and document the remaining requirements at the time of building permit or preliminary plat application stage for each subject parcel.

Conceptual Plan for Open Space

The open space may consist of, but is not limited to, community open spaces for passive and active recreation, event spaces (for events such as weddings, parties, etc.), walking trails, picnic areas, sitting areas, playground features, and community gardens. Event structures such as a pavilion, gazebo, or enclosed structure with associated utilities, or any combination there of may be erected on open space areas subject to HOA/POA guidelines. 50% of the total area of a created water feature, wetland or stormwater facility may be counted towards open space if it is amenitized for active and/or passive use.

Open spaces shall not all be confined to one area, but shall be blended throughout the development. The open space requirement will apply to the PD as a whole, not to each individual development parcel.

See Exhibit C - Open Space and Buffers for the conceptual open space plan.

Ownership and Maintenance of Open Space

Open space shall be privately owned and maintained by the POA (Property Owners Association)/HOA (Homeowners Association) for the use of the community.

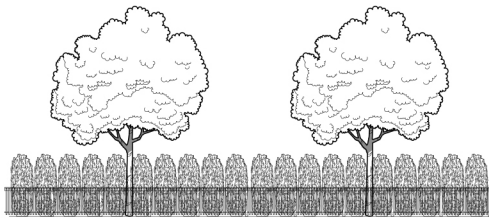
Buffers

Within the PD limits the only buffers that shall apply are those listed below and are as follows:

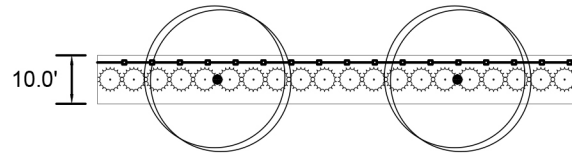
Residential District Buffer

The intent of the RD Buffer is to separate the RD from incompatible/undesirable uses - see below table, elevation and plan for details and Exhibit C for location of buffers.

RESIDENTIAL BUFFER DEPTH AND PLANTING	
Minimum Buffer Depth	10'
Minimum Buffer Landscaping	
Canopy Tree	3 per 100 LF
Evergreen Shrubs	20 per 100 LF
Opaque Fence / Wall	6' High



Elevation

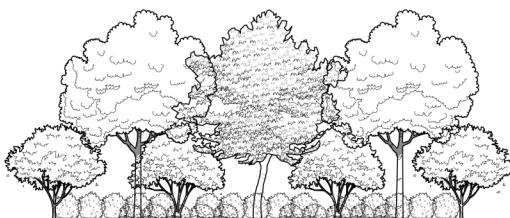


Plan

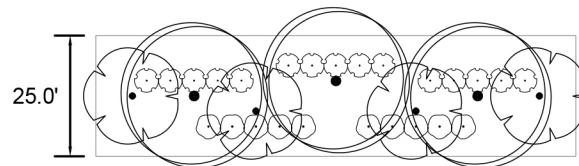
Commercial District Buffer

The intent of the CD buffer is to separate the CD from incompatible uses - see below table, plan and elevation for details and Exhibit C for location of buffers.

COMMERCIAL DISTRICT BUFFER A DEPTH AND PLANTING	
Minimum Buffer Depth	25'
Minimum Buffer Landscaping	
Canopy Tree	3 per 100 LF
Understory Tree	4 per 100 LF
Shrubs	25 per 100 LF



Elevation



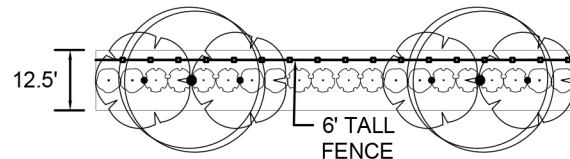
Plan

COMMERCIAL DISTRICT BUFFER B DEPTH AND PLANTING

Minimum Buffer Depth	12.5' With A 6' Fence
Minimum Buffer Landscaping	
Canopy Tree	3 per 100 LF
Understory Tree	4 per 100 LF
Shrubs	20 per 100 LF



Elevation



Plan

Roadside Buffer - Berkeley Farms Road

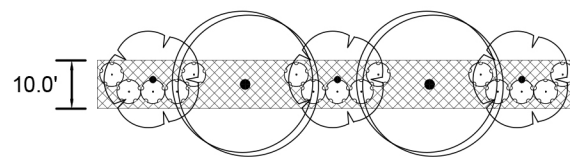
The Berkeley Farms PD Roadside Buffer shall follow the standards set forth in this section - see below table, plan and elevation for details and Exhibit C for location of buffers.

ROADSIDE BUFFER NORTH DEPTH AND PLANTING

Minimum Buffer Depth	10'
Minimum Buffer Landscaping	
Canopy Tree	2 per 100 LF
Understory Tree	3 per 100 LF
Shrubs	15 per 100 LF
Groundcover	Throughout remaining area with spacing no greater than 36"

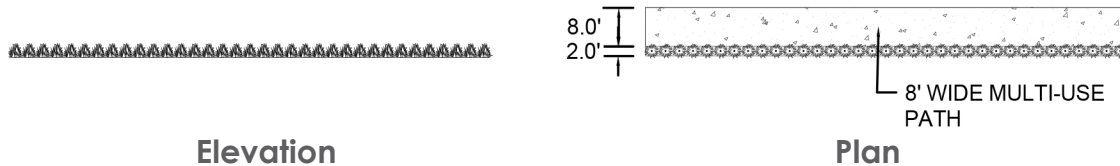


Elevation



Plan

ROADSIDE BUFFER SOUTH DEPTH AND PLANTING	
Minimum Buffer Depth	10'
Minimum Buffer Landscaping	
Walkway	8' Wide Multi-Use Path
Ornamental Grass	35 per 100 LF



Notes:

Conditional Landscaping:

- Where parking is located adjacent to and/or visible from a public ROW a continuous evergreen hedge shall be added to the Roadside Buffer.

Tree Protection

Shall be in accordance to Section Five: Site Development - 5.1: Trees - 5.1.2: Tree Protection.

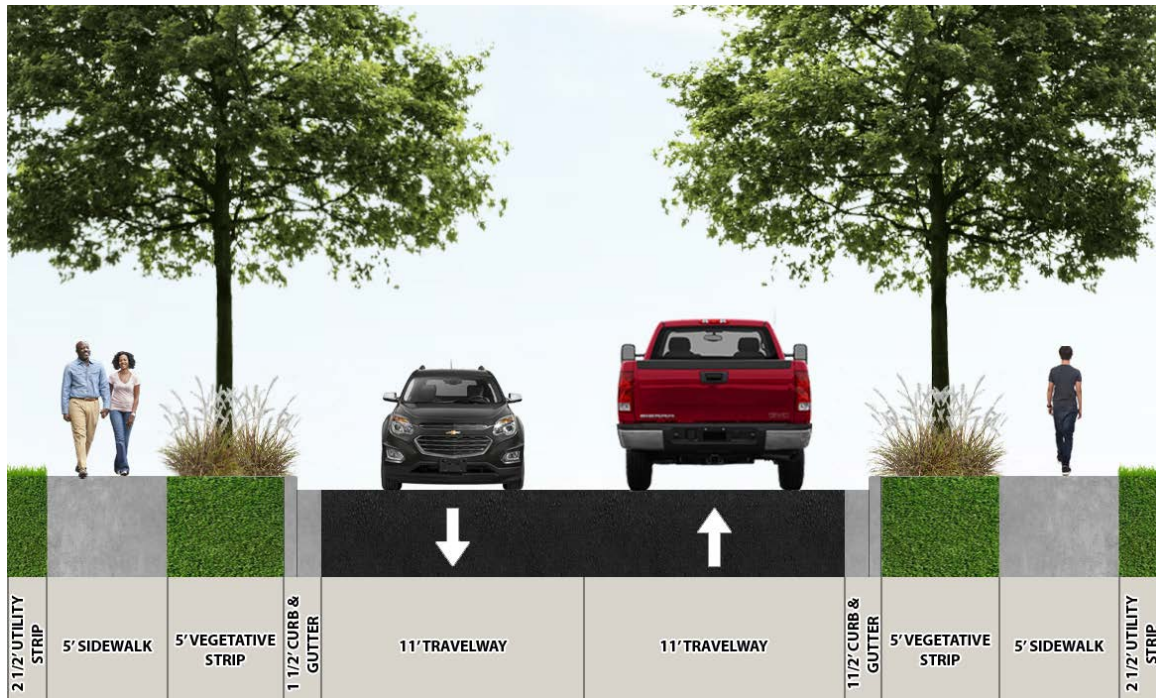
Except as listed below:

- It will be required to have a certified arborist perform an assessment of the condition and health of existing grand trees on site. The trees shall be given a grade A, B, C, D, E or F with A being the best and F being the poorest condition and possibly dead or dying. Only grand trees graded B or below may be considered for removal and mitigation per the City of Goose Creek's Zoning Ordinance - Section Five: Site Development - 5.1: Trees - 5.1.1: Replacement and Mitigation.

Right-Of-Way

Type A Street

Type A streets shall be 50' wide. It is a private street with a 24' minimum paved section and a vertical curb. There shall be a 5' vegetative strip on each side of the street as well as sidewalks, which shall be 5' wide. This is a street with moderate to high vehicular and pedestrian traffic. It is a street with low to moderate vehicular speeds. The street provides access through the Residential District. Except as described herein, road standards with Berkeley Farms PD, shall conform to the City of Goose Creek's Land Development Regulations - Section 5.7 Private Roads. As the roads will not be accepted by the City of Goose Creek for public maintenance (per the City of Goose Creek's Land Development Regulations - Section 5.7 Private Roads (A) (3)) they may be accepted by Berkeley County if the County so chooses.



Note:

1. Root barrier products shall be used when the distance between a proposed street tree trunk and the curb / sidewalk is less than 4 feet.

See Exhibit D - Roads and Circulation.

Sidewalks

Sidewalks throughout the development will be a minimum of 5' width on both sides of the street within the right-of-way. The sidewalks will meet the ADA requirements and ADA required ramps shall be installed at street corners with sidewalks to provide accessible routes.

Street Lights/Street Trees

Street lights shall conform to the City of Goose Creek's Land Development Regulations - 5. Design and Improvement Standards - 5.9 Illumination of Vehicular and Pedestrian Facilities. Street trees shall conform to the City of Goose Creek's Land Development Regulations - 5. Design and Improvement Standards - 5.7 Private Roads - (H) Tree Planting Along Roadways - (1) Street Trees.

Emergency/Public Service Access

All public and private rights-of-way shall accommodate emergency vehicles and public service vehicles.

Parking

Parking requirements and parking dimension requirements for Berkeley Farms PD shall conform to the City of Goose Creek's Zoning Ordinance requirements as per Section Five: Site Development - 5.4: Access & Parking unless otherwise stated within the PD.

Drainage Basin Analysis

Flood Zone

None of the parcels within the Berkeley Farms PD fall within any flood zones per FEMA Map Number 45015C0590E dated December 06, 2018.

Topography

The topography generally slopes to the East with about 2/3 of the development area being relatively gently sloping. The last 1/3 of the development slopes downward quicker than the rest continuing to the East. From West to East the drop is approximately 16 feet with the majority of that drop occurring in the RD development pods. The overall Topography of the site ranges from an approximate high elevation of 44 to 26.

Wetland Verification

The wetlands have been field located by a professional wetland scientist. An approved jurisdictional determination request has been submitted to the Army Corps of Engineers for verification.

Preliminary Stormwater Techniques

The property will be developed using on-site detention systems and best management practices for both water quantity and water quality. Proposed drainage for the site will be managed via a network of storm pipes, wet ponds, open channels and outfall structures as required for release of applicable storm events. The site's stormwater management system must meet all applicable Local, State and Federal stormwater regulations. Maintenance of the stormwater conveyances and ponds will be the responsibility of the HOA. Low impact design (LID) and Green infrastructure techniques are allowed and encouraged to address stormwater.

Traffic Study

A traffic study is being conducted by Kimley-Horn and Associates and will be reviewed by the City of Goose Creek and SCDOT. Berkeley Farms PD will implement any mitigation measures as recommended by the approved TIA (Traffic Impact Assessment).

See Appendix Item A.

Utilities

Sanitary sewer service will be provided by Berkeley County Water and Sanitation.

Potable water will be provided by Berkeley County Water and Sanitation.

Electric and natural gas service will be provided by Berkeley Electric Cooperative.

See Exhibit F - Utilities for conceptual utilities layout.

Additional Development Criteria

POA/HOA

A Property Owners Association (POA) and/or a Homeowners Association (HOA) shall be established for Berkeley Farms PD. Membership in a POA/HOA will be mandatory for any property owner. The POA/HOA(s) will incorporate its own common areas and rights-of-way and be managed and governed by each POA/HOA. The POA/HOA(s) will be funded by dues to be established in its recorded Restrictive Covenants. The POA/HOA(s) will manage the affairs of the POA/HOA(s) including the enforcement of the recorded documents and the maintenance of common areas/private rights-of-way. Common areas could include passive park space, landscape areas, and stormwater detention facilities. Berkeley County may maintain public roadways and drainage systems associated with public roadways (with exception of ponds) and any other property once dedicated and accepted by the appropriate public agency. Applicable POA/HOA(s) documents will be submitted to the Zoning Administrator or designee for review prior to the initial request for a building permit in the PD.

Signs

Signs within the development areas of the Berkeley Farms PD shall conform to the City of Goose Creek's Zoning Ordinance Section Six: Signs.

PD Amendments

Minor modifications to this PD shall conform with the City of Goose Creek's Zoning Ordinance - Section Three: Zoning Districts - PD: Planned Development District - (4) Standards for all Planned Development Zoning Districts - (e) Minor Modifications.

Berkeley Farms PD is designed with the intent to expand as adjacent properties become available. As those properties become available to annex and rezone into the PD, determinations will be made based on the current market conditions as to whether they will become part of the CD or RD.

Exhibits

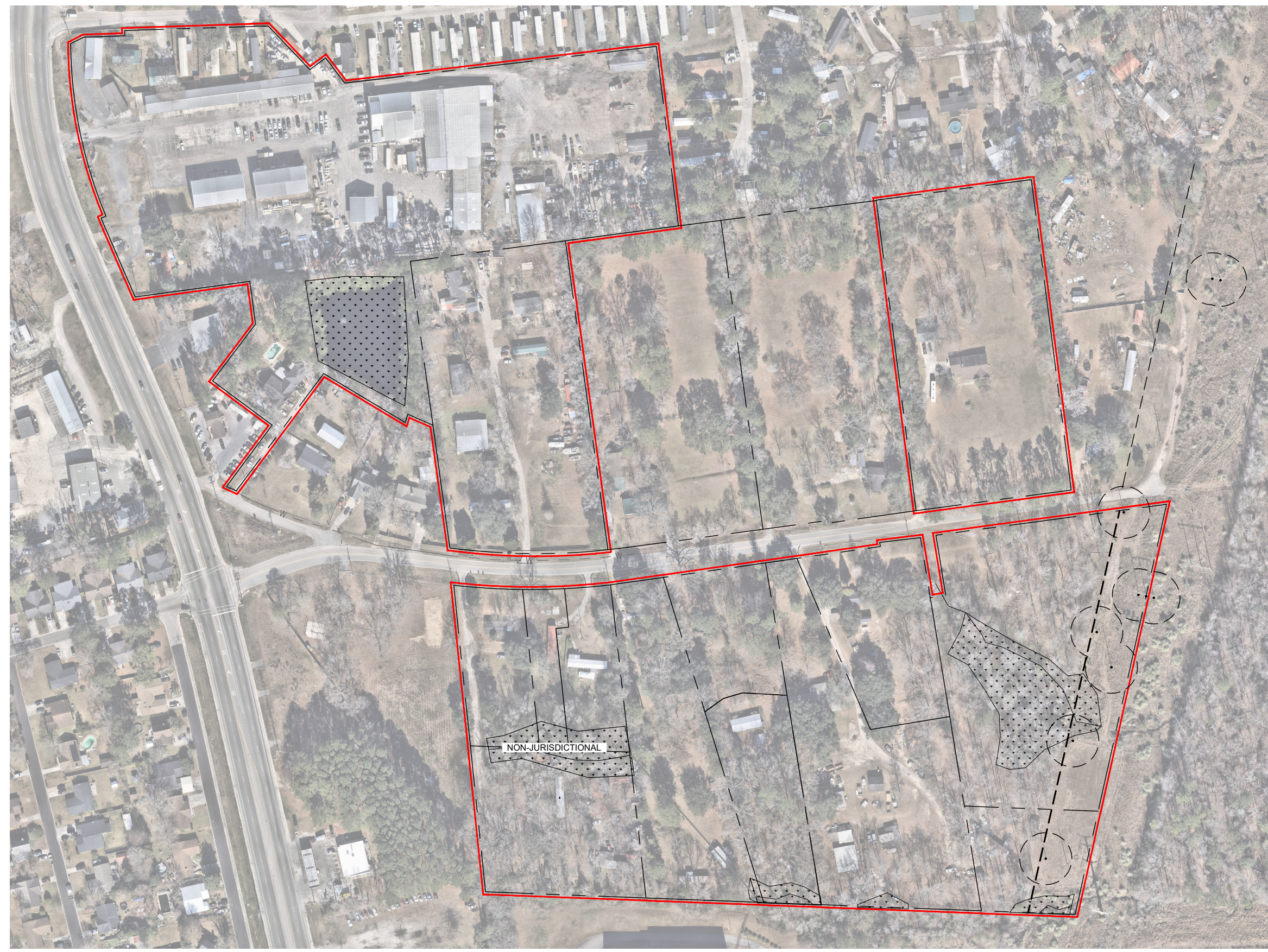
- A. Existing Conditions
- B. Land Use
- C. Open Space and Buffers
- D. Roads and Circulation
- E. Signage
- F. Utilities

Appendix

- A. Traffic Impact Assessment (TIA)

LEGEND

- PD BOUNDARY
- PROPERTY LINE
- WETLANDS
- EXISTING UTILITY POLE AND EASEMENT

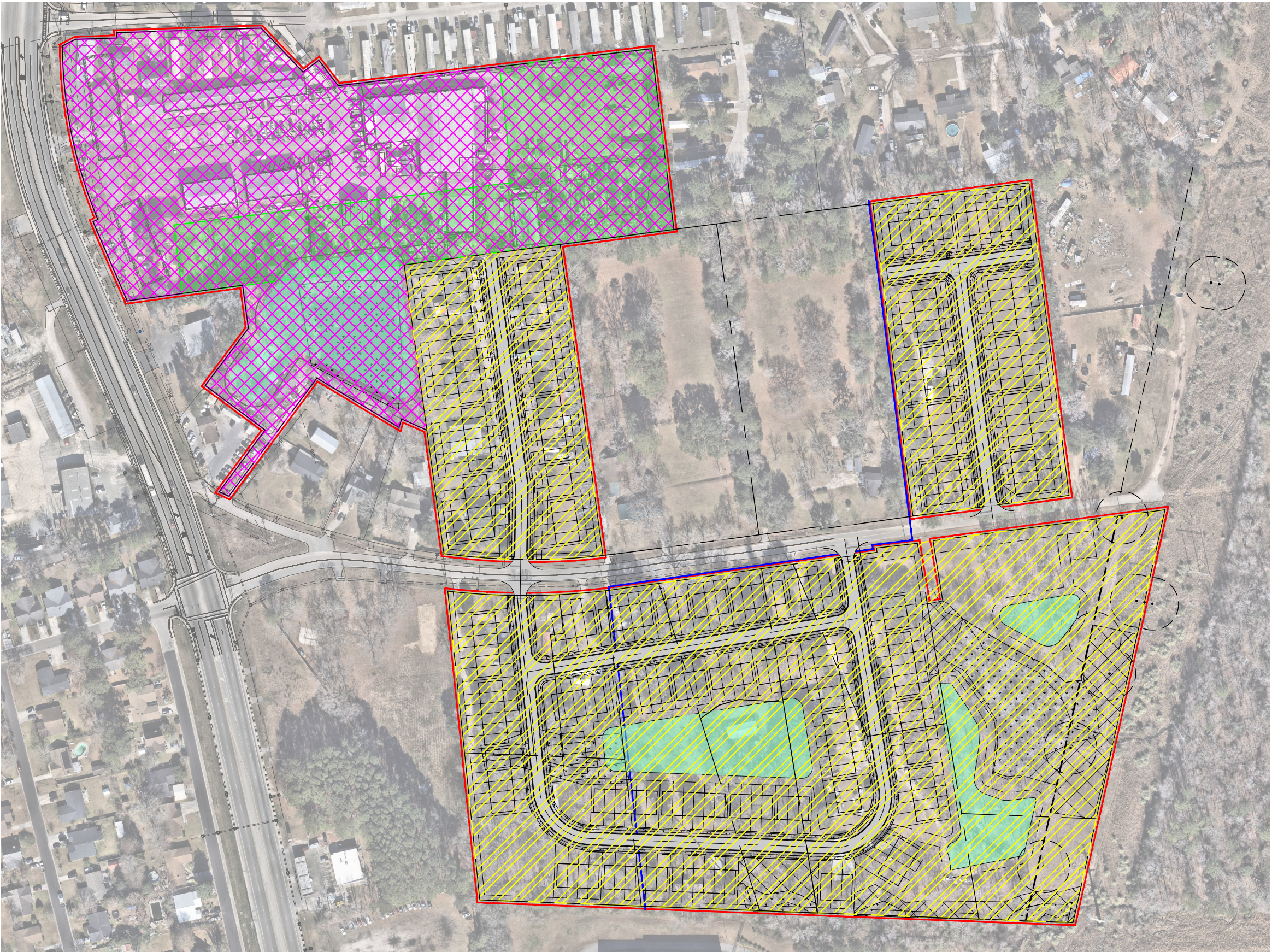


LEGEND

- PROPERTY LINE
- PD BOUNDARY
- MULTI-FAMILY BUILD LIMIT LINE
- RESIDENTIAL DISTRICT
- COMMERCIAL DISTRICT
- PROPOSED STORMWATER PONDS
- MIXED USE OVERLAY DISTRICT

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
- 2. THIS IS A CONCEPTUAL MASTER PLAN WHICH SHOWS GENERAL LAND USE LOCATIONS, CONFIGURATIONS, COMPONENT LOCATIONS AND FINAL DETAILS ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT.

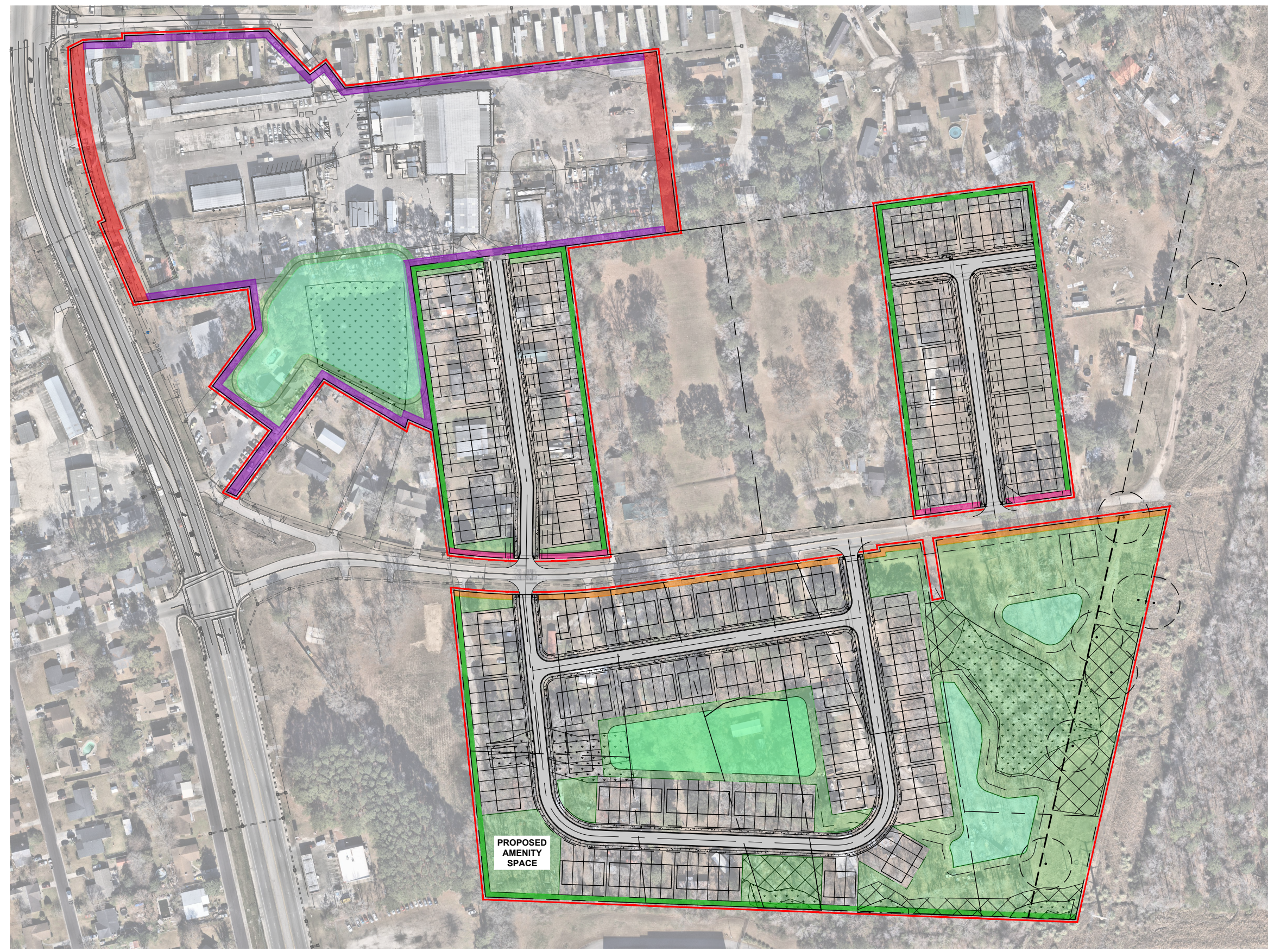


LEGEND

- PD BOUNDARY
- PROPERTY LINE
- RESIDENTIAL BUFFER
- ROADSIDE BUFFER NORTH
- ROADSIDE BUFFER SOUTH
- COMMERCIAL DISTRICT BUFFER A
- COMMERCIAL DISTRICT BUFFER B
- OPEN SPACE
- PROPOSED STORMWATER PONDS

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
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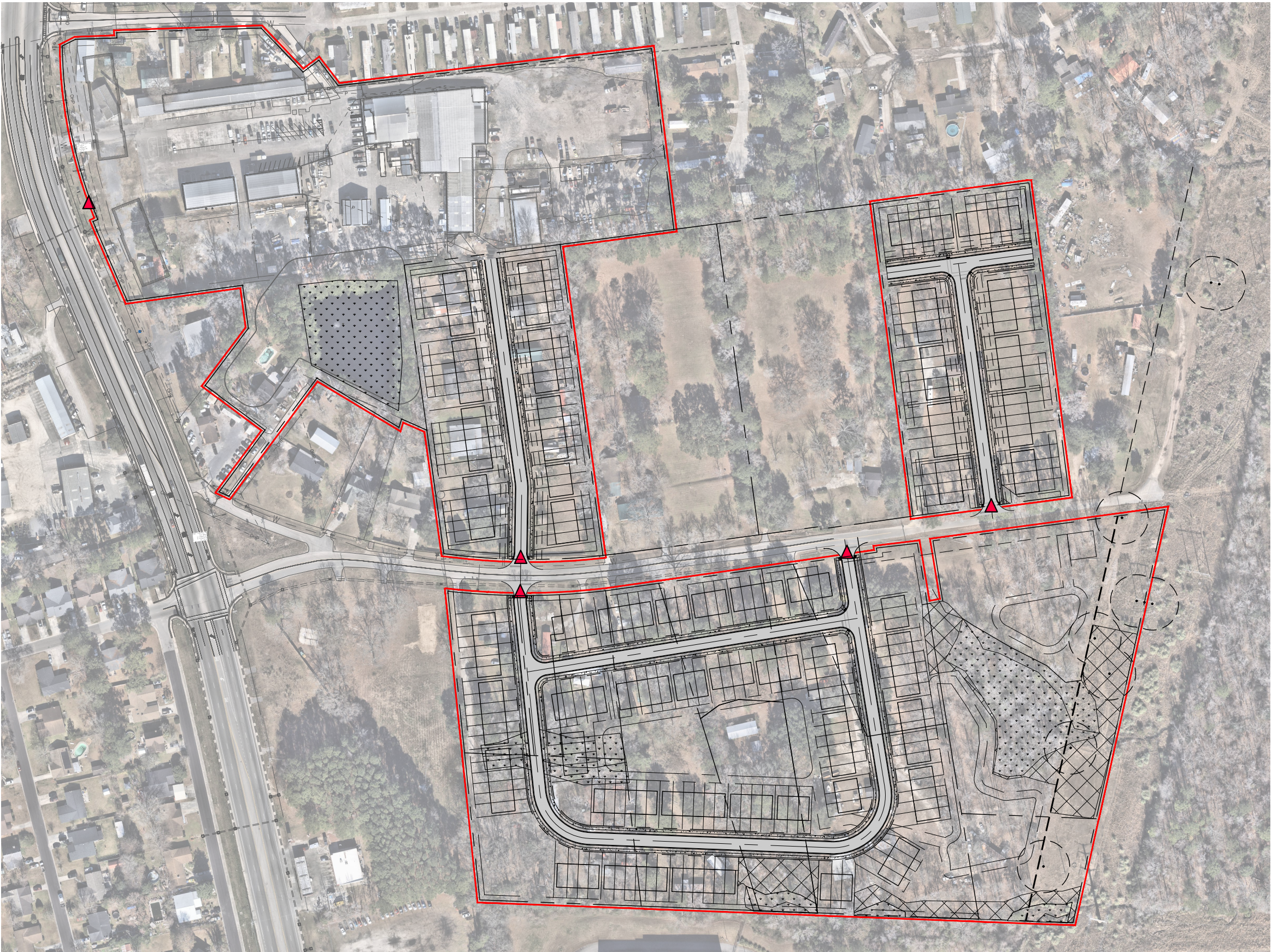


LEGEND

- PD BOUNDARY
- PROPERTY LINE
- PROPOSED ROADS
- ENTRANCE POINTS

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
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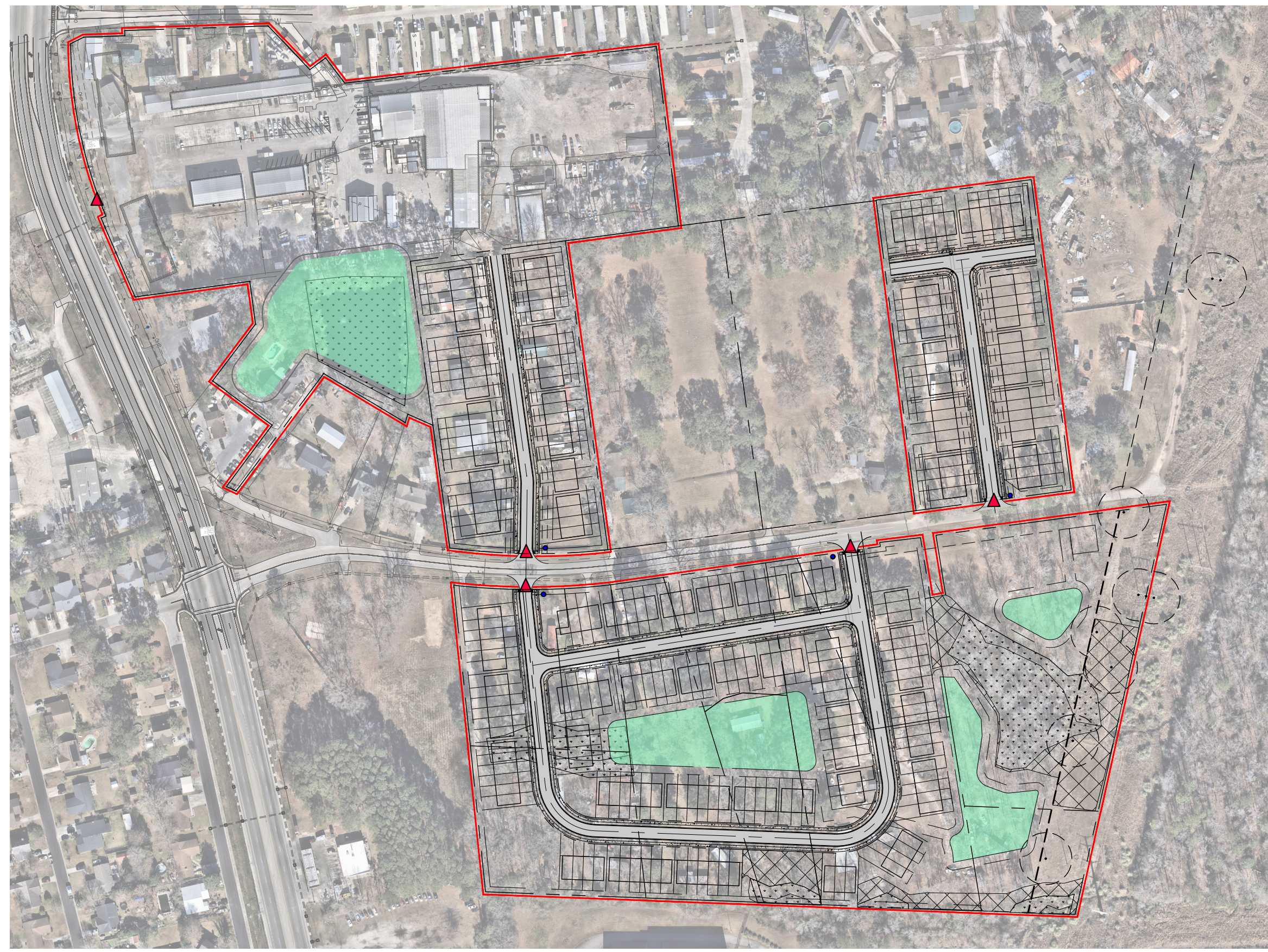


LEGEND

- PD BOUNDARY
- PROPERTY LINE
- PROPOSED ROADS
- PROPOSED STORMWATER PONDS
- ENTRANCE POINTS
- PROPOSED SIGNAGE LOCATIONS

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
- 2. THIS IS A CONCEPTUAL MASTER PLAN WHICH SHOWS GENERAL LAND USE LOCATIONS, CONFIGURATIONS, COMPONENT LOCATIONS AND FINAL DETAILS ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT.
- 3. ONLY IMPROVEMENTS PERMITTED UNDER THE ZONING ORDINANCE ARE ALLOWED IN THE BUFFER.

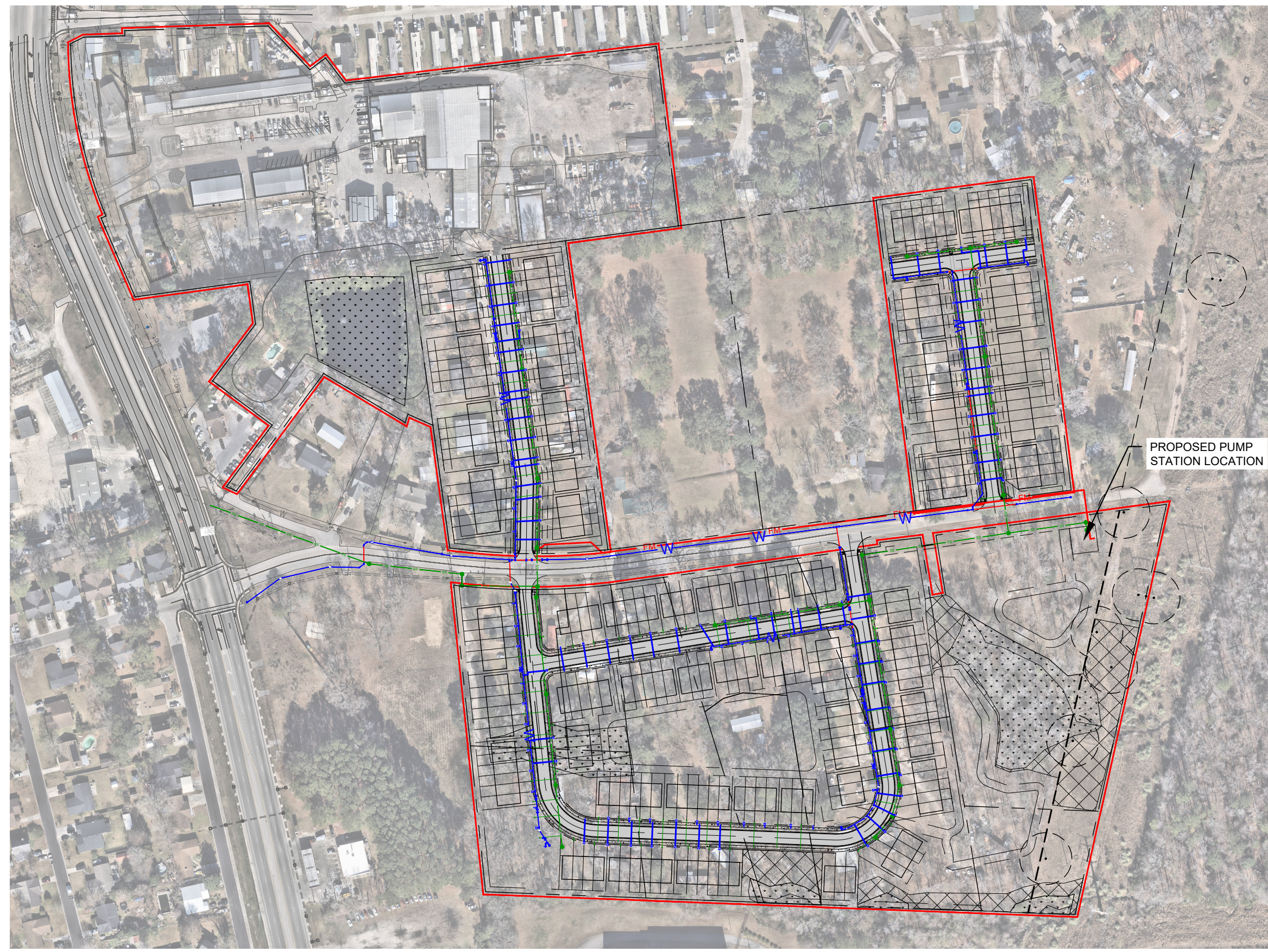


LEGEND

- PD BOUNDARY
- PROPERTY LINE
- PROPOSED SEWER
- PROPOSED WATER
- PROPOSED FORCE MAIN

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
- 2. THIS IS A CONCEPTUAL MASTER PLAN WHICH SHOWS GENERAL LAND USE LOCATIONS, CONFIGURATIONS, COMPONENT LOCATIONS AND FINAL DETAILS ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT.



Berkeley Farms Residential Development

Traffic Impact Analysis

Goose Creek, South Carolina

Prepared for

RCB Development

Prepared by

Kimley»Horn

July 2025

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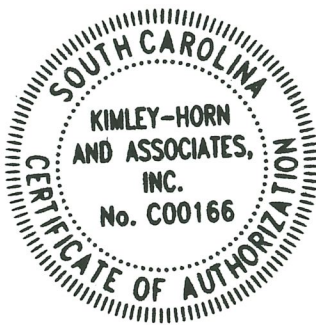
Berkeley Farms Residential Development

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Prepared by
Kimley»Horn



Dillon Brent Turner

July 31, 2025

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A – Conceptual Site Plan
B – Trip Generation Calculations
C – Traffic Volume Development Worksheets
D – Turning Movement Count Data
E – Growth Rate Calculations
F – Capacity Analysis Worksheets
G – Turn Lane Warrant Analysis

1 Executive Summary

The proposed Berkeley Farms Residential Development is located in the northeast quadrant of the Berkeley Farms Road at College Park Road intersection in Goose Creek, South Carolina. This development is planned to consist of 250 townhome dwelling units. Based on the conceptual site plan provided in **Appendix A**, the project site will access the roadway network through three points along Berkeley Farms Road.

A Tier 2 TIA was prepared for the Berkeley Farms Residential Development in accordance with Chapter 59 of Berkeley County's *Land Development and Subdivision Regulations*. This study summarizes the results of traffic analyses conducted for the study intersections under 2024 existing conditions, 2029 short-term horizon conditions, and 2034 long-term horizon conditions during the AM and PM peak hours.

The project is proposed to be constructed and fully occupied by 2029. This study summarizes the results of the traffic analyses at the following four study intersections for the 2029 and 2034 horizon years:

1. Berkeley Farms Road at College Park Road
2. Berkeley Farms Road at Site Access #1
3. Berkeley Farms Road at Site Access #2
4. Berkeley Farms Road at Site Access #3

The results of the traffic analyses indicate that no mitigation is necessary with the proposed development. No turn lanes are proposed along Berkeley Farms Road at the site access points.

1 Introduction

The proposed Berkeley Farms Residential Development is located in the northeast quadrant of the Berkeley Farms Road at College Park Road intersection in Goose Creek, South Carolina. This development is planned to consist of 250 townhome dwelling units. Based on the conceptual site plan provided in **Appendix A**, the project site will access the roadway network through three points along Berkeley Farms Road. The location of the proposed development is illustrated in **Figure 1**.

The project is proposed to be constructed and fully occupied by 2029. This study summarizes the results of the traffic analyses at the following four study intersections for the 2029 and 2034 horizon years:

1. Berkeley Farms Road at College Park Road
2. Berkeley Farms Road at Site Access #1
3. Berkeley Farms Road at Site Access #2
4. Berkeley Farms Road at Site Access #3

A Tier 2 TIA was prepared for the Berkeley Farms Residential Development in accordance with Chapter 59 of Berkeley County's Land Development and Subdivision Regulations. This study summarizes the results of traffic analyses conducted for the study intersections under 2024 existing conditions, 2029 short-term horizon conditions, and 2034 long-term horizon conditions during the AM and PM peak hours.

1.1 Existing Conditions

College Park Road (S-62) is a four-lane, divided with a center turn lane, urban major collector with a posted speed limit of 45 mph. There are two daily traffic count stations located along College Park Road. Based upon SCDOT data, 21,900 vehicles per day traveled along College Park Road in 2023 at a count station located north of the Berkeley Farms Road intersection. 39,100 vehicles per day traveled along College Park Road in 2023 at a count station located south of the George McCrackin Drive intersection.

Berkeley Farms Road (S-567) is a two-lane, undivided, urban local road with no posted speed limit. No daily count data is available for Berkeley Farms Road.

The existing geometry and traffic control for the study area intersections is illustrated in **Figure 2**.

1.2 Access Management

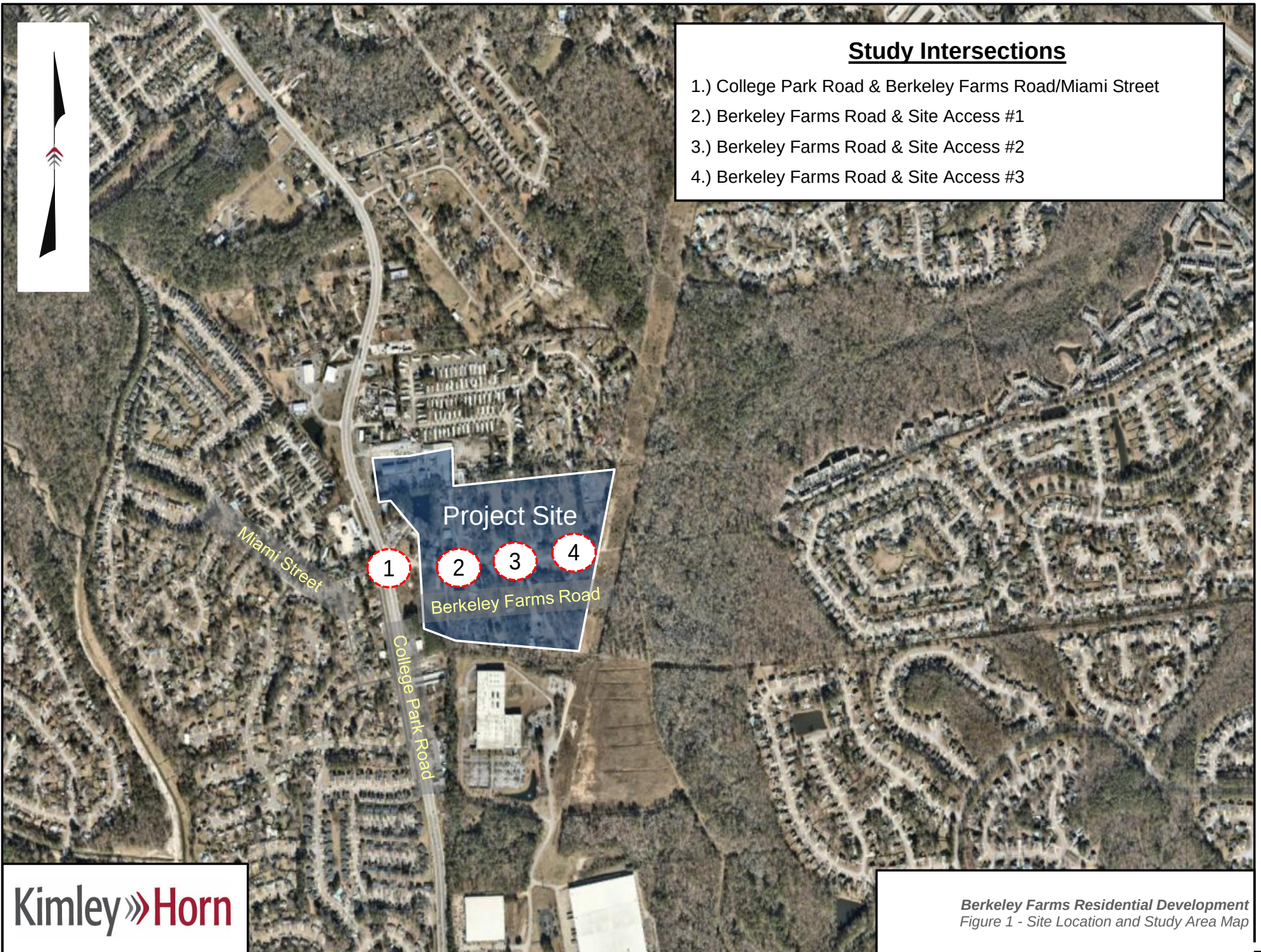
A review of the proposed driveway spacing was undertaken based upon information in SCDOT's *Access and Roadside Management Standards* (ARMS) manual. For a 30 MPH speed limit, a minimum driveway spacing of 160 feet is required for new driveway connections. Since the AADT along Berkeley Farms Road is unknown, the more conservative driveway spacing was used.

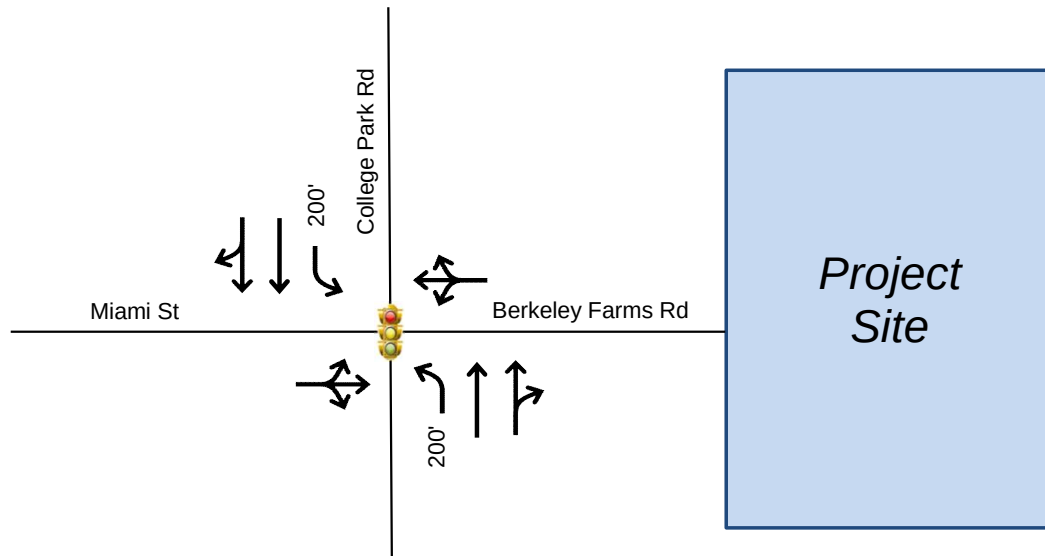
- Site Access #1 is located approximately 450 feet east of the signalized intersection of Berkeley Farms Road at College Park Road. This meets the spacing requirements of SCDOT.
- Site Access #2 is located approximately 560 feet east of Site Access #1 and approximately 225 feet west of Site Access# 3 and meets the spacing requirements of SCDOT.
 - o Please note, there is an emergency vehicle access located approximately 250 feet east of Site Access #1. This access was not analyzed in this traffic impact analysis because it is an emergency vehicle access only.
- Site Access #3 is located approximately 225 feet east of Site Access #2 and meets the spacing requirements of SCDOT.

It should be noted that there are several property driveways located within the dimensions above. Based upon proposed driveway locations, no modifications to the four project driveways are recommended.

Study Intersections

- 1.) College Park Road & Berkeley Farms Road/Miami Street
- 2.) Berkeley Farms Road & Site Access #1
- 3.) Berkeley Farms Road & Site Access #2
- 4.) Berkeley Farms Road & Site Access #3





Legend

- Existing Laneage
- S = XX' Storage Length
- 🚦 Existing Signal

2 Project Traffic

2.1 Trip Generation

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* were used to estimate the trip generation potential for the development. The analysis was performed using the information provided for land use code (LUC) 220 – Multifamily Housing (Low-Rise).

Due to the residential single land use nature of the development, internal capture and pass-by trip reductions are not included in the trip generation analysis.

The estimated trip generation for the Berkeley Farms Residential Development is summarized in **Table 1**, which indicates that the development is anticipated to generate 100 trips (24 in/76 out) during the AM peak hour and 128 trips (81 in/47 out) during the PM peak hour. The trip generation calculations can be found in **Appendix B**.

Table 1 – Trip Generation Summary

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
220 – Multifamily Housing (Low-Rise)	250	DU	1,678	100	24	76	128	81	47
Total Net New External Trips			1,678	100	24	76	128	81	47

2.2 Trip Distribution & Assignment

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

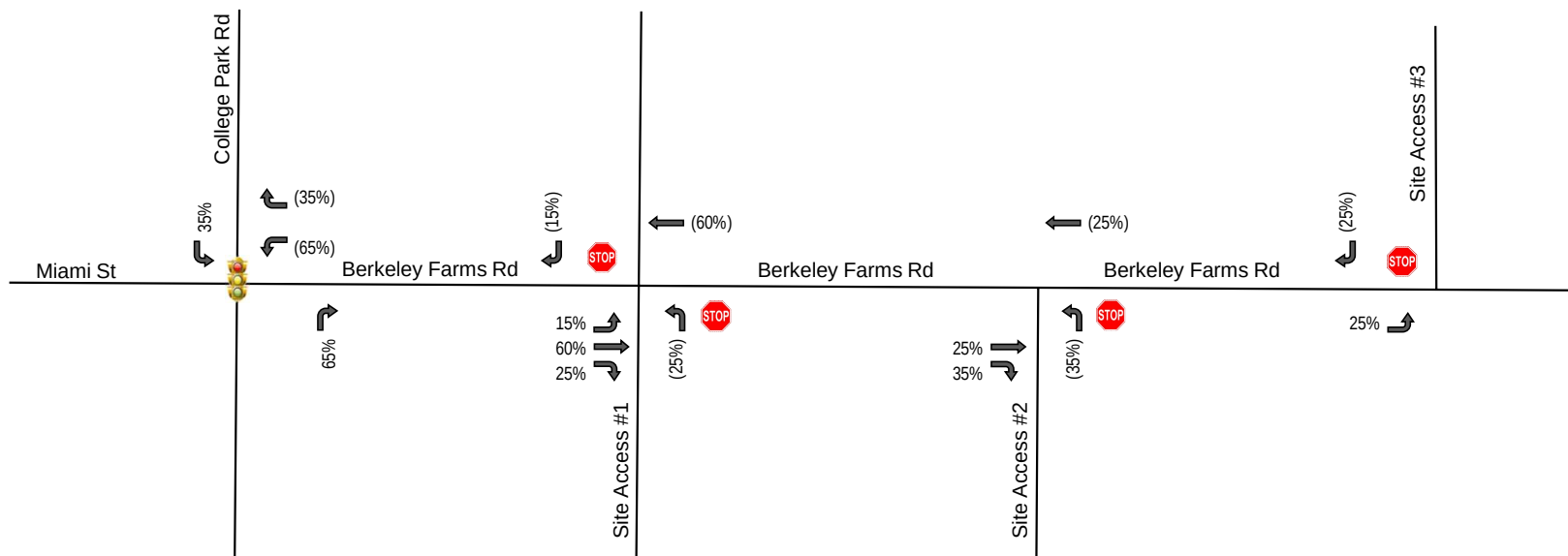
- 65% to/from the South via College Park Road
- 35% to/from the North via College Park Road

The site trip distribution is illustrated in **Figure 3**, and the net new project trips are shown in **Figure 4**.



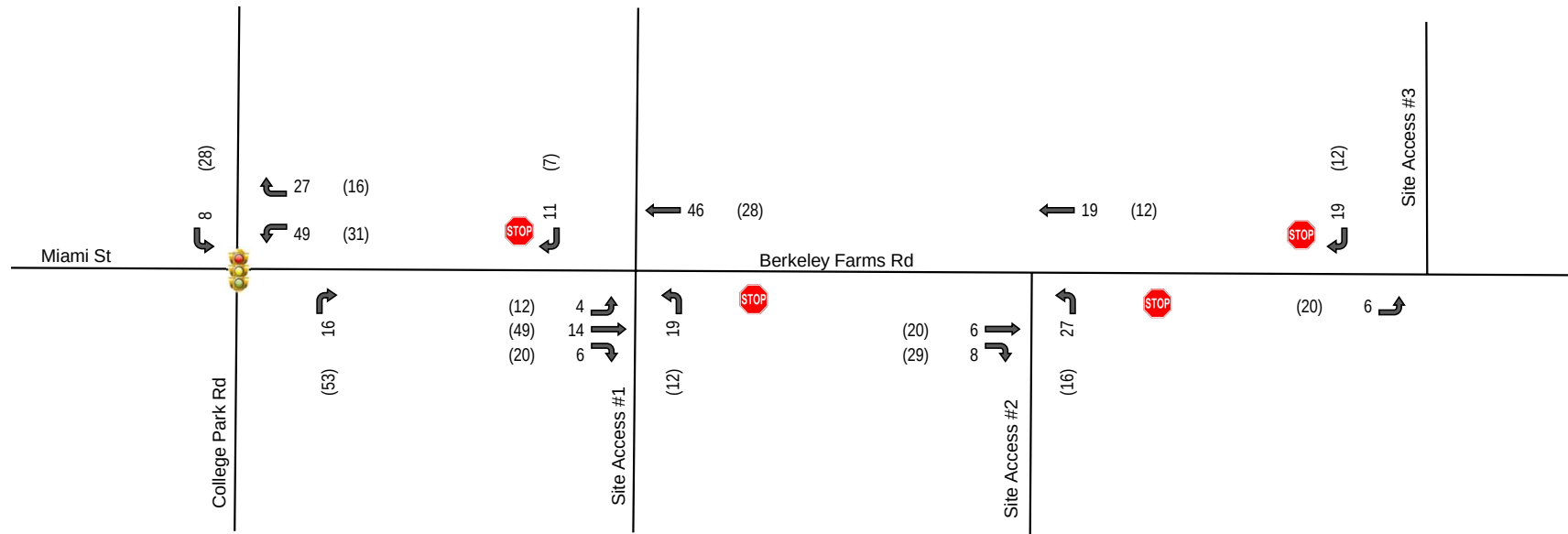
Legend

xx% Inbound Trip Distribution
(xx%) Outbound Trip Distribution



Legend

- xx AM Peak-Hour Project Trips
- (xx) PM Peak-Hour Project Trips



3 Traffic Volume Development

Existing 2024 traffic volumes were utilized in the analysis and future-year traffic volumes were developed for projected 2029 build and 2034 (build +5) traffic conditions. The future-year volumes consisted of the existing traffic volumes adjusted by an annual growth rate and the projected traffic volumes of the Berkeley Farms Residential Development. Worksheets documenting the traffic volume development are provided in **Appendix C**.

3.1 2024 Existing Traffic

Peak-hour intersection turning movement counts were conducted at the Berkeley Farms Road at College Park Road intersection in the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) on Tuesday, May 7, 2024.

Figure 5 illustrates the 2024 Existing Peak Hour Traffic Volumes for the AM and PM peak hours. The raw turning-movement count data is included in **Appendix D**.

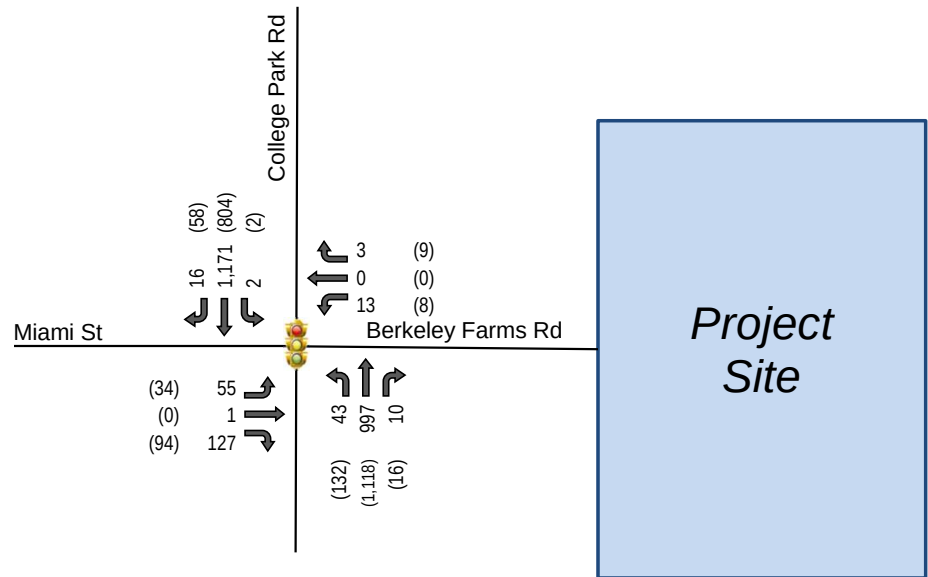
3.2 Future-Year No-Build Traffic Development

The development will be built and operational by 2029. The future-year traffic volumes consist of the 2024 Existing traffic volumes adjusted by a growth rate of 4% for the 2029 and 2034 No-Build conditions. To determine the historical growth rate in the area, traffic count data was obtained from SCDOT and includes count stations along College Park Road. Historic growth rate calculations are provided in **Appendix E**. No approved, committed developments were identified within the study area.

Figure 6 illustrates the 2029 No-Build traffic volumes for the AM and PM peak hours. **Figure 7** illustrates the 2034 No-Build traffic volumes for the AM and PM peak hours.

3.3 Future-Year Build Traffic Development

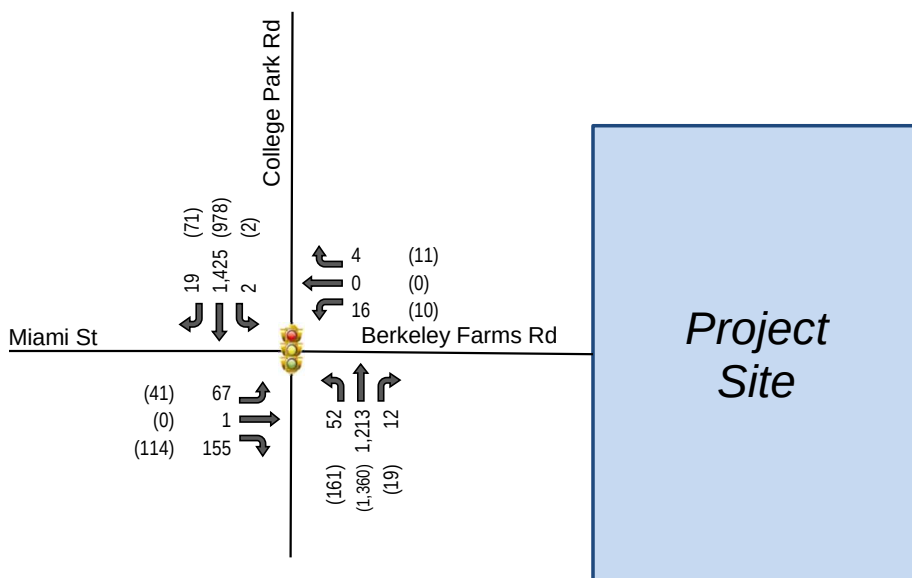
The Berkeley Farms project traffic volumes were added to the no-build traffic volumes to develop build traffic volumes for the horizon year. **Figure 8** illustrates the 2029 Build traffic volumes for the AM and PM peak hours. **Figure 9** illustrates the 2034 Build traffic volumes for the AM and PM peak hours.



Legend

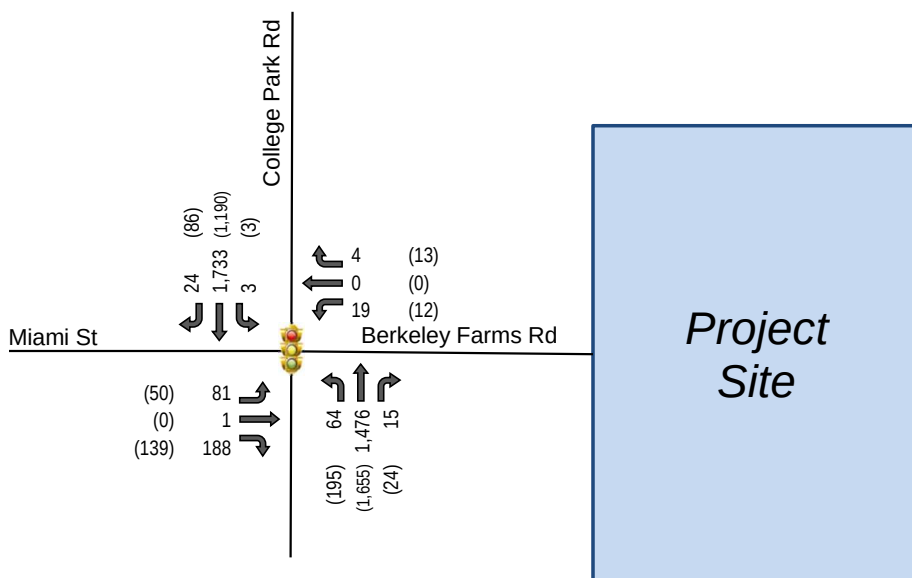
xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes



Legend

- xx AM Peak Hour Traffic Volumes
- (xx) PM Peak Hour Traffic Volumes



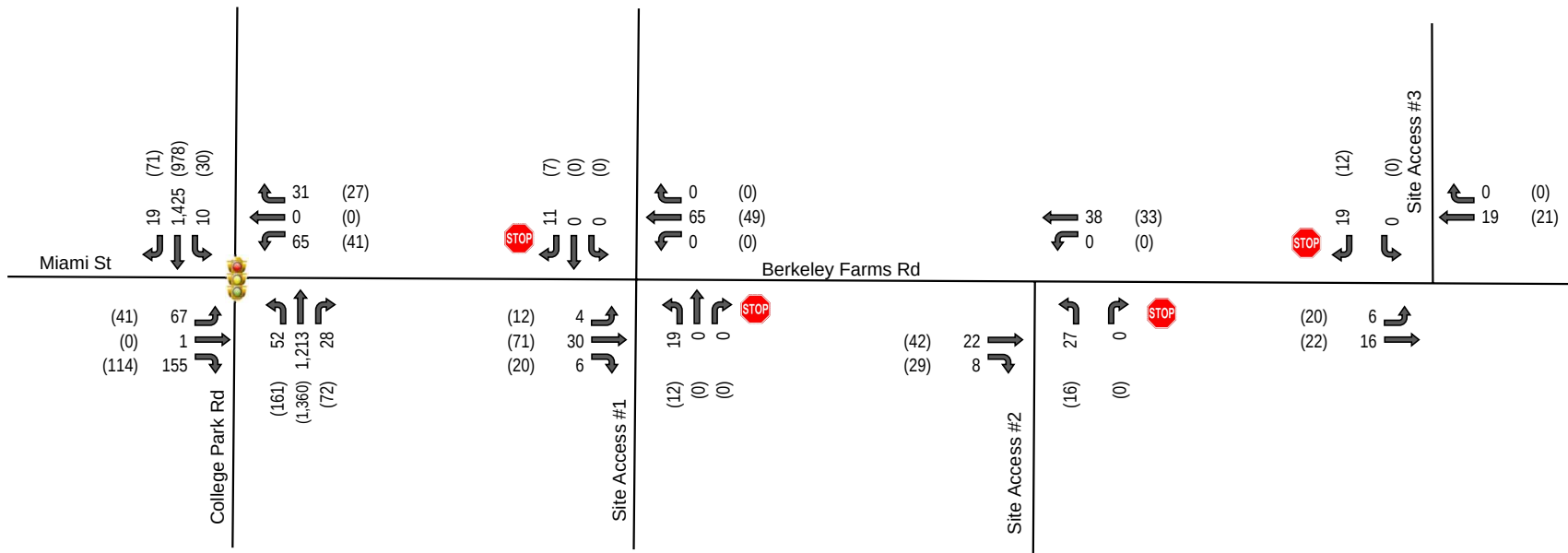
Legend

- xx AM Peak Hour Traffic Volumes
- (xx) PM Peak Hour Traffic Volumes



Legend

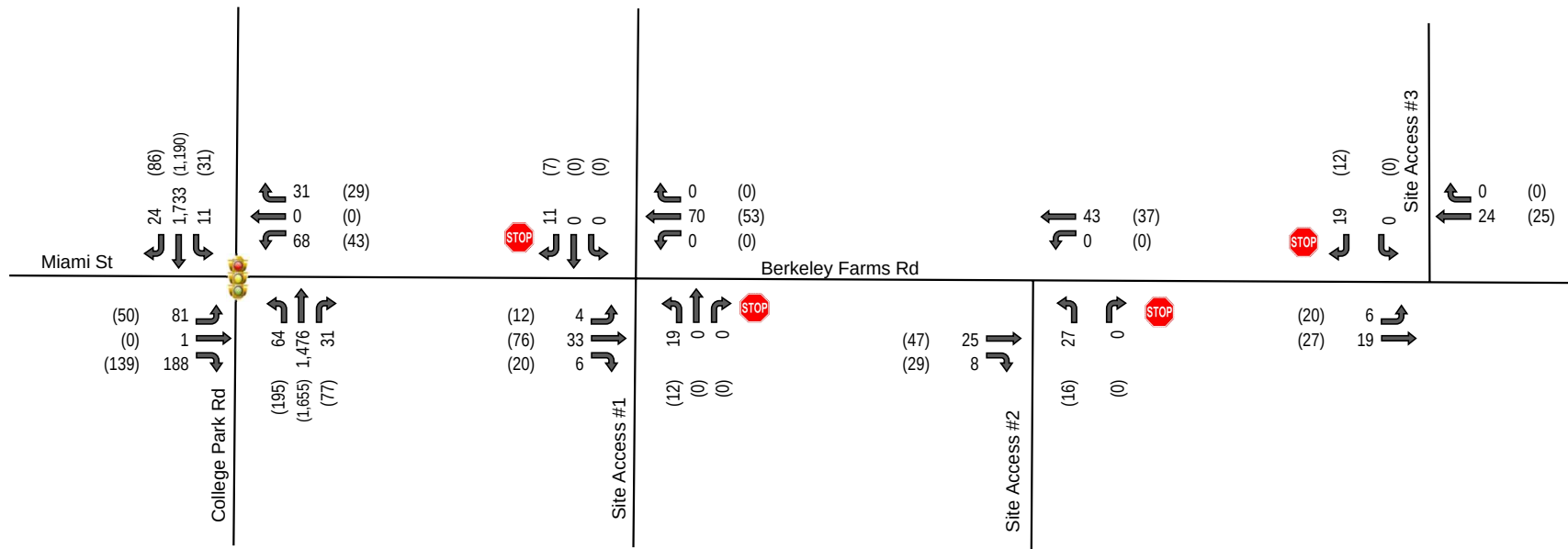
xx AM Peak-Hour Traffic Volumes
(xx) PM Peak-Hour Traffic Volumes





Legend

xx AM Peak-Hour Traffic Volumes
(xx) PM Peak-Hour Traffic Volumes



4 Capacity Analysis

Capacity/Level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM)*, 6th Edition, methodologies of the *Synchro*, Version 12, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2024 Existing conditions, 2029 No-Build conditions, 2034 No-Build conditions, 2029 Build and 2034 build conditions analysis scenarios. Auxiliary turn-lane warrant evaluations were conducted in accordance with guidelines identified in the *SCDOT Access and Roadside Management Standards Manual*, *SCDOT's Roadway Design Manual*, and Chapter 59 of *Berkeley County's Code of Ordinances – Land Development and Subdivision Regulations*.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, gridlocked conditions with high vehicular delays, and are generally considered undesirable. **Table 2** lists the LOS control delay thresholds published in the *HCM* for signalized and unsignalized intersections.

Table 2 – HCM Level of Service Criteria

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

As part of the intersection analysis, SCDOT's default Synchro parameters were utilized. Existing peak-hour factors (PHF) were utilized for the existing scenarios and the PHFs for the future-year scenarios were adjusted to a minimum of 0.90 and maximum of 0.95. Existing heavy vehicle percentages were utilized for all scenarios, with a minimum of 2% considered.

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

The following sections outline the results of the capacity and turn lane analysis for the study intersections. Chapter 59 of Berkeley County's *Land Development and Subdivision Regulations* states that following the opening of the development, the LOS shall not decline beyond LOS E for all unsignalized intersections and approaches. The following sections outline the results of the capacity analysis for each of the study intersections. The capacity analysis worksheets are included in **Appendix F**.

4.1 Berkeley Farms Road at College Park Road

The capacity analysis results for the signalized intersection of Berkeley Farms Road at College Park Road is summarized in **Table 3**.

Table 3 – Berkeley Farms Road at College Park Road Analysis Results

Condition	Measure	Miami Street			Berkeley Farms Road			College Park Road			College Park Road			Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
AM Peak Hour														
2024 Existing	LOS (Delay)	C (23.5)			B (19.2)			A (7.3)			A (8.2)			A (9.0)
	Synchro 95th Q	108'			1'			31'	168'		3'	216'		
2029 No-Build	LOS (Delay)	C (25.6)			B (19.4)			A (9.8)			B (12.2)			B (12.2)
	Synchro 95th Q	#173'			4'			#50'	228'		3'	305'		
2034 No-Build	LOS (Delay)	C (28.9)			B (18.8)			B (16.3)			C (30.8)			C (24.4)
	Synchro 95th Q	#236'			6'			#76'	325'		4'	#524'		
2029 Build	LOS (Delay)	C (25.2)			C (21.1)			A (9.8)			B (12.0)			B (12.3)
	Synchro 95th Q	#177'			50'			#49'	233'		8'	305'		
2034 Build	LOS (Delay)	C (28.0)			C (20.7)			B (16.4)			C (29.6)			C (23.7)
	Synchro 95th Q	#241'			54'			#76'	332'		9'	#524'		
PM Peak Hour														
2024 Existing	LOS (Delay)	C (24.4)			C (21.6)			A (6.2)			A (5.2)			A (7.0)
	Synchro 95th Q	52'			1'			52'	141'		2'	94'		
2029 No-Build	LOS (Delay)	C (27.9)			C (22.8)			A (7.7)			A (5.6)			A (8.1)
	Synchro 95th Q	62'			5'			#125'	192'		2'	123'		
2034 No-Build	LOS (Delay)	C (33.3)			C (23.0)			B (11.8)			A (6.8)			B (11.2)
	Synchro 95th Q	#132'			8'			#123'	280'		3'	167'		
2029 Build	LOS (Delay)	C (27.6)			C (23.7)			A (8.2)			A (5.9)			A (8.7)
	Synchro 95th Q	63'			34'			#125'	204'		17'	123'		
2034 Build	LOS (Delay)	C (32.5)			C (24.1)			B (12.6)			A (7.0)			B (11.8)
	Synchro 95th Q	#133'			38'			#123'	299'		22'	167'		

Note:

1. Delay represented in sec/veh
2. -95th Percentile Volume Exceeds Capacity, Queue May Be Longer

Based on the results presented in **Table 3**, the overall intersection currently operates at LOS A during the AM and PM peak hours under Existing Conditions.

For 2029 No-Build and Build conditions, the results of the analysis indicate that the overall intersection is anticipated to operate at LOS B and LOS A conditions in the AM and PM peak hours, respectively.

For 2035 No-Build and Build conditions, the results of the analysis indicate that the overall intersection is anticipated to operate at LOS C and LOS B conditions in the AM and PM peak hours, respectively.

No capacity improvements are recommended at this intersection.

4.2 Berkeley Farms Road at Site Access #1

The capacity analysis results for the unsignalized intersection of Berkeley Farms Road at Site Access #1 is summarized in **Table 4**.

Table 4 – Berkeley Farms Road at Site Access #1 Analysis Results

Condition	Measure	Berkeley Farms Road			Berkeley Farms Road			Site Access #1			Site Access #1		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2029 Build	LOS (Delay)	A (7.4)*			A (0.0)*			A (9.4)			A (8.7)		
	Synchro 95th Q	0'			0'			3'			0'		
2035 Build	LOS (Delay)	A (7.4)*			A (0.0)*			A (9.5)			A (8.7)		
	Synchro 95th Q	0'			0'			3'			0'		
PM Peak Hour													
2029 Build	LOS (Delay)	A (7.3)*			A (0.0)*			A (9.7)			A (8.6)		
	Synchro 95th Q	0'			0'			0'			0'		
2035 Build	LOS (Delay)	A (7.3)*			A (0.0)*			A (9.7)			A (8.6)		
	Synchro 95th Q	0'			0'			3'			0'		

Note:

1. Delay represented in sec/veh.

2. * LOS and Delay reported for major street left-turn movement

Based on the capacity analysis results presented in **Table 4**, the approaches at the intersection are anticipated to operate at LOS A with minimal queuing. A turn lane warrant analysis was conducted along Berkeley Farms Road to determine if a left-turn lane or a right-turn lane should be considered for project traffic entering the site. Based on this analysis, it was determined that an eastbound left-turn lane or right-turn lanes are not warranted and are therefore not recommended. Turn lane warrant analysis worksheets are included in **Appendix G**.

Based on the capacity analysis results presented in **Table 4**, Site Access #1 should be constructed as a full-access driveway with one ingress lane and one egress lane for both the northbound and southbound approaches. Site Access #1 should be placed under minor street stop control.

4.3 Berkeley Farms Road at Site Access #2

The capacity analysis results for the unsignalized intersection of Berkeley Farms Road at Site Access #2 is summarized in **Table 5**.

Table 5 – Berkeley Farms Road at Site Access #2 Analysis Results

Condition	Measure	Berkeley Farms Road			Berkeley Farms Road			Site Access #2		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
AM Peak Hour										
2029 Build	LOS (Delay)	A (0.0)			A (0.0)*			A (9.0)		
	Synchro 95th Q	0'			0'			3'		
2035 Build	LOS (Delay)	A (0.0)			A (0.0)*			A (9.0)		
	Synchro 95th Q	0'			0'			3'		
PM Peak Hour										
2029 Build	LOS (Delay)	A (0.0)			A (0.0)*			A (9.1)		
	Synchro 95th Q	0'			0'			3'		
2035 Build	LOS (Delay)	A (0.0)			A (0.0)*			A (9.1)		
	Synchro 95th Q	0'			0'			3'		

Note:

1. Delay represented in sec/veh.

2. * LOS and Delay reported for major street left-turn movement

Based on the capacity analysis results presented in **Table 5**, the approaches at the intersection are anticipated to operate at LOS A with minimal queuing. A turn lane warrant analysis was conducted along the eastbound approach of Berkeley Farms Road to determine if a right-turn lane should be considered for project traffic entering the site. Based on this analysis, it was determined that an eastbound right-turn lane is not warranted and is therefore not recommended. Turn lane warrant analysis worksheets are included in **Appendix G**.

Based on the capacity analysis results presented in **Table 5**, Site Access #2 should be constructed as a full-access driveway with one ingress lane and one egress lane. Site Access #2 should be placed under minor street stop control.

4.4 Berkeley Farms Road at Site Access #3

The capacity analysis results for the unsignalized intersection of Berkeley Farms Road at Site Access #3 is summarized in **Table 6**.

Table 6 – Berkeley Farms Road at Site Access #3 Analysis Results

Condition	Measure	Berkeley Farms Road			Berkeley Farms Road			Site Access #3		
		EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR
AM Peak Hour										
2029 Build	LOS (Delay)	A (7.3)*			A (0.0)			A (8.5)		
	Synchro 95th Q	0'			0'			3'		
2035 Build	LOS (Delay)	A (7.3)*			A (0.0)			A (8.5)		
	Synchro 95th Q	0'			0'			3'		
PM Peak Hour										
2029 Build	LOS (Delay)	A (7.3)*			A (0.0)			A (8.5)		
	Synchro 95th Q	0'			0'			0'		
2035 Build	LOS (Delay)	A (7.3)*			A (0.0)			A (8.5)		
	Synchro 95th Q	0'			0'			0'		

Note:

1. Delay represented in sec/veh.

* LOS and Delay reported for major street left-turn movement

Based on the capacity analysis results presented in **Table 6**, the approaches at the intersection are anticipated to operate at LOS A with minimal queuing. A turn lane warrant analysis was conducted along the eastbound approach of Berkeley Farms Road to determine if a left-turn lane should be considered for project traffic entering the site. Based on this analysis, it was determined that an eastbound left-turn lane is not warranted and is therefore not recommended. Turn lane warrant analysis worksheets are included in **Appendix G**.

Based on the capacity analysis results presented in **Table 6**, Site Access #3 should be constructed as a full-access driveway with one ingress lane and one egress lane. Site Access #3 should be placed under minor street stop control.

5 Turn Lane Analysis

Auxiliary turn-lane warrant evaluations were conducted in accordance with guidelines identified in the SCDOT *Access and Roadside Management Standards Manual*, SCDOT's *Roadway Design Manual*, and Chapter 59 of *Berkeley County's Code of Ordinances – Land Development and Subdivision Regulations*.

5.1 Berkeley Farms Road at Site Access #1

The need for an exclusive right-turn lane or an exclusive left-turn lane at Site Access #1 along Berkeley Farms Road is not warranted or recommended. Turn lane warrant analysis worksheets are provided in **Appendix G** for reference.

5.2 Berkeley Farms Road at Site Access #2

The need for an exclusive right-turn lane at Site Access #2 along Berkeley Farms Road is not warranted or recommended. Turn lane warrant analysis worksheets are provided in **Appendix G** for reference.

5.3 Berkeley Farms Road at Site Access #3

The need for an exclusive left-turn lane at Site Access #3 along Berkeley Farms Road is not warranted or recommended. Turn lane warrant analysis worksheets are provided in **Appendix G** for reference.

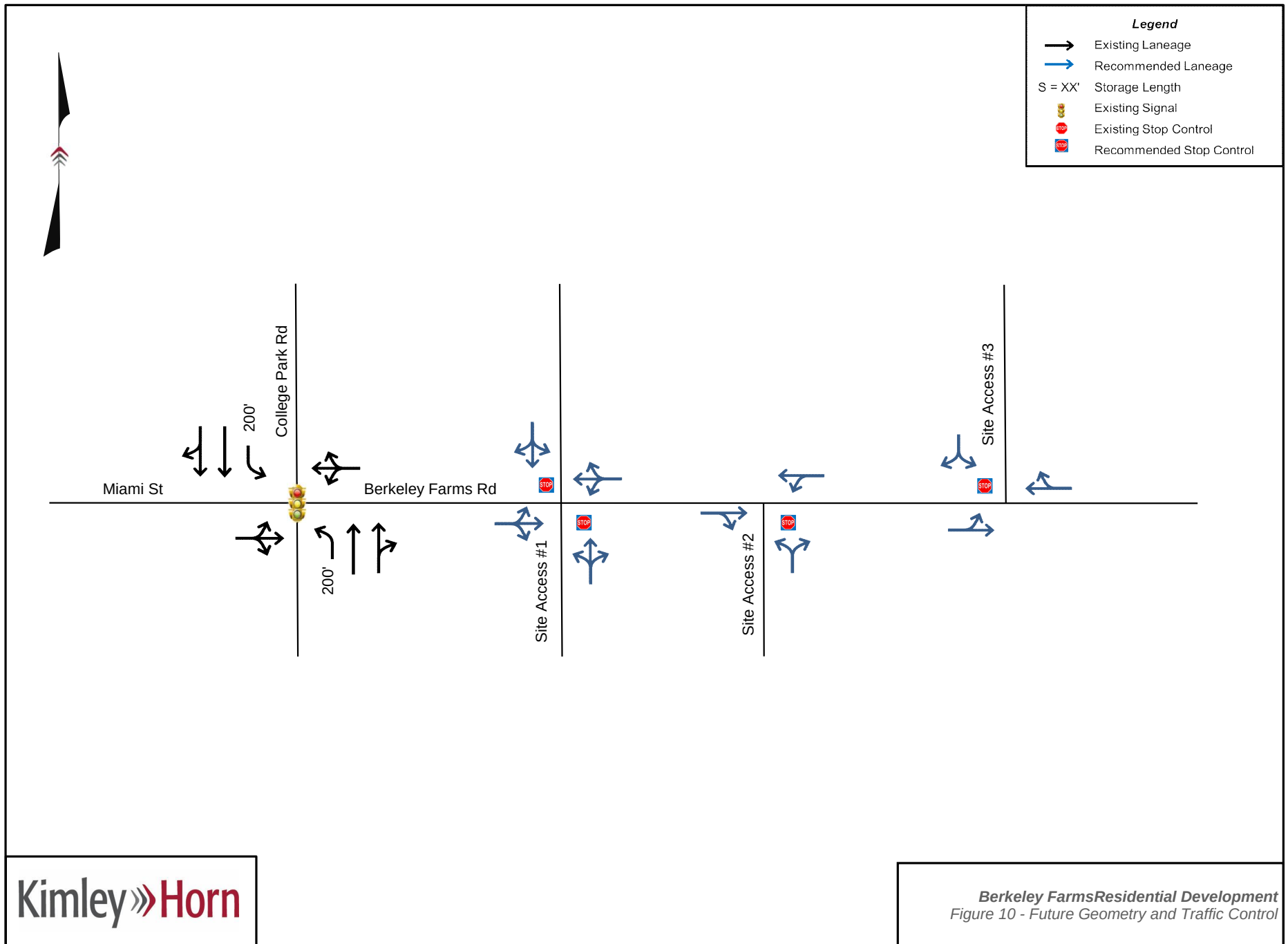
6 Conclusion

The proposed development is located on the east side of College Park Road at Berkeley Farms Road and is proposed to consist of 250 townhome units. Based on the conceptual site plan provided in **Appendix A**, the project site will access the roadway network through three points along Berkeley Farms Road.

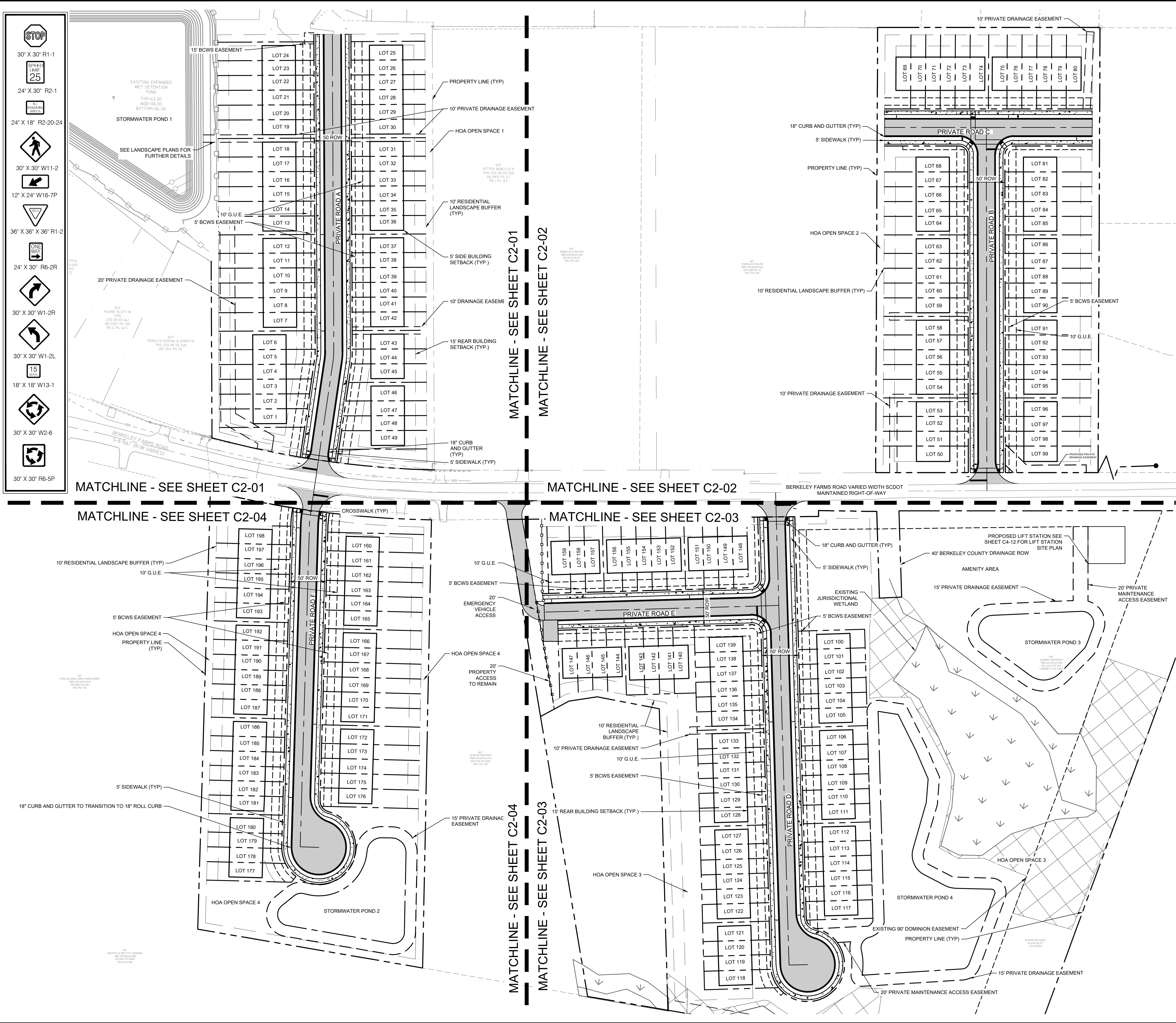
It was assumed that the development will be built and fully occupied by 2029. This study summarizes the results of the traffic analyses at the following four study intersections for the 2029 and 2034 horizon years:

1. Berkeley Farms Road at College Park Road
2. Berkeley Farms Road at Site Access #1
3. Berkeley Farms Road at Site Access #2
4. Berkeley Farms Road at Site Access #3

Based on the results of the traffic analyses, the study intersections are forecast to operate acceptably. No turn lanes are warranted along Berkeley Farms Road, and no mitigation is proposed with the development of the project. The proposed lane channelization with the addition of the proposed project is illustrated in **Figure 10**.



Appendix A – Conceptual Site Plan



DEVELOPMENT SUMMARY:

SITE SUMMARY:

CURRENT ZONING:
PROPOSED ZONING:

PD (PLANNED DEVELOPMENT)
PD (PLANNED DEVELOPMENT)

SITE AREA:
ROW DEDICATION:

36.25 ACRES
2.98 ACRES

IMPERVIOUS AREA:
PERVIOUS AREA:

8.58 ACRES (23.7%)
27.67 ACRES (76.3%)

OPEN SPACE:
GREEN SPACE:

10.14 ACRES (XX.X%)
X.XX ACRES (XX.X%)

TOTAL DISTURBED AREA:

23.00 ACRES

BUILDING SETBACK:
FRONT:
SIDE:
REAR:

25 FT
5 FT (15 FT CORNER LOTS)
15 FT

LANDSCAPE SETBACK:

10 FT

PROPOSED LAND USES & DENSITIES:

SINGLE FAMILY RESIDENTIAL
198 UNITS

SITE NOTES:

1. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY MCKIM & CREED, DATED 06/12/2024.

2. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.

3. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.

4. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, SCDOT, AND SOUTH CAROLINA STATE CODE.

5. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

6. LINE AND CURVE INFORMATION SHOWN ON SHEET PP-06 AND PP-07

7. ACCESSORY STRUCTURES ARE PERMITTED IN THE REAR AND SIDE YARDS ONLY WITHIN 5' SETBACKS FROM THE SIDE AND REAR PROPERTY LINES OR INGRESS/EGRESS EASEMENTS, WHICHEVER IS GREATER. IF THE ACCESSORY STRUCTURE IS PLACED IN THAT PORTION OF THE YARD THAT FRONTS A SECOND STREET FRONTAGE OF THE PROPERTY, THE SETBACK FROM THE SECOND STREET FRONTAGE PROPERTY LINE FOR THE ACCESSORY STRUCTURE IS THE REQUIRED SECOND STREET FRONTAGE SETBACK FOR THE PRIMARY STRUCTURE.

8. DRIVEWAY LOCATIONS ARE SHOWN FOR REVIEW PURPOSES ONLY AND ARE NOT THE FINAL DESIGN LOCATIONS

SITE PLAN LEGEND:

PROPERTY LINE

LOT LINE

BUILDABLE AREA

10' LANDSCAPE BUFFER

PROPOSED ROAD CENTERLINE

HEAVY DUTY ASPHALT PAVEMENT

STANDARD DUTY CONCRETE SIDEWALK

HEAVY DUTY CONCRETE

GRAVEL

SIGNS

TYPICAL TYPE 1 TOWNHOME DIMENSION DETAIL

NTS

90' 25' 20' 20' 15' 20' 5' 15' 50'

NORTH

0 30 60 120

GRAPHIC SCALE IN FEET

CLIENT:

PROJECT:

TITLE:

DATE:

PROJECT NO.:

SHEET NUMBER:

AS SHOWN

DRAWN BY:

DESIGNED BY:

CHECKED BY:

RCB DEVELOPMENT

695 MEETING STREET

CHARLESTON, SC 29403

PHONE: (804) 338-2404

BERKELEY FARMS ROAD TOWNHOMES

SITE PLAN - OVERALL

03/13/2025

014965001

C2-00

NO.

REVISIONS

DATE

BY

1

2

3

4

5

6

7

8

9

10

Kimley»Horn

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WWW.KIMLEY-HORN.COM

SOUTH CAROLINA

KIMLEY-HORN AND ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER

NO. 000166

EXPIRATION DATE 12/31/2025

STATE OF SOUTH CAROLINA

REGISTERED PROFESSIONAL ENGINEER

NO. 000166

EXPIRATION DATE 12/31/2025

SCALE:

AS SHOWN

PROJECT:

BERKELEY FARMS ROAD TOWNHOMES

TITLE:

SITE PLAN - OVERALL

DATE:

03/13/2025

PROJECT NO.:

014965001

SHEET NUMBER:

C2-00

72

Appendix B – Trip Generation Calculations

Berkeley Farms TIA Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Residential Land Uses			1,678	100	24	76	128	81	47
220 - Multifamily Housing (Low-Rise)	250	DU	1,678	100	24	76	128	81	47
Subtotal			1,678	100	24	76	128	81	47
Total Net New External Trips			1,678	100	24	76	128	81	47
Note: Trip generation was calculated using the following data:									
<u>Daily Traffic Generation</u>									
Residential Land Uses									
220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 6.41 * (X) + (75.31); (50 % In; 50 % Out)				
<u>AM Peak-Hour Traffic Generation</u>									
Residential Land Uses									
220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 0.31 * (X) + (22.85); (24 % In; 76 % Out)				
<u>PM Peak-Hour Traffic Generation</u>									
Residential Land Uses									
220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 0.43 * (X) + (20.55); (63 % In; 37 % Out)				

Appendix C – Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: College Park Road at Berkeley Farms Road/Miami Street
COUNT DATE: May 7, 2024
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2024 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	55	1	127	0	13	0	3	0	43	997	10	1	2	1,171	16	
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	
AM 2024 EXISTING TRAFFIC					0	55	1	127	0	13	0	3	0	43	997	10	0	2	1,171	16	
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
AM 2029 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2029 NO-BUILD TRAFFIC GROWTH					0	12	0	28	0	3	0	1	0	9	216	2	0	0	254	3	
AM 2034 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2034 NO-BUILD TRAFFIC GROWTH					0	26	0	61	0	6	0	1	0	21	479	5	0	1	562	8	
AM 2029 NO-BUILD TRAFFIC					0	67	1	155	0	16	0	4	0	52	1,213	12	0	2	1,425	19	
AM 2034 NO-BUILD TRAFFIC					0	81	1	188	0	19	0	4	0	64	1,476	15	0	3	1,733	24	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Net New		Entering														65%			35%		
Distribution		Exiting								65%		35%									
"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	49	0	27	0	0	0	16	0	8	0	0	
AM TOTAL PROJECT TRIPS					0	0	0	0	0	49	0	27	0	0	0	16	0	8	0	0	
AM 2029 BUILD-OUT TRAFFIC					0	67	1	155	0	65	0	31	0	52	1,213	28	0	10	1,425	19	
AM 2034 BUILD-OUT TRAFFIC					0	81	1	188	0	68	0	31	0	64	1,476	31	0	11	1,733	24	

PM Peak Hour

PM 2024 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		1	34	0	94	0	8	0	9	0	132	1,118	16	0	2	804	58
PM Volume Balancing		-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC		0	34	0	94	0	8	0	9	0	132	1,118	16	0	2	804	58
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2029 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2029 NO-BUILD TRAFFIC GROWTH		0	7	0	20	0	2	0	2	0	29	242	3	0	0	174	13
PM 2034 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2034 NO-BUILD TRAFFIC GROWTH		0	16	0	45	0	4	0	4	0	63	537	8	0	1	386	28
PM 2029 NO-BUILD TRAFFIC		0	41	0	114	0	10	0	11	0	161	1,360	19	0	2	978	71
PM 2034 NO-BUILD TRAFFIC		0	50	0	139	0	12	0	13	0	195	1,655	24	0	3	1,190	86
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												65%			35%	
	Exiting						65%		35%								
"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	31	0	16	0	0	0	53	0	28	0	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	31	0	16	0	0	0	53	0	28	0	0
PM 2029 BUILD-OUT TRAFFIC		0	41	0	114	0	41	0	27	0	161	1,360	72	0	30	978	71
PM 2034 BUILD-OUT TRAFFIC		0	50	0	139	0	43	0	29	0	195	1,655	77	0	31	1,190	86

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Berkeley Farms Road at Site Access #1
COUNT DATE: May 7, 2024
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2024 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	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC					0	0	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2029 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2029 NO-BUILD TRAFFIC GROWTH					0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2034 NO-BUILD TRAFFIC GROWTH					0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0
AM 2029 NO-BUILD TRAFFIC					0	0	16	0	0	0	19	0	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC					0	0	19	0	0	0	24	0	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Net New Distribution		Entering				15%	60%	25%													
		Exiting								60%				25%						15%	
"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	4	14	6	0	0	46	0	0	19	0	0	0	0	0	11	
AM TOTAL PROJECT TRIPS					0	4	14	6	0	0	46	0	0	19	0	0	0	0	0	11	
AM 2029 BUILD-OUT TRAFFIC					0	4	30	6	0	0	65	0	0	19	0	0	0	0	0	11	
AM 2034 BUILD-OUT TRAFFIC					0	4	33	6	0	0	70	0	0	19	0	0	0	0	0	11	

PM Peak Hour

PM 2024 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	18	0	0	0	17	0	0	0	0	0	0	0	0	0	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2024 EXISTING TRAFFIC	0	0	18	0	0	0	17	0	0	0	0	0	0	0	0	0	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
PM 2029 NO-BUILD TRAFFIC GROWTH	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	
PM 2034 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
PM 2034 NO-BUILD TRAFFIC GROWTH	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0	
PM 2029 NO-BUILD TRAFFIC	0	0	22	0	0	0	21	0	0	0	0	0	0	0	0	0	
PM 2034 NO-BUILD TRAFFIC	0	0	27	0	0	0	25	0	0	0	0	0	0	0	0	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		15%	60%	25%												
	Exiting						60%				25%					15%	
"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	12	49	20	0	0	28	0	0	12	0	0	0	0	0	7
PM TOTAL PROJECT TRIPS		0	12	49	20	0	0	28	0	0	12	0	0	0	0	0	7
PM 2029 BUILD-OUT TRAFFIC		0	12	71	20	0	0	49	0	0	12	0	0	0	0	0	7
PM 2034 BUILD-OUT TRAFFIC		0	12	76	20	0	0	53	0	0	12	0	0	0	0	0	7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION:	Berkeley Farms Road at Site Access #2		
COUNT DATE:	May 7, 2024		
AM PEAK HOUR FACTOR:	0.88	AM FUTURE PEAK HOUR FACTOR:	0.90
PM PEAK HOUR FACTOR:	0.96	PM FUTURE PEAK HOUR FACTOR:	0.95

AM Peak Hour

AM 2024 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	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC					0	0	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2029 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2029 NO-BUILD TRAFFIC GROWTH					0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2034 NO-BUILD TRAFFIC GROWTH					0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0
AM 2029 NO-BUILD TRAFFIC					0	0	16	0	0	0	19	0	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC					0	0	19	0	0	0	24	0	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Net New Distribution		Entering					25%	35%													
		Exiting								25%			35%								
"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	6	8	0	0	19	0	0	27	0	0	0	0	0	0	
AM TOTAL PROJECT TRIPS					0	0	6	8	0	0	19	0	0	27	0	0	0	0	0	0	
AM 2029 BUILD-OUT TRAFFIC					0	0	22	8	0	0	38	0	0	27	0	0	0	0	0	0	
AM 2034 BUILD-OUT TRAFFIC					0	0	25	8	0	0	43	0	0	27	0	0	0	0	0	0	

PM Peak Hour

PM 2024 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	18	0	0	0	17	0	0	0	0	0	0	0	0	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC		0	0	18	0	0	0	17	0	0	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2029 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2029 NO-BUILD TRAFFIC GROWTH		0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
PM 2034 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2034 NO-BUILD TRAFFIC GROWTH		0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0
PM 2029 NO-BUILD TRAFFIC		0	0	22	0	0	0	21	0	0	0	0	0	0	0	0	0
PM 2034 NO-BUILD TRAFFIC		0	0	27	0	0	0	25	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering			25%	35%												
	Exiting							25%			35%						
"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	20	29	0	0	12	0	0	16	0	0	0	0	0	0
PM TOTAL PROJECT TRIPS		0	0	20	29	0	0	12	0	0	16	0	0	0	0	0	0
PM 2029 BUILD-OUT TRAFFIC		0	0	42	29	0	0	33	0	0	16	0	0	0	0	0	0
PM 2034 BUILD-OUT TRAFFIC		0	0	47	29	0	0	37	0	0	16	0	0	0	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Berkeley Farms Road at Site Access #3
COUNT DATE: May 7, 2024
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2024 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	13	0	0	0	16	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC	0	0	13	0	0	0	16	0	0	0	0	0	0	0	0	0
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2029 NO-BUILD TRAFFIC GROWTH	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2034 NO-BUILD TRAFFIC GROWTH	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
AM 2029 NO-BUILD TRAFFIC	0	0	16	0	0	0	19	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC	0	0	19	0	0	0	24	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Net New Distribution	Entering		25%													
	Exiting															25%
"AM PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Project Trip	Net New	0	6	0	0	0	0	0	0	0	0	0	0	0	0	19
AM TOTAL PROJECT TRIPS		0	6	0	0	0	0	0	0	0	0	0	0	0	0	19
AM 2029 BUILD-OUT TRAFFIC		0	6	16	0	0	0	19	0	0	0	0	0	0	0	19
AM 2034 BUILD-OUT TRAFFIC		0	6	19	0	0	0	24	0	0	0	0	0	0	0	19

PM Peak Hour

PM 2024 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	18	0	0	0	17	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC	0	0	18	0	0	0	17	0	0	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2029 NO-BUILD TRAFFIC GROWTH	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
PM 2034 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2034 NO-BUILD TRAFFIC GROWTH	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0
PM 2029 NO-BUILD TRAFFIC	0	0	22	0	0	0	21	0	0	0	0	0	0	0	0	0
PM 2034 NO-BUILD TRAFFIC	0	0	27	0	0	0	25	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Net New Distribution	Entering		25%													
	Exiting															25%
"PM PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Project Trip	Net New	0	20	0	0	0	0	0	0	0	0	0	0	0	0	12
PM TOTAL PROJECT TRIPS		0	20	0	0	0	0	0	0	0	0	0	0	0	0	12
PM 2029 BUILD-OUT TRAFFIC		0	20	22	0	0	0	21	0	0	0	0	0	0	0	12
PM 2034 BUILD-OUT TRAFFIC		0	20	27	0	0	0	25	0	0	0	0	0	0	0	12

Appendix D – Turning Movement Count Data



(303) 216-2439
www.alltrafficdata.net

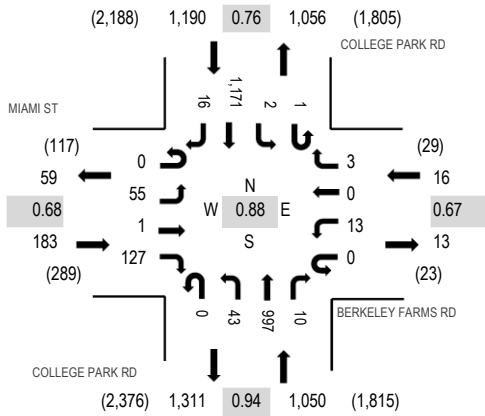
Location: 1 COLLEGE PARK RD & BERKELEY FARMS RD AM

Date: Tuesday, May 7, 2024

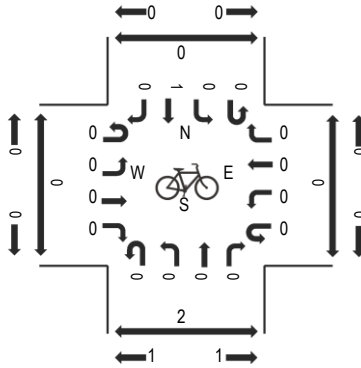
Peak Hour: 07:00 AM - 08:00 AM

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

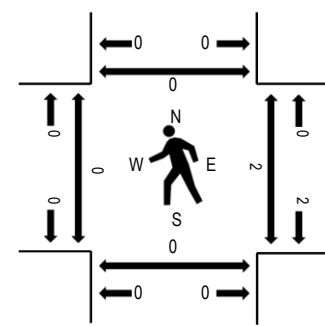
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MIAMI ST Eastbound				BERKELEY FARMS RD Westbound				COLLEGE PARK RD Northbound				COLLEGE PARK 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	15	0	52	0	4	0	2	0	8	219	1	0	1	387	3	692	2,439	0	0	0	0
7:15 AM	0	12	1	20	0	2	0	0	0	15	262	3	0	0	285	5	605	2,219	0	0	0	0
7:30 AM	0	14	0	27	0	2	0	1	0	9	251	2	1	0	243	4	554	2,082	0	0	0	0
7:45 AM	0	14	0	28	0	5	0	0	0	11	265	4	0	1	256	4	588	1,999	0	2	0	0
8:00 AM	0	11	0	20	0	4	0	2	0	15	196	2	0	1	214	7	472	1,882	0	0	0	0
8:15 AM	1	6	0	15	0	0	0	0	0	9	189	2	0	1	243	2	468		0	1	0	0
8:30 AM	0	4	0	22	0	1	0	0	0	9	157	1	0	0	271	6	471		0	0	0	0
8:45 AM	0	6	0	21	0	6	0	0	0	4	178	3	0	0	248	5	471		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	3	0	6
Lights	0	54	1	125	0	13	0	3	0	43	952	10	1	2	1,144	15	2,363
Mediums	0	1	0	2	0	0	0	0	0	0	42	0	0	0	24	1	70
Total	0	55	1	127	0	13	0	3	0	43	997	10	1	2	1,171	16	2,439

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%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.2%
Peak Hour Factor	0.68				0.67				0.94				0.76				0.88
Peak Hour Factor	0.25	0.92	0.25	0.61	0.00	0.65	0.00	0.38	0.00	0.83	0.94	0.69	0.25	0.75	0.76	0.71	0.88



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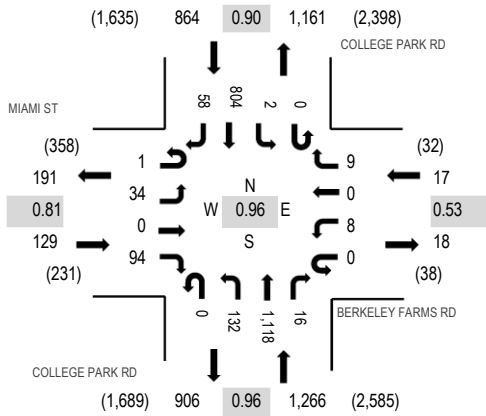
Location: 1 COLLEGE PARK RD & BERKELEY FARMS RD PM

Date: Tuesday, May 7, 2024

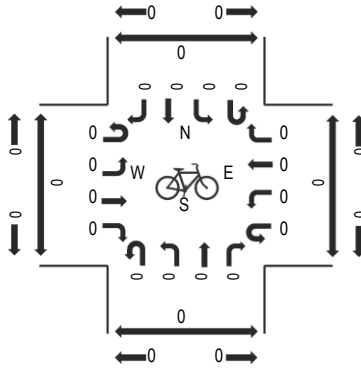
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

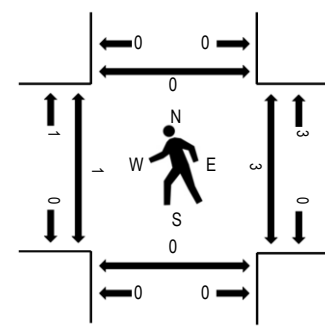
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MIAMI ST Eastbound				BERKELEY FARMS RD Westbound				COLLEGE PARK RD Northbound				COLLEGE PARK 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	5	0	12	0	2	0	2	0	26	279	3	0	1	192	15	537	2,220	0	0	2	0
4:15 PM	1	7	0	21	0	3	0	4	0	28	318	2	0	3	166	12	565	2,256	0	0	0	0
4:30 PM	0	9	1	13	0	0	0	1	0	37	312	4	0	1	165	9	552	2,235	0	1	0	0
4:45 PM	1	13	0	19	0	2	0	1	0	36	276	6	0	1	198	13	566	2,276	1	1	0	0
5:00 PM	0	9	0	16	0	3	0	7	0	29	304	4	0	0	191	10	573	2,263	0	0	0	0
5:15 PM	0	8	0	23	0	2	0	1	0	33	262	5	0	0	197	13	544		0	2	0	0
5:30 PM	0	4	0	36	0	1	0	0	0	34	276	1	0	1	218	22	593		0	0	0	0
5:45 PM	0	16	0	17	0	2	0	1	0	23	283	4	0	1	190	16	553		0	1	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	1	0	0	0	0	0	1
Lights	1	34	0	93	0	8	0	9	0	132	1,105	16	0	2	793	58	2,251
Mediums	0	0	0	1	0	0	0	0	0	0	12	0	0	0	11	0	24
Total	1	34	0	94	0	8	0	9	0	132	1,118	16	0	2	804	58	2,276

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%				0.1%				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%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.81				0.53				0.96				0.90			0.96
Peak Hour Factor	0.50	0.75	0.25	0.65	0.00	0.67	0.00	0.46	0.00	0.91	0.95	0.79	0.00	0.50	0.92	0.69	0.96

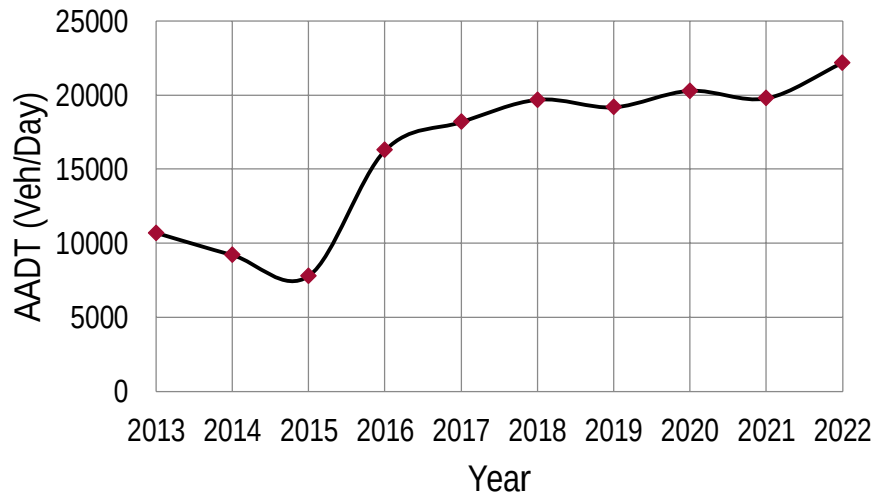
Appendix E – Growth Rate Calculations

Index 1

Station ID 08-0281

Location S-62 : US 17 ALT (N MAIN ST) TO S- 1093 (CROWFIELD BLVD)

Year	AADT
2013	10700
2014	9200
2015	7800
2016	16300
2017	18200
2018	19700
2019	19200
2020	20300
2021	19800
2022	22200



Short-Term Growth for Station 08-0281 is 4.1% per year.

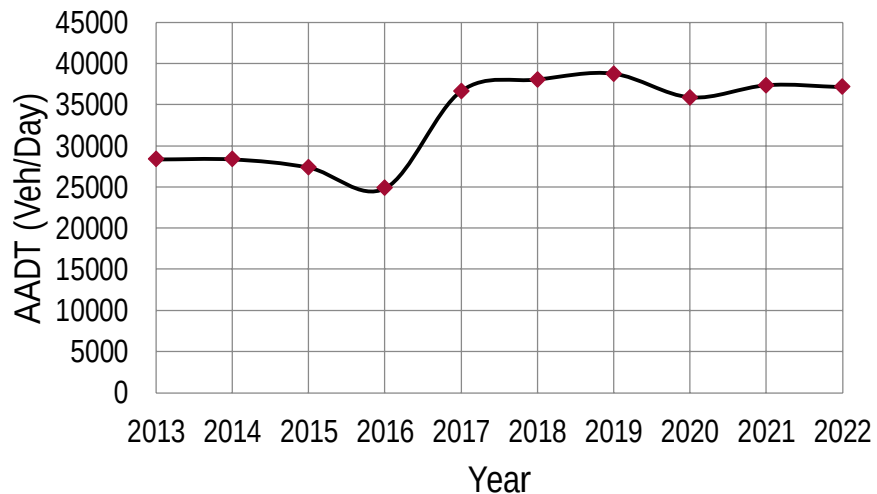
Long-Term Growth for Station 08-0281 is 8.4% per year.

Index 2

Station ID 08-0282

Location S-62 : S- 1093 (CROWFIELD BLVD) TO County Line - CHARLESTON

Year	AADT
2013	28400
2014	28400
2015	27400
2016	24900
2017	36700
2018	38100
2019	38800
2020	35900
2021	37400
2022	37200



Short-Term Growth for Station 08-0282 is 0.3% per year.

Long-Term Growth for Station 08-0282 is 3.0% per year.

Appendix F – Capacity Analysis Worksheets

2024 EXISTING CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2024 Existing AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	208	18	49	1144	2	1349
v/c Ratio	0.61	0.06	0.35	0.60	0.01	0.71
Control Delay (s/veh)	23.6	0.3	15.5	9.9	6.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6	0.3	15.5	9.9	6.0	11.7
Queue Length 50th (ft)	41	0	8	111	0	143
Queue Length 95th (ft)	108	1	31	168	3	216
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	414	384	174	2322	242	2320
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.05	0.28	0.49	0.01	0.58
Intersection Summary						

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2024 Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	127	13	0	3	43	997	10	2	1171	16
Future Volume (veh/h)	55	1	127	13	0	3	43	997	10	2	1171	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	1	144	15	0	3	49	1133	11	2	1331	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	19	177	287	11	35	274	2131	21	331	2121	29
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	361	114	1084	1008	68	215	404	3606	35	492	3590	49
Grp Volume(v), veh/h	207	0	0	18	0	0	49	558	586	2	659	690
Grp Sat Flow(s),veh/h/ln	1559	0	0	1291	0	0	404	1777	1864	492	1777	1862
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	0.0	4.9	10.1	10.1	0.1	13.0	13.1
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.5	0.0	0.0	17.9	10.1	10.1	10.3	13.0	13.1
Prop In Lane	0.30		0.70	0.83		0.17	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	341	0	0	333	0	0	274	1050	1101	331	1050	1100
V/C Ratio(X)	0.61	0.00	0.00	0.05	0.00	0.00	0.18	0.53	0.53	0.01	0.63	0.63
Avail Cap(c_a), veh/h	459	0	0	432	0	0	287	1107	1161	347	1107	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	19.1	0.0	0.0	13.0	6.6	6.6	9.7	7.2	7.2
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.1	0.0	0.0	0.3	0.4	0.4	0.0	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.2	0.0	0.0	0.4	2.2	2.3	0.0	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.5	0.0	0.0	19.2	0.0	0.0	13.3	7.0	7.0	9.7	8.2	8.2
LnGrp LOS	C			B			B	A	A	A	A	A
Approach Vol, veh/h	207		18				1193		1351			
Approach Delay, s/veh	23.5		19.2				7.3		8.2			
Approach LOS	C		B				A		A			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	38.3		15.8		38.3		15.8					
Change Period (Y+Rc), s	6.3		7.0		6.3		7.0					
Max Green Setting (Gmax), s	33.7		13.0		33.7		13.0					
Max Q Clear Time (g_c+I1), s	15.1		2.5		19.9		8.9					
Green Ext Time (p_c), s	16.9		0.0		12.1		0.3					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.0									
HCM 6th LOS			A									

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 Existing PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	17	138	1182	2	898
v/c Ratio	0.37	0.06	0.38	0.53	0.01	0.40
Control Delay (s/veh)	11.5	0.4	10.1	7.4	4.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	0.4	10.1	7.4	4.5	6.2
Queue Length 50th (ft)	7	0	19	98	0	65
Queue Length 95th (ft)	52	1	52	141	2	94
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	355	294	498	3048	328	3027
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.06	0.28	0.39	0.01	0.30
Intersection Summary						

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	0	94	8	0	9	132	1118	16	2	804	58
Future Volume (veh/h)	34	0	94	8	0	9	132	1118	16	2	804	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	98	8	0	9	138	1165	17	2	838	60
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	16	149	165	29	112	446	2274	33	346	2133	153
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	291	121	1154	549	225	871	620	3585	52	474	3363	241
Grp Volume(v), veh/h	133	0	0	17	0	0	138	577	605	2	443	455
Grp Sat Flow(s),veh/h/ln	1567	0	0	1644	0	0	620	1777	1861	474	1777	1827
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	7.8	9.9	9.9	0.1	6.8	6.8
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.5	0.0	0.0	14.6	9.9	9.9	10.0	6.8	6.8
Prop In Lane	0.26		0.74	0.47		0.53	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	283	0	0	306	0	0	446	1127	1180	346	1127	1159
V/C Ratio(X)	0.47	0.00	0.00	0.06	0.00	0.00	0.31	0.51	0.51	0.01	0.39	0.39
Avail Cap(c_a), veh/h	304	0	0	326	0	0	481	1225	1283	372	1225	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	21.5	0.0	0.0	8.6	5.6	5.6	8.3	5.0	5.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.1	0.0	0.0	0.4	0.4	0.3	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.2	0.0	0.0	0.8	1.9	2.0	0.0	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.4	0.0	0.0	21.6	0.0	0.0	9.0	5.9	5.9	8.3	5.2	5.2
LnGrp LOS	C			C			A	A	A	A	A	A
Approach Vol, veh/h	133		17				1320		900			
Approach Delay, s/veh	24.4		21.6				6.2		5.2			
Approach LOS	C		C				A		A			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	41.9		14.2		41.9		14.2					
Change Period (Y+Rc), s	6.3		7.0		6.3		7.0					
Max Green Setting (Gmax), s	38.7		8.0		38.7		8.0					
Max Q Clear Time (g_c+I1), s	12.0		2.5		16.6		6.5					
Green Ext Time (p_c), s	17.6		0.0		19.0		0.1					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.0									
HCM 6th LOS			A									

2029 NO-BUILD CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 No-Build AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	247	22	58	1361	2	1604
v/c Ratio	0.74	0.07	0.44	0.70	0.01	0.82
Control Delay (s/veh)	35.6	1.7	20.4	11.6	6.5	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.6	1.7	20.4	11.6	6.5	15.0
Queue Length 50th (ft)	75	0	11	164	0	217
Queue Length 95th (ft)	#173	4	#50	228	3	305
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	372	338	147	2158	152	2156
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.07	0.39	0.63	0.01	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 No-Build AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	67	1	155	16	0	4	52	1213	12	2	1425	19
Future Volume (veh/h)	67	1	155	16	0	4	52	1213	12	2	1425	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1	172	18	0	4	58	1348	13	2	1583	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	20	204	279	11	39	204	2098	20	257	2089	28
Arrive On Green	0.19	0.19	0.19	0.19	0.00	0.19	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	367	106	1084	881	61	209	317	3606	35	400	3591	48
Grp Volume(v), veh/h	247	0	0	22	0	0	58	664	697	2	783	821
Grp Sat Flow(s),veh/h/ln	1556	0	0	1151	0	0	317	1777	1864	400	1777	1862
Q Serve(g_s), s	6.6	0.0	0.0	0.0	0.0	0.0	9.7	14.4	14.4	0.2	19.0	19.1
Cycle Q Clear(g_c), s	8.8	0.0	0.0	0.7	0.0	0.0	28.8	14.4	14.4	14.6	19.0	19.1
Prop In Lane	0.30		0.70	0.82		0.18	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	373	0	0	330	0	0	204	1034	1085	257	1034	1083
V/C Ratio(X)	0.66	0.00	0.00	0.07	0.00	0.00	0.28	0.64	0.64	0.01	0.76	0.76
Avail Cap(c_a), veh/h	430	0	0	377	0	0	205	1037	1088	258	1037	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	19.3	0.0	0.0	19.8	8.1	8.1	12.9	9.0	9.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.1	0.0	0.0	0.8	1.4	1.3	0.0	3.2	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	0.2	0.0	0.0	0.6	3.7	3.9	0.0	5.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	0.0	0.0	19.4	0.0	0.0	20.6	9.4	9.4	13.0	12.3	12.2
LnGrp LOS	C			B			C	A	A	B	B	B
Approach Vol, veh/h		247			22			1419			1606	
Approach Delay, s/veh		25.6			19.4			9.8			12.2	
Approach LOS		C			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.9		17.9		39.9		17.9				
Change Period (Y+Rc), s		6.3		7.0		6.3		7.0				
Max Green Setting (Gmax), s		33.7		13.0		33.7		13.0				
Max Q Clear Time (g_c+I1), s		21.1		2.7		30.8		10.8				
Green Ext Time (p_c), s		12.2		0.0		2.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				12.2								
HCM 6th LOS				B								

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 No-Build PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	163	23	169	1452	2	1104
v/c Ratio	0.47	0.08	0.57	0.61	0.01	0.46
Control Delay (s/veh)	13.9	2.4	17.2	7.7	4.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	2.4	17.2	7.7	4.0	6.1
Queue Length 50th (ft)	11	0	29	137	0	87
Queue Length 95th (ft)	62	5	#125	192	2	123
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	350	295	344	2779	200	2761
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.08	0.49	0.52	0.01	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	0	114	10	0	11	161	1360	19	2	978	71
Future Volume (veh/h)	41	0	114	10	0	11	161	1360	19	2	978	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	0	120	11	0	12	169	1432	20	2	1029	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	13	148	167	28	114	372	2318	32	272	2170	158
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	308	104	1149	594	214	882	511	3588	50	366	3358	245
Grp Volume(v), veh/h	163	0	0	23	0	0	169	709	743	2	544	560
Grp Sat Flow(s),veh/h/ln	1561	0	0	1691	0	0	511	1777	1861	366	1777	1826
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	0.0	14.9	13.9	13.9	0.2	9.2	9.2
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.7	0.0	0.0	24.2	13.9	13.9	14.1	9.2	9.2
Prop In Lane	0.26		0.74	0.48		0.52	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	278	0	0	308	0	0	372	1148	1203	272	1148	1180
V/C Ratio(X)	0.59	0.00	0.00	0.07	0.00	0.00	0.45	0.62	0.62	0.01	0.47	0.47
Avail Cap(c_a), veh/h	288	0	0	317	0	0	376	1163	1219	275	1163	1196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	22.7	0.0	0.0	11.5	6.2	6.2	10.3	5.3	5.3
Incr Delay (d2), s/veh	2.9	0.0	0.0	0.1	0.0	0.0	0.9	1.0	0.9	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.3	0.0	0.0	1.3	3.0	3.1	0.0	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	0.0	0.0	22.8	0.0	0.0	12.4	7.1	7.1	10.3	5.6	5.6
LnGrp LOS	C			C			B	A	A	B	A	A
Approach Vol, veh/h	163		23				1621		1106			
Approach Delay, s/veh	27.9		22.8				7.7		5.6			
Approach LOS	C		C				A		A			
Timer - Assigned Phs	2		4				6		8			
Phs Duration (G+Y+Rc), s	44.5		14.6				44.5		14.6			
Change Period (Y+Rc), s	6.3		7.0				6.3		7.0			
Max Green Setting (Gmax), s	38.7		8.0				38.7		8.0			
Max Q Clear Time (g_c+I1), s	16.1		2.7				26.2		8.0			
Green Ext Time (p_c), s	18.1		0.0				12.0		0.0			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.1									
HCM 6th LOS			A									

2034 NO-BUILD CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2034 No-Build AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	300	25	71	1657	3	1953
v/c Ratio	0.90	0.09	0.57	0.83	0.02	0.98
Control Delay (s/veh)	56.2	2.5	32.6	15.9	6.7	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.2	2.5	32.6	15.9	6.7	31.5
Queue Length 50th (ft)	103	0	15	231	0	323
Queue Length 95th (ft)	#236	6	#76	325	4	#524
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	333	290	124	1986	124	1986
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.09	0.57	0.83	0.02	0.98

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2034 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1	188	19	0	4	64	1476	15	3	1733	24
Future Volume (veh/h)	81	1	188	19	0	4	64	1476	15	3	1733	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	1	209	21	0	4	71	1640	17	3	1926	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	20	234	283	10	35	132	2024	21	179	2015	28
Arrive On Green	0.22	0.22	0.22	0.22	0.00	0.22	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	378	93	1082	795	45	160	225	3603	37	301	3588	50
Grp Volume(v), veh/h	300	0	0	25	0	0	71	808	849	3	951	1002
Grp Sat Flow(s),veh/h/ln	1553	0	0	999	0	0	225	1777	1864	301	1777	1861
Q Serve(g_s), s	8.9	0.0	0.0	0.0	0.0	0.0	3.1	21.9	22.0	0.5	30.3	30.6
Cycle Q Clear(g_c), s	11.2	0.0	0.0	0.9	0.0	0.0	33.7	21.9	22.0	22.5	30.3	30.6
Prop In Lane	0.30		0.70	0.84		0.16	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	414	0	0	327	0	0	132	998	1047	179	998	1045
V/C Ratio(X)	0.72	0.00	0.00	0.08	0.00	0.00	0.54	0.81	0.81	0.02	0.95	0.96
Avail Cap(c_a), veh/h	414	0	0	327	0	0	132	998	1047	179	998	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	0.0	18.7	0.0	0.0	29.8	10.6	10.6	19.6	12.4	12.5
Incr Delay (d2), s/veh	6.1	0.0	0.0	0.1	0.0	0.0	4.4	5.1	4.9	0.0	18.3	18.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	0.3	0.0	0.0	1.1	6.9	7.3	0.0	12.7	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	0.0	18.8	0.0	0.0	34.1	15.7	15.5	19.7	30.7	31.0
LnGrp LOS	C			B			C	B	B	B	C	C
Approach Vol, veh/h	300		25			1728			1956			
Approach Delay, s/veh	28.9		18.8			16.3			30.8			
Approach LOS	C		B			B			C			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	40.0		20.0		40.0		20.0					
Change Period (Y+Rc), s	6.3		7.0		6.3		7.0					
Max Green Setting (Gmax), s	33.7		13.0		33.7		13.0					
Max Q Clear Time (g_c+I1), s	32.6		2.9		35.7		13.2					
Green Ext Time (p_c), s	1.1		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			24.4									
HCM 6th LOS			C									

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2034 No-Build PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	27	205	1767	3	1344
v/c Ratio	0.75	0.13	1.01	0.76	0.03	0.58
Control Delay (s/veh)	35.4	3.9	85.0	10.1	4.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.4	3.9	85.0	10.1	4.7	7.1
Queue Length 50th (ft)	41	0	~71	197	0	118
Queue Length 95th (ft)	#132	8	#123	280	3	167
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	264	216	203	2329	118	2317
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.13	1.01	0.76	0.03	0.58

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2034 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	139	12	0	13	195	1655	24	3	1190	86
Future Volume (veh/h)	50	0	139	12	0	13	195	1655	24	3	1190	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	0	146	13	0	14	205	1742	25	3	1253	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	12	152	163	27	109	296	2313	33	203	2167	157
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	326	89	1141	554	206	818	406	3587	51	270	3360	244
Grp Volume(v), veh/h	199	0	0	27	0	0	205	862	905	3	662	682
Grp Sat Flow(s),veh/h/ln	1555	0	0	1578	0	0	406	1777	1861	270	1777	1827
Q Serve(g_s), s	6.0	0.0	0.0	0.0	0.0	0.0	26.0	20.1	20.2	0.5	12.6	12.7
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.8	0.0	0.0	38.7	20.1	20.2	20.6	12.6	12.7
Prop In Lane	0.27		0.73	0.48		0.52	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	283	0	0	299	0	0	296	1146	1200	203	1146	1178
V/C Ratio(X)	0.70	0.00	0.00	0.09	0.00	0.00	0.69	0.75	0.75	0.01	0.58	0.58
Avail Cap(c_a), veh/h	283	0	0	299	0	0	296	1146	1200	203	1146	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	22.9	0.0	0.0	18.8	7.3	7.4	14.5	6.0	6.0
Incr Delay (d2), s/veh	7.6	0.0	0.0	0.1	0.0	0.0	6.8	2.8	2.8	0.0	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.3	0.0	0.0	3.0	4.8	5.0	0.0	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.3	0.0	0.0	23.0	0.0	0.0	25.6	10.2	10.1	14.5	6.7	6.7
LnGrp LOS	C			C			C	B	B	B	A	A
Approach Vol, veh/h	199			27			1972			1347		
Approach Delay, s/veh	33.3			23.0			11.8			6.8		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	45.0			15.0			45.0			15.0		
Change Period (Y+Rc), s	6.3			7.0			6.3			7.0		
Max Green Setting (Gmax), s	38.7			8.0			38.7			8.0		
Max Q Clear Time (g_c+I1), s	22.6			2.8			40.7			9.6		
Green Ext Time (p_c), s	14.7			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				11.2								
HCM 6th LOS				B								

2029 BUILD CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 Build AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	247	106	58	1379	11	1604
v/c Ratio	0.76	0.35	0.44	0.71	0.08	0.83
Control Delay (s/veh)	37.2	14.3	20.2	11.9	7.9	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.2	14.3	20.2	11.9	7.9	15.2
Queue Length 50th (ft)	75	14	11	166	2	217
Queue Length 95th (ft)	#177	50	#49	233	8	305
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	360	328	149	2158	149	2159
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.32	0.39	0.64	0.07	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1	155	65	0	31	52	1213	28	10	1425	19
Future Volume (veh/h)	67	1	155	65	0	31	52	1213	28	10	1425	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1	172	72	0	34	58	1348	31	11	1583	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	19	206	249	20	77	206	2075	48	255	2099	28
Arrive On Green	0.18	0.18	0.18	0.18	0.00	0.18	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	382	104	1116	779	107	418	317	3551	82	393	3591	48
Grp Volume(v), veh/h	247	0	0	106	0	0	58	674	705	11	783	821
Grp Sat Flow(s),veh/h/ln	1602	0	0	1304	0	0	317	1777	1856	393	1777	1862
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	9.6	14.6	14.6	1.1	18.8	18.9
Cycle Q Clear(g_c), s	8.4	0.0	0.0	3.9	0.0	0.0	28.5	14.6	14.6	15.7	18.8	18.9
Prop In Lane	0.30		0.70	0.68		0.32	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	377	0	0	345	0	0	206	1038	1084	255	1038	1088
V/C Ratio(X)	0.66	0.00	0.00	0.31	0.00	0.00	0.28	0.65	0.65	0.04	0.75	0.76
Avail Cap(c_a), veh/h	440	0	0	400	0	0	207	1041	1088	256	1041	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	20.6	0.0	0.0	19.5	8.0	8.0	13.3	8.9	8.9
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.5	0.0	0.0	0.7	1.4	1.4	0.1	3.1	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	1.2	0.0	0.0	0.6	3.7	3.9	0.1	5.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.2	0.0	0.0	21.1	0.0	0.0	20.2	9.4	9.4	13.4	12.0	11.9
LnGrp LOS	C			C			C	A	A	B	B	B
Approach Vol, veh/h		247			106			1437			1615	
Approach Delay, s/veh		25.2			21.1			9.8			12.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.9		17.6		39.9		17.6				
Change Period (Y+Rc), s		6.3		7.0		6.3		7.0				
Max Green Setting (Gmax), s		33.7		13.0		33.7		13.0				
Max Q Clear Time (g_c+I1), s		20.9		5.9		30.5		10.4				
Green Ext Time (p_c), s		12.4		0.2		3.1		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			12.3									
HCM 6th LOS			B									

HCM 6th TWSC
2: Site Access #1 & Berkeley Farms Road

Berkeley Farms TIA
2029 Build AM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	30	6	0	65	0	19	0	0	0	0	11
Future Vol, veh/h	4	30	6	0	65	0	19	0	0	0	0	11
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	2	2	2	2	2	2	2
Mvmt Flow	4	33	7	0	72	0	21	0	0	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	40	0	0	123	117	37	117	120	72
Stage 1	-	-	-	-	-	-	45	45	-	72	72	-
Stage 2	-	-	-	-	-	-	78	72	-	45	48	-
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	1528	-	-	1570	-	-	852	773	1035	859	770	990
Stage 1	-	-	-	-	-	-	969	857	-	938	835	-
Stage 2	-	-	-	-	-	-	931	835	-	969	855	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1570	-	-	839	771	1035	857	768	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	839	771	-	857	768	-
Stage 1	-	-	-	-	-	-	966	854	-	935	835	-
Stage 2	-	-	-	-	-	-	920	835	-	966	852	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0	9.4	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	839	1528	-	-	1570	-	-	990
HCM Lane V/C Ratio	0.025	0.003	-	-	-	-	-	0.012
HCM Control Delay (s/veh)	9.4	7.4	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: Site Access #2 & Berkeley Farms Road

Berkeley Farms TIA
2029 Build AM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	8	0	38	27	0
Future Vol, veh/h	22	8	0	38	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	9	0	42	30	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	71	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	933	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	933	1046
Mov Cap-2 Maneuver	-	-	-	-	933	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	980	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	933	-	-	1579	-	
HCM Lane V/C Ratio	0.032	-	-	-	-	
HCM Control Delay (s/veh)	9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Berkeley Farms Road & Site Access #3

Berkeley Farms TIA
2029 Build AM Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	16	19	0	0	19
Future Vol, veh/h	6	16	19	0	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	18	21	0	0	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	21	0	-	0	53	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1595	-	-	-	955	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1595	-	-	-	951	1056
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	991	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	2	0		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1595	-	-	-	-	1056
HCM Lane V/C Ratio	0.004	-	-	-	-	0.02
HCM Control Delay (s/veh)	7.3	0	-	-	-	8.5
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-	0.1

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 Build PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	163	71	169	1508	32	1104
v/c Ratio	0.48	0.25	0.56	0.63	0.20	0.46
Control Delay (s/veh)	14.3	11.8	16.6	7.8	8.3	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.3	11.8	16.6	7.8	8.3	6.0
Queue Length 50th (ft)	12	3	29	145	4	87
Queue Length 95th (ft)	63	34	#125	204	17	123
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	342	288	339	2717	181	2713
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.25	0.50	0.56	0.18	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	0	114	41	0	27	161	1360	72	30	978	71
Future Volume (veh/h)	41	0	114	41	0	27	161	1360	72	30	978	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	0	120	43	0	28	169	1432	76	32	1029	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	14	152	202	23	83	370	2212	117	256	2164	158
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	308	107	1156	792	171	627	511	3433	182	347	3358	245
Grp Volume(v), veh/h	163	0	0	71	0	0	169	739	769	32	544	560
Grp Sat Flow(s),veh/h/ln	1570	0	0	1590	0	0	511	1777	1838	347	1777	1826
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	15.1	15.1	15.2	3.7	9.3	9.3
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.3	0.0	0.0	24.4	15.1	15.2	18.9	9.3	9.3
Prop In Lane	0.26		0.74	0.61		0.39	1.00		0.10	1.00		0.13
Lane Grp Cap(c), veh/h	284	0	0	307	0	0	370	1145	1184	256	1145	1177
V/C Ratio(X)	0.57	0.00	0.00	0.23	0.00	0.00	0.46	0.65	0.65	0.12	0.48	0.48
Avail Cap(c_a), veh/h	288	0	0	311	0	0	373	1157	1197	259	1157	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	0.0	23.4	0.0	0.0	11.7	6.4	6.5	12.2	5.4	5.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.4	0.0	0.0	0.9	1.2	1.2	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.9	0.0	0.0	1.3	3.3	3.5	0.2	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	0.0	0.0	23.7	0.0	0.0	12.6	7.7	7.7	12.4	5.7	5.7
LnGrp LOS	C			C			B	A	A	B	A	A
Approach Vol, veh/h	163		71				1677		1136			
Approach Delay, s/veh	27.6		23.7				8.2		5.9			
Approach LOS	C		C				A		A			
Timer - Assigned Phs	2		4				6		8			
Phs Duration (G+Y+Rc), s	44.6		14.8				44.6		14.8			
Change Period (Y+Rc), s	6.3		7.0				6.3		7.0			
Max Green Setting (Gmax), s	38.7		8.0				38.7		8.0			
Max Q Clear Time (g_c+I1), s	20.9		4.3				26.4		7.9			
Green Ext Time (p_c), s	14.9		0.0				11.9		0.0			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.7									
HCM 6th LOS			A									

HCM 6th TWSC
2: Site Access #1 & Berkeley Farms Road

Berkeley Farms TIA
2029 Build PM Peak Hour

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	71	20	0	49	0	12	0	0	0	0	7
Future Vol, veh/h	12	71	20	0	49	0	12	0	0	0	0	7
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	75	21	0	52	0	13	0	0	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	96	0	0	168	164	86	164	174	52
Stage 1	-	-	-	-	-	-	112	112	-	52	52	-
Stage 2	-	-	-	-	-	-	56	52	-	112	122	-
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	1554	-	-	1498	-	-	796	729	973	801	719	1016
Stage 1	-	-	-	-	-	-	893	803	-	961	852	-
Stage 2	-	-	-	-	-	-	956	852	-	893	795	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1554	-	-	1498	-	-	785	722	973	795	713	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	722	-	795	713	-
Stage 1	-	-	-	-	-	-	885	796	-	952	852	-
Stage 2	-	-	-	-	-	-	949	852	-	885	788	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.9	0	9.7	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	785	1554	-	-	1498	-	-	1016
HCM Lane V/C Ratio	0.016	0.008	-	-	-	-	-	0.007
HCM Control Delay (s/veh)	9.7	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
3: Site Access #2 & Berkeley Farms Road

Berkeley Farms TIA
2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	29	0	33	16	0
Future Vol, veh/h	42	29	0	33	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	31	0	35	17	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	95	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	905	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	905	1005
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	987	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	905	-	-	1524	-	
HCM Lane V/C Ratio	0.019	-	-	-	-	
HCM Control Delay (s/veh)	9.1	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Berkeley Farms Road & Site Access #3

Berkeley Farms TIA
2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	20	22	21	0	0	12
Future Vol, veh/h	20	22	21	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	23	22	0	0	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	22	0	-	0	87	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	914	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	902	1055
Mov Cap-2 Maneuver	-	-	-	-	902	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	958	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	3.5	0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1593	-	-	-	1055	
HCM Lane V/C Ratio	0.013	-	-	-	0.012	
HCM Control Delay (s/veh)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q (veh)	0	-	-	-	0	

2034 BUILD CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2034 Build AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	300	110	71	1674	12	1953
v/c Ratio	0.93	0.40	0.57	0.84	0.10	0.98
Control Delay (s/veh)	62.3	15.9	32.7	16.4	8.4	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.3	15.9	32.7	16.4	8.4	31.7
Queue Length 50th (ft)	104	15	15	235	2	323
Queue Length 95th (ft)	#241	54	#76	332	9	#524
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	322	274	124	1984	124	1985
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.40	0.57	0.84	0.10	0.98

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2034 Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1	188	68	0	31	64	1476	31	11	1733	24
Future Volume (veh/h)	81	1	188	68	0	31	64	1476	31	11	1733	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	1	209	76	0	34	71	1640	34	12	1926	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	19	238	254	18	76	134	2010	42	177	2026	28
Arrive On Green	0.21	0.21	0.21	0.21	0.00	0.21	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	395	92	1119	713	86	358	225	3560	74	296	3588	50
Grp Volume(v), veh/h	300	0	0	110	0	0	71	817	857	12	951	1002
Grp Sat Flow(s),veh/h/ln	1606	0	0	1158	0	0	225	1777	1857	296	1777	1861
Q Serve(g_s), s	6.0	0.0	0.0	0.0	0.0	0.0	3.4	22.1	22.3	2.0	30.0	30.3
Cycle Q Clear(g_c), s	10.7	0.0	0.0	4.7	0.0	0.0	33.7	22.1	22.3	24.3	30.0	30.3
Prop In Lane	0.30		0.70	0.69		0.31	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	420	0	0	348	0	0	134	1003	1049	177	1003	1051
V/C Ratio(X)	0.71	0.00	0.00	0.32	0.00	0.00	0.53	0.81	0.82	0.07	0.95	0.95
Avail Cap(c_a), veh/h	428	0	0	355	0	0	134	1003	1049	177	1003	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	0.0	20.2	0.0	0.0	29.5	10.5	10.5	20.3	12.2	12.2
Incr Delay (d2), s/veh	5.5	0.0	0.0	0.5	0.0	0.0	4.0	5.2	5.2	0.2	17.3	17.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.3	0.0	0.0	1.1	7.0	7.3	0.1	12.3	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.0	0.0	0.0	20.7	0.0	0.0	33.5	15.7	15.7	20.5	29.5	29.8
LnGrp LOS	C			C			C	B	B	C	C	C
Approach Vol, veh/h	300			110			1745			1965		
Approach Delay, s/veh	28.0			20.7			16.4			29.6		
Approach LOS	C			C			B			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	40.0			19.7			40.0			19.7		
Change Period (Y+Rc), s	6.3			7.0			6.3			7.0		
Max Green Setting (Gmax), s	33.7			13.0			33.7			13.0		
Max Q Clear Time (g_c+l1), s	32.3			6.7			35.7			12.7		
Green Ext Time (p_c), s	1.4			0.2			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				23.7								
HCM 6th LOS				C								

HCM 6th TWSC
2: Site Access #1 & Berkeley Farms Road

Berkeley Farms TIA
2034 Build AM Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	33	6	0	70	0	19	0	0	0	0	11
Future Vol, veh/h	4	33	6	0	70	0	19	0	0	0	0	11
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	2	2	2	2	2	2	2
Mvmt Flow	4	37	7	0	78	0	21	0	0	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	44	0	0	133	127	41	127	130	78
Stage 1	-	-	-	-	-	-	49	49	-	78	78	-
Stage 2	-	-	-	-	-	-	84	78	-	49	52	-
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	1520	-	-	1564	-	-	839	764	1030	846	761	983
Stage 1	-	-	-	-	-	-	964	854	-	931	830	-
Stage 2	-	-	-	-	-	-	924	830	-	964	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1520	-	-	1564	-	-	826	762	1030	844	759	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	762	-	844	759	-
Stage 1	-	-	-	-	-	-	961	851	-	928	830	-
Stage 2	-	-	-	-	-	-	913	830	-	961	849	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0	9.5	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	826	1520	-	-	1564	-	-	983
HCM Lane V/C Ratio	0.026	0.003	-	-	-	-	-	0.012
HCM Control Delay (s/veh)	9.5	7.4	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: Site Access #2 & Berkeley Farms Road

Berkeley Farms TIA
2034 Build AM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	8	0	43	27	0
Future Vol, veh/h	25	8	0	43	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	9	0	48	30	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	37	0	81	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1574	-	921	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	921	1041
Mov Cap-2 Maneuver	-	-	-	-	921	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	974	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	921	-	-	1574	-	
HCM Lane V/C Ratio	0.033	-	-	-	-	
HCM Control Delay (s/veh)	9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Berkeley Farms Road & Site Access #3

Berkeley Farms TIA
2034 Build AM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	6	19	24	0	0	19
Future Vol, veh/h	6	19	24	0	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	21	27	0	0	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	27	0	-	0	62	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	944	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	940	1048
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	987	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.7	0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1587	-	-	-	1048	
HCM Lane V/C Ratio	0.004	-	-	-	0.02	
HCM Control Delay (s/veh)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q (veh)	0	-	-	-	0.1	

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2034 Build PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	76	205	1823	33	1344
v/c Ratio	0.76	0.36	1.01	0.79	0.28	0.58
Control Delay (s/veh)	36.6	15.3	85.0	10.8	12.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.6	15.3	85.0	10.8	12.1	7.1
Queue Length 50th (ft)	41	5	~71	209	4	118
Queue Length 95th (ft)	#133	38	#123	299	22	167
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	261	210	203	2322	118	2317
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.36	1.01	0.79	0.28	0.58

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2034 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	139	43	0	29	195	1655	77	31	1190	86
Future Volume (veh/h)	50	0	139	43	0	29	195	1655	77	31	1190	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	0	146	45	0	31	205	1742	81	33	1253	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	12	156	189	23	80	296	2231	103	192	2167	157
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	335	89	1167	700	173	601	406	3459	160	256	3360	244
Grp Volume(v), veh/h	199	0	0	76	0	0	205	890	933	33	662	682
Grp Sat Flow(s),veh/h/ln	1590	0	0	1474	0	0	406	1777	1842	256	1777	1827
Q Serve(g_s), s	4.8	0.0	0.0	0.0	0.0	0.0	26.0	21.4	21.9	6.4	12.6	12.7
Cycle Q Clear(g_c), s	7.4	0.0	0.0	2.6	0.0	0.0	38.7	21.4	21.9	28.3	12.6	12.7
Prop In Lane	0.27		0.73	0.59		0.41	1.00		0.09	1.00		0.13
Lane Grp Cap(c), veh/h	288	0	0	292	0	0	296	1146	1188	192	1146	1178
V/C Ratio(X)	0.69	0.00	0.00	0.26	0.00	0.00	0.69	0.78	0.79	0.17	0.58	0.58
Avail Cap(c_a), veh/h	288	0	0	292	0	0	296	1146	1188	192	1146	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	23.6	0.0	0.0	18.8	7.6	7.7	17.8	6.0	6.0
Incr Delay (d2), s/veh	6.9	0.0	0.0	0.5	0.0	0.0	6.8	3.4	3.6	0.4	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.0	0.0	0.0	3.0	5.3	5.6	0.3	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	0.0	24.1	0.0	0.0	25.6	11.0	11.2	18.3	6.7	6.7
LnGrp LOS	C			C			C	B	B	B	A	A
Approach Vol, veh/h	199			76			2028			1377		
Approach Delay, s/veh	32.5			24.1			12.6			7.0		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	45.0			15.0			45.0			15.0		
Change Period (Y+Rc), s	6.3			7.0			6.3			7.0		
Max Green Setting (Gmax), s	38.7			8.0			38.7			8.0		
Max Q Clear Time (g_c+I1), s	30.3			4.6			40.7			9.4		
Green Ext Time (p_c), s	8.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	11.8											
HCM 6th LOS	B											

HCM 6th TWSC
2: Site Access #1 & Berkeley Farms Road

Berkeley Farms TIA
2034 Build PM Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	76	20	0	53	0	12	0	0	0	0	7
Future Vol, veh/h	12	76	20	0	53	0	12	0	0	0	0	7
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	80	21	0	56	0	13	0	0	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	101	0	0	177	173	91	173	183	56
Stage 1	-	-	-	-	-	-	117	117	-	56	56	-
Stage 2	-	-	-	-	-	-	60	56	-	117	127	-
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	1549	-	-	1491	-	-	785	720	967	790	711	1011
Stage 1	-	-	-	-	-	-	888	799	-	956	848	-
Stage 2	-	-	-	-	-	-	951	848	-	888	791	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1549	-	-	1491	-	-	774	714	967	784	705	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	774	714	-	784	705	-
Stage 1	-	-	-	-	-	-	880	792	-	947	848	-
Stage 2	-	-	-	-	-	-	944	848	-	880	784	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.8	0	9.7	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	774	1549	-	-	1491	-	-	1011
HCM Lane V/C Ratio	0.016	0.008	-	-	-	-	-	0.007
HCM Control Delay (s/veh)	9.7	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: Site Access #2 & Berkeley Farms Road

Berkeley Farms TIA
2034 Build PM Peak Hour

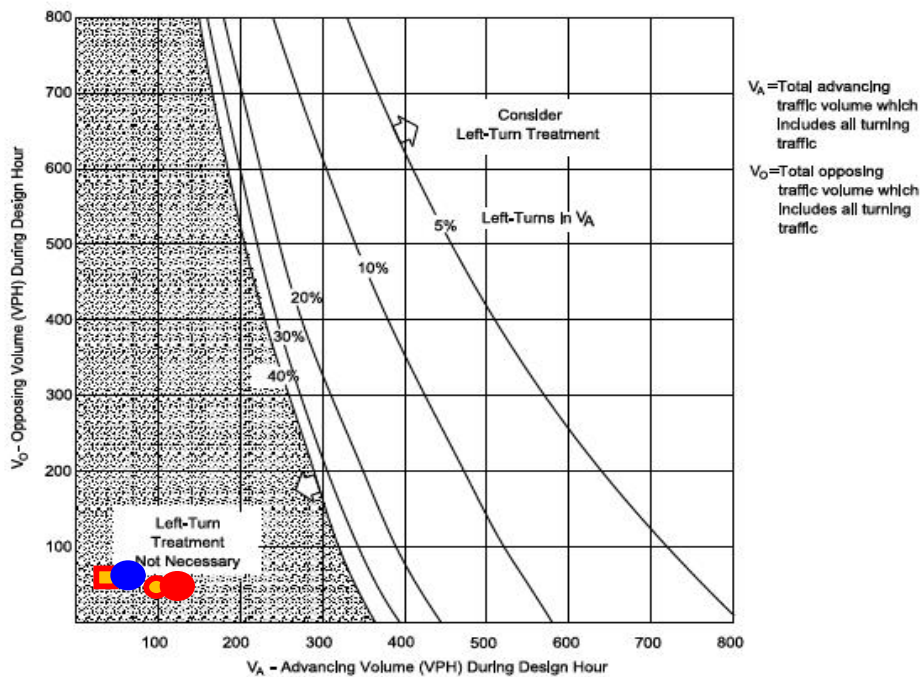
Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	29	0	37	16	0
Future Vol, veh/h	47	29	0	37	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	31	0	39	17	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	104	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	894	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	894	999
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	983	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	894	-	-	1518	-	
HCM Lane V/C Ratio	0.019	-	-	-	-	
HCM Control Delay (s/veh)	9.1	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Berkeley Farms Road & Site Access #3

Berkeley Farms TIA
2034 Build PM Peak Hour

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	20	27	25	0	0	12
Future Vol, veh/h	20	27	25	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	28	26	0	0	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	26	0	-	0	96	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1588	-	-	-	903	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	891	1050
Mov Cap-2 Maneuver	-	-	-	-	891	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	953	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	3.1	0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1588	-	-	-	1050	
HCM Lane V/C Ratio	0.013	-	-	-	0.012	
HCM Control Delay (s/veh)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q (veh)	0	-	-	-	0	

Appendix G – Turn Lane Warrant Analyses



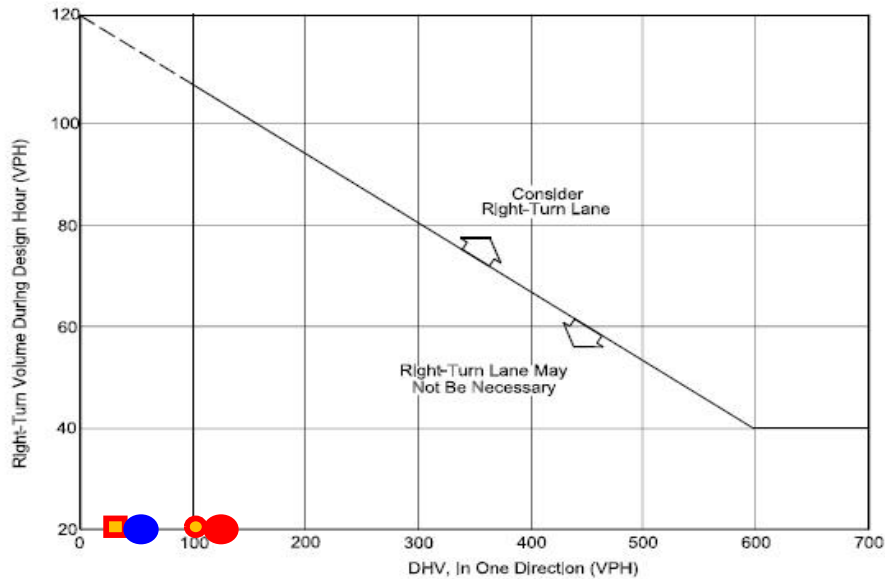
Instructions:

1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

Berkeley Farms Road at Site Access #1

Eastbound	Left	V_A	V_O	LTs	LT %
●	2029 Build PM Peak Hour	103	49	12	11.7%
■	2029 Build AM Peak Hour	40	65	4	10.0%
●	2034 Build PM Peak Hour	108	53	12	11.1%
●	2034 Build AM Peak Hour	43	70	4	9.3%



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 miles per hour
 DHV = 250 vehicles per hour
 Right Turns = 100 vehicles per hour

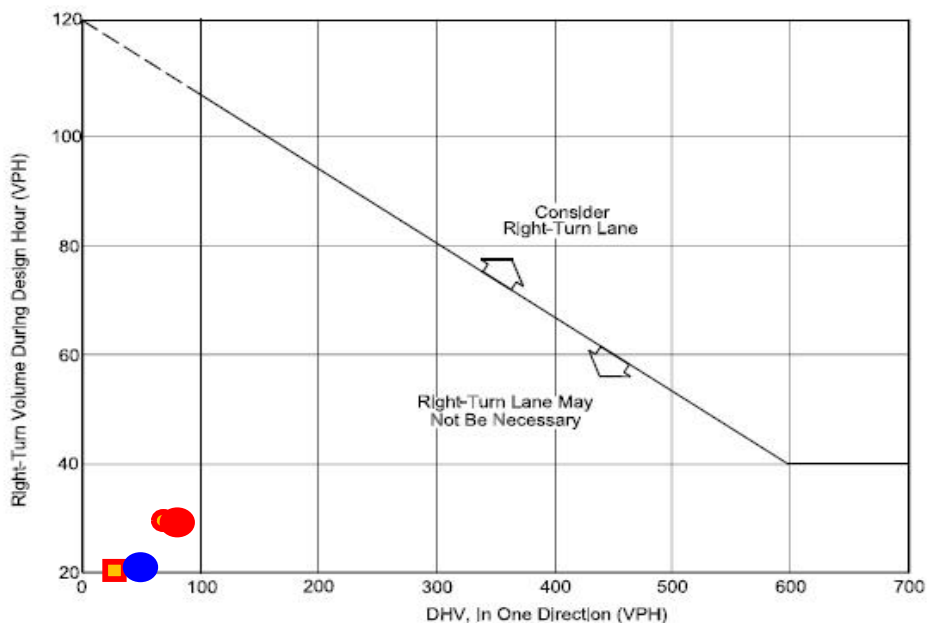
Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use $100 - 20 = 80$ vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS Figure 9.5-A

Berkeley Farms Road at Site Access #1

Eastbound	Right	DHV	RTs
●	2029 Build PM Peak Hour	103	20
■	2029 Build AM Peak Hour	40	6
●	2034 Build PM Peak Hour	108	20
●	2034 Build AM Peak Hour	43	6



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 miles per hour
 DHV = 250 vehicles per hour
 Right Turns = 100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

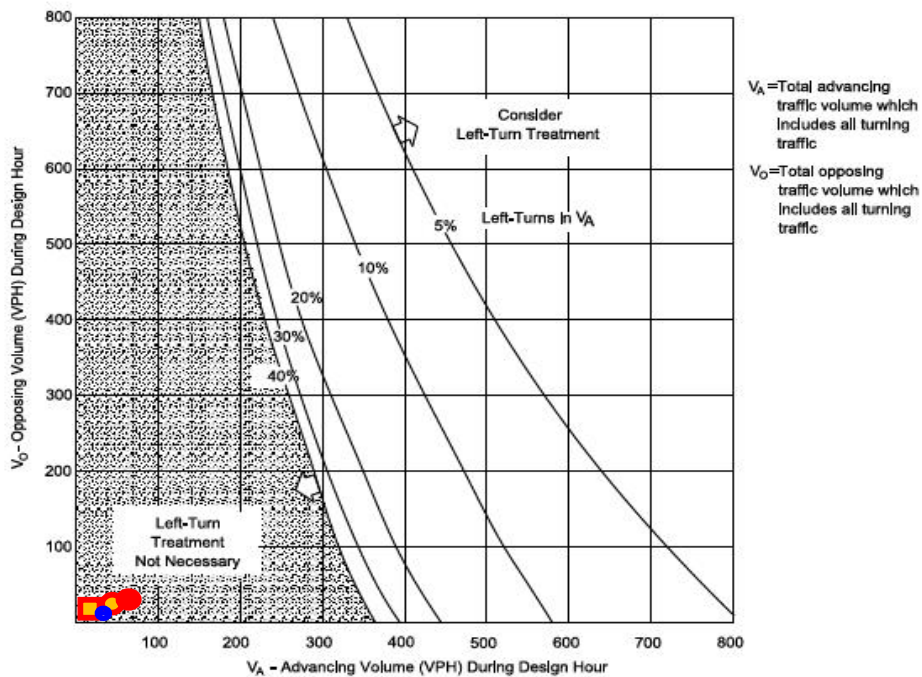
Solution: To read the vertical axis, use $100 - 20 = 80$ vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 9.5-A

Berkeley Farms Road at Site Access #2

Eastbound	Right	DHV	RTs
●	2029 Build PM Peak Hour	71	29
■	2029 Build AM Peak Hour	30	8
●	2034 Build PM Peak Hour	76	29
●	2034 Build AM Peak Hour	33	8



Instructions:

1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

Berkeley Farms Road at Site Access #3

Eastbound	Left	V_A	V_O	LTs	LT %
●	2029 Build PM Peak Hour	42	21	20	47.6%
■	2029 Build AM Peak Hour	22	19	6	27.3%
●	2034 Build PM Peak Hour	47	25	20	42.5%
●	2034 Build AM Peak Hour	25	24	6	24%

DEVELOPMENT GUIDELINES
FOR
BERKELEY FARMS PD
GOOSE CREEK, SOUTH CAROLINA

APPROVED:

Copyfit

Introduction and Background Information

Executive Summary

The Berkeley Farms Planned Development (PD) is intended to align with the goals of the City of Goose Creek's Comprehensive Plan adopted May 11, 2021 and amended February 13, 2024. The PD has two zoning areas which are the Commercial District (CD) and the Residential District (RD). It will allow for flexibility in a residential/commercial design to create a mixed-use community. The PD will emphasize interconnectivity and walkability. The residential and commercial districts are designed to compliment one another providing future residents a place to live, work and play in one walkable community.

Goals for the Project

The PD has two zoning areas, the CD and RD. The development goal for this project is to align with the goals of the City of Goose Creek's Comprehensive Plan. The project area is a part of the proposed Annexation Phase 1 area mentioned within the Comprehensive Plan and ties into the College Park Road target area. The RD portion of the community will be comprised of homes off of Berkeley Farms Road. The CD portion will be

comprised of mixed commercial and light industrial along College Park Road. These homes will help provide an attainable housing option to most while also helping with providing the “missing middle housing” type mentioned within the Comprehensive Plan. The RD is intended to be a safe and easily walkable development with direct access to the CD where goods and/or services can be found. The residential portion is proposed to have an amenity component giving this project a live/work/play feeling. There will be sidewalks throughout the residential area connecting to all internal amenity features as well as to Berkeley Farms Road and College Park Road. A multi-use path is proposed as well to ensure not only increased walkability but also other forms of movement such as cycling. Each of the development areas shall have adequate circulation to allow for ease of access and safe travel for all users including emergency services. The natural features (i.e. wetlands) on site have been carefully planned around and incorporated into the majority of the proposed open space areas. The PD site as a whole will result in a balanced development that allows for all users/residents to feel comfortable and accommodated.

Project Location

The development is located to the East of College Park Road, along Berkeley Farms Road, with portions of it located on either side of Berkeley Farms Road with the CD having frontage on College Park Road. Twelve (12) of the individual tracts are currently in the City of Goose Creek and two (2) of the individual parcels. All of the individual tracts are currently in Berkeley County and are intended to be annexed into the City of Goose Creek. The project is comprised of fourteen (14) parcels that will come together as one development under this PD.

See Location map below and Exhibit A - Existing Conditions Area Map (not to scale)

Background Information

The Site consists of 39.686.25 gross acres. It is comprised mostly of lightly developed parcels. There are existing structures on the parcels which are intended to be removed as the project develops. The entrance to the different portions of the development will be off of Berkeley Farms Road.

The properties included within the PD have the following TMS's:

Two parcels within the assemblage, 233-08-03-019 and 233-08-03-053, are zoned

R-2 -

Manufactured Residential District in Berkeley County. The two parcels under Berkeley

County jurisdiction have been submitted for annexation into the City of Goose Creek.

~~The project is currently located within Berkeley County and the current zoning designation for parcel 233-00-00-057 is General Commercial with all other parcels being zoned R-2 Manufactured Residential District. All parcels under Berkeley County jurisdiction have been submitted for annexation into the City of Goose Creek.~~

The annexation of these parcels into the City of Goose Creek would align with the Comprehensive Plans annexation goals of increasing tax base and revenue opportunities in

the City. All other parcels within the assemblage are already under PD zoning designation

within the City of Goose Creek.

Relationship to the Zoning Ordinance of the City of Goose Creek

The Current Regulations shall be the City of Goose Creek's Zoning Ordinance and Land

Development Regulations in effect at the time. Should this PD or subsequent design

guidelines not specifically address certain zoning/development standards, the most current

zoning regulations shall govern.

Land Use

Flexibility of Uses and Tracts

The PD for the included parcels is proposing two different types of land use, residential and

commercial/light industrial. The exact location of boundary lines between development

areas, the location and size of land uses indicated within the planned areas, and the

preliminary design concepts for the tracts and uses described in this PD

shall be subject to change as phases of the Development Plan are submitted for final review over the life of the Project; provided, however, that the maximum intensities and allowed land uses described in this Ordinance may not be changed unless approved in accordance with the City of Goose Creek's Zoning Ordinance.

Subdivision Plan Review and Approval

Preliminary plans and final plats for each phase of the development shall be submitted for review and approval by the appropriate City of Goose Creek authority.

Zoning Criteria

Berkeley Farms PD will contain both residential and commercial land uses. The PD will categorize the development into two (2) land use designations: Residential District (RD) and Commercial District (CD).

Page break



Residential District (RD)

The RD seeks to allow for housing options that will appeal to a wide range of people and be an attainable option for most. The interest expressed in the City of Goose Creek's Comprehensive Plan by the public for more compact living styles and the well laid out guidance for both multi-family and townhomes led to the standards for the RD. These standards will allow for a cozy community feel with opportunities for walking and becoming

close knit neighbors. The RD will allow for both single-family attached and detached homes and multi-family buildings. This district will also include an amenity area for recreation and socialization within the community. Open space in this area may consist of but is not limited to the amenity area, active and passive recreation and stormwater detention facilities.

Materials used in the RD shall follow the below recommendations as per the City of Goose Creek's Zoning Ordinance - Section Nine: Form, Design & Operational Standards - (H) Architectural Design Standards - (5) Building Design - (h) & (i).

Recommended Materials:

Natural materials: wood, brick, terra cotta, stone (cast or cut).
Decorative concrete block (CMU), textured with integral color
Stucco (cement plaster), decorative.
Fiber cement siding.
Exterior insulation and finishing system (EIFS) when used above storefront height.

Prohibited Materials:

Vinyl, metal, or aluminum siding (metal siding not prohibited in commercial district).
Exposed concrete mason units.
Reflective materials that cause glare.
Materials that artificially simulate natural materials.
Diagonal siding.
Exaggerated swirled stucco.

The RD areas will contain residential land uses and open spaces. Within the RD district, land and buildings may be erected, altered, or used for the following permitted uses:

Single-family attached and detached dwelling units.

Multi-family dwellings (no more than 300 multi-family units total may be permitted within the Berkeley Farms PD). A minimum of 8 contiguous acres is required in order to have multi-family residential. Multi-family is only allowed

within the Residential District (RD) in between College Park Road and the Multi-

Family build limit line as depicted on Exhibit B - Land Use.

Open space.

Accessory uses and structures are allowed per the City of Goose Creek's Zoning

Ordinance Section Four: Use & Standards - 4:3 Accessory & Temporary Uses and may be further restricted within the HOA guidelines.

Page break



Disallowed Uses are as follows:

All non-residential zoning uses as described in the City of Goose Creek's Zoning Ordinance.

Notes:

Steps, balconies, patios, open stairways, entry covers, bay windows, fire boxes

and decks may extend fully into setbacks, but in no instance can they extend into the right of way or drainage easements.

Eaves may extend two feet (2') into setbacks, however in no instance can any structure or eave extend into a Right-of-way or drainage easement.

Fences shall follow the City of Goose Creek's Zoning Ordinance Section Nine: Form, Design & Operational Standards - (E) Fences & Walls.

On-street visitor parking is encouraged throughout the community where/when it is feasible.

Commercial District (CD)

The CD is intended to accommodate a combination of uses that will encourage a live/

work/play lifestyle which will help to push forward the City's goal of

encouraging this type of balance stated in the Comprehensive Plan. Among the varied uses are light industrial, retail, office, restaurant/bar restaurant, gas stations, hotel and retail/general commercial. Within the Mixed-Use Overlay District residential uses are allowed and shall follow the guidelines and dimensional standards outlined in this document.

Within the CD, land and buildings may be erected, altered, or used for the following permitted uses:

The uses listed above.

Accessory uses and structures are allowed per the City of Goose Creek's Zoning

Ordinance Section Four: Use & Standards - 4.3 Accessory & Temporary Uses and may be further restricted within the POA/HOA guidelines.

Mixed-Use Overlay District:

Multi-family dwellings (no more than 300 multi-family units total may be permitted within the Berkeley Farms PD)

Uses allowed in the RD as stated in this document.

Page break

Disallowed Uses are as follows:

Storage facilities

Vape stores

Car sales

Adult businesses

Parking

Parking for the CD shall comply with the City of Goose Creek's Zoning Ordinance Section

Five: Site Development - 5.4: Access & Parking.

Affordable Housing

Affordable Housing Definition - Single-family, or multi-family dwelling units, used exclusively for residential uses, where occupants have, in the aggregate, household income of less than or equal to one hundred twenty (120) percent of median area income for owner occupied units, or eighty (80) percent of median area income for rental units. Median area income shall be determined annually by the U.S. Department of Housing and Urban Development. Household income shall include all sources of financial support, both cash and in kind, of adult members of the household, to include wages, salaries, tips, commissions, all forms of self-employment income, interest, dividends, net rental income, income from estates or trusts, Social Security benefits, railroad retirement benefits, Supplemental Security income, Aid to Families with Dependent Children or other public assistance or public welfare programs, other sources of income regularly received, including Veterans' (VA) payments, unemployment compensation and alimony, awards, prizes, government or institutional or eleemosynary loans, grants or subsidies and contributions made by the members' families for medical, personal or educational needs.

Single family affordable housing units shall be included in order to promote ownership or occupancy of affordable, quality housing by low-income households. Property within the RD and CD districts may be approved for subdivision and development in accordance with the density/intensity and dimensional standards of this PD. There is to be 10% of single family units minimum and 10% of multi-family units to be affordable housing. The entity developing the

subject lot must construct new residential housing for the provision of affordable housing as defined above in this PD. The purchaser or tenant of the affordable household, at the time of closing or rental agreement, must meet the HUD definition of low-income. The following standards of this Section must also be met:

Page break

Single Family Affordable Housing Units. For purposes of this section, single family affordable housing units shall meet the definition for affordable housing as defined above in this PD. As to rental units, these units shall be rented to households earning no more than eighty (80) percent of the area median income, and the rents charged by the owner shall be in accordance with the Fair Market Rents published annually by the U.S. Department of Housing and Urban Development or such entity that may be subsequently designated. In the absence of such information, the rents charged by the owner shall not exceed 30 percent of the household annual income. The owner shall be required to submit to the City of Goose Creek, or its successor, the rental rate to be charged and verified income reports of household income of all rental occupants at the inception of each tenancy and on no less than a yearly basis thereafter, as determined by the City of Goose Creek. These units shall be subject to these restrictions for no fewer than 20 years from the initial occupancy as affordable housing. The owner shall execute a Memorandum of Use with the city as a party acknowledging the use of the property for Affordable Housing in accordance with the provisions of this PD, which Memorandum shall be in a form acceptable for recording in the record office of the applicable county and which shall be recorded in the record office of the applicable county. If a proposal meets the requirements of this section and the owner is willing to enter into the terms of a Memorandum of Use contained in this paragraph, the Mayor shall be authorized so sign the Memorandum of Use on behalf of the City. As to owner occupied units, these units shall be sold to households earning no more than one hundred twenty (120) percent of the area

median income. Each owner, prior to initial occupancy, shall be required to submit to the City of Goose Creek, a verified income report of household income of all members of the household. These units shall be subject to resale restrictions for no fewer than twenty years from date of initial sale of the property. Such restrictions will be recorded as deed restrictions.

Ownership. Single family detached affordable housing units shall be sold or rented to qualified households, as described herein.



Page break

Open Space

Development Area

The requirement for open space will be 15% of the total gross acreage of the development area.

Total Gross Acreage = 39.686.25 Acres*

39.686.25 Acres x 15% = 5.9544 Acres*

*These calculation are subject to change based on actual future development. These calculations represent the anticipated acreages within the zoning districts in the PD. Should the land use designations need to change over time, a corresponding

recalculation of open space shall be required according to above percentages or calculation guidelines within this section of the Berkeley Farms PD. These recalculations will be coordinated with Staff during the planning stage, and a summary memo will be submitted by the developer to note the changes of required open space and document the remaining requirements at the time of building permit or preliminary plat application stage for each subject parcel.

Conceptual Plan for Open Space

The open space may consist of, but is not limited to, community open spaces for passive and active recreation, event spaces (for events such as weddings, parties, etc.), walking trails, picnic areas, sitting areas, playground features, and community gardens. Event structures such as a pavilion, gazebo, or enclosed structure with associated utilities, or any combination thereof may be erected on open space areas subject to HOA/POA guidelines. 50% of the total area of a created water feature, wetland or stormwater facility may be counted towards open space if it is amenitized for active and/or passive use.

Open spaces shall not all be confined to one area, but shall be blended throughout the development. The open space requirement will apply to the PD as a whole, not to each individual development parcel.

See Exhibit C - Open Space and Buffers for the conceptual open space plan.

Ownership and Maintenance of Open Space

Open space shall be privately owned and maintained by the POA (Property Owners Association)/HOA (Homeowners Association) for the use of the community.

Page break

Buffers

Within the PD limits the only buffers that shall apply are those listed below and are as follows:

Residential District Buffer

The intent of the RD Buffer is to separate the RD from incompatible/undesirable uses - see below table, elevation and plan for details and Exhibit C for location of buffers.

Commercial District Buffer

The intent of the CD buffer is to separate the CD from incompatible uses - see below table, plan and elevation for details and Exhibit C for location of buffers.

Page break

Roadside Buffer - Berkeley Farms Road

The Berkeley Farms PD Roadside Buffer shall follow the standards set forth in this section - see

below table, plan and elevation for details and Exhibit C for location of buffers.

Page break

Notes:

Conditional Landscaping:

Where parking is located adjacent to and/or visible from a public ROW a continuous evergreen hedge shall be added to the Roadside Buffer.

Tree Protection

Shall be in accordance to Section Five: Site Development - 5.1: Trees - 5.1.2: Tree Protection.

Except as listed below:

It will be required to have a certified arborist perform an assessment of the condition and health of existing grand trees on site. The trees shall be given a

grade A, B, C, D, E or F with A being the best and F being the poorest condition

and possibly dead or dying. Only grand trees graded B or below may be considered for removal and mitigation per the City of Goose Creek's Zoning Ordinance - Section Five: Site Development - 5.1: Trees - 5.1.1: Replacement and

Mitigation.

Right-Of-Way

Type A Street

Type A streets shall be 50' wide. It is a private street with a 24' minimum paved section and a vertical curb. There shall be a 5' vegetative strip on each side of the street as well as sidewalks, which shall be 5' wide. This is a street with moderate to high vehicular and pedestrian traffic. It is a street with low to moderate vehicular speeds. The street provides access through the Residential District. Except as described herein, road standards with Berkeley Farms PD, shall conform to the City of Goose Creek's Land Development Regulations - Section 5.7 Private Roads. As the roads will not be accepted by the City of Goose Creek for public maintenance (per the City of Goose Creek's Land Development Regulations - Section 5.7 Private Roads (A) (3)) they may be accepted by Berkeley County if the County so chooses.

Page break

Note:

Root barrier products shall be used when the distance between a proposed street tree trunk and the curb / sidewalk is less than 4 feet.

See Exhibit D - Roads and Circulation.

Sidewalks

Sidewalks throughout the development will be a minimum of 5' width on both sides of the street within the right-of-way. The sidewalks will meet the ADA requirements and ADA required ramps shall be installed at street corners with sidewalks to provide accessible routes.

Street Lights/Street Trees

Street lights shall conform to the City of Goose Creek's Land Development Regulations - 5.

Design and Improvement Standards - 5.9 Illumination of Vehicular and Pedestrian Facilities.

Street trees shall conform to the City of Goose Creek's Land Development Regulations - 5.

Design and Improvement Standards - 5.7 Private Roads - (H) Tree Planting Along Roadways -

(1) Street Trees.

Emergency/Public Service Access

All public and private rights-of-way shall accommodate emergency vehicles and public service vehicles.

Page break

Parking

Parking requirements and parking dimension requirements for Berkeley Farms PD shall

conform to the City of Goose Creek's Zoning Ordinance requirements as per Section Five:

Site Development - 5.4: Access & Parking unless otherwise stated within the PD.

Drainage Basin Analysis

Flood Zone

None of the parcels within the Berkeley Farms PD fall within any flood zones per FEMA Map

Number 45015C0590E dated December 06, 2018.

Topography

The topography generally slopes to the East with about 2/3 of the development area being relatively gently sloping. The last 1/3 of the development slopes downward quicker than the rest continuing to the East. From West to East the drop is approximately 16 feet with the majority of that drop occurring in the RD development pods. The overall Topography of the site ranges from an approximate high elevation of 44 to 26.

Wetland Verification

The wetlands have been field located by a professional wetland scientist. An approved jurisdictional determination request has been submitted to the Army Corps of Engineers for verification.

Preliminary Stormwater Techniques

The property will be developed using on-site detention systems and best management practices for both water quantity and water quality. Proposed drainage for the site will be managed via a network of storm pipes, wet ponds, open channels and outfall structures as required for release of applicable storm events. The site's stormwater management system must meet all applicable Local, State and Federal stormwater regulations. Maintenance of the stormwater conveyances and ponds will be the responsibility of the HOA. Low impact design (LID) and Green infrastructure techniques are allowed and encouraged to address stormwater.

Traffic Study

A traffic study is being conducted by Kimley-Horn and Associates and will be reviewed by the City of Goose Creek and SCDOT. Berkeley Farms PD will implement any mitigation measures as recommended by the approved TIA (Traffic Impact Assessment).

See Appendix Item A.

Page break

Utilities

Sanitary sewer service will be provided by Berkeley County Water and Sanitation.

Potable water will be provided by Berkeley County Water and Sanitation.

Electric and natural gas service will be provided by Berkeley Electric Cooperative.

See Exhibit F - Utilities for conceptual utilities layout.

Additional Development Criteria

POA/HOA

A Property Owners Association (POA) and/or a Homeowners Association (HOA) shall be established for Berkeley Farms PD. Membership in a POA/HOA will be mandatory for any property owner. The POA/HOA(s) will incorporate its own common areas and rights-of-way and be managed and governed by each POA/HOA. The POA/HOA(s) will be funded by dues to be established in its recorded Restrictive Covenants. The POA/HOA(s) will manage the affairs of the POA/HOA(s) including the enforcement of the recorded

documents and the maintenance of common areas/private rights-of-way. Common areas could include passive park space, landscape areas, and stormwater detention facilities. Berkeley County may maintain public roadways and drainage systems associated with public roadways (with exception of ponds) and any other property once dedicated and accepted by the appropriate public agency. Applicable POA/HOA(s) documents will be submitted to the Zoning Administrator or designee for review prior to the initial request for a building permit in the PD.

Signs

Signs within the development areas of the Berkeley Farms PD shall conform to the City of Goose Creek's Zoning Ordinance Section Six: Signs.

PD Amendments

Minor modifications to this PD shall conform with the City of Goose Creek's Zoning Ordinance - Section Three: Zoning Districts - PD: Planned Development District - (4) Standards for all Planned Development Zoning Districts - (e) Minor Modifications.

Berkeley Farms PD is designed with the intent to expand as adjacent properties become available. As those properties become available to annex and rezone into the PD, determinations will be made based on the current market conditions as to whether they will become part of the CD or RD.

Exhibits

Existing Conditions

Land Use

Open Space and Buffers

Roads and Circulation

Signage

Utilities

Appendix

Traffic Impact Assessment (TIA)

2026-02-27 - Berkeley Farm-2 [Available]

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☒ 2026-02-27 - Berkeley Farm-3 [Available]

	
PLOT ACREAGE	Row 1
TMS #'S	Row 2
OWNER	
GROSS ACREAGE	
233-00-00-057	Row 3
888 College Park Rd LLC	

12.416.40	
233-00-00-081	Row 4
888 College Park Rd LLC	
4.01	
233-08-03-024	Row 5
888 College Park Rd LLC	
4.13	
233-08-03-018	Row 6
Berkeley Farms Holdings LLC ETAL	Jean Betty Heber
0.95	
233-08-03-043	Row 7
Berkeley Farms Holdings LLC ETAL	Jean Betty Heber
0.45	
233-08-03-035	Row 8
Berkeley Farms Holdings LLC ETAL	Jean Betty Heber
0.79	
233-08-03-017	Row 9
Berkeley Farms Holdings LLC ETAL	Jean Betty Heber
2.03	
233-08-03-019	Row 10
Jean M Prather	
2.19	
233-08-03-020	Row 11
Berkeley Farms Holdings LLC ETAL	Joanna Ridgeway
1.09	
233-08-03-053	Row 12
Alice N Dubose	
1.22	
233-08-03-021	Row 13
Berkeley Farms Holdings LLC ETAL	Joanna Lynn Jones
3.22	
233-08-03-054	Row 14
Berkeley Farms Holdings LLC ETAL	Joanna Lynn Jones
1.59	
233-08-03-055	Row 15
Berkeley Farms Holdings LLC ETAL	Joanna Ridgeway
4.60	
233-08-03-022	Row 16

1.00

2026-02-27 - Berkeley Farm-4 [Available]



AREA BY DISTRICT

LAND USE

TOTAL ACREAGE

Residential District (RD)

27.273.68

Commercial District (CD)

12.4157

39.686.25

2026-02-27 - Berkeley Farm-5 [Available]



RESIDENTIAL DISTRICT

DENSITY / INTENSITY AND DIMENSIONAL STANDARDS

Minimum Lot Area

1,600 SF

Minimum Lot Width

20'

Minimum Lot Depth

80'

Minimum Setbacks

Front

25'

Side

5' & 15' Corner Lots

Rear

15'

Height

75'

Minimum Parking Requirement

2 per DU



COMMERCIAL DISTRICT
DENSITY 7 INTENSITY AND DIMENSIONAL STANDARDS
Minimum Setbacks

Front

20'

Side

10'

Rear

20'

Height

75'

Minimum Parking Requirement

By Use



ROADSIDE BUFFER SOUTH DEPTH AND PLANTING
Minimum Buffer Depth

10'

Minimum Buffer Landscaping

Walkway

8' Wide Multi-Use Path

Ornamental Grass

35 per 100 LF



RESIDENTIAL BUFFER DEPTH AND PLANTING
Minimum Buffer Depth

10'

Minimum Buffer Landscaping

Canopy Tree

3 per 100 LF

Evergreen Shrubs

20 per 100 LF

[Row 6](#)
Opaque Fence / Wall
6' High

2026-02-27 - Berkeley Farm-9 [Available]



[Row 1](#)
COMMERCIAL DISTRICT BUFFER A DEPTH AND PLANTING

[Row 2](#)
Minimum Buffer Depth

25'

[Row 3](#)
Minimum Buffer Landscaping

[Row 4](#)
Canopy Tree

3 per 100 LF

[Row 5](#)
Understory Tree

4 per 100 LF

[Row 6](#)
Shrubs

25 per 100 LF

2026-02-27 - Berkeley Farm-10 [Available]



[Row 1](#)
COMMERCIAL DISTRICT BUFFER B DEPTH AND PLANTING

[Row 2](#)
Minimum Buffer Depth

12.5' With A 6' Fence

[Row 3](#)
Minimum Buffer Landscaping

[Row 4](#)
Canopy Tree

3 per 100 LF

[Row 5](#)
Understory Tree

4 per 100 LF

[Row 6](#)
Shrubs

20 per 100 LF

2026-02-27 - Berkeley Farm-11 [Available]

Elevation

Copyfit

2026-02-27 - Berkeley Farm-12 [Available]

Plan

Copyfit

2026-02-27 - Berkeley Farm-13 [Available]

Elevation

▼ 2026-02-27 - Berkeley Farm-14 [Available]

Plan

▼ 2026-02-27 - Berkeley Farm-15 [Available]

Elevation

▼ 2026-02-27 - Berkeley Farm-16 [Available]

Plan

▼ 2026-02-27 - Berkeley Farm-17 [Available]

Elevation

▼ 2026-02-27 - Berkeley Farm-18 [Available]

Plan

▼ 2026-02-27 - Berkeley Farm-19 [Available]

Elevation

▼ 2026-02-27 - Berkeley Farm-20 [Available]

Plan

▼ 2026-02-27 - Berkeley Farm-21 [Available]



Row 1

ROADSIDE BUFFER NORTH DEPTH AND PLANTING

Row 2

Minimum Buffer Depth

10'

Row 3

Minimum Buffer Landscaping

Row 4

Canopy Tree

2 per 100 LF

Row 5

Understory Tree

3 per 100 LF

Row 6

Shrubs

15 per 100 LF

Row 7

Groundcover

Throughout remaining area with spacing no greater than 36"



Request for Planning Commission Agenda Item

To: PLANNING COMMISSION

From: KENDRA WISE, PLANNING AND ZONING DIRECTOR

Please check one box

☐ Regular Meeting

☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance

☐ Resolution

☐ Proclamation

☐ Request to
Purchase

Ordinance/Resolution Title

MAP AMENDMENT BERKELEY FARMS ROAD AND COLLEGE PARK ROAD - REZONING REQUEST FOR THE PARCELS IDENTIFIED AS TMS# 233-00-00-057 (888 COLLEGE PARK ROAD, ET AL.), 233-00-00-081(125 BERKELEY FARMS ROAD, ET AL.), 233-08-03-024 (159 BERKELEY FARMS ROAD, ET AL.), 233-08-03-018 (128 BERKELEY FARMS ROAD), 233-08-03-043 (130 BERKELEY FARMS ROAD), 233-08-03-035 (132 BERKELEY FARMS ROAD), 233-08-03-017 (122 BERKELEY FARMS ROAD, ET AL.), 233-08-03-020 (144 BERKELEY FARMS ROAD), 233-08-03-021 (148 BERKELEY FARMS), 233-08-03-054 (152 BERKELEY FARMS ROAD), 233-08-03-055 and 233-08-03-022 (160 BERKELEY FARMS ROADS) FROM PLANNED DEVELOPMENT (PD) TO PLANNED DEVELOPMENT (PD)

Background Summary

This rezoning proposal is a result of the annexation request for two additional parcels to be added into the Berkeley Farms Planned Development. Because of this major modification to the prior document, all twelve previous parcels must now be rezoned into a new Planned Development that includes the two additional parcels presented for annexation. The parcels to be rezoned include TMS # 233-00-00-057, 233-00-00-081, 233-08-03-024, 233-08-03-018, 233-08-03-043, 233-08-03-035, 233-08-03-017, 233-08-03-020, 233-08-03-021, 233-08-03-054, 233-08-03-055 and 233-08-03-022. The request is to rezone these parcels consisting of approximately 36.27 acres from Planned Development (PD) under the previously approved document to Planned Development (PD) under a new document with increased boundaries to include the two additional parcels for annexation.

Financial Impact

NA

Impact if denied

NA
Impact if approved
NA
Department Head: City Administrator: Signature & Date Signature & Date



PLANNING COMMISSION

August 4, 2026, at 6:00 PM

City of Goose Creek Municipal Court, 519 N. Goose Creek Blvd.

Zoning Map Amendment Berkeley Farms Planned Development

Tax Map:	233-00-00-057, 233-00-00-081, 233-08-03-024, 233-08-03-018, 233-08-03-043, 233-08-03-035, 233-08-03-017, 233-08-03-020, 233-08-03-021, 233-08-03-054, 233-08-03-055, and 233-08-03-022
Proposal:	Rezone from Planned Development (PD) to Planned Development (PD) with an updated Planned Development document that incorporates increased boundaries without any other substantial changes
Applicant:	Kimley-Horn on behalf of the property owners 888 College Park Road, LLC Berkeley Farms Holdings LLC ETAL
Acreage:	+/- 36.27
Current Use:	Existing commercial uses, single-family detached dwellings, vacant
Proposed Use:	Planned Development
Land Use Classification:	Low-Density Residential
Current Zoning:	Planned Development (PD)
Proposed Zoning:	Planned Development (PD)
Staff Recommendation:	Approval

PLANS, POLICIES, AND LAND USE

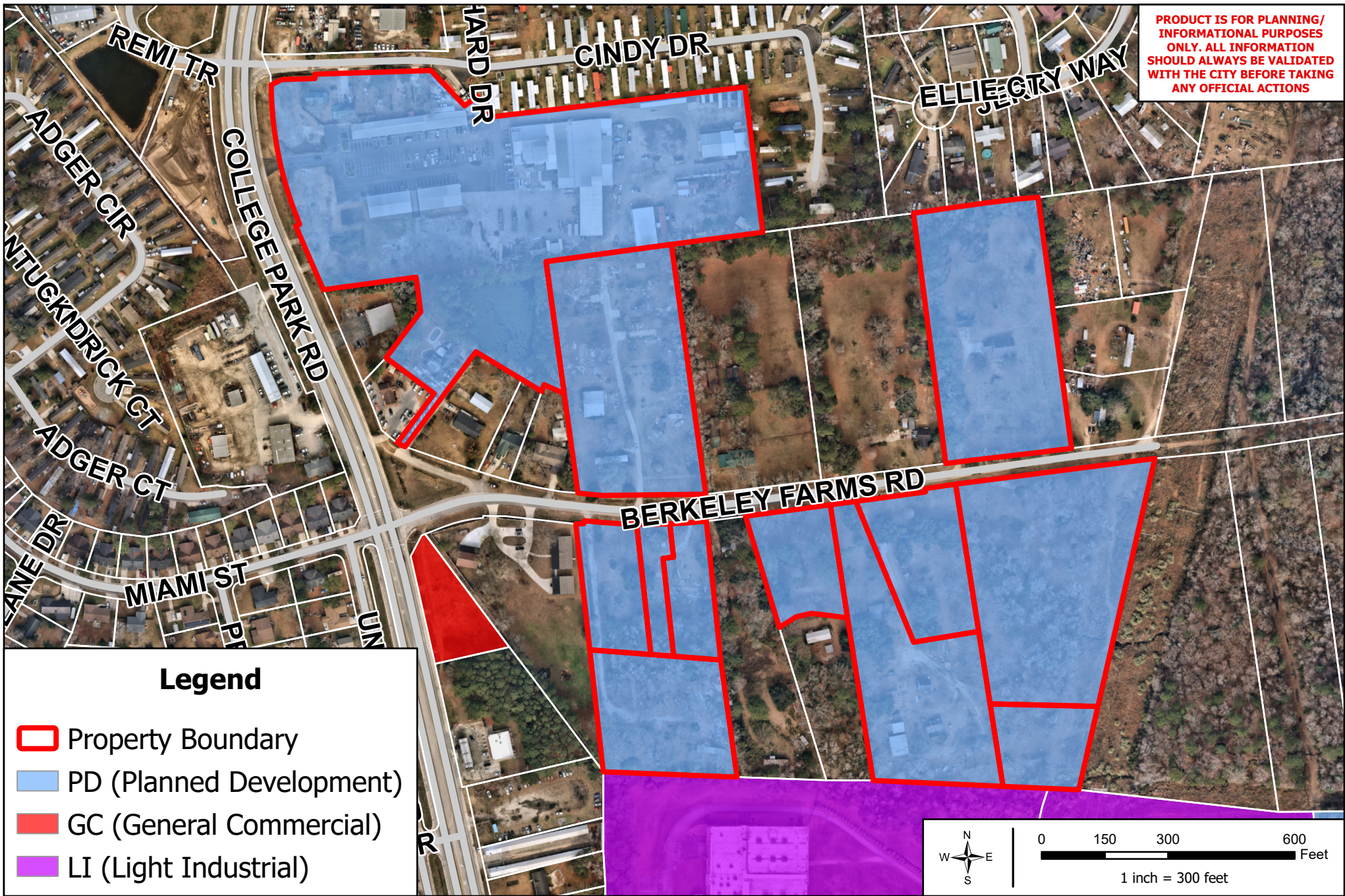
The City of Goose Creek Comprehensive Plan (Amended February 13, 2024) designates the subject parcels as Low-Density Residential. The Comprehensive Plan (February 13, 2024) designates Low-Density Residential areas in both new and existing neighborhoods that promote a sense of community. Development will be located where it can be served efficiently by infrastructure, facilities, services, and transportation networks.

ZONING DISTRICT SUMMARY

These twelve parcels are located along College Park Road and Berkeley Farms Road. All properties are currently part of the Berkeley Farms Planned Development that was previously approved in 2024. Vicinity zoning maps are provided in the packet.

STAFF RECOMMENDATION

Staff recommends approval of the request based on the current zoning of these parcels from the previously approved Planned Development document to the updated document with increased boundaries including the two additional parcels for annexation. No changes to density, use, or design standards have been made. A red-line copy is also provided to show revisions from the original document. The addition of adjacent properties being added in the future and subsequent modifications to the document were anticipated at the time of the original Planned Development approval.

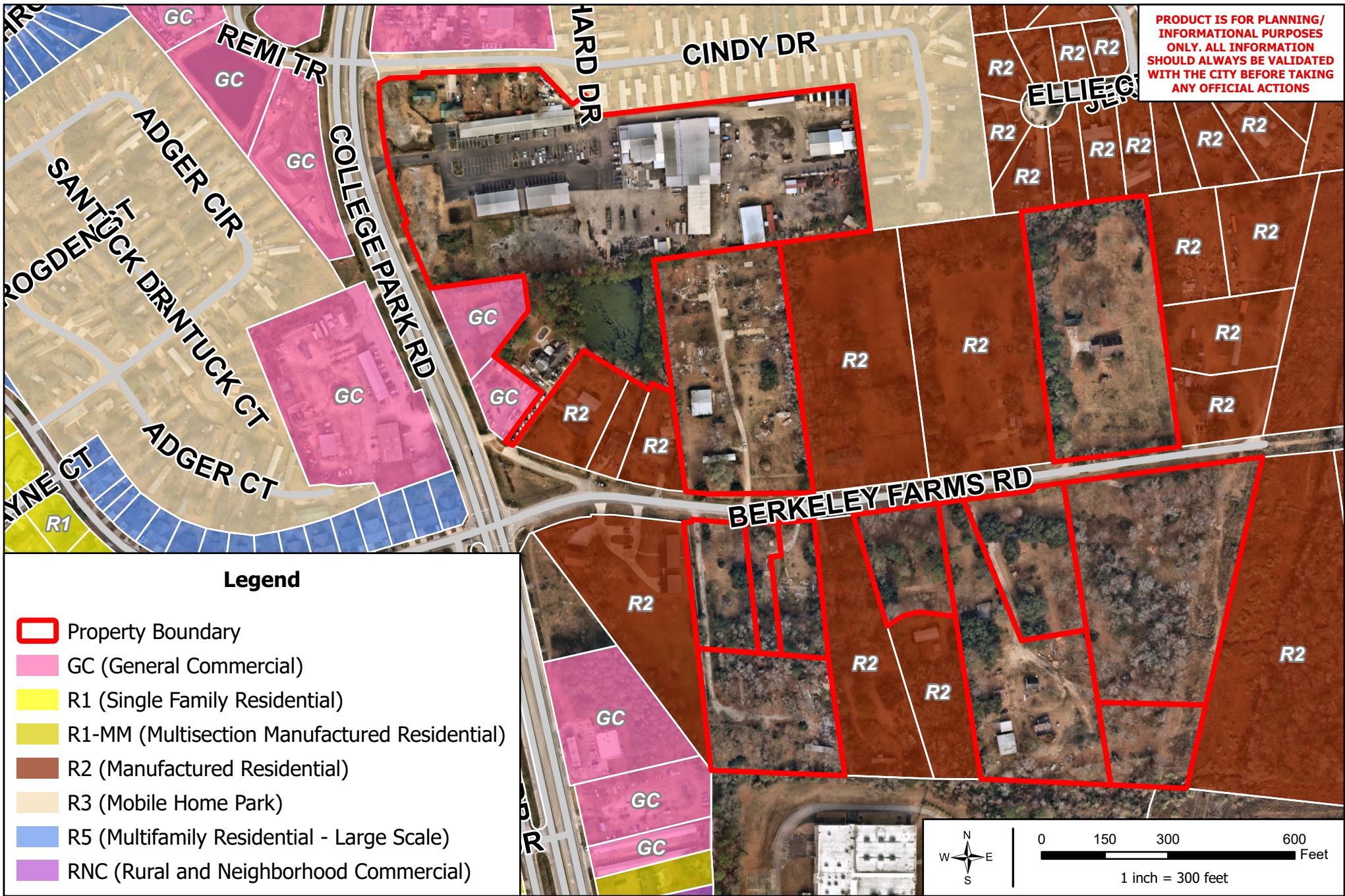


City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

Berkeley Farms

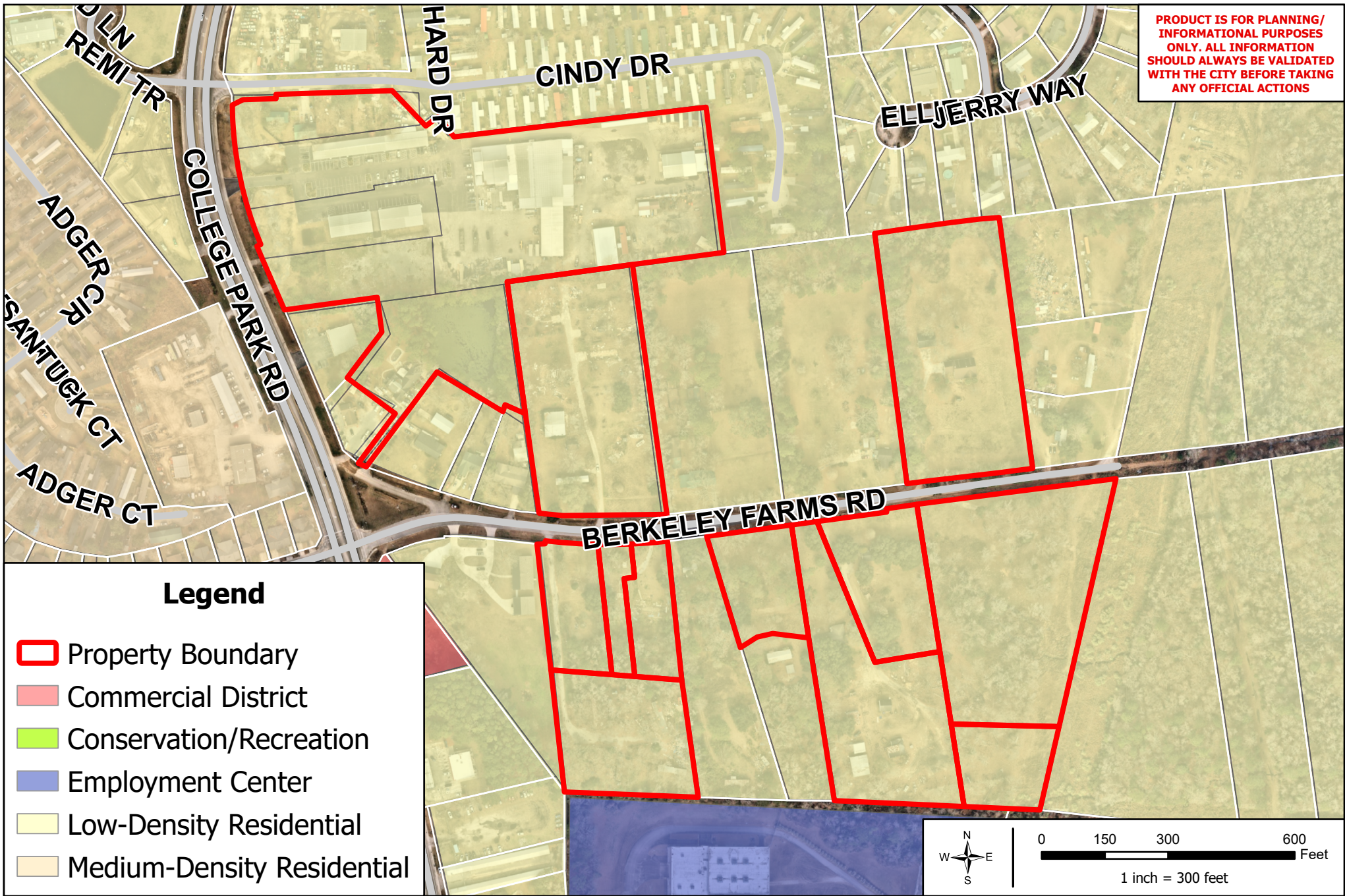
Goose Creek Zoning

161



City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

Berkeley Farms
Berkeley County Zoning



PRODUCT IS FOR PLANNING/
INFORMATIONAL PURPOSES
ONLY. ALL INFORMATION
SHOULD ALWAYS BE VALIDATED
WITH THE CITY BEFORE TAKING
ANY OFFICIAL ACTIONS



City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

Berkeley Farms
Future Land Use



Rezone Application

Today's Date 07/15/2026

Please complete and return to planning-zoning@cityofgoosecreek.com

Part I. Applicant Information

1. Name Crystal Ana Aponte Company (if applicable) Kimley-Horn
2. Address 1080 Morrison Dr - Suite 240 City Charleston State SC Zip 29403
3. Phone 843.867.3135 Email crystal.aponte@kimley-horn.com
4. Is the applicant the owner of the property? No
5. Please fill out the agent waiver on the back of this application if the applicant is not the owner of the property.

Part II. Project Information

1. TMS# 233-08-03-018, -043, -035, -017, -020, -021, -054, -055 and -022
2. Street Address 128, 130, 132, 122, 144, 148, 152, 160 Berkeley Farms Rd, Summerville, SC 29486
3. Current Use Residential Proposed Use Residential
4. Current Zoning PD Proposed Zoning PD
5. Total acreage requested to be rezoned 15.72
6. Pursuant to S.C. Code § 6-29-1145, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in the permit? No

Project Description:

These parcels are currently a part of the Berkeley Farms Rd PD assemblage and are zoned PD within the City of Goose Creek.

Part III. Signature and Acknowledgement

I affirm that the information submitted is correct and complete. I understand that any inconsistencies may cause a delay in the review of the appeal.

Applicant signature 

519 N. Goose Creek Blvd. P.O. Drawer 1768 Goose Creek, S.C. 29445 843-797-6220
www.cityofgoosecreek.com

Effective Date: 3/21/2024



Rezone Application

Agent Waiver

I hereby designate Crystal Ana Aponte to serve as my agent regarding this application, to receive and respond to administrative comments, to resubmit plans on my behalf, and to represent me in any public meetings regarding this application.

Print Name: Reed Brumell

Signature: [Signature]

Person Completing this Application: Crystal Ana Aponte

Signature of Person Completing this Application: [Signature]

**Rezone Application**Today's Date 07/15/2026Please complete and return to planning-zoning@cityofgoosecreek.com**Part I. Applicant Information**

1. Name Crystal Ana Aponte Company (if applicable) Kimley-Horn
2. Address 1080 Morrison Dr - Suite 240 City Charleston State SC Zip 29403
3. Phone 843.867.3135 Email crystal.aponte@kimley-horn.com
4. Is the applicant the owner of the property? No
5. Please fill out the agent waiver on the back of this application if the applicant is not the owner of the property.

Part II. Project Information

1. TMS# 233-00-00-057, 233-00-00-081 and 233-08-03-024
2. Street Address 101, 125/127 & 159/163 Berkeley Farms Rd, Summerville, SC 29486 & 878/884/886/888/896 College Park Road
3. Current Use Residential Proposed Use Residential
4. Current Zoning PD Proposed Zoning PD
5. Total acreage requested to be rezoned 20.55
6. Pursuant to S.C. Code § 6-29-1145, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in the permit? No

Project Description:

These parcels are currently a part of the Berkeley Farms Rd PD assemblage and are zoned PD within the City of Goose Creek. The PD is being amended with this application.

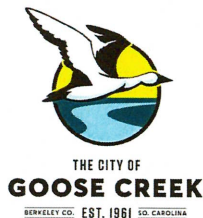
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Applicant signature

519 N. Goose Creek Blvd. P.O. Drawer 1768 Goose Creek, S.C. 29445 843-797-6220
www.cityofgoosecreek.com

Effective Date: 3/21/2024



Rezoning Application

Agent Waiver

I hereby designate Crystal Ana Aponte to serve as my agent regarding this application, to receive and respond to administrative comments, to resubmit plans on my behalf, and to represent me in any public meetings regarding this application.

Print Name: Reed B. Smith

Signature: [Signature]

Person Completing this Application: Crystal Ana Aponte

Signature of Person Completing this Application: [Signature]

A background image showing a paved road with double yellow lines curving into the distance under a blue sky with white clouds. Trees and a grassy area are visible on the sides of the road.

DEVELOPMENT GUIDELINES
FOR
BERKELEY FARMS PD
GOOSE CREEK, SOUTH CAROLINA

APPROVED:

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Introduction and Background Information

Executive Summary

The Berkeley Farms Planned Development (PD) is intended to align with the goals of the City of Goose Creek's Comprehensive Plan adopted May 11, 2021 and amended February 13, 2024. The PD has two zoning areas which are the Commercial District (CD) and the Residential District (RD). It will allow for flexibility in a residential/commercial design to create a mixed-use community. The PD will emphasize interconnectivity and walkability. The residential and commercial districts are designed to compliment one another providing future residents a place to live, work and play in one walkable community.

Goals for the Project

The PD has two zoning areas, the CD and RD. The development goal for this project is to align with the goals of the City of Goose Creek's Comprehensive Plan. The project area is a part of the proposed Annexation Phase 1 area mentioned within the Comprehensive Plan and ties into the College Park Road target area. The RD portion of the community will be comprised of homes off of Berkeley Farms Road. The CD portion will be comprised of mixed commercial and light industrial along College Park Road. These homes will help provide an attainable housing option to most while also helping with providing the "missing middle housing" type mentioned within the Comprehensive Plan. The RD is intended to be a safe and easily walkable development with direct access to the CD where goods and/or services can be found. The residential portion is proposed to have an amenity component giving this project a live/work/play feeling. There will be sidewalks throughout the residential area connecting to all internal amenity features as well as to Berkeley Farms Road and College Park Road. A multi-use path is proposed as well to ensure not only increased walkability but also other forms of movement such as cycling. Each of the development areas shall have adequate circulation to allow for ease of access and safe travel for all users including emergency services. The natural features (i.e. wetlands) on site have been carefully planned around and incorporated into the majority of the proposed open space areas. The PD site as a whole will result in a balanced development that allows for all users/residents to feel comfortable and accommodated.

Project Location

The development is located to the East of College Park Road, along Berkeley Farms Road, with portions of it located on either side of Berkeley Farms Road with the CD having frontage on College Park Road. Twelve (12) of the individual tracts are currently in the City of Goose Creek and two (2) of the individual parcels are currently in Berkeley County and are intended to be annexed into the City of Goose Creek. The project is comprised of fourteen (14) parcels that will come together as one development under this PD.

See Location map below and Exhibit A - Existing Conditions



Area Map (not to scale)

Background Information

The Site consists of 39.68 gross acres. It is comprised mostly of lightly developed parcels. There are existing structures on the parcels which are intended to be removed as the project develops. The entrance to the different portions of the development will be off of Berkeley Farms Road.

The properties included within the PD have the following TMS's:

PLOT ACREAGE		
TMS #'S	OWNER	GROSS ACREAGE
233-00-00-057	888 College Park Rd LLC	12.41
233-00-00-081	888 College Park Rd LLC	4.01
233-08-03-024	888 College Park Rd LLC	4.13
233-08-03-018	Berkeley Farms Holdings LLC ETAL	0.95
233-08-03-043	Berkeley Farms Holdings LLC ETAL	0.45
233-08-03-035	Berkeley Farms Holdings LLC ETAL	0.79
233-08-03-017	Berkeley Farms Holdings LLC ETAL	2.03
233-08-03-019	Jean M Prather	2.19
233-08-03-020	Berkeley Farms Holdings LLC ETAL	1.09
233-08-03-053	Alice N Dubose	1.22
233-08-03-021	Berkeley Farms Holdings LLC ETAL	3.22
233-08-03-054	Berkeley Farms Holdings LLC ETAL	1.59
233-08-03-055	Berkeley Farms Holdings LLC ETAL	4.60
233-08-03-022	Berkeley Farms Holdings LLC ETAL	1.00

Two parcels within the assemblage, 233-08-03-019 and 233-08-03-053, are zoned R-2 - Manufactured Residential District in Berkeley County. The two parcels under Berkeley County jurisdiction have been submitted for annexation into the City of Goose Creek. The annexation of these parcels into the City of Goose Creek would align with the Comprehensive Plans annexation goals of increasing tax base and revenue opportunities in the City. All other parcels within the assemblage are already under PD zoning designation within the City of Goose Creek.

Relationship to the Zoning Ordinance of the City of Goose Creek

The Current Regulations shall be the City of Goose Creek's Zoning Ordinance and Land Development Regulations in effect at the time. Should this PD or subsequent design guidelines not specifically address certain zoning/development standards, the most current zoning regulations shall govern.

Land Use

Flexibility of Uses and Tracts

The PD for the included parcels is proposing two different types of land use, residential and commercial/light industrial. The exact location of boundary lines between development areas, the location and size of land uses indicated within the planned areas, and the preliminary design concepts for the tracts and uses described in this PD shall be subject to change as phases of the Development Plan are submitted for final review over the life of the Project; provided, however, that the maximum intensities and allowed land uses described in this Ordinance may not be changed unless approved in accordance with the City of Goose Creek's Zoning Ordinance.

Subdivision Plan Review and Approval

Preliminary plans and final plats for each phase of the development shall be submitted for review and approval by the appropriate City of Goose Creek authority.

Zoning Criteria

Berkeley Farms PD will contain both residential and commercial land uses. The PD will categorize the development into two (2) land use designations: Residential District (RD) and Commercial District (CD).

AREA BY DISTRICT	
LAND USE	TOTAL ACREAGE
Residential District (RD)	27.27
Commercial District (CD)	12.41
	39.68

Residential District (RD)

The RD seeks to allow for housing options that will appeal to a wide range of people and be an attainable option for most. The interest expressed in the City of Goose Creek's Comprehensive Plan by the public for more compact living styles and the well laid out guidance for both multi-family and townhomes led to the standards for the RD. These standards will allow for a cozy community feel with opportunities for walking and becoming close knit neighbors. The RD will allow for both single-family attached and detached homes and multi-family buildings. This district will also include an amenity area for recreation and socialization within the community. Open space in this area may consist of but is not limited to the amenity area, active and passive recreation and stormwater detention facilities.

Materials used in the RD shall follow the below recommendations as per the City of Goose Creek's Zoning Ordinance - Section Nine: Form, Design & Operational Standards - (H) Architectural Design Standards - (5) Building Design - (h) & (i).

Recommended Materials:

- Natural materials: wood, brick, terra cotta, stone (cast or cut).
- Decorative concrete block (CMU), textured with integral color
- Stucco (cement plaster), decorative.
- Fiber cement siding.
- Exterior insulation and finishing system (EIFS) when used above storefront height.

Prohibited Materials:

- Vinyl, metal, or aluminum siding (metal siding not prohibited in commercial district).
- Exposed concrete mason units.
- Reflective materials that cause glare.
- Materials that artificially simulate natural materials.
- Diagonal siding.
- Exaggerated swirled stucco.

The RD areas will contain residential land uses and open spaces. Within the RD district, land and buildings may be erected, altered, or used for the following permitted uses:

1. Single-family attached and detached dwelling units.
2. Multi-family dwellings (no more than 300 multi-family units total may be permitted within the Berkeley Farms PD). A minimum of 8 contiguous acres is required in order to have multi-family residential. Multi-family is only allowed within the Residential District (RD) in between College Park Road and the Multi-Family build limit line as depicted on Exhibit B - Land Use.
3. Open space.
4. Accessory uses and structures are allowed per the City of Goose Creek's Zoning Ordinance Section Four: Use & Standards - 4:3 Accessory & Temporary Uses and may be further restricted within the HOA guidelines.

Disallowed Uses are as follows:

1. All non-residential zoning uses as described in the City of Goose Creek's Zoning Ordinance.

Notes:

1. Steps, balconies, patios, open stairways, entry covers, bay windows, fire boxes and decks may extend fully into setbacks, but in no instance can they extend into the right of way or drainage easements.
2. Eaves may extend two feet (2') into setbacks, however in no instance can any structure or eave extend into a Right-of-way or drainage easement.
3. Fences shall follow the City of Goose Creek's Zoning Ordinance Section Nine: Form, Design & Operational Standards - (E) Fences & Walls.
4. On-street visitor parking is encouraged throughout the community where/when it is feasible.

RESIDENTIAL DISTRICT	
DENSITY / INTENSITY AND DIMENSIONAL STANDARDS	
Minimum Lot Area	1,600 SF
Minimum Lot Width	20'
Minimum Lot Depth	80'
Minimum Setbacks	
Front	25'
Side	5' & 15' Corner Lots
Rear	15'
Height	75'
Minimum Parking Requirement	2 per DU

Commercial District (CD)

The CD is intended to accommodate a combination of uses that will encourage a live/work/play lifestyle which will help to push forward the City's goal of encouraging this type of balance stated in the Comprehensive Plan. Among the varied uses are light industrial, retail, office, restaurant/bar restaurant, gas stations, hotel and retail/general commercial. Within the Mixed-Use Overlay District residential uses are allowed and shall follow the guidelines and dimensional standards outlined in this document.

Within the CD, land and buildings may be erected, altered, or used for the following permitted uses:

1. The uses listed above.
2. Accessory uses and structures are allowed per the City of Goose Creek's Zoning Ordinance Section Four: Use & Standards - 4.3 Accessory & Temporary Uses and may be further restricted within the POA/HOA guidelines.
3. Mixed-Use Overlay District:
 - A. Multi-family dwellings (no more than 300 multi-family units total may be permitted within the Berkeley Farms PD)
 - B. Uses allowed in the RD as stated in this document.

Disallowed Uses are as follows:

1. Storage facilities
2. Vape stores
3. Car sales
4. Adult businesses

COMMERCIAL DISTRICT	
DENSITY / INTENSITY AND DIMENSIONAL STANDARDS	
Minimum Setbacks	
Front	20'
Side	10'
Rear	20'
Height	75'
Minimum Parking Requirement	By Use

Parking

Parking for the CD shall comply with the City of Goose Creek's Zoning Ordinance Section Five: Site Development - 5.4: Access & Parking.

Affordable Housing

Affordable Housing Definition - Single-family, or multi-family dwelling units, used exclusively for residential uses, where occupants have, in the aggregate, household income of less than or equal to one hundred twenty (120) percent of median area income for owner occupied units, or eighty (80) percent of median area income for rental units. Median area income shall be determined annually by the U.S. Department of Housing and Urban Development. Household income shall include all sources of financial support, both cash and in kind, of adult members of the household, to include wages, salaries, tips, commissions, all forms of self-employment income, interest, dividends, net rental income, income from estates or trusts, Social Security benefits, railroad retirement benefits, Supplemental Security income, Aid to Families with Dependent Children or other public assistance or public welfare programs, other sources of income regularly received, including Veterans' (VA) payments, unemployment compensation and alimony, awards, prizes, government or institutional or eleemosynary loans, grants or subsidies and contributions made by the members' families for medical, personal or educational needs.

Single family affordable housing units shall be included in order to promote ownership or occupancy of affordable, quality housing by low-income households. Property within the RD and CD districts may be approved for subdivision and development in accordance with the density/intensity and dimensional standards of this PD. There is to be 10% of single family units minimum and 10% of multi-family units to be affordable housing. The entity developing the subject lot must construct new residential housing for the provision of affordable housing as defined above in this PD. The purchaser or tenant of the affordable household, at the time of closing or rental agreement, must meet the HUD definition of low-income. The following standards of this Section must also be met:

1. Single Family Affordable Housing Units. For purposes of this section, single family affordable housing units shall meet the definition for affordable housing as defined above in this PD
 - As to rental units, these units shall be rented to households earning no more than eighty (80) percent of the area median income, and the rents charged by the owner shall be in accordance with the Fair Market Rents published annually by the U.S. Department of Housing and Urban Development or such entity that may be subsequently designated. In the absence of such information, the rents charged by the owner shall not exceed 30 percent of the household annual income. The owner shall be required to submit to the City of Goose Creek, or its successor, the rental rate to be charged and verified income reports of household income of all rental occupants at the inception of each tenancy and on no less than a yearly basis thereafter, as determined by the City of Goose Creek. These units shall be subject to these restrictions for no fewer than 20 years from the initial occupancy as affordable housing. The owner shall execute a Memorandum of Use with the city as a party acknowledging the use of the property for Affordable Housing in accordance with the provisions of this PD, which Memorandum shall be in a form acceptable for recording in the record office of the applicable county and which shall be recorded in the record office of the applicable county. If a proposal meets the requirements of this section and the owner is willing to enter into the terms of a Memorandum of Use contained in this paragraph, the Mayor shall be authorized so sign the Memorandum of Use on behalf of the City.
 - As to owner occupied units, these units shall be sold to households earning no more than one hundred twenty (120) percent of the area median income. Each owner, prior to initial occupancy, shall be required to submit to the City of Goose Creek, a verified income report of household income of all members of the household. These units shall be subject to resale restrictions for no fewer than twenty years from date of initial sale of the property. Such restrictions will be recorded as deed restrictions.
2. Ownership. Single family detached affordable housing units shall be sold or rented to qualified households, as described herein.

Open Space

Development Area

The requirement for open space will be 15% of the total gross acreage of the development area.

- Total Gross Acreage = 39.68 Acres*
- 39.68 Acres x 15% = 5.95 Acres*

*These calculation are subject to change based on actual future development. These calculations represent the anticipated acreages within the zoning districts in the PD. Should the land use designations need to change over time, a corresponding recalculation of open space shall be required according to above percentages or calculation guidelines within this section of the Berkeley Farms PD. These recalculations will be coordinated with Staff during the planning stage, and a summary memo will be submitted by the developer to note the changes of required open space and document the remaining requirements at the time of building permit or preliminary plat application stage for each subject parcel.

Conceptual Plan for Open Space

The open space may consist of, but is not limited to, community open spaces for passive and active recreation, event spaces (for events such as weddings, parties, etc.), walking trails, picnic areas, sitting areas, playground features, and community gardens. Event structures such as a pavilion, gazebo, or enclosed structure with associated utilities, or any combination there of may be erected on open space areas subject to HOA/POA guidelines. 50% of the total area of a created water feature, wetland or stormwater facility may be counted towards open space if it is amenitized for active and/or passive use.

Open spaces shall not all be confined to one area, but shall be blended throughout the development. The open space requirement will apply to the PD as a whole, not to each individual development parcel.

See Exhibit C - Open Space and Buffers for the conceptual open space plan.

Ownership and Maintenance of Open Space

Open space shall be privately owned and maintained by the POA (Property Owners Association)/HOA (Homeowners Association) for the use of the community.

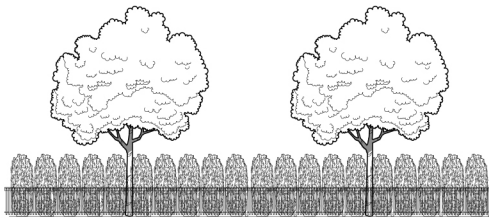
Buffers

Within the PD limits the only buffers that shall apply are those listed below and are as follows:

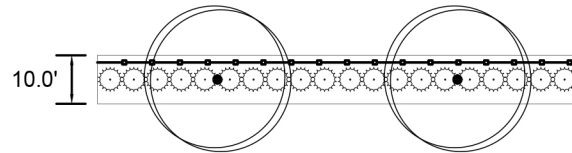
Residential District Buffer

The intent of the RD Buffer is to separate the RD from incompatible/undesirable uses - see below table, elevation and plan for details and Exhibit C for location of buffers.

RESIDENTIAL BUFFER DEPTH AND PLANTING	
Minimum Buffer Depth	10'
Minimum Buffer Landscaping	
Canopy Tree	3 per 100 LF
Evergreen Shrubs	20 per 100 LF
Opaque Fence / Wall	6' High



Elevation

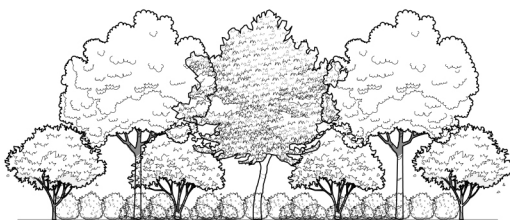


Plan

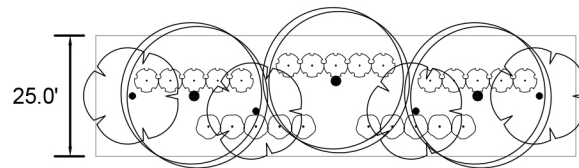
Commercial District Buffer

The intent of the CD buffer is to separate the CD from incompatible uses - see below table, plan and elevation for details and Exhibit C for location of buffers.

COMMERCIAL DISTRICT BUFFER A DEPTH AND PLANTING	
Minimum Buffer Depth	25'
Minimum Buffer Landscaping	
Canopy Tree	3 per 100 LF
Understory Tree	4 per 100 LF
Shrubs	25 per 100 LF



Elevation



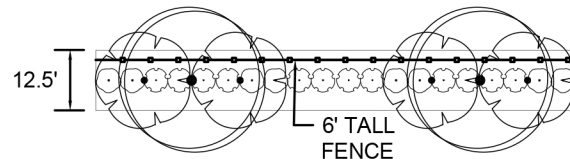
Plan

COMMERCIAL DISTRICT BUFFER B DEPTH AND PLANTING

Minimum Buffer Depth	12.5' With A 6' Fence
Minimum Buffer Landscaping	
Canopy Tree	3 per 100 LF
Understory Tree	4 per 100 LF
Shrubs	20 per 100 LF



Elevation



Plan

Roadside Buffer - Berkeley Farms Road

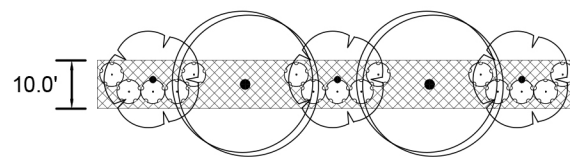
The Berkeley Farms PD Roadside Buffer shall follow the standards set forth in this section - see below table, plan and elevation for details and Exhibit C for location of buffers.

ROADSIDE BUFFER NORTH DEPTH AND PLANTING

Minimum Buffer Depth	10'
Minimum Buffer Landscaping	
Canopy Tree	2 per 100 LF
Understory Tree	3 per 100 LF
Shrubs	15 per 100 LF
Groundcover	Throughout remaining area with spacing no greater than 36"

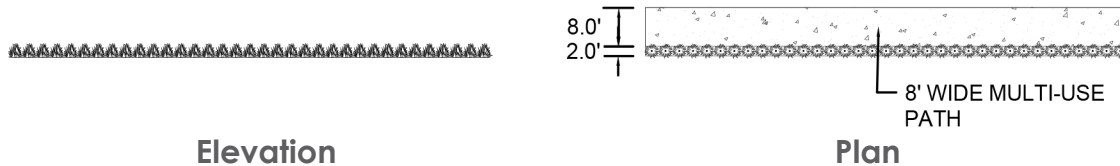


Elevation



Plan

ROADSIDE BUFFER SOUTH DEPTH AND PLANTING	
Minimum Buffer Depth	10'
Minimum Buffer Landscaping	
Walkway	8' Wide Multi-Use Path
Ornamental Grass	35 per 100 LF



Notes:

Conditional Landscaping:

- Where parking is located adjacent to and/or visible from a public ROW a continuous evergreen hedge shall be added to the Roadside Buffer.

Tree Protection

Shall be in accordance to Section Five: Site Development - 5.1: Trees - 5.1.2: Tree Protection.

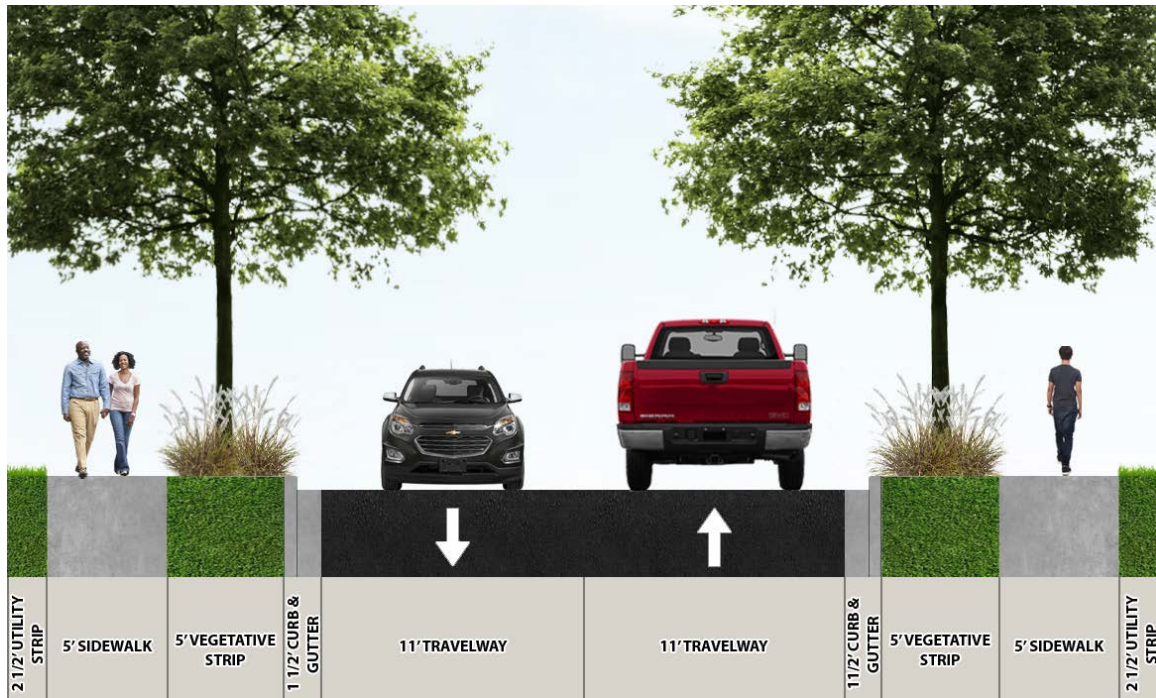
Except as listed below:

- It will be required to have a certified arborist perform an assessment of the condition and health of existing grand trees on site. The trees shall be given a grade A, B, C, D, E or F with A being the best and F being the poorest condition and possibly dead or dying. Only grand trees graded B or below may be considered for removal and mitigation per the City of Goose Creek's Zoning Ordinance - Section Five: Site Development - 5.1: Trees - 5.1.1: Replacement and Mitigation.

Right-Of-Way

Type A Street

Type A streets shall be 50' wide. It is a private street with a 24' minimum paved section and a vertical curb. There shall be a 5' vegetative strip on each side of the street as well as sidewalks, which shall be 5' wide. This is a street with moderate to high vehicular and pedestrian traffic. It is a street with low to moderate vehicular speeds. The street provides access through the Residential District. Except as described herein, road standards with Berkeley Farms PD, shall conform to the City of Goose Creek's Land Development Regulations - Section 5.7 Private Roads. As the roads will not be accepted by the City of Goose Creek for public maintenance (per the City of Goose Creek's Land Development Regulations - Section 5.7 Private Roads (A) (3)) they may be accepted by Berkeley County if the County so chooses.



Note:

1. Root barrier products shall be used when the distance between a proposed street tree trunk and the curb / sidewalk is less than 4 feet.

See Exhibit D - Roads and Circulation.

Sidewalks

Sidewalks throughout the development will be a minimum of 5' width on both sides of the street within the right-of-way. The sidewalks will meet the ADA requirements and ADA required ramps shall be installed at street corners with sidewalks to provide accessible routes.

Street Lights/Street Trees

Street lights shall conform to the City of Goose Creek's Land Development Regulations - 5. Design and Improvement Standards - 5.9 Illumination of Vehicular and Pedestrian Facilities. Street trees shall conform to the City of Goose Creek's Land Development Regulations - 5. Design and Improvement Standards - 5.7 Private Roads - (H) Tree Planting Along Roadways - (1) Street Trees.

Emergency/Public Service Access

All public and private rights-of-way shall accommodate emergency vehicles and public service vehicles.

Parking

Parking requirements and parking dimension requirements for Berkeley Farms PD shall conform to the City of Goose Creek's Zoning Ordinance requirements as per Section Five: Site Development - 5.4: Access & Parking unless otherwise stated within the PD.

Drainage Basin Analysis

Flood Zone

None of the parcels within the Berkeley Farms PD fall within any flood zones per FEMA Map Number 45015C0590E dated December 06, 2018.

Topography

The topography generally slopes to the East with about 2/3 of the development area being relatively gently sloping. The last 1/3 of the development slopes downward quicker than the rest continuing to the East. From West to East the drop is approximately 16 feet with the majority of that drop occurring in the RD development pods. The overall Topography of the site ranges from an approximate high elevation of 44 to 26.

Wetland Verification

The wetlands have been field located by a professional wetland scientist. An approved jurisdictional determination request has been submitted to the Army Corps of Engineers for verification.

Preliminary Stormwater Techniques

The property will be developed using on-site detention systems and best management practices for both water quantity and water quality. Proposed drainage for the site will be managed via a network of storm pipes, wet ponds, open channels and outfall structures as required for release of applicable storm events. The site's stormwater management system must meet all applicable Local, State and Federal stormwater regulations. Maintenance of the stormwater conveyances and ponds will be the responsibility of the HOA. Low impact design (LID) and Green infrastructure techniques are allowed and encouraged to address stormwater.

Traffic Study

A traffic study is being conducted by Kimley-Horn and Associates and will be reviewed by the City of Goose Creek and SCDOT. Berkeley Farms PD will implement any mitigation measures as recommended by the approved TIA (Traffic Impact Assessment).

See Appendix Item A.

Utilities

Sanitary sewer service will be provided by Berkeley County Water and Sanitation.

Potable water will be provided by Berkeley County Water and Sanitation.

Electric and natural gas service will be provided by Berkeley Electric Cooperative.

See Exhibit F - Utilities for conceptual utilities layout.

Additional Development Criteria

POA/HOA

A Property Owners Association (POA) and/or a Homeowners Association (HOA) shall be established for Berkeley Farms PD. Membership in a POA/HOA will be mandatory for any property owner. The POA/HOA(s) will incorporate its own common areas and rights-of-way and be managed and governed by each POA/HOA. The POA/HOA(s) will be funded by dues to be established in its recorded Restrictive Covenants. The POA/HOA(s) will manage the affairs of the POA/HOA(s) including the enforcement of the recorded documents and the maintenance of common areas/private rights-of-way. Common areas could include passive park space, landscape areas, and stormwater detention facilities. Berkeley County may maintain public roadways and drainage systems associated with public roadways (with exception of ponds) and any other property once dedicated and accepted by the appropriate public agency. Applicable POA/HOA(s) documents will be submitted to the Zoning Administrator or designee for review prior to the initial request for a building permit in the PD.

Signs

Signs within the development areas of the Berkeley Farms PD shall conform to the City of Goose Creek's Zoning Ordinance Section Six: Signs.

PD Amendments

Minor modifications to this PD shall conform with the City of Goose Creek's Zoning Ordinance - Section Three: Zoning Districts - PD: Planned Development District - (4) Standards for all Planned Development Zoning Districts - (e) Minor Modifications.

Berkeley Farms PD is designed with the intent to expand as adjacent properties become available. As those properties become available to annex and rezone into the PD, determinations will be made based on the current market conditions as to whether they will become part of the CD or RD.

Exhibits

- A. Existing Conditions
- B. Land Use
- C. Open Space and Buffers
- D. Roads and Circulation
- E. Signage
- F. Utilities

Appendix

- A. Traffic Impact Assessment (TIA)

LEGEND

- PD BOUNDARY
- PROPERTY LINE
- WETLANDS
- EXISTING UTILITY POLE AND EASEMENT

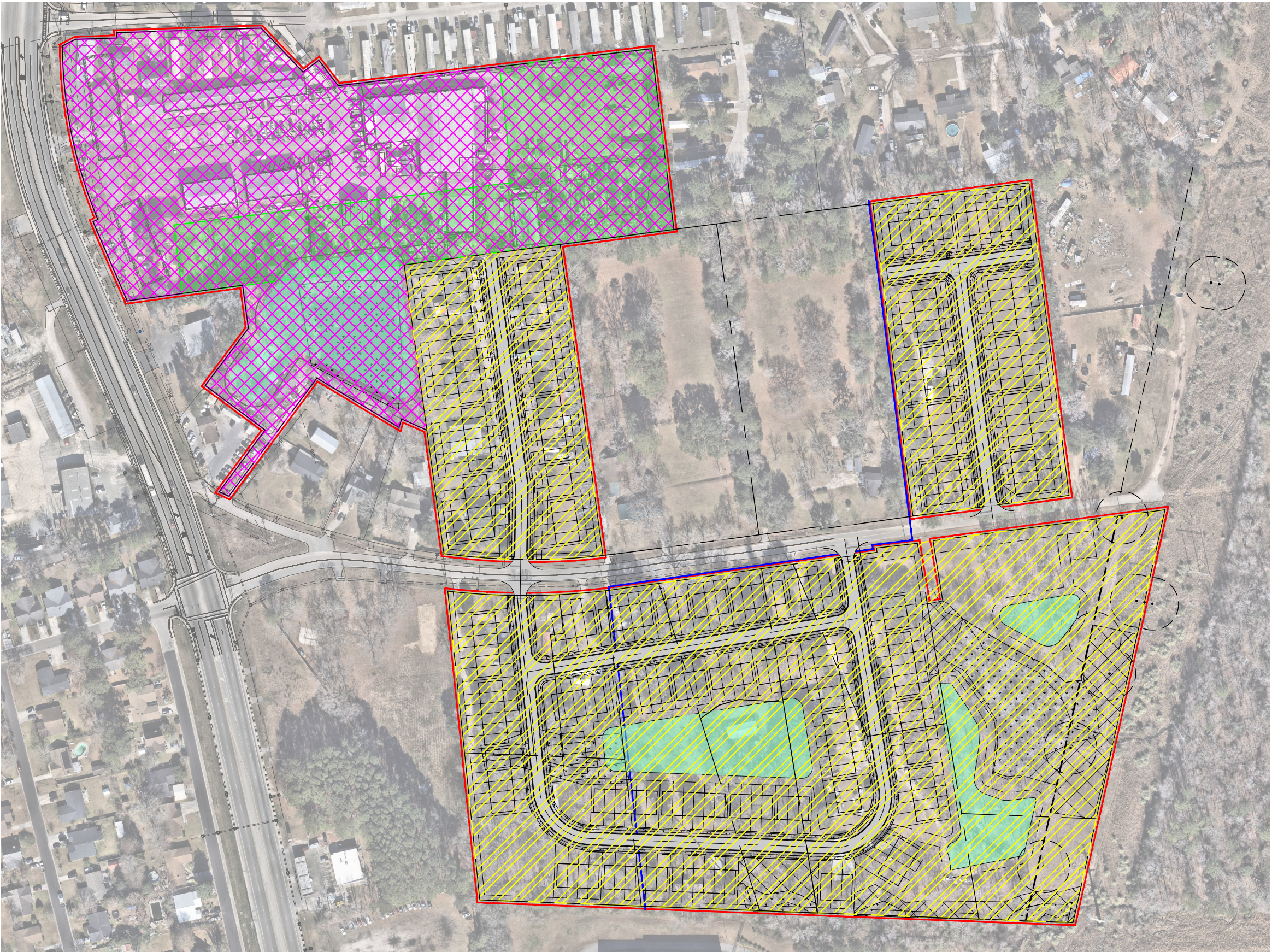


LEGEND

- PROPERTY LINE
- PD BOUNDARY
- MULTI-FAMILY BUILD LIMIT LINE
- RESIDENTIAL DISTRICT
- COMMERCIAL DISTRICT
- PROPOSED STORMWATER PONDS
- MIXED USE OVERLAY DISTRICT

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
- 2. THIS IS A CONCEPTUAL MASTER PLAN WHICH SHOWS GENERAL LAND USE LOCATIONS, CONFIGURATIONS, COMPONENT LOCATIONS AND FINAL DETAILS ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT.

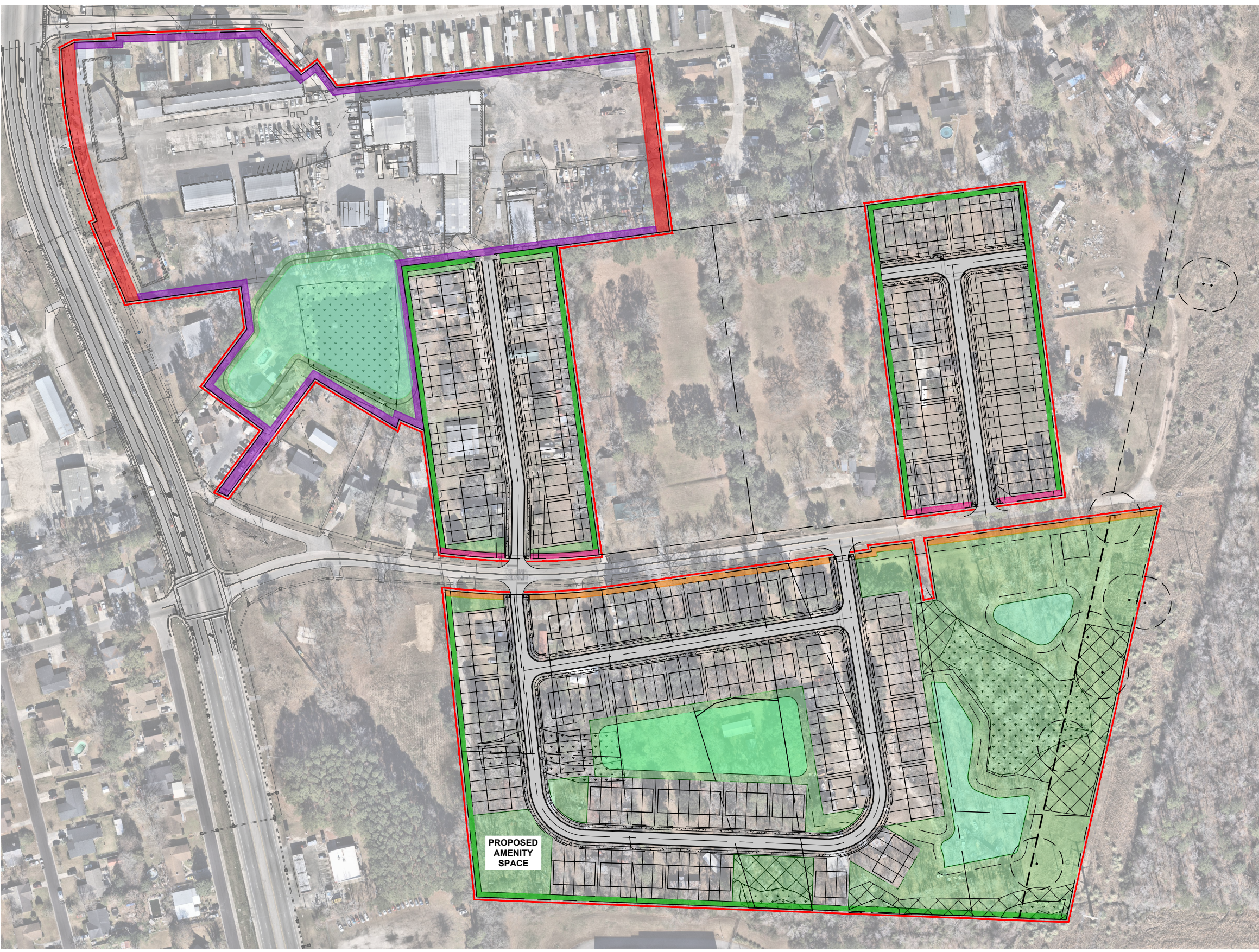


LEGEND

- PD BOUNDARY
- PROPERTY LINE
- RESIDENTIAL BUFFER
- ROADSIDE BUFFER NORTH
- ROADSIDE BUFFER SOUTH
- COMMERCIAL DISTRICT BUFFER A
- COMMERCIAL DISTRICT BUFFER B
- OPEN SPACE
- PROPOSED STORMWATER PONDS

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
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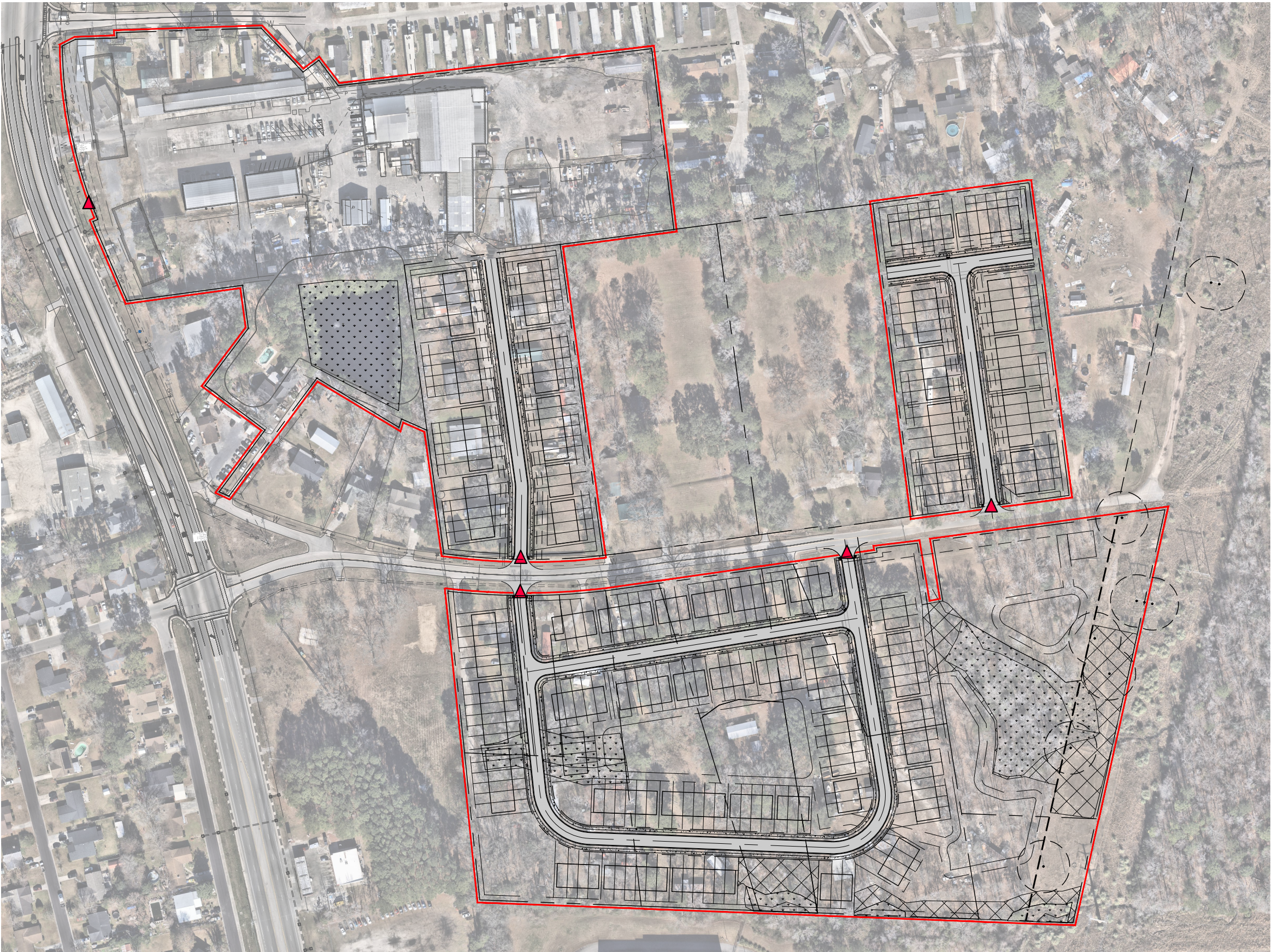


LEGEND

- PD BOUNDARY
- PROPERTY LINE
- PROPOSED ROADS
- ENTRANCE POINTS

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
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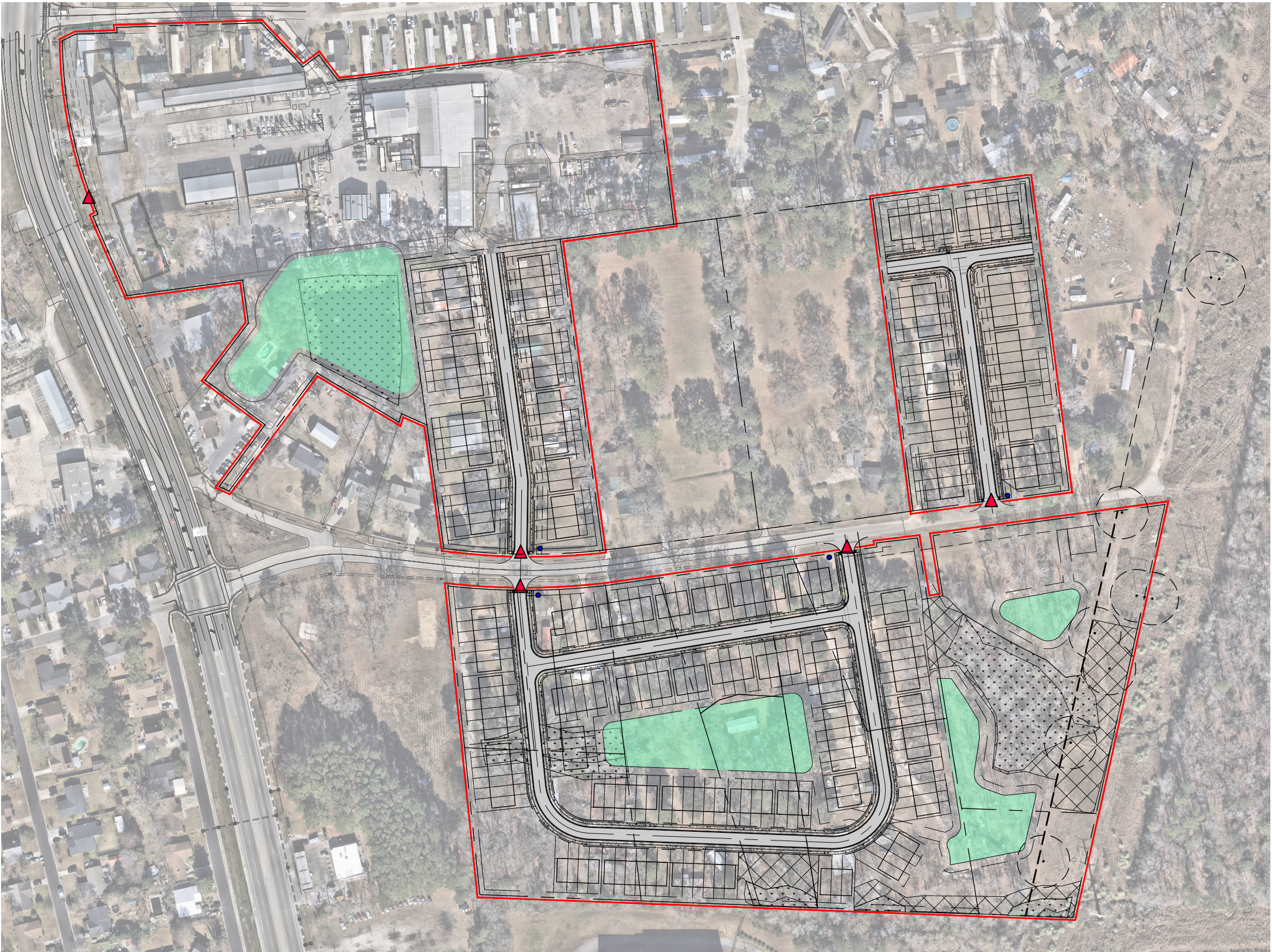


LEGEND

- PD BOUNDARY
- PROPERTY LINE
- PROPOSED ROADS
- PROPOSED STORMWATER PONDS
- ENTRANCE POINTS
- PROPOSED SIGNAGE LOCATIONS

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
- 2. THIS IS A CONCEPTUAL MASTER PLAN WHICH SHOWS GENERAL LAND USE LOCATIONS, CONFIGURATIONS, COMPONENT LOCATIONS AND FINAL DETAILS ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT.
- 3. ONLY IMPROVEMENTS PERMITTED UNDER THE ZONING ORDINANCE ARE ALLOWED IN THE BUFFER.

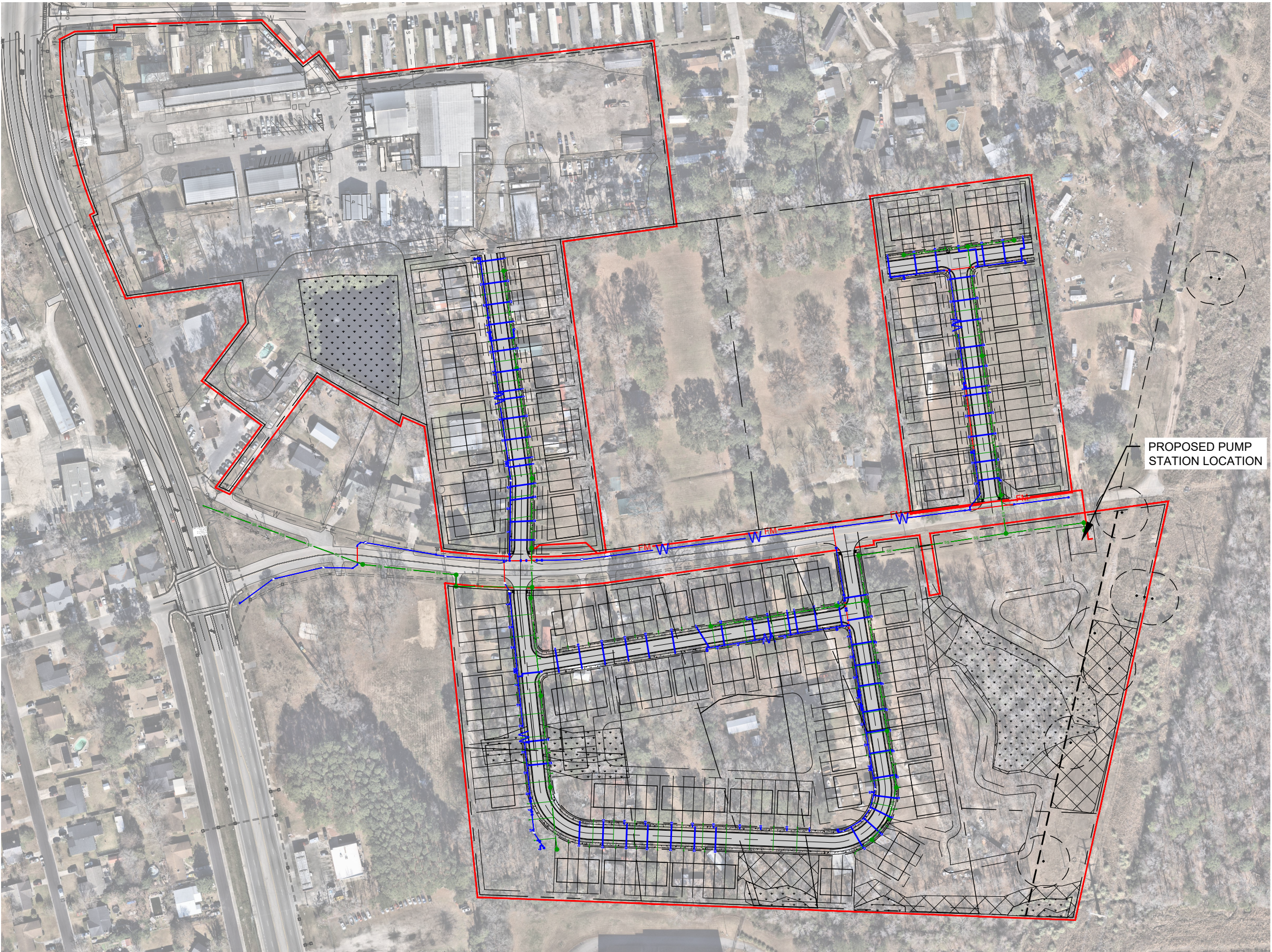


LEGEND

- PD BOUNDARY
- PROPERTY LINE
- PROPOSED SEWER
- PROPOSED WATER
- PROPOSED FORCE MAIN

NOTES

- 1. ACREAGES LISTED FOR LAND USES ARE APPROXIMATE AND SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION PERMITTING. THE OVERALL DESIGN INTENT MUST BE UPHELD AND MINIMUM ACREAGE REQUIREMENTS FOR OPEN SPACE SHALL BE ADHERED TO.
- 2. THIS IS A CONCEPTUAL MASTER PLAN WHICH SHOWS GENERAL LAND USE LOCATIONS, CONFIGURATIONS, COMPONENT LOCATIONS AND FINAL DETAILS ARE SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT.



Berkeley Farms Residential Development

Traffic Impact Analysis

Goose Creek, South Carolina

Prepared for

RCB Development

Prepared by

Kimley»Horn

July 2025

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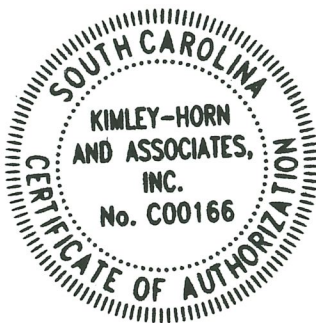
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Dillon Brent Turner

July 31, 2025

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1 Executive Summary

The proposed Berkeley Farms Residential Development is located in the northeast quadrant of the Berkeley Farms Road at College Park Road intersection in Goose Creek, South Carolina. This development is planned to consist of 250 townhome dwelling units. Based on the conceptual site plan provided in **Appendix A**, the project site will access the roadway network through three points along Berkeley Farms Road.

A Tier 2 TIA was prepared for the Berkeley Farms Residential Development in accordance with Chapter 59 of Berkeley County's *Land Development and Subdivision Regulations*. This study summarizes the results of traffic analyses conducted for the study intersections under 2024 existing conditions, 2029 short-term horizon conditions, and 2034 long-term horizon conditions during the AM and PM peak hours.

The project is proposed to be constructed and fully occupied by 2029. This study summarizes the results of the traffic analyses at the following four study intersections for the 2029 and 2034 horizon years:

1. Berkeley Farms Road at College Park Road
2. Berkeley Farms Road at Site Access #1
3. Berkeley Farms Road at Site Access #2
4. Berkeley Farms Road at Site Access #3

The results of the traffic analyses indicate that no mitigation is necessary with the proposed development. No turn lanes are proposed along Berkeley Farms Road at the site access points.

1 Introduction

The proposed Berkeley Farms Residential Development is located in the northeast quadrant of the Berkeley Farms Road at College Park Road intersection in Goose Creek, South Carolina. This development is planned to consist of 250 townhome dwelling units. Based on the conceptual site plan provided in **Appendix A**, the project site will access the roadway network through three points along Berkeley Farms Road. The location of the proposed development is illustrated in **Figure 1**.

The project is proposed to be constructed and fully occupied by 2029. This study summarizes the results of the traffic analyses at the following four study intersections for the 2029 and 2034 horizon years:

1. Berkeley Farms Road at College Park Road
2. Berkeley Farms Road at Site Access #1
3. Berkeley Farms Road at Site Access #2
4. Berkeley Farms Road at Site Access #3

A Tier 2 TIA was prepared for the Berkeley Farms Residential Development in accordance with Chapter 59 of Berkeley County's Land Development and Subdivision Regulations. This study summarizes the results of traffic analyses conducted for the study intersections under 2024 existing conditions, 2029 short-term horizon conditions, and 2034 long-term horizon conditions during the AM and PM peak hours.

1.1 Existing Conditions

College Park Road (S-62) is a four-lane, divided with a center turn lane, urban major collector with a posted speed limit of 45 mph. There are two daily traffic count stations located along College Park Road. Based upon SCDOT data, 21,900 vehicles per day traveled along College Park Road in 2023 at a count station located north of the Berkeley Farms Road intersection. 39,100 vehicles per day traveled along College Park Road in 2023 at a count station located south of the George McCrackin Drive intersection.

Berkeley Farms Road (S-567) is a two-lane, undivided, urban local road with no posted speed limit. No daily count data is available for Berkeley Farms Road.

The existing geometry and traffic control for the study area intersections is illustrated in **Figure 2**.

1.2 Access Management

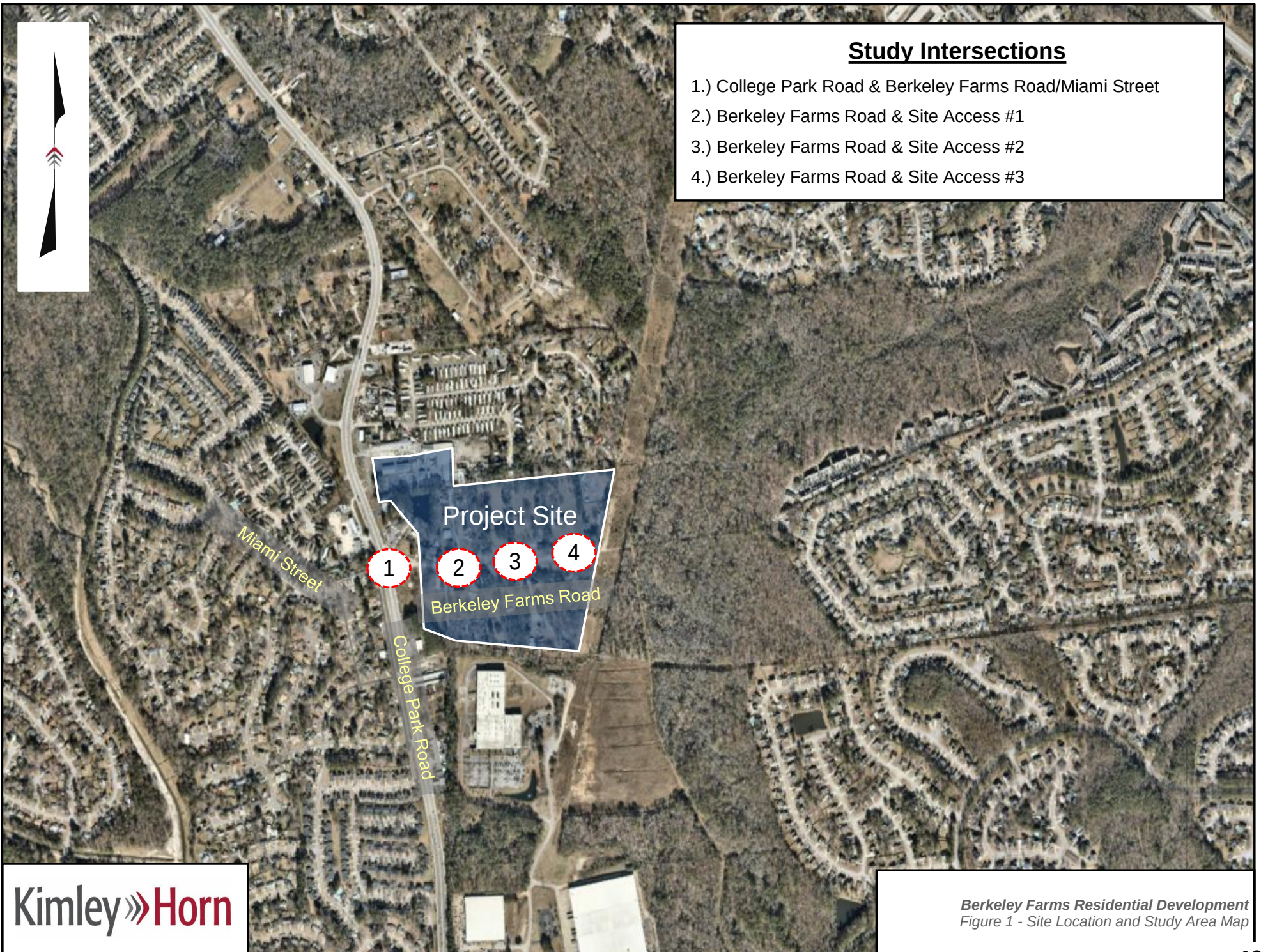
A review of the proposed driveway spacing was undertaken based upon information in SCDOT's *Access and Roadside Management Standards* (ARMS) manual. For a 30 MPH speed limit, a minimum driveway spacing of 160 feet is required for new driveway connections. Since the AADT along Berkeley Farms Road is unknown, the more conservative driveway spacing was used.

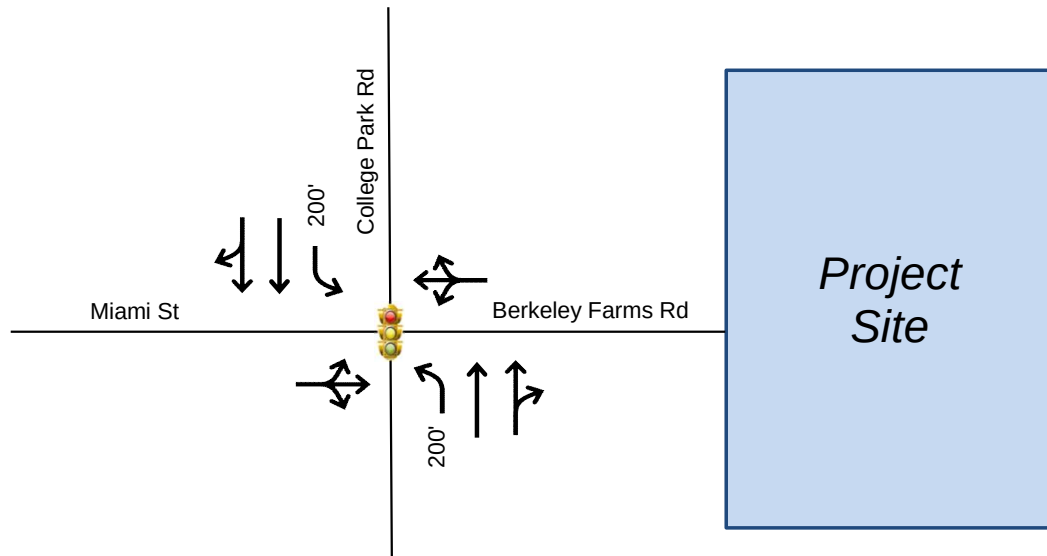
- Site Access #1 is located approximately 450 feet east of the signalized intersection of Berkeley Farms Road at College Park Road. This meets the spacing requirements of SCDOT.
- Site Access #2 is located approximately 560 feet east of Site Access #1 and approximately 225 feet west of Site Access# 3 and meets the spacing requirements of SCDOT.
 - o Please note, there is an emergency vehicle access located approximately 250 feet east of Site Access #1. This access was not analyzed in this traffic impact analysis because it is an emergency vehicle access only.
- Site Access #3 is located approximately 225 feet east of Site Access #2 and meets the spacing requirements of SCDOT.

It should be noted that there are several property driveways located within the dimensions above. Based upon proposed driveway locations, no modifications to the four project driveways are recommended.

Study Intersections

- 1.) College Park Road & Berkeley Farms Road/Miami Street
- 2.) Berkeley Farms Road & Site Access #1
- 3.) Berkeley Farms Road & Site Access #2
- 4.) Berkeley Farms Road & Site Access #3





Legend

- Existing Laneage
- S = XX' Storage Length
- 🚦 Existing Signal

2 Project Traffic

2.1 Trip Generation

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* were used to estimate the trip generation potential for the development. The analysis was performed using the information provided for land use code (LUC) 220 – Multifamily Housing (Low-Rise).

Due to the residential single land use nature of the development, internal capture and pass-by trip reductions are not included in the trip generation analysis.

The estimated trip generation for the Berkeley Farms Residential Development is summarized in **Table 1**, which indicates that the development is anticipated to generate 100 trips (24 in/76 out) during the AM peak hour and 128 trips (81 in/47 out) during the PM peak hour. The trip generation calculations can be found in **Appendix B**.

Table 1 – Trip Generation Summary

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
220 – Multifamily Housing (Low-Rise)	250	DU	1,678	100	24	76	128	81	47
Total Net New External Trips			1,678	100	24	76	128	81	47

2.2 Trip Distribution & Assignment

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

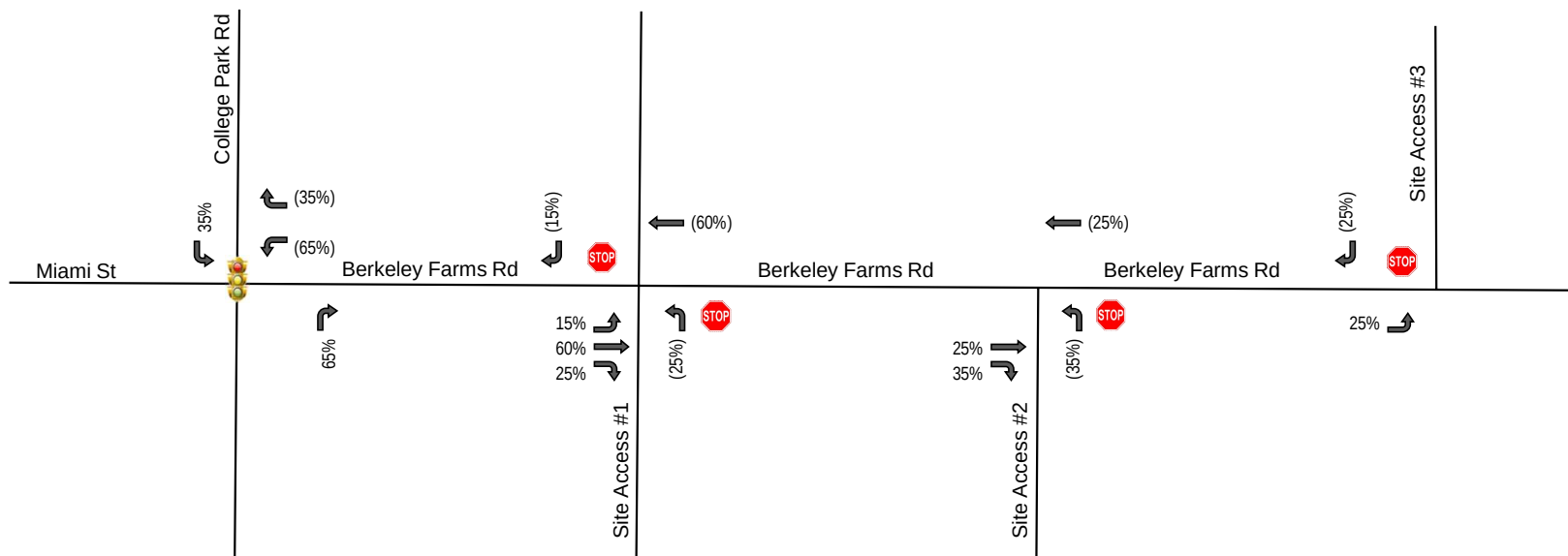
- 65% to/from the South via College Park Road
- 35% to/from the North via College Park Road

The site trip distribution is illustrated in **Figure 3**, and the net new project trips are shown in **Figure 4**.



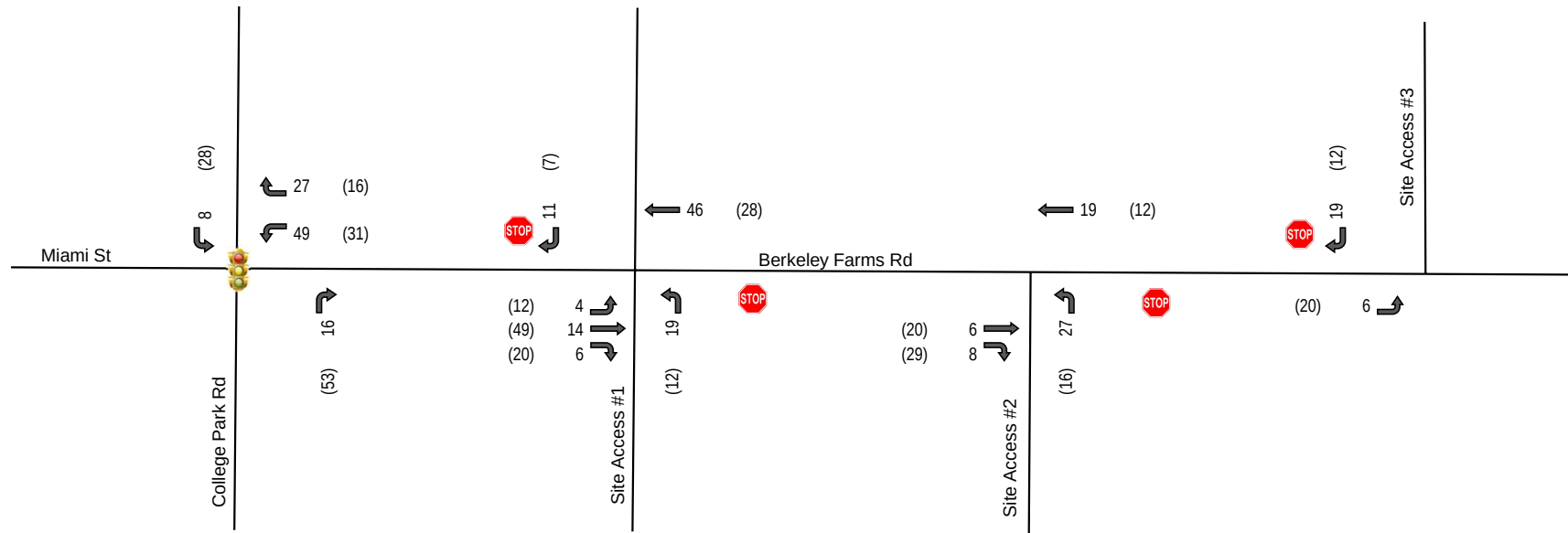
Legend

xx% Inbound Trip Distribution
(xx%) Outbound Trip Distribution



Legend

- xx AM Peak-Hour Project Trips
- (xx) PM Peak-Hour Project Trips



3 Traffic Volume Development

Existing 2024 traffic volumes were utilized in the analysis and future-year traffic volumes were developed for projected 2029 build and 2034 (build +5) traffic conditions. The future-year volumes consisted of the existing traffic volumes adjusted by an annual growth rate and the projected traffic volumes of the Berkeley Farms Residential Development. Worksheets documenting the traffic volume development are provided in **Appendix C**.

3.1 2024 Existing Traffic

Peak-hour intersection turning movement counts were conducted at the Berkeley Farms Road at College Park Road intersection in the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) on Tuesday, May 7, 2024.

Figure 5 illustrates the 2024 Existing Peak Hour Traffic Volumes for the AM and PM peak hours. The raw turning-movement count data is included in **Appendix D**.

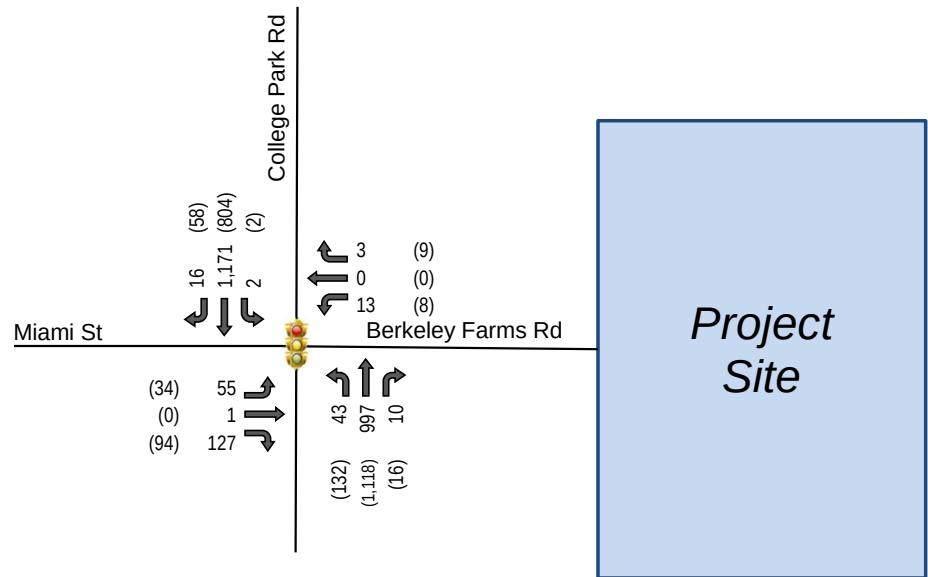
3.2 Future-Year No-Build Traffic Development

The development will be built and operational by 2029. The future-year traffic volumes consist of the 2024 Existing traffic volumes adjusted by a growth rate of 4% for the 2029 and 2034 No-Build conditions. To determine the historical growth rate in the area, traffic count data was obtained from SCDOT and includes count stations along College Park Road. Historic growth rate calculations are provided in **Appendix E**. No approved, committed developments were identified within the study area.

Figure 6 illustrates the 2029 No-Build traffic volumes for the AM and PM peak hours. **Figure 7** illustrates the 2034 No-Build traffic volumes for the AM and PM peak hours.

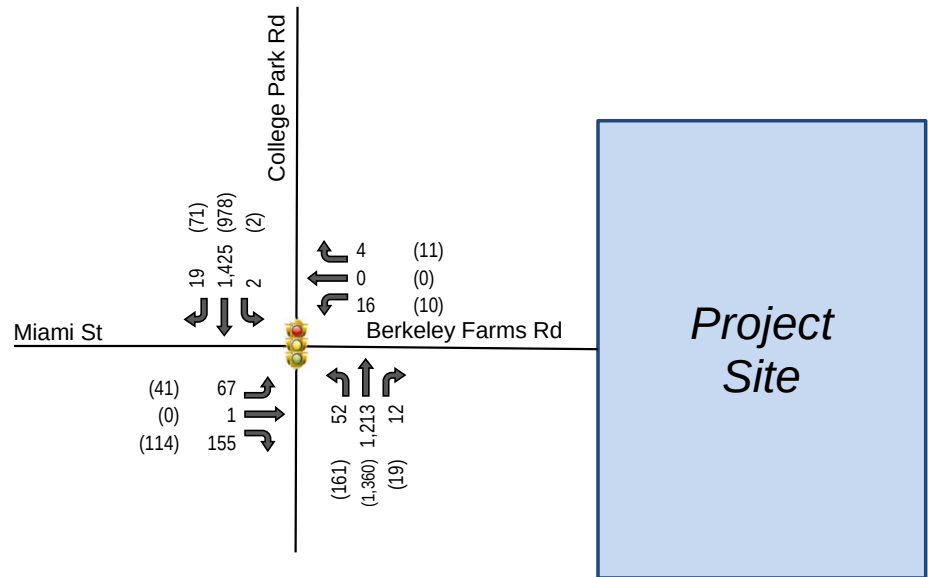
3.3 Future-Year Build Traffic Development

The Berkeley Farms project traffic volumes were added to the no-build traffic volumes to develop build traffic volumes for the horizon year. **Figure 8** illustrates the 2029 Build traffic volumes for the AM and PM peak hours. **Figure 9** illustrates the 2034 Build traffic volumes for the AM and PM peak hours.



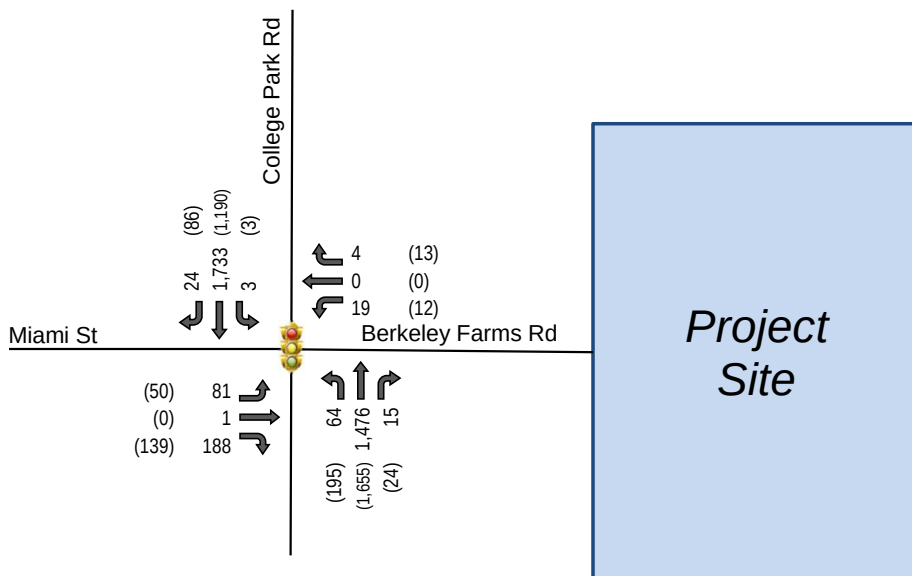
Legend

- xx AM Peak Hour Traffic Volumes
- ((xx)) PM Peak Hour Traffic Volumes



Legend

- xx AM Peak Hour Traffic Volumes
- (xx) PM Peak Hour Traffic Volumes



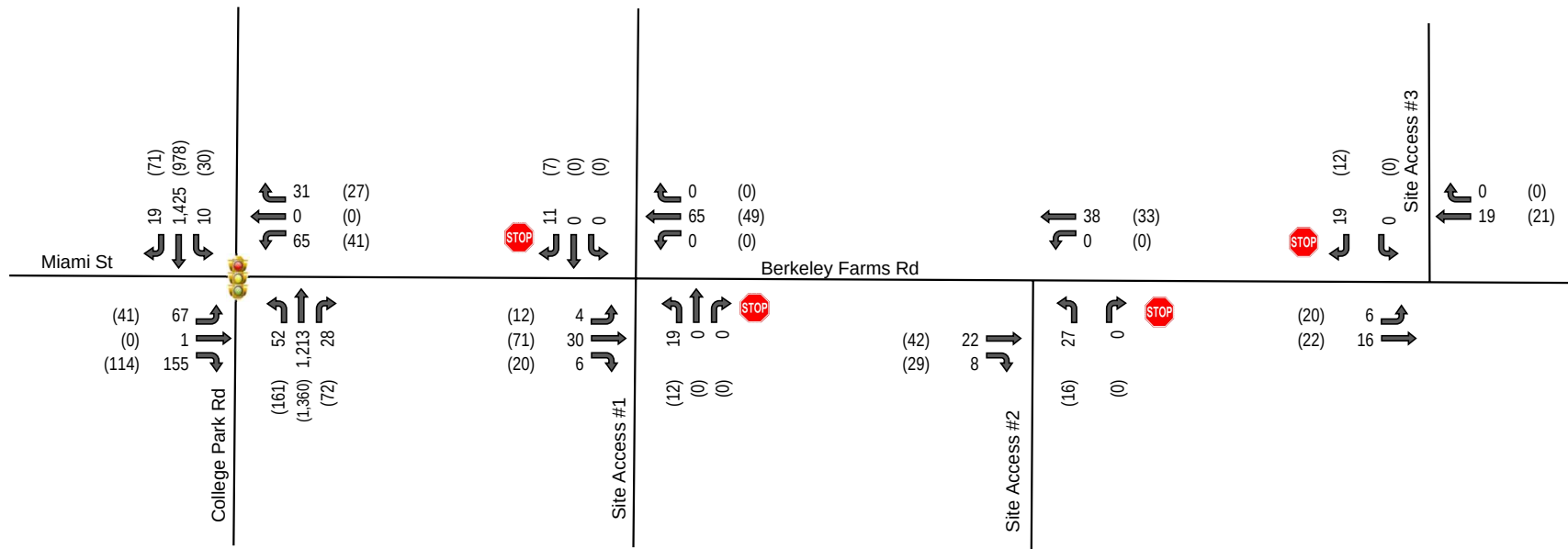
Legend

- xx AM Peak Hour Traffic Volumes
- ((xx)) PM Peak Hour Traffic Volumes



Legend

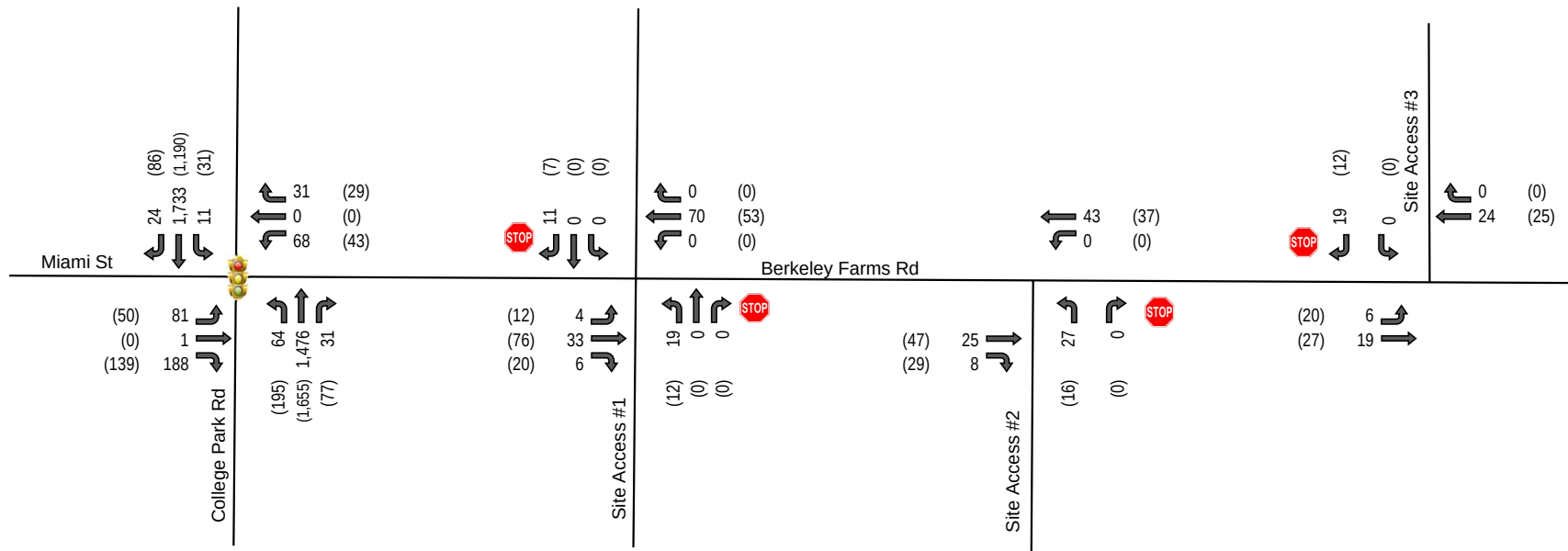
xx AM Peak-Hour Traffic Volumes
(xx) PM Peak-Hour Traffic Volumes





Legend

xx AM Peak-Hour Traffic Volumes
(xx) PM Peak-Hour Traffic Volumes



4 Capacity Analysis

Capacity/Level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM)*, 6th Edition, methodologies of the *Synchro*, Version 12, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2024 Existing conditions, 2029 No-Build conditions, 2034 No-Build conditions, 2029 Build and 2034 build conditions analysis scenarios. Auxiliary turn-lane warrant evaluations were conducted in accordance with guidelines identified in the *SCDOT Access and Roadside Management Standards Manual*, *SCDOT's Roadway Design Manual*, and Chapter 59 of *Berkeley County's Code of Ordinances – Land Development and Subdivision Regulations*.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, gridlocked conditions with high vehicular delays, and are generally considered undesirable. **Table 2** lists the LOS control delay thresholds published in the *HCM* for signalized and unsignalized intersections.

Table 2 – HCM Level of Service Criteria

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

As part of the intersection analysis, SCDOT's default Synchro parameters were utilized. Existing peak-hour factors (PHF) were utilized for the existing scenarios and the PHFs for the future-year scenarios were adjusted to a minimum of 0.90 and maximum of 0.95. Existing heavy vehicle percentages were utilized for all scenarios, with a minimum of 2% considered.

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

The following sections outline the results of the capacity and turn lane analysis for the study intersections. Chapter 59 of Berkeley County's *Land Development and Subdivision Regulations* states that following the opening of the development, the LOS shall not decline beyond LOS E for all unsignalized intersections and approaches. The following sections outline the results of the capacity analysis for each of the study intersections. The capacity analysis worksheets are included in **Appendix F**.

4.1 Berkeley Farms Road at College Park Road

The capacity analysis results for the signalized intersection of Berkeley Farms Road at College Park Road is summarized in **Table 3**.

Table 3 – Berkeley Farms Road at College Park Road Analysis Results

Condition	Measure	Miami Street			Berkeley Farms Road			College Park Road			College Park Road			Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
AM Peak Hour														
2024 Existing	LOS (Delay)	C (23.5)			B (19.2)			A (7.3)			A (8.2)			A (9.0)
	Synchro 95th Q	108'			1'			31'	168'		3'	216'		
2029 No-Build	LOS (Delay)	C (25.6)			B (19.4)			A (9.8)			B (12.2)			B (12.2)
	Synchro 95th Q	#173'			4'			#50'	228'		3'	305'		
2034 No-Build	LOS (Delay)	C (28.9)			B (18.8)			B (16.3)			C (30.8)			C (24.4)
	Synchro 95th Q	#236'			6'			#76'	325'		4'	#524'		
2029 Build	LOS (Delay)	C (25.2)			C (21.1)			A (9.8)			B (12.0)			B (12.3)
	Synchro 95th Q	#177'			50'			#49'	233'		8'	305'		
2034 Build	LOS (Delay)	C (28.0)			C (20.7)			B (16.4)			C (29.6)			C (23.7)
	Synchro 95th Q	#241'			54'			#76'	332'		9'	#524'		
PM Peak Hour														
2024 Existing	LOS (Delay)	C (24.4)			C (21.6)			A (6.2)			A (5.2)			A (7.0)
	Synchro 95th Q	52'			1'			52'	141'		2'	94'		
2029 No-Build	LOS (Delay)	C (27.9)			C (22.8)			A (7.7)			A (5.6)			A (8.1)
	Synchro 95th Q	62'			5'			#125'	192'		2'	123'		
2034 No-Build	LOS (Delay)	C (33.3)			C (23.0)			B (11.8)			A (6.8)			B (11.2)
	Synchro 95th Q	#132'			8'			#123'	280'		3'	167'		
2029 Build	LOS (Delay)	C (27.6)			C (23.7)			A (8.2)			A (5.9)			A (8.7)
	Synchro 95th Q	63'			34'			#125'	204'		17'	123'		
2034 Build	LOS (Delay)	C (32.5)			C (24.1)			B (12.6)			A (7.0)			B (11.8)
	Synchro 95th Q	#133'			38'			#123'	299'		22'	167'		

Note:

1. Delay represented in sec/veh

2. -95th Percentile Volume Exceeds Capacity, Queue May Be Longer

Based on the results presented in **Table 3**, the overall intersection currently operates at LOS A during the AM and PM peak hours under Existing Conditions.

For 2029 No-Build and Build conditions, the results of the analysis indicate that the overall intersection is anticipated to operate at LOS B and LOS A conditions in the AM and PM peak hours, respectively.

For 2035 No-Build and Build conditions, the results of the analysis indicate that the overall intersection is anticipated to operate at LOS C and LOS B conditions in the AM and PM peak hours, respectively.

No capacity improvements are recommended at this intersection.

4.2 Berkeley Farms Road at Site Access #1

The capacity analysis results for the unsignalized intersection of Berkeley Farms Road at Site Access #1 is summarized in **Table 4**.

Table 4 – Berkeley Farms Road at Site Access #1 Analysis Results

Condition	Measure	Berkeley Farms Road			Berkeley Farms Road			Site Access #1			Site Access #1		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2029 Build	LOS (Delay)	A (7.4)*			A (0.0)*			A (9.4)			A (8.7)		
	Synchro 95th Q	0'			0'			3'			0'		
2035 Build	LOS (Delay)	A (7.4)*			A (0.0)*			A (9.5)			A (8.7)		
	Synchro 95th Q	0'			0'			3'			0'		
PM Peak Hour													
2029 Build	LOS (Delay)	A (7.3)*			A (0.0)*			A (9.7)			A (8.6)		
	Synchro 95th Q	0'			0'			0'			0'		
2035 Build	LOS (Delay)	A (7.3)*			A (0.0)*			A (9.7)			A (8.6)		
	Synchro 95th Q	0'			0'			3'			0'		

Note:

1. Delay represented in sec/veh.

2. * LOS and Delay reported for major street left-turn movement

Based on the capacity analysis results presented in **Table 4**, the approaches at the intersection are anticipated to operate at LOS A with minimal queuing. A turn lane warrant analysis was conducted along Berkeley Farms Road to determine if a left-turn lane or a right-turn lane should be considered for project traffic entering the site. Based on this analysis, it was determined that an eastbound left-turn lane or right-turn lanes are not warranted and are therefore not recommended. Turn lane warrant analysis worksheets are included in **Appendix G**.

Based on the capacity analysis results presented in **Table 4**, Site Access #1 should be constructed as a full-access driveway with one ingress lane and one egress lane for both the northbound and southbound approaches. Site Access #1 should be placed under minor street stop control.

4.3 Berkeley Farms Road at Site Access #2

The capacity analysis results for the unsignalized intersection of Berkeley Farms Road at Site Access #2 is summarized in **Table 5**.

Table 5 – Berkeley Farms Road at Site Access #2 Analysis Results

Condition	Measure	Berkeley Farms Road			Berkeley Farms Road			Site Access #2		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
AM Peak Hour										
2029 Build	LOS (Delay)	A (0.0)			A (0.0)*			A (9.0)		
	Synchro 95th Q	0'			0'			3'		
2035 Build	LOS (Delay)	A (0.0)			A (0.0)*			A (9.0)		
	Synchro 95th Q	0'			0'			3'		
PM Peak Hour										
2029 Build	LOS (Delay)	A (0.0)			A (0.0)*			A (9.1)		
	Synchro 95th Q	0'			0'			3'		
2035 Build	LOS (Delay)	A (0.0)			A (0.0)*			A (9.1)		
	Synchro 95th Q	0'			0'			3'		

Note:

1. Delay represented in sec/veh.

2. * LOS and Delay reported for major street left-turn movement

Based on the capacity analysis results presented in **Table 5**, the approaches at the intersection are anticipated to operate at LOS A with minimal queuing. A turn lane warrant analysis was conducted along the eastbound approach of Berkeley Farms Road to determine if a right-turn lane should be considered for project traffic entering the site. Based on this analysis, it was determined that an eastbound right-turn lane is not warranted and is therefore not recommended. Turn lane warrant analysis worksheets are included in **Appendix G**.

Based on the capacity analysis results presented in **Table 5**, Site Access #2 should be constructed as a full-access driveway with one ingress lane and one egress lane. Site Access #2 should be placed under minor street stop control.

4.4 Berkeley Farms Road at Site Access #3

The capacity analysis results for the unsignalized intersection of Berkeley Farms Road at Site Access #3 is summarized in **Table 6**.

Table 6 – Berkeley Farms Road at Site Access #3 Analysis Results

Condition	Measure	Berkeley Farms Road			Berkeley Farms Road			Site Access #3		
		EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR
AM Peak Hour										
2029 Build	LOS (Delay)	A (7.3)*			A (0.0)			A (8.5)		
	Synchro 95th Q	0'			0'			3'		
2035 Build	LOS (Delay)	A (7.3)*			A (0.0)			A (8.5)		
	Synchro 95th Q	0'			0'			3'		
PM Peak Hour										
2029 Build	LOS (Delay)	A (7.3)*			A (0.0)			A (8.5)		
	Synchro 95th Q	0'			0'			0'		
2035 Build	LOS (Delay)	A (7.3)*			A (0.0)			A (8.5)		
	Synchro 95th Q	0'			0'			0'		

Note:

1. Delay represented in sec/veh.

* LOS and Delay reported for major street left-turn movement

Based on the capacity analysis results presented in **Table 6**, the approaches at the intersection are anticipated to operate at LOS A with minimal queuing. A turn lane warrant analysis was conducted along the eastbound approach of Berkeley Farms Road to determine if a left-turn lane should be considered for project traffic entering the site. Based on this analysis, it was determined that an eastbound left-turn lane is not warranted and is therefore not recommended. Turn lane warrant analysis worksheets are included in **Appendix G**.

Based on the capacity analysis results presented in **Table 6**, Site Access #3 should be constructed as a full-access driveway with one ingress lane and one egress lane. Site Access #3 should be placed under minor street stop control.

5 Turn Lane Analysis

Auxiliary turn-lane warrant evaluations were conducted in accordance with guidelines identified in the SCDOT *Access and Roadside Management Standards Manual*, SCDOT's *Roadway Design Manual*, and Chapter 59 of *Berkeley County's Code of Ordinances – Land Development and Subdivision Regulations*.

5.1 Berkeley Farms Road at Site Access #1

The need for an exclusive right-turn lane or an exclusive left-turn lane at Site Access #1 along Berkeley Farms Road is not warranted or recommended. Turn lane warrant analysis worksheets are provided in **Appendix G** for reference.

5.2 Berkeley Farms Road at Site Access #2

The need for an exclusive right-turn lane at Site Access #2 along Berkeley Farms Road is not warranted or recommended. Turn lane warrant analysis worksheets are provided in **Appendix G** for reference.

5.3 Berkeley Farms Road at Site Access #3

The need for an exclusive left-turn lane at Site Access #3 along Berkeley Farms Road is not warranted or recommended. Turn lane warrant analysis worksheets are provided in **Appendix G** for reference.

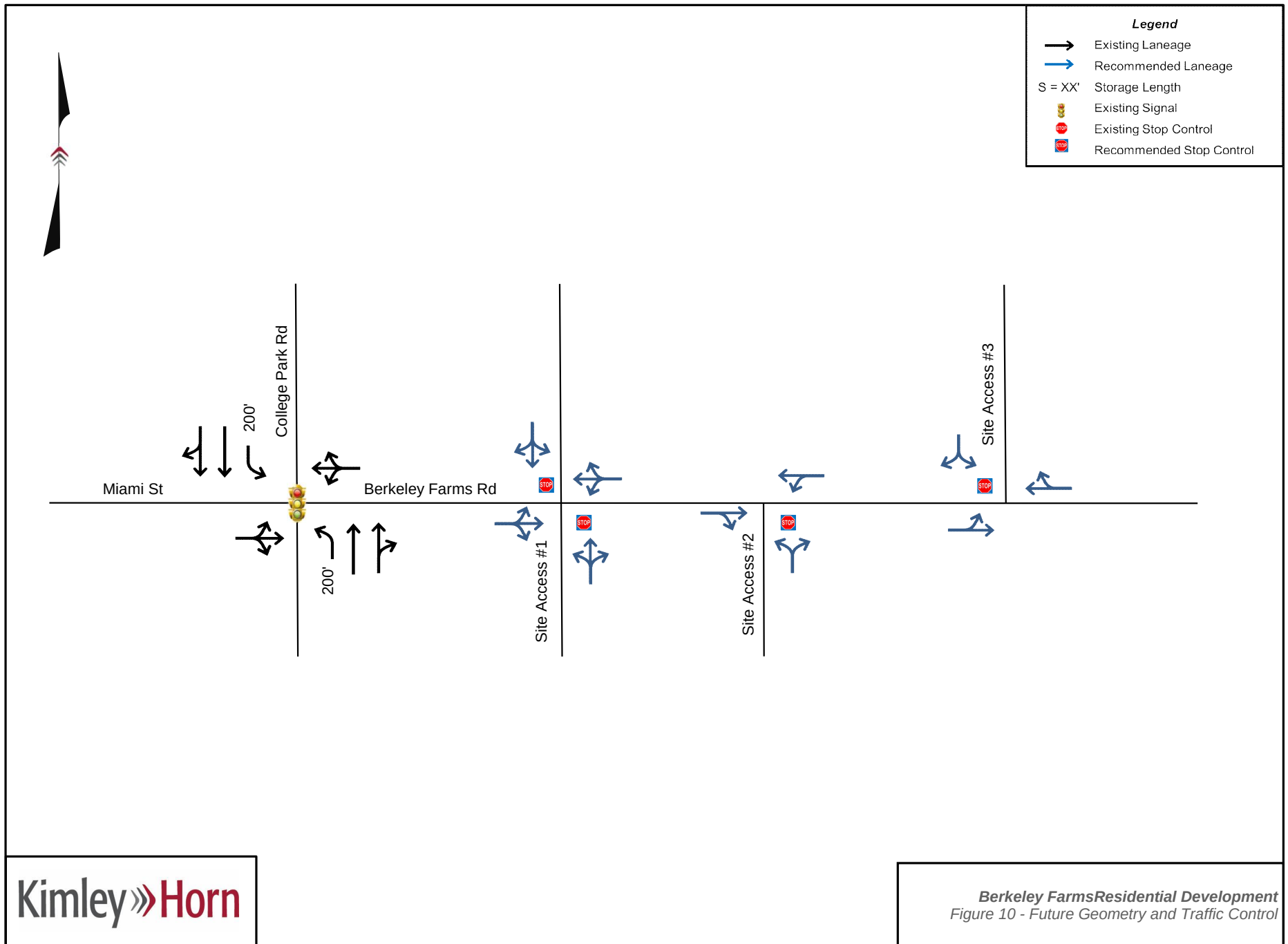
6 Conclusion

The proposed development is located on the east side of College Park Road at Berkeley Farms Road and is proposed to consist of 250 townhome units. Based on the conceptual site plan provided in **Appendix A**, the project site will access the roadway network through three points along Berkeley Farms Road.

It was assumed that the development will be built and fully occupied by 2029. This study summarizes the results of the traffic analyses at the following four study intersections for the 2029 and 2034 horizon years:

1. Berkeley Farms Road at College Park Road
2. Berkeley Farms Road at Site Access #1
3. Berkeley Farms Road at Site Access #2
4. Berkeley Farms Road at Site Access #3

Based on the results of the traffic analyses, the study intersections are forecast to operate acceptably. No turn lanes are warranted along Berkeley Farms Road, and no mitigation is proposed with the development of the project. The proposed lane channelization with the addition of the proposed project is illustrated in **Figure 10**.



Appendix A – Conceptual Site Plan

Appendix B – Trip Generation Calculations

Berkeley Farms TIA Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Residential Land Uses			1,678	100	24	76	128	81	47
220 - Multifamily Housing (Low-Rise)	250	DU	1,678	100	24	76	128	81	47
Subtotal			1,678	100	24	76	128	81	47
Total Net New External Trips			1,678	100	24	76	128	81	47
Note: Trip generation was calculated using the following data:									
<u>Daily Traffic Generation</u>									
Residential Land Uses									
220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 6.41 * (X) + (75.31); (50 % In; 50 % Out)				
<u>AM Peak-Hour Traffic Generation</u>									
Residential Land Uses									
220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 0.31 * (X) + (22.85); (24 % In; 76 % Out)				
<u>PM Peak-Hour Traffic Generation</u>									
Residential Land Uses									
220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 0.43 * (X) + (20.55); (63 % In; 37 % Out)				

Appendix C – Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: College Park Road at Berkeley Farms Road/Miami Street
COUNT DATE: May 7, 2024
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2024 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	55	1	127	0	13	0	3	0	43	997	10	1	2	1,171	16	
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	
AM 2024 EXISTING TRAFFIC					0	55	1	127	0	13	0	3	0	43	997	10	0	2	1,171	16	
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
AM 2029 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2029 NO-BUILD TRAFFIC GROWTH					0	12	0	28	0	3	0	1	0	9	216	2	0	0	254	3	
AM 2034 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2034 NO-BUILD TRAFFIC GROWTH					0	26	0	61	0	6	0	1	0	21	479	5	0	1	562	8	
AM 2029 NO-BUILD TRAFFIC					0	67	1	155	0	16	0	4	0	52	1,213	12	0	2	1,425	19	
AM 2034 NO-BUILD TRAFFIC					0	81	1	188	0	19	0	4	0	64	1,476	15	0	3	1,733	24	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Net New Distribution		Entering								65%			35%				65%				35%
		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	49	0	27	0	0	0	16	0	8	0	0	
AM TOTAL PROJECT TRIPS					0	0	0	0	0	49	0	27	0	0	0	16	0	8	0	0	
AM 2029 BUILD-OUT TRAFFIC					0	67	1	155	0	65	0	31	0	52	1,213	28	0	10	1,425	19	
AM 2034 BUILD-OUT TRAFFIC					0	81	1	188	0	68	0	31	0	64	1,476	31	0	11	1,733	24	

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹	1	34	0	94	0	8	0	9	0	132	1,118	16	0	2	804	58	
PM Volume Balancing	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2024 EXISTING TRAFFIC	0	34	0	94	0	8	0	9	0	132	1,118	16	0	2	804	58	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
PM 2029 NO-BUILD TRAFFIC GROWTH	0	7	0	20	0	2	0	2	0	29	242	3	0	0	174	13	
PM 2034 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
PM 2034 NO-BUILD TRAFFIC GROWTH	0	16	0	45	0	4	0	4	0	63	537	8	0	1	386	28	
PM 2029 NO-BUILD TRAFFIC	0	41	0	114	0	10	0	11	0	161	1,360	19	0	2	978	71	
PM 2034 NO-BUILD TRAFFIC	0	50	0	139	0	12	0	13	0	195	1,655	24	0	3	1,190	86	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												65%			35%	
	Exiting						65%		35%								
"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	31	0	16	0	0	0	53	0	28	0	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	31	0	16	0	0	0	53	0	28	0	0
PM 2029 BUILD-OUT TRAFFIC		0	41	0	114	0	41	0	27	0	161	1,360	72	0	30	978	71
PM 2034 BUILD-OUT TRAFFIC		0	50	0	139	0	43	0	29	0	195	1,655	77	0	31	1,190	86

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Berkeley Farms Road at Site Access #1
COUNT DATE: May 7, 2024
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2024 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	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC					0	0	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2029 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2029 NO-BUILD TRAFFIC GROWTH					0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2034 NO-BUILD TRAFFIC GROWTH					0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0
AM 2029 NO-BUILD TRAFFIC					0	0	16	0	0	0	19	0	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC					0	0	19	0	0	0	24	0	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering			15%	60%	25%														
		Exiting							60%				25%						15%		
"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	4	14	6	0	0	46	0	0	19	0	0	0	0	0	11		
AM TOTAL PROJECT TRIPS				0	4	14	6	0	0	46	0	0	19	0	0	0	0	0	11		
AM 2029 BUILD-OUT TRAFFIC				0	4	30	6	0	0	65	0	0	19	0	0	0	0	0	11		
AM 2034 BUILD-OUT TRAFFIC				0	4	33	6	0	0	70	0	0	19	0	0	0	0	0	11		

PM Peak Hour

PM 2024 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	18	0	0	0	17	0	0	0	0	0	0	0	0	0	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2024 EXISTING TRAFFIC	0	0	18	0	0	0	17	0	0	0	0	0	0	0	0	0	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
PM 2029 NO-BUILD TRAFFIC GROWTH	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	
PM 2034 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	
PM 2034 NO-BUILD TRAFFIC GROWTH	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0	
PM 2029 NO-BUILD TRAFFIC	0	0	22	0	0	0	21	0	0	0	0	0	0	0	0	0	
PM 2034 NO-BUILD TRAFFIC	0	0	27	0	0	0	25	0	0	0	0	0	0	0	0	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		15%	60%	25%												
	Exiting						60%				25%						15%
"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	12	49	20	0	0	28	0	0	12	0	0	0	0	0	7
PM TOTAL PROJECT TRIPS		0	12	49	20	0	0	28	0	0	12	0	0	0	0	0	7
PM 2029 BUILD-OUT TRAFFIC		0	12	71	20	0	0	49	0	0	12	0	0	0	0	0	7
PM 2034 BUILD-OUT TRAFFIC		0	12	76	20	0	0	53	0	0	12	0	0	0	0	0	7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Berkeley Farms Road at Site Access #2
COUNT DATE: May 7, 2024
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2024 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	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC					0	0	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2029 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2029 NO-BUILD TRAFFIC GROWTH					0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2034 NO-BUILD TRAFFIC GROWTH					0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0
AM 2029 NO-BUILD TRAFFIC					0	0	16	0	0	0	19	0	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC					0	0	19	0	0	0	24	0	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Net New Distribution		Entering					25%	35%													
		Exiting								25%			35%								
"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	6	8	0	0	19	0	0	27	0	0	0	0	0	0	
AM TOTAL PROJECT TRIPS					0	0	6	8	0	0	19	0	0	27	0	0	0	0	0	0	
AM 2029 BUILD-OUT TRAFFIC					0	0	22	8	0	0	38	0	0	27	0	0	0	0	0	0	0
AM 2034 BUILD-OUT TRAFFIC					0	0	25	8	0	0	43	0	0	27	0	0	0	0	0	0	0

PM Peak Hour

PM 2024 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	18	0	0	0	17	0	0	0	0	0	0	0	0	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC		0	0	18	0	0	0	17	0	0	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2029 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2029 NO-BUILD TRAFFIC GROWTH		0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
PM 2034 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2034 NO-BUILD TRAFFIC GROWTH		0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0
PM 2029 NO-BUILD TRAFFIC		0	0	22	0	0	0	21	0	0	0	0	0	0	0	0	0
PM 2034 NO-BUILD TRAFFIC		0	0	27	0	0	0	25	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering			25%	35%												
	Exiting							25%			35%						
"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	20	29	0	0	12	0	0	16	0	0	0	0	0	0
PM TOTAL PROJECT TRIPS		0	0	20	29	0	0	12	0	0	16	0	0	0	0	0	0
PM 2029 BUILD-OUT TRAFFIC		0	0	42	29	0	0	33	0	0	16	0	0	0	0	0	0
PM 2034 BUILD-OUT TRAFFIC		0	0	47	29	0	0	37	0	0	16	0	0	0	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Berkeley Farms Road at Site Access #3
COUNT DATE: May 7, 2024
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2024 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	13	0	0	0	16	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC	0	0	13	0	0	0	16	0	0	0	0	0	0	0	0	0
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2029 NO-BUILD TRAFFIC GROWTH	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2034 NO-BUILD TRAFFIC GROWTH	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
AM 2029 NO-BUILD TRAFFIC	0	0	16	0	0	0	19	0	0	0	0	0	0	0	0	0
AM 2034 NO-BUILD TRAFFIC	0	0	19	0	0	0	24	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Net New Distribution	Entering		25%													
	Exiting															25%
"AM PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Project Trip	Net New	0	6	0	0	0	0	0	0	0	0	0	0	0	0	19
AM TOTAL PROJECT TRIPS		0	6	0	0	0	0	0	0	0	0	0	0	0	0	19
AM 2029 BUILD-OUT TRAFFIC		0	6	16	0	0	0	19	0	0	0	0	0	0	0	19
AM 2034 BUILD-OUT TRAFFIC		0	6	19	0	0	0	24	0	0	0	0	0	0	0	19

PM Peak Hour

PM 2024 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	18	0	0	0	17	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC	0	0	18	0	0	0	17	0	0	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2029 NO-BUILD TRAFFIC GROWTH	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
PM 2034 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2034 NO-BUILD TRAFFIC GROWTH	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0
PM 2029 NO-BUILD TRAFFIC	0	0	22	0	0	0	21	0	0	0	0	0	0	0	0	0
PM 2034 NO-BUILD TRAFFIC	0	0	27	0	0	0	25	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Net New Distribution	Entering		25%													
	Exiting															25%
"PM PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Project Trip	Net New	0	20	0	0	0	0	0	0	0	0	0	0	0	0	12
PM TOTAL PROJECT TRIPS		0	20	0	0	0	0	0	0	0	0	0	0	0	0	12
PM 2029 BUILD-OUT TRAFFIC		0	20	22	0	0	0	21	0	0	0	0	0	0	0	12
PM 2034 BUILD-OUT TRAFFIC		0	20	27	0	0	0	25	0	0	0	0	0	0	0	12

Appendix D – Turning Movement Count Data



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

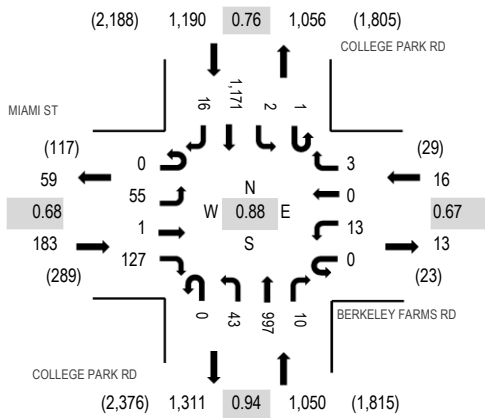
Location: 1 COLLEGE PARK RD & BERKELEY FARMS RD AM

Date: Tuesday, May 7, 2024

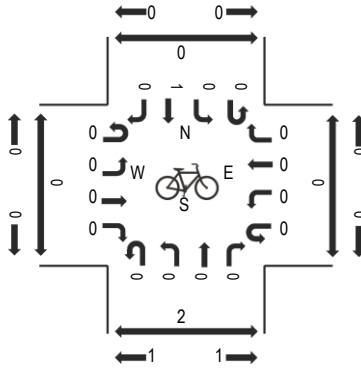
Peak Hour: 07:00 AM - 08:00 AM

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

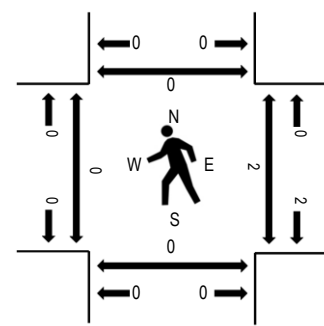
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MIAMI ST Eastbound				BERKELEY FARMS RD Westbound				COLLEGE PARK RD Northbound				COLLEGE PARK 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	15	0	52	0	4	0	2	0	8	219	1	0	1	387	3	692	2,439	0	0	0	0
7:15 AM	0	12	1	20	0	2	0	0	0	15	262	3	0	0	285	5	605	2,219	0	0	0	0
7:30 AM	0	14	0	27	0	2	0	1	0	9	251	2	1	0	243	4	554	2,082	0	0	0	0
7:45 AM	0	14	0	28	0	5	0	0	0	11	265	4	0	1	256	4	588	1,999	0	2	0	0
8:00 AM	0	11	0	20	0	4	0	2	0	15	196	2	0	1	214	7	472	1,882	0	0	0	0
8:15 AM	1	6	0	15	0	0	0	0	0	9	189	2	0	1	243	2	468		0	1	0	0
8:30 AM	0	4	0	22	0	1	0	0	0	9	157	1	0	0	271	6	471		0	0	0	0
8:45 AM	0	6	0	21	0	6	0	0	0	4	178	3	0	0	248	5	471		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	3	0	6
Lights	0	54	1	125	0	13	0	3	0	43	952	10	1	2	1,144	15	2,363
Mediums	0	1	0	2	0	0	0	0	0	0	42	0	0	0	24	1	70
Total	0	55	1	127	0	13	0	3	0	43	997	10	1	2	1,171	16	2,439

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%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.2%
Peak Hour Factor	0.68				0.67				0.94				0.76				0.88
Peak Hour Factor	0.25	0.92	0.25	0.61	0.00	0.65	0.00	0.38	0.00	0.83	0.94	0.69	0.25	0.75	0.76	0.71	0.88



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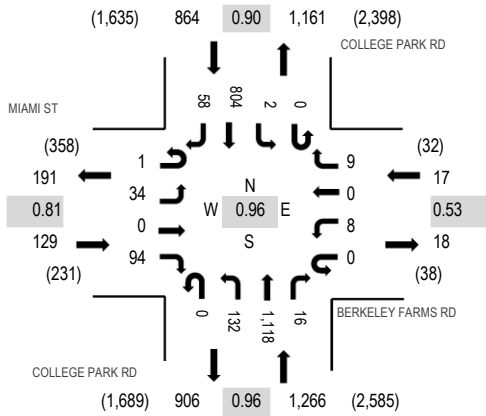
Location: 1 COLLEGE PARK RD & BERKELEY FARMS RD PM

Date: Tuesday, May 7, 2024

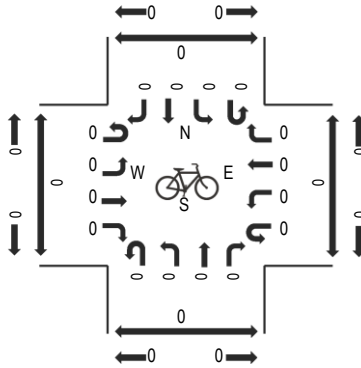
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

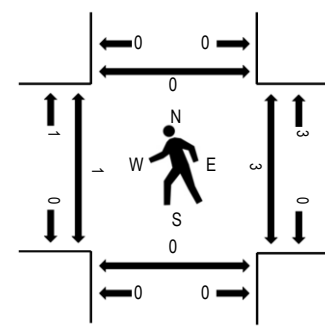
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MIAMI ST Eastbound				BERKELEY FARMS RD Westbound				COLLEGE PARK RD Northbound				COLLEGE PARK 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	5	0	12	0	2	0	2	0	26	279	3	0	1	192	15	537	2,220	0	0	2	0
4:15 PM	1	7	0	21	0	3	0	4	0	28	318	2	0	3	166	12	565	2,256	0	0	0	0
4:30 PM	0	9	1	13	0	0	0	1	0	37	312	4	0	1	165	9	552	2,235	0	1	0	0
4:45 PM	1	13	0	19	0	2	0	1	0	36	276	6	0	1	198	13	566	2,276	1	1	0	0
5:00 PM	0	9	0	16	0	3	0	7	0	29	304	4	0	0	191	10	573	2,263	0	0	0	0
5:15 PM	0	8	0	23	0	2	0	1	0	33	262	5	0	0	197	13	544		0	2	0	0
5:30 PM	0	4	0	36	0	1	0	0	0	34	276	1	0	1	218	22	593		0	0	0	0
5:45 PM	0	16	0	17	0	2	0	1	0	23	283	4	0	1	190	16	553		0	1	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	1	0	0	0	0	0	1
Lights	1	34	0	93	0	8	0	9	0	132	1,105	16	0	2	793	58	2,251
Mediums	0	0	0	1	0	0	0	0	0	0	12	0	0	0	11	0	24
Total	1	34	0	94	0	8	0	9	0	132	1,118	16	0	2	804	58	2,276

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%				0.1%				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%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.81				0.53				0.96				0.90			0.96
Peak Hour Factor	0.50	0.75	0.25	0.65	0.00	0.67	0.00	0.46	0.00	0.91	0.95	0.79	0.00	0.50	0.92	0.69	0.96

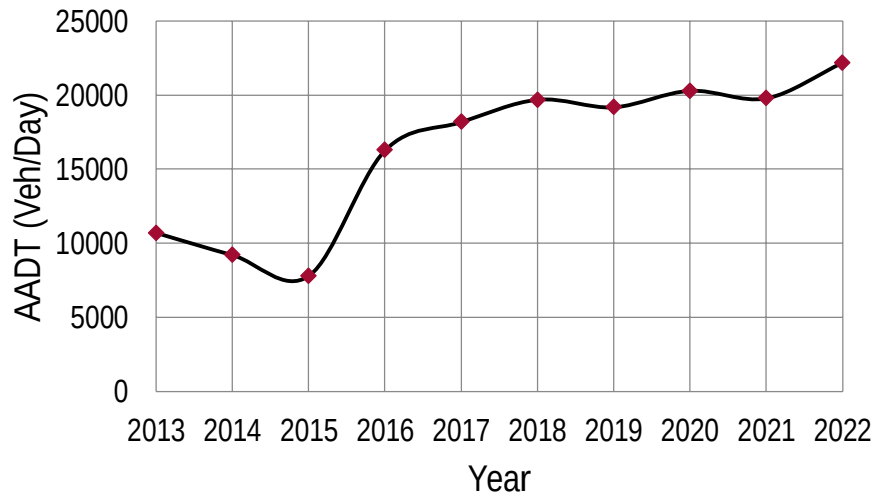
Appendix E – Growth Rate Calculations

Index 1

Station ID 08-0281

Location S-62 : US 17 ALT (N MAIN ST) TO S- 1093 (CROWFIELD BLVD)

Year	AADT
2013	10700
2014	9200
2015	7800
2016	16300
2017	18200
2018	19700
2019	19200
2020	20300
2021	19800
2022	22200



Short-Term Growth for Station 08-0281 is 4.1% per year.

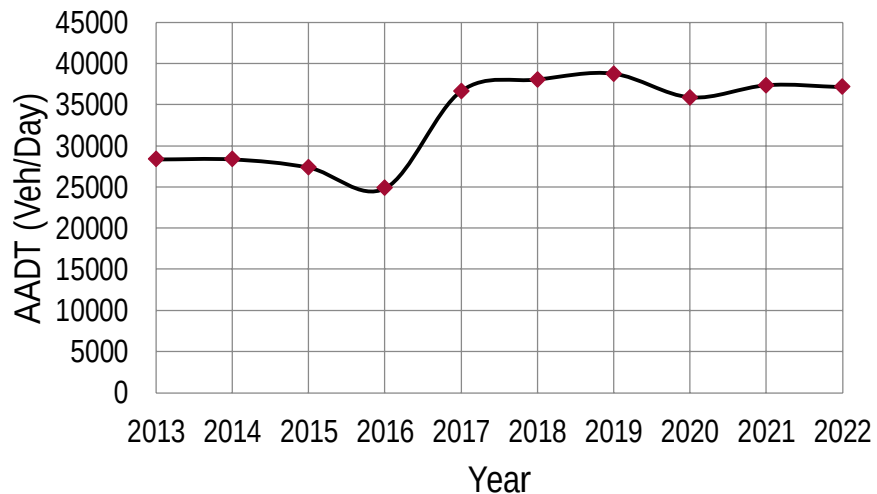
Long-Term Growth for Station 08-0281 is 8.4% per year.

Index 2

Station ID 08-0282

Location S-62 : S- 1093 (CROWFIELD BLVD) TO County Line - CHARLESTON

Year	AADT
2013	28400
2014	28400
2015	27400
2016	24900
2017	36700
2018	38100
2019	38800
2020	35900
2021	37400
2022	37200



Short-Term Growth for Station 08-0282 is 0.3% per year.

Long-Term Growth for Station 08-0282 is 3.0% per year.

Appendix F – Capacity Analysis Worksheets

2024 EXISTING CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2024 Existing AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	208	18	49	1144	2	1349
v/c Ratio	0.61	0.06	0.35	0.60	0.01	0.71
Control Delay (s/veh)	23.6	0.3	15.5	9.9	6.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6	0.3	15.5	9.9	6.0	11.7
Queue Length 50th (ft)	41	0	8	111	0	143
Queue Length 95th (ft)	108	1	31	168	3	216
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	414	384	174	2322	242	2320
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.05	0.28	0.49	0.01	0.58
Intersection Summary						

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2024 Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	127	13	0	3	43	997	10	2	1171	16
Future Volume (veh/h)	55	1	127	13	0	3	43	997	10	2	1171	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	1	144	15	0	3	49	1133	11	2	1331	18
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	19	177	287	11	35	274	2131	21	331	2121	29
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	361	114	1084	1008	68	215	404	3606	35	492	3590	49
Grp Volume(v), veh/h	207	0	0	18	0	0	49	558	586	2	659	690
Grp Sat Flow(s),veh/h/ln	1559	0	0	1291	0	0	404	1777	1864	492	1777	1862
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	0.0	4.9	10.1	10.1	0.1	13.0	13.1
Cycle Q Clear(g_c), s	6.9	0.0	0.0	0.5	0.0	0.0	17.9	10.1	10.1	10.3	13.0	13.1
Prop In Lane	0.30		0.70	0.83		0.17	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	341	0	0	333	0	0	274	1050	1101	331	1050	1100
V/C Ratio(X)	0.61	0.00	0.00	0.05	0.00	0.00	0.18	0.53	0.53	0.01	0.63	0.63
Avail Cap(c_a), veh/h	459	0	0	432	0	0	287	1107	1161	347	1107	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	19.1	0.0	0.0	13.0	6.6	6.6	9.7	7.2	7.2
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.1	0.0	0.0	0.3	0.4	0.4	0.0	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.2	0.0	0.0	0.4	2.2	2.3	0.0	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.5	0.0	0.0	19.2	0.0	0.0	13.3	7.0	7.0	9.7	8.2	8.2
LnGrp LOS	C			B			B	A	A	A	A	A
Approach Vol, veh/h	207		18				1193				1351	
Approach Delay, s/veh	23.5		19.2				7.3				8.2	
Approach LOS	C		B				A				A	
Timer - Assigned Phs	2		4				6				8	
Phs Duration (G+Y+Rc), s	38.3		15.8				38.3				15.8	
Change Period (Y+Rc), s	6.3		7.0				6.3				7.0	
Max Green Setting (Gmax), s	33.7		13.0				33.7				13.0	
Max Q Clear Time (g_c+I1), s	15.1		2.5				19.9				8.9	
Green Ext Time (p_c), s	16.9		0.0				12.1				0.3	
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.0									
HCM 6th LOS			A									

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 Existing PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	17	138	1182	2	898
v/c Ratio	0.37	0.06	0.38	0.53	0.01	0.40
Control Delay (s/veh)	11.5	0.4	10.1	7.4	4.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	0.4	10.1	7.4	4.5	6.2
Queue Length 50th (ft)	7	0	19	98	0	65
Queue Length 95th (ft)	52	1	52	141	2	94
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	355	294	498	3048	328	3027
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.06	0.28	0.39	0.01	0.30
Intersection Summary						

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	0	94	8	0	9	132	1118	16	2	804	58
Future Volume (veh/h)	34	0	94	8	0	9	132	1118	16	2	804	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	0	98	8	0	9	138	1165	17	2	838	60
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	16	149	165	29	112	446	2274	33	346	2133	153
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	291	121	1154	549	225	871	620	3585	52	474	3363	241
Grp Volume(v), veh/h	133	0	0	17	0	0	138	577	605	2	443	455
Grp Sat Flow(s),veh/h/ln	1567	0	0	1644	0	0	620	1777	1861	474	1777	1827
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	7.8	9.9	9.9	0.1	6.8	6.8
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.5	0.0	0.0	14.6	9.9	9.9	10.0	6.8	6.8
Prop In Lane	0.26		0.74	0.47		0.53	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	283	0	0	306	0	0	446	1127	1180	346	1127	1159
V/C Ratio(X)	0.47	0.00	0.00	0.06	0.00	0.00	0.31	0.51	0.51	0.01	0.39	0.39
Avail Cap(c_a), veh/h	304	0	0	326	0	0	481	1225	1283	372	1225	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	21.5	0.0	0.0	8.6	5.6	5.6	8.3	5.0	5.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.1	0.0	0.0	0.4	0.4	0.3	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.2	0.0	0.0	0.8	1.9	2.0	0.0	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.4	0.0	0.0	21.6	0.0	0.0	9.0	5.9	5.9	8.3	5.2	5.2
LnGrp LOS	C			C			A	A	A	A	A	A
Approach Vol, veh/h	133		17			1320			900			
Approach Delay, s/veh	24.4		21.6			6.2			5.2			
Approach LOS	C		C			A			A			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	41.9		14.2		41.9		14.2					
Change Period (Y+Rc), s	6.3		7.0		6.3		7.0					
Max Green Setting (Gmax), s	38.7		8.0		38.7		8.0					
Max Q Clear Time (g_c+I1), s	12.0		2.5		16.6		6.5					
Green Ext Time (p_c), s	17.6		0.0		19.0		0.1					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.0									
HCM 6th LOS			A									

2029 NO-BUILD CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 No-Build AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	247	22	58	1361	2	1604
v/c Ratio	0.74	0.07	0.44	0.70	0.01	0.82
Control Delay (s/veh)	35.6	1.7	20.4	11.6	6.5	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.6	1.7	20.4	11.6	6.5	15.0
Queue Length 50th (ft)	75	0	11	164	0	217
Queue Length 95th (ft)	#173	4	#50	228	3	305
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	372	338	147	2158	152	2156
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.07	0.39	0.63	0.01	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1	155	16	0	4	52	1213	12	2	1425	19
Future Volume (veh/h)	67	1	155	16	0	4	52	1213	12	2	1425	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1	172	18	0	4	58	1348	13	2	1583	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	20	204	279	11	39	204	2098	20	257	2089	28
Arrive On Green	0.19	0.19	0.19	0.19	0.00	0.19	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	367	106	1084	881	61	209	317	3606	35	400	3591	48
Grp Volume(v), veh/h	247	0	0	22	0	0	58	664	697	2	783	821
Grp Sat Flow(s),veh/h/ln	1556	0	0	1151	0	0	317	1777	1864	400	1777	1862
Q Serve(g_s), s	6.6	0.0	0.0	0.0	0.0	0.0	9.7	14.4	14.4	0.2	19.0	19.1
Cycle Q Clear(g_c), s	8.8	0.0	0.0	0.7	0.0	0.0	28.8	14.4	14.4	14.6	19.0	19.1
Prop In Lane	0.30		0.70	0.82		0.18	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	373	0	0	330	0	0	204	1034	1085	257	1034	1083
V/C Ratio(X)	0.66	0.00	0.00	0.07	0.00	0.00	0.28	0.64	0.64	0.01	0.76	0.76
Avail Cap(c_a), veh/h	430	0	0	377	0	0	205	1037	1088	258	1037	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	19.3	0.0	0.0	19.8	8.1	8.1	12.9	9.0	9.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.1	0.0	0.0	0.8	1.4	1.3	0.0	3.2	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	0.2	0.0	0.0	0.6	3.7	3.9	0.0	5.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	0.0	0.0	19.4	0.0	0.0	20.6	9.4	9.4	13.0	12.3	12.2
LnGrp LOS	C			B			C	A	A	B	B	B
Approach Vol, veh/h	247			22			1419			1606		
Approach Delay, s/veh	25.6			19.4			9.8			12.2		
Approach LOS	C			B			A			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	39.9			17.9			39.9			17.9		
Change Period (Y+Rc), s	6.3			7.0			6.3			7.0		
Max Green Setting (Gmax), s	33.7			13.0			33.7			13.0		
Max Q Clear Time (g_c+I1), s	21.1			2.7			30.8			10.8		
Green Ext Time (p_c), s	12.2			0.0			2.8			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	12.2											
HCM 6th LOS	B											

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 No-Build PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	163	23	169	1452	2	1104
v/c Ratio	0.47	0.08	0.57	0.61	0.01	0.46
Control Delay (s/veh)	13.9	2.4	17.2	7.7	4.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	2.4	17.2	7.7	4.0	6.1
Queue Length 50th (ft)	11	0	29	137	0	87
Queue Length 95th (ft)	62	5	#125	192	2	123
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	350	295	344	2779	200	2761
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.08	0.49	0.52	0.01	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	0	114	10	0	11	161	1360	19	2	978	71
Future Volume (veh/h)	41	0	114	10	0	11	161	1360	19	2	978	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	0	120	11	0	12	169	1432	20	2	1029	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	13	148	167	28	114	372	2318	32	272	2170	158
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	308	104	1149	594	214	882	511	3588	50	366	3358	245
Grp Volume(v), veh/h	163	0	0	23	0	0	169	709	743	2	544	560
Grp Sat Flow(s),veh/h/ln	1561	0	0	1691	0	0	511	1777	1861	366	1777	1826
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	0.0	14.9	13.9	13.9	0.2	9.2	9.2
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.7	0.0	0.0	24.2	13.9	13.9	14.1	9.2	9.2
Prop In Lane	0.26		0.74	0.48		0.52	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	278	0	0	308	0	0	372	1148	1203	272	1148	1180
V/C Ratio(X)	0.59	0.00	0.00	0.07	0.00	0.00	0.45	0.62	0.62	0.01	0.47	0.47
Avail Cap(c_a), veh/h	288	0	0	317	0	0	376	1163	1219	275	1163	1196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	22.7	0.0	0.0	11.5	6.2	6.2	10.3	5.3	5.3
Incr Delay (d2), s/veh	2.9	0.0	0.0	0.1	0.0	0.0	0.9	1.0	0.9	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.3	0.0	0.0	1.3	3.0	3.1	0.0	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	0.0	0.0	22.8	0.0	0.0	12.4	7.1	7.1	10.3	5.6	5.6
LnGrp LOS	C			C			B	A	A	B	A	A
Approach Vol, veh/h	163		23				1621		1106			
Approach Delay, s/veh	27.9		22.8				7.7		5.6			
Approach LOS	C		C				A		A			
Timer - Assigned Phs	2		4				6		8			
Phs Duration (G+Y+Rc), s	44.5		14.6				44.5		14.6			
Change Period (Y+Rc), s	6.3		7.0				6.3		7.0			
Max Green Setting (Gmax), s	38.7		8.0				38.7		8.0			
Max Q Clear Time (g_c+I1), s	16.1		2.7				26.2		8.0			
Green Ext Time (p_c), s	18.1		0.0				12.0		0.0			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.1									
HCM 6th LOS			A									

2034 NO-BUILD CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2034 No-Build AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	300	25	71	1657	3	1953
v/c Ratio	0.90	0.09	0.57	0.83	0.02	0.98
Control Delay (s/veh)	56.2	2.5	32.6	15.9	6.7	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.2	2.5	32.6	15.9	6.7	31.5
Queue Length 50th (ft)	103	0	15	231	0	323
Queue Length 95th (ft)	#236	6	#76	325	4	#524
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	333	290	124	1986	124	1986
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.09	0.57	0.83	0.02	0.98

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2034 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1	188	19	0	4	64	1476	15	3	1733	24
Future Volume (veh/h)	81	1	188	19	0	4	64	1476	15	3	1733	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	1	209	21	0	4	71	1640	17	3	1926	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	20	234	283	10	35	132	2024	21	179	2015	28
Arrive On Green	0.22	0.22	0.22	0.22	0.00	0.22	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	378	93	1082	795	45	160	225	3603	37	301	3588	50
Grp Volume(v), veh/h	300	0	0	25	0	0	71	808	849	3	951	1002
Grp Sat Flow(s),veh/h/ln	1553	0	0	999	0	0	225	1777	1864	301	1777	1861
Q Serve(g_s), s	8.9	0.0	0.0	0.0	0.0	0.0	3.1	21.9	22.0	0.5	30.3	30.6
Cycle Q Clear(g_c), s	11.2	0.0	0.0	0.9	0.0	0.0	33.7	21.9	22.0	22.5	30.3	30.6
Prop In Lane	0.30		0.70	0.84		0.16	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	414	0	0	327	0	0	132	998	1047	179	998	1045
V/C Ratio(X)	0.72	0.00	0.00	0.08	0.00	0.00	0.54	0.81	0.81	0.02	0.95	0.96
Avail Cap(c_a), veh/h	414	0	0	327	0	0	132	998	1047	179	998	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	0.0	18.7	0.0	0.0	29.8	10.6	10.6	19.6	12.4	12.5
Incr Delay (d2), s/veh	6.1	0.0	0.0	0.1	0.0	0.0	4.4	5.1	4.9	0.0	18.3	18.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	0.3	0.0	0.0	1.1	6.9	7.3	0.0	12.7	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	0.0	18.8	0.0	0.0	34.1	15.7	15.5	19.7	30.7	31.0
LnGrp LOS	C			B			C	B	B	B	C	C
Approach Vol, veh/h	300		25			1728			1956			
Approach Delay, s/veh	28.9		18.8			16.3			30.8			
Approach LOS	C		B			B			C			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	40.0		20.0		40.0		20.0					
Change Period (Y+Rc), s	6.3		7.0		6.3		7.0					
Max Green Setting (Gmax), s	33.7		13.0		33.7		13.0					
Max Q Clear Time (g_c+I1), s	32.6		2.9		35.7		13.2					
Green Ext Time (p_c), s	1.1		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			24.4									
HCM 6th LOS			C									

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2034 No-Build PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	27	205	1767	3	1344
v/c Ratio	0.75	0.13	1.01	0.76	0.03	0.58
Control Delay (s/veh)	35.4	3.9	85.0	10.1	4.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.4	3.9	85.0	10.1	4.7	7.1
Queue Length 50th (ft)	41	0	~71	197	0	118
Queue Length 95th (ft)	#132	8	#123	280	3	167
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	264	216	203	2329	118	2317
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.13	1.01	0.76	0.03	0.58

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2034 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	139	12	0	13	195	1655	24	3	1190	86
Future Volume (veh/h)	50	0	139	12	0	13	195	1655	24	3	1190	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	0	146	13	0	14	205	1742	25	3	1253	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	12	152	163	27	109	296	2313	33	203	2167	157
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	326	89	1141	554	206	818	406	3587	51	270	3360	244
Grp Volume(v), veh/h	199	0	0	27	0	0	205	862	905	3	662	682
Grp Sat Flow(s),veh/h/ln	1555	0	0	1578	0	0	406	1777	1861	270	1777	1827
Q Serve(g_s), s	6.0	0.0	0.0	0.0	0.0	0.0	26.0	20.1	20.2	0.5	12.6	12.7
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.8	0.0	0.0	38.7	20.1	20.2	20.6	12.6	12.7
Prop In Lane	0.27		0.73	0.48		0.52	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	283	0	0	299	0	0	296	1146	1200	203	1146	1178
V/C Ratio(X)	0.70	0.00	0.00	0.09	0.00	0.00	0.69	0.75	0.75	0.01	0.58	0.58
Avail Cap(c_a), veh/h	283	0	0	299	0	0	296	1146	1200	203	1146	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	22.9	0.0	0.0	18.8	7.3	7.4	14.5	6.0	6.0
Incr Delay (d2), s/veh	7.6	0.0	0.0	0.1	0.0	0.0	6.8	2.8	2.8	0.0	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.3	0.0	0.0	3.0	4.8	5.0	0.0	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.3	0.0	0.0	23.0	0.0	0.0	25.6	10.2	10.1	14.5	6.7	6.7
LnGrp LOS	C			C			C	B	B	B	A	A
Approach Vol, veh/h	199		27			1972			1347			
Approach Delay, s/veh	33.3		23.0			11.8			6.8			
Approach LOS	C		C			B			A			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	45.0		15.0			45.0			15.0			
Change Period (Y+Rc), s	6.3		7.0			6.3			7.0			
Max Green Setting (Gmax), s	38.7		8.0			38.7			8.0			
Max Q Clear Time (g_c+I1), s	22.6		2.8			40.7			9.6			
Green Ext Time (p_c), s	14.7		0.0			0.0			0.0			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	11.2											
HCM 6th LOS	B											

2029 BUILD CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 Build AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	247	106	58	1379	11	1604
v/c Ratio	0.76	0.35	0.44	0.71	0.08	0.83
Control Delay (s/veh)	37.2	14.3	20.2	11.9	7.9	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.2	14.3	20.2	11.9	7.9	15.2
Queue Length 50th (ft)	75	14	11	166	2	217
Queue Length 95th (ft)	#177	50	#49	233	8	305
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	360	328	149	2158	149	2159
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.32	0.39	0.64	0.07	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1	155	65	0	31	52	1213	28	10	1425	19
Future Volume (veh/h)	67	1	155	65	0	31	52	1213	28	10	1425	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	1	172	72	0	34	58	1348	31	11	1583	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	19	206	249	20	77	206	2075	48	255	2099	28
Arrive On Green	0.18	0.18	0.18	0.18	0.00	0.18	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	382	104	1116	779	107	418	317	3551	82	393	3591	48
Grp Volume(v), veh/h	247	0	0	106	0	0	58	674	705	11	783	821
Grp Sat Flow(s),veh/h/ln	1602	0	0	1304	0	0	317	1777	1856	393	1777	1862
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	9.6	14.6	14.6	1.1	18.8	18.9
Cycle Q Clear(g_c), s	8.4	0.0	0.0	3.9	0.0	0.0	28.5	14.6	14.6	15.7	18.8	18.9
Prop In Lane	0.30		0.70	0.68		0.32	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	377	0	0	345	0	0	206	1038	1084	255	1038	1088
V/C Ratio(X)	0.66	0.00	0.00	0.31	0.00	0.00	0.28	0.65	0.65	0.04	0.75	0.76
Avail Cap(c_a), veh/h	440	0	0	400	0	0	207	1041	1088	256	1041	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	20.6	0.0	0.0	19.5	8.0	8.0	13.3	8.9	8.9
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.5	0.0	0.0	0.7	1.4	1.4	0.1	3.1	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	1.2	0.0	0.0	0.6	3.7	3.9	0.1	5.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.2	0.0	0.0	21.1	0.0	0.0	20.2	9.4	9.4	13.4	12.0	11.9
LnGrp LOS	C			C			C	A	A	B	B	B
Approach Vol, veh/h	247			106			1437			1615		
Approach Delay, s/veh	25.2			21.1			9.8			12.0		
Approach LOS	C			C			A			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	39.9			17.6			39.9			17.6		
Change Period (Y+Rc), s	6.3			7.0			6.3			7.0		
Max Green Setting (Gmax), s	33.7			13.0			33.7			13.0		
Max Q Clear Time (g_c+I1), s	20.9			5.9			30.5			10.4		
Green Ext Time (p_c), s	12.4			0.2			3.1			0.2		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	12.3											
HCM 6th LOS	B											

HCM 6th TWSC
2: Site Access #1 & Berkeley Farms Road

Berkeley Farms TIA
2029 Build AM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	30	6	0	65	0	19	0	0	0	0	11
Future Vol, veh/h	4	30	6	0	65	0	19	0	0	0	0	11
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	2	2	2	2	2	2	2
Mvmt Flow	4	33	7	0	72	0	21	0	0	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	40	0	0	123	117	37	117	120	72
Stage 1	-	-	-	-	-	-	45	45	-	72	72	-
Stage 2	-	-	-	-	-	-	78	72	-	45	48	-
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	1528	-	-	1570	-	-	852	773	1035	859	770	990
Stage 1	-	-	-	-	-	-	969	857	-	938	835	-
Stage 2	-	-	-	-	-	-	931	835	-	969	855	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1570	-	-	839	771	1035	857	768	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	839	771	-	857	768	-
Stage 1	-	-	-	-	-	-	966	854	-	935	835	-
Stage 2	-	-	-	-	-	-	920	835	-	966	852	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.7	0	9.4	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	839	1528	-	-	1570	-	-	990
HCM Lane V/C Ratio	0.025	0.003	-	-	-	-	-	0.012
HCM Control Delay (s/veh)	9.4	7.4	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: Site Access #2 & Berkeley Farms Road

Berkeley Farms TIA
2029 Build AM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	8	0	38	27	0
Future Vol, veh/h	22	8	0	38	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	9	0	42	30	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	71	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	933	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	933	1046
Mov Cap-2 Maneuver	-	-	-	-	933	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	980	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	933	-	-	1579	-	
HCM Lane V/C Ratio	0.032	-	-	-	-	
HCM Control Delay (s/veh)	9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Berkeley Farms Road & Site Access #3

Berkeley Farms TIA
2029 Build AM Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	16	19	0	0	19
Future Vol, veh/h	6	16	19	0	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	18	21	0	0	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	21	0	-	0	53	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1595	-	-	-	955	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1595	-	-	-	951	1056
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	991	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	2	0		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1595	-	-	-	1056	
HCM Lane V/C Ratio	0.004	-	-	-	0.02	
HCM Control Delay (s/veh)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q (veh)	0	-	-	-	0.1	

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2029 Build PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	163	71	169	1508	32	1104
v/c Ratio	0.48	0.25	0.56	0.63	0.20	0.46
Control Delay (s/veh)	14.3	11.8	16.6	7.8	8.3	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.3	11.8	16.6	7.8	8.3	6.0
Queue Length 50th (ft)	12	3	29	145	4	87
Queue Length 95th (ft)	63	34	#125	204	17	123
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	342	288	339	2717	181	2713
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.25	0.50	0.56	0.18	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2029 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	0	114	41	0	27	161	1360	72	30	978	71
Future Volume (veh/h)	41	0	114	41	0	27	161	1360	72	30	978	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	0	120	43	0	28	169	1432	76	32	1029	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	14	152	202	23	83	370	2212	117	256	2164	158
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	308	107	1156	792	171	627	511	3433	182	347	3358	245
Grp Volume(v), veh/h	163	0	0	71	0	0	169	739	769	32	544	560
Grp Sat Flow(s),veh/h/ln	1570	0	0	1590	0	0	511	1777	1838	347	1777	1826
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	15.1	15.1	15.2	3.7	9.3	9.3
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.3	0.0	0.0	24.4	15.1	15.2	18.9	9.3	9.3
Prop In Lane	0.26		0.74	0.61		0.39	1.00		0.10	1.00		0.13
Lane Grp Cap(c), veh/h	284	0	0	307	0	0	370	1145	1184	256	1145	1177
V/C Ratio(X)	0.57	0.00	0.00	0.23	0.00	0.00	0.46	0.65	0.65	0.12	0.48	0.48
Avail Cap(c_a), veh/h	288	0	0	311	0	0	373	1157	1197	259	1157	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	0.0	23.4	0.0	0.0	11.7	6.4	6.5	12.2	5.4	5.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.4	0.0	0.0	0.9	1.2	1.2	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.9	0.0	0.0	1.3	3.3	3.5	0.2	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	0.0	0.0	23.7	0.0	0.0	12.6	7.7	7.7	12.4	5.7	5.7
LnGrp LOS	C			C			B	A	A	B	A	A
Approach Vol, veh/h	163		71				1677		1136			
Approach Delay, s/veh	27.6		23.7				8.2		5.9			
Approach LOS	C		C				A		A			
Timer - Assigned Phs	2		4				6		8			
Phs Duration (G+Y+Rc), s	44.6		14.8				44.6		14.8			
Change Period (Y+Rc), s	6.3		7.0				6.3		7.0			
Max Green Setting (Gmax), s	38.7		8.0				38.7		8.0			
Max Q Clear Time (g_c+I1), s	20.9		4.3				26.4		7.9			
Green Ext Time (p_c), s	14.9		0.0				11.9		0.0			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.7									
HCM 6th LOS			A									

HCM 6th TWSC
2: Site Access #1 & Berkeley Farms Road

Berkeley Farms TIA
2029 Build PM Peak Hour

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	71	20	0	49	0	12	0	0	0	0	7
Future Vol, veh/h	12	71	20	0	49	0	12	0	0	0	0	7
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	75	21	0	52	0	13	0	0	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	96	0	0	168	164	86	164	174	52
Stage 1	-	-	-	-	-	-	112	112	-	52	52	-
Stage 2	-	-	-	-	-	-	56	52	-	112	122	-
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	1554	-	-	1498	-	-	796	729	973	801	719	1016
Stage 1	-	-	-	-	-	-	893	803	-	961	852	-
Stage 2	-	-	-	-	-	-	956	852	-	893	795	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1554	-	-	1498	-	-	785	722	973	795	713	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	722	-	795	713	-
Stage 1	-	-	-	-	-	-	885	796	-	952	852	-
Stage 2	-	-	-	-	-	-	949	852	-	885	788	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.9	0	9.7	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	785	1554	-	-	1498	-	-	1016
HCM Lane V/C Ratio	0.016	0.008	-	-	-	-	-	0.007
HCM Control Delay (s/veh)	9.7	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
3: Site Access #2 & Berkeley Farms Road

Berkeley Farms TIA
2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	29	0	33	16	0
Future Vol, veh/h	42	29	0	33	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	31	0	35	17	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	95	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	905	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	905	1005
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	987	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	905	-	-	1524	-	
HCM Lane V/C Ratio	0.019	-	-	-	-	
HCM Control Delay (s/veh)	9.1	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Berkeley Farms Road & Site Access #3

Berkeley Farms TIA
2029 Build PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	22	21	0	0	12
Future Vol, veh/h	20	22	21	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	23	22	0	0	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	22	0	-	0	87	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	914	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	902	1055
Mov Cap-2 Maneuver	-	-	-	-	902	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	958	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	3.5	0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1593	-	-	-	1055	
HCM Lane V/C Ratio	0.013	-	-	-	0.012	
HCM Control Delay (s/veh)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q (veh)	0	-	-	-	0	

2034 BUILD CONDITIONS

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2034 Build AM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	300	110	71	1674	12	1953
v/c Ratio	0.93	0.40	0.57	0.84	0.10	0.98
Control Delay (s/veh)	62.3	15.9	32.7	16.4	8.4	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.3	15.9	32.7	16.4	8.4	31.7
Queue Length 50th (ft)	104	15	15	235	2	323
Queue Length 95th (ft)	#241	54	#76	332	9	#524
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	322	274	124	1984	124	1985
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.40	0.57	0.84	0.10	0.98

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2034 Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↕		↔	↕	
Traffic Volume (veh/h)	81	1	188	68	0	31	64	1476	31	11	1733	24
Future Volume (veh/h)	81	1	188	68	0	31	64	1476	31	11	1733	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	1	209	76	0	34	71	1640	34	12	1926	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	19	238	254	18	76	134	2010	42	177	2026	28
Arrive On Green	0.21	0.21	0.21	0.21	0.00	0.21	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	395	92	1119	713	86	358	225	3560	74	296	3588	50
Grp Volume(v), veh/h	300	0	0	110	0	0	71	817	857	12	951	1002
Grp Sat Flow(s),veh/h/ln	1606	0	0	1158	0	0	225	1777	1857	296	1777	1861
Q Serve(g_s), s	6.0	0.0	0.0	0.0	0.0	0.0	3.4	22.1	22.3	2.0	30.0	30.3
Cycle Q Clear(g_c), s	10.7	0.0	0.0	4.7	0.0	0.0	33.7	22.1	22.3	24.3	30.0	30.3
Prop In Lane	0.30		0.70	0.69		0.31	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	420	0	0	348	0	0	134	1003	1049	177	1003	1051
V/C Ratio(X)	0.71	0.00	0.00	0.32	0.00	0.00	0.53	0.81	0.82	0.07	0.95	0.95
Avail Cap(c_a), veh/h	428	0	0	355	0	0	134	1003	1049	177	1003	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	0.0	20.2	0.0	0.0	29.5	10.5	10.5	20.3	12.2	12.2
Incr Delay (d2), s/veh	5.5	0.0	0.0	0.5	0.0	0.0	4.0	5.2	5.2	0.2	17.3	17.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.3	0.0	0.0	1.1	7.0	7.3	0.1	12.3	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.0	0.0	0.0	20.7	0.0	0.0	33.5	15.7	15.7	20.5	29.5	29.8
LnGrp LOS	C			C			C	B	B	C	C	C
Approach Vol, veh/h		300			110			1745			1965	
Approach Delay, s/veh		28.0			20.7			16.4			29.6	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		19.7		40.0		19.7				
Change Period (Y+Rc), s		6.3		7.0		6.3		7.0				
Max Green Setting (Gmax), s		33.7		13.0		33.7		13.0				
Max Q Clear Time (g_c+I1), s		32.3		6.7		35.7		12.7				
Green Ext Time (p_c), s		1.4		0.2		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				23.7								
HCM 6th LOS				C								

HCM 6th TWSC
2: Site Access #1 & Berkeley Farms Road

Berkeley Farms TIA
2034 Build AM Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		🛞			🛞			🛞			🛞	
Traffic Vol, veh/h	4	33	6	0	70	0	19	0	0	0	0	11
Future Vol, veh/h	4	33	6	0	70	0	19	0	0	0	0	11
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	2	2	2	2	2	2	2
Mvmt Flow	4	37	7	0	78	0	21	0	0	0	0	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	44	0	0	133	127	41	127	130	78
Stage 1	-	-	-	-	-	-	49	49	-	78	78	-
Stage 2	-	-	-	-	-	-	84	78	-	49	52	-
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	1520	-	-	1564	-	-	839	764	1030	846	761	983
Stage 1	-	-	-	-	-	-	964	854	-	931	830	-
Stage 2	-	-	-	-	-	-	924	830	-	964	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1564	-	-	826	762	1030	844	759	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	762	-	844	759	-
Stage 1	-	-	-	-	-	-	961	851	-	928	830	-
Stage 2	-	-	-	-	-	-	913	830	-	961	849	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.7			0			9.5			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	826	1520	-	-	1564	-	-	983				
HCM Lane V/C Ratio	0.026	0.003	-	-	-	-	-	0.012				
HCM Control Delay (s/veh)	9.5	7.4	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0				

HCM 6th TWSC
3: Site Access #2 & Berkeley Farms Road

Berkeley Farms TIA
2034 Build AM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	8	0	43	27	0
Future Vol, veh/h	25	8	0	43	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	9	0	48	30	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	37	0	81	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1574	-	921	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	921	1041
Mov Cap-2 Maneuver	-	-	-	-	921	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	974	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	921	-	-	1574	-	
HCM Lane V/C Ratio	0.033	-	-	-	-	
HCM Control Delay (s/veh)	9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Berkeley Farms Road & Site Access #3

Berkeley Farms TIA
2034 Build AM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	24	0	0	19
Future Vol, veh/h	6	19	24	0	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	21	27	0	0	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	27	0	-	0	62	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	944	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	940	1048
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	987	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.7	0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1587	-	-	-	1048	
HCM Lane V/C Ratio	0.004	-	-	-	0.02	
HCM Control Delay (s/veh)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q (veh)	0	-	-	-	0.1	

Queues

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA

2034 Build PM Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	76	205	1823	33	1344
v/c Ratio	0.76	0.36	1.01	0.79	0.28	0.58
Control Delay (s/veh)	36.6	15.3	85.0	10.8	12.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.6	15.3	85.0	10.8	12.1	7.1
Queue Length 50th (ft)	41	5	~71	209	4	118
Queue Length 95th (ft)	#133	38	#123	299	22	167
Internal Link Dist (ft)	1052	556		656		853
Turn Bay Length (ft)			200		200	
Base Capacity (vph)	261	210	203	2322	118	2317
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.36	1.01	0.79	0.28	0.58

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: College Park Road & Miami Street/Berkeley Farms Road

Berkeley Farms TIA
2034 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	139	43	0	29	195	1655	77	31	1190	86
Future Volume (veh/h)	50	0	139	43	0	29	195	1655	77	31	1190	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	0	146	45	0	31	205	1742	81	33	1253	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	12	156	189	23	80	296	2231	103	192	2167	157
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	335	89	1167	700	173	601	406	3459	160	256	3360	244
Grp Volume(v), veh/h	199	0	0	76	0	0	205	890	933	33	662	682
Grp Sat Flow(s),veh/h/ln	1590	0	0	1474	0	0	406	1777	1842	256	1777	1827
Q Serve(g_s), s	4.8	0.0	0.0	0.0	0.0	0.0	26.0	21.4	21.9	6.4	12.6	12.7
Cycle Q Clear(g_c), s	7.4	0.0	0.0	2.6	0.0	0.0	38.7	21.4	21.9	28.3	12.6	12.7
Prop In Lane	0.27		0.73	0.59		0.41	1.00		0.09	1.00		0.13
Lane Grp Cap(c), veh/h	288	0	0	292	0	0	296	1146	1188	192	1146	1178
V/C Ratio(X)	0.69	0.00	0.00	0.26	0.00	0.00	0.69	0.78	0.79	0.17	0.58	0.58
Avail Cap(c_a), veh/h	288	0	0	292	0	0	296	1146	1188	192	1146	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	23.6	0.0	0.0	18.8	7.6	7.7	17.8	6.0	6.0
Incr Delay (d2), s/veh	6.9	0.0	0.0	0.5	0.0	0.0	6.8	3.4	3.6	0.4	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.0	0.0	0.0	3.0	5.3	5.6	0.3	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	0.0	24.1	0.0	0.0	25.6	11.0	11.2	18.3	6.7	6.7
LnGrp LOS	C			C			C	B	B	B	A	A
Approach Vol, veh/h	199			76			2028			1377		
Approach Delay, s/veh	32.5			24.1			12.6			7.0		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	45.0			15.0			45.0			15.0		
Change Period (Y+Rc), s	6.3			7.0			6.3			7.0		
Max Green Setting (Gmax), s	38.7			8.0			38.7			8.0		
Max Q Clear Time (g_c+I1), s	30.3			4.6			40.7			9.4		
Green Ext Time (p_c), s	8.0			0.0			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	11.8											
HCM 6th LOS	B											

HCM 6th TWSC
2: Site Access #1 & Berkeley Farms Road

Berkeley Farms TIA
2034 Build PM Peak Hour

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	76	20	0	53	0	12	0	0	0	0	7
Future Vol, veh/h	12	76	20	0	53	0	12	0	0	0	0	7
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	80	21	0	56	0	13	0	0	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	101	0	0	177	173	91	173	183	56
Stage 1	-	-	-	-	-	-	117	117	-	56	56	-
Stage 2	-	-	-	-	-	-	60	56	-	117	127	-
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	1549	-	-	1491	-	-	785	720	967	790	711	1011
Stage 1	-	-	-	-	-	-	888	799	-	956	848	-
Stage 2	-	-	-	-	-	-	951	848	-	888	791	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1549	-	-	1491	-	-	774	714	967	784	705	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	774	714	-	784	705	-
Stage 1	-	-	-	-	-	-	880	792	-	947	848	-
Stage 2	-	-	-	-	-	-	944	848	-	880	784	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.8	0	9.7	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	774	1549	-	-	1491	-	-	1011
HCM Lane V/C Ratio	0.016	0.008	-	-	-	-	-	0.007
HCM Control Delay (s/veh)	9.7	7.3	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC
3: Site Access #2 & Berkeley Farms Road

Berkeley Farms TIA
2034 Build PM Peak Hour

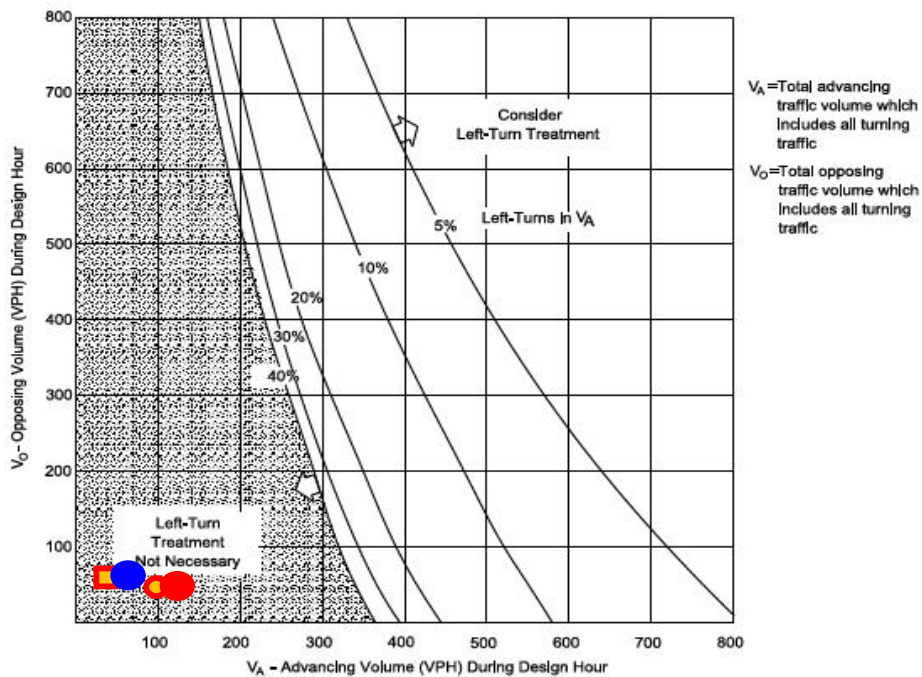
Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	47	29	0	37	16	0
Future Vol, veh/h	47	29	0	37	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	31	0	39	17	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	104	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	894	999
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	894	999
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	983	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	894	-	-	1518	-	
HCM Lane V/C Ratio	0.019	-	-	-	-	
HCM Control Delay (s/veh)	9.1	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

HCM 6th TWSC
4: Berkeley Farms Road & Site Access #3

Berkeley Farms TIA
2034 Build PM Peak Hour

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	27	25	0	0	12
Future Vol, veh/h	20	27	25	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	28	26	0	0	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	26	0	-	0	96	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1588	-	-	-	903	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	891	1050
Mov Cap-2 Maneuver	-	-	-	-	891	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	953	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	3.1	0		8.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1588	-	-	-	1050	
HCM Lane V/C Ratio	0.013	-	-	-	0.012	
HCM Control Delay (s/veh)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q (veh)	0	-	-	-	0	

Appendix G – Turn Lane Warrant Analyses



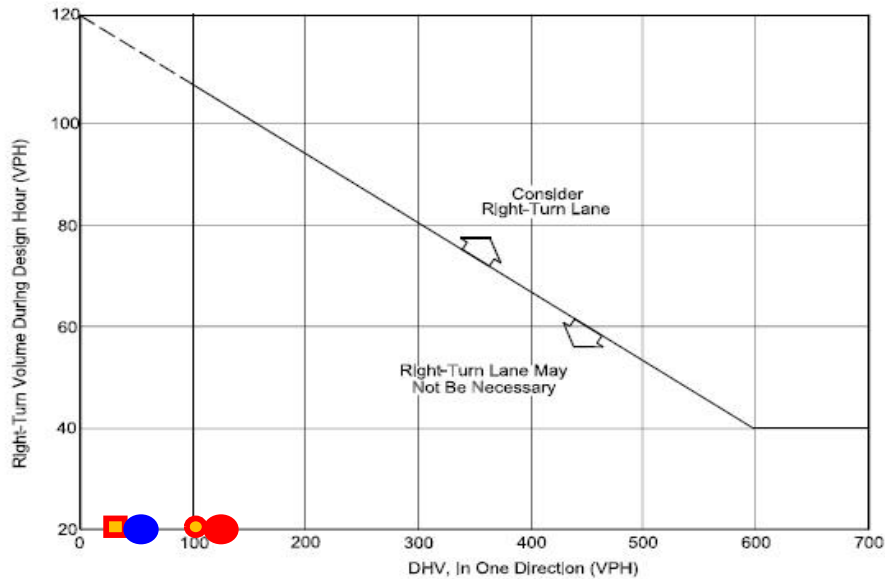
Instructions:

1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

Berkeley Farms Road at Site Access #1

Eastbound	Left	V_A	V_O	LTs	LT %
●	2029 Build PM Peak Hour	103	49	12	11.7%
■	2029 Build AM Peak Hour	40	65	4	10.0%
●	2034 Build PM Peak Hour	108	53	12	11.1%
●	2034 Build AM Peak Hour	43	70	4	9.3%



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 miles per hour
 DHV = 250 vehicles per hour
 Right Turns = 100 vehicles per hour

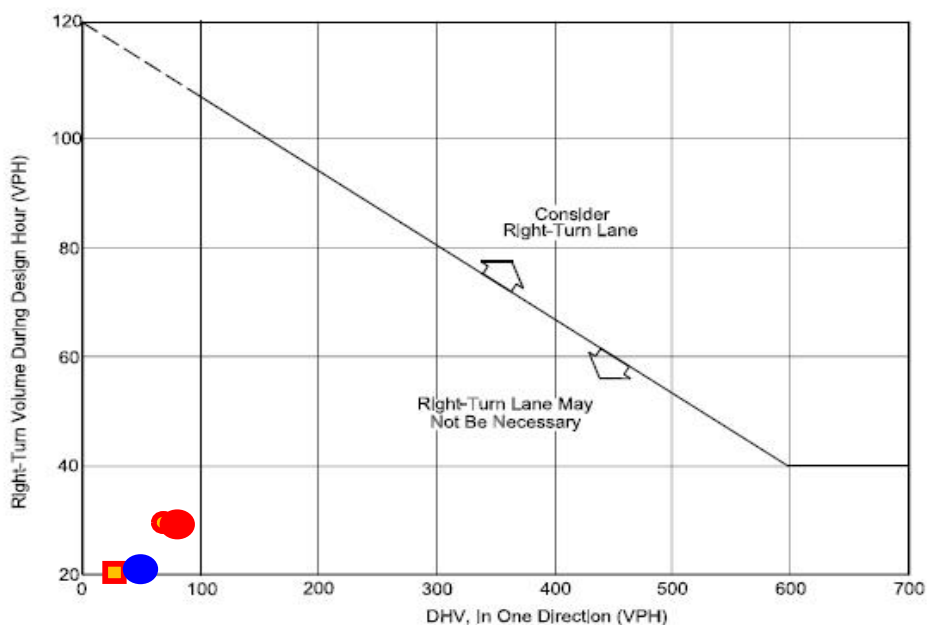
Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use $100 - 20 = 80$ vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS Figure 9.5-A

Berkeley Farms Road at Site Access #1

Eastbound	Right	DHV	RTs
●	2029 Build PM Peak Hour	103	20
■	2029 Build AM Peak Hour	40	6
●	2034 Build PM Peak Hour	108	20
●	2034 Build AM Peak Hour	43	6



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 miles per hour
 DHV = 250 vehicles per hour
 Right Turns = 100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

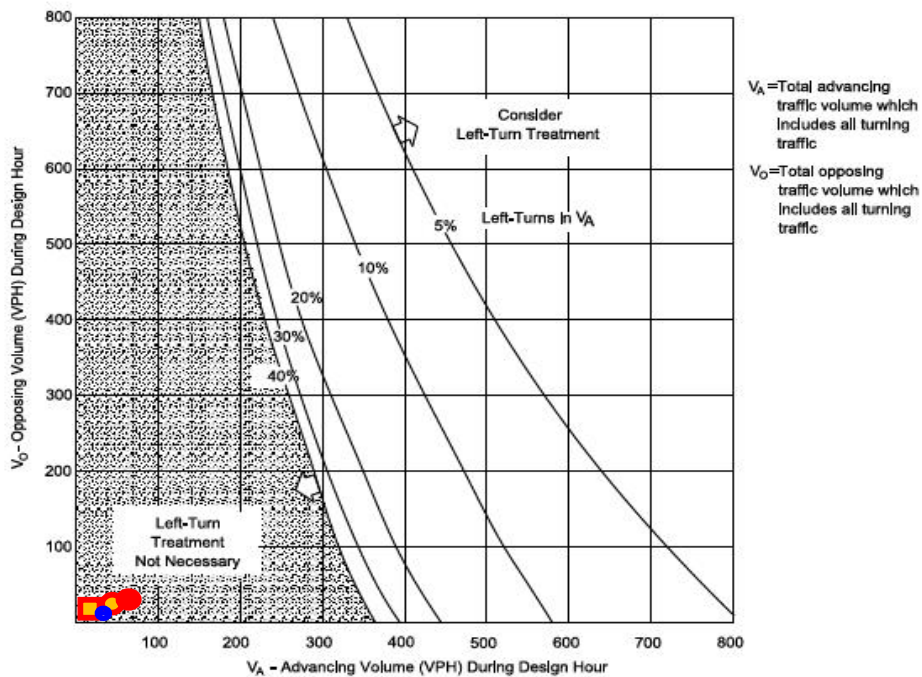
Solution: To read the vertical axis, use $100 - 20 = 80$ vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 9.5-A

Berkeley Farms Road at Site Access #2

Eastbound	Right	DHV	RTs
●	2029 Build PM Peak Hour	71	29
■	2029 Build AM Peak Hour	30	8
●	2034 Build PM Peak Hour	76	29
●	2034 Build AM Peak Hour	33	8



Instructions:

1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

Berkeley Farms Road at Site Access #3

Eastbound	Left	V_A	V_O	LTs	LT %
●	2029 Build PM Peak Hour	42	21	20	47.6%
■	2029 Build AM Peak Hour	22	19	6	27.3%
●	2034 Build PM Peak Hour	47	25	20	42.5%
●	2034 Build AM Peak Hour	25	24	6	24%

DEVELOPMENT GUIDELINES
FOR
BERKELEY FARMS PD
GOOSE CREEK, SOUTH CAROLINA

APPROVED:

Copyfit

Introduction and Background Information

Executive Summary

The Berkeley Farms Planned Development (PD) is intended to align with the goals of the City of Goose Creek's Comprehensive Plan adopted May 11, 2021 and amended February 13, 2024. The PD has two zoning areas which are the Commercial District (CD) and the Residential District (RD). It will allow for flexibility in a residential/commercial design to create a mixed-use community. The PD will emphasize interconnectivity and walkability. The residential and commercial districts are designed to compliment one another providing future residents a place to live, work and play in one walkable community.

Goals for the Project

The PD has two zoning areas, the CD and RD. The development goal for this project is to align with the goals of the City of Goose Creek's Comprehensive Plan. The project area is a part of the proposed Annexation Phase 1 area mentioned within the Comprehensive Plan and ties into the College Park Road target area. The RD portion of the community will be comprised of homes off of Berkeley Farms Road. The CD portion will be

comprised of mixed commercial and light industrial along College Park Road. These homes will help provide an attainable housing option to most while also helping with providing the “missing middle housing” type mentioned within the Comprehensive Plan. The RD is intended to be a safe and easily walkable development with direct access to the CD where goods and/or services can be found. The residential portion is proposed to have an amenity component giving this project a live/work/play feeling. There will be sidewalks throughout the residential area connecting to all internal amenity features as well as to Berkeley Farms Road and College Park Road. A multi-use path is proposed as well to ensure not only increased walkability but also other forms of movement such as cycling. Each of the development areas shall have adequate circulation to allow for ease of access and safe travel for all users including emergency services. The natural features (i.e. wetlands) on site have been carefully planned around and incorporated into the majority of the proposed open space areas. The PD site as a whole will result in a balanced development that allows for all users/residents to feel comfortable and accommodated.

Project Location

The development is located to the East of College Park Road, along Berkeley Farms Road, with portions of it located on either side of Berkeley Farms Road with the CD having frontage on College Park Road. Twelve (12) of the individual tracts are currently in the City of Goose Creek and two (2) of the individual parcels. All of the individual tracts are currently in Berkeley County and are intended to be annexed into the City of Goose Creek. The project is comprised of fourteen (14) parcels that will come together as one development under this PD.

See Location map below and Exhibit A - Existing Conditions

A
rea Map (not to scale)

Background Information

The Site consists of 39.686.25 gross acres. It is comprised mostly of lightly developed parcels.

There are existing structures on the parcels which are intended to be removed as the project develops. The entrance to the different portions of the development will be off of Berkeley Farms Road.

The properties included within the PD have the following TMS's:

Two parcels within the assemblage, 233-08-03-019 and 233-08-03-053, are zoned

R-2 -

Manufactured Residential District in Berkeley County. The two parcels under Berkeley County jurisdiction have been submitted for annexation into the City of Goose Creek.

~~The project is currently located within Berkeley County and the current zoning designation for parcel 233-00-00-057 is General Commercial with all other parcels being zoned R-2 - Manufactured Residential District. All parcels under Berkeley County jurisdiction have been submitted for annexation into the City of Goose Creek.~~ The annexation of these parcels into the City of Goose Creek would align with the Comprehensive Plans annexation goals of increasing tax base and revenue opportunities in the City. All other parcels within the assemblage are already under PD zoning designation within the City of Goose Creek.

Relationship to the Zoning Ordinance of the City of Goose Creek

The Current Regulations shall be the City of Goose Creek's Zoning Ordinance and Land Development Regulations in effect at the time. Should this PD or subsequent design guidelines not specifically address certain zoning/development standards, the most current zoning regulations shall govern.

Land Use

Flexibility of Uses and Tracts

The PD for the included parcels is proposing two different types of land use, residential and commercial/light industrial. The exact location of boundary lines between development areas, the location and size of land uses indicated within the planned areas, and the preliminary design concepts for the tracts and uses described in this PD

shall be subject to change as phases of the Development Plan are submitted for final review over the life of the Project; provided, however, that the maximum intensities and allowed land uses described in this Ordinance may not be changed unless approved in accordance with the City of Goose Creek's Zoning Ordinance.

Subdivision Plan Review and Approval

Preliminary plans and final plats for each phase of the development shall be submitted for review and approval by the appropriate City of Goose Creek authority.

Zoning Criteria

Berkeley Farms PD will contain both residential and commercial land uses. The PD will categorize the development into two (2) land use designations: Residential District (RD) and Commercial District (CD).

Page break



Residential District (RD)

The RD seeks to allow for housing options that will appeal to a wide range of people and be an attainable option for most. The interest expressed in the City of Goose Creek's Comprehensive Plan by the public for more compact living styles and the well laid out guidance for both multi-family and townhomes led to the standards for the RD. These standards will allow for a cozy community feel with opportunities for walking and becoming

close knit neighbors. The RD will allow for both single-family attached and detached homes and multi-family buildings. This district will also include an amenity area for recreation and socialization within the community. Open space in this area may consist of but is not limited to the amenity area, active and passive recreation and stormwater detention facilities.

Materials used in the RD shall follow the below recommendations as per the City of Goose Creek's Zoning Ordinance - Section Nine: Form, Design & Operational Standards - (H) Architectural Design Standards - (5) Building Design - (h) & (i).

Recommended Materials:

Natural materials: wood, brick, terra cotta, stone (cast or cut).
Decorative concrete block (CMU), textured with integral color
Stucco (cement plaster), decorative.
Fiber cement siding.
Exterior insulation and finishing system (EIFS) when used above storefront height.

Prohibited Materials:

Vinyl, metal, or aluminum siding (metal siding not prohibited in commercial district).
Exposed concrete mason units.
Reflective materials that cause glare.
Materials that artificially simulate natural materials.
Diagonal siding.
Exaggerated swirled stucco.

The RD areas will contain residential land uses and open spaces. Within the RD district, land and buildings may be erected, altered, or used for the following permitted uses:

Single-family attached and detached dwelling units.

Multi-family dwellings (no more than 300 multi-family units total may be permitted within the Berkeley Farms PD). A minimum of 8 contiguous acres is required in order to have multi-family residential. Multi-family is only allowed

within the Residential District (RD) in between College Park Road and the Multi-

Family build limit line as depicted on Exhibit B - Land Use.

Open space.

Accessory uses and structures are allowed per the City of Goose Creek's Zoning

Ordinance Section Four: Use & Standards - 4:3 Accessory & Temporary Uses and may be further restricted within the HOA guidelines.

Page break



Disallowed Uses are as follows:

All non-residential zoning uses as described in the City of Goose Creek's Zoning Ordinance.

Notes:

Steps, balconies, patios, open stairways, entry covers, bay windows, fire boxes

and decks may extend fully into setbacks, but in no instance can they extend into the right of way or drainage easements.

Eaves may extend two feet (2') into setbacks, however in no instance can any structure or eave extend into a Right-of-way or drainage easement.

Fences shall follow the City of Goose Creek's Zoning Ordinance Section Nine: Form, Design & Operational Standards - (E) Fences & Walls.

On-street visitor parking is encouraged throughout the community where/when it is feasible.

Commercial District (CD)

The CD is intended to accommodate a combination of uses that will encourage a live/

work/play lifestyle which will help to push forward the City's goal of

encouraging this type of balance stated in the Comprehensive Plan. Among the varied uses are light industrial, retail, office, restaurant/bar restaurant, gas stations, hotel and retail/general commercial. Within the Mixed-Use Overlay District residential uses are allowed and shall follow the guidelines and dimensional standards outlined in this document.

Within the CD, land and buildings may be erected, altered, or used for the following permitted uses:

The uses listed above.

Accessory uses and structures are allowed per the City of Goose Creek's Zoning

Ordinance Section Four: Use & Standards - 4.3 Accessory & Temporary Uses and may be further restricted within the POA/HOA guidelines.

Mixed-Use Overlay District:

Multi-family dwellings (no more than 300 multi-family units total may be permitted within the Berkeley Farms PD)

Uses allowed in the RD as stated in this document.

Page break

Disallowed Uses are as follows:

Storage facilities

Vape stores

Car sales

Adult businesses

Parking

Parking for the CD shall comply with the City of Goose Creek's Zoning Ordinance Section

Five: Site Development - 5.4: Access & Parking.

Affordable Housing

Affordable Housing Definition - Single-family, or multi-family dwelling units, used exclusively for residential uses, where occupants have, in the aggregate, household income of less than or equal to one hundred twenty (120) percent of median area income for owner occupied units, or eighty (80) percent of median area income for rental units. Median area income shall be determined annually by the U.S. Department of Housing and Urban Development. Household income shall include all sources of financial support, both cash and in kind, of adult members of the household, to include wages, salaries, tips, commissions, all forms of self-employment income, interest, dividends, net rental income, income from estates or trusts, Social Security benefits, railroad retirement benefits, Supplemental Security income, Aid to Families with Dependent Children or other public assistance or public welfare programs, other sources of income regularly received, including Veterans' (VA) payments, unemployment compensation and alimony, awards, prizes, government or institutional or eleemosynary loans, grants or subsidies and contributions made by the members' families for medical, personal or educational needs.

Single family affordable housing units shall be included in order to promote ownership or occupancy of affordable, quality housing by low-income households. Property within the RD and CD districts may be approved for subdivision and development in accordance with the density/intensity and dimensional standards of this PD. There is to be 10% of single family units minimum and 10% of multi-family units to be affordable housing. The entity developing the

subject lot must construct new residential housing for the provision of affordable housing as defined above in this PD. The purchaser or tenant of the affordable household, at the time of closing or rental agreement, must meet the HUD definition of low-income. The following standards of this Section must also be met:

Page break

Single Family Affordable Housing Units. For purposes of this section, single family affordable housing units shall meet the definition for affordable housing as defined above in this PD. As to rental units, these units shall be rented to households earning no more than eighty (80) percent of the area median income, and the rents charged by the owner shall be in accordance with the Fair Market Rents published annually by the U.S. Department of Housing and Urban Development or such entity that may be subsequently designated. In the absence of such information, the rents charged by the owner shall not exceed 30 percent of the household annual income. The owner shall be required to submit to the City of Goose Creek, or its successor, the rental rate to be charged and verified income reports of household income of all rental occupants at the inception of each tenancy and on no less than a yearly basis thereafter, as determined by the City of Goose Creek. These units shall be subject to these restrictions for no fewer than 20 years from the initial occupancy as affordable housing. The owner shall execute a Memorandum of Use with the city as a party acknowledging the use of the property for Affordable Housing in accordance with the provisions of this PD, which Memorandum shall be in a form acceptable for recording in the record office of the applicable county and which shall be recorded in the record office of the applicable county. If a proposal meets the requirements of this section and the owner is willing to enter into the terms of a Memorandum of Use contained in this paragraph, the Mayor shall be authorized so sign the Memorandum of Use on behalf of the City. As to owner occupied units, these units shall be sold to households earning no more than one hundred twenty (120) percent of the area

median income. Each owner, prior to initial occupancy, shall be required to submit to the City of Goose Creek, a verified income report of household income of all members of the household. These units shall be subject to resale restrictions for no fewer than twenty years from date of initial sale of the property. Such restrictions will be recorded as deed restrictions.

Ownership. Single family detached affordable housing units shall be sold or rented to qualified households, as described herein.



Page break

Open Space

Development Area

The requirement for open space will be 15% of the total gross acreage of the development area.

Total Gross Acreage = 39.686.25 Acres*

39.686.25 Acres x 15% = 5.9544 Acres*

*These calculation are subject to change based on actual future development. These calculations represent the anticipated acreages within the zoning districts in the PD. Should the land use designations need to change over time, a corresponding

recalculation of open space shall be required according to above percentages or calculation guidelines within this section of the Berkeley Farms PD. These recalculations will be coordinated with Staff during the planning stage, and a summary memo will be submitted by the developer to note the changes of required open space and document the remaining requirements at the time of building permit or preliminary plat application stage for each subject parcel.

Conceptual Plan for Open Space

The open space may consist of, but is not limited to, community open spaces for passive and active recreation, event spaces (for events such as weddings, parties, etc.), walking trails, picnic areas, sitting areas, playground features, and community gardens. Event structures such as a pavilion, gazebo, or enclosed structure with associated utilities, or any combination thereof may be erected on open space areas subject to HOA/POA guidelines. 50% of the total area of a created water feature, wetland or stormwater facility may be counted towards open space if it is amenitized for active and/or passive use.

Open spaces shall not all be confined to one area, but shall be blended throughout the development. The open space requirement will apply to the PD as a whole, not to each individual development parcel.

See Exhibit C - Open Space and Buffers for the conceptual open space plan.

Ownership and Maintenance of Open Space

Open space shall be privately owned and maintained by the POA (Property Owners Association)/HOA (Homeowners Association) for the use of the community.

Page break

Buffers

Within the PD limits the only buffers that shall apply are those listed below and are as follows:

Residential District Buffer

The intent of the RD Buffer is to separate the RD from incompatible/undesirable uses - see below table, elevation and plan for details and Exhibit C for location of buffers.

Commercial District Buffer

The intent of the CD buffer is to separate the CD from incompatible uses - see below table, plan and elevation for details and Exhibit C for location of buffers.

Page break

Roadside Buffer - Berkeley Farms Road

The Berkeley Farms PD Roadside Buffer shall follow the standards set forth in this section - see

below table, plan and elevation for details and Exhibit C for location of buffers.

Page break

Notes:

Conditional Landscaping:

Where parking is located adjacent to and/or visible from a public ROW a continuous evergreen hedge shall be added to the Roadside Buffer.

Tree Protection

Shall be in accordance to Section Five: Site Development - 5.1: Trees - 5.1.2: Tree Protection.

Except as listed below:

It will be required to have a certified arborist perform an assessment of the condition and health of existing grand trees on site. The trees shall be given a

grade A, B, C, D, E or F with A being the best and F being the poorest condition

and possibly dead or dying. Only grand trees graded B or below may be considered for removal and mitigation per the City of Goose Creek's Zoning Ordinance - Section Five: Site Development - 5.1: Trees - 5.1.1: Replacement and

Mitigation.

Right-Of-Way

Type A Street

Type A streets shall be 50' wide. It is a private street with a 24' minimum paved section and a vertical curb. There shall be a 5' vegetative strip on each side of the street as well as sidewalks, which shall be 5' wide. This is a street with moderate to high vehicular and pedestrian traffic. It is a street with low to moderate vehicular speeds. The street provides access through the Residential District. Except as described herein, road standards with Berkeley Farms PD, shall conform to the City of Goose Creek's Land Development Regulations - Section 5.7 Private Roads. As the roads will not be accepted by the City of Goose Creek for public maintenance (per the City of Goose Creek's Land Development Regulations - Section 5.7 Private Roads (A) (3)) they may be accepted by Berkeley County if the County so chooses.

Page break

Note:

Root barrier products shall be used when the distance between a proposed street tree trunk and the curb / sidewalk is less than 4 feet.

See Exhibit D - Roads and Circulation.

Sidewalks

Sidewalks throughout the development will be a minimum of 5' width on both sides of the street within the right-of-way. The sidewalks will meet the ADA requirements and ADA required ramps shall be installed at street corners with sidewalks to provide accessible routes.

Street Lights/Street Trees

Street lights shall conform to the City of Goose Creek's Land Development Regulations - 5.

Design and Improvement Standards - 5.9 Illumination of Vehicular and Pedestrian Facilities.

Street trees shall conform to the City of Goose Creek's Land Development Regulations - 5.

Design and Improvement Standards - 5.7 Private Roads - (H) Tree Planting Along Roadways -

(1) Street Trees.

Emergency/Public Service Access

All public and private rights-of-way shall accommodate emergency vehicles and public service vehicles.

Page break

Parking

Parking requirements and parking dimension requirements for Berkeley Farms PD shall

conform to the City of Goose Creek's Zoning Ordinance requirements as per Section Five:

Site Development - 5.4: Access & Parking unless otherwise stated within the PD.

Drainage Basin Analysis

Flood Zone

None of the parcels within the Berkeley Farms PD fall within any flood zones per FEMA Map

Number 45015C0590E dated December 06, 2018.

Topography

The topography generally slopes to the East with about 2/3 of the development area being relatively gently sloping. The last 1/3 of the development slopes downward quicker than the rest continuing to the East. From West to East the drop is approximately 16 feet with the majority of that drop occurring in the RD development pods. The overall Topography of the site ranges from an approximate high elevation of 44 to 26.

Wetland Verification

The wetlands have been field located by a professional wetland scientist. An approved jurisdictional determination request has been submitted to the Army Corps of Engineers for verification.

Preliminary Stormwater Techniques

The property will be developed using on-site detention systems and best management practices for both water quantity and water quality. Proposed drainage for the site will be managed via a network of storm pipes, wet ponds, open channels and outfall structures as required for release of applicable storm events. The site's stormwater management system must meet all applicable Local, State and Federal stormwater regulations. Maintenance of the stormwater conveyances and ponds will be the responsibility of the HOA. Low impact design (LID) and Green infrastructure techniques are allowed and encouraged to address stormwater.

Traffic Study

A traffic study is being conducted by Kimley-Horn and Associates and will be reviewed by the City of Goose Creek and SCDOT. Berkeley Farms PD will implement any mitigation measures as recommended by the approved TIA (Traffic Impact Assessment).

See Appendix Item A.

Page break

Utilities

Sanitary sewer service will be provided by Berkeley County Water and Sanitation.

Potable water will be provided by Berkeley County Water and Sanitation.

Electric and natural gas service will be provided by Berkeley Electric Cooperative.

See Exhibit F - Utilities for conceptual utilities layout.

Additional Development Criteria

POA/HOA

A Property Owners Association (POA) and/or a Homeowners Association (HOA) shall be established for Berkeley Farms PD. Membership in a POA/HOA will be mandatory for any property owner. The POA/HOA(s) will incorporate its own common areas and rights-of-way and be managed and governed by each POA/HOA. The POA/HOA(s) will be funded by dues to be established in its recorded Restrictive Covenants. The POA/HOA(s) will manage the affairs of the POA/HOA(s) including the enforcement of the recorded

documents and
the maintenance of common areas/private rights-of-way. Common areas could
include
passive park space, landscape areas, and stormwater detention facilities.
Berkeley County
may maintain public roadways and drainage systems associated with public
roadways
(with exception of ponds) and any other property once dedicated and accepted
by the
appropriate public agency. Applicable POA/HOA(s) documents will be submitted
to the
Zoning Administrator or designee for review prior to the initial request for
a building permit in
the PD.

Signs

Signs within the development areas of the Berkeley Farms PD shall conform to
the City of
Goose Creek's Zoning Ordinance Section Six: Signs.

PD Amendments

Minor modifications to this PD shall conform with the City of Goose Creek's
Zoning Ordinance
- Section Three: Zoning Districts - PD: Planned Development District - (4)
Standards for all
Planned Development Zoning Districts - (e) Minor Modifications.

Berkeley Farms PD is designed with the intent to expand as adjacent
properties become
available. As those properties become available to annex and rezone into the
PD,
determinations will be made based on the current market conditions as to
whether they will
become part of the CD or RD.

Exhibits

Existing Conditions

Land Use

Open Space and Buffers

Roads and Circulation

Signage

Utilities

Appendix

Traffic Impact Assessment (TIA)

2026-02-27 - Berkeley Farm-2 [Available]

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4 Goals for the Project

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☒ 2026-02-27 - Berkeley Farm-3 [Available]



PLOT ACREAGE	Row 1
TMS #'S	Row 2
OWNER	
GROSS ACREAGE	
233-00-00-057	Row 3
888 College Park Rd LLC	

12.416.40

Row 4

233-00-00-081

888 College Park Rd LLC

4.01

Row 5

233-08-03-024

888 College Park Rd LLC

4.13

Row 6

233-08-03-018

Berkeley Farms Holdings LLC ETALJean Betty Heber

0.95

Row 7

233-08-03-043

Berkeley Farms Holdings LLC ETALJean Betty Heber

0.45

Row 8

233-08-03-035

Berkeley Farms Holdings LLC ETALJean Betty Heber

0.79

Row 9

233-08-03-017

Berkeley Farms Holdings LLC ETALJean Betty Heber

2.03

Row 10

233-08-03-019

Jean M Prather

2.19

Row 11

233-08-03-020

Berkeley Farms Holdings LLC ETALJoanna Ridgeway

1.09

Row 12

233-08-03-053

Alice N Dubose

1.22

Row 13

233-08-03-021

Berkeley Farms Holdings LLC ETALJoanna Lynn Jones

3.22

Row 14

233-08-03-054

Berkeley Farms Holdings LLC ETALJoanna Lynn Jones

1.59

Row 15

233-08-03-055

Berkeley Farms Holdings LLC ETALJoanna Ridgeway

4.60

Row 16

233-08-03-022

1.00

2026-02-27 - Berkeley Farm-4 [Available]



AREA BY DISTRICT

LAND USE

TOTAL ACREAGE

Residential District (RD)

27.273.68

Commercial District (CD)

12.4157

39.686.25

2026-02-27 - Berkeley Farm-5 [Available]



RESIDENTIAL DISTRICT

DENSITY / INTENSITY AND DIMENSIONAL STANDARDS

Minimum Lot Area

1,600 SF

Minimum Lot Width

20'

Minimum Lot Depth

80'

Minimum Setbacks

Front

25'

Side

5' & 15' Corner Lots

Rear

15'

Height

75'

Minimum Parking Requirement

2 per DU



COMMERCIAL DISTRICT
DENSITY 7 INTENSITY AND DIMENSIONAL STANDARDS
Minimum Setbacks

Front

20'

Side

10'

Rear

20'

Height

75'

Minimum Parking Requirement

By Use



ROADSIDE BUFFER SOUTH DEPTH AND PLANTING

Minimum Buffer Depth

10'

Minimum Buffer Landscaping

Walkway

8' Wide Multi-Use Path

Ornamental Grass

35 per 100 LF



RESIDENTIAL BUFFER DEPTH AND PLANTING

Minimum Buffer Depth

10'

Minimum Buffer Landscaping

Canopy Tree

3 per 100 LF

Evergreen Shrubs

20 per 100 LF

[Row 6](#)
Opaque Fence / Wall
6' High

2026-02-27 - Berkeley Farm-9 [Available]



[Row 1](#)
COMMERCIAL DISTRICT BUFFER A DEPTH AND PLANTING

[Row 2](#)
Minimum Buffer Depth

25'

[Row 3](#)
Minimum Buffer Landscaping

[Row 4](#)
Canopy Tree

3 per 100 LF

[Row 5](#)
Understory Tree

4 per 100 LF

[Row 6](#)
Shrubs

25 per 100 LF

2026-02-27 - Berkeley Farm-10 [Available]



[Row 1](#)
COMMERCIAL DISTRICT BUFFER B DEPTH AND PLANTING

[Row 2](#)
Minimum Buffer Depth

12.5' With A 6' Fence

[Row 3](#)
Minimum Buffer Landscaping

[Row 4](#)
Canopy Tree

3 per 100 LF

[Row 5](#)
Understory Tree

4 per 100 LF

[Row 6](#)
Shrubs

20 per 100 LF

2026-02-27 - Berkeley Farm-11 [Available]

Elevation

Copyfit

2026-02-27 - Berkeley Farm-12 [Available]

Plan

Copyfit

2026-02-27 - Berkeley Farm-13 [Available]

Elevation

▼ 2026-02-27 - Berkeley Farm-14 [Available]

Plan

▼ 2026-02-27 - Berkeley Farm-15 [Available]

Elevation

▼ 2026-02-27 - Berkeley Farm-16 [Available]

Plan

▼ 2026-02-27 - Berkeley Farm-17 [Available]

Elevation

▼ 2026-02-27 - Berkeley Farm-18 [Available]

Plan

▼ 2026-02-27 - Berkeley Farm-19 [Available]

Elevation

▼ 2026-02-27 - Berkeley Farm-20 [Available]

Plan

▼ 2026-02-27 - Berkeley Farm-21 [Available]



Row 1

ROADSIDE BUFFER NORTH DEPTH AND PLANTING

Row 2

Minimum Buffer Depth

10'

Row 3

Minimum Buffer Landscaping

Row 4

Canopy Tree

2 per 100 LF

Row 5

Understory Tree

3 per 100 LF

Row 6

Shrubs

15 per 100 LF

Row 7

Groundcover

Throughout remaining area with spacing no greater than 36"



Request for Planning Commission Agenda Item

To: PLANNING COMMISSION

From: REAGAN OSBON, SPECIAL PROJECTS MANAGER

Please check one box

☐ Regular Meeting

☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance

☐ Resolution

☐ Proclamation

☐ Request to
Purchase

Ordinance/Resolution Title

MAP AMENDMENT LIBERTY HALL ROAD - ANNEXATION/MAP AMENDMENT REQUEST FOR THE PARCEL IDENTIFIED AS TMS# 244-05-01-056 ON LIBERTY HALL ROAD TO ASSIGN A ZONING OF VILLAGE NODE (VN)

Background Summary

The City owned parcel is located on Liberty Hall Road, approximately one parcel removed from the railroad tracks near the intersection of N. Goose Creek Blvd (HWY 52) and Liberty Hall Road. The property is adjacent to the existing City of Goose Creek Public Works facility.

The City purchased the property in June of 2026, to preserve the City's ability to expand the Public Works facility if needed in the future.

The surrounding unincorporated parcels are zoned as Berkeley County General Commercial (GC) and Goose Creek Future Land Use Map of Village Node (VN).

Financial Impact

Anticipated Fire Fee: \$1,530.00.

Impact if denied

Impact if approved

Department Head:

City Administrator:

Signature & Date

Signature & Date



Planning Commission

August 4, 2026 at 6:00 PM

City of Goose Creek Municipal Court, 519 N. Goose Creek Blvd.

Annexation/Zoning Map Amendment Unaddressed "0" Liberty Hall Road

Tax Map:	244-05-01-056
Proposal:	Annex and assign zoning from Berkeley County General Commercial (GC) to City of Goose Creek Village Node (VN)
Applicant:	City of Goose Creek, SC
Acreage:	+/- 1.15 acres
Current Use:	Vacant
Proposed Use:	City Owned Property / Future DPW expansion if needed
Land Use Classification:	Village Node (VN)
Current Zoning:	Berkeley County General Commercial (GC)
Proposed Zoning:	Village Node (VN)
Anticipated Fire Fee:	\$1,530.00

PLANS, POLICIES, AND LAND USE

The City of Goose Creek Comprehensive Plan (Adopted May 11, 2021, Amended February 13, 2024) has the subject parcel designated as Village Node (Comprehensive Plan).

ZONING DISTRICT SUMMARY

A vicinity zoning map is provided in the packet. The City-owned parcel is located on Liberty Hall Road, approximately one parcel removed from the railroad tracks near the intersection of N. Goose Creek Blvd (HWY 52) and Liberty Hall Road. The property is adjacent to the existing City of Goose Creek Public Works facility. The Future Land Use for these parcels is Village Node which is intended to encourage a mixture of residential, commercial, and institutional land uses in a walkable setting. Surrounding properties are zoned Berkeley County General Commercial District (GC), Berkeley County OIGC (Split Zoned Office Institutional/General Commercial), and Goose Creek Village Node (VN). Liberty Hall Road is owned and maintained by SCDOT.

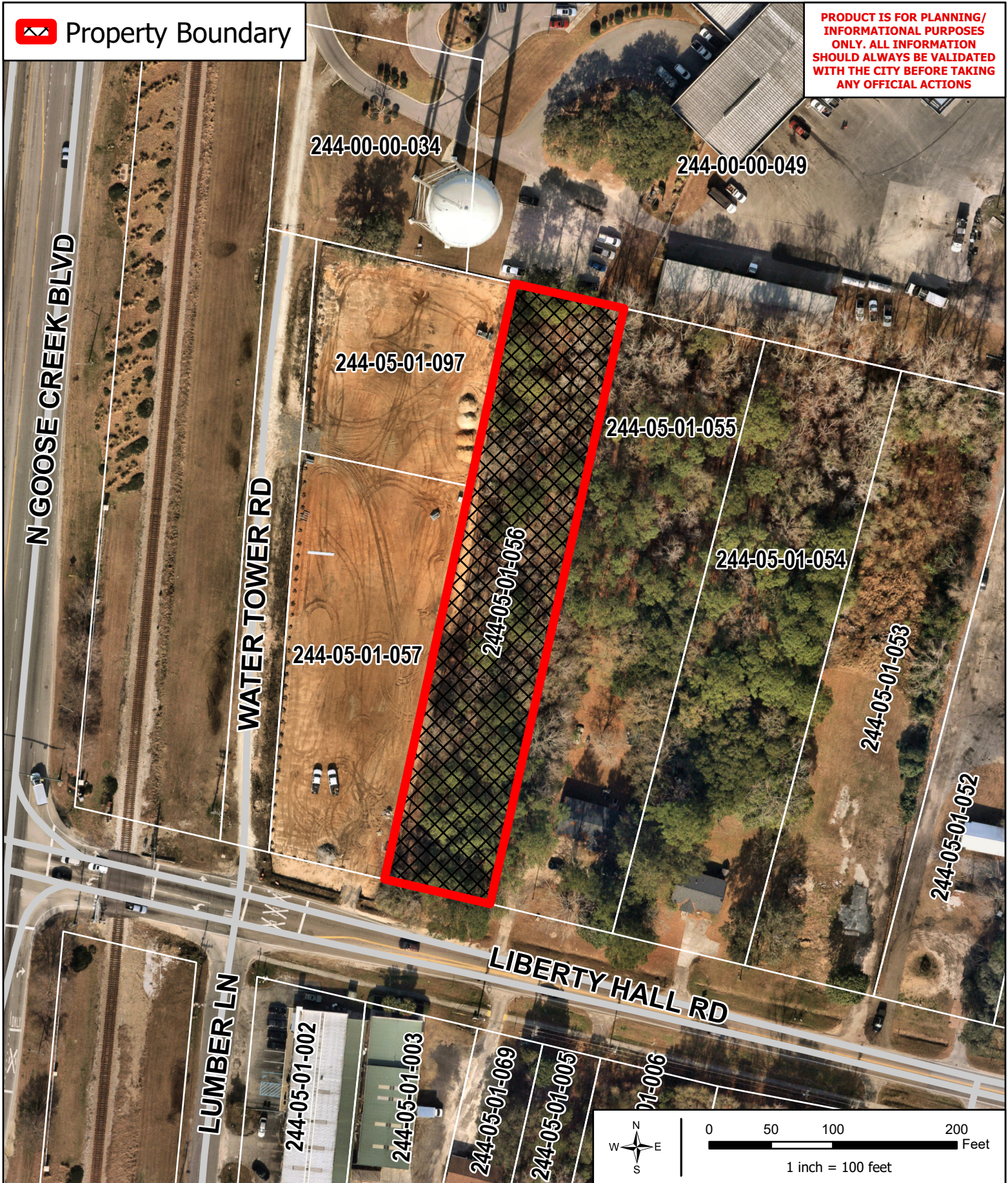
STAFF RECOMMENDATION

Staff recommends approval.



Property Boundary

PRODUCT IS FOR PLANNING/
INFORMATIONAL PURPOSES
ONLY. ALL INFORMATION
SHOULD ALWAYS BE VALIDATED
WITH THE CITY BEFORE TAKING
ANY OFFICIAL ACTIONS



**CREEK
COMPASS**
City of Goose Creek

City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

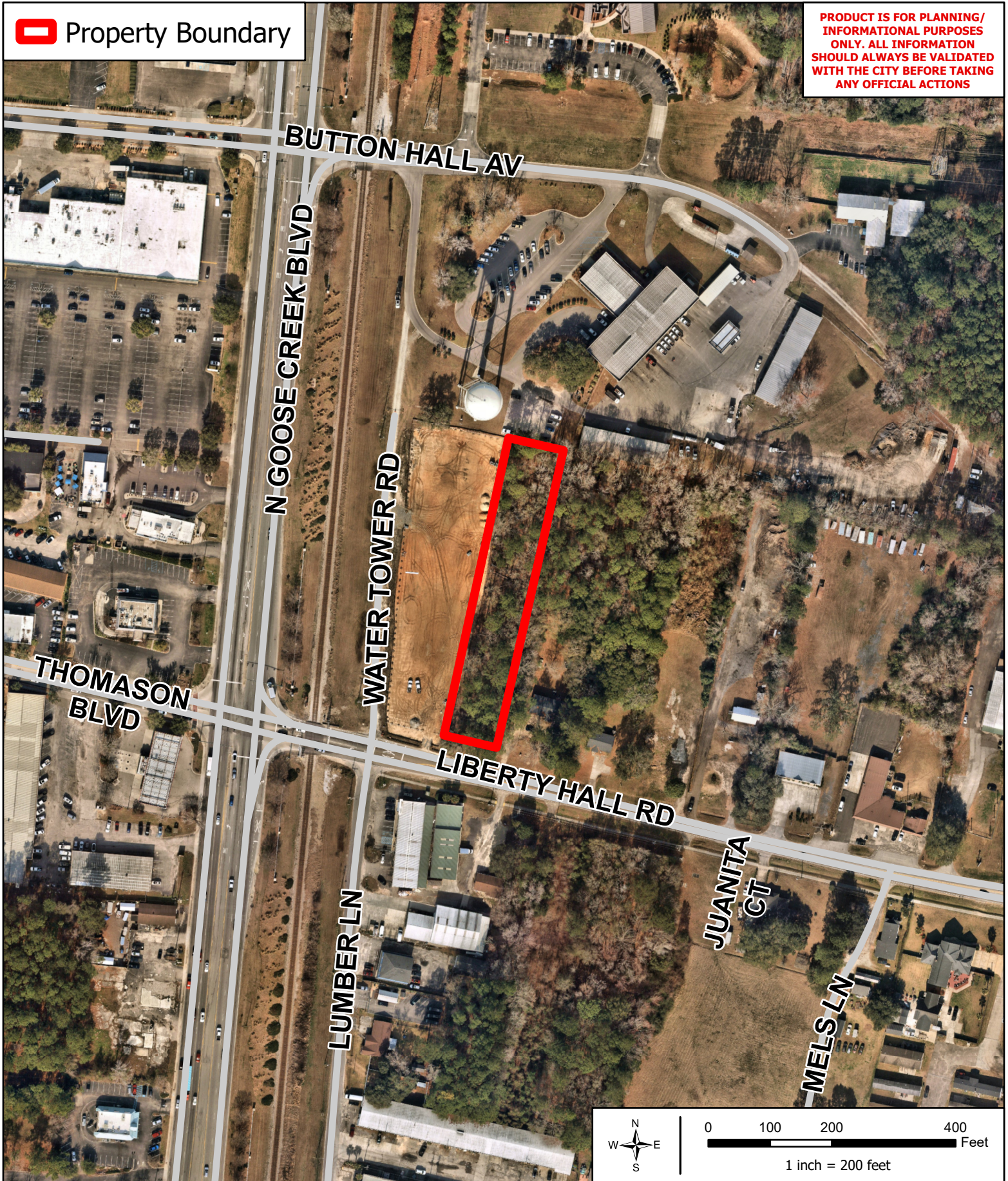
TMS: 244-05-01-056

Vicinity Map

306

 Property Boundary

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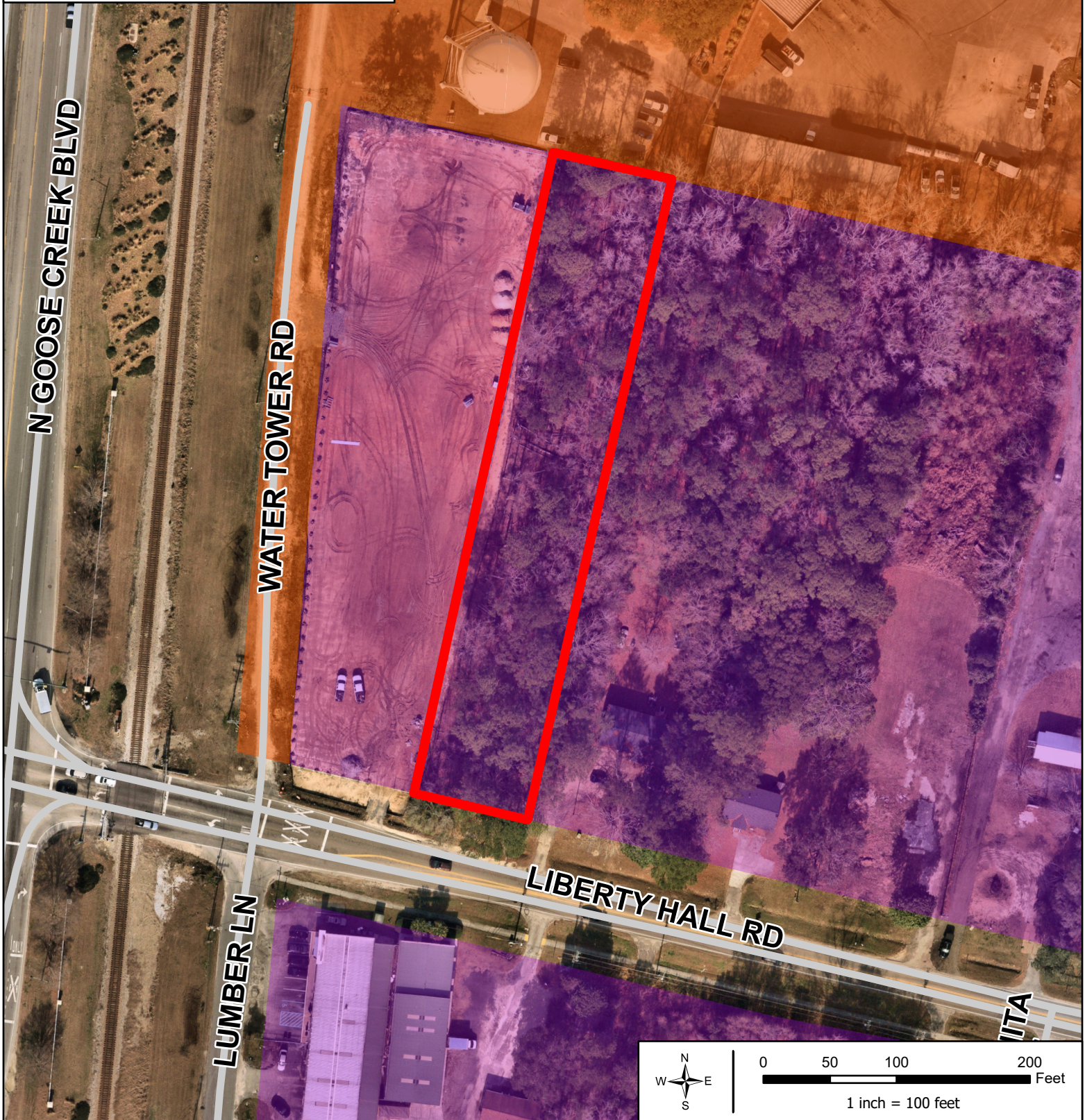
TMS: 244-05-01-056

Vicinity Map

307

-  Property Boundary
-  Goose Creek Zoning
-  Berkeley County Zoning

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TMS: 244-05-01-056

Zoning Map

308

 Property Boundary
 VN (Village Node)

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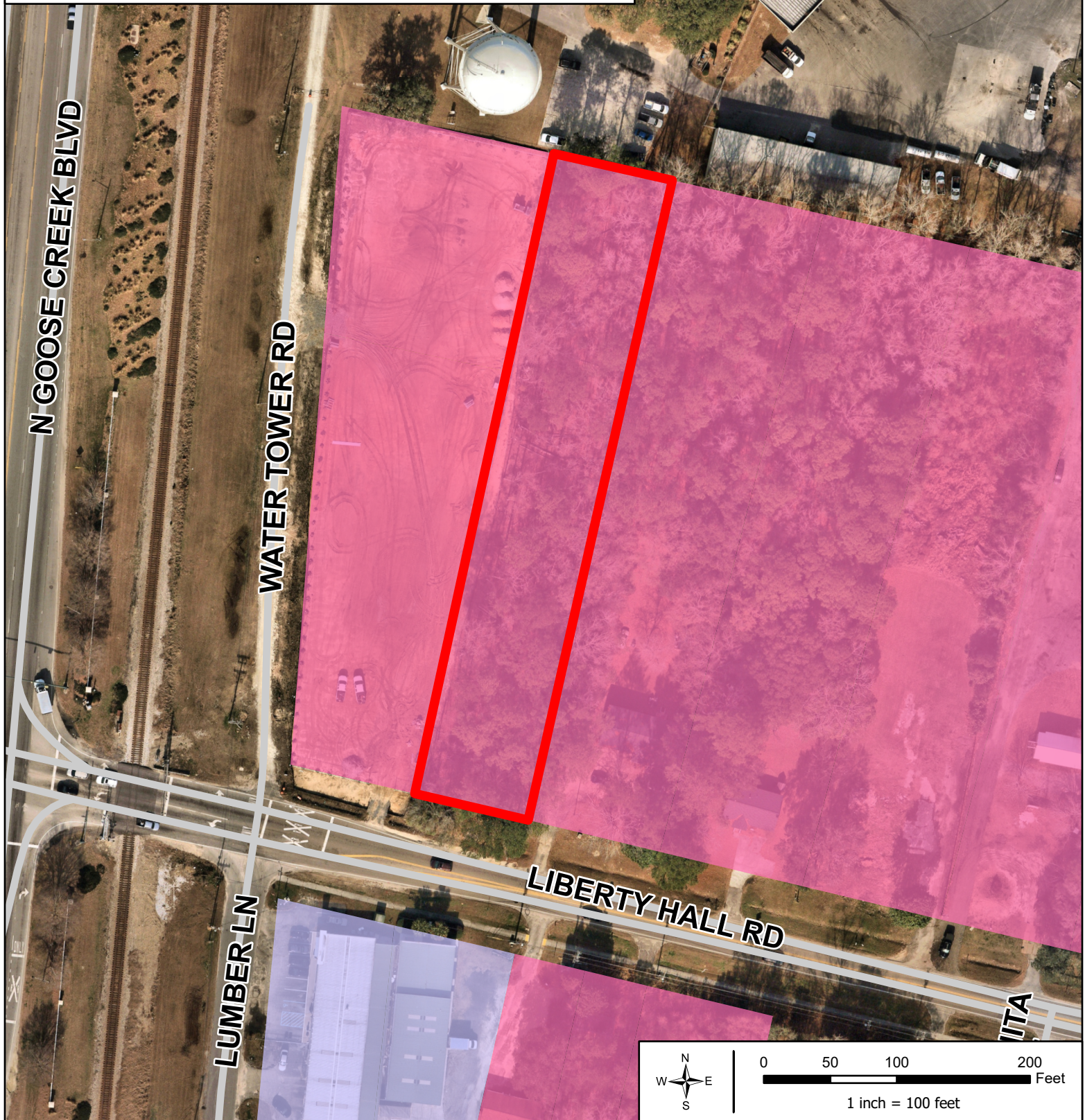
TMS: 244-05-01-056

Goose Creek Zoning

309

-  Property Boundary
-  GC (General Commercial)
-  OIGC (Institutional / General Commercial)

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**CREEK
COMPASS**
City of Goose Creek

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519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

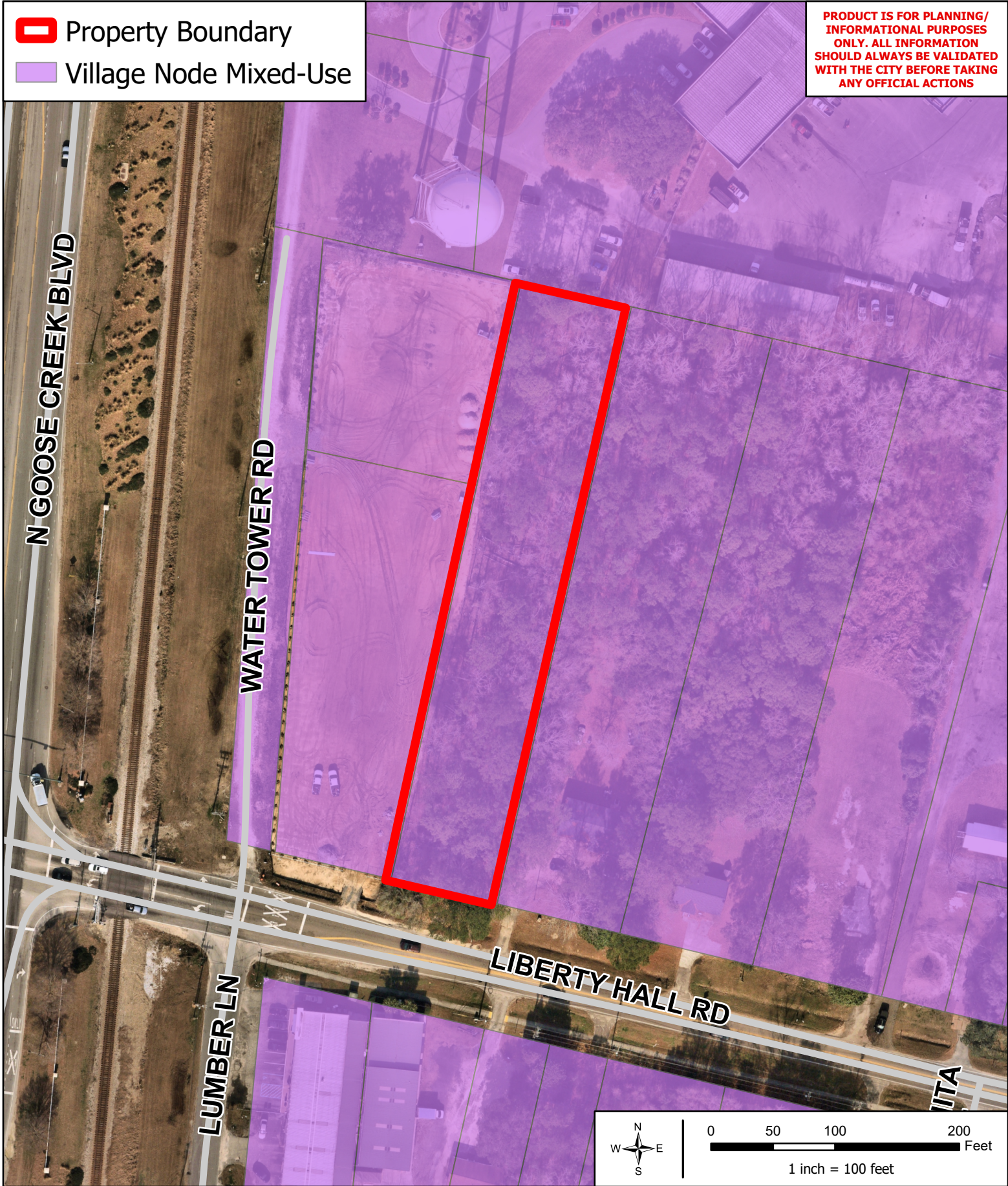
TMS: 244-05-01-056

Berkeley County Zoning

310

-  Property Boundary
-  Village Node Mixed-Use

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ANY OFFICIAL ACTIONS



City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

TMS: 244-05-01-056

Future Land Use

STATE OF SOUTH CAROLINA)
)
 COUNTY OF BERKELEY)

PETITION FOR ANNEXATION

The undersigned, being 100 percent of the freeholders owning 100 percent of the assessed value of the property in the contiguous territory described below and shown on the attached plat or map, hereby petition for annexation of said territory to the City of Goose Creek by ordinance effective as soon hereafter as possible, pursuant to South Carolina Code Section 5-3-150(3).

The territory to be annexed is described as follows:

Property Description:

All that certain piece, parcel or lot of land situate, lying and being in Second Goose Creek Parish, County of Berkeley, State of South Carolina, designated as Lot #26 on a plat of the Cheves Tract made by W. L. Gaillard, surveyor, February, 1943, recorded in Cabinet F, at Page 208.

This being the same property as conveyed to Eric Williams and Milford Williams by deed of Nathaniel Williams dated February 20, 2004 and recorded February 25, 2004 in Book 03847 at Page 00269 in the Berkeley County Register of Deeds Office.

Berkeley County TMS: 244-05-01-056

Property Address: Unaddressed parcel on Liberty Hall Road (Lot #26, +/- 1.15 ACs)

Proposed Zoning: Village Node (VN)

Attachments: Sale of Property Documentation (Proof of Ownership); Map Description of Parcel showing FLU, Surrounding Zoning, Property Boundaries

519 N Goose Creek Blvd, Goose Creek, SC 29445

 Street Address, City, State, Zip Code

Natalie Zeigler, City Administrator



July 10, 2026

 Print Name

 Signature

 Date

For Municipal Use:

Petition received by Reagan Osbon, Annexation Coordinator, Date July 10, 2026

Description and Ownership verified by Reagan Osbon, Date July 10, 2026

By:  Date 07/10/2026



Request for Planning Commission Agenda Item

To: PLANNING COMMISSION

From: EMMA HALL, PLANNER II

Please check one box

☐ Regular Meeting

☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance

☐ Resolution

☐ Proclamation

☐ Request to
Purchase

Ordinance/Resolution Title

MAP AMENDMENT MATTHEWS LANE - REZONING REQUEST FOR THE PARCEL IDENTIFIED AS TMS# 234-07-05-027 (120 MATTHEWS LANE) FROM CONSERVATION (C) TO RESIDENTIAL SINGLE FAMILY (RSF)

Background Summary

The property is currently zoned Conservation (C) and is located off Matthews Lane. The applicant is requesting the property be rezoned to a Residential Single Family (RSF) zoning designation. There is currently a single-family dwelling unit located and occupied on the property.

Financial Impact

Impact if denied

Impact if approved

Department Head:

City Administrator:

Signature & Date

Signature & Date



Planning Commission

August 4th, 2026, at 6:00 PM

Municipal Court - 519 N Goose Creek Boulevard, Bldg. D

Zoning Map Amendment 120 Mathews Ln

Tax Map:	234-07-05-027
Proposal:	Rezone from Conservation (C) to Residential Single-Family (RSF)
Applicant:	Deloris Matthews
Acreage:	+/- 1.30 acres
Current Use:	Dwelling, 1 Unit, detached
Proposed Use:	Dwelling, 1 Unit, detached
Land Use Classification:	Conservation & Open Space (Comprehensive Plan)
Current Zoning:	Conservation (C)
Proposed Zoning:	Residential Single-Family (RSF)
Staff Recommendation:	Denial

PLANS, POLICIES, AND LAND USE

The City of Goose Creek Comprehensive Plan (Amended February 13, 2024) designates the subject parcel as Conservation & Open Space. The Comprehensive Plan describes conservation and open space areas as lands that are environmentally sensitive and are to be protected from development. The subject parcel currently has a single-family dwelling unit located and occupied on it.

ZONING DISTRICT SUMMARY

The subject property is currently zoned Conservation (C). The parcel has an existing single-family dwelling unit and is located off Mathews Ln. This property borders two parcels located within Berkeley County with a Residential Single-Family zoning district designation (R1) and a Multisection Manufactured Residential zoning district designation (R1-MM). Within the City of Goose Creek, this property is bordered by two parcels zoned Conservation (C); one parcel also has a single-family dwelling unit located on it. The other City of Goose Creek

property that borders TMS# 234-07-05-027 is zoned General Commercial (GC). Vicinity zoning is provided in the packet.

SCDOT: Berkeley County Maintained:
County Unpaved
Functional Class: N/A

Berkeley County GIS: Emergency Services:
City of Goose Creek Fire
EMS District 28

STAFF RECOMMENDATION

Staff recommends denial for the map amendment request to change the zoning district for the parcel identified as TMS# 234-07-05-027 from Conservation (C) to Residential Single-Family (RSF) based on the Comprehensive Plan and the Future Land Use Map. However, the proposed zoning designation would align with the current use of the property as well as current uses located on adjacent parcels.

 Property Boundary

PRODUCT IS FOR PLANNING/
INFORMATIONAL PURPOSES
ONLY. ALL INFORMATION
SHOULD ALWAYS BE VALIDATED
WITH THE CITY BEFORE TAKING
ANY OFFICIAL ACTIONS



**CREEK
COMPASS**
City of Goose Creek

City of Goose Creek GIS Division
519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

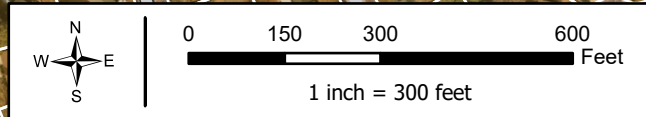
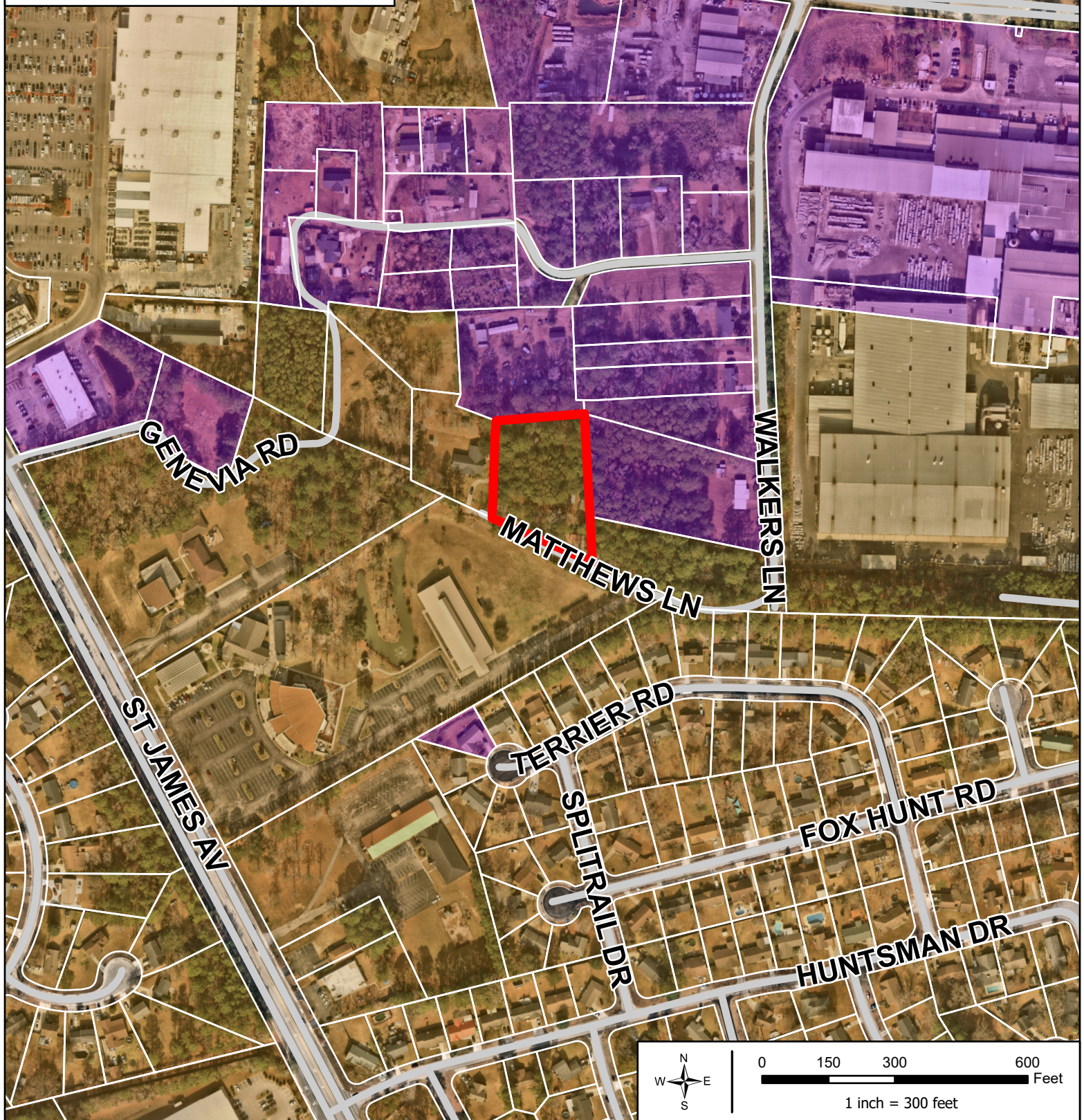
120 MATTHEWS LN

Vicinity Map

316

-  Property Boundary
-  Goose Creek Zoning
-  Berkeley County Zoning

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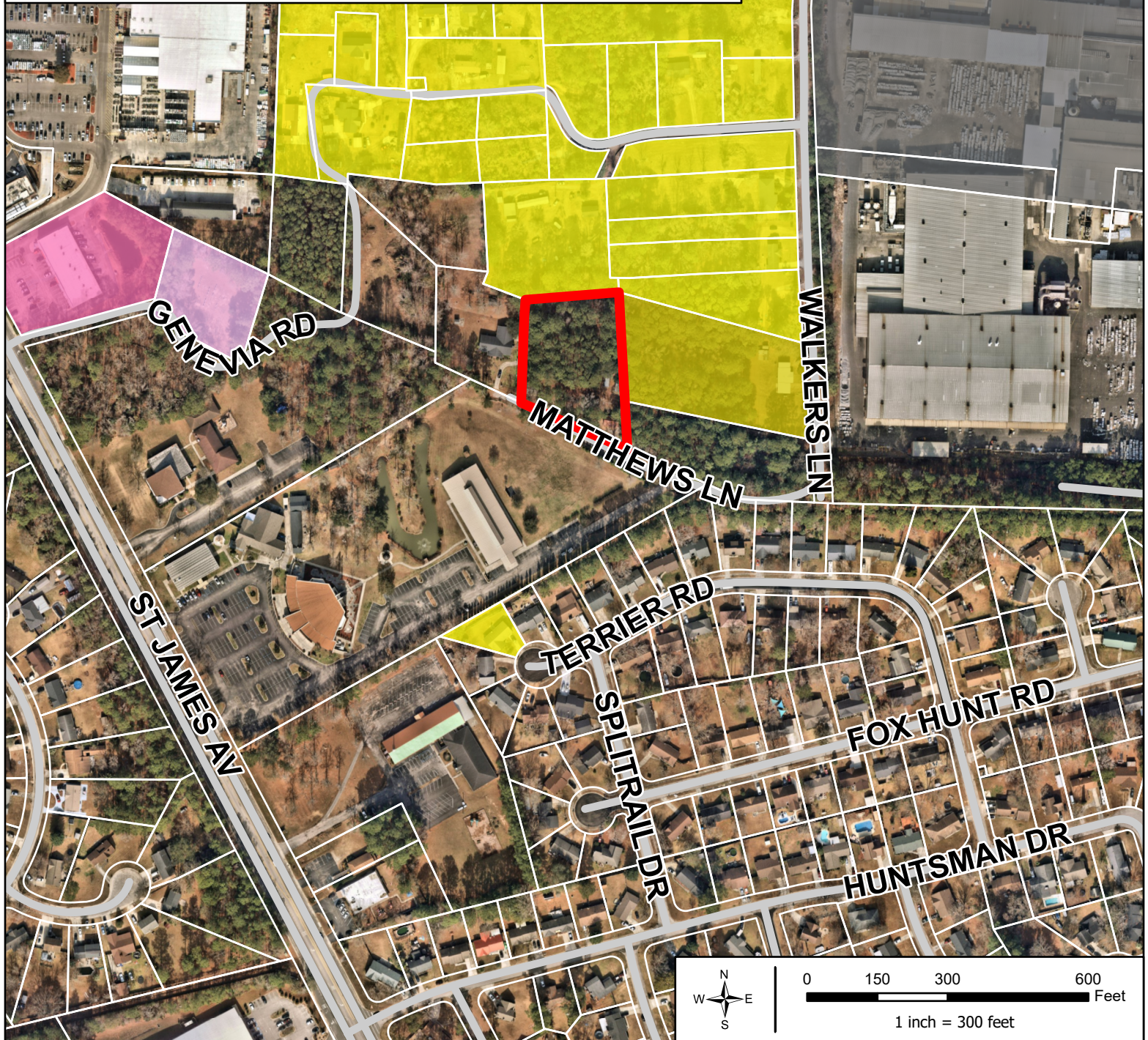
120 MATTHEWS LN

Zoning Map

317

-  Property Boundary
-  GC (General Commercial)
-  HI (Heavy Industrial)
-  OI (Office Institutional)
-  R1 (Single Family Residential)
-  R1-MM (Multisection Manufactured Residential)

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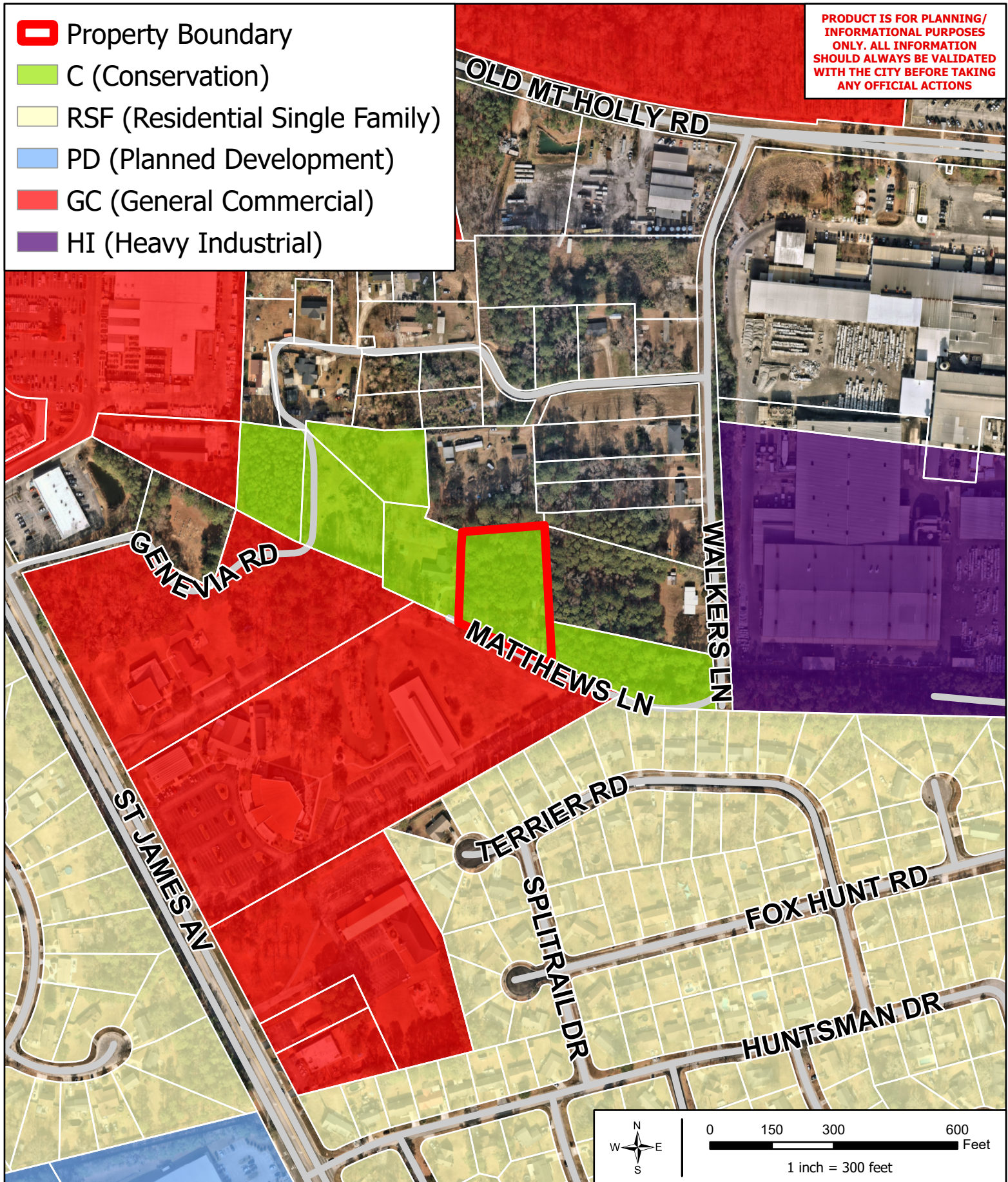
120 MATTHEWS LN

Berkeley County Zoning

318

-  Property Boundary
-  C (Conservation)
-  RSF (Residential Single Family)
-  PD (Planned Development)
-  GC (General Commercial)
-  HI (Heavy Industrial)

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COMPASS**
City of Goose Creek

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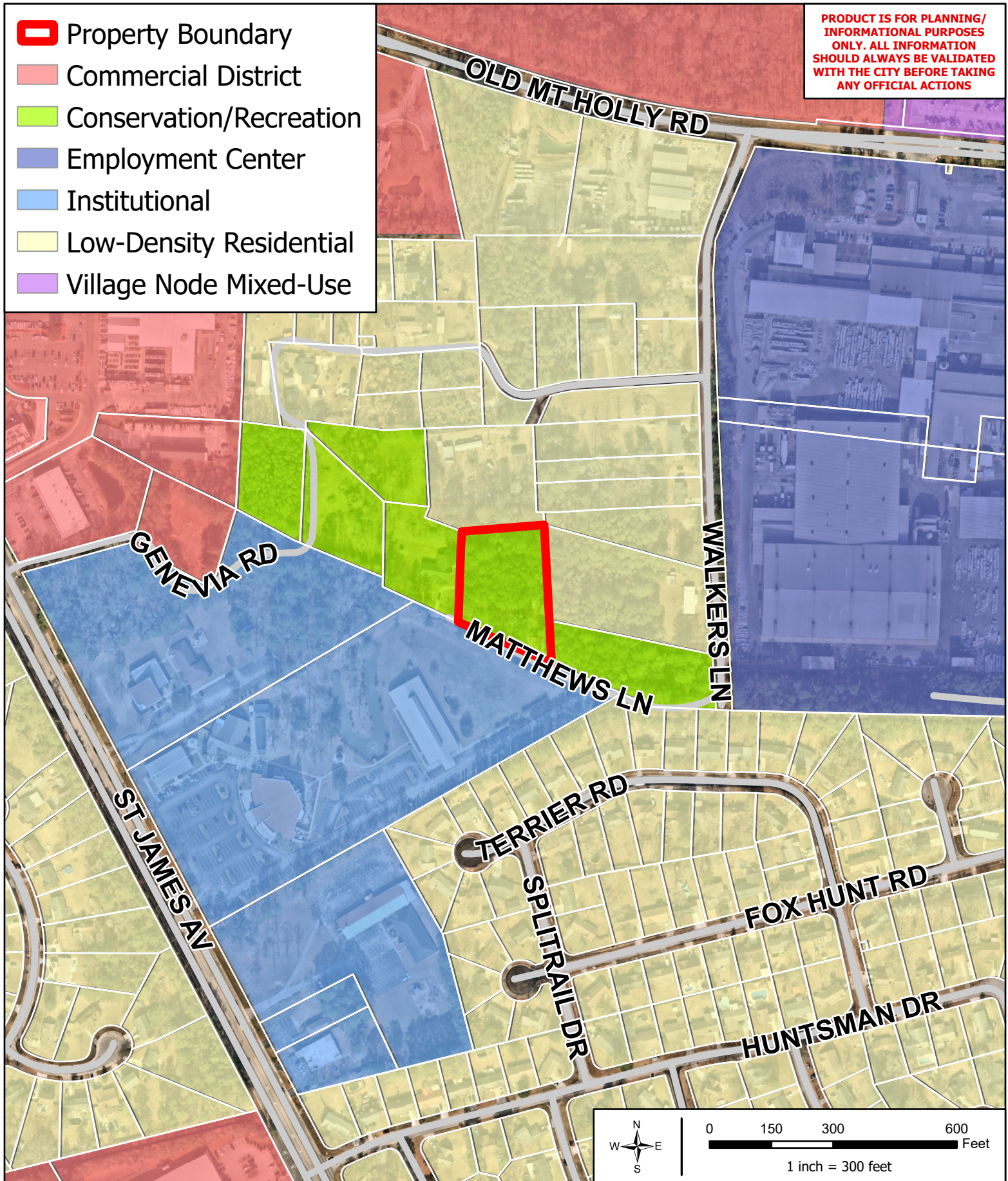
120 MATTHEWS LN

Goose Creek Zoning

319

-  Property Boundary
-  Commercial District
-  Conservation/Recreation
-  Employment Center
-  Institutional
-  Low-Density Residential
-  Village Node Mixed-Use

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COMPASS**
City of Goose Creek

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519 N. Goose Creek Boulevard
Goose Creek, SC 29445
(843) 797 - 6220 Ext. 1132

120 MATTHEWS LN

Future Land Use

320



Rezoning Application

Today's Date 6/11/2026

Please complete and return to planning-zoning@cityofgoosecreek.com

Part I. Applicant Information

1. Name Deloris Matthews Company (if applicable) ✓
2. Address 120 Matthews City Goose Creek State S.C Zip 29445
3. Phone 843-469-9595 Email delorisnouse@gmail.com
4. Is the applicant the owner of the property? yes
5. Please fill out the agent waiver on the back of this application if the applicant is not the owner of the property.

Part II. Project Information

1. TMS# 234-07-05-027
2. Street Address 120 Matthews Lane
3. Current Use Residential Proposed Use Same
4. Current Zoning Conservation Proposed Zoning Residential Single Family
5. Total acreage requested to be rezoned 1.3
6. Pursuant to S.C. Code § 6-29-1145, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in the permit? NO

Project Description:

Residential Single Family Rezoning

Part III. Signature and Acknowledgement

I affirm that the information submitted is correct and complete. I understand that any inconsistencies may cause a delay in the review of the appeal.

Applicant signature Deloris Matthews

519 N. Goose Creek Blvd. P.O. Drawer 1768 Goose Creek, S.C. 29445 843-797-6220
www.cityofgoosecreek.com

Effective Date: 3/21/2024



Request for Planning Commission Agenda Item

To: PLANNING COMMISSION

From: LILI ORTIZ-LUDLUM, ADIMINISTRATIVE ASSISTANT

Please check one box

☐ Regular Meeting

☐ Special Meeting

☐ Work Session

Please check one box, if applicable

☐ Ordinance

☐ Resolution

☐ Proclamation

☐ Request to
Purchase

Ordinance/Resolution Title

PLAT APPROVAL (INFORMATIONAL PURPOSES ONLY)

Background Summary

Financial Impact

- Plat Creating New Parcels A thru H from TMS 234-00-00-001; 046; 044; 021; 074; 234-16-02-040; 041; 042; 043; 044
- Carnes Crossroads Parcel I, Lot 2 to Create Parcel I, Lot 2-9 and Parcel I, Lot 2-10
- A Lot Line Reconfiguration Plat of 22.64 Acres on Henry E. Brown Jr. Blvd
- Property Line Adjustment of Lot 43, .0269 Acres TMS# 244-13-01-041
- Easement Plat on TMS# 251-01-01-29 and 030
- Easement Plat for Cobblestone 164, LLC
- Final Subdivision Plat of Tract P (+/- 383.42 Acres) & Tract Q (+/- 108.06 Acres) to Create Phase 20 (+/- 45.46 Acres) in Carnes Crossroads
- A Plat of the Subdivision of TMS# 244-00-00-018 to Create Tract A-2 (16.60 acres)

Impact if denied

Impact if approved

Department Head:

City Administrator:

Signature & Date

Signature & Date