



# 194 Cannon Street PUD

Mixed-Use Plan Unit Development

194 Cannon Street, Charleston SC

Applicant: TCal, LLC

Architect: McMillan Pazdan Smith Architecture

09.23.2016

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## Relationship to the City of Charleston Zoning Ordinance

The Development Guidelines and Land Use Plan, attached herein, for the 194 Cannon Street Planned Unit Development (PUD) are part of the PUD Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7, Section 54-250. The Zoning Ordinance of the City of Charleston has been incorporated as the basis for the proposed zoning language, except as modified in the PUD.

The 194 Cannon Street PUD is based on, and meets, the following criteria:

- a. It is consistent with the City's Century V Plan, as the underlying property is designated for redevelopment.
- b. It better achieves the goals of the Century V Plan, and all adopted plans for subject property, than the current General Business zoning as the PUD narrowly tailors the uses and densities.
- c. It is consistent with the City's adopted Master Road Plan with the addition of the connective Right of Way.
- d. It better protects, preserves and adds to the natural resources with landscaping in the Right of Way and the Parkway Improvements currently underway. There are no culturally sensitive sites identified on the property.
- e. It is compatible with, and reflects, the densities and maximum building heights of the adjacent properties at WestEdge and the Medical District.
- f. It is compatible with the existing network of public streets in the adjacent neighborhoods and area. The PUD will provide for a new Right of Way that reconnects the neighborhoods previously disconnected by the construction of the Parkway.
- g. It provides for adequate parking for users of the PUD under the City's current parking requirements and as outlined herein.
- h. It confirms the area can accommodate the development through existing and planned public facilities including, but not limited to, roads, sewer, water, schools and parks and is evidenced by the attached traffic study, coordination letters and open space shown as part of the Septima Parkway Improvements.
- i. It provides for new and adequate public facilities through a new sixty (60) foot Right of Way for landscaping, pedestrian and vehicular connectivity between WestEdge and the Medical District shown in the attached ROW and Massing diagrams.

- j. It adequately provides for the continued maintenance of common areas, open space and other public facilities not conveyed to the city by making the foregoing an obligation of the current and any future property owner; and
- k. It provides for a mixture of uses designated herein.

No person or entity shall erect or alter any building or structure on any tract of land, or use any tract of land within the 194 Cannon PUD unless it conforms to these guidelines and regulations. Unless modified in the PUD, definitions of terms used in the 194 Cannon PUD shall follow definitions listed in the Zoning Ordinances of the City of Charleston. Administration and enforcement of the adopted 194 Cannon PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The 194 Cannon Street PUD Master Plan was approved by the Charleston City Council on

\_\_\_\_\_, Ordinance number \_\_\_\_\_.

# Executive Summary

This PUD application is the result of nearly a year’s worth of work by planners, traffic engineers, City staff and a host of stakeholders in an effort to provide a surface level pedestrian and vehicular connection between the WestEdge Development and Charleston’s medical district. The 194 Cannon Street property owner was engaged in a development analysis and discussions with the City for the entire parcel when it became known that a right of way through the center of the property would help facilitate this connection. The owner put their plans on hold to study the feasibility of this idea and the ramifications to the parcel when bisected.

The property owner became interested in partnering with the City and the major stakeholders in making this connection a reality. The City analyzed the feasibility of pedestrian and vehicular traffic along with conceptual adjustments to the road and infrastructure, determining that this can indeed be done. Once it was determined by the City’s study that the resulting intersections created by the new ROW were viable, the property owner then studied the development opportunities for the split parcels, suggesting that a zoning and height change would be required, and an accommodations allowance necessary, to mitigate the effect of bisecting the property.

Having explored the feasibility of the surface connection, the development opportunities and the constraints of the property, the City staff suggested a PUD approach would best facilitate the process to make all this work and agreed to the zoning approach, height change and the accommodations request, all of which are outlined in this application.

Allowing for market flexibility and phasing the densities represented are as follows for the total of both parcels:

Accommodations	Max. 200 Rooms
Multi-family / Residential	No Max Density
Parking	Per requirements of PUD Sec. 01-102.3
Commercial/Office/Retail	Up to total allowable built SF



Context Photos:



*From Spring Street (looking South)*



*From Cannon Street (looking Northwest)*



*From Hagood Avenue (looking South)*



*Septima Clark Parkway Landscape Improvements*

*(highlighted intersection at Hagood Ave. is located at northwest corner of PUD property)*



*Rendering of proposed WestEdge development (Horizon District)*



*Septima Parkway looking West (proposed WestEdge Development adjacent to PUD)*

# Site Analysis / Drainage Strategy:



**Legend**

- Manhole
- Force Main
- Gravity Main
- Pump Station
- Tunnel
- County Parcel
- Street Centerline
- Abandoned Main

**Sewer System**

Charleston Water System acquires, develops, maintains and uses GIS datasets in support of its internal business functions and public services. All GIS datasets are provided 'as is' with no warranty. It is your responsibility to verify all information derived from the GIS data before making decisions or taking actions based on the information.

1 inch = 100 feet



### Water System

- |                |                     |                     |
|----------------|---------------------|---------------------|
| ◆ Hydrant      | --- Abandoned Main  | □ County Parcel     |
| ● Valve        | — Distribution Main | — Street Centerline |
| — Hydrant Lead | — Transmission Main | — Tunnel            |

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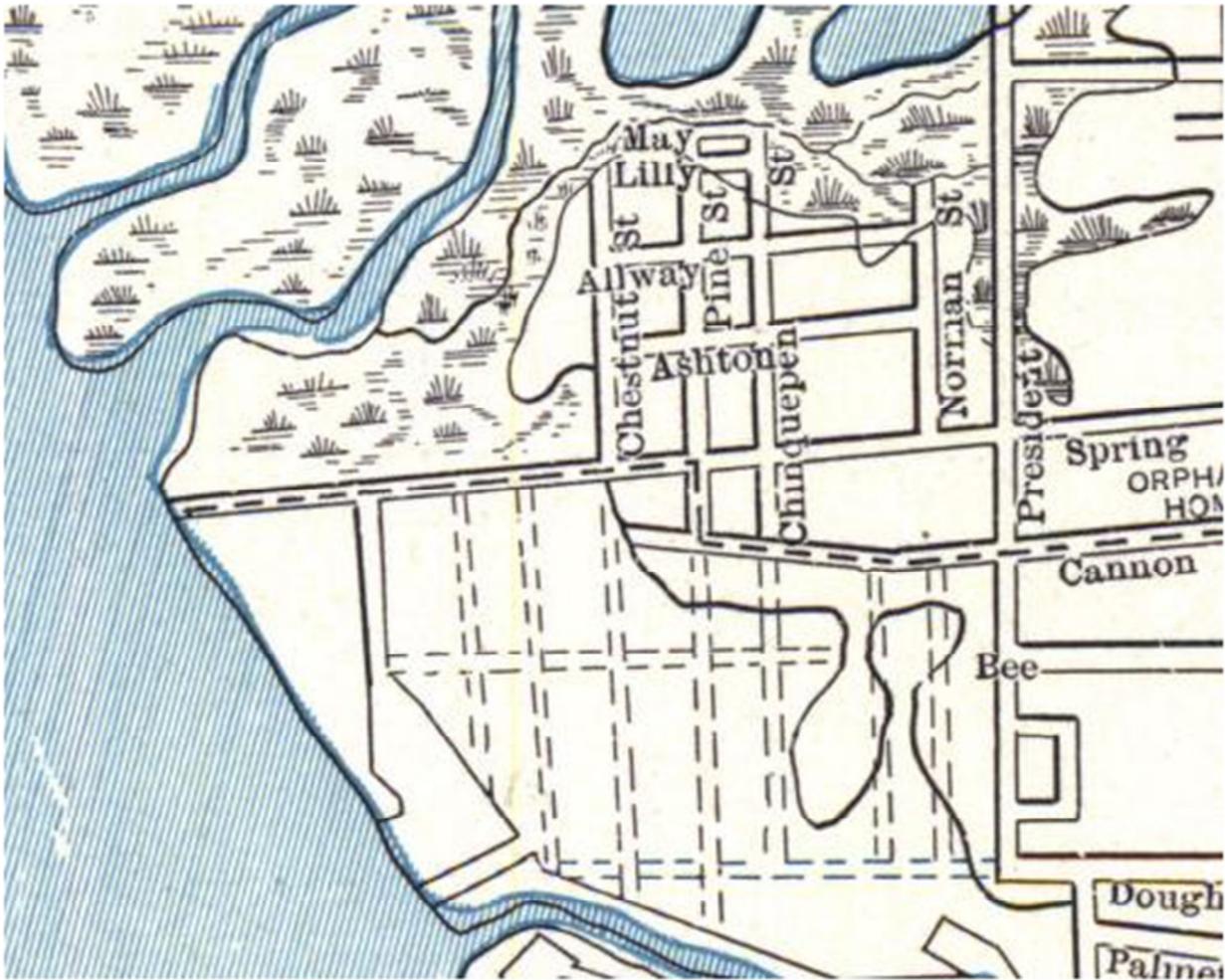
1 inch = 100 feet

## Site History:

1855 – Spring Street terminated at the Ashley River and the current site was under water, located under what was Mill Pond. This area was residential in nature with the commercial district just to south.



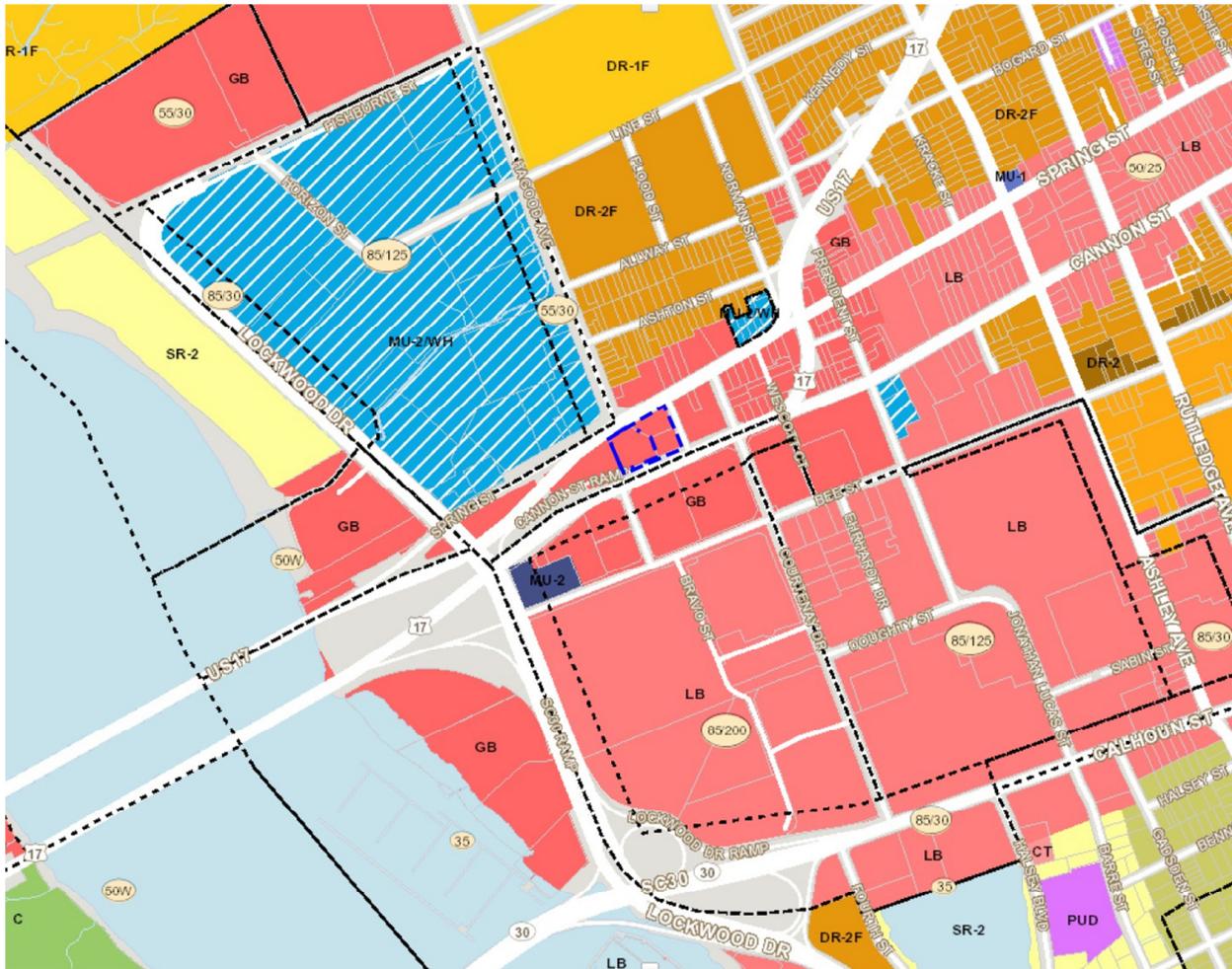
The Sanborn Maps (see below) show that sometime prior to 1898 Mill Pond was filled in to allow development to extend further west. Chestnut Street (as indicated on the sanborn map) is located where Vaughn Street sits and would later extend to Cannon street as that road would eventually extend to the Ashley River.



*Historic Map of Charleston*

This area has transitioned throughout the course of the city's history from a residential neighborhood in the mid-1800s to a commercial corridor and gateway to the city. Due to the site's proximity to the WestEdge development, medical district and the mixed uses proposed for this area, the 194 Cannon street property, designed as a mixed use development, will act as an anchor the proposed public park at the base of the Ashley river bridge, and serve as a gateway to the Septima Clark Parkway as traffic enters the city.

## Current Zoning:

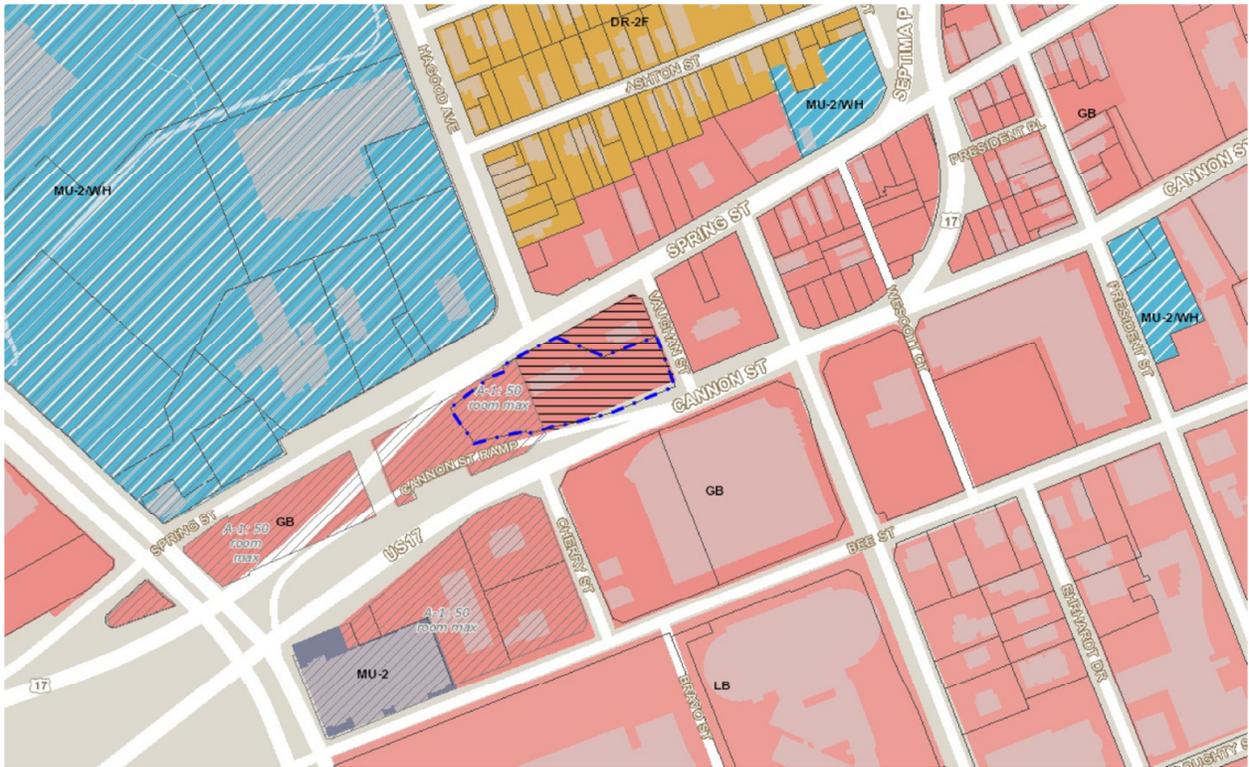


*Zoning Map around 194 Cannon Street*

The current Zoning for the parcel is General Business (GB), which allows a broad range of commercial uses and activities. It is, as defined by Charleston Zoning, the most intensive commercial zoning district.

The site is bounded by road ways on three sides of the site, with the fourth side being planned as a community park as part of the Septima Clark Parkway Landscape Improvements.

The current height districts to the north (WestEdge) and the south (Medical District) are 85/125 and 85/200 respectively. The PUD property is currently located in a much lower height district between these two area at 50/25.



*Zoning Map (showing Accommodations Overlay)*

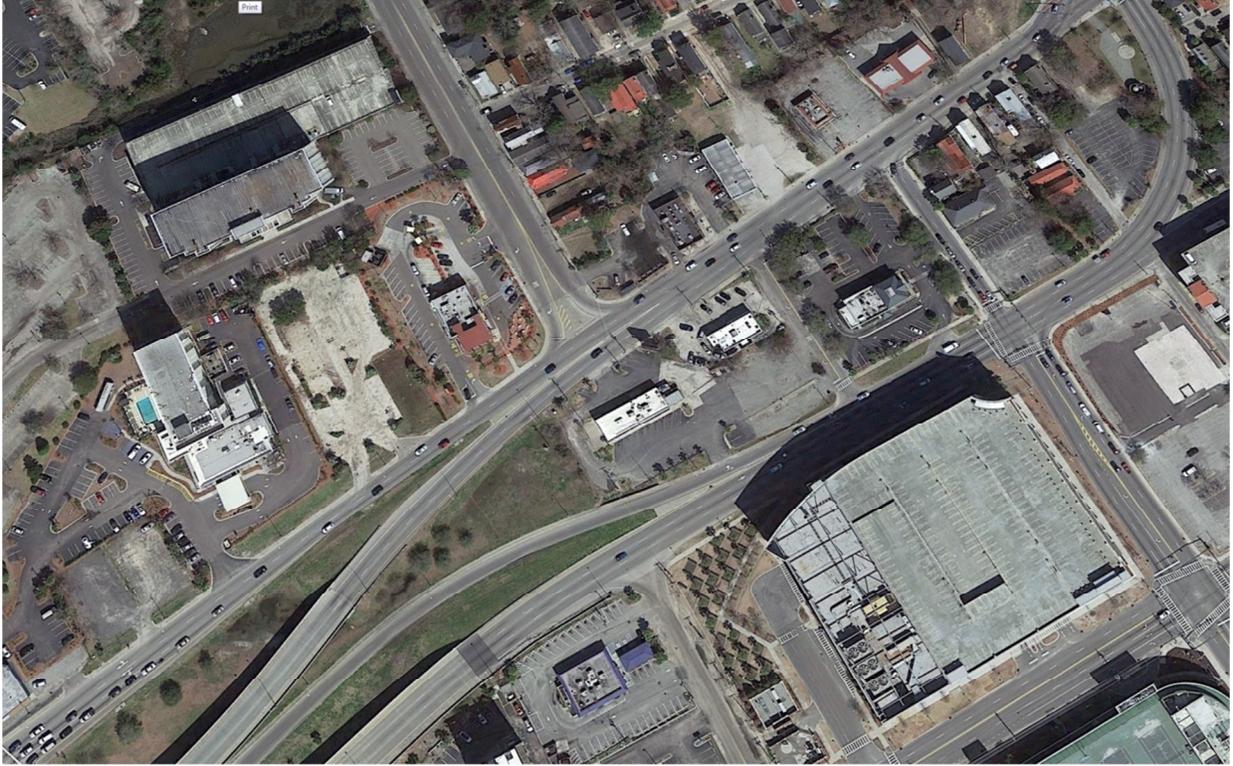
The Accommodations Overlay District currently extends from the WestEdge development across Septima Clark Parkway to Bee Street. This results in only half of the site being under the overlay district. This PUD will extend the Accommodations Overlay zone to encompass all PUD properties up to Vaughan Street (see dark hatched area).

## Development Concept:

The conceptual development of the property focuses on the inclusion of a new right of way that will divide the site into two parcels. The connection of the WestEdge to the Medical District is one of the main goals in conveying to the City a new sixty (60) foot Right of Way through the site.

The development of the two parcels on either side of the new right of way may include a mix of multi-family residential units above ground floor commercial and office spaces that would serve to activate the street level, promoting greater vehicular and pedestrian circulation between the two neighborhoods to the north and south of the Parkway and may also include uses such as residential, commercial, office or retail spaces. All parking for the development will be accommodated on site by either surface parking or in a parking structure. The accommodations space, if provided, shall be separate from the residential units, with parking and commercial space on the ground floor.

The mix of transient hotel guests and long term residents of the multi-family units will ensure constant activity on the site, provide housing options within walking distance of the WestEdge and medical district, and reinforce and support the viability of the commercial spaces on the street. The multi-family units will be designed to incorporate a mixture of unit types. All parking will be accommodated on site.



*Aerial of Site*

### Summary of Proposed Modification of Current Zoning:

This PUD application outlines the request for each parcel, including the allowance of MU-2/WH, the modification of the current height district from a 50/25 to an 85/125 height district, and the extension of the Accommodations Overlay to include all tracts in the PUD allowing for the possibility of a hotel without requiring a special exception. Currently, the existing zoning allows for accommodations up to 50 rooms.

Under the Accommodations Overlay, the current City Zoning allows for for the construction of any building or structure to be used for any purpose allowed by the underlying zoning district and to allow Accommodations uses when certain conditions are met; which will not require a special exception from the Board of Zoning Appeals - Zoning.



This PUD's request for additional height is consistent with the City's Comprehensive Plan's Urban Growth recommendation to encourage compact development. It is also consistent with adjacent height districts to the north and south as noted in the zoning map in the previous section.

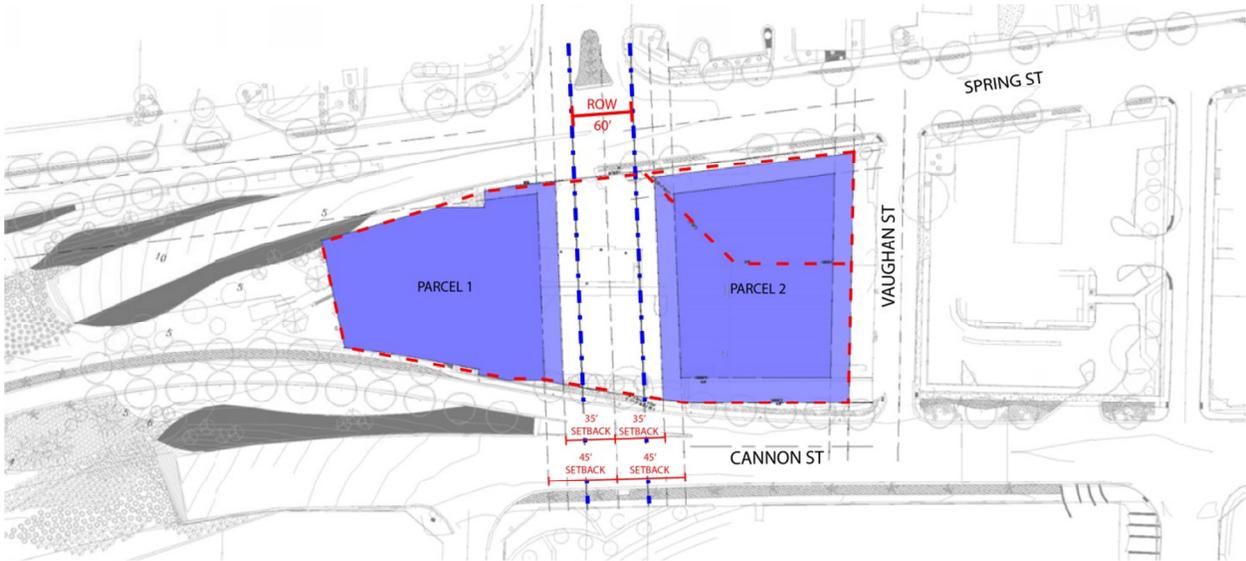
The mixed use nature of the PUD also supports the City Plan's focus on neighborhood development by providing a mixture of residential, commercial and work spaces adjacent to planned green space being developed as part of the Septima Clark Parkway improvements. The location of residential and work spaces within walking distance of CARTA stops also supports basic urban design principles and provides transportation options for both residents and businesses.

Another focus of the City's Plan is on Infill and Redevelopment. This PUD seeks to take advantage of previously under-developed tracts of land to provide greater diversity and density in an area of the city that is focused on a work-live environment.

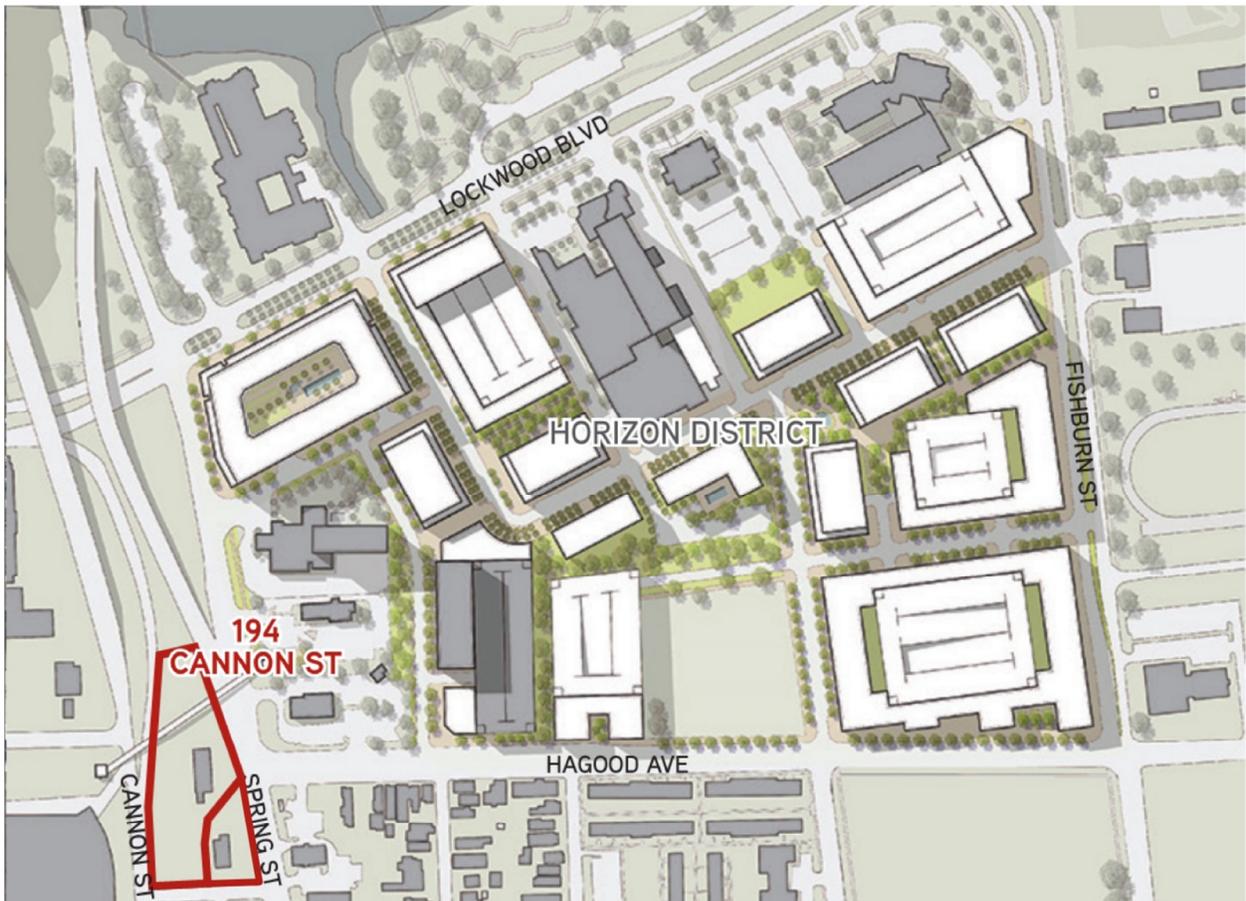
This PUD is in keeping with the City's Master Road Plan and, as previously mentioned, further encourages the connectivity of the WestEdge and Medical district. The developer, no later than issuance of a Certificate of Occupancy for the development of the property and the City's obtaining all necessary approvals for the roadway, will convey a sixty (60) foot Right of Way through the PUD property connecting Spring and Cannon Streets. The Right of Way is graphically shown in the PUD exhibits and is representative of the approximate location based on initial massing studies. The City shall be responsible for the design and construction in the Right of Way. Until such time as the roadway is designed, approved and constructed, the property owners may utilize the Right of Way and existing access points to the site from Cannon and Spring Streets or any other approved SCDOT curb cut relocation. Neither the design, approval or denial, nor the construction of the proposed ROW shall prohibit the development of the PUD parcels.

**Please refer to the Right of Way Conveyance Document provided under separate cover.**

While there are no density limits under the MU-2/WH zoning, the Development Plan and Executive Summary outline the maximum accommodations density for the extended accommodations overlay zone.

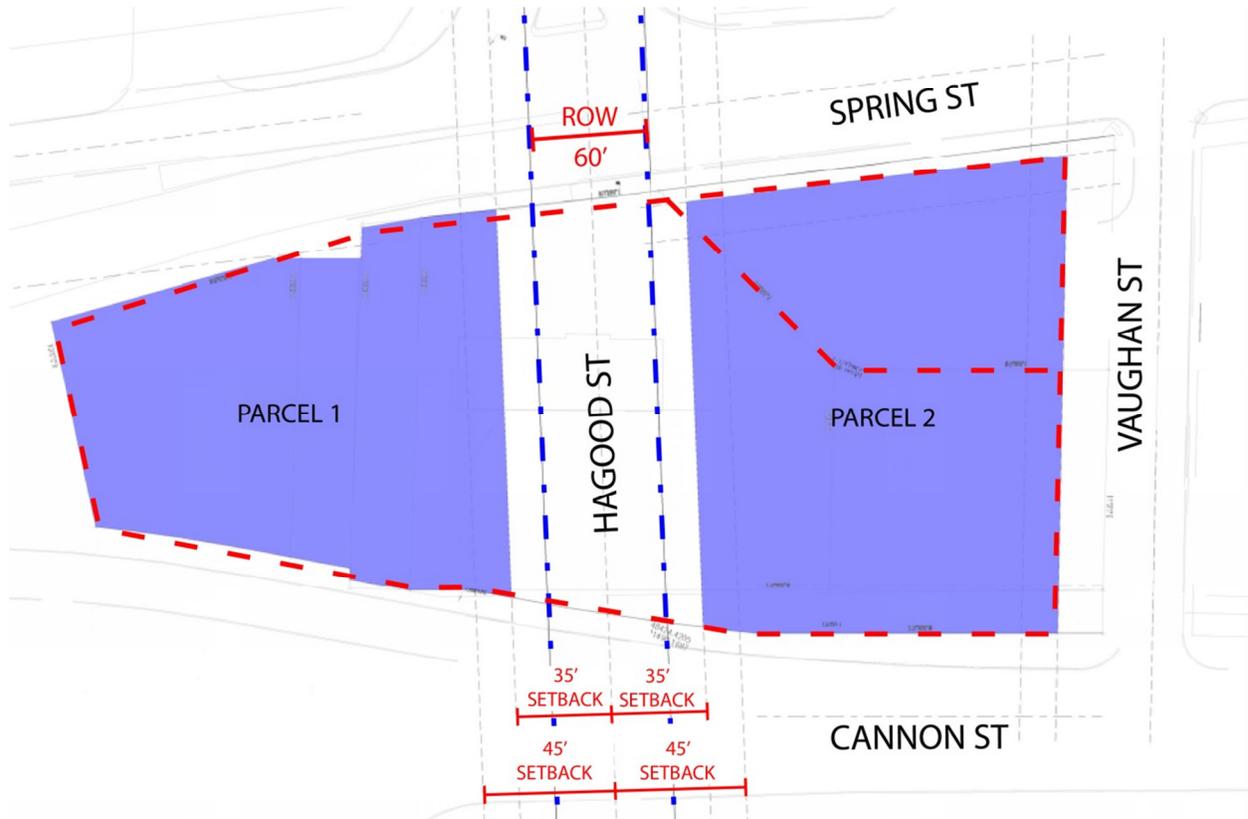


*Approximate location of proposed ROW – Hagood Extension*

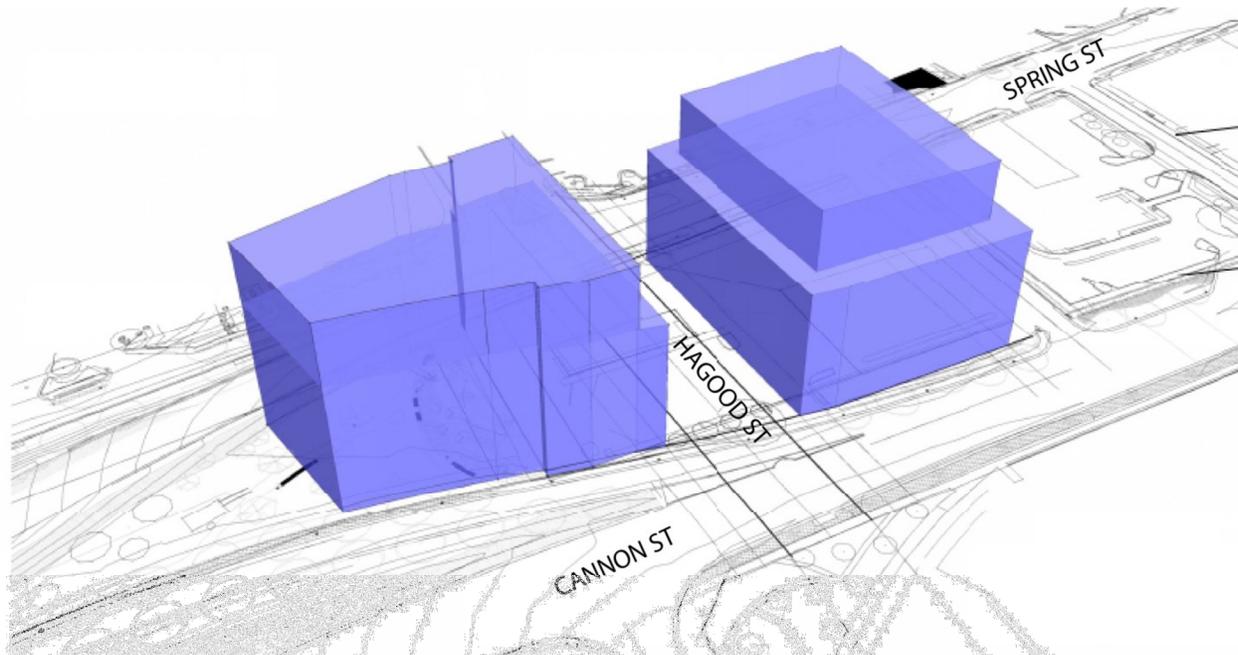


*Location of PUD to WestEdge development*

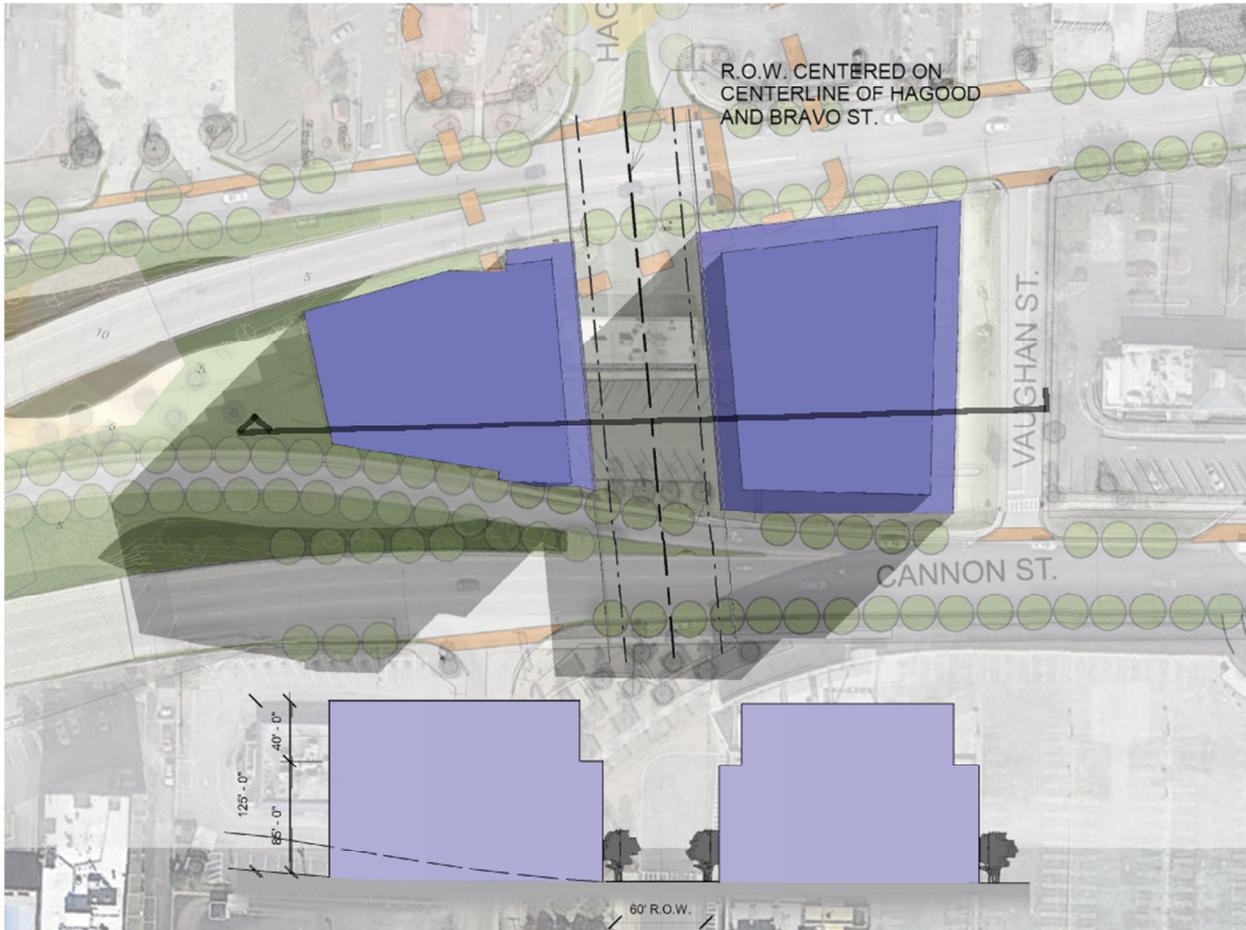
Building Envelope:



Maximum Building Envelope Plan Diagram (with proposed ROW & Bldg Setback – 85/125)



Maximum Building Envelope Massing Diagram (with proposed ROW)



*ROW Massing Plan and Cross Section Diagram*

**Sec. 01-001 (54-272) - Design review standards.**

The following standards shall be utilized by the Zoning Board and the Zoning administrative officer in reviewing the plans, drawings, sketches and other documents. These standards are intended to provide a frame of reference for the development of the site and building plans as well as a method of review for the board and the administrative officer. These standards shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention, or innovation. The specification of one or more particular architectural styles is not included in these standards. These standards are not intended to affect the use of property or any by right entitlement of applicable zoning regulations.

1. Building features and appearance. The shape, configuration, design, color, and types of material of proposed buildings, and/or alterations and additions to existing buildings, must establish an identifiable character for the development and not detract from neighboring properties. To this end, all elevations of a building must be in harmony one with another in terms of scale, proportion, detail, material, color, and design quality, and all buildings and accessory structures within a proposed development, including gasoline canopies, must be designed to create a harmonious whole. The use of loud, garish colors must be avoided except when the use of colors so characterized is essential for creating a successful design which complies with all other standards.
  - a. Structures shall not dominate, in an incompatible way, any general development or adjacent building which is substantially in compliance with this article. This may be accomplished by the use of proper site design, architectural features, and/or landscaping to reduce the appearance of excessive and inappropriate height or mass of proposed structures. Long, monotonous facade designs including, but not limited to those characterized by unrelieved repetition of shape or form or by unbroken extension of line shall be avoided. Excessive ornamentation shall be avoided to prevent visual clutter.
2. Site design. The relationship of structures to their environment, and the location and design of driveways, parking, and circulation areas shall be given special consideration. Proposed structures shall be sited to relate harmoniously to the terrain and to existing structures in the vicinity that have a visual relationship to the proposed structures. The achievement of such relationship may include the enclosure of space in conjunction with other existing buildings or other proposed buildings, and the creation of focal points with respect to avenues of approach, terrain features, or other buildings. With respect to vehicular and pedestrian circulation, including walkways, interior drives, and parking, special attention shall be given to location and number of access points, general interior circulation, separation of pedestrian and vehicular traffic, and arrangement of parking areas that are safe and convenient and, in so far as practicable, do not detract from the design of proposed buildings and structures and the neighboring properties.

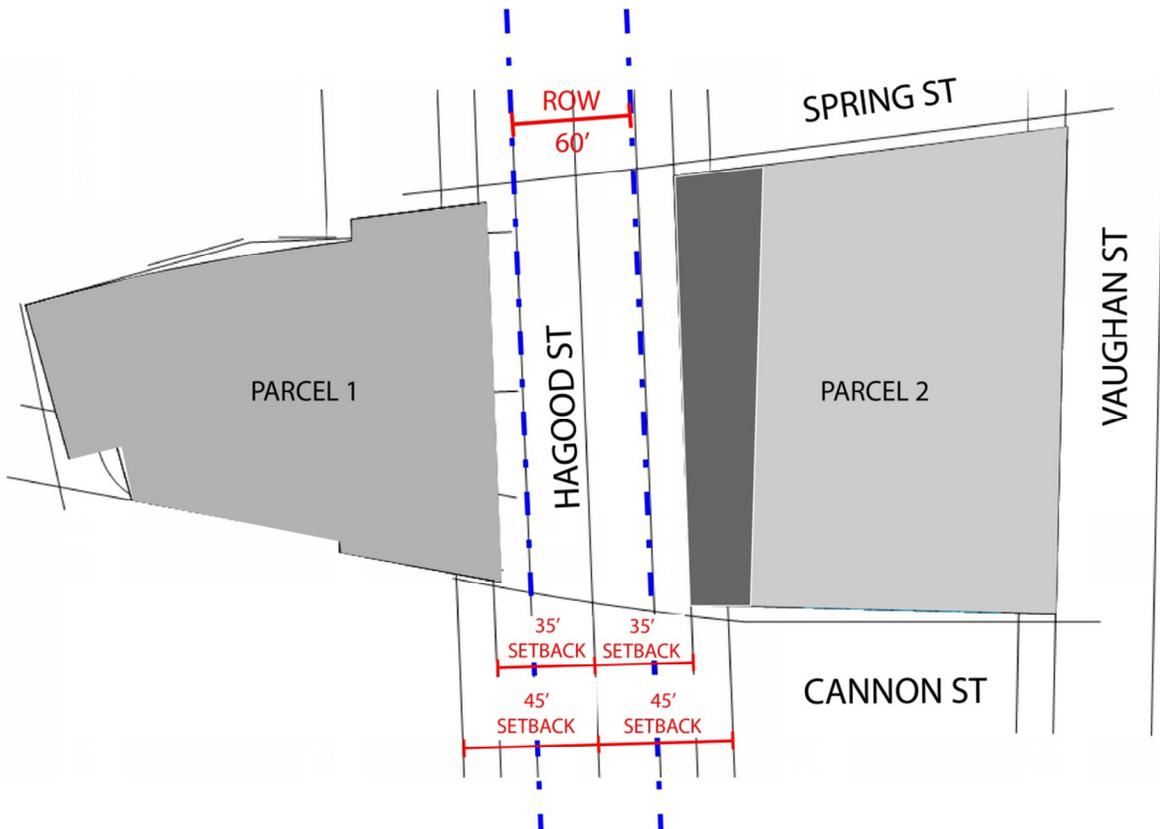
3. Utility service. Whenever feasible, on-site electric, telephone, and other utility lines shall be underground. Any utility installations remaining above ground shall be located so as to have a harmonious relation to neighboring properties and the site.
4. Special features and accessory structures. Exposed storage areas, exposed machinery installations, service areas, truck loading areas, utility buildings, and structures and similar accessory areas and structures shall be subject to such design standards, setbacks, screen plantings, or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.
5. Signs. The shape, configuration, location, design, color, texture, lighting and materials of all exterior signs and outdoor advertising structures or features should not detract from the design of proposed or existing buildings and structures and the surrounding properties.
6. Application of design standards. The standards of review outlined in Sec. 01-001, 1-5, shall also apply to all accessory buildings, structures, exterior signs and other site features, however related to the major buildings or structures.
  - a. In reviewing a proposed structure, specific consideration shall be given to its compatibility with adjacent structures where such structures are substantially in compliance with Sec. 01-001 1 through 5.
7. Height, Scale and Mass. As the maximum building envelope is presented herein, it shall be understood that formal review of height, scale and mass shall not be required by any city agency or authority, and that approval of this PUD constitutes an approval of the height scale and mass based on the maximum building envelope with the understanding that achieving the maximum envelope will not be the primary goal of the development.

Possible Development Scenario:

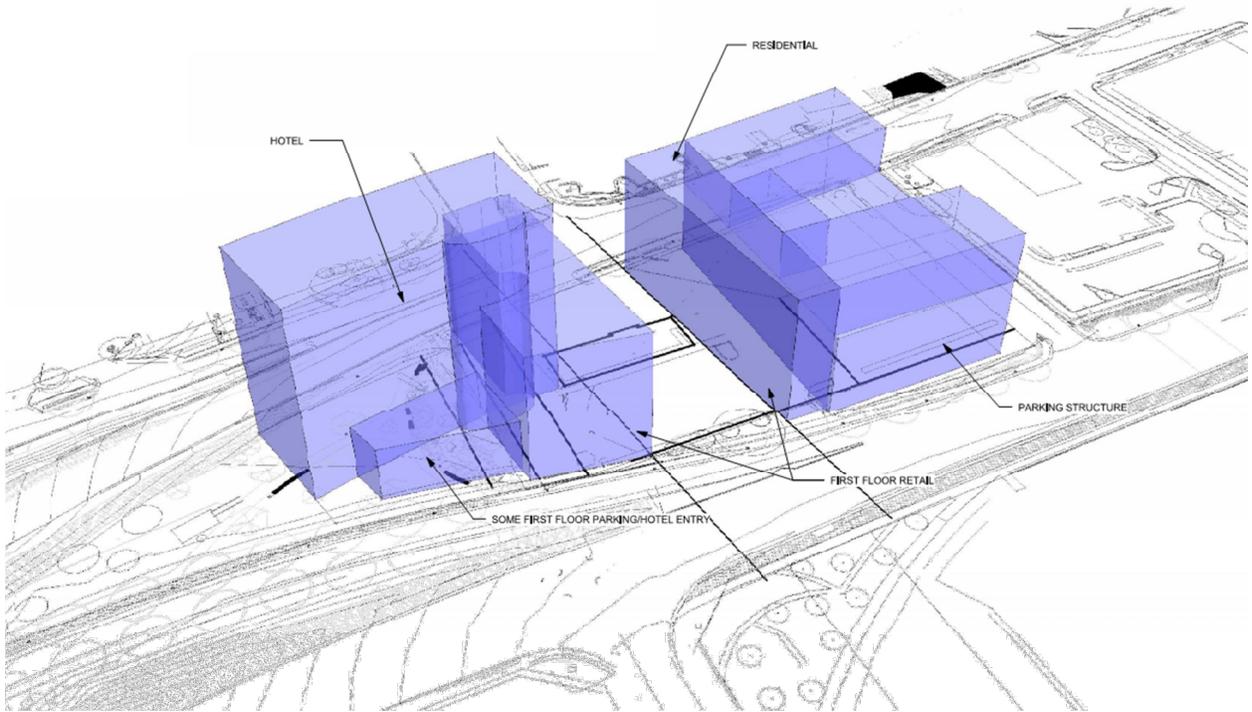
(within Building envelope)



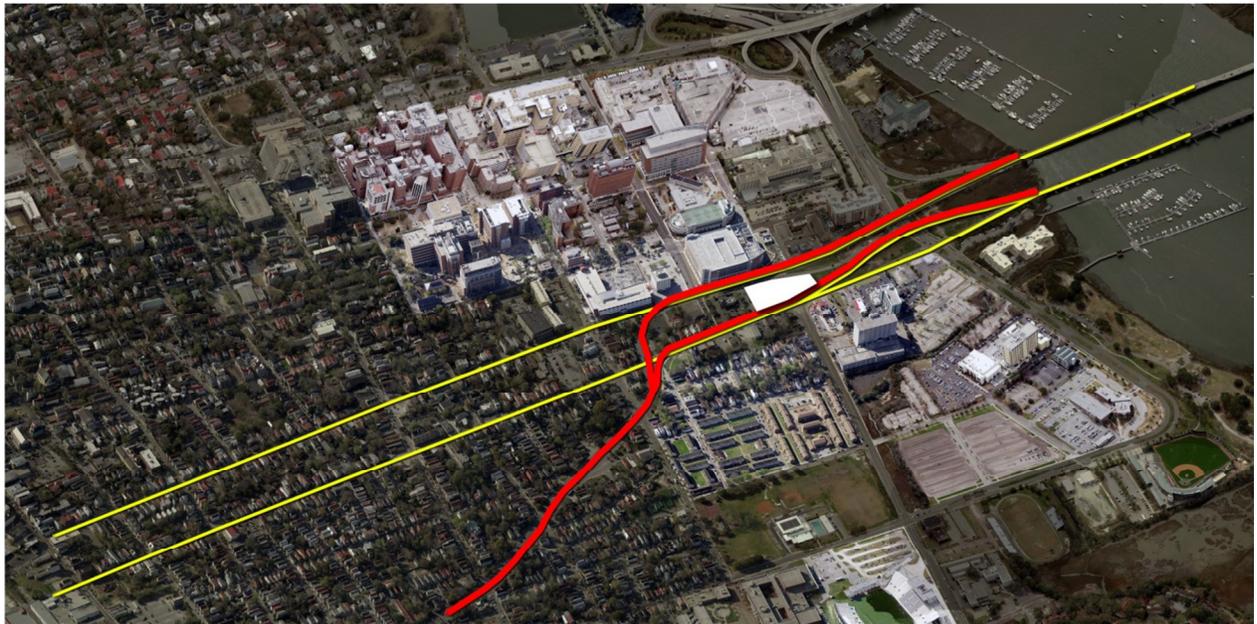
Site Plan



Sketch plan showing proposed 60ft ROW



*Potential Massing Scenario (see attached traffic study)*



*Traffic Patterns*

## Development Plan:

Property Address: 194 Cannon Street, Charleston, South Carolina

TMS#:	460-10-04-011, 013
Site Area:	TMS 011=0.84 acres / TMS 013=0.31 (total= 50,100 SF/1.15 acres)
Existing Zoning:	GB-A, 50/25
Existing Conditions:	Paved parking lots with existing food service structures
Proposed Use:	Mixed Use Development (Accommodations, Office, Multi-family (MU-2/WH), Retail & Parking Structure, 85/125
Proposed Density:	Accommodations - Max. 200 Rooms Residential - No Max Density Parking - Per requirements of PUD Sec. 01-102.3 Commercial - Up to total allowable built SF
Building Setbacks:	There are no required setbacks for MU-2 (front, side or rear)
Minimum Lot Size:	N/A
Maximum Lot Occupancy:	Total Project - Approximately 500,000 SF (100%)
Open Space:	The combination of all parcels included in the PUD is less than 10 acres, and as such, will be exempt from the Open Space requirements of the City Zoning Ordinances. The adjacency of the planned park area (Septima Clark Parkway Landscape Improvements) to the west of the site shall be considered when addressing pedestrian access to the site, especially as it relates to the overall connectivity of the parkway master plan.
Bicycle Spaces:	Where residential units are provided, common space shall be allocated to accommodate one (1) space per 10% of the total unit count.

Max. Building Height: Building heights shall be permitted as outlined in the General Guidelines Section of the PUD and shall not be required to be less than allowed by the height district.

Accessory Structures: Any accessory structure to be included in the final design shall meet the requirements of, and standards for, accessory buildings in the City of Charleston Zoning Ordinance.

Parking: All parking for the project shall be provided on site by way of surface parking, off-street or parking structure. Parking requirements will be governed as outlined in the General Guidelines section of this PUD. Reference ULI (Urban Land Institute) parking guidelines where any discrepancies exist between City Zoning and this PUD.

## General Guidelines:

### PUD - WORKFORCE HOUSING DISTRICT MIXED USE 2 / GENERAL BUSINESS / PARKING

City Council finds that its urban areas have traditionally included mixed use developments that incorporate housing opportunities for persons of varying means and incomes, along with complementary nonresidential uses. City Council finds that these mixed use developments have contributed significantly to the economic success and unique fabric of its urban environment by enhancing diversity and providing job opportunities, and that it is in the public interest that incentive-driven districts be established to encourage the continued development of mixed use projects.

#### **Sec. 01-101 - Purpose.**

These districts are intended to promote a mixture of housing opportunities within a single development, along with appropriate nonresidential uses, by providing incentives for the creation of such developments in urban areas of the city where on street parking or other public parking is customary and can be reasonably accommodated.

#### **Sec. 01-102 - Availability.**

The MU-2/WH district, being incentive based, are only available to property owners who apply for the district designation.

#### **Sec. 01-102.1 - Definitions.**

For the purpose of this part, the following terms mean:

- (a.) Owner occupied workforce housing unit: A dwelling unit where at least one occupant is an owner, and where all occupants have, in the aggregate, household income less than or equal to one hundred twenty (120) percent of the area median income (AMI) for owner occupied units. Area median income (AMI) shall be determined annually by the United States Department of Housing and Urban Development as adjusted by the City of Charleston Department of Housing and Community Development, or their successors.
- (b.) Rental workforce housing unit: A dwelling unit, where occupants have, in the aggregate, household income less than or equal to eighty (80) percent of the area median income (AMI) for rental units. Area median income (AMI) shall be determined annually by the United States Department of Housing and Urban Development as adjusted by the City of Charleston Department of Housing and Community Development, or their successors.

- (c.) Qualified household: Households where occupants have, in the aggregate, a household income less than or equal to one hundred twenty (120) percent of the area median income (AMI) for owner occupied units, and a household income less than or equal to eighty (80) percent of the area median income (AMI) for rental units. Area median income (AMI) shall be determined annually by the United States Department of Housing and Urban Development as adjusted by the City of Charleston Department of Housing and Community Development, or their successors.
- (d.) Initial maximum allowable sales price: An amount equal to three (3) times one hundred twenty (120) percent of the area median income (AMI), as determined annually by the United States Department of Housing and Urban Development as adjusted by the City of Charleston Department of Housing and Community Development, or their successors, plus any subsidy available to the buyer.
- (e.) Fair market rent: An amount calculated and published annually by the United States Department of Housing and Urban Development, or its successor, for the Charleston-North Charleston Metropolitan Statistical Area (eighty (80) percent of area median income (AMI)). In the absence of such information, the rents charged by the owner shall not exceed thirty (30) percent of the annual household income.
- (f.) Household income: All sources of financial support, both cash and in kind, of adult occupants of the housing unit, 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 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.

**Sec. 01-102.2 - Land uses.**

The permitted land uses in these districts are those listed in the City Zoning Ordinances under Article 2, Part 3, Table of Permitted Land Uses, in the column headings having the applicable district designation of: MU-2/WH, modified as follows:

- (a.) Every development in the MU-2/WH zoning district that has five (5) or more residential units must include owner occupied workforce housing units and/or rental workforce housing units.
- (b.) The number of owner occupied workforce housing units and/or rental workforce housing units per development shall be the greater of: (1) one (1) unit; or (2) five (5) percent of the number of residential units in the development, rounded up to the next whole number, whichever is greater. Developments that do not include owner occupied

and/or rental workforce housing units must dedicate the greater of: (1) fifty (50) percent of the square footage of the ground level or one thousand five hundred (1,500) square feet for nonresidential uses. Nonresidential uses in the MU-2/WH district are the nonresidential uses allowable in the General Business (GB) district.

- (c.) Prior to the issuance of a certificate of occupancy for any portion of a development, the owner thereof shall identify, in writing, to the City of Charleston Department of Housing and Community Development, or its successor, the units designated as owner occupied workforce housing units and/or rental workforce housing units.
- (d.) Prior to the issuance of a certificate of occupancy for any portion of a development, the owner shall execute covenants identifying the owner occupied workforce housing units and/or rental workforce housing units and restricting such units to occupancy, and if applicable ownership, by qualified households for a period of no less than ten (10) years, and submit a copy of the recorded covenants to the City of Charleston Department of Housing and Community Development, or its successor.

As for the owner occupied workforce housing units, the covenants shall identify the initial maximum allowable sales price, and provide that the initial maximum allowable sales price may be adjusted annually for inflation based on the increase in the area median income (AMI) or Consumer Price Index, whichever is greater. Each owner of such units, prior to initial occupancy, shall be required to submit to the City of Charleston Department of Housing and Community Development, or its successor, a verified income report of household income of all members of the household. The covenants shall require notice to the City of Charleston Department of Housing and Community Development, or its successor, of any transfer of the owner occupied workforce housing units and verification that the purchaser is a qualified household. Owner occupied workforce housing units shall be subject to resale restrictions for no fewer than five (5) years from date of initial sale of the property. Such restrictions will be recorded as deed restrictions.

As for rental workforce housing units, the covenants shall require the owner to provide proof to the City of Charleston Department of Housing and Community Development, or its successor, at inception and on an annual basis, that no more than fair market rent is being charged for the unit(s), and verified income reports of household income of all rental occupants. Rental workforce housing units shall be subject to these restrictions for no fewer than ten (10) years from the initial occupancy as workforce housing.

- (e.) The covenants shall accord the City of Charleston, or its assignee, rights to enforcement by any legal and/or equitable means, including the revocation of a certificate of occupancy, and in all events be subject to approval by corporation counsel.

**Sec. 01-102.3 - Parking and loading.**

Parking requirements for an owner occupied workforce housing units, rental workforce housing units, and nonresidential uses shall be as outlined below.

There are no off-street loading requirements for nonresidential uses.

Parking Requirements:

Accommodations	2 spaces : 3 Units
Office	1 space : 500 SF ( <i>excluding corridors, toilet rooms, storage rooms, elevator and stair shafts and mechanical rooms</i> )
Restaurant	1:150 SF (inside seating) & 1:200 SF (exterior seating)
Retail	1:400 SF Gross Area
MU-2/WH	1 space : 2 Units

**Sec. 01-102.4 - Height, area and setback regulations.**

As is consistent with city Zoning Ordinances, there shall be no Front, Rear or Side Setback requirements for MU-2/WH, except as outlined in the height district requirements.

Height District 85/125:

- (1.) No part of a structure, including elevator penthouses and mechanical penthouses, shall exceed the height of one hundred and twenty-five (125) feet, nor shall the principal structure be lower than thirty (30) feet.
- (2.) All portions of a structure, except cornices, canopies, balconies, arcades and other non-habitable architectural elements, shall be set back at least thirty-five (35) feet from the center of the street right-of-way.
- (3.) All portions of a structure above eighty-five (85) feet including elevator penthouses and mechanical penthouses, except cornices, canopies, balconies, arcades and other non-habitable architectural elements, shall be set back at least forty-five (45) feet from the center of the street right-of-way.

### **Sec. 01-102.5 – Trees and Landscaping.**

All properties located on the peninsula of Charleston lying south of Mount Pleasant Street, and the extension thereof across the entire peninsula, shall not require installation of landscape buffers along street frontages.

There are no incompatible uses proposed in the PUD, so there shall be no requirement for landscape buffers required pursuant to Table 3.5: Schedule of Required Buffers, to separate and screen incompatible uses.

Landscaping provided as part of the site design will be considered in the context of the Septima Parkway improvements, and as deemed reasonable and necessary by the property owner(s) and design professional(s) charged with the project development.

### **Sec. 01-201 – Sidewalks general standards.**

Location: Generally, sidewalks shall be provided in the public right-of-way, and extend across the length of the right-of-way adjacent to the development. Sidewalks may abut the curb. Where there is no curb, sidewalks shall be offset at least three feet from the edge of the pavement.

Materials: Required sidewalks shall be constructed according to the specifications of the City Engineer.

#### Construction and Inspections:

1. Sidewalks shall be constructed by the TRC applicant prior to the issuance of a Certificate of Occupancy for the development requiring the sidewalk improvements.
2. Sidewalks constructed in the public right-of-way shall be inspected by the City Engineer for compliance with City standards.
3. For sidewalks to be constructed within a right-of-way that is not under the jurisdiction of the City of Charleston, the applicant shall provide a copy of the permit authorizing such work. For the South Carolina Department of Transportation (D.O.T.), a copy of the D.O.T. encroachment approval shall be submitted with a request for Final TRC approval.

- a. When the appropriate authority denies a request to construct a sidewalk in the public right of way:
  - b. Sidewalks may be placed outside of a public right-of-way if the applicant voluntarily agrees to record an easement for the safe movement of pedestrians and the maintenance of the sidewalk.
4. Sidewalks may also be placed outside of a public right-of-way when deemed appropriate for the preservation of a grand tree or for the accommodation of utilities or other necessary infrastructure provided that the applicant voluntarily agrees to record an easement for the safe movement of pedestrians and the maintenance of the sidewalk.



03.18.2016

Mr. Thomas Calcote  
c/o Tom Hund, AIA  
inSite Strategy + Architecture  
21 George Street, Suite 100  
Charleston, SC 29403

Re: 194 Cannon Street Proposals

Dear Thomas and Tom:

On behalf of the Horizon Project Foundation, I want to extend my appreciation for the briefing on your vision for the redevelopment of 194 Cannon Street. We concur that the redevelopment of the site presents a unique opportunity to make a significant improvement to the site itself while also bringing wide-ranging benefits to the surrounding context, including MUSC, the Medical District, the Westside Neighborhood and WestEdge.

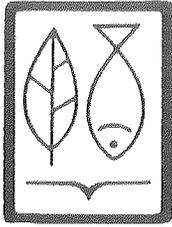
Connectivity is a significant challenge in the vicinity, as the Septima Clark Parkway presents an unsafe impediment to pedestrian, bicycle and vehicular linkages from north to south. Your proposal to reserve a no-build zone that would be integrated into a planned development concept for the site could provide a safe multi-modal access route that would go a long way towards addressing this challenge. The construction of new building(s) that would replace the vacant restaurant would greatly improve the experience entering into the city, bringing additional vitality and activity with new uses, and providing additional tax base that could be put to work improving public infrastructure.

We are eager to continue collaborating with your team on bringing forth positive investment on the west side of the Charleston peninsula, and look forward to seeing the results of the zoning and development process and the benefits that the improvements to 194 Cannon Street can bring to the areas surrounding the property.

Very truly yours,

Michael T. Maher, CEO  
Horizon Project Foundation, Inc.  
P.O. Box 20549  
Charleston, SC 29413





# SABINE & WATERS

ENVIRONMENTAL LAND MANAGEMENT CONSULTANTS

August 12, 2016

Mr. Danny Forsberg  
Forsberg Engineering & Surveying, Inc.  
PO Box 30575  
Charleston, SC 29417

**SUBJECT: Results of a preliminary wetland evaluation and preliminary cultural resources review on two parcels of property totaling approximately 1.58-acres and identified by TMS# 460-10-04-011 (0.27-ac) and TMS# 460-10-04-013 (1.31-ac) located south of the intersection of Hagood Avenue/Spring Street/US Highway 17S intersection, adjacent to and west of Vaughan Street and adjacent to and north of US Highway 17N in the City of Charleston, Charleston County, South Carolina.**

Dear Mr Forsberg:

On August 11<sup>th</sup> and 12th, 2016, personnel from Sabine & Waters, Inc. reviewed resource material, mapped soils, National Wetland Inventory (NWI) maps and aerial photographs as they related to the above referenced sites, and then conducted a preliminary site investigation to evaluate for the presence of freshwater wetland and/or critical area wetland (salt marsh) features on the above referenced property. We also reviewed the South Carolina Institute of Archaeology and Anthropology (SCIAA) State Historic Preservation Office (SHPO) public data base to determine if any sites eligible for inclusion in the federal register of historic places had been identified on the subject sites.

The sites were evaluated for the presence of freshwater wetlands using the **November 2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0)** methodology. This methodology/technique uses a multi-parameter approach, which under normal circumstances requires positive evidence of three criteria:

- o Hydrophytic vegetation
- o Hydric soils
- o Wetland hydrology

Areas exhibiting the above three wetland characteristics are typically considered to be freshwater wetlands. Critical area wetlands (salt marsh areas) typically experience routine ebb and flow of salt water during normal tidal cycles and are typically identified by the presence of salt marsh vegetation or vegetation adapted for surviving in saline environments.

A review of resource information revealed the soils on the subject site were not mapped, and a review of the NWI map indicated that the area was considered upland (U11-land use mapped as residential and U12-land use mapped as commercial/services). A review of available high-altitude aerial photography is as follows:

The 1994 high altitude false color infrared photograph shows the entire property developed. No typical wetland signature within the project area boundaries was identified.

The 1999 high altitude false color infrared photograph shows western portion of the site has been cleared of structures but the eastern two-thirds of the site is still developed. It appears that the interchange in the vicinity of Lockwood Boulevard and US Highway 17 has been upgraded and this upgrade necessitated the removal of structures in the vicinity of the modification. No typical wetland signature within the project area boundaries was identified.

The 2006 high altitude false color infrared photograph shows conditions similar to those shown on the 1999 aerial where the western portion of the site is still cleared of structures and the eastern two-thirds of the site is still developed. No typical wetland signature within the project area boundaries was identified.

The 2004 high altitude true color photograph is similar to the 1999 and 2006 infrared photographs where the western portion of the site is still cleared of structures and the eastern two-thirds of the site is still developed. No typical wetland signature within the project area boundaries was identified.

The 2013 high altitude true color photograph is similar to the 1999, 2004 and 2006 photographs where the western portion of the site is still cleared of structures and the eastern two-thirds of the site is still developed. No typical wetland signature within the project area boundaries was identified.

The 2015 high altitude true color photograph is similar to the 1999, 2004, 2006 and 2013 photographs but the western portion of the site appears to have an access corridor added but the site is still cleared of other structures and the eastern two-thirds of the site is still developed. No typical wetland signature within the project area boundaries was identified.

The subject property was visited on the afternoon of August 11<sup>th</sup> and the morning of August 12<sup>th</sup>, 2016 to evaluate site conditions and review for the potential occurrence of areas meeting the federal definition of freshwater wetland and for areas meeting OCRM's definition for critical area wetland within project area boundaries.

The field visit revealed that site conditions are similar to those indicated in the 2015 high altitude true color photograph. TMS# 460-10-04-011 is occupied by Brueggers Bagels, a commercial facility. The property surrounding Brueggers Bagels is paved parking facilities and vegetation, while sparse, appears to be mostly ornamentals with some native Live Oaks (*Quercus virginiana*) and palmettos (*Sabal palmetto*). Approximate two-thirds of TMS# 460-10-04-013 (the eastern two-thirds) is occupied by an abandoned Wendy's Restaurant surrounded by paved

Mr. Danny Forsberg

August 12, 2016

Page 3

parking. Vegetation is sparse and is again ornamentals, Live Oaks and Palmettos. The western third of TMS# parcel 460-10-04-013 is now being used as a staging area for construction equipment and is mostly unvegetated due to the placement of equipment and is sparsely vegetated with early successional herbaceous species such as golden rod (*Solidago sp*). The ground elevations in staging area appears to have been altered to a slightly higher elevation than the adjacent developed property to the east.

Soil sampling for hydric soils was not possible as the majority of the property houses structures or is paved. The soils on the portion of TMS parcel 460-10-04-013 appear to have been altered from previous commercial facilities or by the current construction staging activities. Based on past uses, we would not anticipate the soils would meet the hydric soil parameter.

Based on the review of available resource information and the findings of our field visit/investigation, it is our opinion that any areas that meeting the federal definition of wetlands or OCRM's definition for critical area are not present within the identified project limits of the subject property. Site photographs were taken to document site conditions and are attached. Please bear in mind that this is our opinion and the no wetland determination should be considered an **approximation**, and is subject to change by the US Army Corps of Engineers (USACE).

We also reviewed the South Carolina Institute of Archaeology and Anthropology (SCIAA) State Historic Preservation Office (SHPO) public data base to determine if any sites eligible for inclusion in the federal register of historic places had been identified on the subject sites. Based on our review no sites have been identified on the subject property. Five sites were identified to the east of Vaughan Street that were determined to be not eligible or requiring evaluation. Based on recent past usage of the subject parcels as commercial properties and adjacent surrounding development, cultural resource issues are not anticipated to be of concern with the subject properties; however, if something should be uncovered during any development activities, it is recommended that development activities cease until any findings can be appropriately evaluated.

Should you have questions or need additional information please call 843-871-5383.

Sincerely,

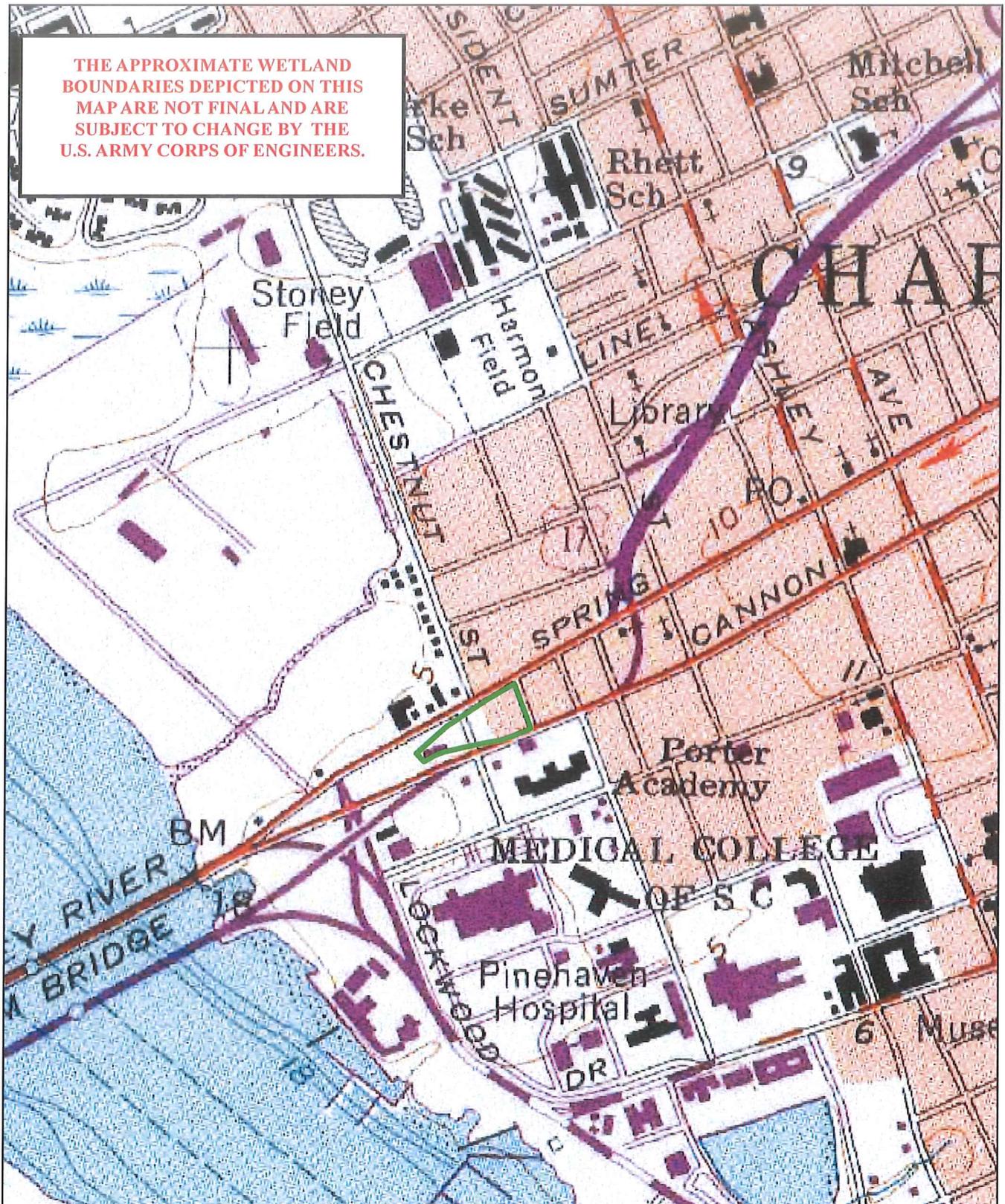


Kenneth Smoak  
Director Environmental services  
Sabine & Waters, Inc.

Attachments

Custdat/Forsberg/Crosstown/LetteroffFindings

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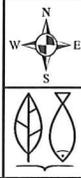
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 R:\cusklat\Forsberg Crosstown LocationMap.mxd\943.871.5383 (phone) 843.871.2059 (fax)

Sabine & Waters, Inc.  
 Environmental Land Management Consultants  
 P.O. Box 1072 Summerville, SC 29484

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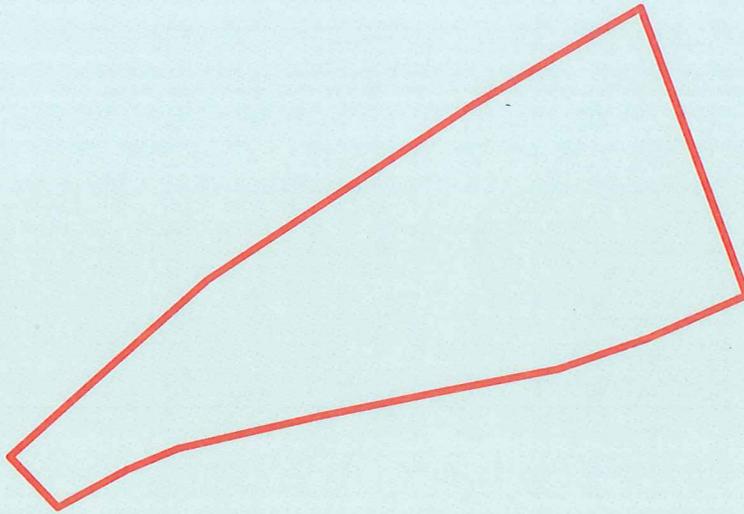
**SITE LOCATION MAP**  
**TMS#'s 460-10-04-011 & 013**  
**CHARLESTON, SC QUAD MAP**  
**CITY OF CHARLESTON**  
**CHARLESTON COUNTY, SC**



Approx Site   
 Lat. 32.786669° N  
 Long. -79.954055° W

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843.871.5383 (phone) 843.871.2050 (fax)

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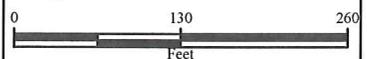
**REVISED: 8/12/2016**

**MAPPED SOILS  
TMS#'s 460-10-04-011 & 013  
CHARLESTON, SC QUAD MAP  
CITY OF CHARLESTON  
CHARLESTON COUNTY, SC**



Approx Site 

Lat. 32.786669° N  
Long. -79.954055° W



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U11

U12



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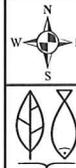
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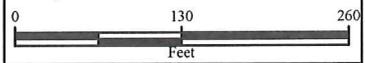
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**NWI MAP**  
**TMS#'s 460-10-04-011 & 013**  
**CHARLESTON, SC QUAD MAP**  
**CITY OF CHARLESTON**  
**CHARLESTON COUNTY, SC**



Approx Site 

Lat. 32.786669° N  
 Long.-79.954055° W



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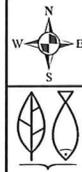
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**1994 INFRARED AERIAL  
 TMS#'s 460-10-04-011 & 013  
 CHARLESTON, SC QUAD MAP  
 CITY OF CHARLESTON  
 CHARLESTON COUNTY, SC**



Approx Site   
 Lat. 32.786669° N  
 Long. -79.954055° W

0 150 300  
 Feet

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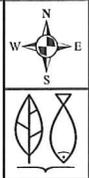
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**1999 INFRARED AERIAL  
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 CHARLESTON, SC QUAD MAP  
 CITY OF CHARLESTON  
 CHARLESTON COUNTY, SC**



**Approx Site** 

Lat. 32.786669° N  
 Long. -79.954055° W

0 150 300  
 Feet

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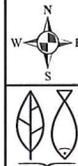
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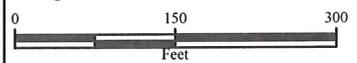
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**2006 INFRARED AERIAL  
 TMS#'s 460-10-04-011 & 013  
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 CITY OF CHARLESTON  
 CHARLESTON COUNTY, SC**



Approx Site

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 Long. -79.954055° W



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**2004 TRUE COLOR AERIAL  
 TMS#'s 460-10-04-011 & 013  
 CHARLESTON, SC QUAD MAP  
 CITY OF CHARLESTON  
 CHARLESTON COUNTY, SC**



Approx Site   
 Lat. 32.786669° N  
 Long. -79.954055° W

0 90 180  
 Feet

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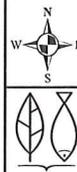
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**2013 TRUE COLOR AERIAL  
 TMS#'s 460-10-04-011 & 013  
 CHARLESTON, SC QUAD MAP  
 CITY OF CHARLESTON  
 CHARLESTON COUNTY, SC**



Approx Site   
 Lat. 32.786669° N  
 Long. -79.954055° W

0 90 180  
 Feet

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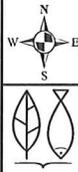
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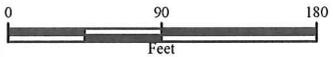
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**2015 TRUE COLOR AERIAL  
 TMS#'s 460-10-04-011 & 013  
 CHARLESTON, SC QUAD MAP  
 CITY OF CHARLESTON  
 CHARLESTON COUNTY, SC**



Approx Site   
 Lat. 32.786669° N  
 Long. -79.954055° W



August 11, 2016



1. Pan of site from near US Highway 17N mid property looking east.



2. Pan continues looking northeast

August 11, 2016



3. Pan continues looking NNE



4. Pan continues looking northwesterly

August 11, 2016



5. Pan continues looking west at construction staging area.



6. Looking WNWt at construction staging area

August 11, 2016



7. Looking west at construction staging area



8. Looking WSW at construction staging area

August 11, 2016



9. From US Highway 17S/Spring Street side of property looking easterly



10. From the US Highway 17S/Spring Street side of property looking westerly.

**194 CANNON**

**TRAFFIC ASSESSMENT**

CHARLESTON,  
SOUTH CAROLINA

PREPARED FOR:  
T-CAL, LLC

J – 26262

**AUGUST 2016**



THOMAS & HUTTON

PREPARED BY:

**THOMAS & HUTTON**

[WWW.THOMASANDHUTTON.COM](http://WWW.THOMASANDHUTTON.COM)

## INTRODUCTION

This assessment is prepared as a part of the rezoning application for properties located at 194 Cannon Street in Charleston. The property is bound by Spring Street to the north, Cannon Street to the south, and Vaughn Street to the east. Existing driveways are located on each of these roadways. The project location is shown in **Figure 1**.

Currently, the site is envisioned to include 120 apartment units, 200 hotel rooms with roughly 20,000 square feet of associated commercial space, 40 surface level parking spaces, and 250 structured parking spaces. A conceptual drawing of the site is shown in **Figure 2**. As more detailed plans regarding the end users of the buildings are developed, these exact figures could change.

The property is currently the site of an existing Brueggers Bagel restaurant and a closed Wendy's restaurant.

## TRIP GENERATION

The main uses that will generate traffic to and from the site would include the 120 apartments and the room 200 hotel. The ITE land use category "Hotel" is described as: "Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops."

The anticipated 20,000 square feet of commercial space is currently undefined, it may be an accessory to the Hotel or may be a separate entity. For the purposes of this trip generation estimate, half of the retail space is assumed to be part of the Hotel and half is assumed to be a restaurant.

Trips generated by the proposed development are estimated using the standard rates and equations from the Institute of Transportation Engineers, Trip Generation, 9<sup>th</sup> Edition, 2012.

Table 1 – ITE Trip Generation – **proposed uses**

Land Use Code	Land Use	Daily Trips	AM In	AM Out	AM Total	PM In	PM Out	PM Total
223	120 Mid-Rise Residential Apartment Units	851*	11	25	36	27	20	47
310	200 Room Hotel	1,417	63	43	106	61	59	120
931	10,000 sq ft Quality Restaurant	900	4	4	8	50	25	75
Unadjusted Total Driveway Volume		<b>3,168</b>	78	72	<b>150</b>	138	104	<b>242</b>
Internal Capture trips			1	1	2	14	14	28
Pass by Trips			0	0	0	14	14	28
Volume added to adjacent Streets			77	71	<b>148</b>	110	76	<b>186</b>

\*Daily trips estimated using LUC 220 – Apartments; no daily data for LUC 223

It should be noted that a large percentage of the data that ITE uses to calculate trip generation estimates come from non-urban areas or areas where transit is not available and pedestrian use is relatively minor. With the proximity to the medical district, transit stops, and surrounding developments, it is likely that a significant portion of the trips shown in Table 1 may be made via methods other than the use of a personal vehicle.

The proposed development would replace two existing restaurants. The Brueggers Bagels adjacent to Vaughn Street is currently in operation; the Wendy's on the west side of the property is currently closed. As a comparison to the proposed uses, an ITE trip generation estimate for the existing uses (assuming the Wendy's were open) is shown in Table 2.

Table 2 – ITE Trip Generation – **existing uses**

Land Use Code	Land Use	Daily Trips	AM In	AM Out	AM Total	PM In	PM Out	PM Total
934	4,000 sq ft Fast Food Restrn't with Drv Thr - Wendy's	1,984	93	89	182	68	63	131
940	2,400 sq ft Bread/Donut/ Bagel shop with Drv Thr - Brueggers	1,240 <sup>1</sup>	58	57	115	23	24	47
Unadjusted Total Driveway Volume		<b>3,224</b>	151	146	<b>297</b>	91	87	<b>178</b>
Pass by trips <sup>2</sup>			75	73	148	45	43	89
Volume added to adjacent streets			76	73	<b>149</b>	46	44	<b>89</b>

<sup>1</sup>Daily trips estimated using LUC 934 – Fast food; ITE does not daily trip estimate for LUC 940

<sup>2</sup>Pass by trips for LUC 940 assumed to be the same as LUC 934; ITE does not provide pass by data for LUC 940

Based on the standard ITE trip generation estimates, the proposed uses will generate similar amounts of daily driveway trips to the existing restaurants (if both were operating). The trips generated in the afternoon peak hour would be slightly higher with the proposed uses.

## TRIP DISTRIBUTIONS

There are currently five existing driveways that provide access to the property. Future access points are planned on Spring Street, Cannon Street, and Vaughn Street.

To access the site, vehicles arriving from areas south of the Crosstown or from West Ashley will use Lockwood Blvd and the Cannon Street ramp. Vehicles arriving from the north will use westbound Spring Street. Areas on the south end of the peninsula will use both Lockwood and Spring Street. Departing vehicles will access Cannon Street for most destinations to the north and east, and Spring Street for most destinations to the south and west.

## HISTORICAL GROWTH IN THE AREA

Based on the SCDOT data, traffic on area roadways has remained relatively constant over the past 6 years. Historical volumes, obtained from SCDOT count station data, are shown in Table 3.

Table 3 – SCDOT Count station data

Count station # - Location	2010 ADT	2011 ADT	2012 ADT	2013 ADT	2014 ADT	2015 ADT
125 – Crosstown (US 17)	64,600	64,600	61,800	63,300	56,800	58,800
275 – Lockwood	9,000	10,500	11,300	9,300	10,100	9,300
430 – Ashley	3,200	3,500	3,600	2,900	2,900	2,900
560 – Hagood	4,900	4,900	5,400	4,100	4,000	4,700
585 – Bee	8,400	8,000	7,800	8,300	7,600	8,200
595 - Fishburne	8,800	9,000	9,600	7,700	9,100	7,800

## SURROUNDING DEVELOPMENT

The largest planned development in the immediate vicinity is WestEdge, located north of the site. The WestEdge Development is being planned in an area bound by Lockwood Blvd, Fishburne Street, Hagood Avenue, and Spring Street. Ultimately, the area could have up to 875,000 square feet of retail space, 300,000 square feet of office space, and 1,200 residential units. The initial phases of WestEdge anticipate construction of approximately 575 residential units, 150,000 square feet of office space, a 45,000 square foot grocery store, and 20,000 square feet of retail/ restaurant space.

## AREA IMPROVEMENTS

One lane of the westbound US 17 bridge over the Ashley River is planned to be converted to a bicycle lane. A test of the impacts to the vehicular delays associated with this project was recently conducted. As a part of this project, a turn lane to the US 17 off ramp approach to Lockwood Blvd was recently added.

Several intersection projects are in development as part of the WestEdge project. Improvements to the Lockwood Blvd / Spring Street intersection and the President Street / Spring Street intersection are being considered.

A new connection through the 194 Cannon Street project is being considered between Hagood Avenue and Charleston Center Drive. This connection, if completed, could provide a new access for pedestrians, bicycles, and vehicles between the medical district area, the 194 Cannon project, and new developments in and around Hagood Avenue.

As part of the 194 Cannon Street project, a new right of way would be set aside for future use, should the City pursue implementation of this connection.

## **TRAFFIC OPERATIONS**

A traffic impact study was completed for the WestEdge development in 2015. Based on the counts taken and the study done for WestEdge, most of the signalized intersections along the Crosstown function at adequate levels of service. Some relatively long delays are present on particular minor street approaches where timing plans favor the heaviest movement. At the time, the longest delays were observed at the Lockwood Blvd intersections with Bee Street and Spring Street. As mentioned, a turn lane was recently added to the Bee Street intersection and there are currently plans being developed to improve operational conditions at the Spring Street intersection.

Traffic generated by the 194 Cannon project is minor in comparison to existing volumes and is not likely to significantly impact the operational levels at the surrounding signals. With the current roadway network, all vehicles entering the site will arrive via a free-flowing movement and would not have to cross a conflicting flow. With an appropriately designed entry, there is not likely to be any significant congestion at the access points.

## **FUTURE STUDY**

As mentioned, a new right-of-way is planned to be donated to the City and/or SCDOT as part of the proposed development. This right-of-way could be used to implement a new connection between Hagood Avenue and Charleston Center Drive. This potential connection would likely require new signalized intersections at both Spring and Cannon Streets. Implementation of this vision will require additional study to determine feasibility and traffic operational implications.

This assessment is provided as a planning tool for an evaluation of the rezoning request. Additional study may be required once more detailed information regarding the final plans, time frames, and potential roadway connections are determined.

## **SUMMARY / CONCLUSIONS**

This assessment is prepared as a part of the rezoning application for properties located at 194 Cannon Street in Charleston. Currently, this conceptual plan envisions to include 120 apartment units, 200 hotel rooms with roughly 20,000 square feet of commercial space, 40 surface level parking spaces, and 250 structured parking spaces. The property is currently the site of an existing Brueggers Bagel restaurant and a closed Wendy's restaurant.

Based on the standard ITE trip generation estimates, the proposed uses would generate roughly similar amounts of traffic as the current uses (if both restaurants were operating). Traffic generated by the 194 Cannon project is minor in comparison to existing volumes and is not likely to significantly impact the operational levels at the surrounding signals or at the development access points.

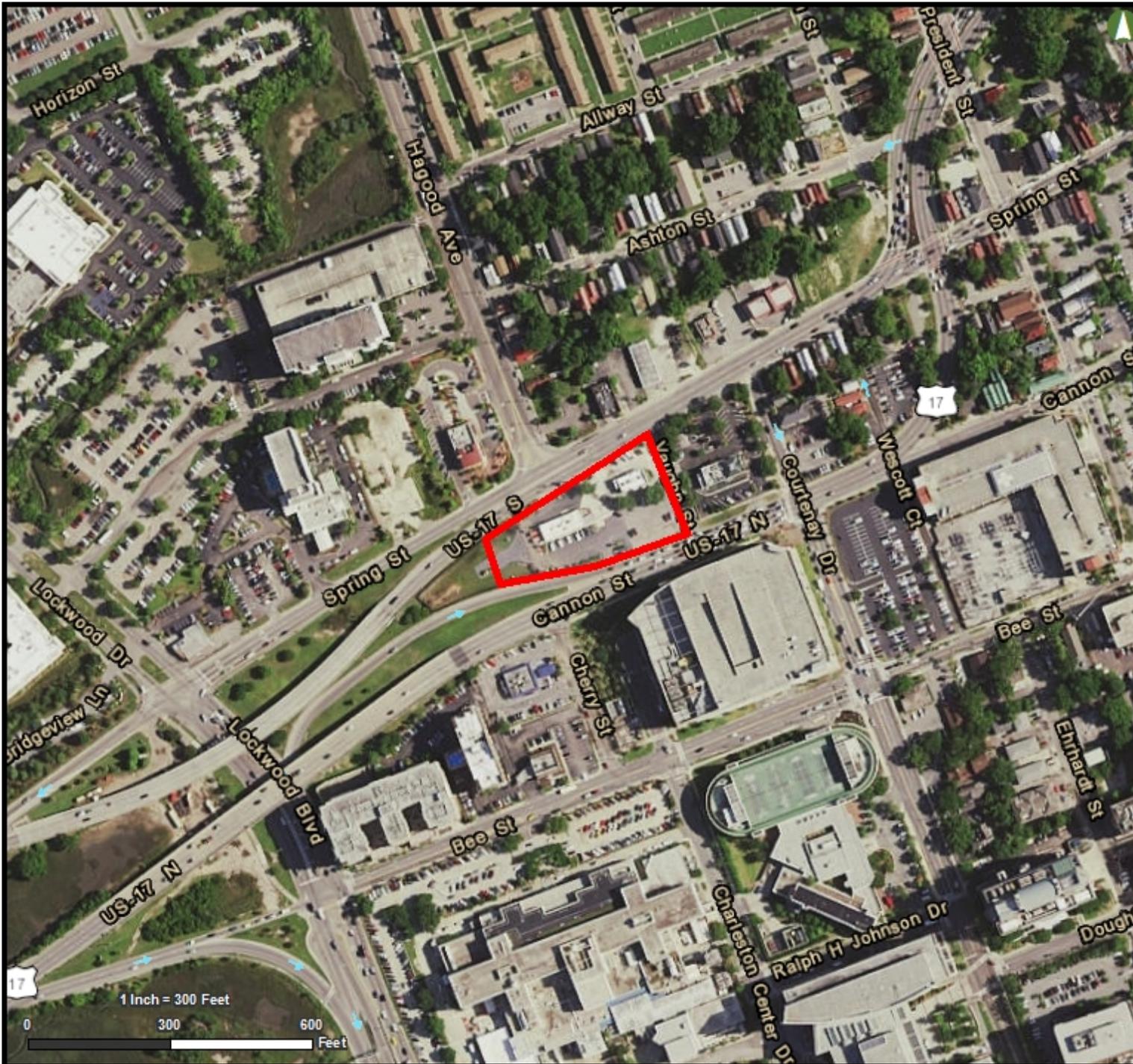
Consideration of new connections and changes to the surrounding roadway will require coordination with the City and SCDOT.

# Appendix

Figure 1 – Location Map

Figure 2 – Site Plan

ITE Trip Generation



THOMAS & HUTTON

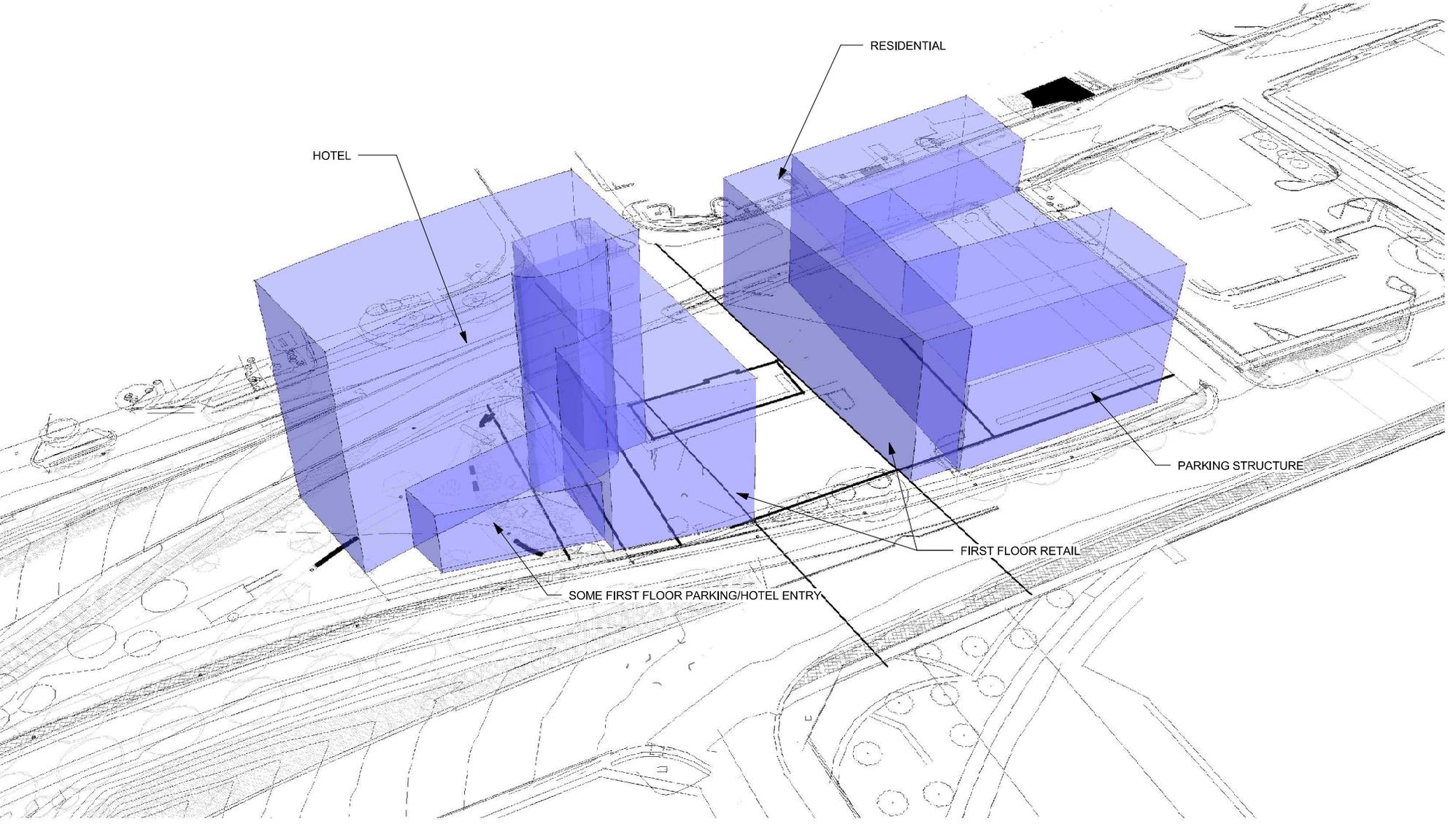
## Site Location

194 Cannon Street

8/1/2016

# Figure 1

# Figure 2: Preliminary Site Plan



## Trip Generation Summary

### Proposed Uses

Alternative: Alternative 1

Phase:

Open Date: 7/25/2016

Project: 194 Cannon

Analysis Date: 7/25/2016

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic					
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
223	MRAPT 1 120 Dwelling Units						11	25	36		27	20	47
310	HOTEL 1 200 Rooms		709	708	1417		63	43	106		61	59	120
931	RESTAURANTQ 2 10 Gross Floor Area 1000 SF		450	450	900		4	4	8		50	25	75
Unadjusted Volume			1159	1158	2317		78	72	150		138	104	242
Internal Capture Trips			0	0	0		1	1	2		14	14	28
Pass-By Trips			0	0	0		0	0	0		14	14	28
Volume Added to Adjacent Streets			1159	1158	2317		77	71	148		110	76	186

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 1 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 12 Percent

\* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

## Trip Generation Summary

### Existing Uses

Alternative: Alternative 1

Phase:

Open Date: 7/25/2016

Project: 194 Cannon

Analysis Date: 7/25/2016

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic					
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
934	FASTFOODDT 1		992	992	1984		93	89	182		68	63	131
	4 Gross Floor Area 1000 SF												
940	DONUTDT 1						58	57	115		23	24	47
	2.5 Gross Floor Area 1000 SF												
Unadjusted Volume			992	992	1984		151	146	297		91	87	178
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		45	45	90		33	33	66
Volume Added to Adjacent Streets			992	992	1984		106	101	207		58	54	112

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

# City of Charleston

Prepared by the Department of Planning, Preservation & Sustainability  
January 2016

## LAND AREA

Peninsula land area	2016	approx. 8.0 sq miles
Total City area (excluding water)		approx. 112 sq miles
Total City area (including water)		approx. 131 sq miles

## CENSUS DEMOGRAPHICS

	2000	2010
City of Charleston Total Population	96,650	120,083
West Ashley	45,954	54,239
Peninsula	35,157	34,636
James Island	12,741	17,847
Johns Island	1,676	5,266
Daniel Island/Cainhoy	1,122	8,095
Charleston-North Charleston-Summerville MSA	549,033	664,607
City Racial Breakdown	34.0% Black 63.0% White	25.6% Black 68.6% White
City Per Capita Income	\$22,414	\$30,763
City Median Household Income	\$35,295	\$49,448
City Median Family Income	\$48,705	\$67,400
City Persons Per Household	2.23	2.18

(Source: U.S. Census Bureau, decennial census data & American Community Survey data)

## POPULATION ESTIMATES

	2015	2016
City of Charleston Total Population	133,579	137,447
West Ashley	59,889	60,878
Peninsula	35,882	35,972
James Island	20,247	20,416
Johns Island	7,116	8,119
Daniel Island/Cainhoy	10,445	12,062

(Source: City of Charleston building permit and annexation data)

## BUILDING PERMITS (residential)

	2014	2015
Total Single & Multi-Family Unit Permits Issued	2,580	2,055
West Ashley	873	518
Peninsula	264	61
James Island	812	89
Johns Island	437	535
Daniel Island/Cainhoy	194	852

(Source: City of Charleston building permit data)

## ANNEXATION

	2014	2015
Area Annexed	983.35 acres	291.41 acres
Persons Annexed	55	65
Housing Units Annexed	26	26