



**Town of Hilton Head Island  
Planning Commission Meeting  
Wednesday, February 20, 2019 – 3:00 p.m.  
Benjamin M. Racusin Council Chambers  
AGENDA**

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*As a courtesy to others please turn off/silence all electronic devices during the meeting.*

- 1. Call to Order**
- 2. Pledge of Allegiance to the Flag**
- 3. Roll Call**
- 4. Freedom of Information Act Compliance**  
Public notification of this meeting has been published, posted, and distributed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 5. Approval of Agenda**
- 6. Approval of Minutes – Meeting of February 6, 2019**
- 7. Appearance by Citizens on Items Unrelated to Today’s Agenda**
- 8. Unfinished Business**
- 9. New Business**
  - a. Public Hearing**  
**LMO Amendments** – The Town of Hilton Head Island is proposing to amend Chapters 3, 4 and 10 of the Land Management Ordinance (LMO) to revise the following sections:  
  
Sections 16-3-104.B – G: establishes Recreational Vehicle as a use in the RSF-3, RSF-5, RSF-6, RM-4, RM-8 and RM-12 zoning districts; Section 16-3-105.D: establishes Recreational Vehicle as a use in the LC zoning district and permits Recreational Vehicle Parks from a conditional use to a by right use; Section 16-3-105.G: establishes Recreational Vehicle as a use in the MF zoning district; Sections 16-3-105.I-J: establishes Recreational Vehicle as a use in the MV and NC zoning districts; 16-3-105.L: establishes Recreational Vehicle as a use in the RD zoning district; Sections 16-3-105.N-O: establishes Recreational Vehicle as a use in the S and WMU zoning districts; Section 16-4-102.B.1.c: eliminates the condition associated with Recreational Vehicle Parks; Section 16-4-102.B.1.d [new section]: establishes conditions for Recreational Vehicle uses; Section 16-10-105: eliminates the prohibition on occupancy of a recreational vehicle outside of a Recreational Vehicle Park from the Recreational Vehicle definition and moves the definition for Recreational Vehicle to Section 16-10-103. *Presented by Teri Lewis*

**b. Public Hearing**

**ZA-000097-2019** – Request from Eric Walsnovich with Wood and Partners Inc., on behalf of Spandrel Development Partners, LLC, to amend the Official Zoning Map by changing the use and density designated by the PD-1 Indigo Run PUD (Planned Development Mixed-Use) Master Plan for parcel R510 008 000 098A 0000. Located at 55 Gardner Drive, the 13.83-acre property is the site of the Hilton Head Christian Academy campus, which will relocate to Bluffton. The assigned uses are commercial, institutional, and public recreation. The request is to change the designated uses to institutional or multi-family residential with a condition prohibiting rentals of less than three months. The assigned density is 10,000 sq. ft. per net acre for retail uses or 20,000 sq. ft. per net acre for non-retail uses. The request is to change the assigned density to 10,000 sq. ft. per net acre of institutional uses or 300 multi-family residential units, which is approximately 22 units per acre. The request is to reduce the allowed maximum building height from 75 feet to 55 feet. *Presented by Taylor Ladd*

**c. Annual Traffic Report – Presented by Darrin Shoemaker**

**10. Commission Business**

**11. Chairman’s Report**

**12. Committee Report**

**13. Staff Report**

**14. Adjournment**

*Please note that a quorum of Town Council may result if four or more of their members attend this meeting.*



**TOWN OF HILTON HEAD ISLAND**  
**Planning Commission**  
**Minutes of the February 6, 2019 – 9:00 a.m. Meeting**  
**Benjamin M. Racusin Council Chambers**

Commissioners Present: Chairman Alex Brown, Vice Chairman Peter Kristian, Leslie McGowan, Glenn Stanford, Todd Theodore, Judd Carstens, Caroline McVitty, Lavon Stevens, Michael Scanlon

Commissioners Absent: None

Town Council Present: David Ames

Town Staff Present: Jeff Buckalew, Town Engineer; Shawn Colin, Director of Community Development; Charles Cousins, Assistant to the Town Manager; Teri Lewis, LMO Official; Jayme Lopko, Senior Planner; Jennifer Ray, Planning & Special Projects Manager; Darrin Shoemaker, Traffic & Transportation Engineer; Anne Cyran, Senior Planner; Teresa Haley, Senior Administrative Assistant

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**1. Call to Order**

Chairman Brown called the meeting to order at 9:00 a.m.

**2. Pledge of Allegiance to the Flag**

**3. Roll Call**

**4. Freedom of Information Act Compliance**

Public notification of this meeting has been published, posted, and distributed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.

**5. Approval of Agenda**

The Planning Commission approved the agenda by general consent.

**6. Approval of Minutes – Meeting of December 19, 2018**

Commissioner Stanford moved to approve the minutes of the December 19, 2018 meeting as submitted. Commissioner Scanlon seconded. The motion passed with a vote of 8-0-1. Ms. McGowan abstained as she was not present at the subject meeting.

**7. Appearance by Citizens on Items Unrelated to Today's Agenda**

Patsy Brison addressed the Commission regarding her request to amend the text of the LMO regarding large buildings in the Resort Development Zoning District.

Nate Jones addressed the Commission regarding his request to amend the LMO to allow electric go-karts as an Outdoor Use in the Waterfront Mixed Use Zoning District. Mr. Jones asked that the request be revisited by the LMO Committee. In addition to Mr. Jones, eleven members of the public expressed support to allow electric go-karts as an Outdoor Use.

One member of the public expressed opposition to allow electric go-karts as an Outdoor Use, said the use should remain indoors, and that the vacant Sam's Club site could be an appropriate location for indoor go-karts.

**8. Unfinished Business – None**

**9. New Business**

**a. Public Hearing**

**PPR-000011-2019**: Application for a Public Project Review (PPR) from the Town of Hilton Head Island for improvements in the Shelter Cove area of US 278 Business (US 278). The improvements include expanding the roadway and adding two signalized crosswalks at the intersection of US 278 and Shelter Cove Lane near Hickory Tavern; expanding the roadway, and installing a new traffic signal and two signalized crosswalks at the intersection of US 278 and Shelter Cove Lane near the Beaufort County Sheriff's Office; and building a new multi-use pathway along eastbound US 278 between these two improved intersections.

Ms. Lopko presented the project as described in the Staff Report. Ms. Lopko pointed out that roadway improvements that occur within an existing right-of-way do not require a PPR. Therefore, the portions of the project that require a PPR are the proposed improvements to Intersections 4 and 6 and the new pathway.

Staff recommends that the Planning Commission find this application to be consistent with the Town's Comprehensive Plan for location, character and extent based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed in the Staff Report.

The Commission discussed the project with Staff, including: support for a double left turn lane egress at Intersection 6, which Staff and the consultant are examining; concern for preservation of existing vegetation and oaks, particularly trees in the median, noting there is more room on the Palmetto Dunes of US 278 side to add pavement; Staff and the consultant are examining the feasibility of undertaking the improvements while maintaining the tree canopy and minimizing impacts to it; rebuilding Intersection 4 would facilitate the removal of the existing acceleration lane in the median and create an opportunity to restore that area to its natural state via the removal of pavement; consideration for an acceleration lane coming out of Intersections 3 and 5; the Town is in discussion with the owner of Joe Pope Cemetery to obtain a temporary easement required to build the new pathway; a suggestion to include the owner of the parking lot behind the cemetery in the Town's discussion with the cemetery property owner in an effort to obtain access to the cemetery from the parking lot; and the new signals should not adversely impact traffic flow and in fact will create opportunities to enhance efficiency.

Chairman Brown opened the meeting for public comments and the following were received:

Chip Munday expressed support for the project. He shared his concern that there will be gridlock at Intersection 4 when visitors exit Shelter Cove during events and whether commercial property owners have been consulted on this.

Hannah Horne asked that consideration be given to a dedicated shelter area on the Shelter Cove Towne Centre site for Palmetto Breeze riders.

Frank Babel thanked the Town for vetting the project and urged the Commission to approve it. He asked that the off-island Shelter Cove Lane signalized crossing be done first. He presented statements regarding a complete streets policy.

Andrew Schumacher thanked Staff for their work on coordinating with Palmetto Dunes on this project. Palmetto Dunes is proposing a new permanent ingress and egress out of the community at Intersection 5 in order to alleviate traffic at Intersection 1. He expressed support for double left turn lanes out of Palmetto Dunes at Intersection 1, and noted his concern to fit three lanes between the Palmetto Dunes monument sign and the mast arm.

Patsy Brison expressed support for tree preservation in the corridor and a complete streets policy. She urged the Commission to ask Staff about compliance with complete streets design standards, AASHTO standards, and to take immediate action to close the pedestrian crosswalk at Whole Foods.

The Commission and Staff had additional discussion, including: exploring how to best keep the new pathway separated from the curb; that the Town follows AASHTO standards; this project is subject to applicable local, state, and federal standards and regulations, including permits from the Town and State and the acquisition of the pathway easements; the unsignalized left turn at Intersection 2 will be closed in the interest of safety and that demand will be redirected to improved signalized intersections; this set up would be similar to the Village at Wexford and Main Street Village; Staff has coordinated with commercial interests throughout this process and generally their concerns relate to people efficiently entering sites rather than convenient egress; the new signals at Intersections 4 and 6 includes signalized pedestrian crossings; concerns that closing the unsignalized left turn lanes will put more demand on the signalized Intersections 4 and 6; that having a double left turn lane egress at Intersection 6 is strongly desired; tree preservation is non-negotiable; the new pathway needs to meet the proper standards so that they are not installed against curbs; and that the Town should work with Palmetto Breeze to create a sheltered area for the workforce.

Commissioner Stanford moved to approve that the Planning Commission find the application to be consistent with the Town's Comprehensive Plan for location, character and extent based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed in the Staff Report. Vice Chairman Kristian seconded.

Chairman Brown asked for discussion on the motion. The Commission expressed concern with how to approve the project with all the concerns given today. The suggestion was made to approve the project and then make a separate motion to ask Staff to revisit the concerns brought up today.

Chairman Brown called the question on the motion to approve the project as presented and the motion passed with a vote of 9-0-0.

Vice Chairman Kristian moved that Staff consider all the items that the Commission discussed, including the turn lanes, the public transportation shelter, the concerns about the new pathway, the preservation of trees, and access to the cemetery. Furthermore, that Staff report back to the Planning Commission on the project design and how these items have or

have not been incorporated into the project before the project goes out for bid. Commissioner Scanlon seconded. The motion passed with a vote of 9-0-0.

**10. Commission Business – None**

**11. Chairman’s Report – None**

**12. Committee Report**

Commissioner Stanford reported the CIP Committee will meet on February 27 and March 12 at 10:00 a.m. to review and discuss the current CIP projects and recommendations for adoption of new CIP projects. The Committee will then bring their recommendations to the full Planning Commission.

Vice Chairman Kristian reported that at their January 28 meeting, the LMO Committee discussed amending the LMO to allow electric go-karts in the WMU Zoning District. At that meeting, several members of the public spoke in opposition of the amendment. Today, several members of the public spoke in support of the amendment. The request was made for more information and input on certain items, then to put the item back on a Committee meeting agenda. Vice Chairman Kristian indicated Staff is looking into many items including Ms. Brison’s comments. Chairman Brown asked Ms. Brison to provide a timeline of her comments to Staff to provide to the Commission.

Commissioner Carstens reported the process to appoint the *Our Plan* Development Team and Work Groups is now moving forward. The role of the Comprehensive Plan Committee in this effort will be worked out soon. Chairman Brown asked that once that occurs that Staff make a presentation to the full Commission. Chairman Brown asked Commissioner Carstens to provide an update on the ongoing progress of the Circle to Circle efforts.

Commissioner Stevens reported that the Gullah-Geechee Land & Cultural Preservation Task Force is anticipating a report from the consultants. The Task Force is working through the interview process for the Historic Neighborhoods Preservation Administrator position. Staff is making the applications available to the Task Force.

The Commission may consider hearing a presentation on a radar-based computerized traffic system at a future meeting.

The Commission inquired about an update from the Workforce Housing Consultant. Ms. Ray indicated the consultant will hold a series of meetings while she is in in Town next week. The public meetings are scheduled for February 11 at 6:00 p.m. at the Hilton Head PSD and February 12 at 6:00 p.m. at Town Hall. Also, the Public Planning Committee will hold a special meeting with the consultant on February 14 at 11:00 a.m. at Town Hall. Chairman Brown encouraged all to attend the upcoming meetings. There was brief discussion on holding a joint meeting of the Planning Commission and Public Planning Committee with the consultant. Chairman Brown will contact the Chairman of the Public Planning Committee to discuss.

**13. Staff Report**

a. Quarterly Report – Ms. Cyran noted the report included in the Commission’s packet.

**14. Adjournment**

The meeting was adjourned at 10:40 a.m.

Submitted by: Teresa Haley, Secretary

Approved:

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Alex Brown, Chairman

DRAFT



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# TOWN OF HILTON HEAD ISLAND

## *Community Development Department*

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**TO:** Planning Commission  
**VIA:** Shawn Colin, AICP, *Director of Community Development*  
**FROM:** Teri B. Lewis, AICP, *LMO Official*  
**DATE:** February 13, 2019  
**SUBJECT:** Proposed LMO Amendments related to Recreational Vehicles

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### **Recommendation**

Staff recommends that Planning Commission recommend approval of the proposed Land Management Ordinance (LMO) amendments related to recreational vehicles to the Public Planning Committee.

### **Summary**

Staff drafted amendments to the LMO Chapters 3, 4 and 10 to create relief for property owners wishing to temporarily occupy recreational vehicles while building or renovating single-family homes. The amendments provide a limited amount of time for residents to occupy a recreational vehicle while their home is under construction. Staff drafted these amendments as a result of discussions with individuals who seek to build a home on a property to replace a substandard residence while allowing the resident to remain on the site.

### **Background**

On November 7, 2018, Town Council provided positive policy direction related to the temporary use of recreational vehicles on properties with active residential building permits.

On December 5, 2018, staff presented a draft of the amendments to the Planning Commission. The Planning Commission referred the amendments to the LMO Committee for revisions.

On December 11, 2018, staff presented a revised draft of the amendments to the LMO Committee. The LMO Committee asked staff to revise the amendments based on comments from the meeting and to send the revised draft language to the LMO Committee to review prior to holding a public hearing on the amendments.

### **Attachment**

Proposed LMO Amendments related to Recreational Vehicles

## Proposed LMO Amendments related to Recreational Vehicles

Staff proposes to amend Chapters 3, 4 and 10 of the Land Management Ordinance (LMO) to revise the following sections:

(Note: P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions)

- Sections 16-3-104.B, C, D, E, F, and G: Establishes Recreational Vehicle as PC in the RSF-3, RSF-5, RSF-6, RM-4, RM-8 and RM-12 Zoning Districts.
- Section 16-3-105.D: Establishes Recreational Vehicle as PC in the LC Zoning District and changes Recreational Vehicle Parks from PC to P.
- Sections 16-3-105.G, I, J, L, N, M, and O: Establishes Recreational Vehicle as PC in the MF, MV, NC, RD, S, and WMU Zoning Districts.
- Section 16-4-102.B.1.c: Eliminates the condition associated with Recreational Vehicle Parks.
- Section 16-4-102.B.1.c [new section]: Establishes conditions for Recreational Vehicle uses.
- Section 16-10-103: Moves the definition for Recreational Vehicle from Section 16-10-105 to here.
- Section 16-10-105: Eliminates the prohibition on occupancy of a Recreational Vehicle outside of a Recreational Vehicle Park from the Recreational Vehicle definition and moves the definition for Recreational Vehicle to Section 16-10-103.

(Note: Double-underlining indicates text is to be added; ~~struck through and highlighted~~ indicates text is to be removed.)

### Chapter 16-3: Zoning Districts

#### 16-3-104. Residential Base Zoning Districts

##### B. Residential Single-Family-3 (RSF-3) District

RSF-3, Residential Single-Family-3 District			
1. No Change			
2. Allowable Principal Uses			
Use Specific-Conditions		Minimum Number of Off-Street Parking Spaces	
Residential Uses			
<u>Recreational Vehicle</u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per Recreational Vehicle</u>
<u>Single-Family</u>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA

**C. Residential Single-Family-5 (RSF-5) District**

<b>RSF-5, Residential Single-Family-5 District</b>			
1. No Change			
2. Allowable Principal Uses			
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces
<b>Residential Uses</b>			
<u>Recreational Vehicle</u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per Recreational Vehicle</u>
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA

**D. Residential Single-Family-6 (RSF-6) District**

<b>RSF-6, Residential Single-Family-6 District</b>			
1. No Change			
2. Allowable Principal Uses			
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces
<b>Residential Uses</b>			
<u>Recreational Vehicle</u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per Recreational Vehicle</u>
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA

**E. Low to Moderate Density Residential (RM-4) District**

<b>RM-4, Low to Moderate Density Residential District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Group Living</i>	P		1 per 3 rooms	
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u>Recreational Vehicle</u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per Recreational Vehicle</u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

**F. Moderate Density Residential (RM-8) District**

<b>RM-8, Moderate Density Residential District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Group Living</i>	P		1 per 3 rooms	
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du



			3 or more bedrooms	2 per du
<u>Recreational Vehicle</u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

**G. Moderate to High Density Residential (RM-12) District**

<b>RM-12, Moderate to High Density Residential District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Group Living</i>	P		1 per 3 rooms	
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u>Recreational Vehicle</u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

**16-3-105. Mixed-Use and Business Districts**

**D. Light Commercial (LC) District**

<b>LC, Light Commercial District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Group Living</i>	P		1 per 3 rooms	
<i>Mixed-Use</i>	PC	16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u>Recreational Vehicle</u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Recreational Vehicle (RV) Park</i>	<u>PC</u>	<u>16-4-102.B.1.e</u>	1 per 300 GFA of office and clubhouse	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

### G. Marshfront (MF) District

<b>MF, Marshfront District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Mixed-Use</i>	PC	16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u><i>Recreational Vehicle</i></u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

### I. Mitchelville (MV) District

<b>MV, Mitchelville District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Mixed-Use</i>	PC	16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u><i>Recreational Vehicle</i></u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

### J. Neighborhood Commercial (NC) District

<b>NC, Neighborhood Commercial District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Mixed-Use</i>	PC	16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u><i>Recreational Vehicle</i></u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

**L. Resort Development (RD) District**

<b>RD, Resort Development District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Mixed-Use</i>	PC	16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u><i>Recreational Vehicle</i></u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

**N. Stoney (S) District**

<b>S, Stoney District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u><i>Recreational Vehicle</i></u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

**O. Waterfront Mixed-Use (WMU) District**

<b>WMU, Waterfront Mixed-Use District</b>				
1. No Change				
2. Allowable Principal Uses				
		Use Specific-Conditions	Minimum Number of Off-Street Parking Spaces	
<b>Residential Uses</b>				
<i>Mixed-Use</i>	PC	16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<u><i>Recreational Vehicle</i></u>	<u>PC</u>	<u>16-4-102.B.1.c</u>	<u>1 per <i>Recreational Vehicle</i></u>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	

## Chapter 16-4: Use Standards

### 16-4-102. Principal Uses

#### A. Principal Use Table

##### 1. – 5. No Changes

##### 6. Principal Use Table

TABLE 16-4-102.A.6: PRINCIPAL USE TABLE																						
P = Permitted by Right											PC = Permitted Subject to Use-Specific Conditions											
SE = Allowed as a Special Exception											Blank Cell = Prohibited											
Use Type	Special Districts		Residential Districts						Mixed-Use and Business Districts											Use-Specific Conditions		
	CO N	P R	RSF -3	RSF -5	RSF -6	RM -4	RM -8	RM -12	C R	SP C	C C	M S	WM U	S	M F	M V	N C	L C	R D		ME D	I L
RESIDENTIAL USES																						
<i>Group Living</i>						P	P	P				P							P		P	
<i>Mixed-Use</i>									PC	PC		PC	PC		PC	PC	PC	P C	PC			16-4-102.B.1.a
<i>Multifamily</i>						P	P	P	PC	P		P	P	P	P	P	P	P	P			16-4-102.B.1.b
<i>Recreational Vehicle</i>			<u>PC</u>	<u>PC</u>	<u>PC</u>	<u>PC</u>	<u>PC</u>	<u>PC</u>				<u>PC</u>	<u>PC</u>	<u>P C</u>	<u>PC</u>	<u>PC</u>	<u>PC</u>		<u>PC</u>			
<i>Recreation Vehicle (RV) Parks</i>																			P C			16-4-102.B.1.c
<i>Single-Family</i>			P	P	P	P	P	P						P	P	P	P	P	P			

#### B. Use-Specific Conditions for Principal Uses

##### 1. Residential Uses

a. – b. No Changes

##### e. Recreation Vehicle (RV) Parks

Use of a recreational vehicle for residential or accommodation purposes is prohibited except in a Recreational Vehicle (RV) Park.

c. Recreational Vehicles

Use of a recreational vehicle for residential purposes is only permitted with the following conditions:

- i. The property where the recreational vehicle will be occupied must have an active residential building permit; and
- ii. The residential building permit must be for either a new residence or demonstrate that at least 50% of the existing residence on the site is being renovated; and
- iii. If the existing residence is being renovated it cannot be able to be occupied; and
- iv. The vehicle may be utilized for 180 days or for the life of the permit, whichever comes first. Only one extension shall be permitted; and
- v. The recreational vehicle must be occupied by the homeowner; and
- vi. Only one recreational vehicle may be occupied on the site at a time.

## **Chapter 16-10: Definitions, Interpretation and Measurement**

### **16-10-103. Use Classifications, Use Types, and Definitions**

#### **A. Residential**

1. No Change
2. Use Types and Definitions

#### **Recreational Vehicle**

Any of the following vehicles designed for travel, recreation, and vacation uses: motorhome or van (a portable, temporary dwelling constructed as an integral part of a self-propelled vehicle); pickup camper (a structure designed to be mounted on a truck chassis); recreational trailer (a portable structure built on a single chassis, 400 square feet or less when measured at the largest exterior horizontal projections); park trailer (a semi-portable structure built on a single chassis, which does not exceed 400 square feet when constructed to ANSI A-119.5 standards, and 500 square feet when constructed to USDHUD standards); or tent trailer (a canvas or synthetic fiber folding structure mounted on a hard body base and towed by a vehicle).

## 16-10-105. General Definitions

### **Recreational Vehicle**

Any of the following vehicles designed for travel, recreation, and vacation uses: motorhome or van (a portable, temporary dwelling constructed as an integral part of a self-propelled vehicle); pickup camper (a structure designed to be mounted on a truck chassis); recreational trailer (a portable structure built on a single chassis, 400 square feet or less when measured at the largest exterior horizontal projections); park trailer (a semi-portable structure built on a single chassis, which does not exceed 400 square feet when constructed to ANSI A-119.5 standards, and 500 square feet when constructed to USDHUD standards); or tent trailer (a canvas or synthetic fiber folding structure mounted on a hard body base and towed by a vehicle). Use of a recreational vehicle for residential or accommodation purposes is prohibited except in a Recreational Vehicle (RV) Park.



**TOWN OF HILTON HEAD ISLAND  
COMMUNITY DEVELOPMENT DEPARTMENT**

One Town Center Court | Hilton Head Island, SC 29928 | 843-341-4757 | FAX 843-842-8908

**STAFF REPORT  
ZONING MAP AMENDMENT**

Case #	Name of Project or Development	Public Hearing Date
ZA-000097-2019	Hilton Head Christian Academy	February 20, 2019

Parcel Data & Location		
Parcel: R510 008 000 098A 0000	Size: 13.83 acres	Address: 55 Gardner Drive

Owner	Applicant	Agent
Hilton Head Christian Academy 55 Gardner Drive Hilton Head Island, SC 29926	Spandrel Development Partners, LLC 170 Meeting Street, Suite 110 Charleston, SC 29401	Eric Walsnovich Wood + Partners, Inc. 7 Lafayette Place Hilton Head Island, SC 29925

	Existing Zoning	Proposed Zoning
<b>Districts</b>	Planned Development Mixed Use (PD-1) – Indigo Run Corridor Overlay (COR)	Planned Development Mixed Use (PD-1) – Indigo Run Corridor Overlay (COR)
<b>Uses*</b>	Commercial Institutional Public Recreation	Institutional <u>OR</u> Multifamily Residential
<b>Density</b>	Retail Uses: 10,000 sf/net acre Non-Retail Uses: 20,000 sf/net acre Institutional Uses: 10,000 sf/net acre Public Recreation Uses: Not specified	Institutional Uses: 10,000 sf/net acre <u>OR</u> Multifamily Residential: 300 units
<b>Height</b>	75 feet maximum	55 feet maximum

\*Currently, the Indigo Run PUD Master Plan text does not specify if all allowed uses are permitted at once on the property (such as commercial, institutional AND public recreation are permitted) or if only one of the uses can be permitted at a time (such as commercial, institutional OR public recreation are permitted).

### **Application Summary**

Eric Walsnovich with Wood + Partners Inc., on behalf of Spandrel Development Partners, LLC, proposes to amend the Official Zoning Map by changing the uses, density and height assigned for the subject property on the Indigo Run Master Plan. The property is currently developed as the Hilton Head Christian Academy campus. The school plans to relocate to Bluffton.

The current assigned uses are commercial, institutional, and public recreation. The request is to change the assigned uses to institutional **or** multifamily residential with a condition prohibiting rentals of less than three months. The current assigned density is 10,000 sq. ft. per net acre for retail uses, 20,000 sq. ft. per net acre for non-retail uses, 10,000 sq. ft. per net acre for institutional uses; there is no assigned density for public recreation uses. The request is to change the assigned density to 10,000 sq. ft. per net acre of institutional uses **or** 300 multifamily residential units, which is approximately 22 units per net acre. The application also includes a proposal to reduce the maximum allowed building height from 75 feet to 55 feet.

### **Staff Recommendation**

Staff recommends the Planning Commission find this application to be **consistent with the Town's Comprehensive Plan** and **serve to carry out the purposes of the LMO**, based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed herein.

Staff recommends that the Planning Commission recommend **APPROVAL** of this application to Town Council with the following condition:

1. A Type C adjacent use buffer is required from the Sandalwood Terrace and Old Woodlands property lines.

The properties subject to these conditions are further identified as R510 008 000 0224 0000 (Sandalwood Terrace), R510 008 00A 101A 0000 (44 Indian Trail), R510 008 00A 0074 0000 (42 Indian Trail), R510 008 00A 0073 0000 (40 Indian Trail), R510 008 00A 0072 0000 (38 Indian Trail), R510 008 00A 0071 0000 (36 Indian Trail), R510 008 00A 0070 0000 (34 Indian Trail), R510 008 00A 0069 0000 (32 Indian Trail), R510 008 00A 0068 0000 (30 Indian Trail), and R510 008 00A 0015 0000 (28 Indian Trail).

### **Background**

Founded in 1979, Hilton Head Christian Academy has been a presence on Hilton Head Island for about 40 years. The school relocated to the subject property in 1989. It is a private college preparatory school with an enrollment of approximately 390 students, the majority of whom live in Bluffton. To better serve their students, the school plans to relocate to the Buckwalter area in Bluffton where the school acquired property in 2002. The new campus in Bluffton will be funded by the sale of the subject property; the sale is contingent upon the proposed rezoning. Attachment H, Exhibit E shows the proposed Bluffton campus.

The subject parcel is made up of two tracts of land. See Attachment A for a vicinity map



and Attachment E for the current boundary survey. To the south, the larger tract is developed with the school facilities, including classrooms and offices, gymnasium, a multipurpose building, parking lots, and athletic fields and facilities. The larger tract is bound by Gardner Drive to the west; the Sandalwood Terrace multifamily development to the north; an undeveloped portion of the Southwood Park right-of-way and the Hilton Head Gardens multifamily development to the east; and the Old Woodlands single family development, an undeveloped Town-owned parcel, and a Hilton Head Public Service District facility to the south.

Specifically, the developments abutting and adjacent to the larger tract are comprised of the following:

- Northern property boundary: Sandalwood Terrace, a Beaufort Housing Authority multifamily development with 13 buildings and 80 units on 10 acres.
- Northeastern property corner: The Oaks multifamily development with 15 buildings and 114 units on 10.3 acres.
- Eastern property boundary: The Hilton Head Gardens multifamily development with 9 buildings and 112 units on 10 acres.
- Southern property boundary: Old Woodlands Plantation (formerly Mid-Island Estates) with 74 single family lots.

In close proximity to the larger tract is the Woodlake Villas multifamily development comprised of 56 buildings with 224 units on 29 acres. The average density of all four multifamily developments in the vicinity of the subject parcel is approximately 10 to 11 dwelling units per net acre. By comparison, the applicant is proposing a density of 21 to 22 dwelling units per net acre.

To the north, the smaller tract of the parcel is undeveloped. The smaller tract is bound by Gardner Drive to the west and south; an undeveloped Town-owned parcel to the west and north; and Sandalwood Terrace to the east.

The subject property is currently accessed from a single curb cut on Gardner Drive, which is defined as a minor arterial street in LMO Section 16-5-105.B. Attachment E shows the location of the curb cut at the approximate center larger tract's western boundary line. Gardner Drive is a 60 foot wide right-of-way owned by Beaufort County.

In January of 2000, Town Council approved Zoning Map Application ZMA990009 to revise the entire Indigo Run Master Plan. At that time, the subject property was zoned into the Indigo Run Master Plan as part of Parcel 15-F. See Attachment F for the extents of Parcel 15-F. The uses designated for Parcel 15-F were commercial, institutional (which made Hilton Head Christian Academy, which was already developed on the site, a conforming use), and public recreation. The other properties that comprise Parcel 15-F on the Master Plan include a Town-owned undeveloped parcel, a parcel owned by the Hilton Head Public Service District (PSD), and a portion of the Christian Renewal Church. The proposed rezoning will only apply to the subject property; it will not affect the height, density or permitted uses for the other properties in Parcel 15-F.

Prior to being zoned into the Indigo Run Master Plan, the larger tract was zoned R-8, moderate density residential. The parcels adjacent to the subject parcel and subsequently developed into multifamily complexes – Sandalwood Terrace, The Oaks, and Hilton Head Gardens – were also zoned R-8. Properties along the western side of Gardner Drive were

historically zoned M-1 (Planned Development Mixed Use) and were part of the Indigo Run PUD.

The adjacent multifamily properties are now zoned RM-12 (moderate to high density residential), which allows 12 units per net acre. The single-family subdivision to the south of the subject parcel is zoned RM-4 (low to moderate density residential). When the revised Official Zoning Map was adopted in 2014, properties along the western side of Gardner Drive were rezoned into MS (Main Street), a mixed-use district that allows up to 12 dwelling units per net acre, and PR (Parks and Recreation). See Attachment B for the current zoning in the vicinity.

Since the subject property is in the PD-1 District but it is located outside of any gates restricting access to the general public, the setback and buffer standards in LMO Sections 16-5-102 and 16-5-103, respectively, apply. Attachment J shows the setbacks and buffers for the existing and proposed uses. Any redevelopment of the subject property would have to meet the current LMO setback and buffer standards.

The proposed rezoning would allow buildings up to 55 feet tall and up to 22 units per acre on the subject property. Sandalwood Terrace, directly north of the larger tract, is developed with two story buildings at 8 units per acre. Old Woodlands, directly south of the larger tract, is developed with mostly single story houses built on grade on an average of 0.3 acre lots. The proposed rezoning would allow buildings up to 55 feet tall within 20 feet of the Sandalwood Terrace and Old Woodlands property lines.

The proposed rezoning would require narrower, less vegetated buffers between development on the subject property and the Sandalwood Terrace and Old Woodlands property lines. A Type B buffer is currently required from Sandalwood Terrace; the proposed rezoning would eliminate the requirement for a buffer. A Type C buffer is currently required from Old Woodlands; the proposed rezoning would change that to a Type A buffer. See Attachment J for a chart depicting current and proposed use setback and buffer requirements.

To reduce any visual or auditory impacts of future development on the residents of Sandalwood Terrace and the Old Woodlands, staff recommends approving the proposed rezoning with the condition a Type C adjacent use buffer is required from the Sandalwood Terrace and Old Woodlands property lines.

Type C buffers include medium-density screening designed to eliminate visual contact at lower levels and create spatial separation between adjacent uses. See Attachment K for an excerpt from the LMO about buffer requirements. This Type C buffer is stricter than the Type A or Type B buffer that would be required by-right for the development of multifamily on the subject property. The requirement for a stricter buffer will ensure Sandalwood Terrace and Old Woodland residences are sufficiently screened from a higher density development.

The other properties adjacent to the subject property are the undeveloped Town-owned parcels to the north and south and the Hilton Head Public Service District facility. There are no plans to develop the Town-owned properties.

### **Applicant's Grounds for ZMA**

The applicant states that the current approved uses for the subject parcel and the allowable density are limited and are related to needs that are not viable nor desired. The applicant states opportunities for quality redevelopment of the site with any of the existing uses is unlikely.

According to the applicant, the rezoning will facilitate the development of a high quality, 300 unit multifamily community with associated parking and amenities. This could include a mix of apartments from 500 square feet up to three bedroom units of about 1,800 square feet. The developer anticipates six buildings, but specifies in the application that the design has not been finalized.

This proposed rezoning is perceived as an appropriate density and use for the adaptive redevelopment of an aging school campus. The applicant states the development will not adversely impact the natural environment or adjacent properties. If all 300 dwelling units are built on the 13.83 acres parcel, the site density will be 21.6 units per net acre. This is less than what was previously approved for the WaterWalk apartments at Shelter Cove Towne Centre. WaterWalk East #1 contains 136 apartments on 4.97 acres, for a density of 27.4 units per net acre. WaterWalk East #2, which is under construction, is approved for 104 apartments on 4.44 acres, for a density of 23.4 units per net acre.

The prospective buyer and developer of the subject property, Spandrel Development Partners, LLC, has four apartment communities in the downtown historic district in Charleston and another on Bay Street in Savannah. The developer proposes that the multifamily development on the subject property will be a similar quality residential community. All of their southeast development projects are privately funded and typically held for investment once completed.

The applicant believes there is a strong demand in the local market for a high quality multifamily apartment community. Using the success of the WaterWalk apartments as an example, there is as much evidence of this demand as there is a need, as expressed by the Town's Comprehensive Plan and the Vision and Strategic Action Plan. This is explored in depth in the applicant's narrative. See Attachment H for the applicant's Narrative and Exhibits A through M-1.

### **Summary of Facts and Conclusions of Law**

#### **Findings of Fact:**

1. The application was submitted on January 18, 2019 as set forth in LMO 16-2-103.C and Appendix D-1.
2. Per LMO 16-2-102.E.1, when an application is subject to a hearing, the LMO Official shall ensure that the hearing on the application is scheduled for a regularly scheduled meeting of the body conducting the hearing.
3. The LMO Official scheduled the public hearing of the application for the February 20, 2019 Planning Commission meeting, which is a regularly scheduled meeting of the Planning Commission.
4. Per LMO 16-2-102.E, the LMO Official shall publish a notice of the public

hearing in a newspaper of general circulation in the Town no less than 15 calendar days before the hearing date.

5. Notice of the February 20, 2019 public hearing was published in the Island Packet on February 3, 2019.
6. Per LMO 16-2-102.E.2, the applicant shall mail a notice of the public hearing by first-class mail to the owners of the land subject to the application and owners of record of properties within 350 feet of the subject land, no less than 15 calendar days before the hearing date.
7. The applicant mailed notices of the public hearing by first-class mail to the owners of record of properties within 350 feet of the subject land on January 31, 2019.
8. Per LMO 16-2-102.E.2, the LMO Official shall post conspicuous notice of the public hearing on or adjacent to the land subject to the application no less than 15 days before the hearing date, with at least one notice being visible from each public thoroughfare that abuts the subject land.
9. The LMO Official posted on February 5, 2019 conspicuous notice of the public hearing on Gardner Drive in proximity to the school's existing main entrance.

**Conclusions of Law:**

1. The application was submitted in compliance with LMO 16-2-103.C and Appendix D-1.
2. The LMO Official scheduled the public hearing of the application for the February 20, 2019 Planning Commission meeting, in compliance with LMO 16-2-102.E.1.
3. Notice of the public hearing was published 17 calendar days before the meeting date, in compliance with LMO 16-2-102.E.2.
4. The applicant mailed notices of the public hearing 20 calendar days before the meeting date, in compliance with LMO 16-2-102.E.2.
5. The LMO Official posted conspicuous notice of the public hearing 15 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2.

*As set forth in LMO 16-2-103.C.2.e, Zoning Map Amendment (Rezoning) Advisory Body Review and Recommendation, the Commission shall consider and make findings on the following matters regarding the proposed amendment.*

**Summary of Facts and Conclusions of Law**

*Criteria 1: Whether and the extent to which the proposed zoning is in accordance with the Comprehensive Plan (LMO 16-2-103.C.3.a.i):*

**Findings of Fact:**

The Comprehensive Plan addresses this application in the following areas:

**Population Element**

**Implication for the Comprehensive Plan – 4.7 Education**

- The current enrollment and projected enrollment in the Hilton Head Island schools indicate that there are no immediate needs for additional school sites or expansion

of existing facilities.

### **Housing Element**

#### **Implication for the Comprehensive Plan – 5.1 Housing Units & Tenure**

- Although, an increase in the total number of housing units contributes to the economic tax base for the Town, it is important that both the quantity as well as quality of the housing stock is maintained to sustain the current and future population and overall property values. As the amount of available land declines for new development, it will be very important to maintain high quality housing stock on residential properties. In addition, the availability of various housing types is important for the housing market viability to accommodate the diverse needs of the Island's population.

#### **Implication for the Comprehensive Plan – 5.2 Housing Opportunities**

- There are additional groups that will grow this market area. First are the multigenerational households, including aging parents moving in and 20 somethings moving back with their parents. Second, low wage jobs and high housing cost forces several non-family members into occupying a house. Finally, there is a growing trend of retirees becoming renters. The home in some communities will no longer be the great investment it once was, or the kids are gone and the house is too big, the taxes are high, and mowing the grass is not as much fun as traveling. Millions of baby boomers will sell their homes and invest.

### **Community Facilities Element**

#### **Implication for the Comprehensive Plan – 6.9 Educational Facilities**

- Enrollment trends and future projections indicate no immediate need for additional school facilities on the Island.

### **Land Use Element**

#### **Goal – 8.1 Existing Land Use & Goal – 8.5 Land Use Per Capita**

- A. To have an appropriate mix of land uses to meet the needs of existing and future populations.

#### **Goal – 8.3 Planned Unit Developments (PUDs)**

- B. To have an appropriate mix of land uses to accommodate permanent and seasonal populations and existing market demands is important to sustain the Town's high quality of life and should be considered when amending PUD Master Plans.

#### **Goal – 8.10 Zoning Changes**

- A. To provide appropriate modifications to the zoning designations to meet market demands while maintaining the character of the Island.

#### **Implementation Strategy – 8.10 Zoning Changes**

- B. Consider focusing higher intensity land uses in areas with available sewer connections.

## **Transportation Element**

### **Implications for the Comprehensive Plan – 9.3 Traffic Planning & Modeling**

- Future development and zoning classifications have an impact on the potential build-out of properties on the Island. Increasing the density of properties in certain areas of the Town may not be appropriate due to the inability of the current transportation network to handle the resulting additional traffic volumes. It may be more appropriate to provide density in areas that have the available roadway capacity and to reduce densities or development potential in areas that do not have the appropriate roadway capacity.

### **Conclusions of Law:**

1. This application **is consistent** with the Comprehensive Plan, as described in the Population, Housing, Community Facilities, Land Use, and Transportation Elements as set forth in LMO Section 16-2-103.C.3.a.i.
2. The **Population and Community Facilities Elements** support the proposed rezoning because it would facilitate the redevelopment of the subject property from an educational facility to a multifamily residential development. These elements state there is no immediate need for additional school facilities on the Island. The Hilton Head Christian Academy intends to relocate to Bluffton if this rezoning is approved and the property is sold to the applicant. Though the proposed rezoning also includes institutional use, it was included to avoid changing the Hilton Head Christian Academy from a conforming to a non-conforming use while it remains on the subject property.
3. The **Housing Element** supports the proposed rezoning because it would facilitate the redevelopment of the subject property into a multifamily residential development. The Housing Element supports the availability of various housing types. Since there are far fewer multifamily residences than single-family residences on the Island, allowing multifamily residential uses on the subject property would increase the diversity of available housing types.
4. The **Land Use Element** supports the proposed rezoning because it would appropriately modify the allowed land uses to meet the market demands of existing and future populations. The approved uses on the subject property are in low demand on the Island. There are many vacant commercial spaces, no new privately-owned public recreation facilities are being developed, and aside from the USCB campus, there has been little interest in new institutional development. Housing is in far greater demand; there are many new residential developments being planned or under construction on the Island.
5. The **Land Use Element** further supports the proposed rezoning because it would allow a high intensity use on a property with an existing sewer connection.
6. The **Transportation Element** supports the proposed rezoning because it would allow high residential density on a roadway with existing capacity for it.

## **Summary of Facts and Conclusions of Law**

*Criteria 2: Whether and the extent to which the proposed zoning would allow a range of uses that are compatible with the uses allowed on other property in the immediate vicinity (LMO 16-2-103.C.3.a.ii):*

**Findings of Fact:**

1. The proposed rezoning will remove the commercial density and use for the subject property and allow either a multifamily residential use at 300 units per net acre or an institutional use at 10,000 square feet per net acre.
2. The properties adjacent to the subject parcel are the following multifamily developments: Sandalwood Terrace, The Oaks, and Hilton Head Gardens. Adjacent and to the south is Old Woodlands Plantation, a single-family detached subdivision.
3. Residential uses within one-half mile of the subject property are the Woodlake Villas, Indigo Pines assisted living facility, The Preserve at Indigo Run, Indigo Run's main gated community, The Glen, Alex Patterson Place, Victoria Square, Magnolia Place, and the entrance to Palmetto Hall Plantation.
4. Nonresidential uses within one-half mile of the subject property are Christian Renewal Church, offices and retail on Main Street, offices on Lafayette Place, Port Royal Plaza, Northridge Plaza, and Sea Turtle Marketplace.
5. Should the application be approved, the rezoning request retains the institutional use so that this rezoning does not create a nonconforming use, as the school will remain on the subject before they relocate and the site is redeveloped.
6. The subject property is located in the Corridor Overlay District and therefore it will be subject to review by the Design Review Board.

**Conclusions of Law:**

1. This application **meets the criteria** in LMO 16-2-103.C.3.a.ii.
2. The applicant is proposing multifamily residential or institutional as the allowed uses for the subject property, which are compatible with the surrounding multifamily residential communities, the single-family residential development, and the nearby existing civic, public and commercial uses.

**Summary of Facts and Conclusions of Law**

*Criteria 3: Whether and the extent to which the proposed zoning is appropriate for the land (LMO 16-2-103.C.a.iii):*

**Findings of Fact:**

1. The subject property is suitable for development because the portion intended to support a multifamily community is already developed with school facilities totaling +/- 61,000 square feet and ancillary sports facilities.
2. The subject parcel is already connected to existing storm water and utility infrastructure such that only on-site improvements may be required for permitting the proposed development. There should be no impacts on the infrastructure of adjacent properties.
3. There are no known sensitive environmental features on the subject property that will be affected by the proposed multifamily development. The existing Town-owned freshwater wetlands adjacent to the northern portion of the parcel will not be disturbed.
4. The proposed maximum building height is 55 feet. The existing by-right maximum

building height is 75 feet.

**Conclusions of Law:**

1. This application **meets the criteria** in LMO 16-2-103.C.a.iii.
2. The proposed zoning is appropriate for the land because the current site is already developed with a school and ancillary institutional uses. Development of a multifamily complex would not further impact the land or disturb any portion of the subject property that is currently vacant.
3. The proposed maximum building height of 55 feet is appropriate because it is lower than the current by-right height of 75 feet.

**Summary of Facts and Conclusions of Law**

*Criteria 4: Whether and the extent to which the proposed zoning addresses a demonstrated community need (LMO 16-2-103.C.a.iv):*

**Findings of Fact:**

1. The proposed uses for the subject property are multifamily residential or institutional. The proposed institutional use will allow Hilton Head Christian Academy to remain as a conforming use on the subject property while the new school site is built in Bluffton. The proposed multifamily residential use will allow the site to be redeveloped for multifamily development.
2. The proposed density is 10,000 sq. ft. per acre of institutional uses or up to 300 multifamily dwelling units.
3. This proposed uses and density will facilitate the development of multifamily residential housing units.
4. There is a need for more housing on the Island, as stated in the Comprehensive Plan, and specifically for more workforce housing as shown in the “Assessment of Workforce Housing Needs” report by the Town’s housing consultant, Lisa Sturtevant & Associates, LLC.
5. Mixed-use zoning districts within a mile of the subject property are the Main Street (MS), Community Commercial (CC), Light Commercial (LC), Light Industrial (IL), Marshfront (MF), Resort Development (RD) and Medical (MED) districts, which support a large employment base that could potentially benefit from more diverse housing options in the vicinity. See Attachment H, Exhibit L for a letter from Hilton Head Regional Healthcare regarding the need for housing options for Hospital personnel.
6. Within a mile of the subject property are the main gated portions of Indigo Run, Hilton Head Plantation, Port Royal, and Palmetto Hall Plantation. These large communities include retirees who may be interested in downsizing to an apartment in close proximity to their current community.
7. There is not a large demand for institutional space on the island. There is also not a large demand for commercial retail spaces without frontage along a main arterial on the Island or without close access to other commercial spaces. The subject property location is currently somewhat isolated from other commercial nodes.



**Conclusions of Law:**

1. This application **meets the criteria** in LMO 16-2-103.C.a.iv.
2. The proposed zoning meets a demonstrated community need, which is a need for more housing. A multifamily housing development in this area will provide a greater opportunity to meet a community need than what the existing commercial use would provide.

**Summary of Facts and Conclusions of Law**

*Criteria 5: Whether and the extent to which the proposed zoning is consistent with the overall zoning program as expressed in future plans for the Town (LMO 16-2-103.C.3.a.v):*

**Findings of Fact:**

1. Previous zoning designated the subject parcel and the surrounding area for multifamily development.
2. There are high density multifamily residential developments surrounding and adjacent to the subject parcel.
3. The overall zoning program is designed to be flexible yet supportive for the redevelopment of aging, redundant, or underutilized facilities.
4. Hilton Head Christian Academy intends to relocate to Bluffton and has made plans to do so.
5. The market has not shown desire for large institutional or commercial sites in this area of the Island.
6. The subject property could become an aging, redundant, or underutilized facility if it's not rezoned for appropriate uses that are in demand.
7. The overall zoning program guides development in accordance with the Town's Comprehensive Plan, which reflects future plans for the Town.
8. The proposed rezoning has been found to be consistent with the Town's Comprehensive plan per Criteria 1 of this report.
9. For consistency in land use patterns, it is appropriate for similar and compatible uses to be zoned together. The adjacent zoning districts suggest the future land use patterns for the area are intended to be residential.

**Conclusions of Law:**

1. This application **meets the criteria** in LMO 16-2-103.C.3.a.v.
2. The proposed rezoning is consistent with the overall zoning program as expressed in future plans for the Town because the proposed uses are institutional and multifamily residential, which would facilitate the sale and redevelopment of an aging site; the proposed uses are consistent with Town's Comprehensive Plan; and the proposed uses are consistent with the surrounding zoning for residential uses.

**Summary of Facts and Conclusions of Law**

*Criteria 6: Whether and the extent to which the proposed zoning would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts (LMO 16-2-103.C.3.a.vi):*

**Findings of Fact:**

1. The subject parcel is currently zoned PD-1 Indigo Run and designated as a portion of Parcel 15-F on the current PUD Master Plan.
2. The proposed rezoning is only redefining the uses, height and densities for the subject parcel.
3. If the subject parcel is rezoned as proposed in this application, it will remain PD-1 Indigo Run.

**Conclusions of Law:**

1. This application **meets the criteria** in LMO 16-2-103.C.a.vi.
2. The proposed zoning would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts because the existing base zoning district will remain PD-1. Only the designated uses, height and density will change.

**Summary of Facts and Conclusions of Law**

*Criteria 7: Whether and the extent to which the proposed zoning would allow the subject property to be put to a reasonably viable economic use (LMO Section 16-2-103.C.3.a.vii):*

**Findings of Fact:**

1. The subject property is currently zoned to allow commercial, institutional and public recreation uses.
2. The subject property has no frontage on the main arterial, no direct access to other commercial nodes and so would be a difficult location for a viable commercial development.
3. Commercial retail and non-retail development at the currently allowed densities would not be complimentary to the adjacent residential developments.
4. Developing multifamily residential in this location would be compatible with the adjacent residential developments.
5. With a low demand for institutional spaces on the island, the continued use of the existing school facility after HHCA has relocated to Bluffton does not appear to be viable. The school is relocating because a majority of the student population commutes to the Island for school. There is little market for the subject parcel to remain an institutional use.
6. There is a demand for housing on the Island that could support the proposed development more-so than the other currently permitted uses.
7. A large vacant tract adjacent to the property owned by the Town is zoned PR and could support public recreation should the need arise for the area. Removing the public recreation zoning from the permitted uses for the subject property would not depreciate the opportunities for recreation in the area.

**Conclusions of Law:**

1. This application **meets the criteria** in LMO Section 16-2-103.C.3.a.vii.
2. The rezoning of the subject property would allow it to be put to a reasonably viable economic use because a residential use is more compatible with the

surrounding uses and does not present an economic challenge like nonresidential uses might for this location.

#### **Summary of Facts and Conclusions of Law**

*Criteria 8: Whether and the extent to which the proposed zoning would result in development that can be served by available, adequate, and suitable public facilities (e.g. streets, potable water, sewerage, stormwater management) (LMO Section 16-2-103.C.3.a.viii):*

#### **Findings of Fact:**

1. Gardner Drive is a minor arterial as defined by the LMO.
2. The Town's multi-use pathway follows Gardner Drive and is accessible from the subject parcel.
3. There is infrastructure for storm water and drainage currently in place on the property that may require some on-site improvements to support a 300-unit residential development.
4. Water and sewer service, as well as electricity service exist and will continue to be available. See Attachment H, Exhibits M and M-1 for "will-serve" letters from Hilton Head PSD, Palmetto Electric and Hargray for a 300 unit development on the subject property.
5. The proposed multifamily residential density of 300 units may require the developers to provide a Traffic Impact Analysis Plan for permitting as required by the LMO.
6. Hilton Head Island Fire Rescue has the capability to immediately access the subject property.

#### **Conclusions of Law:**

1. This application **meets the criteria** in LMO 16-2-103.C.3.a.viii.
2. The proposed rezoning would result in development that can be served by all typically available, adequate and suitable public facilities for properties in the Town of Hilton Head Island due to the existing infrastructure on the site.

#### **Summary of Facts and Conclusions of Law**

*Criteria 9: Is appropriate due to any changed or changing conditions in the affected area (LMO Section 16-2-103.C.3.a.ix):*

#### **Findings of Fact:**

1. Within a half-mile of the subject property, there are several existing commercial retail and non-retail developments.
2. In the vicinity of the subject parcel, there are several residential developments and neighborhoods.
3. There is a demonstrated need for more housing on the Island.
4. As there are fewer long-term multifamily residences than single-family residences on the island, there is a demonstrated need for more diverse housing on the Island.
5. As existing commercial areas in the vicinity are vacant, in need of redevelopment,

or are being redeveloped, there is no demonstrated need for new commercial development in this area.

6. There are several new residential neighborhoods being developed on the Island, but they are mostly single-family attached or detached subdivisions, which does not provide diverse housing in terms of price and square footage.
7. HHCA is moving to Bluffton and completely vacating the existing school facility.

**Conclusions of Law:**

1. This application **meets the criteria** in LMO Section 16-2-103.C.3.a.ix.
2. The proposed zoning is appropriate due to the changing conditions in the affected area. Hilton Head Christian Academy is relocating and vacating the school facility.
3. The proposed multifamily residential use is appropriate for the area as it will offer a more diverse housing opportunity that meets a demonstrated need.

**LMO Official Determination**

The LMO Official determines that this application **is consistent with the Comprehensive Plan and serves to carry out the purposes of the LMO** as based on the Findings of Fact and Conclusions of Law as determined by the LMO Official and enclosed herein.

The LMO Official recommends that the Planning Commission recommend **APPROVAL** of this application to Town Council with the following condition:

1. A Type C adjacent use buffer is required from the Sandalwood Terrace and Old Woodlands property lines.

**Note: If the proposed amendment is approved by Town Council, such action shall be by ordinance to amend the Official Zoning Map. If it is denied by Town Council, such action shall be by resolution.**

**PREPARED BY:**

TL

Taylor Ladd  
*Senior Planner*

February 13, 2019

DATE

**REVIEWED BY:**

ND

Nicole Dixon, CFM  
*Development Review Administrator*

February 13, 2019

DATE

**REVIEWED BY:**

TL

Teri Lewis, AICP  
*LMO Official*

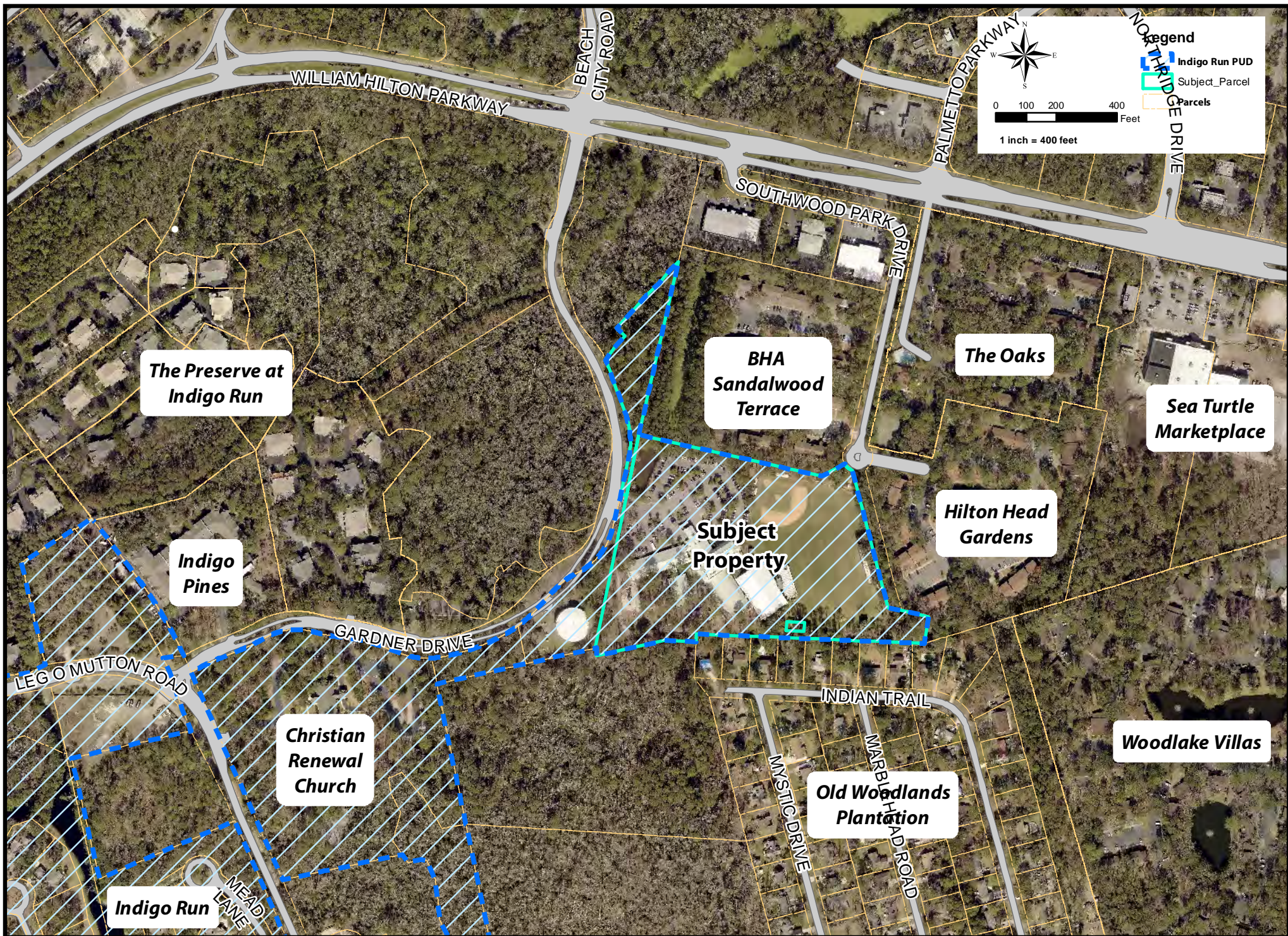
February 13, 2019

DATE

**ATTACHMENTS:**

- A) Vicinity Map
- B) Zoning Map
- C) LMO Use Table for PD-1
- D) Subject Property Aerial Imagery
- E) Boundary Survey
- F) Indigo Run PUD Master Plan circa 2000
- G) Current Indigo Run PUD Extents as of 2014 Zoning Map Adoption
- H) Applicant Narrative with Exhibits A through M-1
- I) Other Site Exhibits Provided by Applicant
- J) Setbacks and Buffers for Existing and Proposed Uses on the Subject Property
- K) LMO Table 16-5-103.F, Buffer Types

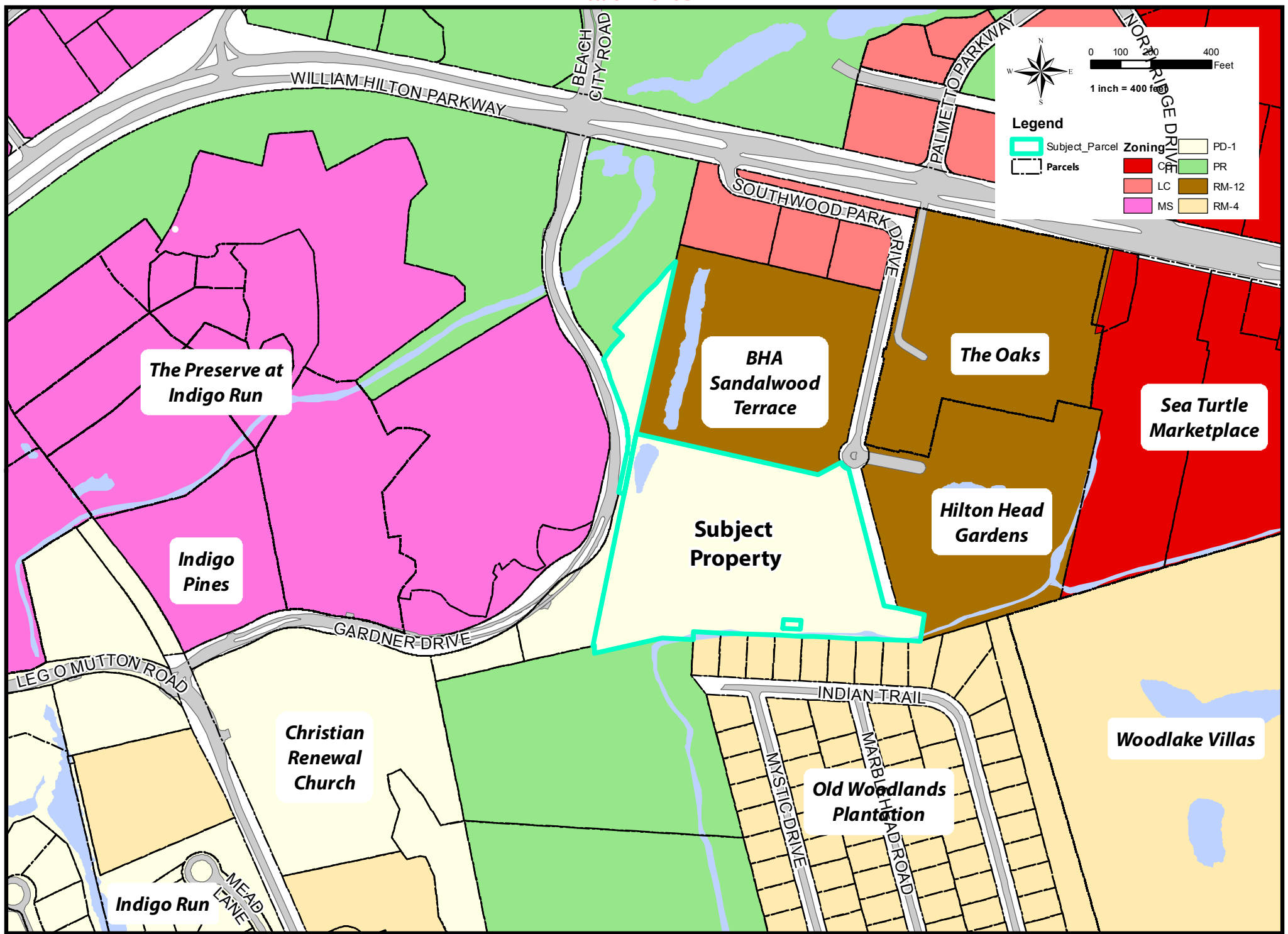




55 Gardner Drive and Vicinity

ZA-000097-2019





**Legend**

Subject_Parcel	PD-1
Parcels	C-1
	PR
	LC
	RM-12
	RM-4
	MS

Scale: 0 100 200 400 Feet  
1 inch = 400 feet

55 Gardner Drive Zoning  
ZA-000097-2019

## Attachment C

### Town of Hilton Head Island Municipal Code

#### Title 16: Land Management Ordinance, Section 16-3-105.K

# PD-1 Planned Development Mixed-Use District

### 1. Purpose

The purpose of the Planned Development Mixed-Use (PD-1) District is to recognize the existence within the Town of certain unique **Planned Unit Developments** (PUDs) that are greater than 250 acres in size. Generally, these PUDs have served to establish the special character of Hilton Head Island as a high quality resort and residential community. It is the intent in establishing this district to allow the continuation of well-planned **development** within these areas. In limited situations, some commercially planned portions of PUDs are placed within other base districts to more specifically define the types of commercial **uses** allowed.

### 2. Included PUDs and Master Plans

The following PUDs are included in the PD-1 District and their Town-approved Master Plans—including associated text and any subsequent amendments—are incorporated by reference as part of the **Official Zoning Map** and the text of this LMO. Amendments to these Master Plans and associated text shall be in accordance with Sec. 16-2-103.D, Planned Unit Development (PUD) District.

1 Hilton Head Plantation	6 Port Royal Plantation (and surrounds)
2 Indigo Run	7 Sea Pines Plantation
3 Long Cove Club	8 Shipyard Plantation
4 Palmetto Dunes Resort	9 Spanish Wells Plantation
5 Palmetto Hall Plantation	10 Wexford Plantation

### 3. Principal Uses Restricted by Master Plan

The Master Plans and associated text, as approved and amended by the Town, establish general permitted **uses** for the respective PUDs, except as may be modified by an **overlay zoning district**. Undesignated areas on these Master Plans shall be considered as **open space**.

The following **uses** are restricted to locations where a Town-approved Master Plan or associated text specifically states such **uses** are permitted. In addition, the **use**-specific conditions referenced below shall apply to any new such **use** or change to the site for any existing such **use**.

		USE-SPECIFIC CONDITIONS	MINIMUM NUMBER OF OFF-STREET PARKING SPACES
<b>Public, Civic, Institutional, and Educational Uses</b>			
<b>Telecommunication Towers, Monopole</b>	PC	Sec. 16-4-102.B.2.e	1
<b>Resort Accommodations</b>			



## Attachment C

<b>Interval Occupancy</b>	P		1 bedroom	1.4 per du
			2 bedrooms	1.7 per du
			3 or more bedrooms	2 per du
<b>Commercial Recreation Uses</b>				
<b>Outdoor Commercial Recreation Uses</b> Other than <b>Water Parks</b>	PC	Sec. 16-4-102.B.5.b	See Sec. 16-5-107.D.2	
<b>Commercial Services</b>				
<b>Adult Entertainment Uses</b>	SE	Sec. 16-4-102.B.7.a	1 per 100 GFA	
<b>Animal Services</b>	PC	Sec. 16-4-102.B.7.b	1 per 225 GFA	
<b>Convenience Stores</b>	PC	Sec. 16-4-102.B.7.d	1 per 200 GFA	
<b>Liquor Stores</b>	PC	Sec. 16-4-102.B.7.g	1 per 200 GFA	
<b>Nightclubs or Bars</b>	PC	Sec. 16-4-102.B.7.h	1 per 70 GFA	
<b>Tattoo Facilities</b>	PC	Sec. 16-4-102.B.7.k	1 per 200 GFA	
<b>Vehicle Sales and Services</b>				
<b>Auto Rentals</b>	PC	Sec. 16-4-102.B.8.a	See Sec. 16-5-107.D.2	
<b>Auto Sales</b>	P		See Sec. 16-5-107.D.2	
<b>Gas Sales</b>	PC	Sec. 16-4-102.B.8.d		
<b>Towing Services</b> or <b>Truck and Trailer Rentals</b>	P		1 per 200 GFA of office or waiting area	
<b>Watercraft Sales, Rentals, or Services</b>	PC	Sec. 16-4-102.B.8.e	1 per 200 GFA	
<b>Other Uses</b>				
<b>Boat Ramps , Docking Facilities , and Marinas</b>	PC	Sec. 16-4-102.B.10.a	1 per 200 GFA of enclosed floor space not used for storage + 1 per 3 wet slips + 1 per 5 dry storage slips	
<b>4. Development Area Densities</b>				
<b>MAX. DENSITY (PER NET ACRE )</b>		<b>LOT COVERAGE</b>		
Site specific <b>densities</b> shall not exceed the <b>density</b> limits established in approved Master Plans and associated text, except as may be modified by an <b>overlay zoning district</b> . Where the approved Master Plans and associated text do not establish a <b>density</b> limit, site specific <b>densities</b> shall not exceed 10,000 GFA per <b>net acre</b> .		Max. <b>Impervious Cover</b> in Areas without Restricted <b>Access</b> and Open to the Public	40% - Residential	
			65% - Nonresidential	
		Max. <b>Impervious Cover</b> in Areas with Restricted <b>Access</b>	Shall not cause overall <b>impervious cover</b> for the PUD in that PD-1 District to exceed 45%	

## Attachment C

		Min. <b>Open Space</b> in Areas without Restricted <b>Access</b> and Open to the Public	50% - Residential
			25% - Nonresidential
		Min. <b>Open Space</b> in Areas with Restricted <b>Access</b>	Shall not cause overall <b>open space</b> for the PUD in that PD-1 District to be less than 55%
<b>MAX. BUILDING HEIGHT</b>		Min. <b>Open Space</b> for Major Residential <b>Subdivisions</b>	16%
All <b>Development</b>	75 ft		
<b>USE AND OTHER DEVELOPMENT STANDARDS</b>			
See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.			
<b>TABLE NOTES:</b>			
P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = <b>dwelling units</b> ; sf = square feet; GFA = <b>gross floor area</b> in square feet; ft = feet; n/a = not applicable			





55 Gardner Road 2017 Aerial Image

ZA-000097-2019





55 Gardner Road 2017 Aerial Image View North

ZA-000097-2019





55 Gardner Road 2017 Aerial Image View South

02/14/2017

ZA-000097-2019





55 Gardner Road 2017 Aerial Image View East

ZA-00097-2019

02/14/2017



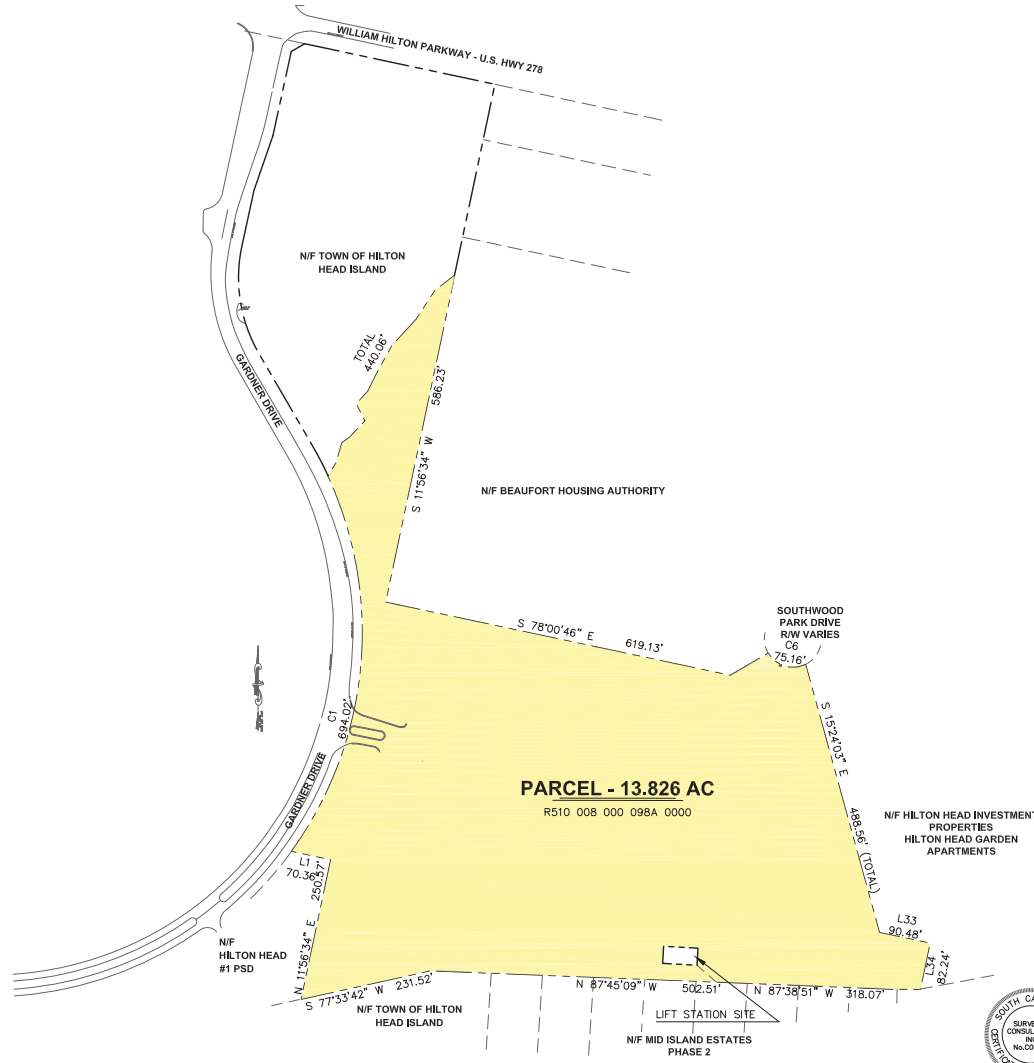


55 Gardner Road 2017 Aerial Image View West

ZA-000097-2019



# Attachment E



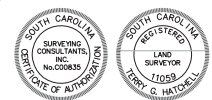
AS-BUILT, BOUNDARY,  
TREE & TOPOGRAPHIC  
SURVEY OF  
**PARCELS A & B**  
**HILTON HEAD CHRISTIAN ACADEMY**  
**GARDNER DRIVE &**  
**WILLIAM HILTON PARKWAY**

A SECTION OF  
**HONEY HORN PLANTATION &**  
**PARCEL II, INDIGO RUN PLANTATION**  
HILTON HEAD ISLAND, BEAUFORT COUNTY, SOUTH CAROLINA

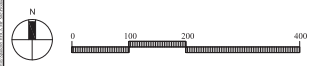
SCALE: 1" = 50'  
DATE: 12/8/2006  
JOB NO: 890490  
REVISED 03/09/2007: ADDITIONAL TREE AND TOPO INFO ADDED  
REVISED 08/24/2008: UPDATED SURVEY

**SG SURVEYING CONSULTANTS**  
17 Sherington Drive, Suite C, Bluffton, SC 29910  
SC Telephone: (843) 815-3304 FAX: (843) 815-3305  
GA Telephone: (770) 638-9775 FAX: (770) 638-9753

DATE: 12/8/2006  
BY: LRS  
CHECKED: GEC



Project No: 01-18055      Date: 01-18-19      Scale: 1" = 100'-00"      Page Title: BOUNDARY SURVEY



**Spandrel Multifamily (Former HHCA Site) Wood+Partners Inc. WPI**  
Hilton Head Island, SC  
Landscape Architects  
Landscape Planners

*Document is preliminary and subject to change.*  
2913 Wood+Partners Inc., 7 Lafayette Place, Hilton Head Island, SC 29928 Tel: 843-681-6618 Fax: 843-681-7086, www.woodpartners.com



Attachment F

APPROVED BY  
COMMISSIONER OF HILTON HEAD ISLAND  
PLANNING DEPARTMENT  
DATE: *January 25, 2000*  
SEAL: *[Signature]*

# Indigo Run Master Plan

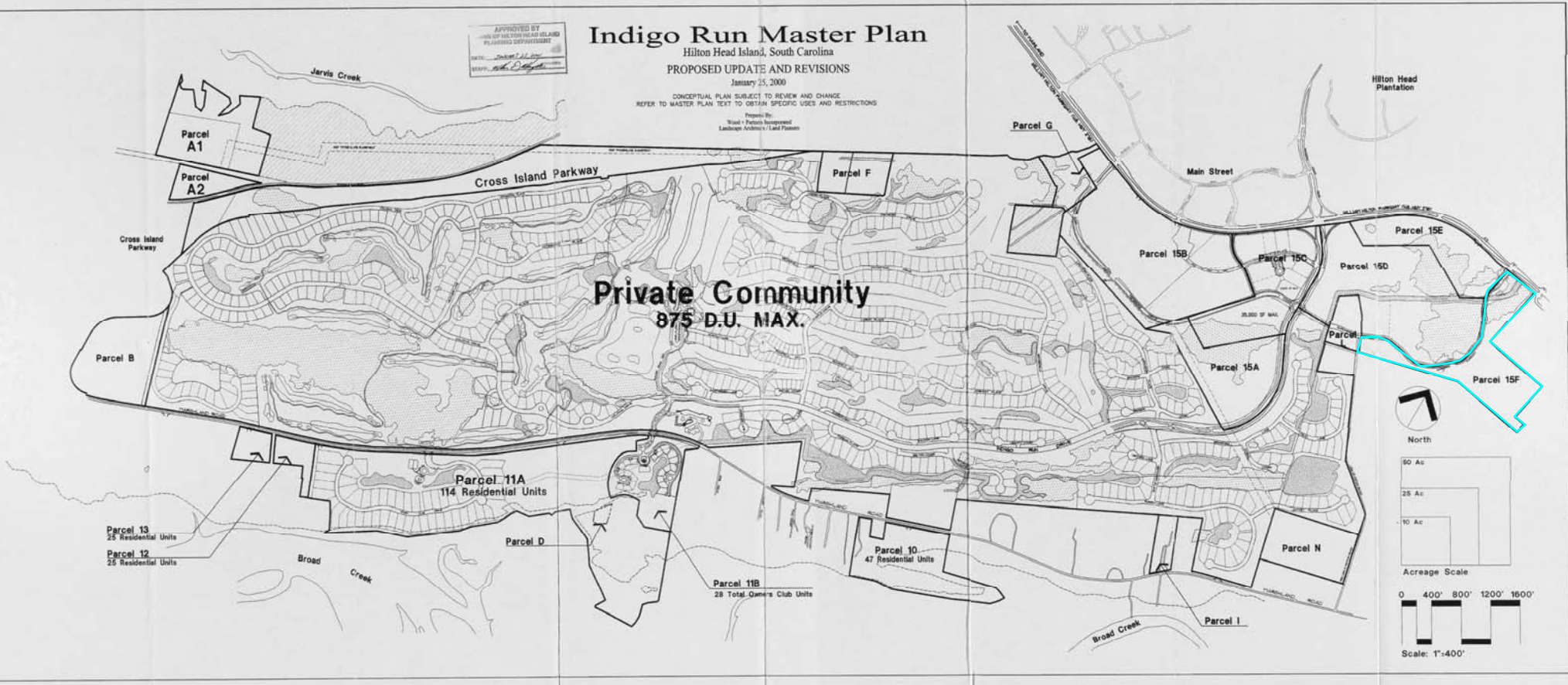
Hilton Head Island, South Carolina  
PROPOSED UPDATE AND REVISIONS  
January 25, 2000

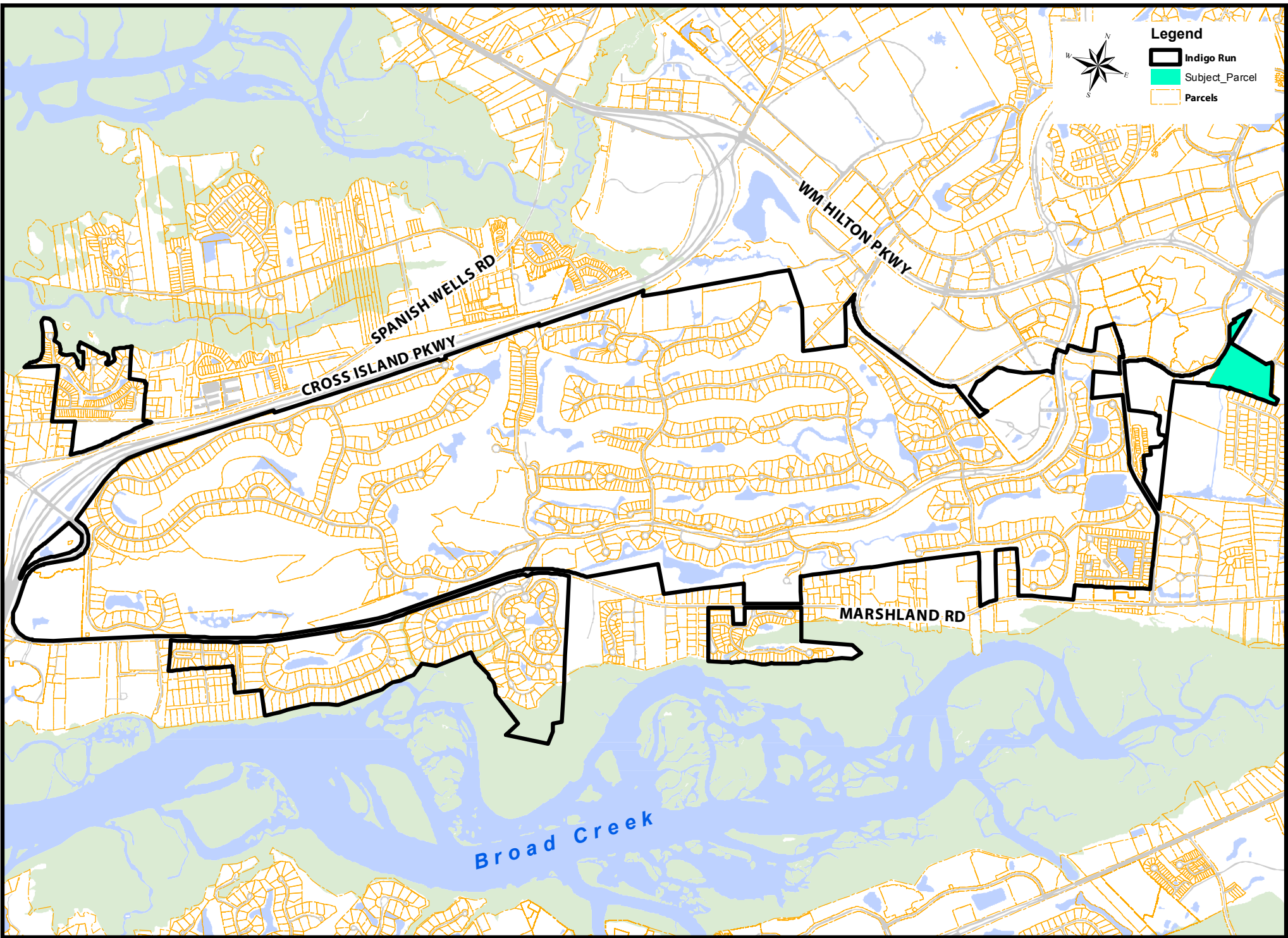
CONCEPTUAL PLAN SUBJECT TO REVIEW AND CHANGE  
REFER TO MASTER PLAN TEXT TO OBTAIN SPECIFIC USES AND RESTRICTIONS

Prepared By:  
Thomson & Partners, Inc.  
Landscape Architect / Land Planner

## Private Community

875 D.U. MAX.





**Attachment H**

STATE OF SOUTH CAROLINA	)	BEFORE THE PLANNING COMMISSION
	)	OF THE
	)	TOWN OF HILTON HEAD ISLAND, SC
COUNTY OF BEAUFORT	)	IN RE: ZA-000097-2019

**NARRATIVE SUPPLEMENT  
TO  
THE APPLICATION FOR ZONING MAP AMENDMENT  
BY  
SPANDREL DEVELOPMENT PARTNERS, LLC  
REGARDING  
55 GARDNER ROAD, HILTON HEAD ISLAND, SC**

This Narrative Supplement is submitted with and is to be incorporated in and comprise a part of the Application for Zoning Map Amendment (the “**Application**”) of Spandrel Development Partners, LLC (the “**Applicant**”). This Narrative is submitted to the Planning Commission and the Town Council of the Town of Hilton Head Island, South Carolina (the “**Town**”) to describe the reasons for the Application and how the Application meets the criteria of Section 16-2-103.C.3 of the Town’s Land Management Ordinance (the “**LMO**”) as required by Section 16-2-103.C. of the LMO.

**I. INTRODUCTION.**

**A. PROPERTY DESCRIPTION.**

The owner of the property which is the subject of this Application is the Hilton Head Christian Academy (the “**Owner**”). The real property that is the subject of this Application consists of: (i) that certain 12.16 acre parcel of real property, more or less, with improvements located thereon, known as “Parcel A” shown and depicted on that certain plat of survey entitled “Boundary Recombination Survey of Parcels A & B, Hilton Head Christian Academy, Gardner Drive & William Hilton Parkway, Revised Parcel B, Gardner Drive and William Hilton Parkway”, dated May 22, 2006, prepared by Surveying Consultants, Terry B. Hatchel, SCRLS #11059 and recorded in the ROD in **Plat Book 115 at Page 192**; (ii) that certain 0.193 acre parcel of real property, more or less, with improvements located thereon shown and depicted on that certain plat of survey entitled “Boundary Recombination Plat of 0.193 Acres, Gardner Drive”, dated June 9, 2009, prepared by Surveying Consultants, Terry B. Hatchel, SCRLS #11059 and recorded in the ROD in **Plat Book 128 at Page 79**, and (iii) that certain 1.473 acre parcel, more or less, with improvements thereon known as “Revised Parcel B” shown and depicted on that certain plat of survey entitled



## Attachment H

“Boundary Recombination Survey of Revised Parcel B, Gardner Drive and William Hilton Parkway”, dated June 10, 2009, prepared by Surveying Consultants, Terry B. Hatchel, SCRLS #11059 and recorded in the ROD in **Plat Book 128 at Page 102**, which real property is designated in the Beaufort County property tax records as: TMS District 510, Map 8, Parcel 98A, (collectively the “**Property**”)<sup>1</sup>. The Applicant submits this Application requesting the approval of an amendment to the Town’s official zoning map described in Section 16-2-103.C of the LMO, in order to change the allowed use and density authorized under the base zoning district applicable to the Property<sup>2</sup>.

### **B. BACKGROUND.**

The Owner acquired the Property pursuant to a deeds dated January 3, 1989, September 30, 1998 and June 12, 2009 and recorded in the Office of the Register of Deeds for Beaufort County, South Carolina (the “**ROD**”) in **Book 521 at Page 2073** (12.16 acres), **Book 2739 at Page 10** (6.22 acres identified as Parcel II on Plat recoded in the ROD in **Plat Book 54 at Page 187**) and **Book 2857 at Page 956** (0.193 Acres), respectively.<sup>3</sup> Parcel II was also identified on a survey entitled “Boundary Recombination Survey of Parcels A & B, Hilton Head Christian Academy, Gardner Drive and William Hilton Parkway” dated May 22, 2006, prepared by Surveying Consultants, Terry B. Hatchel, SCRLS #11059 and recorded in the ROD in **Plat Book 115 at Page 192**. This survey reconfigured Parcel II by creating a new boundary line and contained a note thereon that appears to reserve density of 4.807 acres for future development of the Property (the “**Density Reservation**”).<sup>4</sup> A 4.747 acre portion of Parcel II was subsequently sold to the Town which subsequently constructed sidewalks and other public improvements thereon.

The Property is the current campus for the Hilton Head Christian Academy (“**HHCA**”), a school serving Pre-K through 12<sup>th</sup> grade, such use is included in the general use category of “*Public, Civic, Institutional, and Education Use*”<sup>5</sup>. HHCA has acquired a parcel of real property on the Buckwalter Parkway in the Town of Bluffton and has permitted, engineered, designed and planned the

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<sup>1</sup> A combined acreage of 13.826 acres, more or less.

<sup>2</sup> Planned Development Mixed Use District (PD-1) Indigo Run PD-1. See Zoning Confirmation Letter dated January 17, 2019 attached hereto as Exhibit “A” and made a part hereof.

<sup>3</sup> See copy of deeds, attached hereto as Exhibit “B”, Exhibit “B-1”, and Exhibit “B-2” and made a part hereof.

<sup>4</sup> See copy of survey, attached hereto as Exhibit “C” and made a part hereof.

<sup>5</sup> See Section 16-10-103.B.2. of the LMO.

## Attachment H

construction of a new campus at that site (the “**HHCA Bluffton Campus**”)<sup>6</sup>. The Applicant has contracted to purchase the Property from HHCA contingent upon the approval of this ZMA and successful permitting for the Intended Use. Funding for the construction of the HHCA Bluffton Campus in large part is from the purchase price to be paid for the Property.<sup>7</sup>

The Property is accessed via a 60’ wide public right of way owned by Beaufort County, South Carolina known as “**Gardner Drive**”<sup>8</sup> a “minor arterial street”<sup>9</sup> The Property is bounded to the north by a 10 acre parcel of improved real property owned by the Beaufort Housing Authority containing 13 multifamily apartment buildings and associated parking and improvements. The Property is bounded to the northeast by a 10.3 acre parcel of improved real property owned by the Barnett Group, Inc., known as the Oaks Horizontal Property Regime, consisting of 15 multifamily buildings. The Property is bounded to the east by a 10 acre parcel of improved real property owned by Hilton Head Investment Property, known as Hilton Head Gardens, consisting of 9 multifamily buildings. The Property is bounded to the south by the Mid-Island Subdivision with lots backing up to the Property along Indian Trail.<sup>10</sup>

The Property, together with the Beaufort Housing Authority parcel, the Oaks HPR parcel and the Hilton Head Gardens apartment property were a part of a larger 50 acre tract of land subdivided by the Hilton Head Company in 1972 and when sold made subject to deed restriction limiting the use to “semi-residential purposes only” which is defined in said deed restriction as “buildings in the nature of multiple-unit apartment houses, condominium units, and any accompanying facilities, such as swimming pools...”<sup>11</sup> The rights of the Hilton Head Company as “declarant” under these deed restrictions relative to the Property were conveyed to and are held by the Owner.<sup>12</sup>

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<sup>6</sup> See copy of deed, attached hereto as Exhibit “D” and made a part hereof and Bluffton Campus master plan attached hereto as Exhibit “E” and made a part hereof.

<sup>7</sup> See copy of letter from the Board of Directors for the HHCA attached hereto as Exhibit “F” and made a part hereof.

<sup>8</sup> See print out from Beaufort County Assessor’s on line records dated 1-14-2019 attached hereto as Exhibit “G”.

<sup>9</sup> See Section 16-5-105.B. of the LMO - “Street Hierarchy”.

<sup>10</sup> See Aerial Photo of Property, attached hereto as Exhibit “H”.

<sup>11</sup> See Deed recorded in ROD in Book 207 Page 839 attached hereto as Exhibit “I” and made a part hereof.

<sup>12</sup> See Assignment of Rights recorded in ROD in Book 521 Page 2090 attached hereto as Exhibit “J” and made a part hereof.

## Attachment H

Section 16-3-105.O of the LMO describes the PD-1 zoning district, the stated purpose of which is to recognize the existence within the Town of certain unique planned unit developments (“**PUDs**”) of greater than 250 acres in size. This section of the LMO provides that the PD-1 zoning district “serves to establish the special character of Hilton Head Island as a high quality resort and residential community” the intent of the PD-1 zoning district is to allow the “continuation of well planned development”<sup>13</sup>. The approved uses of the Property and its associated density are limited and are related to a need that is not viable nor desired.

The Applicant has four apartments projects in the downtown historic district in Charlestown and another on Bay Street in downtown Savannah. All are quality residential apartment developments and the Applicant proposes that the Project will be the same. All the Applicant’s southeast apartment development projects are privately funded and typically held for investment once completed.

### II. PROPOSAL AND REQUEST.

#### A. PROPOSED REDEVELOPMENT PROJECT.

The Applicant proposes to redevelop the Property into a high quality, aesthetically-pleasing multi-family apartment community consisting of 300 residential apartments and associated parking and infrastructure and amenities (the “**Project**”). The Project proposes development of a mix of apartments from studio apartments of approximately 500 square feet through and up to 3 bedroom apartments of approximately 1800 square feet. An array of six buildings are anticipated but the final site design and layout has yet to be fully designed. Amenities proposed may include a pool, outdoor seating and recreation areas, a clubhouse and fitness center, outdoor tennis and pickle ball courts as well as barbecue areas and fire pits. Approximately 60 apartments will have closed door garage spacing under and behind those buildings with garage parking. While the Indigo Run PD-1 District has a maximum height of 75 feet, the Project proposes a reduction in height with a maximum height of 55 feet.

The Applicant proposes, as a condition of the Zoning Map Amendment, that the Project be restricted by prohibiting short term rentals. For the purpose of the Application, short term rental is intended to be a rental term of less than three months without the prior approval of the Town.

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<sup>13</sup> See Section 16-3-105.K of the LMO.

**B. PROPOSED DENSITY AND USE.**

The current density of the Property is and consists of approximately 16,424 square feet of classroom buildings and 28,996 square feet of gymnasiums and associated infrastructure together with sports and athletic fields, bleachers and facilities for a total institutional density of 45,420 square feet. The facilities and improvements existing on the Property were designed for Educational use. The Property is identified as Parcel 15-F of the Indigo Run PD-1 zoning district with existing designated uses being Commercial, with density not to exceed 10,000 square feet per net acre for retail, or 20,000 square feet for non-retail which yields 138,260 square feet for retail and 276,520 square feet for non-retail commercial use, respectively. Allowed uses also include Institutional, not to exceed 10,000 square feet per net acre and Public Recreation use.<sup>14</sup> This Application seeks to change the approved use and density for the Property by deleting the Commercial uses and density and allow residential multifamily<sup>15</sup> use with density for 300 residential apartments or Institutional use with density not to exceed 10,000 square feet per net acre. The Property consists of 13.83 acres. Even if the Density Reservation is not applied, the proposed density is 21 units per acre which is less than the two most recent zoning map amendments in Town PD-1 Districts.

The Applicant's proposed residential multifamily density is similar to the zoning map amendment to the Palmetto Dunes PD-1 for the redevelopment of Shelter Cove Towne Center. In 2015 the Town approved a zoning map amendment for the Palmetto Dunes PD-1 District<sup>16</sup> to provide for, among other matters, 300,000 square feet of commercial density and two apartment buildings. The first apartment building (East #1), which is completed, consists of 136 apartments on a 4.97 acre parcel for a density count of 27.4 units per acre. The second apartment building (East #2), currently under construction, was approved for 104 apartments on a 4.44 acre parcel for a density count of 23.4 units per acre.

The residential density requested for the Project is well below the comparable Shelter Cove Towne Center residential density count. Furthermore, if the density reserved in the Density Reservation is added the acreage for the density calculation would be 18.637 acres (13.83 + 4.807 = 18.637)

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<sup>14</sup> See Indigo Run Master Plan revised January 25, 2000 attached hereto as Exhibit "K" and made a part hereof and Town Ordinance No. 2000-01, Chart I, Definitions, attached hereto as Exhibit "K-1" and made a part hereof

<sup>15</sup> See Section 16-10-103.A.2. of the LMO.

<sup>16</sup> ZMA – 001190-2015.

resulting in residential density count of just over 16 residential units per acre. In any event, the proposed density is less than that of the apartments approved in the analogous Shelter Cove Towne Center redevelopment.

**III. REZONING CRITERIA.**

**A. In Accordance with the Comprehensive Plan.**

**Natural Resources Vision.** *The Natural Resources vision of the Comprehensive Plan instructs the Town to protect Hilton Head Island’s diverse natural resources, which are pivotal to the economic well-being of the community and the high quality of life on Hilton Head Island.<sup>17</sup>*

The Applicant is seeking to amend the Indigo Run PD-1 District by changing the permissible use for the Property by adding “Multifamily” (as that term is defined in the LMO) and corresponding density of 300 residential units necessary to make such change in use successful. Once the rezoning is approved, the Applicant proposes the complete redevelopment of the Property as described in the Application. The existing development on the Property is non-conforming in a number of areas related to the *Natural Resources Vision of the Comprehensive Plan*, including storm water treatment, landscaping areas and trees. The proposed redevelopment contemplates removal of the existing buildings, pavement, and other structures on the Property. The redevelopment of the Property proposed by the Applicant also contemplates a number of improvements, which improvements are consistent with the goals and implementation strategies described in the *Natural Resources Vision of the Comprehensive Plan*.

The Applicant’s proposed redevelopment contemplates that it will meet or exceed all current storm water and site development requirements of the LMO and Town Building Codes and ordinances. There are not additional variances or requests from applicable development codes or standards in this Application or anticipated for the Project.

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<sup>17</sup> See July 18, 2017 Comprehensive Plan, Page 21.



## Attachment H

Furthermore, the Property is largely devoid of any significant vegetation other than grass playing fields. The Applicant's Project proposes to landscape the Property with the installation of trees and other landscape materials, including a new upgraded irrigation system, which reduces the heat effect of the site and also furthers the goals described in the *Natural Resources Vision of the Comprehensive Plan*.

Moreover, the existing and historic use of the Property as a school creates significant traffic on U.S. Highway 278, the bridges to Hilton Head Island, and Gardner Drive. A large portion of the school students commute from the mainland. The Applicant has commissioned a traffic analysis which will be submitted as soon as it is received. It is anticipated that the traffic study shall show that the amount and timing of the traffic patterns produced by a multifamily use will be greatly improved as compared to the current traffic flow produced by the school use. That use produced morning, afternoon or event specific high volumes of traffic which will cease. The residential multifamily use produces a greatly reduced volume spread out over the course of the day.

Furthermore, the Project provides new and different housing type and stock which, as evidenced by the success of the Shelter Cove Towne Center Project is in great demand. Providing opportunity for housing in the Town within reach of middle income wage earners results in a significant reduction in the volume of motor vehicle traffic entering and impacting Hilton Head Island as many of those commuters have the opportunity to work and live in the Town. The Property is approximately 3/4 of a mile to the Hilton Head Hospital campus. The project proposes the opportunity for quality housing for many of the nearly 1000 employees of the hospital.<sup>18</sup>

Furthermore, the Project supports the goal of the Natural Resources Vision to promote sustainable development. Sustainable development "is development that meets the needs of the present without compromising the ability of future

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<sup>18</sup> See letter from Jeremy Clarke, CEO of the Hilton Head Hospital, attached hereto as Exhibit "L" and made a part hereof.

## Attachment H

generations to meet their own needs.<sup>19</sup> The mix of housing types proposed in the Project support this goal as it provides housing for young workers and families just starting a career or work in the Town as well as empty-nesters who have reached a point in their lives where they desire to reduce the maintenance and upkeep responsibilities of home ownership and enjoy the freedom and flexibility provided by apartment living in a quality residential setting.

The Project contemplates a complete redevelopment of the Property, in order to create an economically viable use of an existing site that has already been developed and improved. The Project reduces traffic impacts, will increase the amount of landscaped areas and trees, and promotes sustainable development and the proposed change in use is therefore consistent with the *Natural Resources Vision of the Comprehensive Plan*.

2. **Population Vision.** *The Population Vision of the Comprehensive Plan seeks to maintain a diverse population in the Town of Hilton Head Island, which is given the opportunity to be well-educated, financially secure and enjoy a high quality of life.*<sup>20</sup>

The change in use proposed by the Applicant is consistent with the *Population Vision of the Comprehensive Plan* as it provides additional residential mix of housing facilities and serves to support the existing and future population of the Town as it ages as well as provides opportunities for young people to live in the Town rather than live on the mainland and commute to the Town.<sup>21</sup>

As more particularly detailed and described in Part 4.3 of the *Population Vision of the Comprehensive Plan*, the data compiled by the Town supports the general perception that although the Town's population includes all age groups, the Town has a higher than average percentage of older adults and retirees, and its population has grown progressively older from 1975 to 2010.<sup>22</sup>

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<sup>19</sup> See July 18, 2017 Comprehensive Plan, Page 28.

<sup>20</sup> See July 18, 2017 Comprehensive Plan, Page 35.

<sup>21</sup> See July 18, 2017 Comprehensive Plan, Page 42.

<sup>22</sup> See Section 4.3: "Age Distribution", Page 40 of the July 18 2017 Comprehensive Plan.

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Furthermore, the Project directly supports the *Population Vision of the Comprehensive Plan*'s stated concern and recommendation that “[p]rovisions that allow for aging in place should be considered, especially as the population percentage of people over the age of 65 in the Town continues to grow. These include additional medical and health care services, transportation, and mobility and access to appropriate services.”<sup>23</sup> The Project proposes the development of a “next step” in the aging process for our citizens. As Town citizens age many have less need or desire for a single family residence. The Project provides the opportunity for a safe, quality apartment in the Town where others are responsible for maintenance, repair and upkeep and the residents have the ability to come and go as they please.

Furthermore, the *Population Vision of the Comprehensive Plan* notes that population projections for the Town are estimated to be between 3.3% and 1% per year. Accordingly, as the existing planned unit developments approach build out, other property in the Town needs quality projects to be developed or redeveloped with density to support the increases in population.<sup>24</sup>

Section 4.3 of the *Population Vision of the Comprehensive Plan* provides “[a]vailable and current data demonstrate that the population of the Town of Hilton Head Island has progressively grown older over the time span from 1975 to 2010 (Table 4.7, Age Distribution: 2010 Town, County, and State). During this period of rapid population growth, the Town has decreased steadily in the percentage of the population which is under 25 (down 17.4% between 1975 and 2010), while increasing in most categories above the 25 to 44 year old range. The greatest share increase of one age category has been the increase in the 65 and older category from 9.9% in 1975 to 28.9% in 2010. These changes in the age composition of the population should not be viewed in terms of a declining number of young people on the Island. The data simply indicate that as the total permanent population of the Town has grown at a fast rate over the time span from 1975 to 2010, the

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<sup>23</sup> See Section 4.3: “Implications for the Comprehensive Plan”, Page 40 of the July 3, 2012 Comprehensive Plan.

<sup>24</sup> See Section 4.2: “Population Projections” July 18, 2017 Comprehensive Plan.

## Attachment H

percentage share of that population growth in the older age groups has increased. This means that these age groups are growing at a faster rate than younger age groups. A combination of the continued influx of retirees to Hilton Head Island and the national trend of the aging baby-boomer population has contributed to this trend.<sup>25</sup> However, the lack of affordable quality housing in the Town contributes to the decision by many younger adults to live on the mainland and commute to the Town for work. The Project proposes development of a quality apartment project located within walking or biking distance to many business including the Hilton Head Hospital campus, Main Street and Indigo Run commercial areas as well as the public school campus. The Project thereby supports the *Population Vision of the Comprehensive Plan*, as it provides housing opportunities for young adults who work and desire to live on Hilton Head.

The Project requires new residential density but is supportive of the *Population Vision of the Comprehensive Plan*, as it provides opportunities for enhanced quality of life and facilities that allow enable existing residents the opportunity to remain on Hilton Head Island and age in place and for new residents. The proposed change in use is therefore consistent with the *Population Vision of the Comprehensive Plan*.

3. **Housing Vision.** *The Housing Vision of the Comprehensive Plan seeks to promote and facilitate entrepreneurial housing initiatives that will result in the development of diverse housing types for all income levels on Hilton Head Island and to support affordable housing initiatives to supplement housing on Hilton Head Island.*<sup>26</sup>

The Applicant's proposed use of the Property implicates the *Housing Vision of the Comprehensive Plan*. Part 5 of the *Housing Vision of the Comprehensive Plan* states that the "ultimate goal of planning for housing activities and programs on the Island is to increase housing opportunities that meet the needs of existing and

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<sup>25</sup> See Section 4.3: "Age Distribution", Page 40 of the July 18 2017 Comprehensive Plan.

<sup>26</sup> See July 3, 2012 Comprehensive Plan, Page 50.

## Attachment H

future populations as well as attract new investment to the community”.<sup>27</sup> The Applicant’s proposed use provides additional multifamily housing opportunities to address the decline in the number of multifamily housing units as compared to single family housing for the Town and its residents.<sup>28</sup> Implications for the Comprehensive Plan include the concept that while an increase in the total number of housing units contributes to the economic tax base for the Town, both the quantity as well as quality of the housing stock is maintained to sustain the current and future population and overall property values. As the amount of available land declines for new development, a diverse and high quality stock of housing opportunities must be maintained. The availability of various housing types is important for the viability of the housing market to accommodate the diverse needs of the Island’s population.<sup>29</sup>

The use proposed by the Applicant provides the availability of additional housing opportunities for Hilton Head Island’s residents. The proposed change in use is therefore consistent with the *Housing Vision of the Comprehensive Plan*.

4. **Community Facilities Vision.** *The Community Facilities Vision of the Comprehensive Plan encourages the Town to provide facilities for the residents and visitors of Hilton Head Island, which are maintained at the highest levels of service and efficiency consistent with facilities of a world class community.*<sup>30</sup>

The Comprehensive Plan defines “Community Facilities” as “major capital improvements, including, but not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreation, and health systems and facilities”.<sup>31</sup> The approval of this Application supports the Town’s Community Facilities and the vision related thereto in the Comprehensive Plan.

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<sup>27</sup> See Part 5: “Housing”, “Introduction”, Page 52 of the July 18, 2017 Comprehensive Plan.

<sup>28</sup> See “Housing Types and Forms”, Page 54 of the July 18, 2017 Comprehensive Plan.

<sup>29</sup> See Section 5.2: “Implications for the Comprehensive Plan”, Page 56 of the July 18, 2017 Comprehensive Plan.

<sup>30</sup> See July 3, 2012 Comprehensive Plan, Page 62.

<sup>31</sup> See Part 6, “Introduction”, Page 60 of the July 18, 2017 Comprehensive Plan.

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The infrastructure for the use proposed in the Application, including roadways, sanitary sewer, solid waste, potable water, electricity, telephone and cable, is already in place, and shall continue to serve the Property. Storm water drainage systems shall be redeveloped and improved as part of the Project. The Project will be served by Hilton Head Island Public Service District #1 and Palmetto Electric Cooperative.<sup>32</sup> The Applicant's proposed change in use supports and is consistent with the *Community Facilities Vision of the Comprehensive Plan*, as by providing additional housing opportunities, it reduces the volume of motor vehicle traffic entering and impacting the Town, thereby reducing the burden on the transportation network and road infrastructure.

5. **Economic Development Vision.** *The Economic Development Vision of the Comprehensive Plan seeks to define, foster and enhance the economic environment that sustains Hilton Head Island's unique way of life.*<sup>33</sup>

The Project proposes the development of a high quality multi-family apartment living facilities, which provide significant economic benefits to the Town. The current approved use is not economically viable as the facility is no longer desired and may soon be vacant. The Applicant's proposed change in use provides the Town's residents with an additional mix of housing opportunities for both young adults and older residents seeking the opportunity to live in a quality low maintenance apartment on the Island. The Applicant is an experienced high quality apartment developer with solid financial resources. The Project when complete will be well managed and maintained as a successful business enterprise which contributes to a stable tax base, has little impact on the Town's Community Facilities, and is therefore consistent with the *Economic Development Vision of the Comprehensive Plan*.

6. **Land Use Vision.** *The Land Use Vision of the Comprehensive Plan seeks to ensure a high quality of life by planning for population growth, public*

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<sup>32</sup> See "will serve letters" from of HHI PSD #1 and Palmetto Electric Cooperative attached hereto as Exhibit "M" and Exhibit "M-1" and made a part hereof.

<sup>33</sup> See July 18, 2017 Comprehensive Plan, Page 91.

## Attachment H

*and private development and redevelopment, and the proper distribution, location and intensity of land uses with adequate levels of services, while maintaining and protecting the natural resources, residential neighborhoods and the overall character of the Town.*<sup>34</sup>

Rather than manage growth, the *Land Use Vision of the Comprehensive Plan* provides that “future policies should focus more on redevelopment strategies and should consider creative alternatives to traditional zoning classifications and regulations.”<sup>35</sup> The Applicant’s proposed change in use is a creative way to transform the Property from the current use and purposes for which it was designed and constructed which are no longer needed or desired, and therefore cause the Property to likely be considered not economically viable, to a use that would make private redevelopment of the Property a viable option. The Applicant’s proposed use for the Property is supported by the existing infrastructure on the Property and within the Town. The Property, while subject to a base zoning of PD-1, is not “behind the gates” of a PUD and is accessible by the public.

Furthermore, the Property has direct access to a minor arterial street and is adjacent to the north and east by three multi-family apartment developments. The existing density and allowed uses are not desired and opportunities for quality redevelopment for any of those uses are very unlikely. The proposed redevelopment represents quality planning and appropriate density and use, and proposes the redevelopment of existing development. The Applicant’s proposed change in use proposes a complete redevelopment of the Property, but shall not adversely impact or burden the natural environment and infrastructure, and is therefore consistent with the *Land Use Vision of the Comprehensive Plan*.<sup>36</sup>

7. **Transportation Vision.** *The Transportation Vision of the Comprehensive Plan seeks to provide a safe, efficient, environmentally sound, aesthetically sensitive, and fiscally responsible transportation system*

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<sup>34</sup> See July 18, 2017 Comprehensive Plan, Page 102.

<sup>35</sup> See July 18, 2017 Comprehensive Plan, Page 102.

<sup>36</sup> See Goals and Implementation Strategies, Section 8.11, Page 111.

## Attachment H

*which is integrated into the regional network to enhance quality of life for those living in, employed in, and visiting Hilton Head Island.*<sup>37</sup>

The Applicant's proposed use is consistent with and supports the *Transportation Vision of the Comprehensive Plan*. The existing use as a school campus from Pre-K the 12<sup>th</sup> grade is anticipated to contribute a higher volume of motor vehicle traffic on the roadway and transportation infrastructure of the Town and U.S. Highway 278, including the bridges to Hilton Head Island. Under the use proposed, traffic to and from the Property would not load as is currently the case a school. Rather, the multifamily residential apartment use is anticipated to produce a consistent but much lower volume of traffic. The Applicant is seeking residential density; however, the proposed change in use is anticipated to reduce the volume of motor vehicle traffic to and from the Property, as available in its current use and configuration. Furthermore, the Property is accessed via a minor arterial street and is supported by the existing roadway and transportation infrastructure. The change in use proposed by the Applicant has a significant positive impact on the Town's transportation system through reduction of traffic, and is therefore consistent with the *Transportation Vision of the Comprehensive Plan*.

8. **Recreation Vision.** *The Recreation Vision of the Comprehensive Plan seeks to enrich the quality of life for residents and visitors by providing diverse recreational facilities and programs which respond to changing needs of the population.*<sup>38</sup>

The *Recreation Vision of the Comprehensive Plan* seeks to foster use and development of recreational facilities and programs, through both the Town's efforts and also through public and private recreational organizations. Such organizations promote leisure programs and activities as well as promote the rich cultural and natural resources of the Town. The Applicant's proposed change in use does not burden the *Recreation Vision of the Comprehensive Plan*. While the Project seeks a change in use and density, it is a redevelopment project which

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<sup>37</sup> See July 3, 2012 Comprehensive Plan, Page 117.

<sup>38</sup> See July 18, 2017 Comprehensive Plan, Page 142.



## Attachment H

provides some of its own recreational amenities and therefore not unfairly burden Town facilities. The Project does, however, provide an economically viable use for the Property when the existing uses and densities are not desired or needed. Moreover, the proposed change in use provides needed additional housing opportunities for the Town's residents, and is therefore consistent with the *Recreation Vision of the Comprehensive Plan*.

9. **Cultural Resources Vision.** *The Cultural Resources vision of the Comprehensive Plan provides that the Town of Hilton Head Island envisions a community where art, music, performances and the stories of its people enhance the experience for all residents and visitors through stewardship of its unique Cultural Resources and support of the community's distinctive character.*<sup>39</sup>

An element of the *Cultural Resources Vision* is the development and maintenance of Community Character, through the use, among other items, design details that are characteristic of Island development.<sup>40</sup> As indicated above, the proposed design character of the apartment buildings and infrastructure will be similar to that of Shelter Cove Towne Center a recognized and well respected example of Island character.

### **B. LMO REVIEW CRITERIA.**

1. **The proposed rezoning would allow a range of uses that are compatible with the uses allowed for other property in the immediate vicinity.**

The current use of the Property is not compatible with the surrounding residential uses. As described above, the Property adjacent to the north and east by other multi-family residential apartment developments. To the south is a single family residential development. The Project will have less noise, traffic, lighting and activity than the current use as a school and is an appropriate, nearly identical use to that of the adjacent properties. The Project's buildings and improvements will

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<sup>39</sup> See July 18, 2017 Comprehensive Plan, Page 2.

<sup>40</sup> See Section 2.3 Community Character, July 18, 2017 Comprehensive Plan, Page 15.

## Attachment H

appear, and, in many respects act, as a mixed use multifamily development similar to the adjacent properties and is appropriate for a PD-1 District, which is designed to include a mix of residential and non-residential uses. Therefore, the Applicant contends that rezoning of the Property, as proposed in the Application, is compatible with the uses on other property in the immediate vicinity.

### **2. The proposed rezoning is appropriate for the land.**

The Applicant believes that the Property is uniquely suitable for the use proposed in the Application. The proposed redevelopment of the Property does not require the creation of additional off-site infrastructure or improvements. The Property has direct access to Gardner Drive, a minor arterial street with excellent connections to U.S. Highway 278 and beyond. The Property is connected to all necessary and available utilities and storm water drainage facilities. The proposed use creates virtually no discharge or other impacts on adjacent properties. In fact, the natural surroundings and ease of access serve to enhance the Property's desirability for the use proposed in the Application. Therefore, the proposed rezoning is appropriate for the Property.

### **3. The proposed rezoning addresses a demonstrated community need.**

The *Housing Vision of the Comprehensive Plan* provides that the "ultimate goal of planning for housing activities and programs on the Island is to increase housing opportunities that meet the needs of existing and future populations as well as attract new investment in the community."<sup>41</sup> It specifically recommends that "[p]rovisions that allow for aging in place should be considered, especially as the population percentage of people over the age of 65 in the Town continues to grow".<sup>42</sup> Additionally, the proposed rezoning allows for the development of a housing option that supports and provides options for the Town's population, as it ages, which aligns with similar recommendations in the *Housing Vision of the Comprehensive Plan*.<sup>43</sup>

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<sup>41</sup> See Part 5, Housing, "Introduction", Page 52 of the July 18, 2017 Comprehensive Plan.

<sup>42</sup> See Section 4.3: "Implications for the Comprehensive Plan", Page 40 of the July 3, 2012 Comprehensive Plan.

<sup>43</sup> See Part 5: "Housing", "Introduction", Page 50 of the July 3, 2012 Comprehensive Plan.

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The Applicant submits that the recommendations and goals stated in the Comprehensive Plan indicate a demonstrated community need, which shall be addressed by the proposed redevelopment of the Property once the rezoning is approved.

4. **The proposed rezoning is consistent with the overall zoning program, as expressed in future plans for the Town.**

Section 16-1-103 of the LMO states that the purpose and intent of the LMO is to “guide development and use of property in accordance with the Town’s Comprehensive Plan and existing and future needs of the Town in order to protect, promote and improve public health, safety, morals, convenience, order, appearance, prosperity and general welfare of the landowners and residents of the Town”.<sup>44</sup>

The Applicant submits that this description is an excellent statement of the Town’s overall zoning program, and is one that is supported by the rezoning proposed as specifically described in the Application. The redevelopment of an aging, undesired and potentially underutilized and redundant facility into a modern, high quality, apartment development as proposed by the Applicant is consistent with the Town’s overall zoning program.

5. **The proposed rezoning would avoid the creation of an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts.**

The rezoning proposed in the Application maintains the PD-1 base zoning district for the Property, and adds a new use and corresponding appropriate density that analogous to the Shelter Cove Towne Center apartments. Furthermore, the property to the north and east currently contain multi-family apartment developments. Accordingly, an inappropriately isolated zoning district would not be created by the proposed rezoning. Rather, the rezoning a use that is complementary and compatible to the immediately adjacent and surrounding zoning districts as well as other PD-1 Districts with similar development.

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<sup>44</sup> See Section 16-1-103 of the LMO.

## Attachment H

6. **The proposed rezoning would allow the subject Property to be put to a reasonably viable economic use.**

The current limited use authorized under the PD-1 base zoning district makes the Property economically unviable as there is little market or desire for the current use or other Institutional uses and virtually no desire for commercial development which would not be complementary to the surrounding districts. Therefore, the Property's marketability is poor for the currently permitted use. Limitations on specific commercial parcels within the PD-1 base zoning district may create limitations on marketability of such commercial parcels as time passes and as the Town develops and matures. That is the case with the Property.

The Property is currently under contract of sale between the Owner and the Applicant. The Applicant has successfully developed and currently owns and operates similar multi-family apartment developments in the southeastern United States. The approval of the Application shall improve the marketability of the Property, as it shall result in the sale thereof to an owner with a viable business and use of the Property. In addition, the Applicant believes that the approval of the Application will not have an adverse effect on the marketability of other properties in the vicinity.

7. **The proposed rezoning would result in development that can be served by available, adequate and suitable public facilities (e.g. streets, potable water, sewer and storm water management).**

The Property is currently served by sewer, water and storm water facilities. As indicated above, the storm water facilities will be redeveloped together with the redevelopment of the Property. The Property is located within the Hilton Head PSD #1 service area, and it has the capacity to service the Property. The Property is also directly accessed via Gardner Drive, a minor arterial street, and the proposed redevelopment requires no additional Town facilities.

8. **The proposed rezoning is appropriate due to any changed or changing conditions in the affected area.**

The Property is currently used as a school serving Pre-K through 12<sup>th</sup> grade students. The school has acquired land on the mainland and has permitted the development of a new campus on that land. There have been no other successful

proposed purchasers and the existing by-right uses for commercial development are not needed not desired in the location of the Property or for that matter, anywhere in the Town. There is a need for addition and diverse housing and the Project fulfills that need and is therefore appropriate.

**IV. VISION AND STRATEGIC ACTION PLAN.**

While not a required element or discussion for an application for a zoning map amendment, the Applicant believes that the Project is also consistent with the Town’s *Vision and Strategic Action Plan*<sup>45</sup> (the “**Vision Plan**”). Throughout 2017, the Town undertook a community engagement process thorough a series of workshops, surveys and focus groups to explore thoughts and ideas for the long-term future of the Island in an effort to create a shared vision and action plan. As noted in the introduction of the Vision Plan, “there is a stated desire to preserve the heritage and character of the Island while at the same time progressing with “sensitive redevelopment” that continues to attract and retain young professionals, retirees and tourists alike.”<sup>46</sup>

It is noted that the Vision Plan reports that the Town has a “relatively high percentage of two-person households compared to benchmark communities” and there is debate and concern whether population growth will stagnate.<sup>47</sup> As noted above, much of the residential housing stock is single family residences in the Town’s PD-1 Districts. Those are approaching build-out. Adding a new mix of quality residential housing provides opportunity for continued population growth. Further, it is noted that the median age in 2015 was 54.1 and expected to increase. The aging population can be addressed with the addition of a mix of quality residential housing opportunities, particularly for young adults, which the Project contemplates.

Section 3.5 of the Vision Plan describes the need for urgent action – and two of the four concerns – the trend of young adults leaving the Town and workforce issues impacting Town businesses – are directly addressed by the Project which provides the opportunity for quality housing for young adults who work and desire to live on the Town.

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<sup>45</sup> Town of Hilton Head Island, Vision and Strategic Action Plan, February 15, 2018.

<sup>46</sup> See section 1.0 of the Vision Plan.

<sup>47</sup> See Section 2.3 of the Vision Plan - Changing Demographics of Hilton Head Island.

## Attachment H

Interestingly, the “Preferred Future - Implications” analysis in Section 5.5 of the Vision Plan, the anticipated characteristics of “Reinventing Sustainability” include “[s]ome increase density and population with workforce and housing options.”<sup>48</sup> The Project certainly supports this characteristic of the Vision Plan.

Section 8 of the Vision Plan discusses the Key Strategic Action Pillars and Section 8.4.2 describes “key Strategic Action Areas” which include developing mixed use community nodes with a variety of housing options for a cross section of the Towns demographics noting that the “Shelter Cove Town Center development was seen by many as a promising start.”<sup>49</sup>

Another Key Strategic Action Pillar addressed by the Project is the importance of right sized infrastructure – relating to transportation and traffic. A key strategic action area noted is “right-sized neighborhood locations” identifying interest in neighborhood nodes where both Millennial and Baby Boomer generations can socialize and entertain in community spaces which range in size and scale.<sup>50</sup> Here again, the Project proposes a housing opportunity for a mix of young adults starting a career on the Island as well as empty-nesters seeking to move from the Island single family home but still maintain a residence on the Island.

Section 10 of the Vision Plan details the “Road Map to the Future” and Section 10.3 describes Key Metrics to Measure Future Success including, important to the Project, the proposed metric tied to the key strategic pillar that there be “[a]vailability of additional housing options appealing to mixed demographics.”<sup>51</sup> As discussed in this Narrative Summary, that is precisely what the Project proposes.

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<sup>48</sup> See Section 5.5 of the Vision Plan – Preferred Future – Implications.

<sup>49</sup> See Section 8.4.2 – Key Strategic Action Areas – page 41 of the Vision Plan.

<sup>50</sup> See Section 8.7.2 – Key Strategic Action Areas – page 47 of the Vision Plan.

<sup>51</sup> See Section 10.3 – Key Metrics to Measure Future Success – page 53 of the Vision Plan.

## Attachment H

- V. **CONCLUSION.** The Applicant believes that there is strong demand in the Hilton Head Island market for a high quality multi-family apartment community. The redevelopment of Shelter Cove Towne Center and the successful development and occupancy of the apartment buildings there evidence the need and desire for new and diverse housing stock. The Applicant's objective is to provide the opportunity for housing for young adults as well as for residents who desire to sell their existing home and downsize into a low maintenance lifestyle.

The Applicant believes the foregoing narrative demonstrates that the Application is in conformance with the Town's Comprehensive Plan, and meets the review standards set forth in Section 16-2-103.C.3.a. of the LMO. Accordingly, the Applicant respectfully requests that the Planning Commission:

1. Review the Application and the supporting testimony and documentation which shall be entered into the record; and
2. Find the following:
  - a. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment is in accordance with the Town's Comprehensive Plan; and
  - b. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment allows an additional use that is compatible with the uses allowed for other property in the immediate vicinity; and
  - c. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment is appropriate for the land; and
  - d. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment addresses a demonstrated community need; and



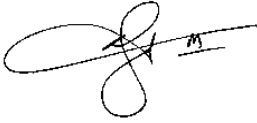
## Attachment H

- e. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment is consistent with the overall zoning program as expressed in future plans for the Town; and
  - f. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment avoids the creation of an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts; and
  - g. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment allows the Property to be put to a reasonably viable economic use; and
  - h. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment results in development that may be served by available, adequate and suitable public facilities (e.g. streets, potable water, sewer and storm water management); and
  - i. That the Application and the supporting testimony and documentation establish that the requested zoning map amendment is appropriate due to changed or changing conditions in the affected area; and
3. That the Planning Commission Recommend the Town Council's approval of the Application and the rezoning of the Property to make multi-family residential use as the approved use and authorize the density requested herein.

**Attachment H**

Respectfully submitted on behalf of the Applicant this 18th day of January, 2019.

Burr & Forman, LLP

A handwritten signature in black ink, appearing to read "Walter J. Nester, III". The signature is stylized with a large loop and a horizontal line extending to the right.

Walter J. Nester, III

WJN:

*Attachments*

**Attachment H**

**EXHIBIT "A" TO NARRATIVE SUPPLEMENT**

Letter from Nicole Dixon, CFM, Town Development Review Administrator  
dated January 17, 2019

# TOWN OF HILTON HEAD ISLAND

One Town Center Court, Hilton Head Island, S.C. 29928

(843) 341-4600 Fax (843) 842-7728

www.hiltonheadislandsc.gov

John J. McCann  
Mayor

January 17, 2019

William D. Harkins  
Mayor ProTem

\_\_\_\_\_  
Council Members

David Ames  
Tamara Becker  
Marc A. Grant  
Thomas W. Lennox

Mr. Walter Nester  
Burr & Forman LLP  
PO Drawer 3  
Hilton Head Island, SC 29938

\_\_\_\_\_  
Stephen G. Riley  
Town Manager

Dear Mr. Nester:

This letter replaces the letter dated January 16, 2019 and is in response to your request for a zoning verification letter for the property located at 55 Gardner Drive, further identified as R510 008 000 098A 0000, and currently owned by the Hilton Head Christian Academy. Please be aware that it is not a Town of Hilton Head Island policy to conduct a detailed site analysis; therefore, this correspondence will verify zoning and permitted land use only.

The subject parcel lies within the PD-1 (Planned Development Mixed Use) zoning district as identified on the Town of Hilton Head's Official Zoning Map. The parcel is identified as Parcel 15F on the Indigo Run Master Plan. This parcel is also located in the Corridor Overlay District.

The property is somewhat bisected by Gardner Drive and according to Beaufort County records, is approximately 13.83 acres in size. The current by-right uses and density as assigned on the Master Plan are Commercial-Retail (not to exceed 10,000 square feet per net acre), Commercial-Nonretail (not to exceed 20,000 square feet per net acre), Public Recreation and Institutional (not to exceed 10,000 square feet per net acre). The property currently contains a school with several buildings totaling approximately 61,018 square feet.

You can contact me at either (843) 341-4686 or [nicoled@hiltonheadislandsc.gov](mailto:nicoled@hiltonheadislandsc.gov) if you have any additional questions.

Sincerely,



Nicole Dixon, CFM  
Development Review Administrator

**Attachment H**

**EXHIBIT "B" TO NARRATIVE SUPPLEMENT**

Deed recorded in ROD in Book 521 Page 2073

The State of South Carolina,

2073

COUNTY OF BEAUFORT

10686

KNOW ALL MEN BY THESE PRESENTS, THAT

FOLLY FIELD ASSOCIATES, a Georgia Limited Partnership; LEROY MOORE and ERWIN A. FRIEDMAN,

Revenue Stamps  
Collected  
State \$ 40.00 County \$ 22.00  
Beaufort County, SC

in the State aforesaid ---for and-----in consideration of the sum of TEN AND NO/100ths--- (\$10.00)

----- Dollars,  
and other valuable consideration  
to it and us in hand paid at and before the sealing and delivery of these Presents, by HILTON HEAD

CHRISTIAN ACADEMY, a South Carolina Eleemosynary Corporation, 12 Arrow Road, Hilton Head Island, South Carolina 29928,

in the State aforesaid -----for which----- (the receipt whereof is hereby acknowledged),

have granted, bargained, sold and released, and by these Presents to do grant, bargain, sell and release unto the

said HILTON HEAD CRISTIAN ACADEMY, a South Carolina Eleemosynary Corporation, its successors and assigns forever, the following described property, to-wit:

ALL that certain lot, tract or parcel of land situate, lying and being 12.16 acres of a portion of the Honey Horn Plantation, Hilton Head Island, Beaufort County, South Carolina, being more particularly described as follows:

Commencing at the intersection of the center line of Matthews Drive and the center line of U.S. Highway 278, and proceeding thence North 75° 26' 20" West a distance of 2,608.17 feet to a point; proceeding thence South 14° 32' 15" West a distance of 1,000.13 feet to a point marked by a found concrete monument which marks the point of beginning of the property herein described.

Proceeding thence South 75° 26' 20" East a distance of 618.74 feet to a point marked by a found concrete monument; proceeding thence North 62° 18' 20" East a distance of 77.34 feet to a point marked by a set concrete monument; proceeding thence along a curve to the right having a radius of 50 feet an arc distance of 75 feet to a point marked by a set concrete monument; proceeding thence South 12° 49' 15" East a distance of 488.64 feet to a point marked by a set concrete monument; proceeding thence South 75° 33' East a distance of 90.20 feet to a point marked by a set concrete monument; proceeding thence South 14 27' West a distance of 82.22 feet to a point marked by a set concrete monument; proceeding thence North 87° 38' 55" West a distance of 40.51 feet to a point; proceeding thence North 85 04' West a distance of 317.78 feet to a point marked by a found old concrete monument; proceeding thence North 46° 25' 15" West a distance of 44.35 feet to a point marked by a stake; proceeding thence North 84 11' West a distance of 60.50 feet to a point marked by a found concrete monument; proceeding thence North 5° 49' East a distance of 30.04 feet to a point marked by a found concrete monument; proceeding South 84 11' East a distance of 60.50 feet to a point marked by a stake; proceeding thence South 5° 49' West a distance of 30.04 feet to a

continued on next page...

BEAUFORT COUNTY TAX MAP REFERENCE

Dist	Map	Submap	Parcel	Block
570	8		98A	

2074

TOGETHER with all and singular the Rights, Members, Hereditaments and Appurtenances to the said Premises belonging, or in anywise incident or appertaining.

TO HAVE AND TO HOLD, all and singular, the said premises before mentioned, unto the said HILTON HEAD CHRISTIAN ACADEMY, a South Carolina Eleemosynary Corporation, its successors and assigns forever.

and our And it and wedo hereby binds its successors/ Heirs, Executors and Administrators, to warrant and forever defend all and singular the said premises unto the said HILTON HEAD CHRISTIAN ACADEMY, a South Carolina Eleemosynary Corporation, and our its successors and assigns against it and us and its successors/Heirs and assigns now and hereafter lawfully claiming, or to claim the same, or any part thereof.

WITNESS its and our Hand and Seal, this 3rd day of JANUARY in the year of our Lord one thousand nine hundred and EIGHTY-NINE and in the two hundred and Thirteenth year of the Sovereignty and Independence of the United States of America.

Signed, Sealed and Delivered in the Presence of Mary G. Byrson Betty G. Huff

FOLLY FIELD ASSOCIATES (a Georgia Limited Partnership): By: Erwin A. Friedman, General Partner (L.S.) Leroy Moore (L.S.) Erwin A. Friedman (L.S.)



2075

GEORGIA  
The State of South Carolina,  
CHATHAM County

PERSONALLY appeared before me, Mary E. Bryson  
and made oath that she saw the within named Folly Field Associates by its General  
Partner, Erwin A. Friedman, sign, seal, and as its Act and Deed deliver the  
within written Deed; and that she with Hetty J. Hensel  
witnessed the execution thereof.

SWORN to before me, this 3<sup>rd</sup>

*Mary E. Bryson*

day of JANUARY A. D. 19 89

*Hetty J. Hensel*  
Notary Public for: HETTY J. HENSEL  
My Commission Expires: Notary Public, Chatham County, Georgia  
My Commission Expires Jan. 7, 1991  
STATE OF GEORGIA  
COUNTY OF CHATHAM

PERSONALLY appeared before me, Mary E. Bryson and made  
oath that s/he saw the within named Erwin A. Friedman sign, seal, and as his  
Act and Deed deliver the within written Deed; and that s/he with  
Hetty J. Hensel witnessed the execution thereof.

SWORN to before me, this 3<sup>rd</sup>  
day of JANUARY, 19 89

*Mary E. Bryson*

*Hetty J. Hensel* (L.S.)  
Notary Public for: HETTY J. HENSEL  
My Commission Expires: Notary Public, Chatham County, Georgia  
My Commission Expires Jan. 7, 1991

The State of South Carolina,  
County

RENUNCIATION OF DOWER.

I, do hereby certify  
unto all whom it may concern, that Mrs.  
wife of the within named did this day  
appear before me, and upon being privately and separately examined by me, did declare that she does freely, voluntarily,  
and without any compulsion, dread, or fear of any person or persons whomsoever renounce, release and forever  
relinquish unto the within named  
its successors and assigns, all her interest and estate, and also all her right and claim of Dower, of, in, or to all  
and singular the premises within mentioned and released.

Given under my Hand and Seal, this day of

Anno Domini, 19  
STATE OF GEORGIA )  
COUNTY OF CHATHAM )

PERSONALLY appeared before me Mary E. Bryson and made  
oath that s/he saw the within named LeRoy Moore sign, seal and as his act and  
deed, deliver the within written Deed and that s/he with  
Hetty J. Hensel witnessed the execution thereof.

SWORN to before me this 3<sup>rd</sup>  
day of JANUARY, 19 89  
*Hetty J. Hensel* (L.S.)

*Mary E. Bryson*

Notary Public for: HETTY J. HENSEL  
My Commission Expires: Notary Public, Chatham County, Georgia  
My Commission Expires Jan. 7, 1991

Attachment H

002076

point marked by a stake; proceeding thence South 46° 25' 15" East a distance of 44.35 feet to a point marked a found old concrete monument; proceeding thence North 85° 05' 55" West a distance of 502.91 feet to a point marked by an old stone; proceeding thence South 79° 54' 15" West a distance of 231.24 feet to a point marked by a found concrete monument; proceeding thence North 14° 32' 15" East a distance of 712.15 feet to a point marked by the found concrete monument which marks the point of beginning of the property herein described.

The 0.04 acre tract designated as the "Lift Station Site" on the plat described below is specifically excluded from the property described herein, this being the description of the 12.2 acre tract shown on said plat, specifically saving and excluding therefrom the 0.04 acre tract designated as the "Lift Station Site."

For a more particular description of said property, reference is made to that certain plat prepared by Hussey, Gay & Bell, Consulting Engineers on April 23, 1982, of a portion of the Honey Horn Plantation, Hilton Head Island, Beaufort County, South Carolina, which plat is recorded in the office of the Clerk of Court for Beaufort County, South Carolina in Plat Book 30, Page 125, said real property being shown upon said plat as having the metes and bounds described above.

This being the same property conveyed to LeRoy Moore, Walter C. Askew, III, Erwin A. Friedman, James W. Hancock, Jr., and Irwin Mazo by Deed from H. I. S., a South Carolina Limited Partnership dated June 2, 1982, and recorded in the Office of the Register of Mesne Conveyance for Beaufort County, South Carolina, in Deed Book 348 at Page 1154 on June 3, 1982; and, to Folly Field Associates, a Georgia Limited Partnership, by Deed of James W. Hancock, Jr., Walter C. Askew, III and Irwin Mazo dated June 2, 1982, and recorded with said RMC office in Deed Book 348 at Page 1158 on June 3, 1982.

This Deed was prepared in the Law Offices of Black & Biel, Suite 102 Atlantic Savings Bank Building, 200 Office Park Road, Hilton Head Island, South Carolina 29926, by Dewitt T. Black, III, Esquire.

*Black Bird*

The State of South Carolina,

TO

TITLE TO REAL ESTATE

Filed *27<sup>th</sup>* day

of *Jan* A. D. 19 *89*

at *10:48* o'clock *A. M.*

and recorded in Book *521*

Page *2073* Fee, \$ *5.00*

*Florida M. Dalton*

R. M. C. or Clerk Court C. P. & G. S.

*Beaufort* County, S. C.

Recorded this *13<sup>th</sup>* day

of *February*, 19*89*

in Book *V* Page *74*

Fee, \$

*May Ann Haly*

Auditor *Beaufort* County, S. C.

2077

**Attachment H**

**EXHIBIT "B-1" TO NARRATIVE SUPPLEMENT**

Deed recorded in ROD in Book 2739 Page 10

4  
10  
Beaufort  
4023

ADD DMP Record 6/27/2008 12:18:27 PM  
 BEAUFORT COUNTY TAX MAP REFERENCE

Dist	Map	SMap	Parcel	Block	Week
R510	008	000	0573	0000	00

BEAUFORT COUNTY SC- ROD  
 BK 02739 PGS 0010-0013  
 DATE: 06/26/2008 02:25:27 PM  
 INST # 2008040872 RCPT# 550067

STATE OF SOUTH CAROLINA )  
 )  
 COUNTY OF BEAUFORT )

QUITCLAIM DEED

RECORDED  
 2008 Jun -30 09:05 AM

TO ALL WHOM THESE PRESENTS MAY COME:

Sharon Q. Burns  
 BEAUFORT COUNTY AUDITOR

NOW, KNOW ALL MEN BY THESE PRESENTS, THAT INDIGO RUN LIMITED PARTNERSHIP, in the State aforesaid for and consideration of the sum of TEN DOLLARS (\$10.00) AND NO OTHER VALUABLE CONSIDERATION, to us in hand paid at and before the sealing of the presents by HILTON HEAD CHRISTIAN ACADEMY, 55 GARDNER DRIVE, HILTON HEAD ISLAND, SC 29926, the receipt whereof is hereby acknowledged has remised, released and forever quit-claimed, and by these presents do remise, release and forever quit-claim unto the said HILTON HEAD CHRISTIAN ACADEMY, its Successors and Assigns, forever, the following:

TMS NO: R510-008-0098-0000 (A SECTION OF INDIGO RUN)

ALL that certain piece parcel or tract of land situate, lying and being on Hilton Head Island, Beaufort County, South Carolina, containing 6.22 acres, more or less, and being shown as Parcel II and Access Easement, on that certain Plat prepared by Coastal Surveying Co., Inc., and recorded December 28, 1995 in the Office of the Register of Deeds for Beaufort County, South Carolina in Plat Book 54 at Page 187. For more precise details of said plat, referenced is made to Exhibit "A" attached.

TOGETHER with all and singular the rights, members, hereditaments and appurtenance to the said premises belonging or in anywise incident or appertaining:

TO HAVE AND TO HOLD all and singular the said premises before mentioned unto the said HILTON HEAD CHRISTIAN ACADEMY, its Successors and Assigns, forever, so that neither the said INDIGO RUN LIMITED PARTNERSHIP, nor its Successors and Assigns, nor any other person or persons, claiming under them, shall at any time hereafter, by any ways or means, have, claim or demand any right or title to the aforesaid premises or appurtenances, or any part of parcel thereof, forever.



**Attachment H**

SO that the said INDIGO RUN LIMITED PARTNERSHIP, nor its Successors, Assigns or any person or persons claiming under it shall at any time hereafter, by any way or means, have claim or demand any right, title or interest to the aforesaid Premises or appurtenances, or any part of parcel thereof, forever.

IN WITNESS WHEREOF, INDIGO RUN LIMITED PARTNERSHIP, by its duly authorized Partner(s), has caused these presents to be executed in its name this 30<sup>th</sup> day of September in the year of Our Lord One Thousand Nine Hundred and Ninety-eight and in the Two Hundred Twenty-third year of the Sovereignty and Independence of the United States of America.

SIGNED, SEALED and DELIVERED  
in the Presence of

INDIGO RUN LIMITED PARTNERSHIP,  
a South Carolina limited partnership

BY: IRP ASSOCIATES LIMITED  
PARTNERSHIP, a South Carolina limited  
partnership  
Its: General Partner

BY: THE MELROSE COMPANY, INC.,  
a South Carolina corporation  
Its: General Partner

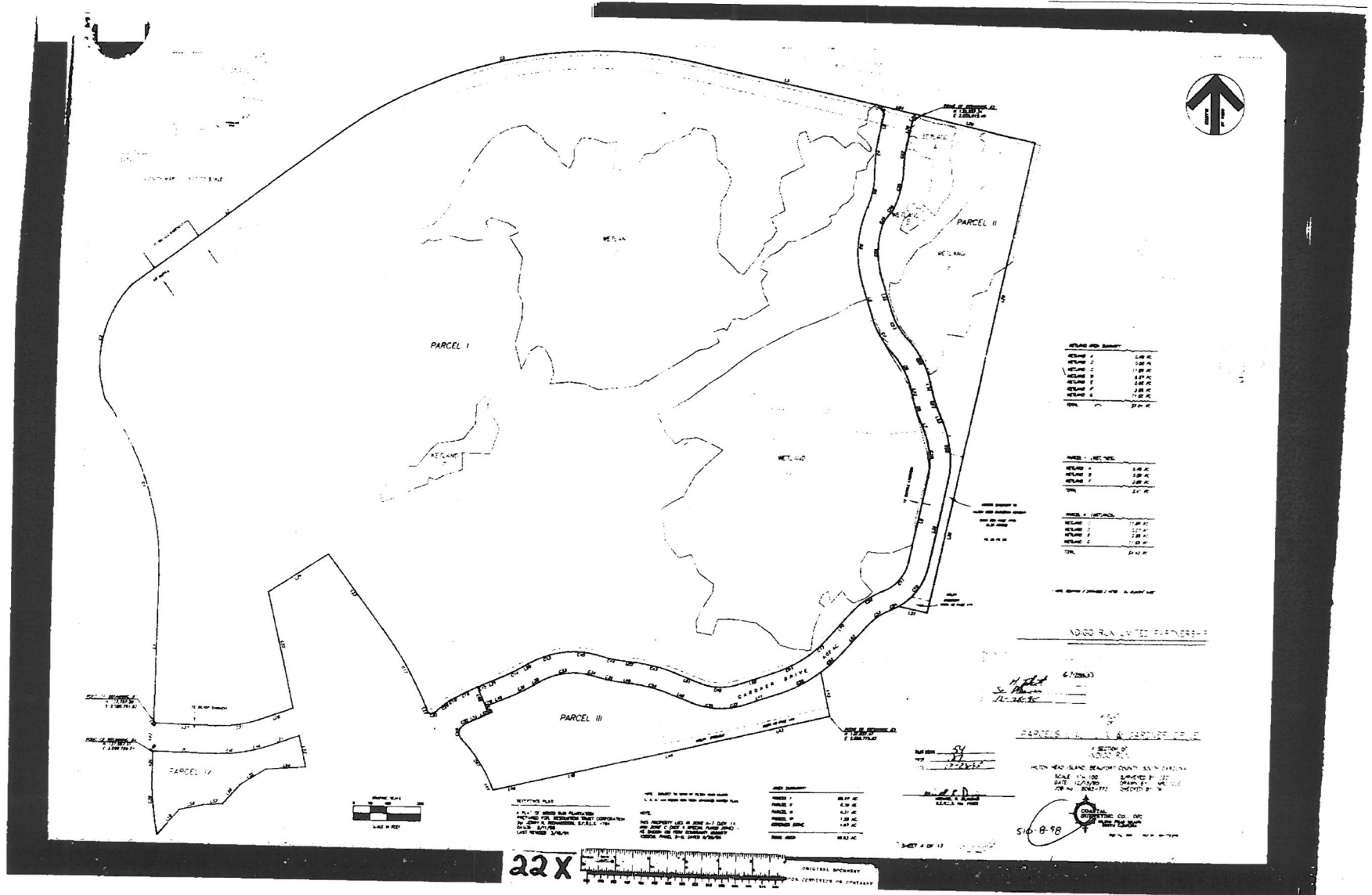
Margaret B Luckey  
B. Jane Yulem

By: [Signature]  
Its: Sr. Vice President



Attachment H

EXHIBIT, "A"



AREA TABLE

AREA 1	1.00 AC
AREA 2	1.00 AC
AREA 3	1.00 AC
AREA 4	1.00 AC
AREA 5	1.00 AC
AREA 6	1.00 AC
AREA 7	1.00 AC
AREA 8	1.00 AC
AREA 9	1.00 AC
AREA 10	1.00 AC
TOTAL	10.00 AC

AREA TABLE

AREA 1	1.00 AC
AREA 2	1.00 AC
AREA 3	1.00 AC
AREA 4	1.00 AC
AREA 5	1.00 AC
AREA 6	1.00 AC
AREA 7	1.00 AC
AREA 8	1.00 AC
AREA 9	1.00 AC
AREA 10	1.00 AC
TOTAL	10.00 AC

AREA TABLE

AREA 1	1.00 AC
AREA 2	1.00 AC
AREA 3	1.00 AC
AREA 4	1.00 AC
AREA 5	1.00 AC
AREA 6	1.00 AC
AREA 7	1.00 AC
AREA 8	1.00 AC
AREA 9	1.00 AC
AREA 10	1.00 AC
TOTAL	10.00 AC

ADCO R.L. LIMITED PARTNERSHIP

6/7/2003

12-25-17

PARCELS I, II, III, IV, AND PART OF SECTION 16

SECTION 16, T12N, R12E, S17E

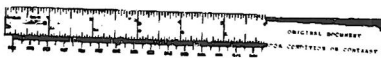
WYOMING COUNTY, SOUTH CAROLINA

SCALE: 1" = 100'

DATE: 10/20/98

DRAWN BY: [Signature]

CHECKED BY: [Signature]



ORIGINAL SURVEY

FOR COMMISSION OR CONTRACT

**Attachment H**

**EXHIBIT "B-2" TO NARRATIVE SUPPLEMENT**

Deed recorded in ROD in Book 2857 Page 956





## Attachment H

- B. EXERCISE OF RIGHT OF FIRST REFUSAL.** Grantor shall have a period of thirty (30) days after receiving such copy of the Acceptable Offer within which to notify Grantee that Grantor elects to purchase the Property (or the portion thereof covered by the Acceptable Offer) on the terms contained therein. Any such notice from Grantor shall be accompanied by any earnest money required under the terms of the Acceptable Offer, which shall then constitute a contract between Seller and Buyer even though neither has signed it.
- C. WAIVER OF RIGHT OF FIRST REFUSAL.** If Grantor does not notify Grantee within the thirty (30) day period mentioned in the preceding paragraph of its election to purchase such property, Grantee shall be free to sell such property to the person who submitted the Acceptable Offer (or to such person's permitted assigns) on the terms specified therein, and Grantor shall upon request execute and deliver an instrument in recordable form appropriate to evidence its relinquishment of its rights under this instrument with respect to such transaction. Notwithstanding any such relinquishment, Grantor's rights under this instrument shall remain in effect with respect to any part of the Property not covered by the Acceptable Offer, or for any subsequent sale of the property covered by the Acceptable Offer, if the transaction contemplated by the Acceptable Offer fails for any reason to close, with respect to any subsequent offer to purchase all or any part of the Property covered by such Acceptable offer.
- D. NOTICES.** Any notice required or permitted to be given under this right of first refusal shall be in writing and shall be deemed given upon personal delivery or on the second business day after mailing by registered or certified United States mail, postage prepaid, to the appropriate party at its address stated below:

Grantee:           Headmaster, 55 Gardner Drive, Hilton Head Island, SC 29926

Grantor:           Town Manager, 1 Town Center Court, Hilton  
Head Island, SC 29928

Either party may change its address for notices by notice to the other party as provided above.

**E. BINDING EFFECT.** The provisions of this instrument are binding upon and for the benefit of Grantee and Grantor and their respective successors and assigns

- 2. RESTRICTIVE COVENANTS.** The Property is conveyed subject to the following reservations of rights, conditions, restrictions, limitations of use, which shall run with the land and be binding upon the Grantee, its successors and assigns.

## Attachment H

A. The Property may not be developed in any way and can only be used as a buffer/open space; and

B. The Property may not be used in determining allowable density for the Grantee's combined adjoining property and no development rights are conveyed by Grantor to Grantee (intentionally or otherwise) in the within Limited Warranty Deed as an appurtenance to the Property.

3. **ENFORCEMENT OF RESTRICTIONS.** Grantor has standing to enforce each and every restrictive covenant and agreement contained in this Deed, and Grantor is entitled to enforce the full and faithful performance of any or all of the terms and provisions of this Deed, which shall include the right to proceed at law or in equity to compel compliance with the terms hereof or to prevent the violation or breach of any of them.

*The Property is a portion of the same property conveyed to the within Grantor by deed of Woodlands Housing Associates LP, dated February 14, 2000, and recorded in the Office of the Register of Deeds for Beaufort County in Record Book 1273 at Page 1813.*

*THIS Deed was prepared by the Law Offices of Alford and Wilkins, P.C., PO Drawer 8008, 18 Executive Park Road Suite 1, Hilton Head Island, SC 29938.*

TOGETHER with all and singular, the Rights, Members, Hereditaments and Appurtenances to the said Premises belonging, or in anywise incident or appertaining.

TO HAVE AND TO HOLD, all and singular, the said Premises before mentioned unto the said Grantee, its successors and assigns, forever in fee simple.

AND Grantor does hereby bind itself its Successors and Assigns, to warrant and forever defend, all and singular, the said Premises unto the said Grantee, the Grantee's Successors and Assigns as herein above provided, against Grantor and Grantor's Successors and Assigns.



**Attachment H**

**EXHIBIT "A"**

ALL that certain piece, parcel or lot of land situate, lying and being located in the Town of Hilton Head Island, Beaufort County, South Carolina, which is designated as "0.193 Acres to be conveyed to The Hilton head Christian Academy," as more fully shown on the plat prepared by Surveying Consultants, Inc., Terry G. Hatchell, South Carolina Registered Land Surveyor No. 11059, dated June 9, 2009, and entitled "Boundary Recombination Plat of 0.193 Acres, Gardner Drive, to be Conveyed to Hilton Head Christian Academy, Subdivided from Tax Parcel #R510-008-000-101B-0000 Lands of Town of Hilton Head Island," which is recorded in the Office of the Register of Deeds for Beaufort County, South Carolina, in Plat Book 128 at Page 79.

**Tax Map Number: A Portion of TMS# R510 008 00A 101B 0000**



Attachment H

STATE OF SOUTH CAROLINA )  
COUNTY OF BEAUFORT )

AFFIDAVIT FOR TAXABLE OR EXEMPT TRANSFERS

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

- 1. I have read the information on this affidavit and I understand such information.
- 2. The property being transferred is located at 0.193 Acres, Gardner Drive, Hilton Head Island, \_\_\_\_\_, bearing Beaufort County Tax Map Number P/O R510-008-00A-101B-0000 \_\_\_\_\_, was transferred by The Town of Hilton Head Island, South Carolina to Hilton Head Christian Academy on June 12, 2009.

3. Check one of the following: The deed is

- (a) X subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.
- (b) \_\_\_\_\_ subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as a distribution to a trust beneficiary.
- (c) \_\_\_\_\_ exempt from the deed recording fee because (See Information section of Affidavit): \_\_\_\_\_  
(If exempt, please skip items 4 - 7, and go to item 6 of this affidavit.)

If exempt under exemption #14 as described in the Information section of this affidavit, did the agent and principal relationship exist at the time of the original sale and was the purpose of this relationship to purchase the realty?  
Check Yes \_\_\_\_\_ or No \_\_\_\_\_

4. Check one of the following if either item 3(a) or item 3(b) above has been checked (See Information section of this affidavit.):

- (a) X The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$5,000.00.
- (b) \_\_\_\_\_ The fee is computed on the fair market value of the realty which is \_\_\_\_\_.
- (c) \_\_\_\_\_ The fee is computed on the fair market value of the realty as established for property tax purposes which is \_\_\_\_\_.

5. Check Yes \_\_\_\_\_ or No X to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "Yes," the amount of the outstanding balance of this lien or encumbrance is: \_\_\_\_\_.

6. The deed recording fee is computed as follows:

- (a) Place the amount listed in item 4 above here: \$5,000.00
- (b) Place the amount listed in item 5 above here: N/A  
(If no amount is listed, place zero here.)
- (c) Subtract Line 6(b) from Line 6(a) and place result here: \$5,000.00


7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$5,010.00.

8. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as: Closing Attorney.



## Attachment H

9. I understand that a person required to furnish this affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

  
Responsible Person Connected with the Transaction

John P. Qualey, Jr.  
Print or Type Name Here

SWORN to before me this 12<sup>th</sup> day of June, 2009  
Notary Public for South Carolina  
My Commission Expires: 10/30/16

  
Notary Public for South Carolina

### INFORMATION

Except as provided in this paragraph, the term "value" means "the consideration paid or to be paid in money or money's worth for the realty." Consideration paid or to be paid in money's worth includes, but is not limited to, other realty, personal property, stocks, bonds, partnership interest and other intangible property, the forgiveness or cancellation of a debt, the assumption of a debt, and the surrendering of any right. The fair market value of the consideration must be used in calculating the consideration paid in money's worth. Taxpayers may elect to use the fair market value of the realty being transferred in determining fair market value of the consideration. In the case of realty transferred between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, and in the case of realty transferred to a trust or as a distribution to a trust beneficiary, "value" means the realty's fair market value. A deduction from value is allowed for the amount of any lien or encumbrance existing on the land, tenement, or realty before the transfer and remaining on the land, tenement, or realty after the transfer. Taxpayers may elect to use the fair market value for property tax purposes in determining fair market value under the provisions of the law.

#### **Exempted from the fee are deeds:**

- (1) transferring realty in which the value of the realty, as defined in Code Section 12-24-30, is equal to or less than one hundred dollars;
- (2) transferring realty to the federal government or to a state, its agencies and departments, and its political subdivisions, including school districts;
- (3) that are otherwise exempted under the laws and Constitution of this State or of the United States;
- (4) transferring realty in which no gain or loss is recognized by reason of Section 1041 of the Internal Revenue Code as defined in Section 12-6-40(A);
- (5) transferring realty in order to partition realty as long as no consideration is paid for the transfer other than the interests in the realty that are being exchanged in order to partition the realty;
- (6) transferring an individual grave space at a cemetery owned by a cemetery company licensed under Chapter 55 of Title 39;
- (7) that constitute a contract for the sale of timber to be cut;
- (8) transferring realty to a corporation, a partnership, or a trust in order to become, or as, a stockholder, partner, or trust beneficiary of the entity provided no consideration is paid for the transfer other than stock in the corporation, interest in the partnership, beneficiary interest in the trust, or the increase in value in such stock or interest held by the grantor. However, the transfer of realty from a corporation, a partnership, or a trust to a stockholder, partner, or trust beneficiary of the entity is subject to the fee even if the realty is transferred to another corporation, a partnership, or trust;
- (9) transferring realty from a family partnership to a partner or from a family trust to a beneficiary, provided no consideration is paid for the transfer other than a reduction in the grantee's interest in the partnership or trust. A "family partnership" is a partnership whose partners are all members of the same family. A "family trust" is a trust, in which the beneficiaries are all members of the same family. The beneficiaries of a family trust may also include charitable entities. "Family" means the grantor and the grantor's spouse, parents, grandparents, sisters, brothers, children, stepchildren, grandchildren, and the spouses and lineal descendants of any the above. A "charitable entity" means an entity which may receive deductible contributions under Section 170 of the Internal Revenue Code as defined in Section 12-6-40(A);
- (10) transferring realty in a statutory merger or consolidation from a constituent corporation to the continuing or new corporation;
- (11) transferring realty in a merger or consolidation from a constituent partnership to the continuing or new partnership; and,
- (12) that constitute a corrective deed or a quitclaim deed used to confirm title already vested in the grantee, provided that no consideration of any kind is paid or is to be paid under the corrective or quitclaim deed.
- (13) transferring realty subject to a mortgage to the mortgagee whether by a deed in lieu of foreclosure executed by the mortgagor or deed pursuant to foreclosure proceedings.
- (14) transferring realty from an agent to the agent's principal in which the realty was purchased with funds of the principal, provided that a notarized document is also filed with the deed that establishes the fact that the agent and principal relationship existed at the time of the original purchase as well as for the purpose of purchasing the realty.
- (15) transferring title to facilities for transmitting electricity that is transferred, sold, or exchanged by electrical utilities, municipalities, electric cooperatives, or political subdivisions to a limited liability company which is subject to regulation under the Federal Power Act (16 U.S.C. Section 791(a)) and which is formed to operate or to take functional control of electric transmission assets as defined in the Federal Power Act.

**Attachment H**

**EXHIBIT "C" TO NARRATIVE SUPPLEMENT**

Survey recorded in ROD in Plat Book 115 Page 192



**Attachment H**

**EXHIBIT "D" TO NARRATIVE SUPPLEMENT**

HHCA Bluffton Campus Deed









EXHIBIT "A"

ALL that certain piece, parcel and tract of land, situate, lying and being within the Buckwalter Tract, Town of Bluffton, Beaufort County, South Carolina, containing 27.78 acres, consisting of 25.95 acres of uplands and 1.83 acres of wetlands, which parcel is more fully shown and described on a plat thereof prepared by Thomas & Hutton Engineering Co. Boyce L. Young, SCRLS No. 11079, entitled "A Boundary Plat of Buckwalter Private School Site, Formerly Known as a Portion of the Buckwalter Tract, Prepared For Hilton Head Christian Academy," which plat is dated December 4, 2002 and is recorded in the Office of the Register of Deeds for Beaufort County in Plat Book 91 at Page 2.

The property described above is conveyed subject to all applicable restrictive covenants, easements and affirmative obligations of record affecting it as of the date hereof, including but not limited to the following: (a) the Development Agreement recorded in Record Book 1288 at Page 1, as assigned; (b) the easements shown on the above-referenced recorded plat; and (c) the restrictive covenants, requirements for establishment of buffers, timber harvesting reservation, mineral royalties reservation, and other obligations and limitations affecting the above-described parcel contained in the Deed to Grantor which is recorded in Book 1549 at Page 815 in the Office of the Register of Deeds for Beaufort County.

**EXHIBIT “E” TO NARRATIVE SUPPLEMENT**

Bluffton Campus Master Plan



CAMPUS MASTER PLAN & OPEN SPACE PLAN  
EXHIBIT B



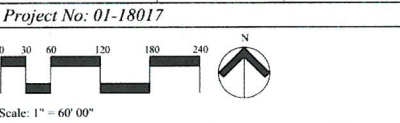
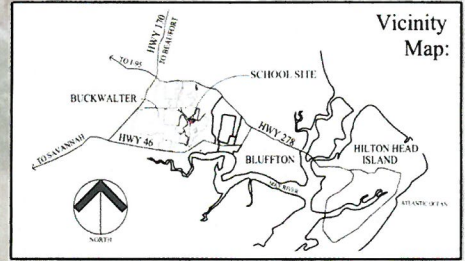
**SITE DATA:**  
 COUNTY: BEAUFORT  
 MUNICIPALITY: BLUFFTON  
 PARCEL ID NUMBER: R6100030-000-0442-0000  
 ACREAGE: 27.78 ACRES  
 LOCATION: BLUFFTON PKWY & MASTERS WAY  
 ZONING: PUD (BUCKWALTER)  
 ORIGINAL MASTER PLAN DATED MAY 15, 2002

**SITE DEVELOPMENT SUMMARY:**  
 ACREAGE: 27.78 ACRES  
 PROPOSED IMPERVIOUS AREA: ± 6.83 ACRES (± 24.6%)  
 PROPOSED OPEN SPACE: ± 20.62 ACRES (± 74.2%)  
 UTILITY EASEMENT: ± 0.33 ACRES (± 1.2%)  
**BUILDING SUMMARY:**  
 LOWER SCHOOL / ADMIN: 22,312 SF  
 MIDDLE SCHOOL: 23,190 SF  
 GYMNASIUM / PAC: 30,026 SF  
 HEART / PAC: 55,000 SF  
 MIDDLE (FUTURE): 25,000 SF

**PARKING SUMMARY:**  
 PARKING CALCULATED BASED ON TOWN OF BLUFFTON'S UDO REQUIREMENTS FOR EDUCATIONAL FACILITIES (1 SPACE PER 3 STUDENTS & 1 SPACE PER INSTRUCTOR).  
**PARKING REQUIREMENTS:**  
 IHCA ANTICIPATES 73 STUDENTS / GRADE AT BUILD OUT: 73 x 4 (FRESHMAN, SOPHOMORE, JR., SR) = 292 / 3 = 98 SPACES  
 IHCA ANTICIPATES 60 INSTRUCTORS AT BUILD OUT: 1 SPACE / 1 INSTRUCTOR = 60 SPACES  
 IHCA ANTICIPATES 25 ADMIN / SUPPORT STAFF AT BUILD OUT: 1 SPACE / 1 ADMIN / SUPPORT STAFF = 25 SPACES  
 VISITOR / GUEST PARKING = 25 SPACES  
**TOTAL PARKING: 208 SPACES**  
**PARKING PROVIDED PER LOT:**  
 LOT A: 67 SPACES  
 LOT B: 82 SPACES  
 LOT C: 59 SPACES  
**TOTAL: 208 SPACES**

**LEGEND**  

 ■ CAMPUS BUILDING  
 ■ FUTURE CAMPUS BUILDING  
 ● LEARNING NODE  
 ■ COVERED DROP-OFF  
 ■ MIDDLE SCHOOL DROP-OFF ROUTE  
 ■ LOWER SCHOOL DROP-OFF ROUTE  
 ■ BUS DROP-OFF ROUTE  
 ●●● PEDESTRIAN NETWORK  
 ■■ PEDESTRIAN SPINE/FIRE ACCESS (16' MIN.)



Project No: 01-18017      Date: 05-30-2018      Scale: 1" = 60'-00"      Page Title: Campus Master Plan & Open Space Plan

Revised: 06-28-2018

Hilton Head Christian Academy      Wood+Partners Inc. WPI  
 Bluffton, South Carolina      Landscape Architects  
 Land Planners

Document is preliminary and subject to change.  
 2013 Wood+Partners Inc., 7 Lafayette Place, Hilton Head Island, SC 29926 Tel: 843-681-6618 Fax 843-681-7086, www.woodandpartners.com  
 PO Box 23949 Hilton Head Island, SC 29925  
 843-681-6618 Fax 843-681-7086 www.woodandpartners.com



**EXHIBIT “F” TO NARRATIVE SUPPLEMENT**

HHCA Board of Directors Letter



## Attachment H



To the Planning Commission and Town Council of the Town of Hilton Head Island:

I am the Chairman of the Board of Directors for the Hilton Head Christian Academy. On behalf of the Board and the parents and supporters of our school, this letter is submitted to evidence our support and approval of the proposed zoning map amendment submitted by Spandrel Development Partners, LLC for the Academy property located at 55 Gardner Drive on Hilton Head Island. The approval of the requested rezoning of the Christian Academy property is critically important for the successful transition of the school to our mainland location.

Sincerely,

Rod Strickland  
Chairman of the Board of Directors

**Attachment H**

**EXHIBIT "G" TO NARRATIVE SUPPLEMENT**

Beaufort County Assessor's On Line Records dated 1-14-2019



Beaufort County, South Carolina

generated on 1/14/2019 10:27:23 AM EST

Property ID (PIN)	Alternate ID (AIN)	Parcel Address	Data refreshed as of	Assess Year	Pay Year
R510 008 000 098G 0000	04860662	,	1/11/2019	2019	2019

Current Parcel Information

Owner	BEAUFORT COUNTY SOUTH CAROLINA	Property Class Code	TCUVac Highway&StreetROW
Owner Address	PO BOX 1228 BEAUFORT SC 29901	Acreage	5.8400
Legal Description	60' R/W GARDNER DRIVE PB42 P117 PB61 P20 5/98 0.71 AC DEDUCTED FM 8/98 5/98 0.24 AC DEDUCTED FM 8/98F		

Historic Information

Tax Year	Land	Building	Market	Taxes	Payment
2018	\$500		\$500	\$0.00	\$0.00
2017	\$500		\$500	\$0.00	\$0.00
2016	\$500		\$500	\$0.00	\$0.00
2015	\$500		\$500	\$0.00	\$0.00
2014	\$500		\$500	\$0.00	\$0.00
2013	\$500		\$500	\$0.00	\$0.00
2012	\$500		\$500	\$0.00	\$0.00
2011	\$500		\$500	\$0.00	\$0.00
2010	\$500		\$500	\$0.00	\$0.00
2009	\$500		\$500	\$0.00	\$0.00

Sales Disclosure

Grantor	Book & Page	Date	Deed	Vacant	Sale Price
TOWN OF HILTON HEAD ISLAND	1241 1094	6/3/1999	QC		\$1
TOWN OF HILTON HEAD ISL	953 2313	6/17/1997	Fu		\$10
INDIGO RUN LTD P/S	952 1835	6/16/1997	Fu		\$10
UNKNOWN OWNER 04860662		12/31/1776	Or		\$0

**Attachment H**

12/31/1776 Or

\$0

Building	Type	Use Code Description	Improvements			Square Footage	Improvement Size
			Constructed Year	Stories	Rooms		



**Attachment H**

**EXHIBIT "H" TO NARRATIVE SUPPLEMENT**

Aerial Photo of Property

Attachment H



Project No: 01-18055

Date: 01-18-19

Scale: 1" = 500'-00"

Page Title: AERIAL IMAGE MAP



Document is preliminary and subject to change.

2013 Wood+Partners Inc., 7 Lafayette Place, Hilton Head Island, SC 29926 Tel: 843-681-6618 Fax: 843-681-7086, www.woodandpartners.com

Spandrel Multifamily (Former HHCA Site)  
Hilton Head Island, SC

**Wood+Partners Inc. WPI**  
Landscape Architects  
Land Planners

PO Box 2946 • Hilton Head Island, SC 29925  
843.681.6618 • Fax 843.681.7086 • www.woodandpartners.com

**Attachment H**

**EXHIBIT "I" TO NARRATIVE SUPPLEMENT**

Deed recorded in ROD in Book 207 Page 839



STATE OF SOUTH CAROLINA)

COUNTY OF BEAUFORT )

1839

KNOW ALL MEN BY THESE PRESENTS, That The Hilton Road Company, Inc. a Corporation having its principal offices in Beaufort County, South Carolina, for and in consideration of the sum of Ten and 00/100----- (\$10.00)----- DOLLARS, to it in hand paid, at and before the sealing and delivery of these presents, by THOUSAND OARS, A Limited Partnership of Chatham County, Georgia the receipt whereof is hereby acknowledged, has granted, bargained, sold and released, and by these presents does grant, bargain, sell and release unto the said THOUSAND OARS, as aforementioned, its successors and assigns all the following described property, to-wit:

ALL that certain piece, parcel or tract of land located on Hilton Road Island Beaufort County, South Carolina, and containing 50 acres, more or less, as shown on a plat thereof prepared by William H. Mitchell, Registered Professional Engineer, surveyed December 4, 1972, and attached hereto and made a part hereof, and having the following metes and bounds: Said property is bounded on the north by the southern right of way of U. S. Route 278, on the East and West by lands of The Hilton Road Company, Inc. and on the South by lands now or formerly of Shey and having the following metes and bounds: Beginning at a point located 50 feet perpendicular to the center line right of way of U. S. Route 278, 1,118.61 feet West of its intersection with the center line of S. C. Route 7-44; thence S 14 degrees 33 minutes 40 seconds W for a distance of 1,196.18 feet to a point; thence 118 degrees 50 minutes 10 seconds SW, for a distance of 63.12 feet; thence 180 degrees 01 minutes 00 seconds SW for a distance of 123.01 feet; thence 180 degrees 50 minutes 00 seconds SW for a distance of 152.02 feet; thence 171 degrees 47 minutes 30 seconds SW for a distance of 151.43 feet; thence 160 degrees 18 minutes 02 seconds SW for a distance of 127.29 feet; thence 182 degrees 30 minutes 20 seconds SW for a distance of 230.74 feet; thence 193 degrees 09 minutes 20 seconds SW for a distance of 1,673.83 feet; thence S 75 degrees 26 minutes 20 seconds E for a distance of 1,467.30 feet to the point of the beginning and containing 50 acres more or less.

SUBJECT, HOWEVER, TO THE FOLLOWING:

Said property is conveyed subject to all obligations, restrictions, limitations and covenants of record in the office of the Clerk of Court for Beaufort County, South Carolina attached hereto and made a part hereof.



Revenue Stamps  
Collected  
127 30  
Beaufort County, S. C.



1839-RV-2



TOGETHER WITH ALL and singular the rights, title and interest in and to the said premises belonging, or in any wise incident or appurtenant thereto.

TO HAVE AND TO HOLD, all and singular, the said premises before mentioned unto the said THOUSAND OAKS, A Limited Partnership of Chatham County, Georgia, its successors ~~here~~ and assigns. Forever, subject however to the restrictions of covenants set out above.

AND, the said GRANTOR does hereby bind itself, its successors and assigns, to warrant and forever defend, all and singular, the said premises unto the said THOUSAND OAKS, A Limited Partnership of Chatham County, Georgia, its successors ~~here~~ and assigns, against all and all other persons or person lawfully claiming, or to claim the same or any part thereof.

IN WITNESS WHEREOF, the Grantor has caused these presents to be signed by its duly authorized officers, this 15th day of December, 1972, A.D. 1972, and in the one hundred and ~~seventy-seventh~~ <sup>ninety-seventh</sup> year of the Sovereignty and Independence of the United States of America.

SIGNED, SEALED AND DELIVERED IN THE PRESENCE OF:

*Patricia L. Martin*  
*Lynn J. Schreider*

THE HILSON HEAD COMPANY, INC. (SEAL)

By *Frederick C. Mack, Jr.*  
President

ATTEST:  
*William M. Smoot*  
As Secretary

STATE OF SOUTH CAROLINA  
COUNTY OF BEAUFORT

BEFORE ME personally appeared Patricia L. Martin and made oath that she saw the within named corporation by Frederick C. Mack, Jr. its President sign the within deed and William M. Smoot its Secretary attest the same, and the said corporation, by said officers, seal said deed and, as its act and deed, deliver the within written deed, that he with Lynn J. Schreider witnessed the execution thereof.

SWORN to before me this 15th day of December 1972 A.D.

*Patricia L. Martin*  
(Witness)

*Lynn J. Schreider* (SEAL)  
Notary Public for South Carolina



Attachment H

EXHIBIT B

STATE OF SOUTH CAROLINA )  
COUNTY OF BEAUFORT )

PROTECTIVE COVENANTS

1841

WHEREAS, The Hilton Head Company, Inc. a corporation organized and existing under the laws of South Carolina, is owner of that certain fifty acre tract located on Hilton Head Island, Beaufort County, South Carolina as shown on the plat attached hereto and made a part hereof; and

WHEREAS, The Hilton Head Company, Inc. is desirous of placing upon the land certain restrictions and protective covenants which are more particularly hereinafter set forth.

NOW, THEREFORE, in consideration of the premises, The Hilton Head Company, Inc. does hereby publish, set forth and declare the following protective covenants and restrictions for that certain tract as shown on that certain plat attached hereto and made a part hereof as recorded in the office of the Clerk of Court for Beaufort County, South Carolina.

1. All property in said tract shall be used for semi-residential purposes only. As used in this declaration the term "semi-residential" means buildings in the nature of multiple-unit apartment houses, condominium units, and any accompanying facilities, such as swimming pools; save and except a ten acre tract to be designated and site approved by The Hilton Head Company, Inc. which said tract may be used for a hotel and/or motel with related facilities; subject however to the restrictions hereinbelow.

2. No building, structure, or accompanying facility of any kind, including signs or other forms of advertising shall be erected, placed, or altered on any property until architectural plans, specifications, construction material and site plan have been approved in writing by The Hilton Head Company, Inc., its designated agent, successors or assigns. Primary consideration in granting or refusing such approval shall be: Quality of design, workmanship and materials; harmony of external design with existing structures, landscaping plan and location with respect to topography and finish grade elevations as well as any other appropriate and reasonable considerations including a height restriction of two stories on all units except motel or hotel units which shall have a three story height restriction and a density

1366 RV-2

Attachment H

1512

restriction of sixteen units per acre. Provided, however, that said density restriction shall not apply to any motel or hotel development or related facility. If The Hilton Head Company, Inc., its successors and assigns, do not act on an application made to them for approval within thirty (30) days after submission, such application shall be deemed approved. This 30 day automatic approval period shall not be applicable unless the applicant presents written evidence of the date of submission to the Company.

3. Property owners shall landscape the improved property included within their property lines and shall maintain the premises in a neat and attractive manner.

4. No structure of a temporary character, trailer, mobile home, tent, shack, garage, barn or other outbuilding shall be used on any property at any time as a residence either temporarily or permanently.

5. Property owners shall provide within the area of their own property parking facilities to fully accommodate the automobiles of themselves and guests, such facilities to be shown on the site plan and approved by The Hilton Head Company, Inc., its successors and assigns.

6. No sewage disposal system shall be permitted on any property unless such system is designed, located and constructed in accordance with the requirements, standards, and recommendations of the appropriate public health authority. Approval of such system as installed shall also be obtained from such authority.

7. Trash, garbage or other waste shall not be kept except in sanitary containers. All incinerators or other equipment for the storage or disposal of such material shall be kept in a clean and sanitary condition, and shall be screened from the public view.

8. Property owners shall provide adequate service entrances which shall be screened from public view.

9. No noxious or offensive activity shall be carried on upon any property nor shall anything be done thereon which may be or may become an annoyance or nuisance to the neighborhood.

10. No livestock or live fowl shall be maintained on any property without the written consent of The Hilton Head Company, Inc., its successors or assigns.

11. No live trees measuring six inches or more in diameter at a height of

1512

Attachment H

1818

four and one-half feet above ground level may be removed without the approval of The Hilton Head Company, Inc.

12. No property shall be subdivided, or its boundary lines changed, except with the written consent of The Hilton Head Company, Inc., its successors or assigns. Said consent shall not be unreasonably withheld.

13. The Hilton Head Company, Inc. hereby reserves to itself, its successors and assigns, a perpetual, alienable and releasable easement and right on, over and under the ground to erect, maintain and use electric and telephone poles, wires, cables, conduits, sewers, water mains and other suitable equipment for the conveyances and use of electricity, telephone, gas, sewage, water and other public conveniences or utilities on, in or over the property conveyed hereunder. Such right may be exercised by any licensee of The Hilton Head Company, Inc., its successors or assigns, but this reservation shall not be construed as an obligation of The Hilton Head Company, Inc. its successors or assigns, to provide or maintain any such utility or service. Provided, however, that the foregoing is intended only as a general reservation of rights to the easements described, and each such easement shall be subject to a specific grant by written instrument as a condition precedent to its becoming effective, which instrument shall show the precise location and dimensions of any such easement. Such easements shall not be unreasonably withheld.

14. In the event that an owner of a unit or units within the property described herein should desire to sell his unit or units, then said property owner shall give The Hilton Head Company, Inc., its successors or assigns, an exclusive 90 day listing of such property, during which time the said company shall have the exclusive right to sell said property, and if the sale is consummated during said period, the said corporation shall be entitled to the prevailing commission of the total sales price on improved and unimproved property; and in the event the said company is unable to sell or dispose of said property at and for the price listed during the aforesaid period of time then the owner shall be free to sell and dispose of said property in such a manner as said owner shall desire. In no instance may the owner sell the property at a price less than that listed with the company, less commission, unless he has the express written consent of said company. If the property owner cannot sell the property within a one (1) year period following the

1818



Attachment H

1814

listing by the company, the owner must again list the property with the company, for a 90 day period as above if he still desires to sell said property. This paragraph shall not apply in any way to the sale in a single transaction of all of the units in any development or phase of development on said property. No reservation of agency in favor of The Hilton Head Company, Inc. shall apply to any such sale.

15. If an owner of property within property described herein should receive an offer to purchase his property, it shall be offered for sale to the company at the same price at which the highest bona fide offer has been made for the property and with full disclosure of the intended purchaser; and the company shall have thirty (30) days within which to exercise its option to purchase said property at this price; and should the company fail or refuse, within thirty (30) days after receipt of written notice of price and the terms of sale to exercise its option to purchase said property at the offered price and upon the offered terms, then the owners of said property shall have the right to sell said property subject however to all covenants and conditions and restrictions herein contained and at the exact price as submitted to the company. The owner may not solicit a purchaser by another agent or from advertising until the property owner has complied with Paragraph 14.

16. If any of the parties hereto, their heirs, successors or assigns or any property owner, or any other person or persons shall violate or attempt to violate any of these covenants herein contained, any of said parties, their heirs, successors or assigns, or any other person or persons owning, or having an economic interest (such as a mortgage) in real property situated in said tract or area or in any adjacent tract or area subject to these restrictions shall have the right to prosecute any lawful proceedings at law or in equity against the person or persons violating or attempting to violate any such covenant, to prevent him or them from doing so or continuing to do so, and/or to recover damages for such violation, but neither a delay in enforcement nor a failure to enforce any one or more of said covenants shall constitute a waiver of the right to do so thereafter as to the same or any subsequent violation. All plans, specifications, and other data information submitted to The Hilton Head Company, Inc. pursuant to Paragraph 2 above shall be open to the inspection prior to approval by any person or persons owning or having an

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Attachment H

economic interest in real property situated in said property.

18-15

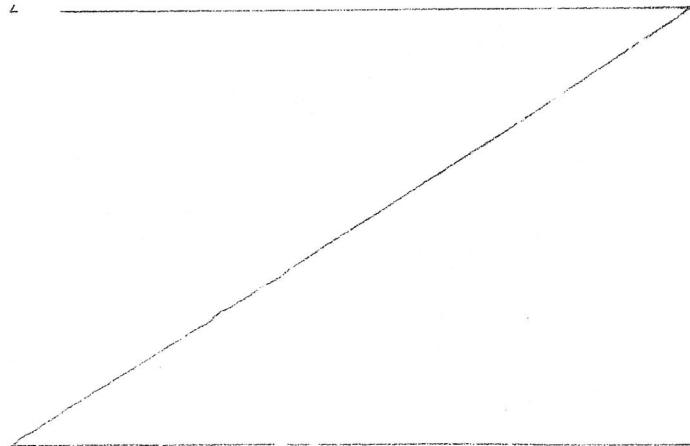
17. These restrictions incorporate all existing state and federal laws where applicable; and the invalidation of any restriction in this instrument contained, shall in no way affect any of the other restrictions, but they shall remain in full force and effect.

18. The provisions of the foregoing paragraphs shall be construed as covenants running with the land and shall be binding upon and enforceable by any and all of the parties hereto, their agents, heirs, successors or assigns, or any other person or persons owning, or having an economic interest in real property in said subdivision or area or any adjacent subdivision or area, until January 1, 1996, after which time said covenants shall be automatically extended for successive period of ten (10) years; however, these restrictions and covenants may be amended, altered, or changed at any time by an instrument signed by the owners of a majority interest in the property and approved by The Hilton Head Company, Inc., its successors and assigns, which said approval shall not be unreasonably withheld.

20. It is understood that these covenants and restrictions do not apply to any mortgagee of any property owner in said tract of property if and when said mortgagee forecloses on a loan to said property owner or acquires property by procedure in lieu of foreclosure. However, any person purchasing from said mortgagee takes the property subject to these covenants and restrictions.

21. Should there be established a property owners association for said tract it is expressly understood that the owners hereunder will subscribe to said association upon the express written consent of the owners of a majority of the land conveyed subject to these covenants and restrictions.

WMS



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Attachment H

1846

DATED this First day of December, 1972.

WITNESS:

THE HILTON HEAD COMPANY, INC.

[Signature]  
[Signature]

By: [Signature]

Attest: William M. Smoot

State of South Carolina

County of Beaufort

Personally appeared before me \_\_\_\_\_ who, on oath says that he saw the within corporation The Hilton Head Company, Inc. by Frederick C. Hack, Jr. its Vice President sign the within Instrument and that William M. Smoot its Asst. Secretary attested the same and as its act and deed, sealed said Instrument and that he with Lynn J. Scheider witnessed the execution thereof.

[Signature]

Sworn to before me this

First day of December, 1972

[Signature]

1356 002

STATE OF SOUTH CAROLINA  
COUNTY OF BEAUFORT

THOUSAND OAKS, A Limited Part-  
nership of Chatham County,  
Georgia

FROM TO

THE HILTON HEAD COMPANY, INC.

1847

TITLE  
TO  
HILTON HEAD ISLAND PROPERTY

I hereby certify that the within deed has been  
this ..... of ..... A.D. 19... Recorded  
in Book ..... of deeds, Page ..... at .....  
o'clock ..... M.

*M. W. Funderberg*  
Clerk of Court of Beaufort County

I hereby certify that the within deed has been  
this ..... day of ..... A.D. 19... Trans-  
ferred on Auditor's Book Page .....

Auditor of Beaufort County

1356842

**Attachment H**

**EXHIBIT "J" TO NARRATIVE SUPPLEMENT**

Assignment of Rights recorded in ROD in Book 521 Page 2090





2091

IN WITNESS WHEREOF, the parties hereto have caused this Assignment to be executed as of the day and year first above written.

ASSIGNOR:

Erwin A. Friedman  
Erwin A. Friedman  
Doris J. [Signature]

ASSIGNEE:

HILTON HEAD CHRISTIAN ACADEMY

James B. Saba  
BY: James B. Saba  
Hent B. England  
Attest: Hent B. England

STATE OF SOUTH CAROLINA )  
  )     PROBATE  
COUNTY OF BEAUFORT         )

PERSONALLY appeared before me the undersigned witness who, being duly sworn, deposes and says that s/he saw the within named Assignor, Erwin A. Friedman, sign, seal and, as his act and deed, deliver the foregoing Assignment of Rights and that s/he, together with the other witness whose name appears as a witness, witnessed the execution thereof.

Erwin A. Friedman

Sworn to and subscribed before me this 3rd day of January 1989.

Doris J. [Signature]  
Notary Public for SC  
My Commission Expires: 6-17-92

2092

STATE OF SOUTH CAROLINA )  
  )     PROBATE  
COUNTY OF BEAUFORT        )

PERSONALLY appeared before me the undersigned witness who, being duly sworn, deposes and says that s/he saw the within-named Assignee, Hilton Head Christian Academy, by JAMES B. SABA, its CHAIRMAN and attested to by KENT B. ENGLAND, its SECRETARY, sign, seal and, as its act and deed, deliver the foregoing Assignment of Rights and that s/he, together with the other witness whose name appears as a witness, witnessed the execution thereof.

*Hathleen A. Sheaffer*

Sworn to and subscribed before me  
this 5<sup>th</sup> day of January 1989.

*David J. [Signature]*  
Notary Public for SC  
My Commission Expires: 6-17-92

ORIGINAL DOCUMENT  
POOR CONTRAST OR CONDITION

2093

EXHIBIT A

ALL that certain lot, tract or parcel of land situate, lying and being 12.16 acres of a portion of the Honey Horn Plantation, Hilton Head Island, Beaufort County, South Carolina, being more particularly described as follows:

Commencing at the intersection of the center line of Matthews Drive and the center line of U.S. Highway 278, and proceeding thence North 75° 26' 20" West a distance of 2,608.17 feet to a point; proceeding thence South 14° 32' 15" West a distance of 1,000.13 feet to a point marked by a found concrete monument which marks the point of beginning of the property herein described.

Proceeding thence South 75° 26' 20" East a distance of 618.74 feet to a point marked by a found concrete monument; proceeding thence North 62° 18' 20" East a distance of 77.34 feet to a point marked by a set concrete monument; proceeding thence along a curve to the right having a radius of 30 feet an arc distance of 73 feet to a point marked by a set concrete monument; proceeding thence South 12° 49' 15" East a distance of 488.64 feet to a point marked by a set concrete monument; proceeding thence South 75° 33' East a distance of 90.20 feet to a point marked by a set concrete monument; proceeding thence South 14° 27' West a distance of 82.22 feet to a point marked by a set concrete monument; proceeding thence North 87° 30' 55" West a distance of 40.31 feet to a point; proceeding thence North 85° 04' West a distance of 317.78 feet to a point marked by a found old concrete monument; proceeding thence North 46° 25' 15" West a distance of 44.35 feet to a point marked by a stake; proceeding thence North 84° 11' West a distance of 60.50 feet to a point marked by a found concrete monument; proceeding thence North 5° 49' East a distance of 30.04 feet to a point marked by a found concrete monument; proceeding South 84° 11' East a distance of 60.50 feet to a point marked by a stake; proceeding thence South 5° 49' West a distance of 30.04 feet to a

point marked by a stake; proceeding thence South 46° 25' 15" East a distance of 44.35 feet to a point marked a found old concrete monument; proceeding thence North 85° 05' 55" West a distance of 582.91 feet to a point marked by an old stone; proceeding thence South 79° 54' 15" West a distance of 231.24 feet to a point marked by a found concrete monument; proceeding thence North 14° 32' 15" East a distance of 712.15 feet to a point marked by the found concrete monument which marks the point of beginning of the property herein described.

The 0.04 acre tract designated as the "Lift Station Site" on the plat described below is specifically excluded from the property described herein, this being the description of the 12.2 acre tract shown on said plat, specifically saving and excluding therefrom the 0.04 acre tract designated as the "Lift Station Site."

For a more particular description of said property, reference is made to that certain plat prepared by Nussey, Gay & Bell, Consulting Engineers on April 23, 1982, of a portion of the Honey Horn Plantation, Hilton Head Island, Beaufort County, South Carolina, which plat is recorded in the office of the Clerk of Court for Beaufort County, South Carolina in Plat Book 30, Page 125, said real property being shown upon said plat as having the metes and bounds described above.

*Black & Biel*

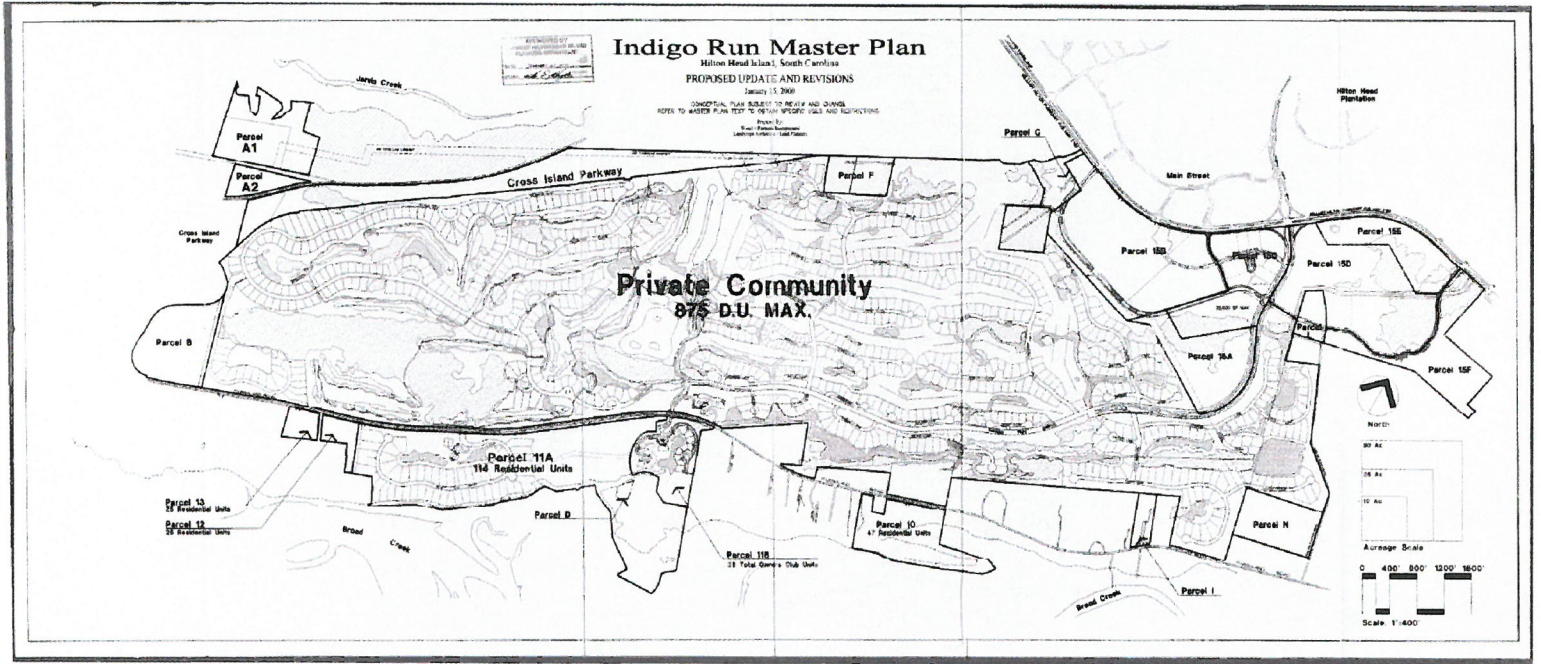
FILED AT	BEAUFORT COUNTY S.C.	RECORDED IN BOOK
10:48 O'CLOCK	JAN 27 1989	521 PAGE
A		2090
<i>Lloyd S. Dalton</i> REGISTER OF MESNE CONVEYANCE		



**EXHIBIT “K” TO NARRATIVE SUPPLEMENT**

Indigo Run Master Plan revised January 25, 2000

# Attachment H



**Attachment H**

**EXHIBIT “K-1” TO NARRATIVE SUPPLEMENT**

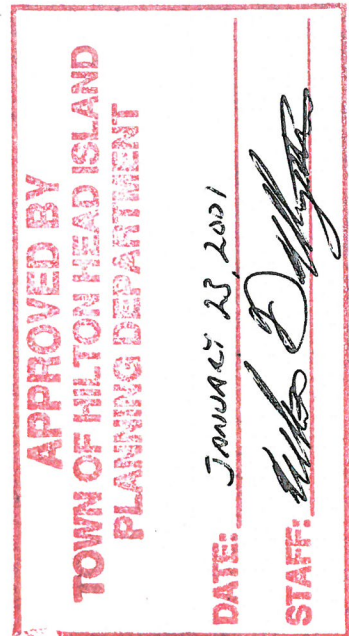
Town Ordinance No. 2000-01, Chart I, Definitions

**Attachment H**

January 1, 1992  
Last Revised January 25, 2000  
ZMA990009  
Ordinance No. 2000-01

INDIGO RUN MASTER PLAN TEXT  
PD-1 Zoning District

CHART I  
DEFINITIONS



1. RESIDENTIAL

- a. Land uses consisting of single family (full size and patio sized lots and attached and detached single family), and multi-family (attached residential including both short term and long term rentals).
- b. This land use also may include community maintenance and operations facilities, minor utility sub-stations, such as a phone or cable company switching station, and water, sewer and cable television facilities.

2. PRIVATE AND SEMI-PRIVATE RECREATION

Land uses which include but are not limited to golf courses, clubhouses and other golf related amenities/facilities (such as, but not limited to, maintenance facilities, cart barns, etc.) swimming pools, tennis courts, playgrounds, pavilions, bathhouses, multi-purpose buildings, community buildings, and other complementary active and passive uses which may be private and/or semi-private. Any such facility may be lighted for night use.

3. PUBLIC RECREATION

- a. Land uses consisting of private and semi-private recreation, indoor and outdoor lighted and unlighted recreation facilities, establishments and services which include active and passive sports, entertainment and equestrian facilities, and restaurants serving such public recreational facilities.
- b. Specifically excluded are outdoor multi-purpose amusement parks, waterslides, wave pools, go-cart tracks, automobile or other mechanized vehicle race tracks, mazes, rifle-range/shooting galleries, ferris wheels, roller coasters and displays of fiberglass or artificial animals, monsters or beasts.

4. COMMERCIAL

Land uses consisting of offices and retail commercial businesses.



5. RETAIL COMMERCIAL

Establishments engaged in selling goods or merchandise to the general public for personal or household consumption (e.g. shopping centers, super markets, department stores, convenience stores, gas stations, etc.) and rendering services incidental to the sale of such goods; and establishments providing services or entertainment to the general public, including but not limited to eating and drinking establishments, personal service businesses, automobile service and repair businesses and entertainment establishments (e.g. movie theaters, bowling alleys, video arcades).

6. INSTITUTIONAL

Land uses consisting of civic, cultural, municipal, governmental, educational, medical, research, or other similar facilities which may include dormitories or other similar living quarters for students, staff, faculty and professionals.

7. CONGREGATE CARE FACILITY

A facility which provides housing and one or more personal services for the elderly, which may include limited nursing services but which does not include nursing home care. Such facilities may provide common areas for the exclusive use of the residents and their guests (e.g. central dining facilities, recreation facilities, meeting rooms, beauty/barber shops). Units that do not contain kitchen facilities shall be calculated at a rate of 2.88 congregate care facility units equaling 1 residential dwelling unit.

END CHART I

**Attachment H**

CHART II  
LAND USE SUMMARY

Parcel No.'s and Land Uses	Total Residential Units	Approx. Gross Acreage
Private Community	875	_____
<ul style="list-style-type: none"> <li>• Residential</li> <li>• Private/Semi-Private Recreation</li> </ul>		
Parcel 10	47	28.59
<ul style="list-style-type: none"> <li>• Residential</li> <li>• Private/Semi-Private Recreation</li> </ul>		
Parcel 11-A	114	_____
<ul style="list-style-type: none"> <li>• Residential</li> <li>• Private/Semi-Private Recreation</li> </ul>		
Parcel 11-B	28	_____
<ul style="list-style-type: none"> <li>• Residential</li> <li>• Divisible Dwelling Units</li> <li>• Interval Occupancy</li> <li>• Private/Semi-Private Recreation</li> </ul>		
Parcel 12	25	10.07
<ul style="list-style-type: none"> <li>• Residential</li> <li>• Private/Semi-Private Recreation</li> </ul>		
Parcel 13	25	4.64
<ul style="list-style-type: none"> <li>• Residential</li> <li>• Private/Semi-Private Recreation</li> </ul>		
Parcel 15-A		_____
<ul style="list-style-type: none"> <li>• Single Family Residential</li> </ul>	44	
Parcel 15-B		_____
<ul style="list-style-type: none"> <li>• Retail Commercial, not to exceed 7,000 square feet per net acre</li> </ul>	Not applicable	

## Attachment H

Parcel No.'s and Land Uses	Total Residential Units	Approx. Gross Acreage
Parcel 15-C		_____
• Non-retail Commercial, not to exceed 10,000 square feet per net acre (except as otherwise shown on the Master Plan Map)	Not applicable	
Parcel 15-D		_____
• Residential	252	
• Congregate Care Facility	47	
Parcel 15-E		_____
• Commercial, not to exceed 50,000 square feet total	Not applicable	
Parcel 15-F		_____
• Commercial, not to exceed 10,000 square feet per net acre for retail, or 20,000 square feet for non-retail	Not applicable	
• Public Recreation		
• Institutional, not to exceed 10,000 square feet per net acre		

Note: Acreages shown are approximate and as such are not to be construed as survey accurate or as legal descriptions.

END CHART II

## Attachment H

### CHART III LAND USE SUMMARY FOR TRACTS A-N

Chart V identifies the approved land use designations, densities, specific site requirements and any limitations or restrictions that apply to those properties (Tracts A, B, D, E, F, G, I, L and N) in the Town's original application (ZMA-8-91) for changes to the Indigo Run Master Plan that are included as a part of the revised Master Plan.

Tract Identification and Land Uses	Total Residential Units	Approx. Gross Acreage
Parcel A-1		
• Residential	141	32.98
• Private/Semi-Private Recreation		
Parcel A-2		
• Residential	29	7.038
• Private/Semi-Private Recreation		
• Church with accessory uses (not to exceed 5,000 square feet per net acre)		
Parcel B	204	25.08
• Residential		
• Private/Semi-Private Recreation		
Parcel D	Not Applicable	0.75
• Pine Field Cemetery		
Parcel F	50	12.73
• Residential		
• Private/Semi-Private Recreation		
Parcel G	Not Applicable	2.64
• Power Sub-Station and other utilities services		
• Waste Transfer Station		
Parcel I	Not Applicable	4.41
• Light Industrial		
Parcel L	Not Applicable	5.79
• Existing Concrete Plant		



**Attachment H**

Tract Identification and Land Uses	Total Residential Units	Approx. Gross Acreage
<p>Parcel N</p> <ul style="list-style-type: none"> <li>• School (Grades K through 12) to include the following facilities: parking, classrooms, gymnasiums, swimming pool, auditorium, and administrative buildings.</li> <li>• Single Family detached Residential not to exceed 4 Dwelling Units per net acre of the parcel devoted to residential (Note: A maximum of 95 units are permitted if the entire parcel is developed for residential dwellings).</li> <li>• Non-commercial recreational areas to include the following: baseball facilities, soccer and football fields, nature trails, and gardening areas; but only in connection with a school.</li> <li>• Access to any school or recreational facility shall be exclusively from Leg O Mutton Road.</li> <li>• Required buffers shall be increased to a minimum of 150 feet along property lines for all recreational and school uses.</li> <li>• Interval Occupancy units are prohibited.</li> <li>• Dwelling Units permitted for this tract are not transferable to or from other parcels/tracts within the Indigo Run Master Plan.</li> </ul>	Not Applicable	23.81
<p>MAXIMUM RESIDENTIAL UNITS</p> <p>TOTAL GROSS ACRES (+/-)</p>	<p>482</p> <p style="margin-top: 10px;"><i>1976</i></p>	<p>126.4</p>

END CHART III

**Attachment H**

**EXHIBIT "L" TO NARRATIVE SUPPLEMENT**

Letter from Jeremy Clarke, CEO of the Hilton Head Hospital



January 18, 2019

Planning Commission and  
Town Council of the Town of Hilton Head Island

Re: Zoning Map Amendment – Hilton Head Christian Academy Campus

Dear Ladies and Gentlemen:

This letter is provided by the Hilton Head Hospital in support of the proposed zoning map amendment and redevelopment of the Hilton Head Christian Academy Campus into a new multi-family apartment community. Tenet Health System's Hilton Head Hospital employs more than 700 personnel at its Hilton Head Island campus. The addition of quality residential housing opportunities is a well-known and much discussed need in our community, and the approval and development of this apartment community will provide a viable housing option for Hospital personnel and other employees working on Hilton Head. On behalf of the Hilton Head Hospital, it is respectfully requested that the Planning Commission and Town Council favorably view and approve this zoning map amendment and the development as proposed.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Clark", followed by the date "1/22/19".

Jeremy Clark  
Market Chief Executive Officer  
Hilton Head Regional Healthcare

**Attachment H**

**EXHIBIT "M" TO NARRATIVE SUPPLEMENT**

Copy of "will serve" letter HHI PSD #1



**Attachment H**

**COMMISSIONERS**

Bob Manne, Chair  
Bob Gentzler, Vice-Chair  
Gary Kratz, Treasurer  
David McCoy, Secretary  
Frank Drehwing  
Herbert Ford  
Patti Soltys



**EXECUTIVE STAFF**

J. Pete Nardi, General Manager  
Larry M. Sapp, Chief Financial Officer  
William C. Davis, Operations Manager

**HILTON HEAD PUBLIC SERVICE DISTRICT**

December 19, 2018

Jay Stasi  
Spandrel Development Partners

Re: 55 Gardner Drive  
R510-008-000-098A-0000

Dear Jay,

Hilton Head Public Service District has water and sewer availability to serve the above location.

Sincerely,

A handwritten signature in blue ink that reads "William Davis".

William Davis  
Operations Manager

**Attachment H**

**EXHIBIT “M-1” TO NARRATIVE SUPPLEMENT**

Copy of “will serve” letter Palmetto Electric Cooperative



1 Cooperative Way

Hardeeville, SC 29927

843-208-5551

December 18, 2018

Mr. Jay Stasi  
Spandrel Development Partners  
Jstasi@spandreldevelopment.com

Re: 55 Gardner Drive

Dear Jay:

Palmetto Electric Cooperative, Inc. ("PECI") has ample power available to serve the above-referenced project. A redline drawing will be provided when the electrical load requirements and a detailed drawing have been received. There may be "Aid-in-Construction" charges for line extensions, relocations, or special grades of service as described in PECI policies.

Thank you for your cooperation in this matter. Please contact me at (843) 208-5512 or via email [thutchinson@palmetto.coop](mailto:thutchinson@palmetto.coop) if you have any questions or if I may be of further assistance.

Sincerely,

**PALMETTO ELECTRIC COOPERATIVE, INC.**

A handwritten signature in blue ink, appearing to read "Tim Hutchinson", is written over the printed name.

Tim Hutchinson  
System Engineer

TH:mhl

c: Mr. José-Luis Aguilar, PECI  
Mr. Corey Tuten, PECI  
Mr. Matt Loxley, PECI



## Attachment H



February 5, 2019

Jay Stasi, VP of Construction  
Spandrel Development  
205 E 42<sup>nd</sup> St, 20<sup>th</sup> Floor  
New York, NY 10017

Dear Mr. Stasi:

SUBJ: Letter of Intent to Provide Service for: **55 Gardner Drive, HHI**

Hargray Engineering Services has reviewed the master plan for the above referenced project. Hargray Communications has the ability and intent to serve the above referenced project. Forward to our office a digital copy of the plan that has been approved by the county/town for use with Microstation or AutoCAD. Our office will then include owner/developer conduit requirements on the approved plan and return to your office.

By accepting this letter of intent to serve, you also accept sole responsibility to forward the requirements and Project Application Form to the owner/developer. The Project Application Form identifies the minimum requirements to be met as follows:

- Commercial buildings – apartments – villas: Minimum 4 inch diameter conduit Schedule 40 PVC with pull string buried at 24 to 30 inch depth, from the equipment room or power meter location to a point designated by Hargray at the road right-of-way or property line. **Conduits are required from each building site and multiple conduits may apply.**
- Commercial buildings with multiple “units” may require conduit(s) minimum ¾” from main equipment entry point to termination point inside unit. Plenum type ceilings require conduits or flame retardant Teflon wiring to comply with code.
- Hotel or large commercial project requirements would be two (2) 4 inch diameter Schedule 40 PVC underground conduits.
- Equipment rooms to have ¾ inch 4’x8’ sheet of plywood mounted on wall to receive telephone equipment.
- A power ground accessible at equipment room or an insulated #6 from the service panel or power MGN to the backboard.
- Residential wiring requires CAT5E wiring (4 or 6 Pair) twisted wire for Telephone and Data. Industry Standard.
- All interior wiring should be pulled to the area immediately adjacent to the plywood backboard or power meter location. A minimum of 5’ of slack is required for terminations.

**Aid in or Aid to Construction may apply to certain projects.**

Easements are required prior to installing facilities to your site.

Should there be any changes or additions to the original master plan, this letter will only cover those areas which are shown on the original master plan. All changes or additions would require another Letter of Intent to supply service. All costs incurred by the Telephone Company resulting from any requested change or failure to comply with minimum requirements shall be borne by the Developer. **Commercial projects require pre-construction meeting with Telco Company to review requirements.** I am available to discuss these requirements in more detail at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Rodney Cannon", written over a horizontal line.

Rodney Cannon  
Interim Manager, Facilities Engineering  
843-815-1697



## Attachment H

**Requirement for  
Letter of Intent to  
Provide Service**

**HARGRAY COMMUNICATIONS COMPANY, INC**

**Engineering Services  
Construction Application**

**CONTACT INFORMATION**

Project Owner Name: SDP HHI, LLC	Phone No.: 646.747.2200
Address: 205 E. 42nd St. 20th Floor	City, State, Zip New York, NY 10017
Developer Name: Spandrel Development	Phone No.: 646.747.2200
Address: 205 E. 42nd St. 20th Floor	City, State, Zip New York, NY 10017
Project Manager Name: Ward Edwards, Inc. /	Phone No.: 843-837-5250
Address: PO Box 381	City, State, Zip Bluffton, SC 29910

**PROJECT INFORMATION**

Project Name/Location 55 Gardner Drive Hilton Head Island, SC 29926	Lots
Proposed Start and Finish Dates 07/2020 - 11/2021	Condominium Units
No. of Phases 1	Units Per Phase 300
Comments:	Commercial Sq. Ft.

**REQUIREMENTS INFORMATION**

**APPLICATION REQUIREMENTS**

**PROJECT REQUIREMENTS**

**\*\*Engineering note: Check boxes that apply to applicant.**

**These must be in place before service can be provided.**

Hargray Communications Company Inc must have copies of the following items before we can furnish a "Letter of Intent" and schedule your project.

One copy of development or site plans indicating property and/or lot lines, proposed buildings, roads, parking, water, sewer and drainage layout.

Digital copy of county/town approved plan.

- \* Commercial Buildings-Apartments-Villas - Hotels  
Minimum 4 inch diameter conduit Sch. 40 PVC with pull string buried at 24 to 30 inch depth, from the equipment room or power meter location to a point designated by Hargray at the road right-of-way or property line. **Conduits are required from each building site & multiple conduits may apply.**
- \* Commercial buildings with multiple "units" may require conduit(s) minimum 3/4" from main equipment entry point to termination point inside unit. Plenum type ceilings require conduits or flame retardant Teflon wiring to comply with code.
- A dedicated 110-volt, 20 amp circuit with a four way outlet to power external equipment for the site. For Commercial Application.
- Equipment rooms to have 3/4 inch 4'X8' sheet of plywood mounted on wall to receive telephone equipment.**
- A power ground accessible at equipment room or an insulated #6 from the service panel or power MGN to the backboard.**
- Residential wiring requires CAT5E wiring (4 or 6 Pair) twisted wire for Telephone and Data (industry standard).
- CATV inside wiring will be RG6 foil wrapped 66% braid minimum, home run to each outlet.**
- All interior wiring should be pulled to the area immediately adjacent to the plywood backboard or power meter location. A minimum of 5' of slack is required for terminations.
- A 120 AC 15 A dedicated power outlet is to be located in the service yard to supply AC power to the ONU. Power to the ONU will be provided through a Pull Out Disconnected Switch, manufactured by Square D Company, or equivalent. The Horsepower Rating for the disconnect switch is 240VAC max, 60A, not fusible.
- Easements are required.

\* Commercial projects require pre-construction meeting with Telco/CATV Company to review requirements.

I understand and agree to provide or meet the application and project requirements as stated above and to inform the contractor/builder of these requirements. I understand that if the project design changes or the proposed start date is delayed by nine (9) months or more, that I must submit a new application. All costs incurred by TELCO resulting from any requested change or failure to comply with minimum requirements, shall be borne by the Developer. **Aid in or Aid to Construction may apply to certain projects.**

	Date		2/4/19	Date
Applicant/Representative		Engineering Services Representative		

Hargray Engineering Services; P.O. Box 3380, Bluffton, SC 29910; Bluffton (843) 815-1676, FAX 815-6201



# Attachment I

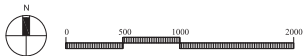


Project No: 01-18055

Date: 01-18-19

Scale: 1" = 500'-00"

Page Title: AERIAL IMAGE MAP



Document is preliminary and subject to change.  
2013 Wood+Partners Inc., 7 Lafayette Place, Hilton Head Island, SC 29928 Tel. 843-681-4618 Fax 843-681-7086, www.woodpartners.com

Spandrel Multifamily (Former HHCA Site) **Wood+Partners Inc.** **WPI**  
Landscape Architects  
Landscape Planners

PO Box 25446 ■ Hilton Head Island, SC 29925  
843.881.8816 ■ Fax 843.881.1188 ■ www.woodpartners.com



# Attachment I

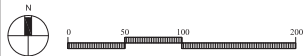


Project No: 01-18055

Date: 01-18-19

Scale: 1" = 50'-00"

Page Title: EXISTING CONDITIONS



Spandrel Multifamily (Former HHCA Site) **Wood+Partners Inc.** **WPI**  
Hilton Head Island, SC  
Landscape Architects  
Land Planners

Document is preliminary and subject to change.  
2013 Wood+Partners Inc., 7 Lafayette Place, Hilton Head Island, SC 29928 Tel: 843-681-4618 Fax: 843-681-7086, www.woodpartners.com

PT Box 25446 • Hilton Head Island, SC 29925  
843.881.8816 • Fax 843.881.1188 • www.woodpartners.com

**ATTACHMENT J**

**Setbacks and Buffers for Existing and Proposed Uses on the Subject Property**

\*Hilton Head Christian Academy is an Institutional Use

Existing, Designated Uses	Town-owned parcel to the north	Sandalwood Terrace	Undeveloped Southwood Park Drive right-of-way	Old Woodlands	Town-owned parcel to the south	Hilton Head PSD	Gardner Drive
Commercial Use Setback	30 ft, 60°	25 ft, 75°	20 ft, 60° Setback  Type A Buffer	25 ft, 75°	30 ft, 60°	20 ft, 75°	40 ft, 70° Setback  Type B Buffer
Commercial Use Buffer	Type C	Type B		Type C	Type C	No buffer	
Public Recreation Use Setback	20 ft, 75°	20 ft, 75°		20 ft, 75°	20 ft, 75°	25 ft, 75°	
Public Recreation Use Buffer	Type A	No buffer		Type A	Type A	Type B	
Institutional Use* Setback	30 ft, 60°	25 ft, 75°		25 ft, 75°	30 ft, 60°	20 ft, 75°	
Institutional Use* Buffer	Type C	Type B		Type C	Type C	No buffer	
Proposed Uses	Town-owned parcel to the north	Sandalwood Terrace	Undeveloped Southwood Park Drive right-of-way	Old Woodlands	Town-owned parcel to the south	Hilton Head PSD	Gardner Drive
Institutional Use* Setback	30 ft, 60°	<b>25 ft, 75°</b>	20 ft, 60° Setback  Type A Buffer	<b>25 ft, 75°</b>	30 ft, 60°	20 ft, 75°	40 ft, 70° Setback  Type B Buffer
Institutional Use* Buffer	Type C	<b>Type B</b>		<b>Type C</b>	Type C	No buffer	
Multifamily Residential Use Setback	20 ft, 75°	<b>20 ft, 75°</b>		<b>20 ft, 75°</b>	20 ft, 75°	25 ft, 75°	
Multifamily Residential Use Buffer	Type A	<b>No buffer</b>		<b>Type A</b>	Type A	Type B	



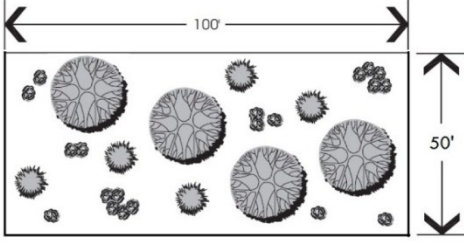
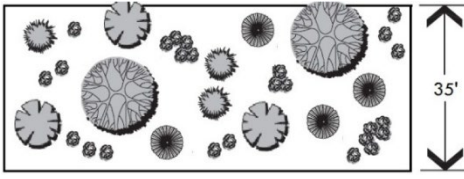
**ATTACHMENT K**

<b>LMO TABLE 16-5-103.F, BUFFER TYPES</b>		
<b>MINIMUM BUFFER WIDTH AND SCREENING REQUIREMENTS</b>		
<b>TYPE A BUFFER</b>		
This buffer includes low- <i>density</i> screening designed to partially block visual contact and create spatial separation between <i>adjacent uses</i> or between <i>development</i> and <i>adjacent streets</i> with low traffic volumes.		
<b>Option 1</b>		Width: 20 feet <i>Overstory trees</i> : 2 every 100 linear ft <i>Understory trees</i> : 3 every 100 linear ft Evergreen shrubs: 8 every 100 linear ft
<b>Option 2</b>		Width: 10 feet <i>Overstory trees</i> : 2 every 100 linear ft <i>Understory trees</i> : 4 every 100 linear ft Evergreen shrubs: 10 every 100 linear ft
<b>TYPE B BUFFER</b>		
This buffer includes low- to medium- <i>density</i> screening designed to create the impression of spatial separation without significantly interfering with visual contact between <i>adjacent uses</i> or between <i>development</i> and <i>adjacent</i> minor arterials.		
<b>Option 1</b>		Width: 25 feet <i>Overstory trees</i> : 3 every 100 linear ft <i>Understory trees</i> : 6 every 100 linear ft Evergreen shrubs: 10 every 100 linear ft
<b>Option 2</b>		Width: 25 feet <i>Overstory trees</i> : 3 every 100 linear ft <i>Understory trees</i> : 6 every 100 linear ft Evergreen shrubs: 10 every 100 linear ft

**ATTACHMENT K**

<b>LMO TABLE 16-5-103.F, BUFFER TYPES</b>		
<b>MINIMUM BUFFER WIDTH AND SCREENING REQUIREMENTS</b>		
<b>TYPE C BUFFER</b>		
This buffer includes medium- <i>density</i> screening designed to eliminate visual contact at lower levels and create spatial separation between <i>adjacent uses</i> .		
<b>Option 1</b>		<p style="text-align: center;">Width: 25 feet</p> <p><b>Overstory trees:</b> 3 every 100 linear ft  <b>Understory trees:</b> 5 every 100 linear ft</p> <p>A solid wall or fence at least 3 ft high or a solid evergreen hedge at least 3 ft high and 3 ft wide</p>
<b>Option 2</b>		<p style="text-align: center;">Width: 15 feet</p> <p><b>Overstory trees:</b> 4 every 100 linear ft  <b>Understory trees:</b> 6 every 100 linear ft</p> <p>A solid wall or fence at least 3 ft high or a solid evergreen hedge at least 3 ft high and 3 ft wide                      At least 50% of all trees must be evergreen</p>
<b>TYPE D BUFFER</b>		
This buffer includes high- <i>density</i> screening designed to eliminate visual contact up to a height of six feet and create a strong spatial separation between <i>adjacent uses</i> . A Type D buffer is required adjacent to all loading areas per Section 16-5-107.H.8.d, Buffering of Loading Areas.		
<b>Option 1</b>		<p style="text-align: center;">Width: 30 feet</p> <p><b>Overstory trees:</b> 5 every 100 linear ft  <b>Understory trees:</b> 6 every 100 linear ft</p> <p>Evergreen shrubs: 25 every 100 linear ft and at least 6 ft high at maturity                      At least 50% of all trees must be evergreen</p>
<b>Option 2</b>		<p style="text-align: center;">Width: 20 feet</p> <p><b>Overstory trees:</b> 6 every 100 linear ft  <b>Understory trees:</b> 8 every 100 linear ft</p> <p>A solid wall or fence at least 6 ft high or a solid evergreen hedge at least 6 ft high and 3 ft wide                      At least 50% of all trees must be evergreen</p>

**ATTACHMENT K**

LMO TABLE 16-5-103.F, BUFFER TYPES		
MINIMUM BUFFER WIDTH AND SCREENING REQUIREMENTS		
TYPE E BUFFER		
<p>This buffer provides greater spacing and medium-<i>density</i> screening designed to define “green” corridors along major arterials.</p>		
<b>Option 1</b>		<p>Width: 50 feet  <i>Overstory trees</i>: 4 every 100 linear ft  <i>Understory trees</i>: 5 every 100 linear ft                      Evergreen shrubs: 20 every 100 linear ft and at least 3 ft high at maturity</p>
<b>Option 2</b>		<p>Width: 35 feet  <i>Overstory trees</i>: 5 every 100 linear ft  <i>Understory trees</i>: 7 every 100 linear ft                      Evergreen shrubs: 25 every 100 linear ft and at least 3 ft high at maturity                      At least 50% of all <i>trees</i> must be evergreen</p>
<ol style="list-style-type: none"> <li>1. Required overstory trees shall be distributed and spaced to maximize their future health and effectiveness as buffers. Other required vegetation shall be distributed within the buffer as appropriate to the function of the buffer.</li> <li>2. Where an adjacent use is designed for solar access, understory trees may be substituted for overstory trees.</li> <li>3. Fences or walls within an adjacent street or use buffer shall comply with the standards of <a href="#">Sec. 16-5-113</a>, Fence and Wall Standards.</li> <li>4. A berm may be provided in conjunction with the provision of a hedge, fence, or wall to achieve height requirements, provided its side slopes do not exceed a ratio of three horizontal feet to one vertical foot and the width of its top is at least one-half its height.</li> <li>5. If a buffer length is greater or less than 100 linear feet, the planting requirements shall be applied on a proportional basis, rounding up for a requirement that is 0.5 or greater, and down for a requirement that is less than 0.5. (For example, if the buffer length is 150 linear feet, and there is a requirement that 5 overstory trees be planted every 100 linear feet, 8 overstory trees are required to be planted in the buffer (1.5 x 5 = 7.5, rounded up to 8)).</li> <li>6. Minimum buffer widths and minimum planting requirements for adjacent street buffers may be reduced by up to 30 percent in the S District, 20 percent in the RD and IL Districts, and 15 percent in all other districts, on demonstration to the Official that:                         <ol style="list-style-type: none"> <li>a. The reduction is consistent with the character of development on surrounding land;</li> <li>b. Development resulting from the reduction is consistent with the purpose and intent of the adjacent setback standards;</li> <li>c. The reduction either (a) is required to compensate for some unusual aspect of the site or the proposed development, or (b) results in improved site conditions for a development with nonconforming site features;</li> <li>d. The reduction will not pose a danger to the public health or safety;</li> <li>e. Any adverse impacts directly attributable to the reduction are mitigated;</li> </ol> </li> </ol>		

**ATTACHMENT K**

- f. The reduction, when combined with all previous reductions allowed under this provision, does not result in a cumulative reduction greater than a 30 percent in the S District, 20 percent in the RD and IL Districts, or 15 percent in all other districts; and
  - g. In the S, RD, and IL districts, there are no reasonable options to the reduction that allow development of the site to be designed and located in a way that complies with LMO standards.
7. Minimum buffer widths and minimum planting requirements for adjacent use buffers may be reduced by up to 10 percent any district on demonstration to the Official that:
- a. The reduction is consistent with the character of development on surrounding land;
  - b. Development resulting from the reduction is consistent with the purpose and intent of the adjacent setback standards;
  - c. The reduction either (a) is required to compensate for some unusual aspect of the site or the proposed development, or (b) results in improved site conditions for a development with nonconforming site features;
  - d. The reduction will not pose a danger to the public health or safety;
  - e. Any adverse impacts directly attributable to the reduction are mitigated; and
  - f. The reduction, when combined with all previous reductions allowed under this provision, does not result in a cumulative reduction greater than a 30 percent in the S District, 20 percent in the RD and IL Districts, or 15 percent in all other districts.



# Memo



**To:** Planning Commission  
**From:** Darrin Shoemaker, Traffic and Transportation Engineer  
**Via:** Teri Lewis, LMO Official  
**cc:** Town Council  
**Date:** 02/15/2019  
**Re:** 2018 Traffic Monitoring & Evaluation Report

---

## **Recommendation:**

It is recommended that the Commission review and consider the subject annual report, elicit comments at a public meeting, and formally endorse the report. It is further recommended that the Planning Commission provide its comments on the report and any supplemental recommendations to Town Council in accordance with Section 16-2-103.J.10.c.ii of the Land Management Ordinance (LMO).

## **Summary:**

This report and recommendation are prepared and respectfully submitted to the Planning Commission in accordance with the requirements outlined in Section 16-2-103.J.10 of the Town's Land Management Ordinance (LMO). The report summarizes trends relating to traffic demand within the Town, including June weekday traffic demand on intersections and major arterials within the Town, and analyses of all of the Town's signalized intersections. As required by the LMO, the report includes mitigation recommendations for those instances where intersections are found to be deficient relative to the goals. Traffic counts taken during June 2018 on the Town's major arterials were up 2.5 percent relative to comparable counts taken in June 2017, and have increased at an effective annual rate of 2.1 percent per year since June 2013. The intersections of William Hilton Parkway with Squire Pope Road/Chamberlin Drive and the Sea Pines Circle rotary were the only intersections evaluated as operating out of compliance with the LMO-identified goals.

## **Background:**

Section 16-2-103.J.10 of the LMO provides that this report will be prepared and submitted annually by the LMO Official to the Planning Commission for their review, consideration, and discussion at a public meeting. The report is based on traffic counts that are collected annually by the Engineering Division each June on a typical weekday that is intended to approximate the 45<sup>th</sup>-highest traffic volume day of the calendar year, the Town's benchmark for design purposes. The traffic counts collected annually and summarized herein also become the Town's background (or "existing") dataset for use by staff and consultants in preparing Traffic Impact Analysis Plan studies that are required as a result of development for submission to the Town in accordance with the LMO.

**To:** Hilton Head Island Planning Commission

**From:** Darrin A. Shoemaker, Traffic and Transportation Engineer

**Via:** Teri Lewis, LMO Official

**Cc:** Town Council  
Steve Riley, Town Manager  
Shawn Colin, Director of Community Development  
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer  
Jeff Buckalew, Town Engineer

**Date:** February 8<sup>th</sup>, 2019

**Re:** 2018 TRAFFIC MONITORING AND EVALUATION REPORT

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### **PART ONE – EXECUTIVE SUMMARY**

The Town collected three days' worth of 24-hour bi-directional traffic counts at ten locations on designated major arterials in June 2018, covering a Tuesday, Wednesday, and Thursday, June 5<sup>th</sup> through June 7<sup>th</sup>. Based exclusively on these 24-hour counts, aggregate demand increased 2.5 percent over the comparable numbers recorded in June 2017. The aggregate demand recorded was 11.0 percent higher than the comparable demand recorded five years ago in June 2013, equating to growth in June traffic demand on the Town's major arterials that has increased at an effective annual rate of just over 2.1 percent during the most recent five years of data. The Town also collected morning and afternoon peak hour turning movement counts at all signalized intersections within the Town. Based on these counts, composite morning peak hour volume on the signalized intersections within the Town increased 4.8 percent over that recorded in June 2017, but composite afternoon peak hour demand decreased by 2.7 percent. This is similar to the peak hour composite volume trend identified in June 2016, but reverses that identified in June 2017, when morning peak hour demand was down nearly two percent while afternoon peak hour volume was up slightly. South Carolina Department of Transportation (SCDOT) figures for 2018 will be released later in early 2019, but their calendar-year-average 24-hour counts conducted on major and minor arterials and collector facilities throughout the island in calendar year 2017 reflect an aggregate 0.9 percent decrease over their comparable figures collected five years earlier in 2012. The SCDOT calendar-year-average figures, however, indicate that average daily demand on the bridges connecting Hilton Head

Island to the mainland is up over eleven percent over their comparable figure in 2012, a rate of increase that is supported by the Town's daily monitoring of the SCDOT's real-time count station located on Jenkins Island. Federal Highway Administration (FHWA) figures indicate that nationally, June 2018 traffic demand increased 0.3 percent compared with June 2017. It has increased 8.2 percent compared with June 2013, five years ago. The FHWA's data indicates that total traffic demand in the southeast region, comprised of all coastal states from Delaware south to Florida and also West Virginia, increased 1.3 percent over that recorded in June 2017. The FHWA's data for the state of South Carolina indicates a 2.0 percent increase over that recorded in June 2017.

Based exclusively on the June 2018 data for 24-hour demand on major arterials summarized in Table One on page eight of this report, the June 2018 annual traffic count numbers yielded the second highest total ever, lower only than those collected in 2005. For many years, 2005 and 2006 were the highest and second-highest, respectively, volume demand numbers collected during the Town's annual June counting effort. The numbers collected in 2018 exceed those collected in June 2006, however, and have pushed the 2006 totals down to the third-highest demand recorded.

Once again, the only signalized intersection found to be non-compliant with the Town's operational goals as outlined in the Land Management Ordinance (LMO) in June of 2018 was the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive, an intersection that has been identified as being deficient relative to the goals numerous times during the previous two decades. This intersection was found to be deficient during both the morning and afternoon peak hours in June 2018. The last time that any other signalized intersection was analyzed as being non-compliant with the LMO goals was in 2013.

The LMO requires that Sea Pines Circle be counted and analyzed in calendar years that are multiples of five. Staff has elected to exceed this requirement by ensuring that Sea Pines Circle is counted and analyzed in all even years. Hence, Sea Pines Circle was counted and analyzed in 2018. Sea Pines Circle was also found to be operating non-compliant with LMO goals in June 2018, but only due to the approach of Palmetto Bay Road exceeding 150 seconds in average delay-per-vehicle during the morning peak hour, based on the Highway Capacity Manual methodology mandated by the Town's Land Management Ordinance.

## **PART TWO – INTRODUCTION**

As required by Section 16-2-103.J.10 of the Town's Land Management Ordinance (LMO), this report will summarize 2018 traffic volume demand on the Town's

major roadway network and recommend improvements to mitigate operating conditions identified as being non-compliant with the Town's adopted operational goals, which are outlined in Section 16-5-106.C of the LMO. The minimum requirements of the report are also outlined in Section 16-2-103.J.10 of the LMO as follow: 1) Summary of June 2018 weekday morning and afternoon peak hour turning movement counts for all signalized intersections within the Town 2) Summary of twenty-four hour volume demand on the Town's major arterial network 3) Historical trends during the previous five years 4) Description of existing operating conditions as compared with the adopted traffic goals by utilizing the analysis methodology outlined in the current (2016) edition of the Transportation Research Board's *Highway Capacity Manual*, and how these conditions have changed since the preparation of the 2017 Traffic Monitoring and Evaluation Report, and 5) Recommendations on improvements to mitigate any existing conditions found to be non-compliant with the Town's goals.

The Town's adopted traffic goals are outlined in Section 16-5-106.C of the LMO. To satisfy the goals, each signalized intersection within the Town must operate at a volume-to-capacity ratio of 0.9 or lower and with an average total delay-per-vehicle of 55.0 seconds or less during both the morning and afternoon peak hours of an average June weekday, figures which are applicable to the intersection's operation as a whole. The Town's LMO requires that morning peak volume hour and afternoon peak volume hour be evaluated and analyzed annually for each signalized intersection.

This report will examine the morning and afternoon weekday peak hour turning movement demand at signalized intersections within the Town in accordance with the definition of "peak hour" offered in Section 16-10-105 of the LMO. The LMO requires that this report be based on data collected on a typical June weekday in order to avoid identifying deficiencies based on atypically high traffic volume days such as major summer holiday weekends or major traffic-generating events such as the RBC Heritage Presented by Boeing golf tournament or Concours D'Elegance. The Town retained a traffic counting contractor to collect the data on a weekday during the first complete week in June, traditionally selected to approximate the 45<sup>th</sup> highest volume day of the year. The counts summarized in this report were collected only on Tuesdays, Wednesdays, or Thursdays, eliminating Mondays and Fridays to ensure that the results are not skewed by Monday and Friday demands adjacent to weekends. All of the morning and afternoon peak hour turning movement count data summarized in Appendix A was collected on the same calendar day, Tuesday, June 5<sup>th</sup>, 2018, save for the turning movement count at Sea Pines Circle, which was conducted on Wednesday, June 6<sup>th</sup>. Town staff conducted field measurements of delay on the approaches to Sea Pines Circle coincident with this count in order to enable comparisons of the resulting field data with the circle's analysis results. The 24-hour count data summarized in Table One of this report on page eight was collected by pneumatic tube mechanical



counters on three consecutive days from Tuesday, June 5<sup>th</sup> through Thursday, June 7<sup>th</sup>, and represents an average demand for these three days. Town staff monitored traffic conditions on these dates to ensure that the collected data was not influenced by atypical events such as adverse weather, road construction, or unforeseen incidents such as traffic collisions. As required by the LMO, this report includes historical data for these 24-hour counts that enable the reader to draw conclusions based on five-year volume trends in addition to the morning and afternoon peak hour turning movement counts collected at individual intersections each June. All of the traffic counts collected in June 2018 were judged by staff to be consistent with expectations based on previous counts, and none of the collected data was found to be aberrant or unsuitable for analysis purposes. The data set was certified by the LMO Official as being the official background data to be employed for analysis purposes within this report and for use as background data in the preparation of traffic impact studies on November 28<sup>th</sup>, 2018.

The operational goals for all signalized intersections as outlined in Section 16-5-106.C of the LMO are based on the intersection's volume-to-capacity (v/c) ratio and the average total delay experienced by motorists based on operating conditions during the weekday morning and afternoon peak traffic volume hour. Midday peak hour analysis has historically been conducted on Sea Pines Circle in addition to the morning and afternoon peak periods in response to typically light demands on the circle during the traditional morning peak period and its history of experiencing operational problems during the lunch period. The volume-to-capacity ratio is essentially a percentage of the intersection's capacity to discharge traffic that is being demanded by motorized and non-motorized traffic. The denominator in this ratio ("c"), the signalized intersection's capacity, is dependent to a large extent on the lanes available at the intersection, the manner in which they are assigned to specific movements of traffic, or lane-use, timing settings programmed into the traffic signal, and the number of conflicting bicycle and pedestrian movements. Other factors affecting capacity are more subtle, such as the physical widths of lanes, vertical grades, and how evenly or unevenly demand is distributed over multiple lanes serving the same movements. The numerator in the ratio ("v") is the intersection's hourly vehicular demand adjusted to account for a variety of factors such as variability in flow during the peak hour, the percentage of heavy vehicles in the traffic stream, and the influence on operations from neighboring traffic signals.

The Town's operational goals are a v/c ratio that does not exceed 0.9 during the morning or afternoon peak volume hours, or ninety percent of the intersection's theoretical hourly capacity based on the signal's current timing plan, and an average total delay of 55 seconds or less experienced by motorists when passing through the intersection during these peak volume hours. The 55-second delay figure is the maximum average delay at the overall intersection that corresponds with Level-of-Service "D" in the *Highway Capacity Manual*, a measure of operational effectiveness

commonly cited by traffic engineers as being the limit of acceptable operations during peak volume hours associated with morning and afternoon commuting periods. Total delay experienced by a motorist at a traffic signal or rotary intersection is comprised of stopped delay, when a motorist is physically stopped in traffic, and non-stopped delay, which results from acceleration, deceleration, or advancing at a slower pace than what would be considered a “free-flow” speed. The total delay experienced by a motorist at a traffic signal or roundabout is the actual time required to pass through the intersection from the time that a motorist brakes in advance of queued traffic until free-flow speed is reestablished on the downstream side of the intersection less the time that would’ve been required to traverse the roadway segment at free-flow speed if no intersection, traffic signal, nor conflicting motor vehicle, bicycle, or pedestrian traffic were present to impede flow. Total delay may therefore be experienced by motorists that are forced to slow for congestion even if they are ultimately not required to bring their vehicle to a stop. At roundabouts, a small amount of total delay is always inherent even in the absence of any conflicting traffic due to the need for motorists to decelerate and the travel time required to traverse the circulating roadway and accelerate back to free-flow speed on its downstream side.

Conventional engineering wisdom dictates that capacity at signals can be increased by employing long cycle lengths at a signalized intersection by ensuring that the signal changes as infrequently as is practical. Each time a traffic signal changes, one group of motorists must come to a stop while flow must be reestablished on a different group of traffic lanes. There are routinely a couple of seconds where no one at all is moving. Therefore, a signalized intersection's capacity can theoretically be increased by changing traffic signals less frequently, thereby keeping traffic flowing to the extent practicable and reducing signal changes with their associated starts and stops. Traffic signals within the Town change somewhat infrequently (usually every two to three minutes) during peak volume hours in order to help ensure that capacity is increased and the Town's capacity-based goals are met. Changing signals less frequently, however, means that motorists may be confronted with red signals for longer periods of time, and this can cause the average delay experienced by motorists to increase. Therefore, the Town's operational goals simultaneously ensure that the traffic signals are operated in a balanced manner that does not result in long delays due to long signal cycle times nor insufficient capacity resulting from signals that change too frequently.

The current (2016) version of the software package that performs the intersection analysis methodology as outlined in the *Highway Capacity Manual* (HCM) produces average delay per vehicle quantifications but does not calculate intersection volume-to-capacity ratio. The Transportation Research Board discontinued endorsement of the intersection volume-to-capacity ratio as an operational measure

several years ago, and the analysis software does not output this value. The current version of the HCM includes instructions for calculating the intersection volume-to-capacity ratio by hand, and this manual calculation was performed for all forty-six signalized intersection analyses summarized in Tables Four and Five of this report on pages twelve and thirteen. Hence, the volume-to-capacity ratio, designated as  $X_c$  in the HCM, has been manually calculated and is handwritten on each analysis kept on file in the Engineering Division office.

### **PART THREE – TURNING MOVEMENT COUNTS AT SIGNALIZED INTERSECTIONS – JUNE 2018 PEAK VOLUME HOURS**

Turning movement counts for all signalized intersections during the intersection's morning and afternoon peak volume hours were conducted on Tuesday, June 5<sup>th</sup>, 2018. Morning, midday, and afternoon peak hour counts were conducted at Sea Pines Circle on June 6<sup>th</sup>. These forty-nine turning movement counts are summarized in diagrammatic form in Appendix A. Each turning movement diagram depicts a total peak hour intersection demand and the demand on each traffic movement during this peak volume hour. Separate counts of pedestrians and bicyclists crossing each intersection approach were also collected and are reflected on the diagrams. On each of the diagrams, the percentage change in the June 2018 motor-vehicle turning movement volume relative to the comparable June 2017 figure is rounded to the nearest whole percent, excepting instances where the hourly volume demand on the movement was less than fifty vehicles in both 2017 and 2018. The percentage change in the total intersection volume demand relative to the previous year's counts is shown rounded to the nearest tenth of one percent in the center of the diagram, and is also summarized in Table Three on page ten of this report. Where pedestrian or bicycle crossing activity was observed, these demands are shown adjacent to the vehicular volume data for each approach. Therefore, the bicycle and pedestrian volume data reflects total number of crossings but do not distinguish the specific direction of the crossing, as crossing demand for each approach but not directional crossing data is required for the HCM analyses. For purposes of consistency, and because William Hilton Parkway is oriented in varying alignments relative to cardinal directions as it traverses the Town, the off-island (westbound) direction is shown to the right of each diagram for William Hilton Parkway and the on-island direction toward Sea Pines Circle is shown to the left. Palmetto Bay Road and Pope Avenue are generally oriented in a north-south alignment, and the diagrams for these roadways as well as Sea Pines Circle show the direction toward the Charles Fraser toll bridge at the top of the diagram, and the on-island direction toward Coligny Circle at the bottom of the diagram.

## **PART FOUR – AVERAGE DAILY DEMAND ON MAJOR TOWN ARTERIALS AND INTERSECTIONS**

Average twenty-four hour traffic demand at strategic locations on major arterials within the Town as counted on Tuesday, June 5<sup>th</sup> through Thursday, June 7<sup>th</sup>, 2018 is shown in Table One on the following page. Comparable figures are shown for each of the ten count locations throughout the Town for each year from 2013 through 2018. The 2013 column readily enables five-year comparisons as required by the LMO. The *average annual rate of change* during the previous five years for each location is shown in the far right column. When reviewing Table One, the word east or south may also be read as “on-island side of” and the word west may be read as “off-island side of” in each instance. A map showing the exact location of each count location shown in Table One is included as Appendix B.

Table Two on the following page shows similar data supplied by the South Carolina Department of Transportation (SCDOT) for average daily traffic demand on US 278 on Jenkins Island near the J. Wilton Graves Bridge spanning Skull Creek for the years 2013 through 2017. These figures represent calendar year averages, and the SCDOT typically releases figures for the previous calendar year in late spring each year. Hence, their 2018 figures are not available at the time of this report. The Town’s June 24-hour counts typically generate figures that average approximately ten percent higher than SCDOT’s calendar year average figures due to seasonal demand variations. The total traffic volume counted in June 2018 was 2.5 percent higher than that counted in June 2017 and was 11.0 percent higher than that counted five years previous in June 2013. The aggregate volume recorded in June 2018 was the second-highest total recorded during the annual June count effort, lagging the June 2005 count results by one percent.



**TABLE ONE**

**24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND – JUNE 2013-2018**

Map Ref.	Location	2013	2014	2015	2016	2017	2018	5-year %change/yr.
1)	Wm. Hilton Pkwy. at J. Wilton Graves Br.	56,079	58,355	65,445	62,510	60,602	62,620	+2.2
2)	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	46,177	48,042	62,797	53,474	54,881	56,601	+4.2
3)	Wm. Hilton Pkwy. east of Whooping Crane	43,794	44,009	45,554	46,382	46,056	46,449	+1.2
4)	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	31,249	32,264	32,920	33,908	33,607	34,095	+1.8
5)	Wm. Hilton Pkwy. west of Queens Folly Rd	39,182	39,460	41,637	40,267	40,457	40,603	+0.7
6)	Wm. Hilton Pkwy. west of Arrow Road	31,214	29,190	25,496	25,745	29,773	29,046	- 1.4
7)	Pope Avenue south of New Orleans Rd.	30,252	29,544	33,361	31,999	30,252	33,137	+1.8
8)	Palmetto Bay Rd. south of Pt. Comfort Rd.	23,207	24,941	24,850	22,431	26,126	26,959	+3.1
9)	Sol Blatt Jr. XIP south of W.Hilton Pkwy.	13,273	15,833	17,194	16,232	17,377	17,929	+6.2
10)	Sol Blatt Jr. Cross-Is. at Toll Plaza	22,489	24,034	25,151	25,390	26,655	27,578	+4.2
<b>TOTAL OF ALL TEN STATIONS</b>		<b>337,942</b>	<b>349,398</b>	<b>370,624</b>	<b>361,924</b>	<b>365,786</b>	<b>375,017</b>	<b>+2.1</b>

Composite Rate of Change – 2017-2018 = +2.5 % \*

Composite Rate of Change – 2016-2017 = +1.1 % \*

Effective Composite *Annual* Rate of Change – 2013-2018 = +2.1 % \*

\*All three rates based *exclusively* on data in Table One

**TABLE TWO**

**SCDOT 24-HOUR AVERAGE BI-DIRECTIONAL DEMAND ON HHI BRIDGES  
(calendar year average – AADT)**

2012 -	50700		
2013 -	52200	% change 2016 vs. 2015:	0.0%
2014 -	53200	% change 2017 vs. 2016:	+2.9%
2015 -	54700	Avg. annual rate of change 2012 – 2017:	+2.1%
2016 -	54700		
2017 -	56300		

Based exclusively on the 24-hour counts summarized in Table One, the average annual rate of change in aggregate June traffic demand during the most recent five year period from 2013 to 2018 has been 2.1 percent, a figure also indicated by the SCDOT's calendar year averages for the bridges connecting Hilton Head Island to the mainland during the five-year period from 2012 to 2017.

Appendix C to this report is a report released by the *Federal Highway Administration* in August 2018 that summarizes trends in volume demand on the nation's roadways nationwide and regionally as updated through June 2018. The report indicates that nationally, vehicle-miles traveled during the month of June have increased at an effective annual rate of 1.6% during the most recent 5-year period. A 2.0% increase in vehicle-miles traveled in the state of South Carolina in June 2018 compared with June 2017 is reported. The southeast region of the United States, comprised of all states on the Atlantic seaboard from Delaware south to Florida and including West Virginia, experienced an increase in total vehicle-miles traveled of 1.3% from June 2017 to June 2018.

Table Three on the following page shows the total combined vehicular, bicycle, and pedestrian morning and peak hour demand on each of the Town's twenty-three signalized intersections in June 2018, and the percentage change from the comparable June 2017 figure. Based exclusively on the data contained in Table Three below, aggregate morning peak hour volume demand at signalized intersections increased 4.8 percent from June 2017 to June 2018, while afternoon peak hour volume decreased 2.7 percent over that recorded in June 2017.

**TABLE THREE**

**PEAK HOUR SIGNALIZED INTERSECTION VOLUME – June 2018**

	AM			PM		
	2018 Vol.	2017 Vol.	%Chg.	2018 Vol.	2017 Vol.	%Chg.
William Hilton Pkwy. / Squire Pope Rd.	4459	4389	+1.6	5262	5347	-1.6
William Hilton Pkwy. / Spanish Wells Rd.	4328	4290	+0.9	5054	5224	-3.3
William Hilton Pkwy. / Gumtree Rd.	3554	3429	+3.8	4309	4388	-1.8
William Hilton Pkwy. / Wilborn Rd.	3291	3207	+2.6	3783	4036	-6.3
William Hilton Pkwy. / Pembroke Dr.	3094	3130	-1.2	3645	3716	-1.9
William Hilton Pkwy. / Whooping Crane Way	3390	3362	+0.8	4015	4135	-2.9
William Hilton Pkwy. / Beach City Rd.	3211	3084	+4.1	3813	3831	-0.5
William Hilton Pkwy. / Mathews Dr. (north)	2971	2919	+1.8	3797	3926	-3.3
William Hilton Pkwy. / Dillon Rd.	2521	2343	+7.6	3201	3210	-0.3
William Hilton Pkwy. / Coggins Point Rd.	2284	2184	+4.6	2940	3047	-3.5
William Hilton Pkwy. / Beachwood Dr.	2100	1861	+12.8	2546	2624	-3.0
William Hilton Pkwy. / Mathews / Folly Field	2943	2696	+9.2	3730	3736	-0.2
William Hilton Pkwy. / Singleton Beach Rd.	2573	2389	+7.7	3305	3337	-1.0
William Hilton Pkwy. / Shelter Cove Lane	2495	2269	+10.0	3289	3419	-3.8
William Hilton Pkwy. / Queens Folly Rd.	2732	2474	+10.4	3681	3743	-1.7
William Hilton Pkwy. / Queens Way	2113	2021	+4.6	2911	3045	-4.4
William Hilton Pkwy. / Shipyard / Wexford	2258	2039	+10.7	3077	3217	-4.4
William Hilton Pkwy. / New Orleans Rd.	1956	1815	+7.8	2732	2906	-6.0
William Hilton Pkwy. / Arrow Rd.	1944	1802	+7.9	2546	2642	-3.6
Pope Ave. / New Orleans / Office Park	2027	1904	+6.5	2874	2996	-4.1
Pope Ave. / Cordillo Pkwy.	1958	1748	+12.0	2724	2798	-2.6
Palmetto Bay Rd. / Target Rd.	2212	2190	+1.0	2774	2855	-2.8
Palmetto Bay Rd. / Arrow / Point Comfort	2345	2322	+1.0	2786	2766	+0.7
TOTAL	62759	59867	+4.8	78794	80944	-2.7

## **PART FIVE – DESCRIPTION OF OPERATING CONDITIONS RELATIVE TO ADOPTED SERVICE GOALS**

This analysis of the Town's signalized intersections is based on the traffic volume data collected during the morning and afternoon peak volume hours counted on Tuesday, June 5<sup>th</sup>, 2018. The analysis was conducted in accordance with the 2016 edition of the Transportation Research Board's *Highway Capacity Manual* as required by the LMO. It should be noted that the HCM methodology isolates the peak 15-minute volume period within the peak hour being analyzed, and bases the analysis results on projected conditions within this peak quarter-hour period, not the average condition experienced within the peak volume hour. Hence, the analysis results portray conditions during the highest-volume 15-minute period within the peak volume hours analyzed.

A summary of existing volume-to-capacity ratios and average total delay per vehicle resulting from analyses conducted of morning peak hour conditions in June 2018 is shown in Table Four on page twelve. Table Four also includes comparable results for June 2017, June 2010, and June 2005 for comparison purposes. The same information for the afternoon peak hour is summarized in Table Five on page thirteen. Values that are non-compliant with the Town's operational goals are shown in bold. It should be noted that the results in Tables Four and Five reflect June 2018 operating conditions when the intersection of Pope Avenue with New Orleans and Office Park Roads remained under construction with temporary signal timings and constricted geometrics. An additional line has been inserted into Tables Four and Five reflecting the June 2018 recorded demands analyzed relative to the post-construction improved intersection geometrics and revised signal operation.



**TABLE FOUR – MORNING PEAK HOUR  
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –  
 JUNE 2018 AND COMPARABLE 2017, 2010 AND 2005 FIGURES**

	2018		2017		2010		2005	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd./Chamberlin Drive	0.85	18.3	0.83	21.7	0.84	53.6	1.08	54.7
WHP w/ Spanish Wells Rd./Wild Horse Road	0.64	13.7	0.64	14.0	0.76	16.8	0.72	17.9
WHP w/ Gumtree Road/XIP Ramps	0.78	31.5	0.79	27.9	0.79	42.6	0.83	47.4
WHP w/ Wilborn Road/Jarvis Park Road	0.77	5.7	0.77	6.7	0.81	26.5	0.63	18.2
WHP w/ Pembroke Dr./Museum Street	0.62	8.6	0.63	10.4	0.74	19.1	0.64	15.1
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.80	24.8	0.70	20.8	0.70	32.2	0.73	25.5
WHP w/ Beach City Rd./Gardner Dr.	0.72	15.7	0.61	16.6	0.58	24.1	0.80	22.7
WHP w/ Mathews Drive (north)	0.55	21.6	0.53	22.6	0.53	38.5	0.65	45.8
WHP w/ Dillon Road	0.55	14.2	0.50	13.7	0.56	20.0	0.52	28.0
WHP w/ Coggins Point Rd.	0.44	15.1	0.47	13.9	0.53	38.2	0.60	44.1
WHP w/ Beachwood Dr.	0.40	1.6	0.35	1.7	0.34	8.5	0.36	9.8
WHP w/ Folly Field Rd./Mathews Dr.	0.49	21.6	0.47	24.3	0.42	27.6	0.49	29.1
WHP w/ Singleton Beach Rd.	0.53	2.8	0.52	2.8	0.54	4.3	0.68	8.4
WHP w/ Shelter Cove Lane	0.57	8.0	0.48	6.8	0.52	24.4	0.49	22.9
WHP w/ Queens Folly Rd./King Neptune Dr.	0.66	19.6	0.57	18.8	0.56	29.5	0.56	31.7
WHP w/ Queens Way	0.42	4.5	0.42	5.2		<i>Not signalized</i>		
WHP w/ Shipyard Dr./Wexford Dr.	0.49	15.2	0.48	14.8	0.46	23.4	0.53	31.0
WHP w/ New Orleans Rd.	0.47	11.3	0.47	9.1	0.36	12.8	0.43	21.0
WHP w/ Arrow Road	0.42	17.1	0.39	15.0	0.47	22.2	0.53	27.2
Pope Ave. w/ New Orleans/Office Park Rds. (June 2018)	0.47	38.0	0.44	22.1	0.51	34.2	0.62	34.5
Pope Ave. w/ New Orleans/Office Park Rds. (post-constr.)	0.43	22.5	--	--	--	--	--	--
Pope Ave. w/ Cordillo Parkway	0.51	24.4	0.41	20.8	0.48	28.7	0.60	33.8
Palmetto Bay Road w/ Target Road	0.48	12.2	0.49	14.4	0.52	22.7	0.53	27.9
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.61	20.0	0.65	17.2	0.61	27.0	0.54	18.7

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

**TABLE FIVE – AFTERNOON PEAK HOUR  
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –  
JUNE 2018 AND COMPARABLE 2017, 2010 AND 2005 FIGURES**

	2018		2017		2010		2005	
	v/c	dpv	v/c	dpv	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	<b>1.10</b>	<b>65.8</b>	<b>1.11</b>	<b>58.8</b>	<b>1.19</b>	<b>69.4</b>	<b>1.02</b>	54.8
WHP w/ Spanish Wells Rd./Wild Horse Road	0.74	20.0	0.80	19.0	0.71	22.2	0.62	17.2
WHP w/ Gumtree Road/XIP Ramps	0.76	34.2	0.81	26.4	0.82	46.5	0.84	51.5
WHP w/ Wilborn Road/Jarvis Park Road	0.77	7.9	0.80	7.4	0.78	14.4	0.73	16.8
WHP w/ Pembroke Dr./Museum Street	0.70	18.6	0.69	16.8	0.90	28.0	0.74	24.1
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.78	26.5	0.80	18.4	0.89	29.6	<b>0.92</b>	28.2
WHP w/ Beach City Rd./Gardner Dr.	0.70	19.6	0.69	18.9	0.72	23.2	<b>1.04</b>	<b>56.5</b>
WHP w/ Mathews Drive (north)	0.67	25.2	0.72	27.5	0.77	42.9	0.84	43.1
WHP w/ Dillon Road	0.70	14.2	0.69	13.7	0.73	19.4	0.61	21.0
WHP w/ Coggins Point Rd.	0.66	10.0	0.66	10.0	0.78	29.0	0.83	32.0
WHP w/ Beachwood Dr.	0.46	1.9	0.49	1.6	0.51	7.9	0.51	7.4
WHP w/ Folly Field Rd./Mathews Dr.	0.72	27.8	0.70	27.2	0.78	43.2	0.69	39.6
WHP w/ Singleton Beach Rd.	0.55	3.7	0.55	4.4	0.62	5.9	<b>0.94</b>	27.0
WHP w/ Shelter Cove Lane	0.60	15.6	0.61	16.9	0.90	45.2	0.67	30.4
WHP w/ Queens Folly Rd./King Neptune Dr.	0.69	28.5	0.72	26.4	0.88	39.4	<b>1.00</b>	<b>59.6</b>
WHP w/ Queens Way	0.53	6.6	0.58	8.2		<i>Not Signalized</i>		
WHP w/ Shipyard Dr./Wexford Dr.	0.58	15.5	0.64	16.3	0.74	20.9	0.72	20.8
WHP w/ New Orleans Rd.	0.70	19.7	0.75	28.2	0.54	19.2	0.60	24.4
WHP w/ Arrow Road	0.53	28.2	0.56	27.0	0.74	36.6	0.80	32.8
Pope Ave. w/ New Orleans/Office Park Rds. (June 2018)	0.66	40.7	0.65	27.0	0.83	41.8	<b>1.06</b>	<b>66.2</b>
Pope Ave. w/ New Orleans/Office Park Rds. (post-constr.)	0.58	21.5	--	--	--	--	--	--
Pope Ave. w/ Cordillo Parkway	0.55	33.0	0.57	33.6	0.79	46.9	0.85	40.2
Palmetto Bay Road w/ Target Road	0.56	22.2	0.64	17.9	0.67	26.6	0.74	31.4
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.67	22.9	0.69	22.0	0.82	36.3	0.74	21.8

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

As shown in bold in Table Five, the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is the only signalized intersection identified as failing to meet the Town’s operational goals in June 2018, based on a volume-to-capacity ratio of 1.10 and an average delay of 65.8 seconds per vehicle, respectively, during the afternoon peak hour. The analyses indicate that all other signalized intersections within the Town were fully compliant with the Town’s goals during the afternoon peak volume hour. All signalized intersections were found to be compliant with the Town’s goals during the morning peak volume hour.

**PART SIX – SEA PINES CIRCLE**

The LMO requires that Sea Pines Circle traffic demands be surveyed and resulting morning and afternoon peak hour analyses be conducted in calendar years evenly divisible by five. Despite the LMO not requiring analysis of Sea Pines Circle in 2018, Town staff recently elected to count and analyze Sea Pines Circle in all even-numbered years due to Town and public interest in operational conditions at this rotary intersection hub of the southern part of the island. Hence, the most recent analysis of Sea Pines Circle previous to this report was conducted in June 2016.

Due to the fact that Sea Pines Circle historically experiences a substantial amount of backups and delays during the midday peak hour, and that this peak hour may overlap the morning and afternoon periods, the Town has traditionally surveyed traffic demands during this midday peak hour in addition to the traditional morning and afternoon peak commuting hours. All three peak hour volume surveys for Sea Pines Circle are summarized in Appendix A on pages A-48 through A-50. The total volume demand on Sea Pines Circle during all three peak volume hours counted in June 2018, June 2016, June 2010, and June 2005 is shown in Table Six below.

**TABLE SIX – SEA PINES CIRCLE TOTAL INTERSECTION VOLUME IN JUNE – 2018, 2016, 2010, AND 2005**

	<b><u>2018</u></b>	<b><u>2016</u></b>	<b><u>2010</u></b>	<b><u>2005</u></b>	<b><u>% Chg. '16-'18</u></b>
<b>Morning Peak Volume Hour</b>	<b>3028</b>	<b>3072</b>	<b>2493</b>	<b>3264</b>	<b>-1.4</b>
<b>Midday Peak Volume Hour</b>	<b>3510</b>	<b>3696</b>	<b>3508</b>	<b>4026</b>	<b>-5.0</b>
<b>Afternoon Peak Volume Hour</b>	<b>3559</b>	<b>4168</b>	<b>3525</b>	<b>4199</b>	<b>-14.6</b>

As shown in Table Six, total demand on the circle during the morning and midday peak volume hours was measured to be 1.4 and 5.0 percent lower, respectively, in June 2018 compared with June 2016. The afternoon peak volume hour demand declined 14.6 percent relative to June 2016. Total demand on the circle during all three peak volume hours remains significantly lower in June 2018 than that recorded in June 2005. It is suggested that the ongoing construction on the intersection of Pope Avenue with New Orleans and Office Park Roads in June 2018 may have contributed to the decline in demand relative to June 2016. Town staff also periodically observed congestion and vehicle queues on eastbound Greenwood Drive departing Sea Pines Circle that may have contributed to decreases in the intersection’s capacity to discharge traffic in June 2018.

The LMO states that the operational goal at Sea Pines Circle during the morning and afternoon peak volume hours is a maximum of 150.0 seconds in average total delay on each individual approach to the circle. As indicated in Section Two on page four, total delay takes into account all additional delay experienced in decelerating and accelerating and traveling around the circle over the travel time that would be required under free-flowing conditions that disregard the presence of the intersection. Therefore, the total delay referenced by the LMO operating goal corresponds with, but is a different (typically larger) quantity than the actual stopped delay experienced by queued motorists awaiting entry into the circle. Generally, the average time that a motorist spends waiting in line to enter the circle is a primary component of the average total delay experienced, but it is important to note that the 150 average delay-per-vehicle goal outlined in the LMO does not correspond exactly with 150 seconds of delay on average experienced by motorists waiting in line to enter the circle. The June 2018 average total delay-per-vehicle analysis results for each approach of Sea Pines Circle based on the *Highway Capacity Manual* methodology are summarized in Table Seven below, with results failing to meet the Town’s operational goal shown in bold. This methodology is cited in the LMO as that which will be employed to evaluate Sea Pines Circle relative to the operational goal.

**TABLE SEVEN – SEA PINES CIRCLE AVERAGE TOTAL DELAY PER VEHICLE BY APPROACH – JUNE 2018**

	Peak Hour Average Total Delay-Per-Vehicle (in seconds)		
	<u>Morning</u>	<u>Midday</u>	<u>Afternoon</u>
Greenwood Drive	113.4	64.6	89.2
Palmetto Bay Road	<b>192.5</b>	77.9	63.0
Pope Avenue	43.5	44.5	108.7
William Hilton Parkway	99.4	102.9	<u>138.1</u>
Sea Pines Circle	84.1	46.3	63.4

Town staff developed an estimate of total delay for each approach of Sea Pines Circle in June 2018 by conducting field measurements using a stopwatch during each of the three peak volume hours. These field measurements were conducted coincident with the collection of the intersection’s peak hour turning movement counts summarized on pages A-48 through A-50. The stopwatch readings were then compared with geometric field data to calculate the actual total delay being experienced on each approach during each peak hour. The results of these observations are summarized in Table Eight below, with values failing to satisfy the LMO operational goal for Sea Pines Circle shown in bold.

**TABLE EIGHT – SEA PINES CIRCLE AVERAGE TOTAL DELAY PER VEHICLE BY APPROACH – FIELD MEASURED - JUNE 2018**

Peak Hour Average Total Delay-Per-Vehicle (in seconds)

	<u>Morning</u>	<u>Midday</u>	<u>Afternoon</u>
<b>Greenwood Drive</b>	85.3	120.8	114.1
<b>Palmetto Bay Road</b>	45.6	49.0	31.1
<b>Pope Avenue</b>	35.3	11.7	31.2
<b>William Hilton Parkway</b>	21.4	74.2	<b>151.9</b>

Based on the field measurements made by Town staff, only the approach of William Hilton Parkway during the afternoon peak volume hour is failing to satisfy the operational goals for Sea Pines Circle as defined in the LMO. But the LMO requires that each approach be compliant with the operational goal during both the morning and afternoon peak volume hours, meaning that Sea Pines Circle is operating out of compliance with the goal. A discussion on options for mitigating this intersection as well as that of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is provided in Part Seven below.

**PART SEVEN – TWO INTERSECTIONS OPERATING OUT OF COMPLIANCE WITH TOWN OPERATIONAL GOALS IN JUNE 2018**

**INTERSECTION OF WM. HILTON PARKWAY WITH SQUIRE POPE ROAD AND CHAMBERLIN DRIVE**

As shown in Tables Four and Five, the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is the only signalized intersection that was found to be failing to meet the Town’s operational goals in June 2018, based on a



volume-to-capacity ratio of 1.10 and an average delay-per-vehicle of 65.8 seconds calculated during the afternoon morning peak volume hour. Both the Town's volume-to-capacity and average delay-per-vehicle based goals were satisfied during the morning peak volume hour. Both the volume-to-capacity ratio and average delay-per-vehicle based goals were satisfied during the morning peak hour in June 2017 and found to be non-compliant during the afternoon peak hour in June 2017 as well

The deficiency at this intersection during the afternoon peak volume hours is due primarily to the high volume demand on William Hilton Parkway during this hour that is served by only two through lanes. A third westbound lane terminates as an exclusive right-turn lane serving turns onto Squire Pope Road. Further, the opposing left-turn demand onto Squire Pope Road is very high during the afternoon peak volume hour and requires that the protected-movement green arrow signal indication be illuminated for a certain minimum amount of time to avoid inordinate backups and a proliferation of citizen complaints from motorists making this left turn. Also exacerbating operational difficulties is the high demand associated with the right-turn movement from Squire Pope Road onto westbound William Hilton Parkway. This right-turn demand is served by a "YIELD" sign, requiring these motorists to identify gaps in westbound traffic to enter William Hilton Parkway, gaps that are virtually non-existent during the afternoon peak volume hour. Hence, a signal change that halts westbound flow is often required to adequately serve these motorists, exacerbating the operational issues that result from the westbound through demand being served by only two lanes. While annual analyses have historically indicated that the provision of a third westbound through lane substantially improves conditions at the intersection, the provision of a free-flowing acceleration lane to serve right turns from Squire Pope Road that facilitates the removal of the "YIELD" condition is necessary to completely mitigate this intersection's non-compliance with the LMO goals during the afternoon peak hour.

During the morning peak hour, the very heavy eastbound through flow is served more adequately due to a third eastbound lane beginning just in advance of the intersection. This third eastbound lane is under-utilized, as it begins a very short distance in advance of the intersection and may give the appearance of a right-turn lane to motorists unfamiliar with the intersection's geometrics. Further, the opposing westbound left-turn demand onto Chamberlin Drive is very light, and requires service with the protected-movement left-turn signal only infrequently and for brief intervals.

The operational difficulties at this intersection periodically generate calls to serve William Hilton Parkway with inordinately long green signals, to prohibit left-turn movements during high-demand periods, or to simply place the signal in a flashing operation. Extending the green signals inordinately for William Hilton Parkway would be expected to generate red-light running and safety issues with side street motorists or

those turning left from the arterial. Time-based turn prohibitions where exclusive turn lanes are provided typically require the deployment of traffic control to close the affected turn lane(s) at the beginning of the time period that the prohibition is in effect and its removal from the roadway at the end of the prohibited period. Intentional, regularly scheduled efforts to take the signal out of operation and place it in a flashing operation, or suspending the signals service provided to certain turning movements generate a substantial liability risk and are not recommended. Serving the high-demand right-turn movement from Squire Pope Road onto westbound William Hilton Parkway with a free-flowing acceleration lane and permanently prohibiting the high-demand eastbound left-turn onto Squire Pope Road, however, would enable substantial improvements in William Hilton Parkway flow to be realized, and would potentially eliminate the need for this traffic signal entirely.

#### **SEA PINES CIRCLE**

Only the movement entering Sea Pines Circle from Palmetto Bay Road was found to be deficient relative to the Town's operational goal in June 2018 based on the LMO-mandated *Highway Capacity Manual* methodology. Only the movement entering Sea Pines Circle from William Hilton Parkway during the afternoon peak hour was found to be deficient based on Town staff's field observations and measurements during all three peak volume hours that were made coincident with the June 2018 turning movement counts conducted at this intersection. Since the previous analysis of Sea Pines Circle in the 2016 version of this report, refinements have been made to the Highway Capacity Manual methodology for analyzing rotary intersections. The Town has implemented significant improvements to the circle's advance signage and pavement markings and taken remedial actions to improve sight lines around signs and landscaping.

Also, all of the traffic signals on Palmetto Bay Road, Pope Avenue, and within a mile of the circle on William Hilton Parkway have been incorporated into a new south-end coordinated traffic signal system that generally releases traffic into Sea Pines Circle in a staggered, systematic fashion. This staggering of the various signals' release of traffic toward Sea Pines Circle is accomplished in a clockwise fashion in order to further optimize operations relative to the counter-clockwise flow in the rotary's circulating roadway, so that William Hilton Parkway follows Palmetto Bay Road and Pope Avenue follows William Hilton Parkway, thereby proceeding "upstream" around the circle's circulating roadway as opposed to releasing William Hilton Parkway traffic into the circle a relatively short time after Pope Avenue traffic is released toward the circle. While there are no signals on Greenwood Drive to release traffic toward the circle in this systematic fashion, a gap twice as long occurs between the release of

Pope Avenue traffic and Palmetto Bay Road traffic to assist these motorists entering from Greenwood Drive. Hence, Palmetto Bay Road motorists are always released toward the circle exactly one-half of the system's cycle following Pope Avenue.

The Town's former Circle-to-Circle Committee evaluated a variety of alternatives for improvements to Sea Pines Circle toward reduced delays, increasing capacity, and enhancing the motorist experience at Sea Pines Circle during 2015 and 2016, ultimately determining that providing a second lane of travel throughout the rotary's circulating roadway was the optimal design improvement. Based on the operational difficulties and significantly increased collision experience that occurred prior to 2001 when three side-by-side lanes existed in each of the circle's quadrants, as well as the unavoidable conflicts associated with motorists trying to depart the circle from an interior lane simultaneous with a motorist in the outer lane desiring to continue around the circulating roadway, it is recommended that a cautious approach be adopted in pursuing such a modification to the circle's design. The unavoidable conflict cited above accounts for a large number of reported collisions at the multi-lane roundabout intersection of Bluffton Parkway with SC 46 (Bluffton Road) on the mainland.

Sea Pines Circle continues to experience a large number of high-speed intrusions into the center island late at night. Larger "YIELD" signs and better delineation of the left-edge of the median splitter islands and interior island with retro-reflective sheeting may be considered to mitigate this issue. The Town is currently employing a similar retro-reflective treatment at raised islands and median noses at unsignaled crosswalks on William Hilton Parkway to draw motorists attention to the crosswalks and improve visibility.

**APPENDIX A**

PEAK HOUR TURNING MOVEMENT DIAGRAMS  
FOR EACH SIGNALIZED  
INTERSECTION WITHIN THE TOWN

JUNE 2018











# William Hilton Parkway with Gum Tree Road and Cross Island Parkway

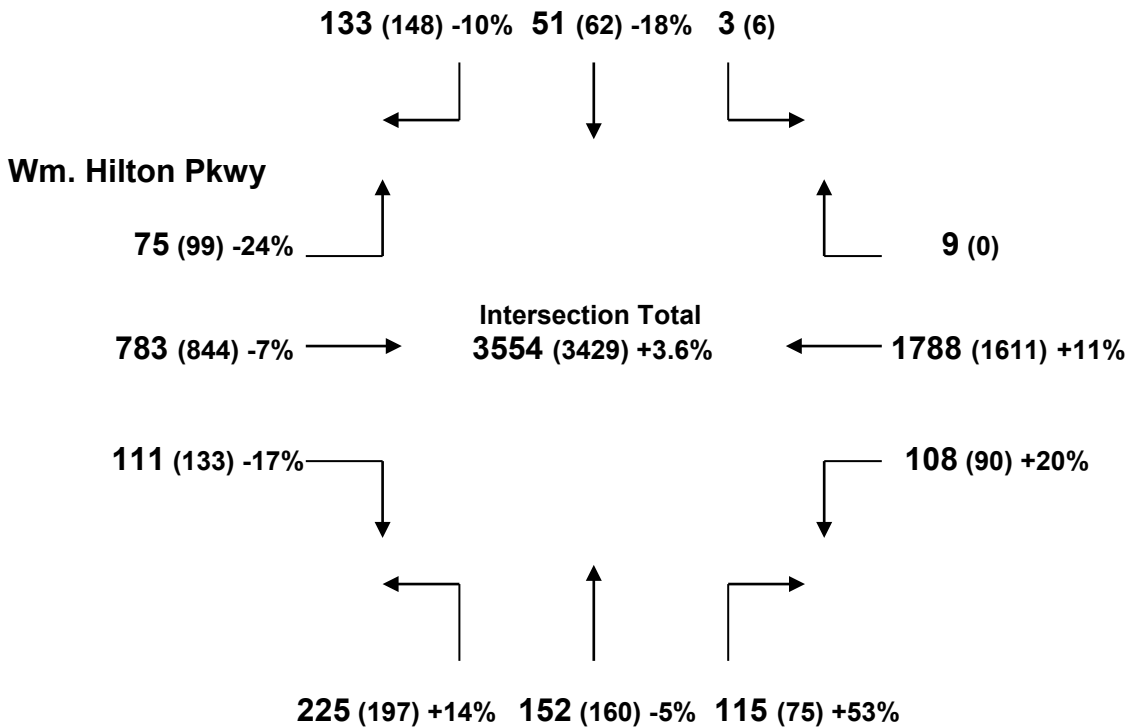
A.M. PEAK HOUR (7:15 to 8:15 a.m. – Tue. 6/5/18)

## Cross Island Expressway

← Sea Pines Circle

Mainland →

1 PED



**NO BIKES  
RECORDED**

**Gumtree Road**

2018 (2017) %chg

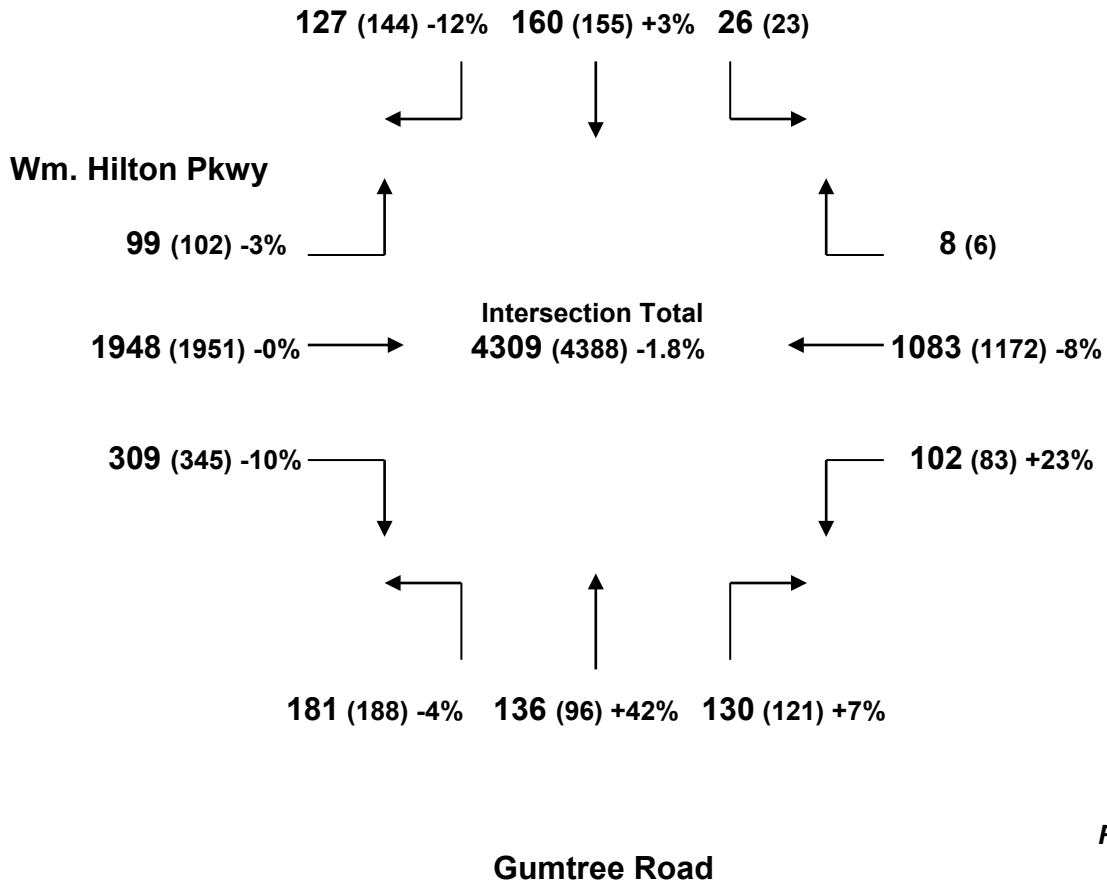
# William Hilton Parkway with Gum Tree Road and Cross Island Parkway

P.M. PEAK HOUR (4:45 to 5:45 p.m. – Tue. 6/5/18)

## Cross Island Expressway

← Sea Pines Circle

Mainland →



2018 (2017) %chg













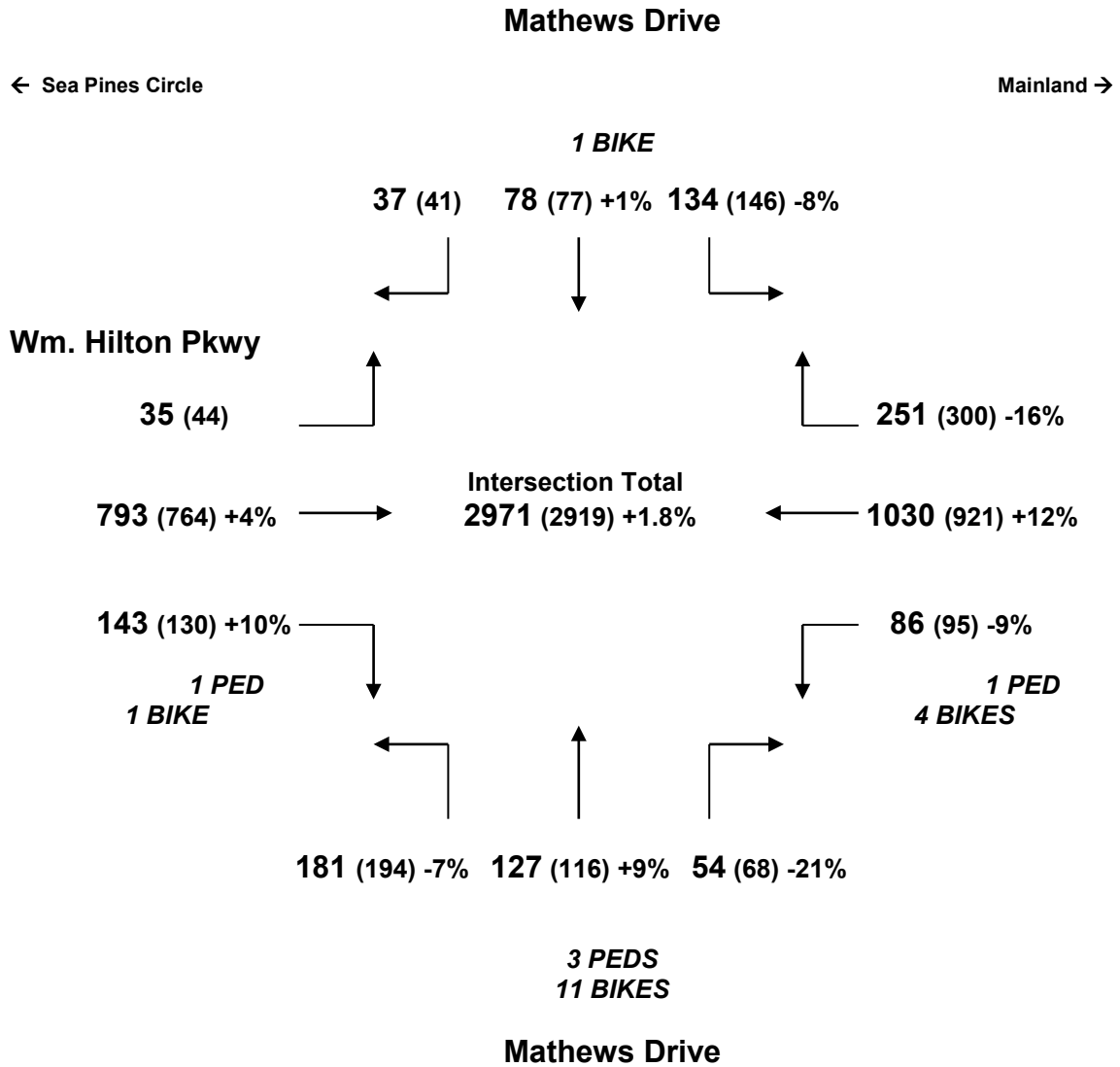






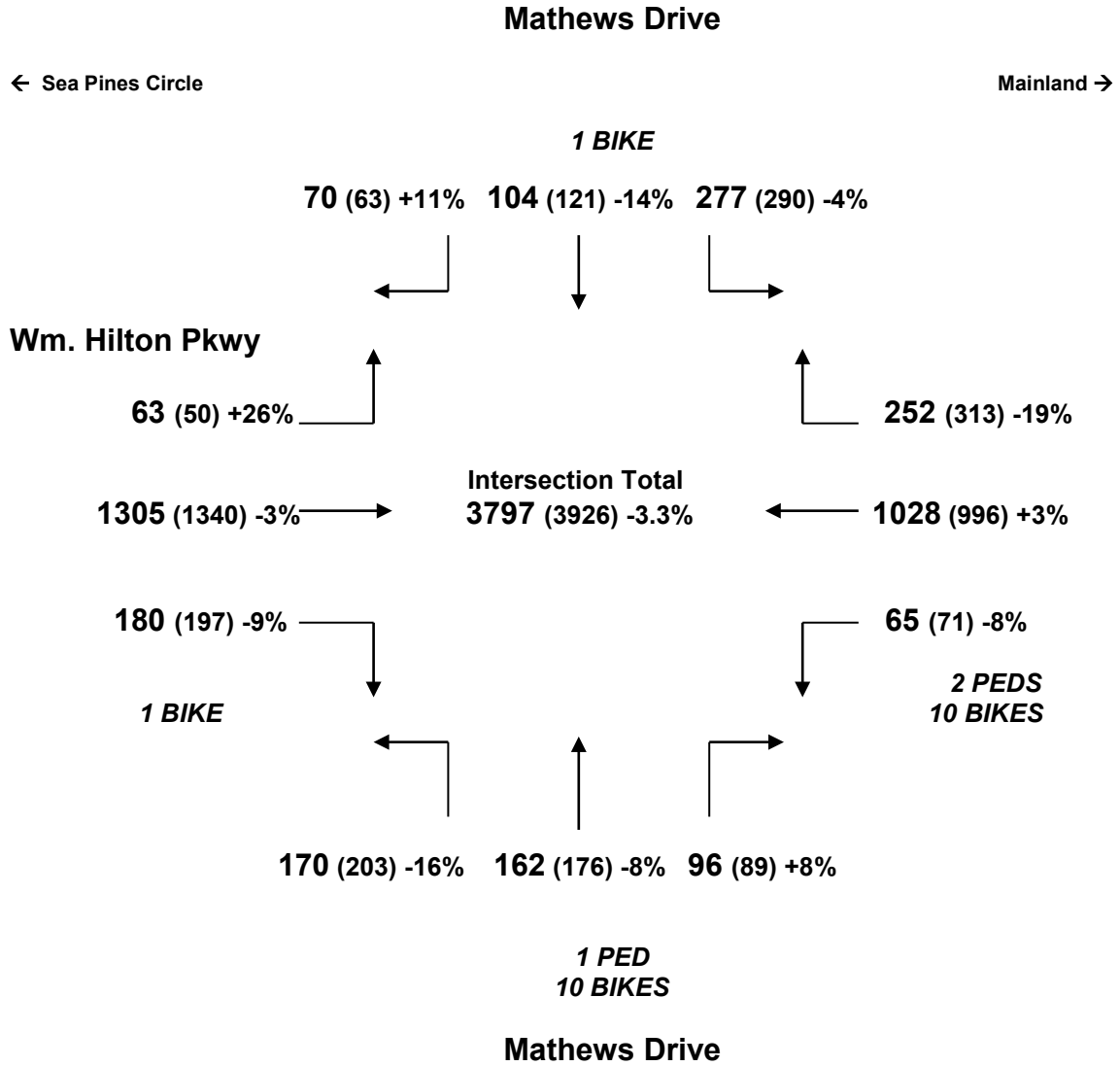


# William Hilton Parkway with Mathews Drive (NORTHERN INTERSECTION) A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/5/18)



2018 (2017) %chg

**William Hilton Parkway with Mathews Drive  
(NORTHERN INTERSECTION)  
P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/5/18)**



**2018 (2017) %chg**





# William Hilton Parkway with Coggins Point Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/5/18)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy

**754 (731) +3%** →      **Intersection Total 2284 (2184) +4.6%**      ← **958 (951) +1%**

**95 (56) +70%** ↓      ↓      **215 (187) +15%**

←      →  
**87 (80) +9%**      **175 (179) -2%**

**NO PEDS  
OR BIKES  
RECORDED**

## Coggins Point Road

**2018 (2017) %chg**













# William Hilton Parkway with Singleton Beach Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/5/18)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy

**926 (848) +9%** →      **Intersection Total 2573 (2389) +7.7%**      ← **1507 (1415) +7%**

18 (22)



24 (14)



**2 BIKES**



26 (29)



23 (20)

**11 PEDS  
36 BIKES**

## Singleton Beach Road

**2018 (2017) %chg**

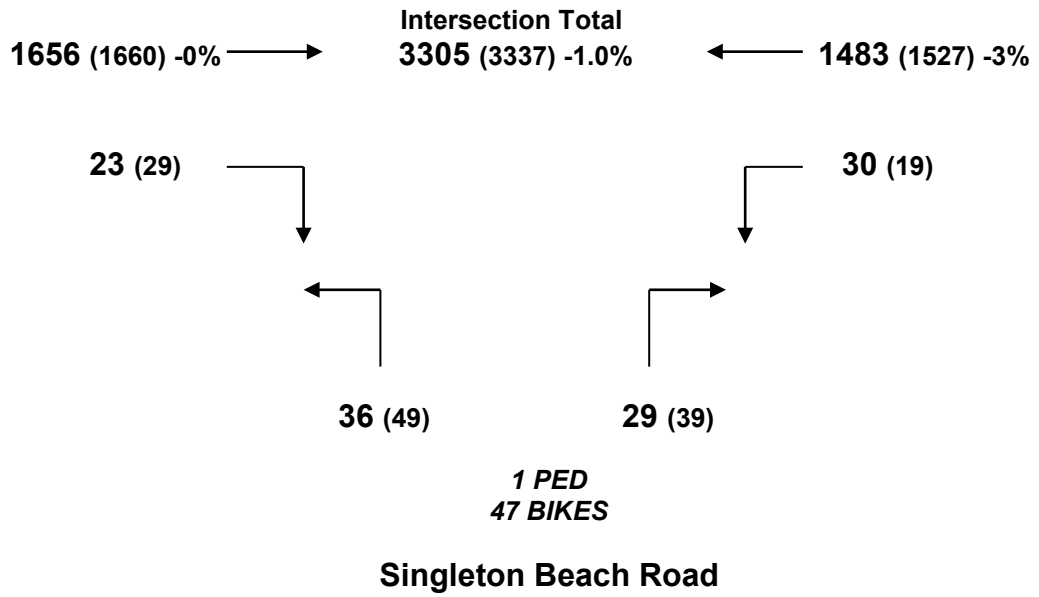
# William Hilton Parkway with Singleton Beach Road

P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/5/18)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy



2018 (2017) %chg

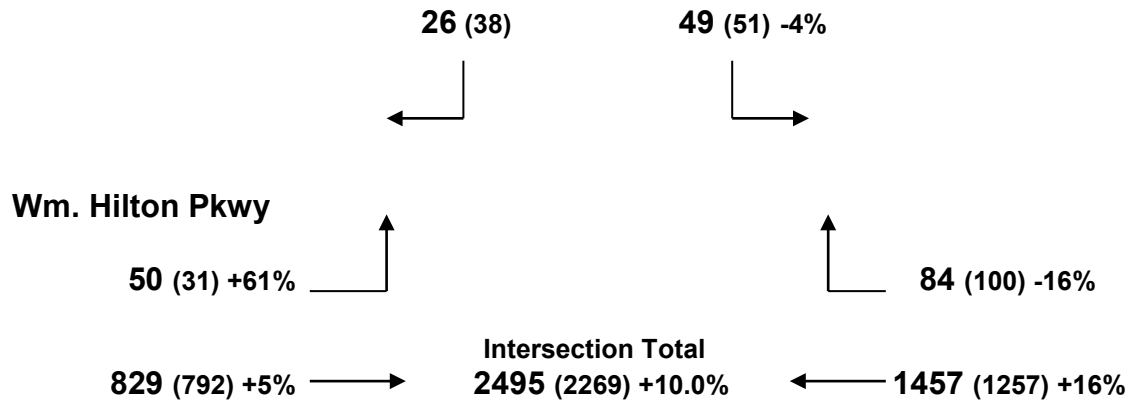
# William Hilton Parkway with Shelter Cove Lane

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/5/18)

## Shelter Cove Lane

← Sea Pines Circle

Mainland →



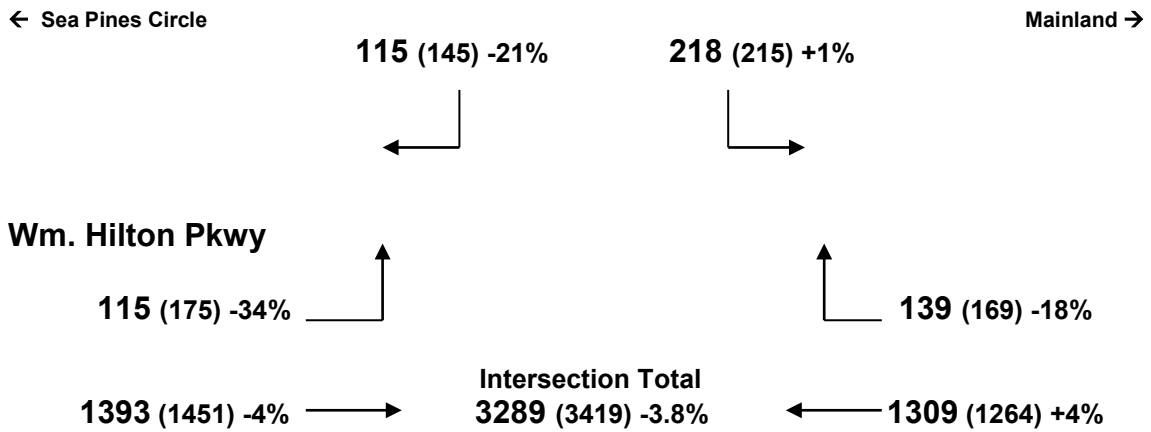
**NO PEDS  
OR BIKES  
RECORDED**

**2018 (2017) %chg**



**William Hilton Parkway with Shelter Cove Lane**  
**P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Tue. 6/5/18)**

**Shelter Cove Lane**



**NO PEDS  
OR BIKES  
RECORDED**

**2018 (2017) %chg**











# William Hilton Parkway with Shipyard Drive and Wexford Drive

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/5/18)

## Wexford Drive

← Sea Pines Circle

Mainland →

19 (19)      5 (6)      76 (75) +1%



Wm. Hilton Pkwy

33 (21)



97 (94) +3%

780 (635) +23%



**Intersection Total**  
**2258 (2039) +10.7%**



988 (946) +4%

37 (49)



63 (52) +21%



68 (48) +42%

12 (6)

80 (81) -1%

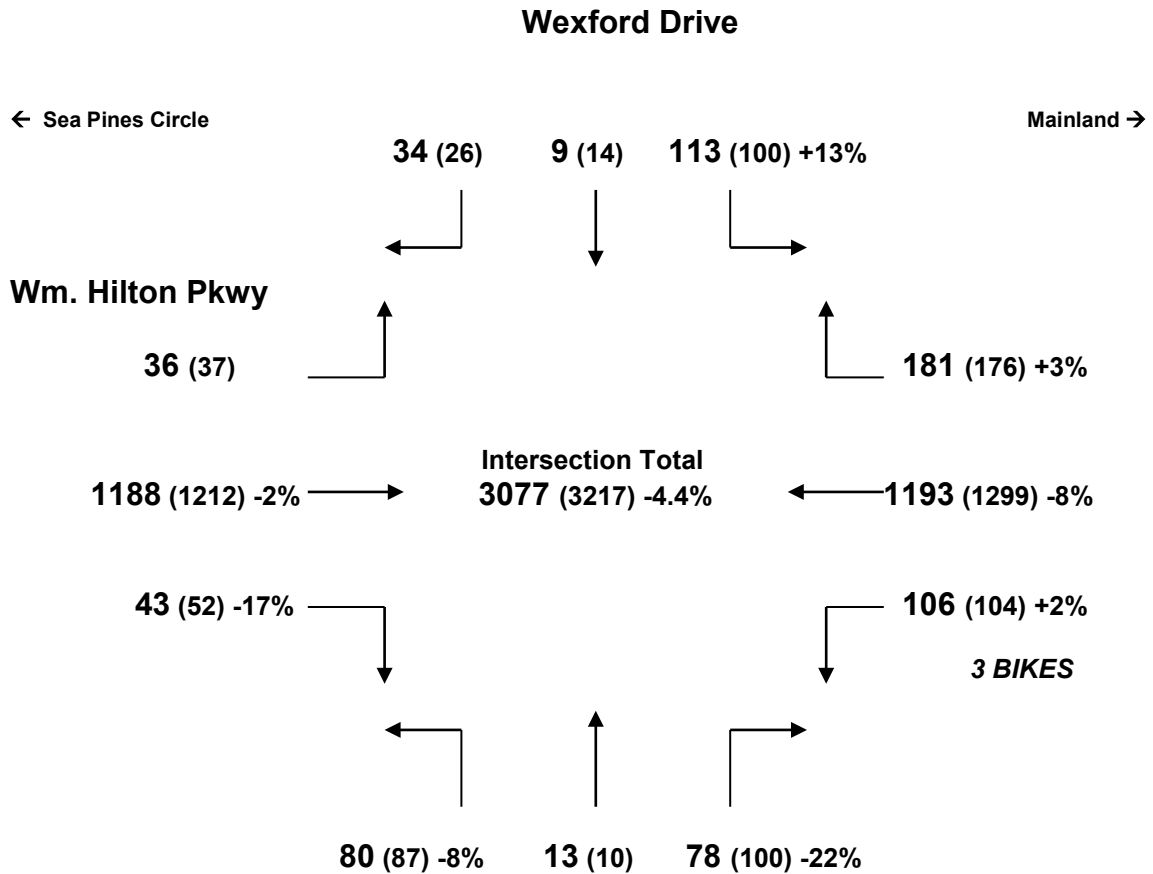
## Shipyard Drive

**NO PEDS  
OR BIKES  
RECORDED**

2018 (2017) %chg

# William Hilton Parkway with Shipyard Drive and Wexford Drive

P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/5/18)



**3 BIKES**

**Shipyard Drive**

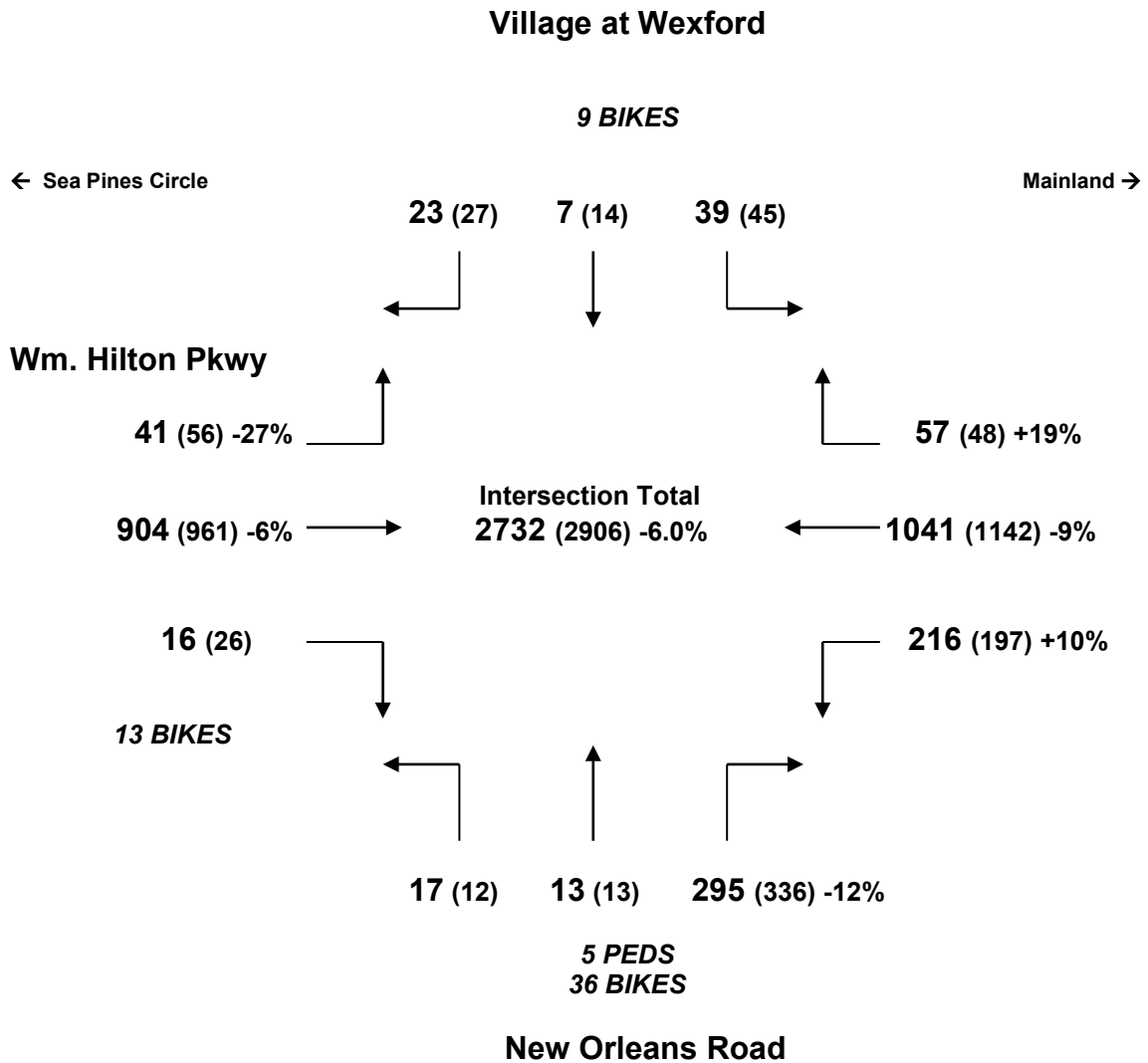
**NO PEDS  
RECORDED**

**2018 (2017) %chg**



# William Hilton Parkway with New Orleans Road and Village at Wexford

P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/5/18)



2018 (2017) %chg

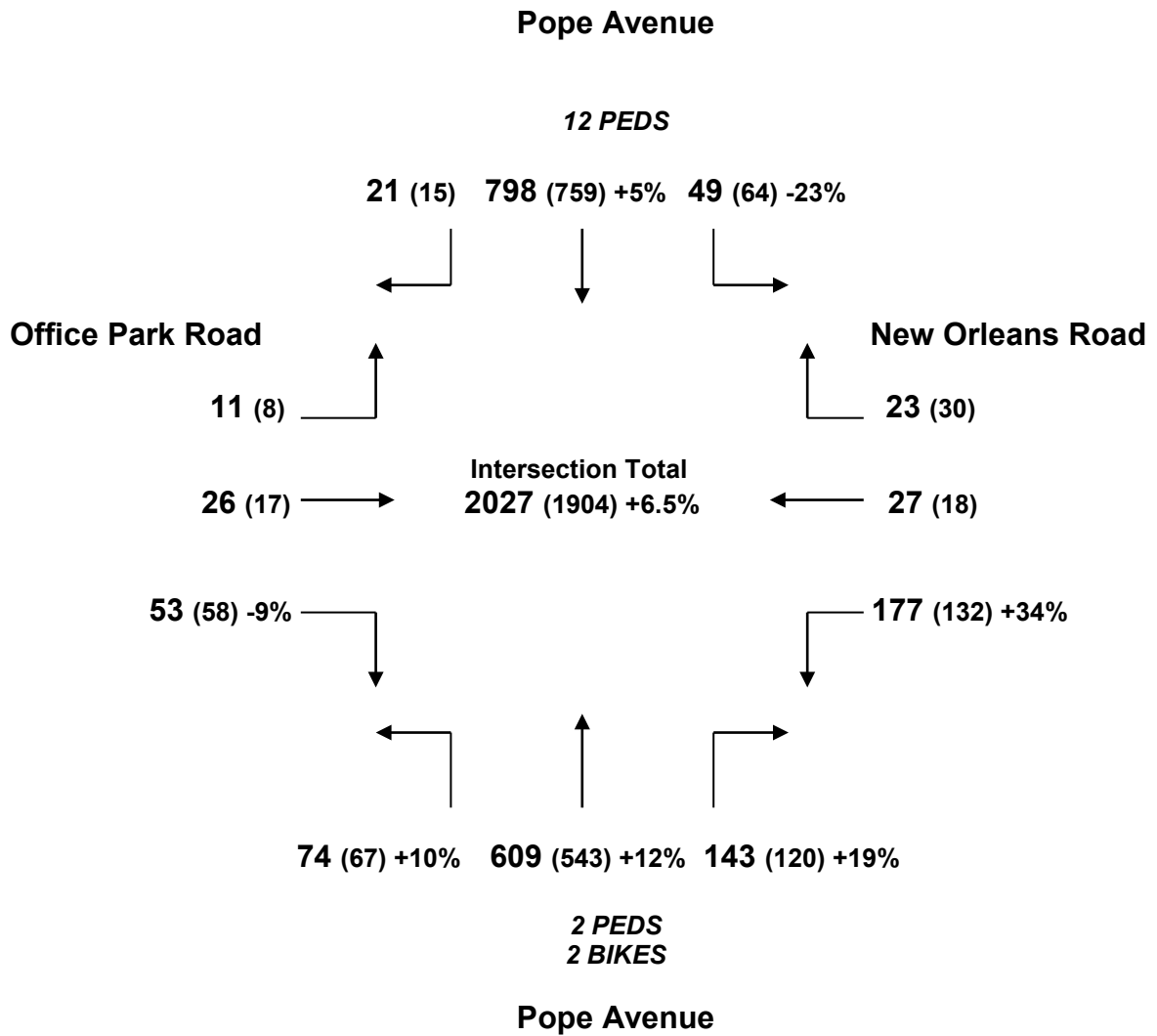






# Pope Avenue with New Orleans Road and Office Park Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/5/18)



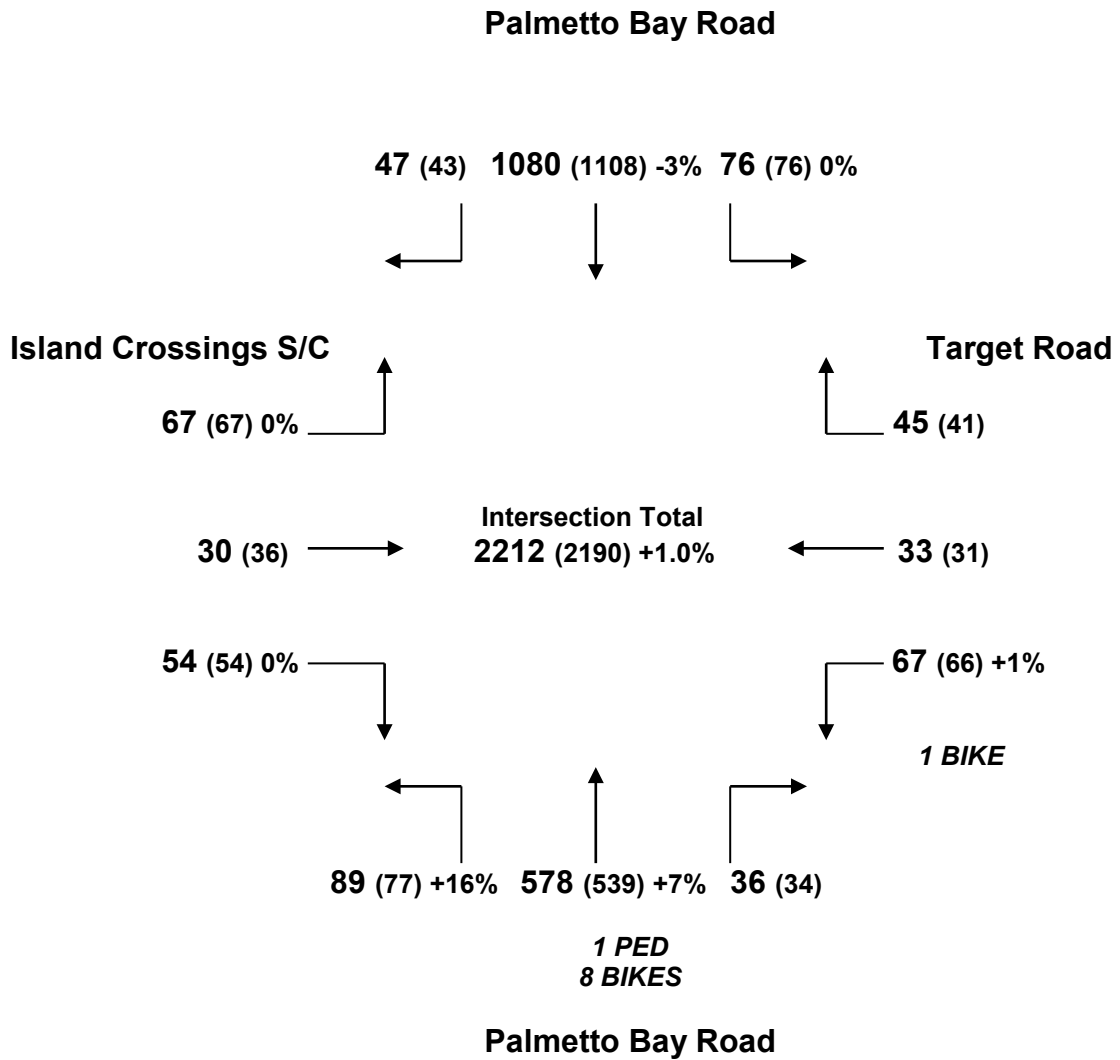
2018 (2017) %chg





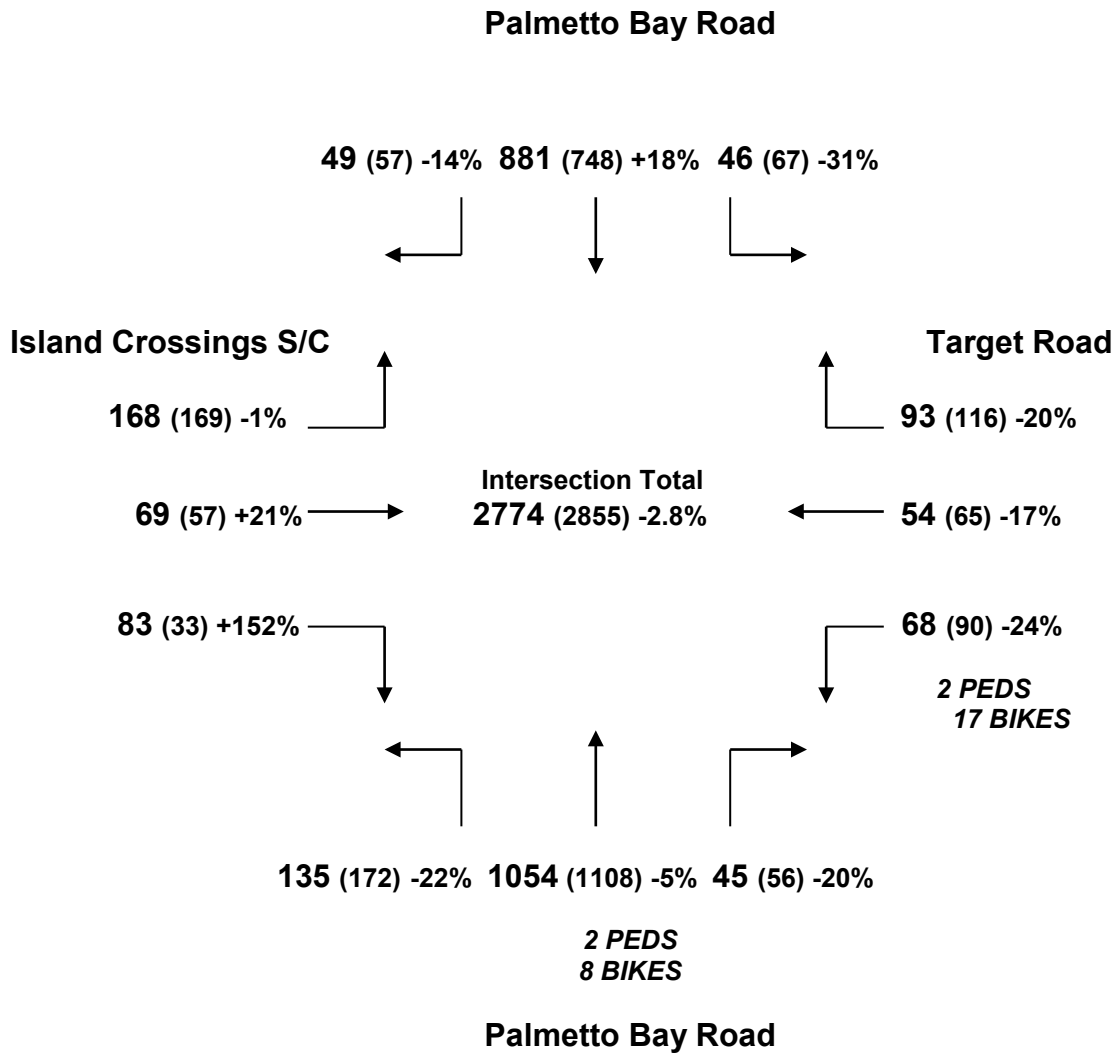


**Palmetto Bay Road with Target Road  
and Entrance to Island Crossings S/C**  
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/5/18)



2018 (2017) %chg

**Palmetto Bay Road with Target Road  
and Entrance to Island Crossings S/C**  
P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Tue. 6/5/18)



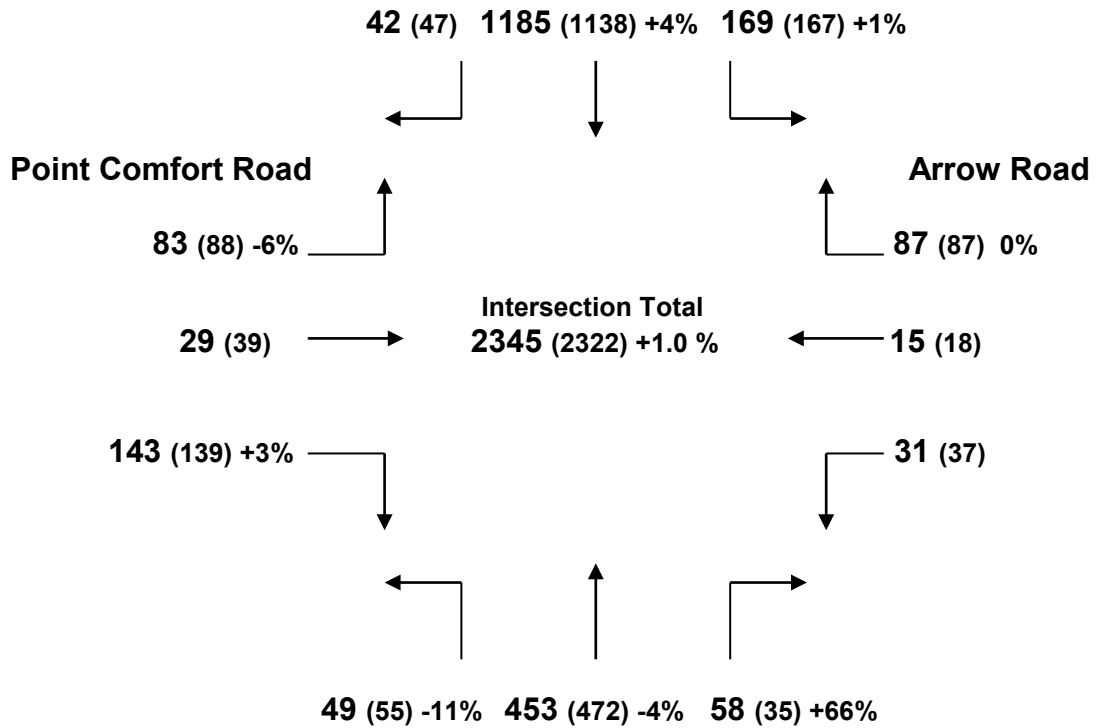
2018 (2017) %chg



**Palmetto Bay Road with Arrow Road  
and Point Comfort Road**  
A.M. PEAK HOUR - (7:45 to 8:45 a.m. – Tue. 6/5/18)

**Palmetto Bay Road**

*1 BIKE*

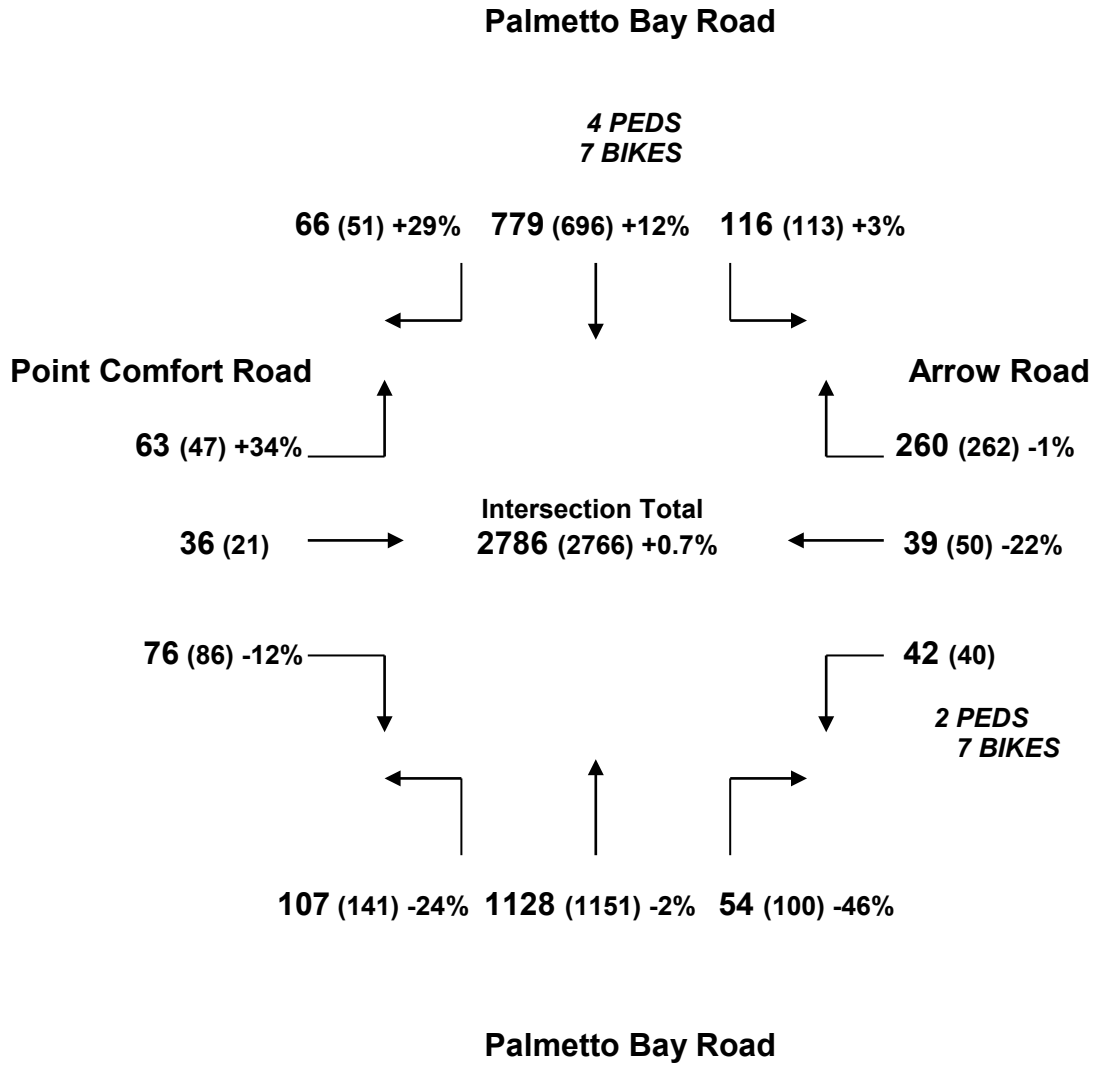


**NO PEDS  
RECORDED**

**Palmetto Bay Road**

**2018 (2017) %chg**

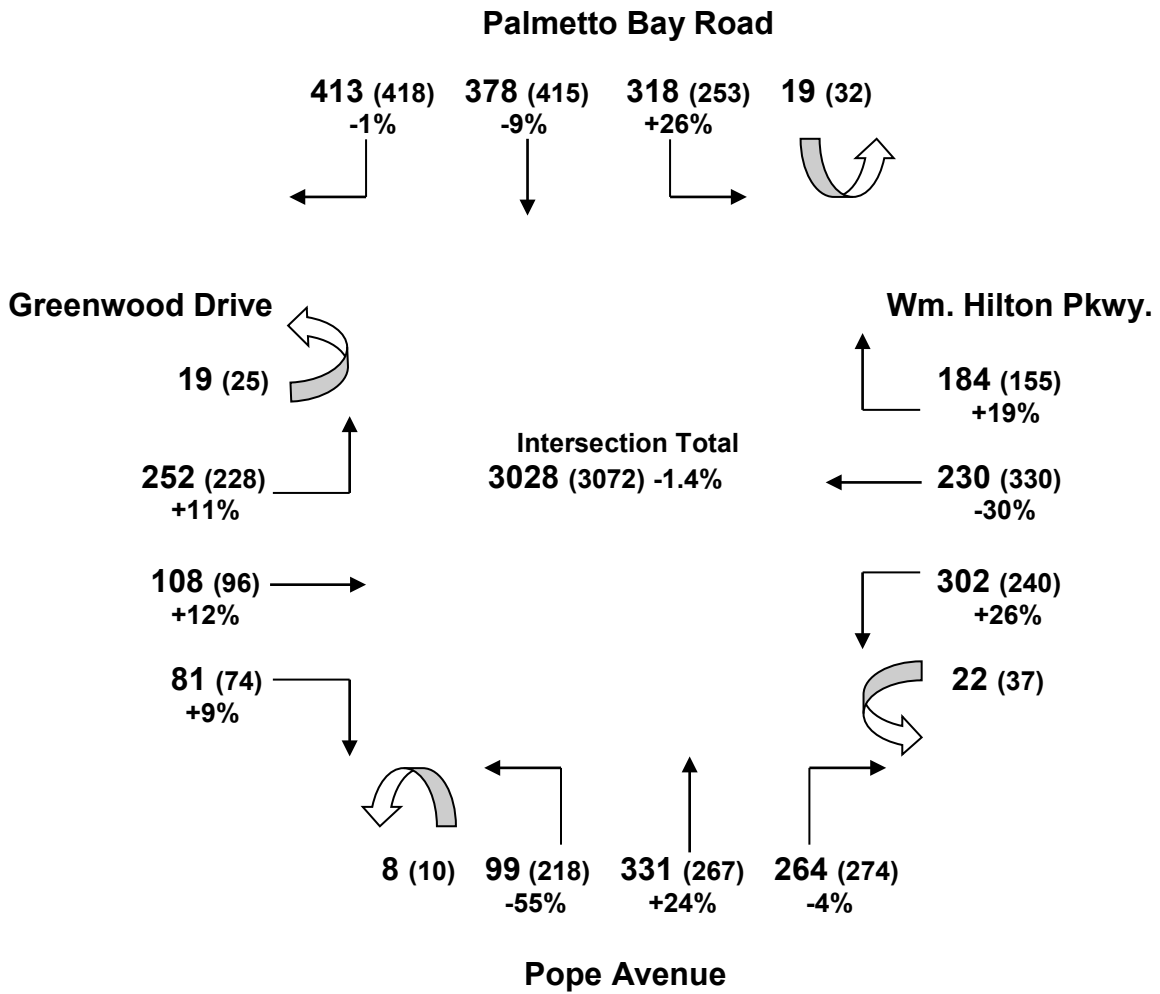
**Palmetto Bay Road with Arrow Road  
and Point Comfort Road**  
P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Tue. 6/5/18)



2018 (2017) %chg

# Sea Pines Circle

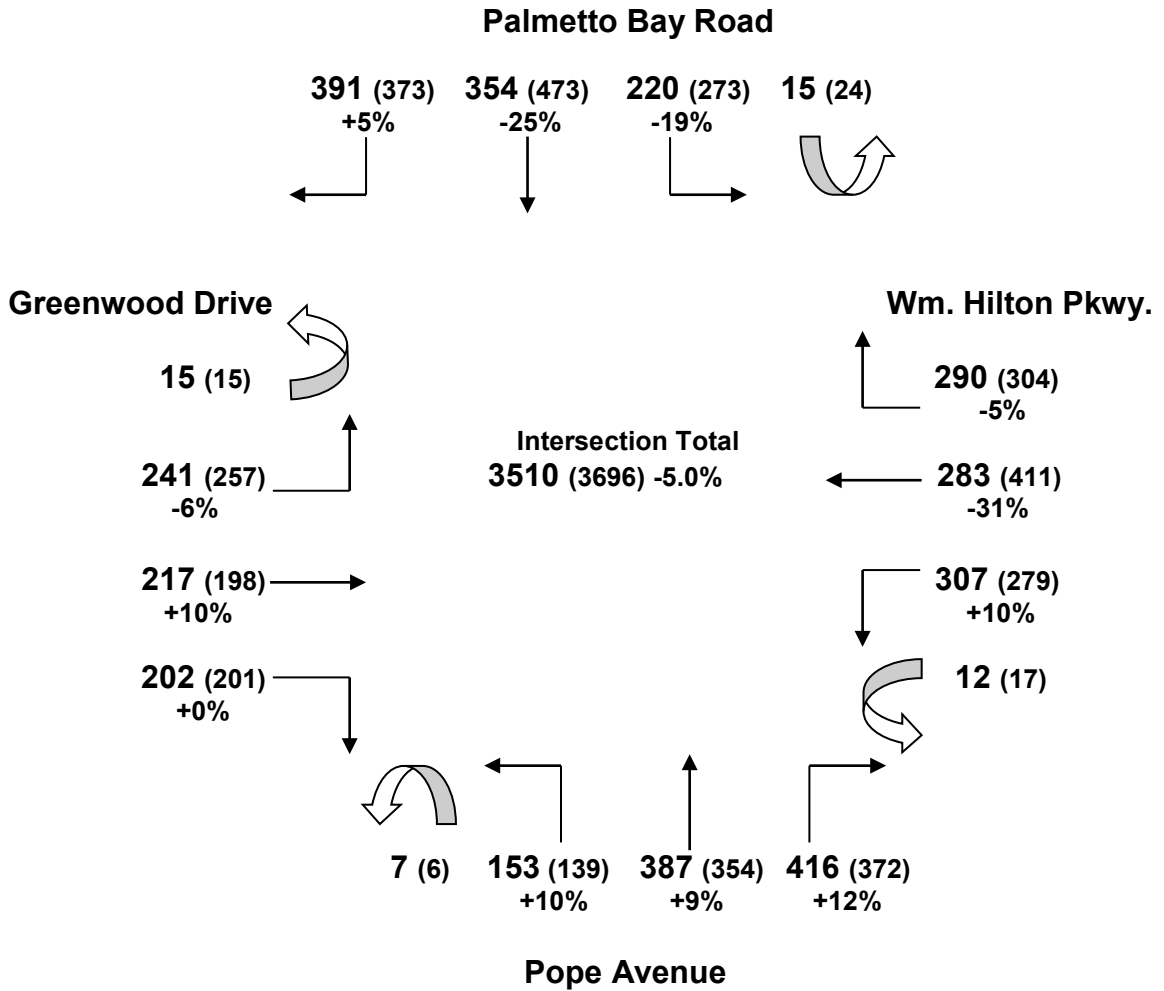
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/6/18)



2018 (2016) %chg

# Sea Pines Circle

MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/6/18)

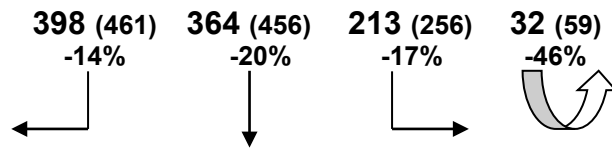


2018 (2016) %chg

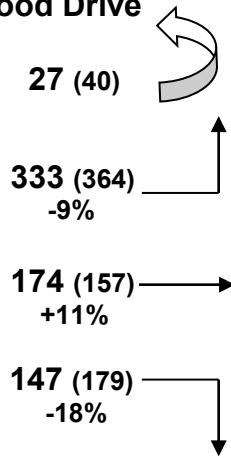
# Sea Pines Circle

P.M. PEAK HOUR (4:15 p.m. to 5:15 p.m. – Wed. 6/6/18)

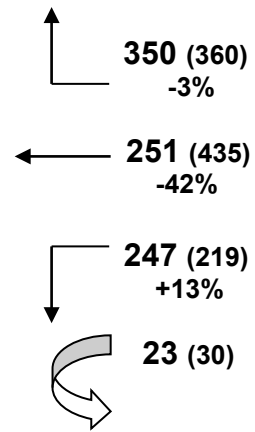
## Palmetto Bay Road



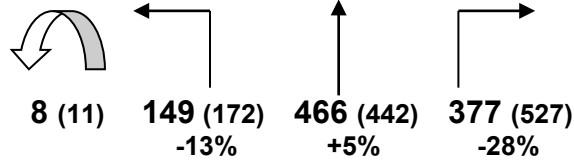
## Greenwood Drive



## Wm. Hilton Pkwy.



Intersection Total  
3559 (4168) -14.6%



## Pope Avenue

2018 (2016) %chg

**APPENDIX B**

MAP SHOWING  
LOCATIONS OF 24-HOUR BI-DIRECTIONAL COUNTS  
SUMMARIZED IN TABLE ONE

JUNE 2017



**APPENDIX C**

FEDERAL HIGHWAY ADMINISTRATION REPORT

“TRAFFIC VOLUME TRENDS”

JUNE 2018

SUPPLEMENTARY

NOT PART OF THE 2018  
TRAFFIC MONITORING & EVALUATION REPORT

**HCM ANALYSES USED IN THIS REPORT**

**JUNE 2018**