Town of Hilton Head Island

Planning Commission Meeting

Wednesday, September 20, 2023, 2:00 p.m.

AGENDA

The Planning Commission Meeting will be held in person at Town Hall in the Benjamin M. Racusin Council Chambers. The meeting will be broadcast and can be viewed at: Beaufort County Channel, the Town's YouTube Channel, and Spectrum Channel 1304.

1. **Call to Order**
2. **Pledge of Allegiance**
3. **FOIA Compliance** – Public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the requirements of the Town of Hilton Head Island.
4. **Roll Call**
5. **Approval of Agenda**
6. **Approval of Minutes**
   a. June 21, 2023 Regular Meeting
   b. July 27, 2023 Special Meeting
7. **Appearance by Citizens**

   Citizens may submit written comments via the Town's Open Town Hall Portal. The portal will close at 4:30 p.m. the day prior to the scheduled meeting. Comments submitted through the portal will be provided to the Commission and made part of the official record.
8. **Unfinished Business**
   a. **Review of Changes to Proposed Ordinance 2023-07 Amending Sections Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to Create a New Use Called Islander Mixed-Use within the Sea Pines Circle District**
9. **New Business**
   a. **STDV-00718-2023 – Leg O'Mutton**
   b. **STDV-0011427-2023 – 7 Marshland**
   c. **STDV-001459-2023 – Barnwell**
10. **Commission Business**
11. **Chairman's Report**

12. Staff Reports

13. Adjournment

Please note that a quorum of Town Council may result if four (4) or more of their members attend this meeting.

Town of Hilton Head Island

Planning Commission Meeting

June 21, 2023, at 2:00 p.m.

MEETING MINUTES

Present from the Commission: Bruce Siebold, Chairman, Rick D'Arienzo; Tom Henz; Albert Mealer, Chuck Lobaugh; Ellen Whaley

Absent from Commission: Mark O'Neil

Present from Town Staff: Brian Eber, *Development Services Manager*; Michael Connolly, *Senior Planner*; Trey Lowe, *Senior Planner*; Shea Farrar, *Senior Planner*; Karen Knox, *Board Secretary*; Brian Glover, *Administrative Assistant*

Present from Town Council: Tamara Becker

---

1. **Call to Order**

   Chairman Siebold called the meeting to order at 2:00 p.m.

2. **Pledge of Allegiance**

3. **FOIA Compliance**

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

4. **Roll Call**

   As noted above.

5. **Approval of Agenda**

   Chairman Siebold asked for a Motion to approve the Agenda. Commissioner Henz moved to approve. Commissioner D'Arienzo seconded. By a show of hands, the Motion passed with a vote of 6-0-0.

6. **Approval of Minutes**

   a. Regular Meeting of May 17, 2023

   Chairman Siebold asked for a Motion to approve the Minutes from the May 17, 2023 meeting. Commissioner Lobaugh moved to approve. Commissioner Campbell seconded. The Motion passed with a vote of 6-0-0.

7. **Appearance by Citizens**

   No citizens spoke at the meeting, and no comments were received on the Open Town Hall Portal.

8. **Unfinished Business**

   None

9. New Business

None

10. Commission Business

11. Chairman's Report

12. Staff Reports

a. SUB-000716-2023 – 107 Leg O'Mutton Cottages

The Commission asked for public comment on the topic. No citizens spoke on the topic.

Brian Eber provided the staff's presentation. After his presentation, he took questions from the Commission. The Commission asked about the size and zoning of the property, the parking, the road design, space between the houses, density, flood zone of the area, building design, estimated size, estimated structures, and estimated value. Additionally, the Commission expressed concerns about the parking and suggested some solutions for overflow parking.

b. DPR-000742-2023 – Beach House South Forest Beach

The Commission asked for public comment on the topic. No citizens spoke on the topic. Brian Eber provided the staff's presentation. The Commission asked about the timeline, the cabana space, the pool remodel, and the new event structure.

c. DPR-007784-2023 - Holiday Inn Express Tanglewood Drive

The Commission asked for public comment on the topic. No citizens spoke on the topic. Brian Eber provided the staff's presentation. The Commission asked about the pavement changes and lobby structure being proposed.

d. DPR-000909-2023 – 1036 William Hilton Pkwy. Ozark Bank Building

The Commission asked for public comment on the topic. No citizens spoke on the topic. Brian Eber provided the staff's presentation. The Commission asked about the nonconformity process, Design Review Board approval, parking, relationship to Sea Pines, and mixed-use.

13. Adjournment

Chairman Siebold adjourned the meeting at 2:57 p.m.

Submitted by: Brian Glover

Administrative Assistant

Approved: [DATE]

Town of Hilton Head Island

Planning Commission Special Meeting

July 27, 2023, at 10:00 a.m.

MEETING MINUTES

Present from the Commission: Bruce Siebold, Chairman; Mark O'Neil, Vice-Chairman; Rick D'Arienzo; Tom Henz; John Campbell; Chuck Lobaugh; Albert Mealer, Ellen Whaley; Joseph DuBois

Present from Town Staff: Shawn Colin, *Community Development Director*; Missy Luick**,** *Director of Planning***;** Richard Edwards, *Community Planning Manager***;** Brian Eber, Development Services Manager**;** Shea Farrar, *Principal Planner*; Ashley Goodrich, *Principal Planner*; Karen Knox, *Board Secretary*

Present from Town Council: Tamara Becker

Other's Present: Curtis Coltrane, Esquire

1. **Call to Order**

   Chairman Siebold called the meeting to order at 10:05 a.m.

2. **Pledge of Allegiance**

3. **FOIA Compliance**

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

4. **Swearing in Ceremony of New Commissioner Joseph DuBois and Reappointed Commissioner Albert Mealer**

   Shawn Colin swore in new Commissioner Joseph DuBois and Reappointed Commissioner Albert Mealer and thanked them for their service to the Commission and the Community.

5. **Roll Call**

   As noted above

6. **Approval of Agenda**

   Chairman Siebold asked for a motion to approve the Agenda. Commissioner Henz moved to approve. Commissioner Lobaugh seconded. By a show of hands, the Motion passed with a vote of 9-0-0.

7. **Approval of Minutes**

   None

8. **Appearance by Citizens**

Several comments were received on the Open Town Hall Portal. The comments were sent to the Commission and will be made part of the official record.

9. Unfinished Business

None

10. New Business

a. Nomination and Election of Officers for July 1, 2023 – June 30, 2023

Commissioner Henz nominated Bruce Siebold as Chairman and Mark O'Neil as Vice Chairman. Commissioner Lobaugh seconded. The Motion unanimously passed by a vote of 9-0-0.

b. Public Hearing

LMO Amendments – The Town of Hilton Head Island is proposing to amend Chapters 2, 3, 5, and 10 of the Land Management Ordinance (LMO) to revise the following sections:

16-2-102.G.3, 16-3-104.B.2, 16-3-104.C.2, 16-3-104.D.2, 16-3-104.E.2, 16-3-104.F.2, 16-3-104.G.2, 16-3-105.D.2, 16-3-105.G.2, 16-3-105.I.2, 16-3-105.J.2, 16-3-105.L.2, 16-3-105.N.2, 16-3-105.O.2: Allowable Principle Uses and Required Parking; 16-3-104.B.3, 16-3-104.C.3, 16-3-104.D.3, 16-3-104.E.3, 16-3-104.F.3, 16-3-104.G.3, 16-3-105.D.3, 16-3-105.G.3, 16-3-105.I.3, 16-3-105.J.3, 16-3-105.L.3, 16-3-105.N.3, 16-3-105.O.3: Development Form Standards – Floor Area Ratio; 16-3-106.H, 16-3-106.I, 16-3-106.J: District Regulations – Parking; 16-10-102 – Definitions; 16-10-104 – Table of Abbreviations and 16-5-107.D: Minimum Number of Parking Spaces – Use Category/Use Type Single-Family, to amend single-family dwelling parking requirements and to establish single-family dwelling floor area ratio requirements.

The Town of Hilton Head Island proposes to add a new subsection 118 to Chapter 5 of the Land Management Ordinance (LMO) as Section 16-5-118 to establish regulations for single-family dwelling floor area ratio requirements.

Chairman Siebold opened the Public Hearing at 10:18 a.m.

Richard Edwards provided staff's presentation on the Amendments. Following his presentation, he answered many questions from the Commission. The Commission had a lengthy discussion on the topic then asked for public comment. Many citizens provided input on the Amendments.

Chairman Siebold closed the Public Hearing at 11:48 a.m.

The Commission had a lengthy discussion on the topic and Mr. Shawn Colin answered questions from the Commission. After discussion, Chairman Siebold asked for a Motion. Commissioner Henz moved that the Planning Commission accept the Town's recommendation as presented. Vice-Chair O'Neil seconded. Shawn Colin stated there is a change he would like the Commission to consider in the definition of how floor ratio is defined. The proposed definition should change to net acreage to be consistent with other areas of the LMO.

Commissioner Lobaugh moved to amend the Motion to change the language from area to net acreage. Commissioner Whaley seconded. By a show of hands, the Amended Motion carried.

The Motion passed by a vote of 6-3. Commissioners D'Arienzo, Mealer and Whaley voted against the Motion.

10. Commission Business

None

11. Chairman's Report

None

12. Staff Reports

Shea Farrar stated we have the Local Official's Guide to Comprehensive Planning available. We couldn't find additional copies, but we are happy to lend this out if you are interested.

13. Adjournment

Chairman Siebold adjourned the meeting at 12:09 p.m.

Submitted by: Karen D. Knox
Board Secretary

Approved: [DATE]

TOWN OF HILTON HEAD ISLAND

Community Development

TO:	Planning Commission
FROM:	Missy Luick, Director of Planning
VIA:	Shawn Colin, Assistant Town Manager – Community Development
DATE:	September 20, 2023
SUBJECT:	Review of Changes to Proposed Ordinance 2023-07 Amending Sections Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to Create a New Use Called Islander Mixed-Use within the Sea Pines Circle District

RECOMMENDATION:

That the Planning Commission review and make a recommendation to Town Council regarding proposed changes and departures made following the initial review and public hearing for the proposed Land Management Ordinance (LMO) text amendment to create a new use called Islander Mixed Use in the Sea Pines Circle Zoning District. (Proposed Ordinance 2023-07)

BACKGROUND:

The LMO amendment request is from Josh Tiller of J. K. Tiller Associates, Inc. for a text amendment to the LMO to create a new use called Islander Mixed-Use that is proposed to be permitted with conditions in the Sea Pines Circle (SPC) District.

The text amendment request that is subject to this review includes proposed amendments to the following sections within the LMO:

16-3-105.M, Sea Pines Circle District
16-4-102.A, Principal Uses
16-4-102.B, Use-Specific Conditions
16-10-103.A, Use Classifications, Use Types, and Definitions

The public review process, including requests from Town Council, for the proposed amendment includes the following actions:

LMO Committee: The Planning Commission's LMO Committee met on September 1, 2022 and November 1, 2022 and reviewed the requested LMO amendments for Islander Mixed-Use. On November 1, 2022, the LMO Committee motioned that the amendment be forwarded to the Planning Commission for consideration.

Planning Commission: The Planning Commission held a public hearing on December 21, 2022 and motioned that the amendment be recommended for approval to Town Council.

Public Planning Committee: The Public Planning Committee met on January 26, 2023 to review the Islander Mixed-Use LMO Amendment and deferred committee action until more information was obtained for consideration specific to a Traffic Impact Analysis and a Mass/Scale/Density Visual that illustrated the proposed policy. The Public Planning Committee met again on June 8, 2023 and voted 4-0 to advance the proposed Islander Mixed-Use LMO amendments to Town Council for consideration without a recommendation of approval or denial.

Town Council:
July 18, 2023- Town Council heard the Islander Mixed-Use Text Amendment request at their July 18, 2023 meeting and voted 7-0 to approve the text amendment to the Land Management Ordinance as set out in Proposed Ordinance 2023-27 subject to the following amendments:
(1) A four (4) bedroom per dwelling unit maximum as recommended by the staff.
(2) Clarification of definitions of "functional open space or "common amenity space" in the 10% open space requirement
(3) Increase the workforce housing standards to 20% of Islander Mixed-Use units shall be workforce house units, excluding any units for student housing for USCB; for households earning up to 90% of the AMI per the Town's Workforce Housing Agreement requirements; and rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 20 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant document recorded in the Office of the Beaufort County Register of Deeds.
(4) Islander Mixed-Use development may utilize shard parking on Education Use property for so long as the property is used for Education Use and that shared parking is limited to the same number of parking spaces as the number of beds provided in student housing for the Education Use.

An amendment to the motion was made to add that a workforce housing provision be attached within the text amendment with the intent that if the property is sold it remains workforce housing and does not become an apartment complex.

August 15, 2023- Town Council heard the Islander Mixed-Use Text Amendment request at their August 15, 2023 meeting and voted 4-3 to approve the text amendment to the Land Management Ordinance as set out on Proposed Ordinance 2023-27 subject to the following amendments:

(1) Increase the workforce housing standards to 20% of Islander Mixed-Use units shall be workforce house units, excluding any units for student housing for USCB; for households earning up to 120% of the AMI per the Town's Workforce Housing Agreement requirements; and rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit

requirements in the Town's Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant document recorded in the Office of the Beaufort County Register of Deeds.

(2) A four (4) bedroom per dwelling unit maximum.

As a result of these changes, on September 20, 2023, the Planning Commission will review the deviations made to the proposal following the initial review and public hearing held on December 21, 2022.

SUMMARY

Following the review of the proposed text amendment by the Planning Commission in December of 2022, Town Council requested multiple changes to the proposed amendment. This summary outlines all changes made based on Town Council's actions on Augus 15, 2023.

LMO Section 16-2-103.B.2.E states the following regarding the process required when changes are made to proposed text amendments after the public hearing:

LMO Section 16-2-103.B.2.E - Decision-Making Body Review and Decision

The Town Council shall review the application, staff report, and Planning Commission recommendation, and make a final decision on the application. If the applicant proposes a change or departure from the text amendment that is different than what was reviewed by Planning Commission the change or departure shall first be submitted to the Planning Commission for review and recommendation in accordance with State law.

The following summarizes what was presented and reviewed by Planning Commission at in December of 2022 and any changes that were made for the proposed sections of the amendment based on Zoning, Use Specific Conditions and Definitions.

No Change - Zoning

- Per the development form standards in Section 16-3-105.M, Sea Pines Circle District, the new use is proposed as:
    - Undefined density allowance.

No Change - Use Specific Conditions

- Islander Mixed-use development shall designate separate parking spaces for use by the residential units. The parking spaces designated for residential use are eligible to be included as part of a shared parking plan meeting the requirements in Section 16-5-107.H.3.
- Islander Mixed-Use development must be on property which is within 500 feet (measured at nearest property line to property line) of Education Uses.
- Islander Mixed-Use shall not be a Short-Term Rental Property as defined in the Municipal Code, Section 10-2-20.(6).

Modified - Definitions

December 2022 -
Creation of a new use called “Islander Mixed-Use” with a definition proposed in 16-10-103.A that states: “Development that includes two or more different uses, which shall include Islander mixed-use and one or more of the Office uses, as described in Sec. 16-10-103.F or one or more of the Commercial Services uses, as described in Sec. 16-10-103.G or some combination thereof. Such uses should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian access. Group Living dormitory use is allowed within this use type.

September 2023 -
Creation of a new use called “Islander Mixed-Use” with a definition proposed in 16-10-103.A that states: “Development that includes two or more different uses, which shall include workforce housing use and one or more of the Office uses, as described in Sec. 16-10-103.F or one or more of the Commercial Services uses, as described in Sec. 16-10-103.G or some combination thereof. Such uses should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian access.”

Added – Use Specific Conditions

- Islander Mixed-Use development may utilize shared parking on Education Use property if the development provides student housing, and for so long as the property is used for Education Use. The shared parking on Education Use property is limited to 75 parking spaces.
- 20% of Islander Mixed-Use units shall be workforce housing units, excluding any units for student housing for USCB; for households earning up to 120% of the Area Median Income (AMI) per the Town’s Workforce Housing Agreement requirements. Rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town’s Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant documents recorded in the Office of Beaufort County Register of Deeds.
- A minimum average unit size of 750 square feet per dwelling unit is required. Minimum average unit size is calculated by taking the building’s total gross floor area without commercial use less the non-habitable areas (hallways, lobbies, mechanical rooms, etc.) divided by the total number of dwelling units.
- Islander Mixed-Use shall not exceed a floor area ratio of 0.68.
- Islander Mixed-Use shall not exceed a Site Coverage Index (SCI) of 50%. The Site Coverage Index is defined as the percentage of lot coverage by the building’s footprint square footage.
- Islander Mixed-Use shall have a 10% requirement of functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.

- Islander Mixed-Use requires an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater.
- Islander Mixed-Use shall require a 4 bedroom per dwelling unit maximum.

Removed- Height Increase

- Per the development form standards in Section 16-3-105.M, Sea Pines Circle District, the new use is proposed as:
    - A maximum building height of 55 feet.

(Refer to Attachment 1, Planning Commission Public Hearing Islander Mixed-Use LMO Amendments- December 2022.)

PROPOSAL SUMMARY

Current Text Amendment per Town Council Action of 8-15-23:

- Creation of a new use called "Islander Mixed-Use" with a definition proposed in 16-10-103.A that states: "***Development*** that includes two or more different ***uses***, which shall include ***workforce housing use*** and one or more of the Office **uses,** as described in Sec. 16-10-103.F or one or more of the Commercial Services ***uses***, as described in Sec. 16-10-103.G or some combination thereof. Such ***uses*** should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian ***access.***"

- The use is proposed to be permitted with use-specific conditions per 16-4-102.B.1.g. The conditions proposed are as follows:
    I. ***Islander Mixed-Use development*** shall designate separate parking spaces for ***use*** by the residential units. The parking spaces designated for residential ***use*** are eligible to be included as part of a ***shared parking*** plan meeting the requirements in Section 16-5-107.H.3.
    II. ***Islander Mixed-Use development*** may utilize ***shared parking*** on ***Education Use*** property if the development provides student housing, and for so long as the property is used for Education Use. The ***shared parking*** on ***Education Use*** property is limited to 75 parking spaces.
    III. ***Islander Mixed-Use development*** must be on property which is within 500 feet (measured at nearest property line to property line) of ***Education Uses***.
    IV. ***Islander Mixed-Use*** shall not be a *Short-Term Rental Property* as defined in the Municipal Code, Section 10-2-20.(6).
    V. 20% of ***Islander Mixed-Use*** units shall be workforce housing units, excluding any units for student housing for USCB; for households earning up to 120% of the Area Median Income (AMI) per the Town's

Workforce Housing Agreement requirements. Rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant documents recorded in the Office of Beaufort County Register of Deeds.

VI. A minimum average unit size of 750 square feet per dwelling unit is required. Minimum average unit size is calculated by taking the building's total gross floor area without commercial use less the non-habitable areas (hallways, lobbies, mechanical rooms, etc.) divided by the total number of dwelling units.

VII. ***Islander Mixed-Use*** shall not exceed a floor area ratio of 0.68.

VIII. ***Islander Mixed-Use*** shall not exceed a Site Coverage Index (SCI) of 50%. The Site Coverage Index is defined as the percentage of lot coverage by the building's footprint square footage.

IX. ***Islander Mixed-Use*** shall have a 10% requirement of functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.

X. ***Islander Mixed-Use*** requires an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater.

XI. ***Islander Mixed-Use*** shall require a 4 bedroom per dwelling unit maximum.

(Refer to Attachments 2-3, Proposed Ordinance and Proposed Islander Mixed-Use LMO Amendments.)

The applicant's text amendment submittal also included:

- Letters of support from Shore Beach Services, Beach House Resort, SERG Restaurant Group, Browndog, Inc., and University of South Carolina Beaufort.
- Traffic Impact Analysis prepared by Kimley Horn.
- Building, massing, and scale exhibit that displayed floor area ratio and site coverage index.

(Refer to Attachments 4-6, Applicant Provided Letters of Support, Applicant Provided Traffic Impact Analysis, Applicant Provided Building Mass and Scale Exhibit.)

STAFF ANALYSIS:

The Islander Mixed-Use staff analysis includes broad review and analysis of the proposed text amendment in the areas of traffic impact analysis, student housing, district planning, use, density, use-specific conditions including shared parking, proximity to education use, short-term rentals, workforce housing, minimum unit size, floor area ratio, site coverage

index, open space and street setbacks. An Islander Mixed-Use assessment table was prepared by staff to analyze the proposed text amendment policy and compare possible development proposals. (Refer to Attachment 7, Islander Mixed-Use Assessment Table). The assessment considered use, use-specific conditions, density, parking, height, impervious coverage, open space, setbacks, buffers and workforce housing.

Sea Pines Circle District-

The Islander Mixed-Use text amendment is proposed within the Sea Pines Circle (SPC) District. The purpose of the SPC District is "to provide lands for commercial and mixed-use development at moderate to relatively high intensities in the area around Sea Pines Circle. District regulations emphasize moderate-scale buildings and shopping centers that balance the needs of the driving public and pedestrian activity and circulation among the district's retail, dining, and entertainment activities. The district is also intended to accommodate nighttime activities."

The SPC District allows a range of uses permitted by right, permitted with conditions and by special exception. SPC allows residential uses; public, civic, institutional and education uses; health services; commercial recreation; office uses; commercial services; vehicle sales and services; and industrial uses. (Refer to Attachment 8, Sea Pines Circle District.)

SPC District uses organized by use type and whether the use is permitted, permitted with conditions or by special exception are noted below:

- Residential use type:
  - Permitted- multifamily
  - Permitted with conditions- mixed-use, workforce housing
- Public, civic, institutional and education use type:
  - Permitted- community service uses, education uses, government uses, minor utilities, public parks, religious institutions
  - Permitted with conditions- telecommunication antenna and telecommunication towers
  - Special Exception- major utilities
- Health services use type:
  - Permitted- other health services
- Commercial recreation use type:
  - Permitted- indoor commercial recreation uses
- Office use type:
  - Permitted- other office uses
  - Permitted with conditions- contractor's offices
- Commercial services use type:
  - Permitted- eating establishments, grocery stores and other commercial services
  - Permitted with conditions- animal services, bicycle shops, convenience stores, nightclubs or bars, open air sales, and shopping centers
  - Special Exception- adult entertainment use and liquor stores

- Vehicle sales and services use type:
  - Permitted- car washes
  - Permitted with conditions- auto rentals, commercial parking lots and gas sales
- Industrial use type:
  - Permitted with conditions- self-service storage

Use-
The use definition proposed for Islander Mixed-Use is nearly the same as the definition of Mixed-Use. The proposed definition is:

> ***Development*** that includes two or more different ***uses***, which shall include ***workforce housing use*** and one or more of the Office **uses,** as described in Sec. 16-10-103.F or one or more of the Commercial Services ***uses***, as described in Sec. 16-10-103.G or some combination thereof. Such ***uses*** should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian ***access***.

The main difference between Islander Mixed-Use and Mixed-Use are the use-specific conditions required.

As explained above, the SPC District allows a range of uses permitted by right, permitted with conditions and by special exception. SPC allows residential uses; public, civic, institutional and education uses; health services; commercial recreation; office uses; commercial services; vehicle sales and services; and industrial uses.

The proposed Islander Mixed-Use is generally compatible with other uses in the SPC district.

Use-Specific Condition- Proximity requirement to Education Use-
Islander Mixed-Use is proposed to be located within 500 feet of an Education Use in the SPC District. Based on walking and biking tolerances from a residential unit to a primary destination, it is reasonable to walk or bike 500-1,500 feet from a residential unit to a primary destination.

The distance requirement coincides with a shared parking requirement which states, “Shared parking spaces … shall be located no more than 500 feet walking distance from the primary pedestrian entrance(s) to the uses served by the parking, as measured along sidewalks or other pedestrian accessways connecting the shared spaces and such entrance(s).”

There are a total of 76 properties within the SPC District. (Refer to Attachments 9-11, Islander Mixed-Use Affected Area, Islander Mixed-Use Radius Study, and Islander Mixed-Use Radius Comparison Table) There are 23 parcels within 500 feet of the Education Use in the SPC district that are eligible for the proposed Islander Mixed-Use. Six of the 23 parcels are subject to the proposed project.

An analysis of eligible properties subject to the proposed use at various radius requirements from an Education Use was reviewed. The radius comparison is as follows:

250 feet – 11 parcels
300 feet – 13 parcels
350 feet – 16 parcels
400 feet – 20 parcels
450 feet – 22 parcels
500 feet – 23 parcels

Density

Density is a measurement of intensity of the development of a parcel of land. For residential development, it is calculated by dividing the total number of dwelling units by the net acreage of the parcel. For nonresidential development, it is calculated by dividing the total number of square feet of gross floor area by the net acreage of the parcel. In mixed-use developments, acreage allocated to residential use shall not be used to calculate nonresidential density, and acreage allocated for nonresidential uses shall not be used to calculate residential density.

The Sea Pines Circle district has a maximum density of 12 dwelling units per net acre for residential and/or 10,000 gross floor area per net acre for nonresidential.

It should be noted that the calculation of dwelling unit density does not consider dwelling unit size, meaning that a 400 square foot unit and a 5,000 square foot unit both equal 1 dwelling unit.

The Islander Mixed-use development use proposes undefined density and the allowance of residential use parking spaces to be part of a shared parking plan. The undefined density would be limited by applicable design and performance standards such as height, parking, lot coverage, setbacks and buffers. Similarly, the Coligny Resort district, Section 16-3-105.B, also does not have a defined density limit and is limited by required design standards. (Refer to Attachment 12, Coligny Resort District.)

In the Islander Mixed-Use Assessment Table (Attachment 7), pages 4 & 5 compare possible conceptual developments. A workforce housing commercial conversion, Mixed-Use development and Islander Mixed-Use development were compared. Each development concept included 5,623 square feet of commercial service use.

The number of dwelling units (DU) varied on each development type and were as follows:

- Islander Mixed-Use- 133 dwelling units
  292 bedrooms
  31 DU/acre effective residential density
- Mixed-Use (By Right)- 45 dwelling units
  440 bedrooms
  10 DU/acre effective residential density
- Workforce Housing- 44 dwelling units

96 bedrooms
11 DU/acre effective residential density

For a point of reference, several existing Hilton Head Island development effective residential densities are listed below:

- Waterwalk apartments in Shelter Cove- 23 & 27 DU/acre
- Aquaterra on Gardner Road- 19 DU/acre
- Harbour Town- 22 DU/acre

The applicant team supplied a by right mixed-use project of 45 dwelling units made up of 25 8-bedroom units and 20 12-bedroom units. While a development with a high bedroom count per dwelling unit is not prohibited per the LMO, a possible development of this type may not meet market demands with the resulting low parking supply.

Additional information was requested for possible build-out scenarios related to density and potential traffic impacts. The 23 properties within the affected area were analyzed for commercial and residential build-out and are summarized in the chart below.

Six properties are overbuilt per current commercial allowable commercial densities and are considered legal nonconformities. They are Wells Fargo, Spinnaker, 32 Office Park, PNC Bank, TND Bank and Fountain Center. These properties would not be able to add additional commercial development. The remaining properties have additional by right commercial density as indicated in the chart.

Residential development potential was also analyzed. In the by right residential units column, it assumes that the parcel is developed fully as a residential development per the 12 dwelling units/acre allowed within the Sea Pines Circle District. The proposed IMU column, indicates how many additional residential units could be added should the property develop as Islander Mixed-Use (assuming a density of 31 dwelling units/net acre.) This calculation does not assume the density allotment of the required non-residential as part of Islander Mixed-Use.

The chart also illustrates an estimate of the potential total daily trips for the existing, by right commercial, by right residential and Islander Mixed-Use development scenarios.

According to the Traffic Impact Analysis provided for the proposed development, the proposed project for Islander Mixed-Use would generate 1427 daily trips. Of those, 960 trips are affiliated with the residential uses and 467 trips are affiliated with the non-residential use proposed.

Based on a similar methodology based on data provided in the Institute of Transportation Engineers' (ITE) Trip Generation informational report for daily trips associated with the respective uses.

Location	Acreage	Existing Development Square Feet	By Right Commercial Square Feet	By Right Residential Units	Proposed IMU - 31 DU/AC	Existing Development Daily Trips	By Right Commercial Daily Trips	By Right Residential Daily Trips	Proposed IMU Daily Trips
Reilley's	4.72	31,286	47,200	57	146	2814	4246	379	971
Wells Fargo	1.47	25,000	14,700	18	46	303	178	120	306
Spinnaker	1.07	37,692	10,700	13	33	415	118	86	219
Harris Teeter	9.34	73,269	93,400	112	290	7491	9549	745	1929
Harris Teeter Gas	0.70	4,473	7,000	8	22	1686	1686	53	146
32 Office Park	4.31	67,803	43,100	52	134	747	475	346	891
PNC	2.28	24,700	22,800	27	71	300	277	180	472
Visitor's Center	1.10	9,558	11,000	13	34	105	121	86	226
CVS	2.07	12,023	20,700	25	64	1060	1825	166	426
TND Bank	2.36	35,196	23,600	28	73	427	286	186	485
Fountain Center	1.97	37,237	19,700	24	61	410	217	160	406
Chronic Golf	0.89	8,436	8,900	11	28	759	801	73	186
IMU Properties	4.34	42,000	43,400	52	82	462	478	346	960*

Use-Specific Condition- Floor Area Ratio- Islander Mixed-Use is proposing a Floor Area Ratio of 0.68. Floor Area Ratio (FAR) is the measurement of a building's total floor area (gross floor area) in relation to the size of the lot/parcel that the building is located on. A FAR is not required for any other uses in the SPC district.

For context, staff researched floor area ratios of existing Island developments and found:

Development	**Floor Area Ratio**
32 Office Park (3-story building)	0.36
The Seabrook	0.76
Aquaterra	0.82
Courtyard by Marriott (79 Pope)	1.36
Waterwalk 1	1.82
Waterwalk 2	2.04
The Cypress in HHP	2.79
Bayshore	3.69

Additionally, staff researched floor area ratio of the building structure averages as contained within the 23 parcels within 500-feet of an education use (or the proposed boundary of Islander Mixed-Use eligibility) and found the following:

Development	**Floor Area Ratio**
USCB	0.09
CVS	0.13
Harris Teeter Gas	0.14
Reilley's Center	0.15
12 Office Way	0.17
Visitor's Center	0.19
Chronic Golf	0.21
10 Office Way	0.25
PNC Bank	0.25
8 Office Way	0.27
TND Bank	0.35
32 Office Park	0.36
Wells Fargo	0.38
Fountain Center	0.45
Spinnaker	0.78

Based on the FAR data above, it is observed that the FAR's tend to be higher for mixed-use or residential developments than for office or commercial developments. The FAR's within the proposed boundary of Islander Mixed-Use eligibility are mostly lower and range from 0.09-0.78.

Use-Specific Condition- Parking-
Mixed-use and Islander Mixed-Use require 1.5 spaces per dwelling unit for residential and 1 per 500 gross floor area for nonresidential.

Per the proposed use-specific conditions, Islander Mixed-Use will allow:

- The parking spaces designated for residential use are eligible to be included as part of a shared parking plan meeting the requirements in Section 16-5-107.H.3.
- Islander Mixed-Use development may utilize shared parking on Education Use property if the development provides student housing, and for so long as the property is used for Education Use. The shared parking on Education Use property is limited to 75 parking spaces.

Shared parking plans are currently allowed for other uses (not allowed for mixed-use) meeting the requirements outlined in LMO Section 16-5-107.H.3.

Shared parking plans allow up to 50 percent of the number of parking spaces required for a use be used to satisfy the number of parking spaces required for other uses, provided the uses generate parking demands during different times of the day or different days of the week.

Shared parking and/or Off-Site Parking must meet the requirements of LMO Section 16-5-107.H.3 and/or 16-5-107.H.4 which includes the requirement of a parking agreement that would be reviewed and approved among all owners of lands containing the uses proposed to share off-street parking spaces and be recorded with the Beaufort County Register of Deeds. (Refer to Attachment 13, Off-Street Parking Alternatives.)

SPC district currently allows mixed-use development to be permitted if the use-specific conditions can be met. The use-specific conditions for mixed-use development do not allow parking spaces for residential use to be included as part of a shared parking plan per Sec. 16-4-102.B.1.a.i. Conversely, Islander Mixed-Use conditions state that parking spaces designated for residential use *are eligible* to be included as part of a shared parking plan meeting the requirements in Section 16-5-107.H.3. Islander Mixed-Use development may utilize shared parking on Education Use property if the development provides student housing, and for so long as the property is used for Education Use. The shared parking on Education Use property is limited to 75 parking spaces.

Because the shared parking allowance for Islander Mixed-Use provides workforce housing and student housing, it serves a public purpose.

Use-Specific Condition- Site Coverage Index- Islander Mixed-Use development shall not exceed a site coverage index (SCI) of 50%. The site coverage index is defined as the percentage of lot coverage by the building's footprint square footage. This regulation limits the building footprint to not exceed 50% of the lot area.

Use-Specific Condition- Open Space- Islander Mixed-Use is proposing a required 10% functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.

The SPC district only requires open space (16%) if it is a major single-family residential development. For all other development, no open space is required.

Use-Specific Condition- Average Setback- Islander Mixed-Use proposes requiring an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater.

The SPC district uses must meet the setbacks per LMO Table 16-5-102.C. which require:

Other Street- 20' (i.e. Office Way, Office Park Road)
Minor Arterial- 40' (i.e. Greenwood Drive)
Major Arterial- 50' (i.e. Pope Avenue)

As proposed, a greater adjacent street setback average would be required adjacent to an Other Street, but existing setback requirements would apply adjacent to Minor or Major Arterials.

Use-Specific Condition- Minimum average unit size- A minimum average unit size of 750 square feet per dwelling unit is required. Minimum average unit size is calculated by taking the building's total gross floor area without commercial use less the non-habitable areas (hallways, lobbies, mechanical rooms, etc.) divided by the total number of dwelling units.

This condition regulates the average unit sizes in the development. It prevents a development with a large quantity of micro-units.

Use-Specific Condition- Short-term rental property prohibition- Islander Mixed-Use shall not be a Short-Term Rental Property as defined in the Municipal Code, Section 10-2-20.(6). That definition is:

Short-term rental property means any residential property in the municipal limits of the Town of Hilton Head Island, South Carolina, that, in whole or in part, is offered for lease or occupancy under a lease or any other form of agreement, for periods of less than thirty (30) days.

Short-term rental properties are allowed in the Sea Pines Circle district with a Town Short-Term Rental Permit. Generally short-term rentals have a use intensity that is greater than residential use due to the turnover and services necessary operate a short-term rental.

As proposed, the short-term rental prohibition will not sunset (like the workforce housing requirement), so the Islander Mixed-Use development units will remain in the long-term rental inventory.

Use-Specific Condition- 4 bedroom maximum-
Islander Mixed-Use shall require a 4 bedroom per dwelling unit maximum.

The applicant team supplied a by right mixed-use project of 45 dwelling units made up of 25 8-bedroom units and 20 12-bedroom units. While a development with a high bedroom count per dwelling unit is not prohibited per the LMO, a possible development scenario such as this may not meet market demands with the resulting low parking supply.

The maximum of 4 bedrooms per unit for Islander Mixed-Use limits the maximum number of bedrooms such that the dwelling unit to bedroom count are appropriately sized for this use.

Use-Specific Condition- Workforce Housing- 20% of Islander Mixed-Use units shall be workforce housing units, excluding any units for student housing for USCB; for households earning up to 120% of the Area Median Income (AMI) per the Town's Workforce Housing Agreement requirements. Rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 15 years

from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant documents recorded in the Office of Beaufort County Register of Deeds.

The Town currently allows Workforce Housing commercial conversion in the SPC district with conditions. Any development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105. Commercial conversion projects that include at least 20% workforce housing units will be eligible for incentives as described in LMO Sec. 16-10-102B.1, including:

a. A reduction in minimum unit sizes by 30% and;
b. Up to 50% of the units in the development may be micro-efficiency and/or studio units.

Per agreement and private covenants requirements, rental units are between 60 and 80% AMI and owner-occupied units are between 80 - 100% AMI.

Rental workforce housing units shall remain in the WFH Program for a minimum of 30 years from the date of the initial Certificate of Occupancy. Rental workforce housing units shall not be occupied for a period less than 90 days.

Islander Mixed-Use contains workforce housing provisions, but they differ from the Town's Workforce Housing Program.

The proposed Islander Mixed-Use text amendment does provide a workforce housing provision. Workforce housing is supported by the following documents:

- 2019 Workforce Housing Strategic Plan prepared by Lisa Sturtevant & Associates, LLC which includes housing recommendations.
- 2022 Workforce Housing Framework- Finding Home which includes a policy framework for a workforce housing program on the Island.
- Our Plan 2020-2040, the Town of Hilton Head Island Comprehensive Plan, which includes Housing Goals, Strategies, and Tactics.
- Strategic Action Plan 2023-2025, includes within the Top 15 Strategies, Implementation of the Workforce Housing Framework: *Finding Home*

(Refer to Attachment 14, Sample Islanders Mixed-Use Workforce Housing Agreement.)

Area Median Income

The 2023 Area Median Income (AMI) for Beaufort County per HUD is $111,300 based on a family of 4.

AMI	2023 Area Median Income (AMI) Family Size 1	2	3	4	5	6	7	8
30% AMI	$ 23,400	$ 26,750	$ 30,100	$ 33,400	$ 36,100	$ 38,750	$ 41,450	$ 44,100
50% AMI	$ 39,000	$ 44,550	$ 50,100	$ 55,650	$ 60,150	$ 64,600	$ 69,050	$ 73,500
60% AMI	$ 46,800	$ 53,450	$ 60,150	$ 66,800	$ 72,150	$ 77,500	$ 82,850	$ 88,200
80% AMI	$ 62,350	$ 71,250	$ 80,150	$ 89,050	$ 96,200	$ 103,300	$ 110,450	$ 117,550
90% AMI	$ 70,150	$ 80,200	$ 90,200	$ 100,200	$ 108,250	$ 116,250	$ 124,250	$ 132,300
100% AMI	$ 77,950	$ 89,050	$ 100,200	**$ 111,300**	$ 120,250	$ 129,150	$ 138,050	$ 146,950
110% AMI	$ 85,800	$ 98,000	$ 110,300	$ 122,500	$ 132,300	$ 142,100	$ 151,900	$ 161,700
120% AMI	$ 93,600	$ 106,900	$ 120,300	$ 133,600	$ 144,300	$ 155,000	$ 165,700	$ 176,400
130% AMI	$ 101,300	$ 115,800	$ 130,300	$ 144,700	$ 156,300	$ 167,900	$ 179,500	$ 191,100
140% AMI	$ 109,200	$ 124,800	$ 140,400	$ 155,900	$ 168,400	$ 180,900	$ 193,400	$ 205,800
150% AMI	$ 116,900	$ 133,600	$ 150,300	$ 167,000	$ 180,400	$ 193,800	$ 207,100	$ 220,500

Note : Took from HUD AMI 100% of Beaufort AMI as of June 2023 $111,300
Utlized the HUD recommended calculation based on family size and % of increase for those above 100% AMI
Calculation over 100% are rounded to the nearest 100 based on the HUD formula below.

**Calculated based on the HUD Median Income, which is assigned to a family of four at 100% AMI. The 1-person family income limit is 70% of limit. The 2-person family income limit is 80% of the 4-person income limit, the 3-person family income limit is 90% of the 4-person income limit, the 5-person family income limit is 108% of the 4-person income limit, the 6-person family income limit is 116% of the 4-person income limit, the 7-person family income limit is 124% of the 4-person income limit, and the 8-person family income limit is 132% of the 4-person income limit. Limits are rounded up to the nearest 50 below 100% AMI and 100 above 100% AMI. *Disclaimer: 2023 Area Median Incomes per household may differ slightly depending on the different federal, state or local funding and/or tax credit programs. For purposes of the Town of Hilton Head Island programs please use the 2023 AMI Chart provided. For all other programs please verify AMIs based on a specific program parameters, to include but not limited to CDBG, HOME, IRS Sec 42 Tax Credit and/or Bond Programs.*

The affordable rents (not exceeding 30% of annual salary) for households of 1, 2 and 3 occupants between 90-130% AMI have been calculated in the chart below.

AMI	1	2	3
90% AMI	$ 1,779	$ 2,005	$ 2,255
100% AMI	$ 1,949	$ 2,226	$ 2,505
110% AMI	$ 2,145	$ 2,450	$ 2,758
120% AMI	$ 2,340	$ 2,673	$ 3,008
130% AMI	$ 2,533	$ 2,895	$ 3,258

Households are considered cost burdened when they spend more than 30% of their income on rent, mortgage, and other housing needs. Households are considered severely cost burdened when they spend more than 50% of their income on rent, mortgage, and other housing needs.

Traffic Impact Analysis-

Town Engineering staff have reviewed the applicant submitted Traffic Impact Analysis Report from Kimley-Horn for a proposed Islander Mixed-Use development on Office Way and concur with how the study was prepared and analyzed. The data reviewed in the report supports the conclusions and recommendations made by the consultant.

The following improvements are recommended to be constructed by the Office Way Mixed-Use development:

- Office Way at Site Access #1
  Construct the proposed Site Access #1 with one ingress lane and one egress lane and operate under minor street stop control
- Office Park Road at Site Access #2
  Construct the proposed Site Access #2 with one ingress lane and one egress lane and operate under minor street stop control

Additionally, Town Engineering staff provided the Sea Pines Circle traffic count summary from 2005-2022 which is summarized in the table below. (Refer to Attachment 15, Sea Pines Circle Traffic Count Summary.)

Sea Pines Circle

Traffic Count Summary

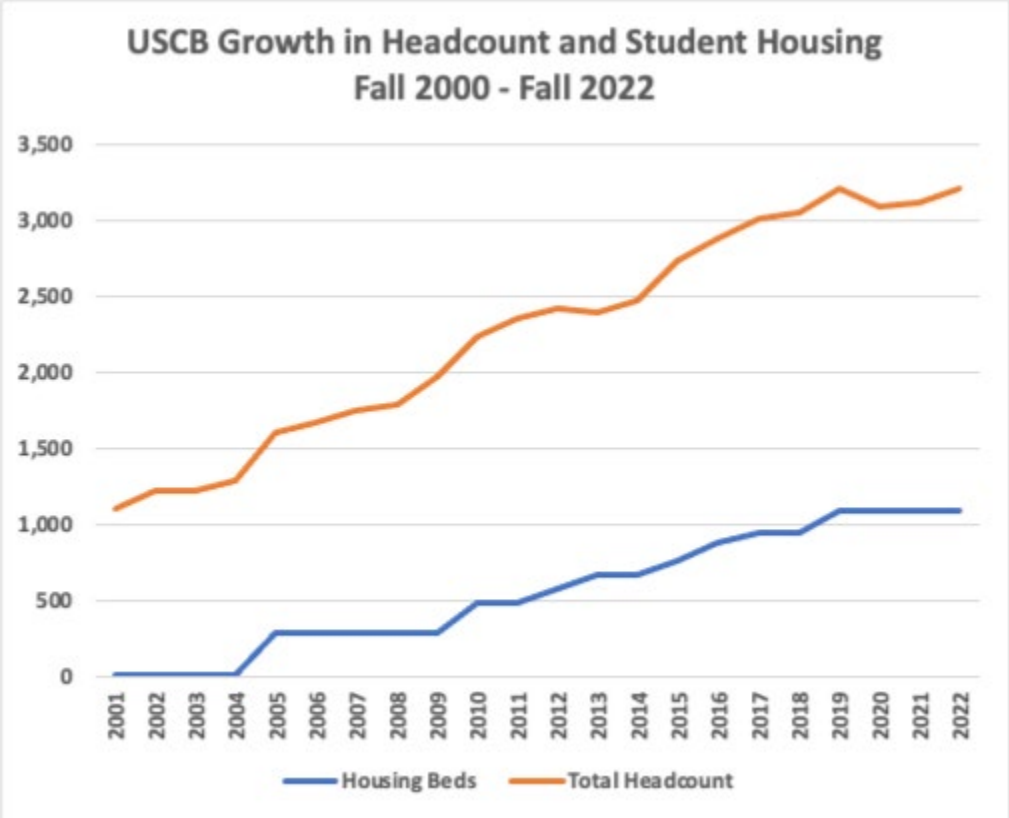
Year	A.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour
2005	3264	4026	4199
2010	2493	3508	3525
2015	2791	3748	3930
2016	3072	3696	4168
2018	3028	3510	3559
2020	2841	3637	3818
2022	3008	3713	3828

The traffic impact analysis assumed that the proposed Islander Mixed-Use development on Office Way to be built out by 2025. It anticipated 44 new trips to the Sea Pines Circle AM peak hour (an increase of 2.9 seconds) and 59 new trips to the PM peak hour (an increase of 4.6 seconds).

Student Housing-

The proposed text amendment is proposed within 500 feet of an Education Use and an Islander Mixed-Use development may use shared parking on an Education Use owned property if the development provides student housing.

University of South Carolina Beaufort (USCB) provided the Growth in Headcount and Student Housing chart below. This chart illustrates the correlation between housing bed growth and enrollment growth.



USCB supplied this comparison chart with a statement that noted that four quad buildings were built in Bluffton in 2005 and the chart shows the corresponding growth in enrollment that year. In 2010, Okatie and May River apartments were added and then roughly 1-2 buildings per year until and including three buildings in Beaufort in 2018. USCB noted the chart also illustrates the impact of Covid and the recovery underway.

Mid-Island District-

Town Council adopted the Mid-Island District Plan on November 1, 2022. The Mid-Island District Plan includes strategies for the 103-acre Town-owned, Mid-Island Tract, as well as redevelopment strategies to help revitalize commercial and residential areas within the district.

The plan included recommendations to increase residential density, allow for a mix of uses and allow shared structured or surface lot parking in existing centers. The plan specified, "as the existing commercial shopping centers redevelop over time, they will likely evolve to be more of a mix of retail, restaurant, commercial, residential, office and public spaces as opposed to being single-use developments. This new mixed-use category delivers on the live-work-play environment supported by the community and represents an opportunity to add needed housing. The development community also favors this style of redevelopment that offers a range of experiences and creates a more walkable, engaging environment."

The Growth Framework and District Planning initiative is a priority strategic action item of Town Council and will result in the creation of a growth management strategy to include district plans and an Island-wide master plan.

More specifically, this includes supplementing the land use element of Our Plan, the Town of Hilton Head Island Comprehensive Plan, and adoption of an Island-wide master plan that includes creation of district plans focusing on conservation and growth, calibration of a future land use map, and major text amendments to the Town's Land Management Ordinance.

Mixed-Use

The mixed-use category encourages a mix of uses such as retail, restaurants, apartment flats, townhomes, office, institutional and allocation of open space to promote a green network. This mix of uses will create an area that can support local businesses, variety of housing types and context sensitive architecture. Walkability will be promoted through shared parking areas and pedestrian scaled streets and amenities.

Uses	Retail, Restaurants, Apartment Flats, Townhomes, Office, Institutional, Open Space
Residential Density	12-18 dwelling units per acre
Height	1-3 story height max, adherence to airport height restrictions by area (consistent with Shelter Cove, Harbour Town); 45 feet
Parking	Shared structured parking and surface lots

Excerpt from Mid-Island District Plan

This will establish a clear vision for future investment on the Island as a pattern framework for growth and conservation. The draft Conservation and Growth Framework Map designates the Sea Pines Circle area as a Primary Center. District Planning for this area has been prioritized within the overall Districts Planning work scope. It is anticipated that

initial findings in a draft Bridge to Beach District Plan will be presented to the Public Planning Committee in September 2023.

RECOMMENDATION:

That the Planning Commission review and make a recommendation to Town Council regarding proposed changes and departures made following the initial review and public hearing for the proposed Land Management Ordinance (LMO) text amendment to create a new use called Islander Mixed Use in the Sea Pines Circle Zoning District. (Proposed Ordinance 2023-07)

ATTACHMENTS:

1. Attachment 1: Planning Commission Public Hearing Islander Mixed-Use LMO Amendments- December 2022
2. Attachment 2: Proposed Ordinance
3. Attachment 3: Proposed Islander Mixed-Use LMO Amendments
4. Attachment 4: Applicant Provided Letters of Support
5. Attachment 5: Applicant Provided Traffic Impact Analysis
6. Attachment 6: Applicant Provided Building Mass and Scale Exhibit
7. Attachment 7: Islander Mixed-Use Assessment Table
8. Attachment 8: Sea Pines Circle District, Section 16-3-105.M
9. Attachment 9: Islanders Affected Area
10. Attachment 10: Islander Mixed-Use Radius Study
11. Attachment 11: Islander Mixed-Use Radius Comparison Table
12. Attachment 12: Coligny Resort District, Section 16-3-105.B
13. Attachment 13: Off-Street Parking Alternatives, Section 16-5-107.H
14. Attachment 14: Sample Islander Mixed-Use Workforce Housing Agreement
15. Attachment 15: Sea Pines Circle Traffic Count Summary

Chapter 16-4:
Use Standards

Sec.16-4-102. Principal Uses

A. Principal Use Table

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 CLASSIFICATION/ USE TYPE	**SPECIAL DISTRICTS**		**RESIDENTIAL DISTRICTS**						**MIXED-USE AND BUSINESS DISTRICTS**													**USE-SPECIFIC CONDITIONS**
	CON	**PR**	**RSF-**	**RSF-**	**RSF-**	**RM-**	**RM-**	**RM-**	**CR**	**SPC**	**CC**	**MS**	**WM**	**S**	**MF**	**MV**	**NC**	**LC**	**RD**	**MED**	**IL**	
RESIDENTIAL USES																						
Group Living						P	P	P				P						P		P		
Mixed-Use									PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC		Sec. 16-4-102.B.1.a
Multifamily						P	P	P	PC	P	PC	P	P	P	P	P	P	P	P	P		Sec. 16-4-102.B.1.b
Recreational Vehicle						PC	PC	PC					PC	PC	PC	PC	PC	PC				
Recreation Vehicle (RV) Parks																		P				Sec. 16-4-102.B.1.c
Single-Family			P	P	P	P	P	P					P	P	P	P	P	P	P			

Workforce Housing						PC				PC	PC	PC	PC	PC		PC		PC		PC		Sec 16-4-102.B.1.d
Islander Mixed-Use										PC												Sec. 16-4-102.B.1.g
PUBLIC, CIVIC, INSTITUTIONAL, AND EDUCATIONAL USES																					
Aviation and Surface Transportation Uses																				PC	Sec. 16-4-102.B.2.a
Aviation Services Uses																				PC	Sec. 16-4-102.B.2.b
Cemeteries		P				P							P			P	P					
Community Service Uses		P				P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	PC	Sec. 16-4-102.B.2.c
Education Uses						P			P	P	P	P						P		P		
Government Uses		PC	PC	PC	PC	PC	PC	PC	P	P	P	P		P	P		P	P	P	P	P	Sec. 16-4-102.B.2.d
Major Utilities		SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	P	
Minor Utilities		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Public Parks		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Religious Institutions		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Telecommunication Antenna, Collocated		PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	Sec. 16-4-102.B.2.e

or Building Mounted																						
Telecommunication Towers, Monopole		PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	Sec. 16-4-102.B.2.e
HEALTH SERVICES																						
Hospitals																				P		
Nursing Homes																				P		
Other Health Services										P	P	P					P	P		P		
RESORT ACCOMMODATIONS																						
Bed and Breakfasts						PC			PC			PC	PC	PC	PC	PC			PC			Sec. 16-4-102.B.4.a
Hotels									PC			P	P	PC		P		P	P			Sec. 16-4-102.B.4.b
Interval Occupancy									P				P			P			P			
COMMERCIAL RECREATION USES																						
Indoor Commercial Recreation Uses									P	P	P	P	P	PC	P	P		P	P			Sec. 16-4-102.B.5.a
Outdoor Commercial Recreation Uses*Other than***Water Parks**									SE				SE			SE		SE	SE			Sec. 16-4-102.B.5.b
Water Parks									P				P			P			P			
OFFICE USES																						

Contractor's Office									PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC		P	Sec. 16-4-102.B.6.a
Other Office Uses									P	P	P	P	P	P	P	P	P	P	P	P	P	
COMMERCIAL SERVICES																						
Adult entertainment uses										SE												Sec. 16-4-102.B.7.a
Animal Services										PC	PC			PC				PC			PC	Sec. 16-4-102.B.7.b
Bicycle Shops									PC	PC	PC	PC	PC	PC	PC	PC		PC	PC			Sec. 16-4-102.B.7.c
Convenience Stores						PC			PC	PC	PC		PC	PC	PC	PC	PC	PC			PC	Sec. 16-4-102.B.7.d
Eating Establishments									PC	P	P	PC	PC	PC	PC	PC	PC	P	PC		PC	Sec. 16-4-102.B.7.e
Grocery Stores									P	P	P	P		P				P				
Landscape Businesses														PC				PC			P	Sec. 16-4-102.B.7.f
Liquor Stores									SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE			Sec. 16-4-102.B.7.g
Nightclubs or Bars									PC	PC	PC		PC	PC	PC	PC		PC	PC			Sec. 16-4-102.B.7.h
Open Air Sales		PC				PC			PC	PC		PC	PC	PC	PC	PC	PC	PC	P			Sec. 16-4-

																					102.B.7.i
Shopping Centers									PC	PC	PC	PC		PC	PC			PC				Sec. 16-4-102.B.7.j
Tattoo Facilities																		PC				Sec. 16-4-102.B.7.k
Other Commercial Services Uses						PC	PC		P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 16-4-102.B.7.l
VEHICLE SALES AND SERVICES																						
Auto Rentals									PC	PC	P		PC		P	PC		P	PC		P	Sec. 16-4-102.B.8.a
Auto Repairs											PC							PC			PC	Sec. 16-4-102.B.8.b
Auto Sales											P							P			P	
Car Washes										P	P			PC	P			P			P	Sec. 16-4-102.B.8.c
Commercial Parking Lot									PC	PC	PC		PC						PC			Sec. 16-4-102.B.8.d
Gas Sales									PC	PC	PC			PC	PC		PC	PC			PC	Sec. 16-4-102.B.8.d
Taxicab Services											P			P				P			P	
Towing Services or Truck or Trailer Rentals																					P	

Watercraft Sales, Rentals, or Services													PC	P		PC		PC			P	Sec. 16-4-102.B.8.e
INDUSTRIAL USES																						
Grinding																					SE	Sec. 16-4-102.B.9.a

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 CLASSIFICATION/ USE TYPE	**SPECIAL DISTRICTS**		**RESIDENTIAL DISTRICTS**						**MIXED-USE AND BUSINESS DISTRICTS**													**USE-SPECIFIC CONDITIONS**
	CON	**PR**	**RSF-3**	**RSF-5**	**RSF-6**	**RM-4**	**RM-8**	**RM-12**	**CR**	**SPC**	**CC**	**MS**	**WMU**	**S**	**MF**	**MV**	**NC**	**LC**	**RD**	**MED**	**IL**	
Light Industrial, Manufacturing, and Warehouse Uses																		P C			P	Sec. 16-4-102.B.9.a
Seafood Processing Facilities													P C	P C		P C						Sec. 16-4-102.B.9.b
Self-Service Storage										P C								P C			P C	Sec. 16-4-102.B.9.c
Waste-Related Services Other than ***Waste Treatment Plants***																					P	
Waste Treatment Plants																		S E				

Wholesale Sales																	P			P	
OTHER USES																					
Agriculture Uses		P	P	P	P	P	P	P					P	P	P	P	P	P				
Boat Ramps, Docking Facilities, and ***Marinas***	PC	P	PC	PC		PC	PC						P			P						Sec. 16-4-102.B.10.a

(Revised 5-17-2016 - Ordinance 2016-07; revised 4-18-2017 - Ordinance 2017-05; revised 9-17-2019 - Ordinance2019-20; revised 8-18-2020 - Ordinance2020-19; revised 11-4-2020 - Ordinance 2020-26; revised 2-16-2021 -Ordinance 2021-02)

B. Use-Specific Conditions for Principal Uses

1. Residential Uses

g. Islander Mixed-Use

i. ***Islander Mixed-use development*** shall designate separate parking spaces for ***use*** by the residential units. The parking spaces designated for residential ***use*** are eligible to be included as part of a ***shared parking*** plan meeting the requirements in Section 16-5-107.H.3.

ii. Islander Mixed-Use development must be on property which is within 500 feet (measured at nearest property line to property line) of ***Education Uses***.

iii. Islander Mixed-Use shall not be a *Short-Term Rental Property* as defined in the Municipal Code, Section 10-2-20.(6).

(Revised 11-4-2020 -Ordinance 2020-26; revised 2-16-2021 -Ordinance 2021-02; revised TBD)

M. Sea Pines Circle (SPC) District

SPC
Sea Pines Circle District

1. Purpose

The purpose of the Sea Pines Circle (SPC) District is to provide ***lands*** for commercial and ***mixed-use development*** at moderate to relatively high intensities in the area around Sea Pines Circle. District regulations emphasize moderate-scale ***buildings*** and ***shopping centers*** that balance the needs of the driving public and pedestrian activity and circulation among the district's retail, dining, and entertainment activities. The district is also intended to accommodate nighttime activities.

2. Allowable Principal Uses

USE CLASSIFICATION/TYPE		USE-SPECIFIC CONDITIONS	MINIMUM NUMBER OF OFF-STREET PARKING SPACES	
Residential Uses				
Mixed-Use	PC	Sec. 16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
Multifamily	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
Islander Mixed-Use	PC	Sec. 16-4-102.B.1.g	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
Public, Civic, Institutional, and Educational Uses				
Community Service Uses	P		1 per 400 GFA	
Education Uses	P		Colleges and High Schools	10 per classroom
			Elementary and Junior High/Middle Schools	4 per classroom
			Other ***Education Uses***	See Sec. 16-5-107.D.2
Government Uses	P		Fire Stations	4 per bay + 1 per 200 GFA of office area
			Other	1 per 200 GFA of office area
Major Utilities	SE		1 per 1,500 GFA	
Minor Utilities	P		n/a	
Public Parks	P		See Sec. 16-5-107.D.2	
Religious Institutions	P		1 per 3 seats in main assembly area	
Telecommunication Antenna, Collocated or Building Mounted	PC	Sec. 16-4-102.B.2.e	n/a	
Telecommunication Towers, Monopole	PC	Sec. 16-4-102.B.2.e	1	

Health Services			
Other Health Services	P		1 per 225 GFA
Commercial Recreation			
Indoor Commercial Recreation Uses	P		1 per 3 ***persons*** + 1 per 200 GFA of office or similarly used area
Office Uses			
Contactor's Offices	PC	Sec. 16-4-102.B.6.a	1 per 350 GFA of office/administrative area
Other Office Uses	P		1 per 350 GFA
Commercial Services			
Adult entertainment use	SE	Sec. 16-4-102.B.7.a	1 per 100 GFA
Animal Services	PC	Sec. 16-4-102.B.7.b	1 per 225 GFA
Bicycle Shops	PC	Sec. 16-4-102.B.7.c	1 per 200 GFA
Convenience Stores	PC	Sec. 16-4-102.B.7.d	1 per 200 GFA
Eating Establishments	P		1 per 100 sf of ***gross floor area*** and outdoor eating area
Grocery Stores	P		1 per 200 GFA
Liquor Stores	SE	Sec. 16-4-102.B.7.g	1 per 200 GFA
Nightclubs or Bars	PC	Sec. 16-4-102.B.7.h	1 per 70 GFA
Open Air Sales	PC	Sec. 16-4-102.B.7.i	1 per 200 sf of sales/display area
Shopping Centers	PC	Sec. 16-4-102.B.7.j	1 per 335 GFA
Other Commercial Services	P		See Sec. 16-5-107.D.2
Vehicle Sales and Services			
Auto Rentals	PC	Sec. 16-4-102.B.8.a	See Sec. 16-5-107.D.2
Car Washes	P		10 per wash unit for automatic wash + 5 per bay for manual wash
Commercial Parking Lot	PC	Sec. 16-4-102.B.8.d	See Sec. 16-5-107.D.2
Gas Sales	PC	Sec. 16-4-102.B.8.e	
Industrial Uses			
Self-Service Storage	PC	Sec. 16-4-102.B.9.c	1 per 15,000 GFA of storage and office area

3. Development Form Standards

MAX. DENSITY (PER*NET ACRE*) [2]			**LOT COVERAGE**	
Residential	12 du		Max. ***Impervious Cover***	60%
Nonresidential	10,000 GFA		Min. ***Open Space*** for Major Residential ***Subdivisions***	16%

MAX. BUILDING HEIGHT		
All ***Development***	45 ft [3]	

USE AND OTHER DEVELOPMENT STANDARDS

See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.

TABLE NOTES:

P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception;

du = ***dwelling units***; sf = square feet; GFA = ***gross floor area*** in square feet; ft = feet; n/a = not applicable 1. May be increased by up to ten percent on demonstration to the ***Official*** that:
a. The increase is consistent with the character of ***development*** on surrounding ***land***;
b. ***Development*** resulting from the increase is consistent with the purpose and intent of the ***building height*** standards;
c. The increase 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 increase will not pose a danger to the public health or safety;
e. Any adverse impacts directly attributable to the increase are mitigated; and
f. The increase, when combined with all previous increases allowed under this provision, does not result in a cumulative increase greater than ten percent.
2. Islander Mixed-Use has undefined density but limited by applicable design and performance standards such as height and parking.
3. A height exception for Islander Mixed-Use is allowed for a maximum building height of 55 feet.

(Revised 4-18-2017 -Ordinance 2017-05)

Sec.16-10-103. Use Classifications, Use Types, and Definitions

A. Residential Uses

1. Description

The Residential ***Uses*** classification is primarily characterized by the residential occupancy of a ***dwelling unit*** by a household. Such household living ***uses*** include ***single-family dwellings*** and ***multifamily dwellings*** (triplexes and other ***multifamily development***, including townhouse ***development***). The Residential ***Uses*** classification also includes ***group living uses*** (the residential occupancy of a group of living units by ***persons*** who do not constitute a ***single-family***), as well as ***recreational vehicle (RV) parks*** (providing spaces for overnight accommodation of people in a ***recreational vehicle***), and workforce housing. ***Accessory uses*** commonly associated with Residential ***Uses*** are recreational activities, raising of pets, hobbies, parking of the occupants' vehicles, and administrative offices in ***multifamily***, ***group living***, and ***recreational vehicle (RV) parks***, and workforce housing developments. Home occupations are ***accessory uses*** that are subject to additional regulations (see Sec. 16-4-103.E.3, Home Occupation).

2. Use Types and Definitions

Group Living

The residential occupancy of a group of living units by ***persons*** who do not constitute a ***single-family*** and may receive some level of personal care. Individual living units often consist of a single room or group of rooms without cooking and eating facilities, but unlike a ***hotel***, are generally occupied on a monthly or longer basis. ***Uses*** include group homes, assisted living facilities, dormitories, and similar ***uses***. Although continuing care retirement communities may include ***single-family*** and ***multifamily dwellings*** and health care ***uses***, they are categorized as a group living ***use*** because of their focus on the present or future provision of personal care to senior citizens and their integration of various ***uses*** as a single cohesive ***development***. Dormitories are categorized as a group living use because they consist of a building or buildings which house students, employees, etc. and contain communal facilities and

sleeping rooms with several beds. Group living does not include ***uses*** where ***persons*** generally occupy living units for periods of less than 30 days (e.g., ***hotels***), which are categorized as Resort Accommodation ***Uses***. It also does not include ***uses*** where residents or inpatients are routinely provided more than minor health care services (e.g., ***nursing homes***, ***hospitals***) unless they are associated with a continuing care retirement community. These types of facilities are categorized as Health Services ***uses***. ***Accessory uses*** common to group living ***uses*** include recreational facilities, administrative offices, and food preparation and dining facilities.

Multifamily

A ***building, parcel***, or ***development*** containing three or more ***dwelling units***. This use includes townhouse developments, if all units are on one ***lot***, and manufactured housing parks.

Mixed-Use

Development that includes two or more different ***uses***, which shall include ***multifamily or workforce housing use*** and one or more of the Office **uses,** as described in Sec. 16-10-103.F or one or more of the Commercial Services ***uses***, as described in Sec. 16-10-103.G or some combination thereof. Such ***uses*** should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian ***access***.

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).

Recreational Vehicle (RV) Park

An establishment consisting of paved parking spaces, served by utilities and accessways, that are utilized for overnight parking and occupancy of ***recreational vehicles***. A recreational vehicle park may include an office for an ***on-site*** manager and rental of parking spaces, and amenities for the use of park tenants and residents, such as ***swimming pools***, tennis courts, play grounds and covered or uncovered picnic areas. ***Accessory uses*** include offices, limited commercial services oriented to the needs of park occupants, and recreational facilities (e.g., swimming pool, playgrounds, and picnic areas) for the use of park occupants.

Single-Family

A freestanding ***structure*** containing not more than two ***single-family dwelling units***. Two ***single-family*** homes may be located on the same ***lot*** if the applicable ***density*** standard is met. More than two ***single-family dwellings*** on a single ***lot*** constitute a ***multifamily dwelling***.

Townhouse

A multi-story structure containing one ***dwelling unit*** which is attached to one or more similar structures by shared walls in a ***development***.

Workforce Housing

Housing that is affordable at 60—100% of the Area Median Income (AMI) for Beaufort County.

Islander Mixed-Use

Development that includes two or more different ***uses***, which shall include ***Islander mixed-use*** and one or more of the Office **uses,** as described in Sec. 16-10-103.F or one or more of the Commercial Services ***uses***, as described in Sec. 16-10-103.G or some combination thereof. Such ***uses*** should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian ***access***. ***Group Living*** dormitory use is allowed within this use type.

(Revised 9-17-2019 - Ordinance2019-20; revised 7-21-2020 - Ordinance2020-16; revised 11-4-2020 - Ordinance 2020-26; revised 2-16-2021 -Ordinance 2021-02)

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND

ORDINANCE NO. 2023- **PROPOSED ORDINANCE NO. 2023-07**

AN ORDINANCE TO AMEND TITLE 16 OF THE MUNICIPAL CODE OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, THE LAND MANAGEMENT ORDINANCE (LMO), SECTIONS 16-3-105.M, SEA PINES CIRCLE DISTRICT, 16-4-102.A, PRINCIPAL USES, 16-4-102.B, USE-SPECIFIC CONDITIONS AND 16-10-103.A, USE CLASSIFICATIONS, USE TYPES, AND DEFINITIONS, TO ALLOW FOR A NEW USE TO BE ESTABLISHED CALLED ISLANDER MIXED-USE WITHIN THE SEA PINES CIRCLE DISTRICT, ESTABLISH A DEFINITION FOR THE USE, ESTABLISH USE-SPECIFIC CONDITIONS AND EXCEPTIONS TO DEVELOPMENT FORM STANDARDS AS NOTICED IN THE ISLAND PACKET ON NOVEMBER 20, 2022, AS DESCRIBED IN EXHIBIT "A" TO THIS ORDINANCE, AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, on October 7, 2014, the Town Council did adopt a new Land Management Ordinance (LMO); and

WHEREAS, from time to time it is necessary to amend the LMO; and

WHEREAS, the LMO Committee held public meetings on September 1, 2022 and November 1, 2022 at which time a presentation was made by Staff and an opportunity was given for the public to comment on the proposed Islander Mixed-Use LMO amendments; and

WHEREAS, on November 1, 2022, the LMO Committee recommended that the proposed Islander Mixed-Use LMO amendments be forwarded to the Planning Commission with a recommendation of approval; and

WHEREAS, the Planning Commission held a public hearing on December 21, 2022 at which time a presentation was made by Staff and an opportunity was given for the public to comment on the proposed Islander Mixed-Use LMO Amendments; and

WHEREAS, after consideration of the Staff presentation and public comments the Planning Commission voted 5-0 to forward the proposed Islander Mixed-Use LMO amendments to the Public Planning Committee with a recommendation of approval; and

WHEREAS, the Public Planning Committee held a public meeting on January 26, 2023 at which time a presentation was made by Staff and an opportunity was given for the public to comment on the proposed Islander Mixed-Use LMO amendments; and

WHEREAS, the Public Planning Committee held a public meeting on June 8, 2023 and consideration of the Staff presentation, applicant presentation and public comments was given, and the Public Planning Committee voted 4-0 to advance the proposed Islander Mixed-Use LMO amendments to Town Council for consideration without a recommendation of approval or denial; and

WHEREAS, after due consideration of said LMO amendments, the Town Council, upon further review, finds it is in the public interest to approve the proposed Islander Mixed-Use LMO Amendments.

NOW, THEREFORE, BE IT ORDERED AND ORDAINED BY THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, AND IT IS ORDAINED BY THE AUTHORITY OF THE SAID COUNCIL:

Section 1. Amendment. That the Islander Mixed-Use LMO Amendments are adopted and the Land Management Ordinance is amended as shown on Exhibit "A" to this Ordinance. Newly added language is illustrated with double underline and deleted language is illustrated with ~~strikethrough~~.

Section 2. Severability. If any section, phrase, sentence or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Section 3. Effective Date. This Ordinance shall be effective upon its adoption by the Town Council of the Town of Hilton Head Island, South Carolina.

PASSED, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND ON THIS _____ DAY OF _____, 2023.

THE TOWN OF HILTON HEAD
ISLAND, SOUTH CAROLINA

_____
Alan R. Perry, Mayor

ATTEST:

_____
Kimberly Gammon, Town Council Clerk

Public Hearing: December 21, 2022
First Reading:
Second Reading:

APPROVED AS TO FORM:

_____
Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____

Chapter 16-4:
Use Standards

Sec.16-4-102. Principal Uses

A. Principal Use Table

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 CLASSIFICATION/ USE TYPE	**SPECIAL DISTRICTS**		**RESIDENTIAL DISTRICTS**						**MIXED-USE AND BUSINESS DISTRICTS**													**USE-SPECIFIC CONDITIONS**
	CON	**PR**	**RSF-**	**RSF-**	**RSF-**	**RM-**	**RM-**	**RM-**	**CR**	**SPC**	**CC**	**MS**	**WM**	**S**	**MF**	**MV**	**NC**	**LC**	**RD**	**MED**	**IL**	
RESIDENTIAL USES																						
Group Living						P	P	P				P						P		P		
Mixed-Use									PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC		Sec. 16-4-102.B.1.a
Multifamily						P	P	P	PC	P	PC	P	P	P	P	P	P	P	P	P		Sec. 16-4-102.B.1.b
Recreational Vehicle						PC	PC	PC					PC	PC	PC	PC	PC	PC				
Recreation Vehicle (RV) Parks																		P				Sec. 16-4-102.B.1.c
Single-Family			P	P	P	P	P	P					P	P	P	P	P	P	P			

Workforce Housing						PC				PC	PC	PC	PC	PC		PC		PC		PC		Sec 16-4-102.B.1.d
Islander Mixed-Use										PC												Sec. 16-4-102.B.1.g
PUBLIC, CIVIC, INSTITUTIONAL, AND EDUCATIONAL USES																					
Aviation and Surface Transportation Uses																				PC	Sec. 16-4-102.B.2.a
Aviation Services Uses																				PC	Sec. 16-4-102.B.2.b
Cemeteries		P				P							P			P	P					
Community Service Uses		P				P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	PC	Sec. 16-4-102.B.2.c
Education Uses						P			P	P	P	P						P		P		
Government Uses		PC	PC	PC	PC	PC	PC	PC	P	P	P	P		P	P		P	P	P	P	P	Sec. 16-4-102.B.2.d
Major Utilities		SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	P	
Minor Utilities		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Public Parks		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Religious Institutions		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Telecommunication Antenna, Collocated		PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	Sec. 16-4-102.B.2.e

or Building Mounted																						
Telecommunication Towers, Monopole		PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	Sec. 16-4-102.B.2.e
HEALTH SERVICES																						
Hospitals																				P		
Nursing Homes																				P		
Other Health Services										P	P	P					P	P		P		
RESORT ACCOMMODATIONS																						
Bed and Breakfasts						PC			PC			PC	PC	PC	PC	PC			PC			Sec. 16-4-102.B.4.a
Hotels									PC			P	P	PC		P		P	P			Sec. 16-4-102.B.4.b
Interval Occupancy									P				P			P			P			
COMMERCIAL RECREATION USES																						
Indoor Commercial Recreation Uses									P	P	P	P	P	PC	P	P		P	P			Sec. 16-4-102.B.5.a
Outdoor Commercial Recreation Uses*Other than***Water Parks**									SE				SE			SE		SE	SE			Sec. 16-4-102.B.5.b
Water Parks									P				P			P			P			
OFFICE USES																						

Contractor's Office									PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC		P	Sec. 16-4-102.B.6.a
Other Office Uses									P	P	P	P	P	P	P	P	P	P	P	P	P	
COMMERCIAL SERVICES																						
Adult entertainment uses										SE												Sec. 16-4-102.B.7.a
Animal Services										PC	PC			PC				PC			PC	Sec. 16-4-102.B.7.b
Bicycle Shops									PC	PC	PC	PC	PC	PC	PC	PC		PC	PC			Sec. 16-4-102.B.7.c
Convenience Stores						PC			PC	PC	PC		PC	PC	PC	PC	PC	PC			PC	Sec. 16-4-102.B.7.d
Eating Establishments									PC	P	P	PC	PC	PC	PC	PC	PC	P	PC		PC	Sec. 16-4-102.B.7.e
Grocery Stores									P	P	P	P		P				P				
Landscape Businesses														PC				PC			P	Sec. 16-4-102.B.7.f
Liquor Stores									SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE			Sec. 16-4-102.B.7.g
Nightclubs or Bars									PC	PC	PC		PC	PC	PC	PC		PC	PC			Sec. 16-4-102.B.7.h
Open Air Sales		PC				PC			PC	PC		PC	PC	PC	PC	PC	PC	PC	P			Sec. 16-4-

																					102.B.7.i
Shopping Centers									PC	PC	PC	PC		PC	PC			PC				Sec. 16-4-102.B.7.j
Tattoo Facilities																		PC				Sec. 16-4-102.B.7.k
Other Commercial Services Uses						PC	PC		P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 16-4-102.B.7.l
VEHICLE SALES AND SERVICES																						
Auto Rentals									PC	PC	P		PC		P	PC		P	PC		P	Sec. 16-4-102.B.8.a
Auto Repairs											PC							PC			PC	Sec. 16-4-102.B.8.b
Auto Sales											P							P			P	
Car Washes										P	P			PC	P			P			P	Sec. 16-4-102.B.8.c
Commercial Parking Lot									PC	PC	PC		PC						PC			Sec. 16-4-102.B.8.d
Gas Sales									PC	PC	PC			PC	PC		PC	PC			PC	Sec. 16-4-102.B.8.d
Taxicab Services											P			P				P			P	
Towing Services or Truck or Trailer Rentals																					P	

Watercraft Sales, Rentals, or Services													PC	P		PC		PC			P	Sec. 16-4-102.B.8.e
INDUSTRIAL USES																						
Grinding																					SE	Sec. 16-4-102.B.9.a

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 CLASSIFICATION/ USE TYPE	**SPECIAL DISTRICTS**		**RESIDENTIAL DISTRICTS**						**MIXED-USE AND BUSINESS DISTRICTS**													**USE-SPECIFIC CONDITIONS**
	CON	**PR**	**RSF-3**	**RSF-5**	**RSF-6**	**RM-4**	**RM-8**	**RM-12**	**CR**	**SPC**	**CC**	**MS**	**WMU**	**S**	**MF**	**MV**	**NC**	**LC**	**RD**	**MED**	**IL**	
Light Industrial, Manufacturing, and Warehouse Uses																		P C			P	Sec. 16-4-102.B.9.a
Seafood Processing Facilities													P C	P C		P C						Sec. 16-4-102.B.9.b
Self-Service Storage										P C								P C			P C	Sec. 16-4-102.B.9.c
Waste-Related Services Other than ***Waste Treatment Plants***																					P	
Waste Treatment Plants																		S E				

Wholesale Sales																	P			P	
OTHER USES																					
Agriculture Uses		P	P	P	P	P	P	P					P	P	P	P	P	P				
Boat Ramps, Docking Facilities, and ***Marinas***	PC	P	PC	PC		PC	PC						P			P						Sec. 16-4-102.B.10.a

(Revised 5-17-2016 - Ordinance 2016-07; revised 4-18-2017 - Ordinance 2017-05; revised 9-17-2019 - Ordinance2019-20; revised 8-18-2020 - Ordinance2020-19; revised 11-4-2020 - Ordinance 2020-26; revised 2-16-2021 -Ordinance 2021-02)

B. Use-Specific Conditions for Principal Uses

1. Residential Uses

g. Islander Mixed-Use

i. ***Islander Mixed-use development*** shall designate separate parking spaces for ***use*** by the residential units. The parking spaces designated for residential ***use*** are eligible to be included as part of a ***shared parking*** plan meeting the requirements in Section 16-5-107.H.3.

ii. ***Islander Mixed-Use development*** may utilize ***shared parking*** on ***Education Use*** property if the development provides student housing, and for so long as the property is used for Education Use. The ***shared parking*** on ***Education Use*** property is limited to 75 parking spaces.

iii. ***Islander Mixed-Use development*** must be on property which is within 500 feet (measured at nearest property line to property line) of ***Education Uses***.

iv. ***Islander Mixed-Use*** shall not be a *Short-Term Rental Property* as defined in the Municipal Code, Section 10-2-20.(6).

v. 20% of ***Islander Mixed-Use*** units shall be workforce housing units, excluding any units for student housing for USCB; for households earning up to120% of the Area Median Income (AMI) per the Town's Workforce Housing Agreement requirements. Rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of

occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant documents recorded in the Office of Beaufort County Register of Deeds.

vi. A minimum average unit size of 750 square feet per dwelling unit is required. Minimum average unit size is calculated by taking the building's total gross floor area without commercial use less the non-habitable areas (hallways, lobbies, mechanical rooms, etc.) divided by the total number of dwelling units.

vii. ***Islander Mixed-Use*** shall not exceed a floor area ratio of 0.68.

viii. ***Islander Mixed-Use*** shall not exceed a Site Coverage Index (SCI) of 50%. The Site Coverage Index is defined as the percentage of lot coverage by the building's footprint square footage.

ix. ***Islander Mixed-Use*** shall have a 10% requirement of functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.

x. ***Islander Mixed-Use*** requires an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater.

xi. ***Islander Mixed-Use*** shall require a 4 bedroom per dwelling unit maximum.

(Revised 11-4-2020 -Ordinance 2020-26; revised 2-16-2021 -Ordinance 2021-02; revised TBD)

M. Sea Pines Circle (SPC) District

SPC **Sea Pines Circle District**				
1. Purpose				
The purpose of the Sea Pines Circle (SPC) District is to provide ***lands*** for commercial and ***mixed-use development*** at moderate to relatively high intensities in the area around Sea Pines Circle. District regulations emphasize moderate-scale ***buildings*** and ***shopping centers*** that balance the needs of the driving public and pedestrian activity and circulation among the district's retail, dining, and entertainment activities. The district is also intended to accommodate nighttime activities.				
2. Allowable Principal Uses				
USE CLASSIFICATION/TYPE		**USE-SPECIFIC CONDITIONS**	**MINIMUM NUMBER OF OFF-STREET PARKING SPACES**	
Residential Uses				
Mixed-Use	PC	Sec. 16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
Multifamily	P		1 bedroom	1.4 per du

			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
Islander Mixed-Use	PC	Sec. 16-4-102.B.1.g	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
Public, Civic, Institutional, and Educational Uses				
Community Service Uses	P		1 per 400 GFA	
Education Uses	P		Colleges and High Schools	10 per classroom
			Elementary and Junior High/Middle Schools	4 per classroom
			Other ***Education Uses***	See Sec. 16-5-107.D.2
Government Uses	P		Fire Stations	4 per bay + 1 per 200 GFA of office area
			Other	1 per 200 GFA of office area
Major Utilities	SE		1 per 1,500 GFA	
Minor Utilities	P		n/a	
Public Parks	P		See Sec. 16-5-107.D.2	
Religious Institutions	P		1 per 3 seats in main assembly area	
Telecommunication Antenna, Collocated or Building Mounted	PC	Sec. 16-4-102.B.2.e	n/a	
Telecommunication Towers, Monopole	PC	Sec. 16-4-102.B.2.e	1	
Health Services				
Other Health Services	P		1 per 225 GFA	
Commercial Recreation				
Indoor Commercial Recreation Uses	P		1 per 3 ***persons*** + 1 per 200 GFA of office or similarly used area	
Office Uses				
Contactor's Offices	PC	Sec. 16-4-102.B.6.a	1 per 350 GFA of office/administrative area	
Other Office Uses	P		1 per 350 GFA	
Commercial Services				
Adult entertainment use	SE	Sec. 16-4-102.B.7.a	1 per 100 GFA	
Animal Services	PC	Sec. 16-4-102.B.7.b	1 per 225 GFA	
Bicycle Shops	PC	Sec. 16-4-102.B.7.c	1 per 200 GFA	
Convenience Stores	PC	Sec. 16-4-102.B.7.d	1 per 200 GFA	
Eating Establishments	P		1 per 100 sf of ***gross floor area*** and outdoor eating area	
Grocery Stores	P		1 per 200 GFA	
Liquor Stores	SE	Sec. 16-4-102.B.7.g	1 per 200 GFA	
Nightclubs or Bars	PC	Sec. 16-4-102.B.7.h	1 per 70 GFA	
Open Air Sales	PC	Sec. 16-4-102.B.7.i	1 per 200 sf of sales/display area	
Shopping Centers	PC	Sec. 16-4-102.B.7.j	1 per 335 GFA	

Other Commercial Services	P		See Sec. 16-5-107.D.2
Vehicle Sales and Services			
Auto Rentals	PC	Sec. 16-4-102.B.8.a	See Sec. 16-5-107.D.2
Car Washes	P		10 per wash unit for automatic wash + 5 per bay for manual wash
Commercial Parking Lot	PC	Sec. 16-4-102.B.8.d	See Sec. 16-5-107.D.2
Gas Sales	PC	Sec. 16-4-102.B.8.e	
Industrial Uses			
Self-Service Storage	PC	Sec. 16-4-102.B.9.c	1 per 15,000 GFA of storage and office area

3. Development Form Standards

MAX. DENSITY (PER*NET ACRE*) [2]			**LOT COVERAGE**	
Residential	12 du		Max. ***Impervious Cover***	60%
Nonresidential	10,000 GFA		Min. ***Open Space*** for Major Residential ***Subdivisions***	16%

MAX. BUILDING HEIGHT	
All ***Development***	45 ft

USE AND OTHER DEVELOPMENT STANDARDS

See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.

TABLE NOTES:

P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = ***dwelling units***; sf = square feet; GFA = ***gross floor area*** in square feet; ft = feet; n/a = not applicable

1. May be increased by up to ten percent on demonstration to the ***Official*** that:

a. The increase is consistent with the character of ***development*** on surrounding ***land***;

b. ***Development*** resulting from the increase is consistent with the purpose and intent of the ***building height*** standards;

c. The increase 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 increase will not pose a danger to the public health or safety;

e. Any adverse impacts directly attributable to the increase are mitigated; and

f. The increase, when combined with all previous increases allowed under this provision, does not result in a cumulative increase greater than ten percent.

2. Islander Mixed-Use has undefined density but limited by applicable design and performance standards such as height and parking.

(Revised 4-18-2017 -Ordinance 2017-05)

Sec.16-10-103. Use Classifications, Use Types, and Definitions

A. Residential Uses

2. Use Types and Definitions

Islander Mixed-Use

Development that includes two or more different ***uses***, which shall include ***workforce housing use*** and one or more of the Office **uses,** as described in Sec. 16-10-103.F or one or more of the Commercial Services ***uses***, as described in Sec. 16-10-103.G or some combination thereof. Such ***uses*** should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian ***access***.

(Revised 9-17-2019 - Ordinance2019-20; revised 7-21-2020 - Ordinance2020-16; revised 11-4-2020 - Ordinance 2020-26; revised 2-16-2021 -Ordinance 2021-02)

DOUBLE D OFFICE WAY, LLC
18 Executive Park Rd., Suite 3
Hilton Head Island, SC 29928

March 5, 2023

Mr. Ralph A. Wagner
Shore Beach Services, Inc.
116 Arrow Rd.
Hilton Head Island, SC 29928

Dear Mr. Wagner:

This will constitute a letter of intent ("LOI") with respect to a proposed lease transaction between Double D Office Way, LLC ("Company") and Shore Beach Services, Inc. ("SBS") in connection with the mixed-used development referenced herein.

The Company is the owner of certain commercial property, commonly known and described as 12 Office Way, 10 Office Way, 8 Office Way and 6 Office Way, located in Hilton Head Island, Beaufort County, South Carolina (collectively referred to as the "Property"). The Company intends to develop the Property as a mixed-use commercial and residential apartment community, and it is seeking rezoning approval of the Property to permit certain density allowances consistent with a local government sponsored Workforce Housing Program (the "Project").

SBS, an operator of beach related commercial activities on Hilton Head Island, is interested in procuring access to housing for its employees through a long-term lease of a portion of the total number of beds within the residential units to be constructed in the Property ("Beds").

Subject to and conditioned upon (a) the parties' execution of a definitive written final agreement regarding this transaction, (b) the issuance of a Certificate of Occupancy for the Project by all appropriate governmental agencies ("Project Completion") and (c) the Company's continued ownership of all rights in and to the Project at Project Completion, the Company will enter into a written master lease agreement ("Lease") with SBS on the following terms:

(a) The Company will lease to SBS the usage rights for 25 Beds in the Project, the types and locations of the Beds to be identified in the Lease ("Leased Beds").

(b) The Leased Beds will be sublet by SBS to tenants consistent with the terms and conditions of a final definitive Lease and in compliance with any rental conditions imposed on the Project.

(c) The term of the Lease shall be five (5) years and SBS shall have an option to renew the Lease for another five (5) Years.

(d) The parties will use best efforts to mutually agree on the terms and conditions of the Lease agreement to include substantive terms and conditions contemplated by this LOI, as well as other terms and conditions typically contained in similar agreements governing similar activities, rights and obligations.

This LOI reflects our understanding, at the present time, of certain preliminary discussions we have had concerning the lease transaction and is intended to be an outline to assist us in preparing a definitive final agreement. This LOI is not intended to contractually bind either of us in any way, nor shall we be legally bound until an agreement, in form and content satisfactory to each of us and our respective counsel is fully executed by us. Neither party shall be entitled to rely upon this LOI nor any promises (whether oral or written) that may have been made or that may be made in the future, in connection with the negotiations pertaining to the lease transaction, except as may be contained in a fully executed final agreement.

Execution of this LOI shall not obligate either party to accept any particular terms, but will preclude both parties from insisting on any terms that are inconsistent with those terms described in this LOI. It is expressly agreed that if a mutually acceptable final agreement is not agreed to and executed by both parties on or before July 1, 2023 neither party shall have any further obligation to continue negotiating with the other.

If the foregoing reflects the present intention of, and is generally acceptable to, SBS, please execute and date the counterparty signature below and return the executed counterpart to the undersigned.

Very truly yours,

David DeSpain

David DeSpain
Manager of College Acres Development, LLC,
the Manager of Double D Office Way, LLC

AGREED:

SHORE BEACH SERVICES, INC.

By: _____
Its: PRESIDENT

Date: 3/6/23, 2023

DOUBLE D OFFICE WAY, LLC
18 Executive Park Rd., Suite 3
Hilton Head Island, SC 29928

March 5, 2023

Mr. Jay Wiendl
Beach House Resort Owner, LLC
1 S. Forest Beach Dr.
Hilton Head Island, SC 29928

Dear Mr. Wiendl:

This will constitute a letter of intent ("LOI") with respect to a proposed lease transaction between Double D Office Way, LLC ("Company") and Beach House Resort Owner, LLC ("BHRO") in connection with the mixed-used development referenced herein.

The Company is the owner of certain commercial property, commonly known and described as 12 Office Way, 10 Office Way, 8 Office Way and 6 Office Way, located in Hilton Head Island, Beaufort County, South Carolina (collectively referred to as the "Property"). The Company intends to develop the Property as a mixed-use commercial and residential apartment community, and it is seeking rezoning approval of the Property to permit certain density allowances consistent with a local government sponsored Workforce Housing Program (the "Project").

BHRO, an owner and operator of a boutique resort on Hilton Head Island, is interested in procuring access to housing for its employees through a long-term lease of a portion of the total number of beds within the residential units to be constructed in the Property ("Beds").

Subject to and conditioned upon (a) the parties' execution of a definitive written final agreement regarding this transaction, (b) the issuance of a Certificate of Occupancy for the Project by all appropriate governmental agencies ("Project Completion") and (c) the Company's continued ownership of all rights in and to the Project at Project Completion, the Company will enter into a written master lease agreement ("Lease") with BHRO on the following terms:

(a) The Company will lease to BHRO the usage rights for 50 Beds in the Project, the types and locations of the Beds to be identified in the Lease ("Leased Beds").

(b) The Leased Beds will be sublet by BHRO to tenants consistent with the terms and conditions of a final definitive Lease and in compliance with any rental conditions imposed on the Project.

(c) The term of the Lease shall be five (5) years and BHRO shall have an option to renew the Lease for another five (5) Years.

(d) The parties will use best efforts to mutually agree on the terms and conditions of the Lease agreement to include substantive terms and conditions contemplated by this LOI, as well as other terms and conditions typically contained in similar agreements governing similar activities, rights and obligations.

This LOI reflects our understanding, at the present time, of certain preliminary discussions we have had concerning the lease transaction and is intended to be an outline to assist us in preparing a definitive

final agreement. This LOI is not intended to contractually bind either of us in any way, nor shall we be legally bound until an agreement, in form and content satisfactory to each of us and our respective counsel is fully executed by us. Neither party shall be entitled to rely upon this LOI nor any promises (whether oral or written) that may have been made or that may be made in the future, in connection with the negotiations pertaining to the lease transaction, except as may be contained in a fully executed final agreement.

Execution of this LOI shall not obligate either party to accept any particular terms, but will preclude both parties from insisting on any terms that are inconsistent with those terms described in this LOI. It is expressly agreed that if a mutually acceptable final agreement is not agreed to and executed by both parties on or before July 1, 2023 neither party shall have any further obligation to continue negotiating with the other.

If the foregoing reflects the present intention of, and is generally acceptable to, BHRO, please execute and date the counterparty signature below and return the executed counterpart to the undersigned.

Very truly yours,

David DeSpain

David DeSpain
Manager of College Acres Development, LLC,
the Manager of Double D Office Way, LLC

AGREED:

BEACH HOUSE RESORT OWNER, LLC

By: _____
Its: GENERAL MANAGER

Date: MARCH 6TH, 2023

DOUBLE D OFFICE WAY, LLC
18 Executive Park Rd., Suite 3
Hilton Head Island, SC 29928

March 5, 2023

Mr. Alan Wolf
SERG Restaurant Group, LLC
9 Hunter Rd.
Hilton Head Island, SC 29926

Dear Mr. Wolf:

This will constitute a letter of intent ("LOI") with respect to a proposed lease transaction between Double D Office Way, LLC ("Company") and the SERG Restaurant Group, LLC ("SERG") in connection with the mixed-used development referenced herein.

The Company is the owner of certain commercial property, commonly known and described as 12 Office Way, 10 Office Way, 8 Office Way and 6 Office Way, located in Hilton Head Island, Beaufort County, South Carolina (collectively referred to as the "Property"). The Company intends to develop the Property as a mixed-use commercial and residential apartment community, and it is seeking rezoning approval of the Property to permit certain density allowances consistent with a local government sponsored Workforce Housing Program (the "Project").

SERG, an owner and operator of various restaurants in Hilton Head Island and the surrounding area, is interested in procuring access to housing for its employees through a long-term lease of a portion of the total number of beds within the residential units to be constructed in the Property ("Beds").

Subject to and conditioned upon (a) the parties' execution of a definitive written final agreement regarding this transaction, (b) the issuance of a Certificate of Occupancy for the Project by all appropriate governmental agencies ("Project Completion") and (c) the Company's continued ownership of all rights in and to the Project at Project Completion, the Company will enter into a written master lease agreement ("Lease") with SERG on the following terms:

(a) The Company will lease to SERG the usage rights for 100 Beds in the Project, the types and locations of the Beds to be identified in the Lease ("Leased Beds").

(b) The Leased Beds will be sublet by SERG to tenants consistent with the terms and conditions of a final definitive Lease and in compliance with any rental conditions imposed on the Project.

(c) The term of the Lease shall be ten (10) years.

(d) The parties will use best efforts to mutually agree on the terms and conditions of the Lease agreement to include substantive terms and conditions contemplated by this LOI, as well as other terms and conditions typically contained in similar agreements governing similar activities, rights and obligations.

This LOI reflects our understanding, at the present time, of certain preliminary discussions we have had concerning the lease transaction and is intended to be an outline to assist us in preparing a

definitive final agreement. This LOI is not intended to contractually bind either of us in any way, nor shall we be legally bound until an agreement, in form and content satisfactory to each of us and our respective counsel is fully executed by us. Neither party shall be entitled to rely upon this LOI nor any promises (whether oral or written) that may have been made or that may be made in the future, in connection with the negotiations pertaining to the lease transaction, except as may be contained in a fully executed final agreement.

Execution of this LOI shall not obligate either party to accept any particular terms, but will preclude both parties from insisting on any terms that are inconsistent with those terms described in this LOI. It is expressly agreed that if a mutually acceptable final agreement is not agreed to and executed by both parties on or before July 1, 2023 neither party shall have any further obligation to continue negotiating with the other.

If the foregoing reflects the present intention of, and is generally acceptable to, SERG, please execute and date the counterparty signature below and return the executed counterpart to the undersigned.

Very truly yours,

David DeSpain

David DeSpain
Manager of College Acres Development, LLC,
the Manager of Double D Office Way, LLC

AGREED:

SERG RESTAURANT GROUP, LLC

By: _____
Its: President

Date: 3/17, 2023

DOUBLE D OFFICE WAY, LLC
18 Executive Park Rd., Suite 3
Hilton Head Island, SC 29928

March 5, 2023

Mr. Patrick Taylor
Browndog, Inc.
1 N. Forest Beach Dr., #18
Hilton Head Island, SC 29928

Dear Patrick:

This will constitute a letter of intent ("LOI") with respect to a proposed lease transaction between Double D Office Way, LLC ("Company") and Browndog, Inc. ("Browndog") in connection with the mixed-used development referenced herein.

The Company is the owner of certain commercial property, commonly known and described as 12 Office Way, 10 Office Way, 8 Office Way and 6 Office Way, located in Hilton Head Island, Beaufort County, South Carolina (collectively referred to as the "Property"). The Company intends to develop the Property as a mixed-use commercial and residential apartment community, and it is seeking rezoning approval of the Property to permit certain density allowances consistent with a local government sponsored Workforce Housing Program (the "Project").

Browndog, the owner of *The Frosty Frog Cafe* restaurant on Hilton Head Island, is interested in procuring access to housing for its employees through a long-term lease of a portion of the total number of beds within the residential units to be constructed in the Property ("Beds").

Subject to and conditioned upon (a) the parties' execution of a definitive written final agreement regarding this transaction, (b) the issuance of a Certificate of Occupancy for the Project by all appropriate governmental agencies ("Project Completion") and (c) the Company's continued ownership of all rights in and to the Project at Project Completion, the Company will enter into a written master lease agreement ("Lease") with Browndog on the following terms:

(a) The Company will lease to Browndog the usage rights for 10 Beds in the Project, the types and locations of the Beds to be identified in the Lease ("Leased Beds").

(b) The Leased Beds will be sublet by Browndog to tenants consistent with the terms and conditions of a final definitive Lease and in compliance with any rental conditions imposed on the Project.

(c) The term of the Lease shall be five (5) years and Browndog shall have an option to renew the Lease for another five (5) Years.

(d) The parties will use best efforts to mutually agree on the terms and conditions of the Lease agreement to include substantive terms and conditions contemplated by this LOI, as well as other terms and conditions typically contained in similar agreements governing similar activities, rights and obligations.

This LOI reflects our understanding, at the present time, of certain preliminary discussions we have had concerning the lease transaction and is intended to be an outline to assist us in preparing a definitive final agreement. This LOI is not intended to contractually bind either of us in any way, nor shall we be legally bound until an agreement, in form and content satisfactory to each of us and our respective counsel

is fully executed by us. Neither party shall be entitled to rely upon this LOI nor any promises (whether oral or written) that may have been made or that may be made in the future, in connection with the negotiations pertaining to the lease transaction, except as may be contained in a fully executed final agreement.

Execution of this LOI shall not obligate either party to accept any particular terms, but will preclude both parties from insisting on any terms that are inconsistent with those terms described in this LOI. It is expressly agreed that if a mutually acceptable final agreement is not agreed to and executed by both parties on or before July 1, 2023 neither party shall have any further obligation to continue negotiating with the other.

If the foregoing reflects the present intention of, and is generally acceptable to, Browndog, please execute and date the counterparty signature below and return the executed counterpart to the undersigned.

Very truly yours,

David DeSpain

David DeSpain
Manager of College Acres Development, LLC,
the Manager of Double D Office Way, LLC

AGREED:

BROWNDOG, INC.

By: _____

Its: President

Date: 3/17, 2023

USCB
UNIVERSITY OF SOUTH CAROLINA BEAUFORT

Al M. Panu, Ph.D.
Chancellor

March 16, 2023

Mayor Alan Perry
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

Dear Mr. Mayor:

I would like to thank you and the Town of Hilton Head for your ongoing support of USCB and its commitment to delivering academic programming on the HHI Campus. I would also like to reaffirm the University's strong support of the proposed housing project located across Office Way from the USCB Hilton Head Island Campus. With the necessary approvals by the Town of Hilton Head on a parking share ordinance, USCB is prepared to execute a long-term parking arrangement with Double D Office Way for 75 parking spaces from our existing parking inventory in exchange for providing USCB students first-refusal access to the rental of 16 student apartment units (64 bedrooms).

Most of the parking spaces that would be included in the parking share agreement are currently spaces currently available to USCB students as they commute from the Bluffton Campus to attend classes. Under this agreement, those commuter spaces will instead serve the students as tenant residential parking in the Office Way housing development and eliminate the students' long daily commute from the Bluffton Campus.

We are confident that having priority access to student housing will greatly enhance USCB's ability to sustain and grow student enrollment in its Hospitality Management Program. Most Hospitality Management students also work or intern on HHI on weekends, evenings and during the summer. Having access to live in property adjacent to the campus will greatly enhance their student experience and provide a stronger and safer living-learning environment.

The opportunity presented in the proposed project is a unique and creative plan that will enable the Town to assist USCB with its need for access to student housing but also address the broader need for affordable workforce housing options without any financial commitment of public funds. USCB is fully committed to making the necessary investments to market and build a world-class Hospitality Management Program within the heart of Hilton Head Island and fill

each of the 64 student beds for which we will have priority access to within the development. Approval of the request to approve a shared parking agreement for this purpose will greatly enhance our ability and timeline to achieve that success.

If I can provide additional information or address any questions there might be about our program and our commitment to partner with the developer to develop and manage a safe and effective affordable housing arrangement, please do not hesitate to contact me.

Sincerely,

Al Panu, Ph.D.
Chancellor

DOUBLE D OFFICE WAY, LLC
18 Executive Park Rd., Suite 3
Hilton Head Island, SC 29928

April 3, 2023

Chancellor Al M. Panu
University of South Carolina - Beaufort
1 Sand Shard Drive
Hilton Head Island, SC 29928

Dear Chancellor Panu:

This will constitute a letter of intent ("LOI") with respect to a proposed lease transaction between Double D Office Way, LLC ("Company") and the University of South Carolina Board of Trustees on behalf of the University of South Carolina Beaufort ("USCB") in connection with the mixed-used development referenced herein.

The Company is the owner of certain commercial property, commonly known and described as 12 Office Way, 10 Office Way, 8 Office Way and 6 Office Way, located in Hilton Head Island, Beaufort County, South Carolina (collectively referred to as the "Property"). The Company intends to develop the Property as a mixed-use commercial and residential apartment community, and it is seeking rezoning approval of the Property to permit certain density allowances consistent with a local government sponsored Workforce Housing Program (the "Project").

USCB is the owner of the property located at 1 Sand Shark Drive, Hilton Head Island, South Carolina (Tax Map No. R552 015 000 0154 0000) (the "Campus") wherein it operates an educational campus on which there are 218 parking spaces currently serving the Campus. The Campus is located near the Property and the Company is interested in procuring additional parking spaces for exclusive use by residents of the Project which will include access to 64 student housing beds for USCB.

Subject to and conditioned upon (a) the parties' execution of a definitive written final agreement regarding this transaction, (b) the issuance of a Certificate of Occupancy for the Project by all appropriate governmental agencies ("Project Completion") and (c) the Company's continued ownership of all rights in and to the Project at Project Completion, the Company will enter into a written lease agreement ("Lease") with USCB on the following terms:

(a) USCB will lease to the Company the exclusive usage rights for seventy-five (75) parking spaces on the Campus, the size and locations of the parking spaces to be identified in the Lease.

(b) Company will provide enrolled USCB students first-refusal rights to lease 16 student apartments (64 bedrooms total) from a building on the Property to be designed and constructed for university housing at a rate comparable to housing rates on other USCB campuses.

(c) The term of the Lease shall be twenty-five (25) years.

(d) The parties will use best efforts to mutually agree on the terms and conditions of the Lease agreement to include substantive terms and conditions contemplated by this LOI and compensation to be paid by the Company to USCB, as well as other terms and conditions typically contained in similar agreements governing similar activities, rights and obligations.

This LOI reflects our understanding, at the present time, of certain preliminary discussions we have had concerning the lease transaction and is intended to be an outline to assist us in preparing a definitive final agreement. This LOI is not intended to contractually bind either of us in any way, nor shall we be legally bound until an agreement, in form and content satisfactory to each of us and our respective counsel is fully executed by us. Neither party shall be entitled to rely upon this LOI nor any promises (whether oral or written) that may have been made or that may be made in the future, in connection with the negotiations pertaining to the lease transaction, except as may be contained in a fully executed final agreement.

Execution of this LOI shall not obligate either party to accept any particular terms, but will preclude both parties from insisting on any terms that are inconsistent with those terms described in this LOI. It is expressly agreed that if a mutually acceptable final agreement is not agreed to and executed by both parties on or before July 1, 2023 neither party shall have any further obligation to continue negotiating with the other.

If the foregoing reflects the present intention of, and is generally acceptable to USCB, please execute and date the counterparty signature below and return the executed counterpart to the undersigned.

Very truly yours,

David DeSpain

David DeSpain
Manager of College Acres Development, LLC,
the Manager of Double D Office Way, LLC

AGREED:

ON BEHALF OF THE UNIVERSITY OF SOUTH CAROLINA - BEAUFORT

By: _____

Its: Al M. Panu, Chancellor

Date: April 3, 2023

Attachment 5 - Applicant Traffic Impact Study

Office Way Mixed-Use Development TIA

Traffic Impact Analysis

Hilton Head Island, South Carolina

Prepared for

Double D Office Way, LLC

Prepared by

Kimley»Horn

January 2023

Updated April 2023

Office Way Mixed-Use Development TIA

Traffic Impact Analysis

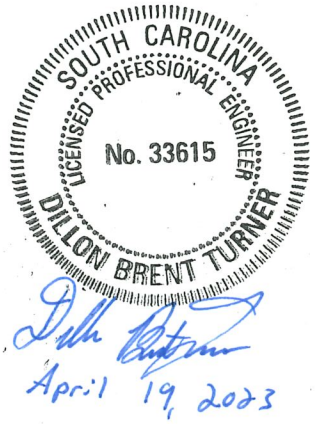
Hilton Head Island, South Carolina

Prepared for

Double D Office Way, LLC

Prepared by

Kimley»Horn



January 2023

115 Fairchild Street, Suite 250
Charleston, South Carolina, 29492

Updated April 2023

Table of Contents

List of Figures

List of Tables

List of Appendices

Executive Summary

The proposed Office Way Mixed-Use development is located in the northwestern quadrant of the Office Park Road at Office Way intersection in Hilton Head Island, SC. Based on the site plan dated October 26, 2022, the proposed development is planned to consist of the following land uses:

- 5,623 square-feet of retail space
- 16 student apartment dwelling units
- 116 multifamily housing dwelling units

This is expected to be constructed and occupied by 2025. New trips generated are expected to utilize Office Park Road and Office Way to access the site and the surrounding network. The development's conceptual site plan is provided in **Appendix A**.

This traffic impact analysis (TIA) evaluates traffic operations under 2022 Existing, 2025 No-Build, and 2025 Build conditions during the AM and PM peak hours at the following study intersections:

1. William Hilton Parkway/Greenwood Drive at Pope Avenue/Palmetto Bay Road (Sea Pines Circle)
2. Office Way at Pope Avenue
3. Pope Avenue at College Center Drive/New Orleans Road
4. Office Park Road at Greenwood Drive
5. Office Park Road/College Center Drive at Office Way
6. Office Way at Site Access #1
7. Office Park Road at Site Access #2

The following improvements are recommended to be constructed by the Office Way Mixed-Use development:

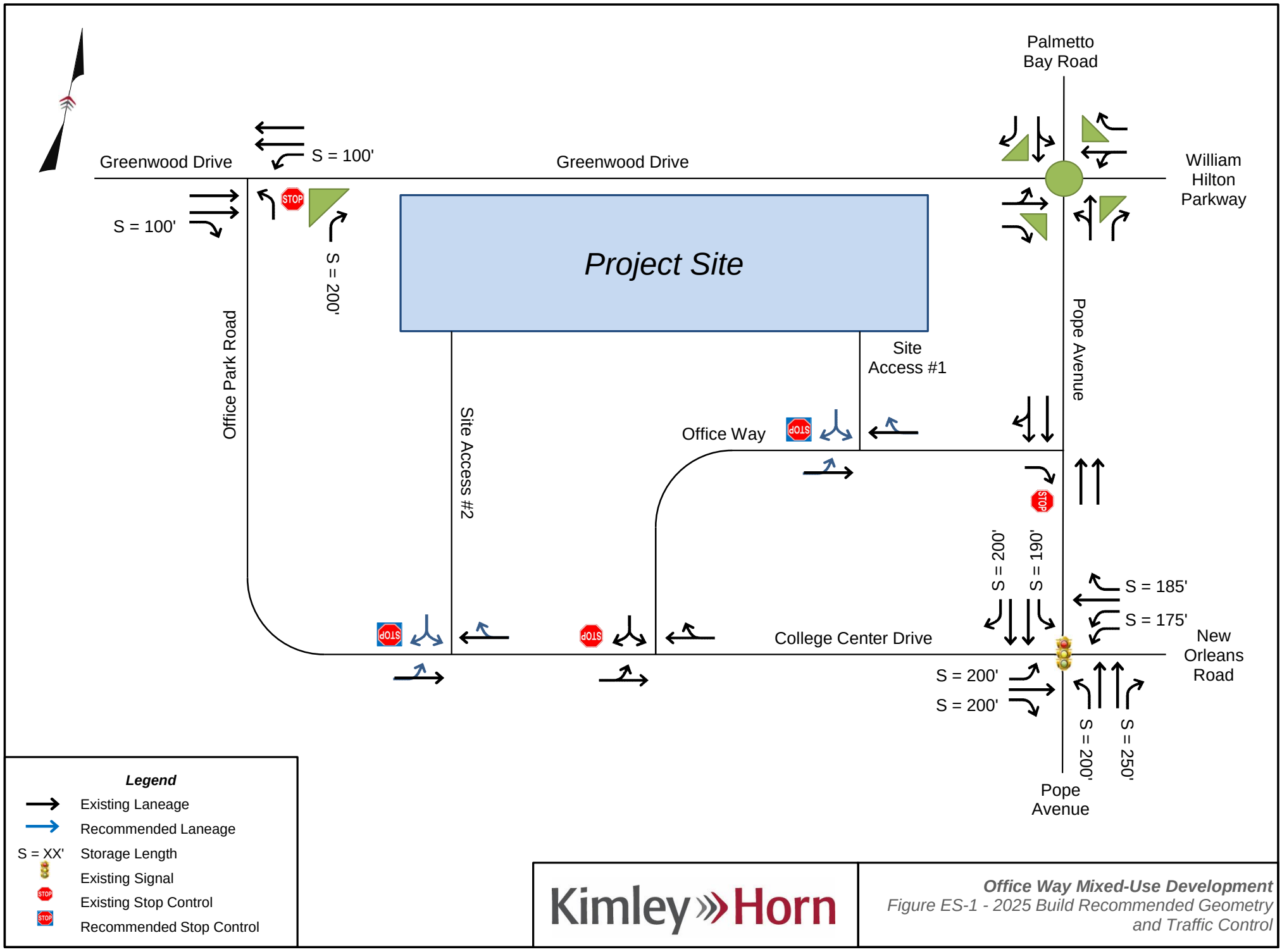
Office Way at Site Access #1

- Construct the proposed Site Access #1 with one ingress lane and one egress lane and operate under minor street stop control

Office Park Road at Site Access #2

- Construct the proposed Site Access #2 with one ingress lane and one egress lane and operate under minor street stop control

Recommended roadway and geometry and intersection control improvements are illustrated in **Figure ES-1**.


Palmetto Bay Road
Greenwood Drive
S = 100'
Greenwood Drive
William Hilton Parkway
S = 100'
Project Site
S = 200'
Office Park Road
Site Access #1
Pope Avenue
Site Access #2
Office Way
S = 200'
S = 190'
S = 185'
S = 175'
College Center Drive
New Orleans Road
S = 200'
S = 200'
S = 200'
S = 250'
Pope Avenue
Legend
Existing Laneage
Recommended Laneage
S = XX' Storage Length
Existing Signal
Existing Stop Control
Recommended Stop Control
Kimley»Horn
Office Way Mixed-Use Development
Figure ES-1 - 2025 Build Recommended Geometry and Traffic Control

1 Introduction

The proposed Office Way Mixed-Use development is located in the northwestern quadrant of the Office Park Road at Office Way intersection in Hilton Head Island, SC. Based on the site plan dated October 26, 2022, the proposed development is planned to consist of the following land uses:

- 5,623 square-feet of retail space
- 16 student apartment dwelling units
- 116 multifamily housing dwelling units

This is expected to be constructed and occupied by 2025. New trips generated are expected to utilize Office Park Road and Office Way to access the site and the surrounding network. The location of the proposed development is illustrated in **Figure 1**. The development's conceptual site plan is provided in **Appendix A**.

This traffic impact analysis (TIA) evaluates traffic operations under 2022 Existing, 2025 No-Build, and 2025 Build conditions during the AM and PM peak hours at the following study intersections:

1. William Hilton Parkway/Greenwood Drive at Pope Avenue/Palmetto Bay Road (Sea Pines Circle)
2. Office Way at Pope Avenue
3. Pope Avenue at College Center Drive/New Orleans Road
4. Office Park Road at Greenwood Drive
5. Office Park Road/College Center Drive at Office Way
6. Office Way at Site Access #1
7. Office Park Road at Site Access #2

Study Intersections

1.) William Hilton Pkwy/Greenwood Dr at Pope Ave/Palmetto Bay Rd
2.) Office Way at Pope Avenue
3.) Pope Avenue at College Center Drive/New Orleans Road
4.) Office Park Road at Greenwood Drive
5.) Office Park Road/College Center Drive at Office Way
6.) Office Way at Site Access #1
7.) Office Park Road at Site Access #2

Kimley»Horn

Office Way Mixed-Use Development
Figure 1 - Site Location and Study Area Map

2 Existing Conditions

2.1 Study Area

The primary roadways within the vicinity of the proposed site are Greenwood Drive, Pope Avenue, College Center Drive, Office Park Road, and Office Way. Key characteristics of each of these roadways are summarized below.

William Hilton Parkway (US 278 Bus.) is a four-lane, undivided, urban principal arterial with a posted speed limit of 35 miles per hour (mph) within the vicinity of the proposed development. Based upon 2021 data from the South Carolina Department of Transportation (SCDOT), 16,900 vehicles per day traveled along William Hilton Parkway east of Palmetto Bay Road/Pope Avenue.

Palmetto Bay Road (US 278) is a four-lane, undivided, urban principal arterial with a posted speed limit of 35 mph within the vicinity of the proposed development. Based upon 2021 data from SCDOT, 32,100 vehicles per day traveled along Palmetto Bay Road north of Greenwood Drive/William Hilton Parkway.

Pope Avenue (S-80) is a four-lane, divided, urban minor arterial with a posted speed limit of 35 mph within the vicinity of the proposed development. Based upon 2021 data from SCDOT, 32,300 vehicles per day traveled along Pope Avenue south of College Center Drive.

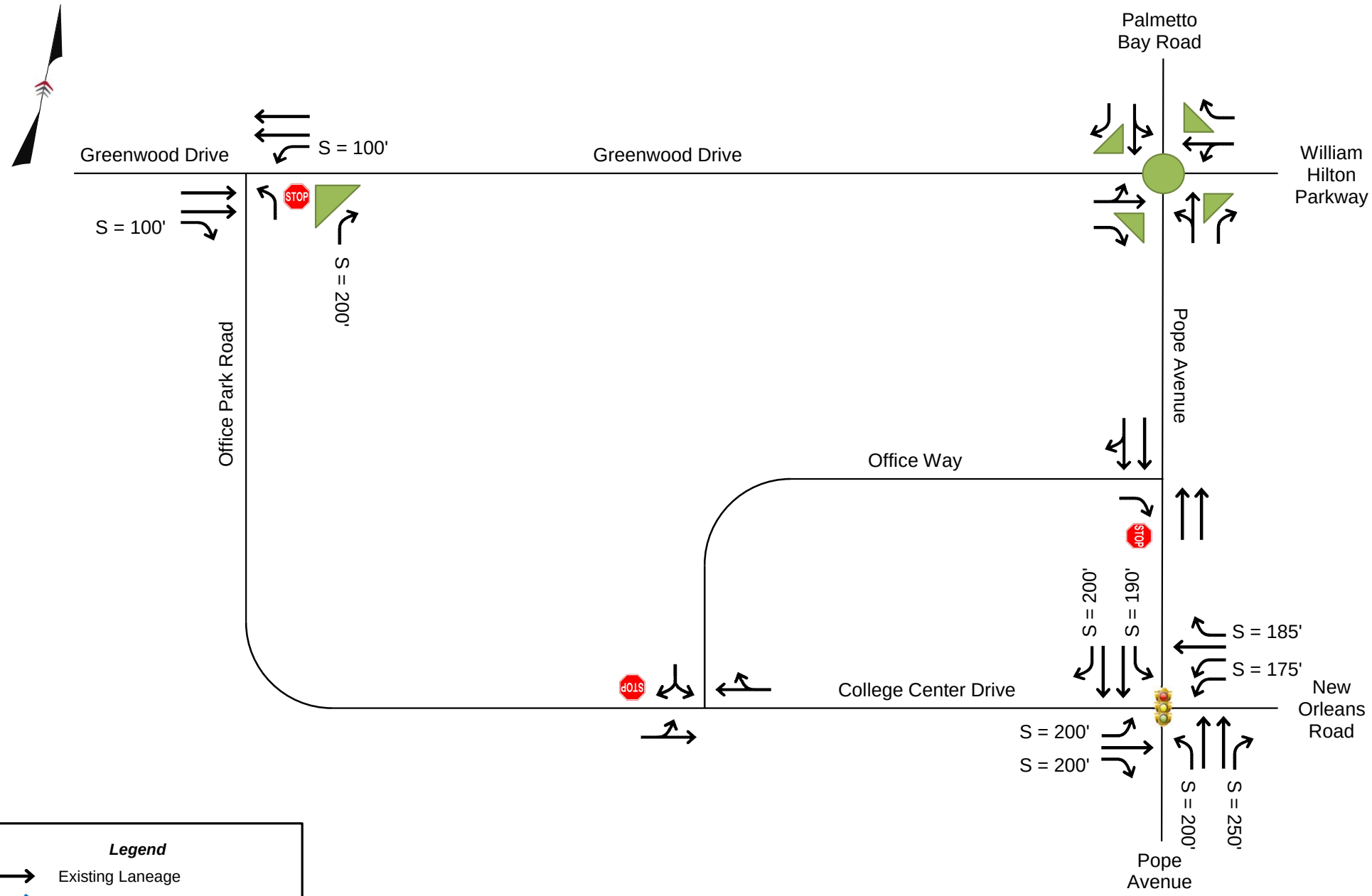
Greenwood Drive (L-1448) is a four-lane, divided, urban local road with a posted speed limit of 25 mph within the vicinity of the proposed development. SCDOT does not provide daily traffic data for Greenwood Drive.

College Center Drive (L-2100) is a two-lane, undivided, urban local road with a posted speed limit of 25 mph. SCDOT does not provide daily traffic data for College Center Drive.

Office Park Road (L-625) is a two-lane, undivided, urban local road with a posted speed limit of 25 mph. SCDOT does not provide daily traffic data for Office Park Road.

Office Way (S-625) is a two-lane, undivided, urban local road with a posted speed limit of 25 mph. Based upon 2021 data from SCDOT, 800 vehicles per day traveled along Office Way.

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



Legend

- Existing Laneage
- Recommended Laneage
- S = XX' Storage Length
- Existing Signal
- Existing Stop Control
- Recommended Stop Control

Kimley»Horn

Office Way Mixed-Use Development

Figure 2 - Existing Roadway Geometry and Traffic Control

3 Existing and Future No-Build Traffic Volume Development

3.1 Existing Traffic Development

Peak period intersection turning movement and heavy vehicle counts were performed by All Traffic Data Services, Inc. from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Tuesday, November 15, 2022, at the following intersections:

- Office Way at Pope Avenue
- Office Park Road at Greenwood Drive
- Office Park Road/College Center Drive at Office Way

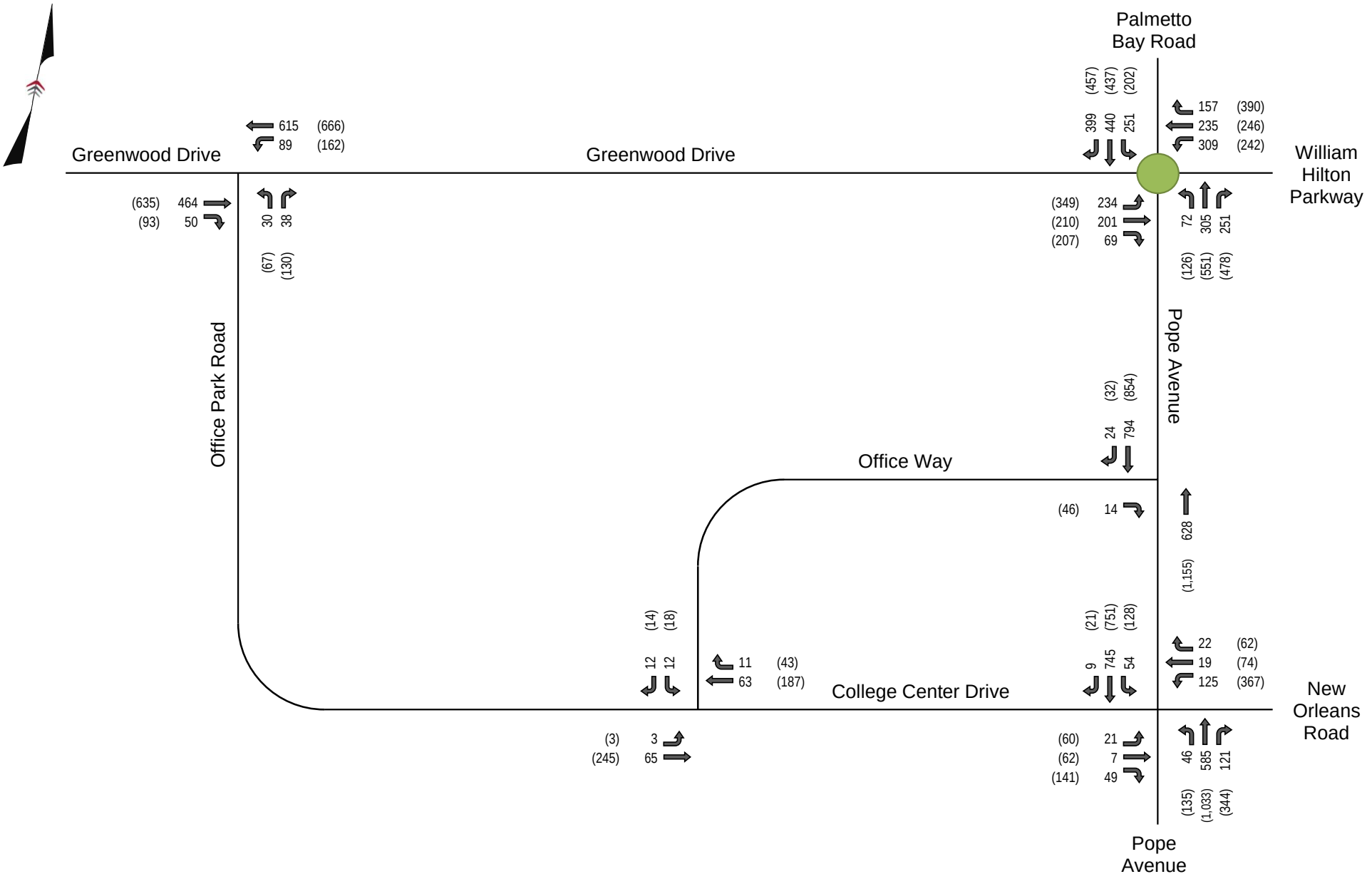
The remaining existing study intersection volumes were obtained from previously collected traffic counts provided by the Town of Hilton Head Island. Although the counts listed above were not collected on an average June weekday they were balanced upwards to intersections that were collected on an average June weekday.

Figure 3 shows the 2022 Existing AM and PM peak hour traffic volumes. The raw turning-movement count data is included in **Appendix B**.

3.2 Future-Year No-Build Traffic Volume Development

Historical traffic growth represents the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area (i.e., that not associated with the subject development). An annual growth rate of 1.0% was established to capture the expected increase in traffic volume associated with the surrounding developments over the next 3 years.

The 2025 No-Build AM and PM peak hour traffic volumes are shown in **Figure 4**. Worksheets documenting the traffic volume development are provided in **Appendix C**.



Legend

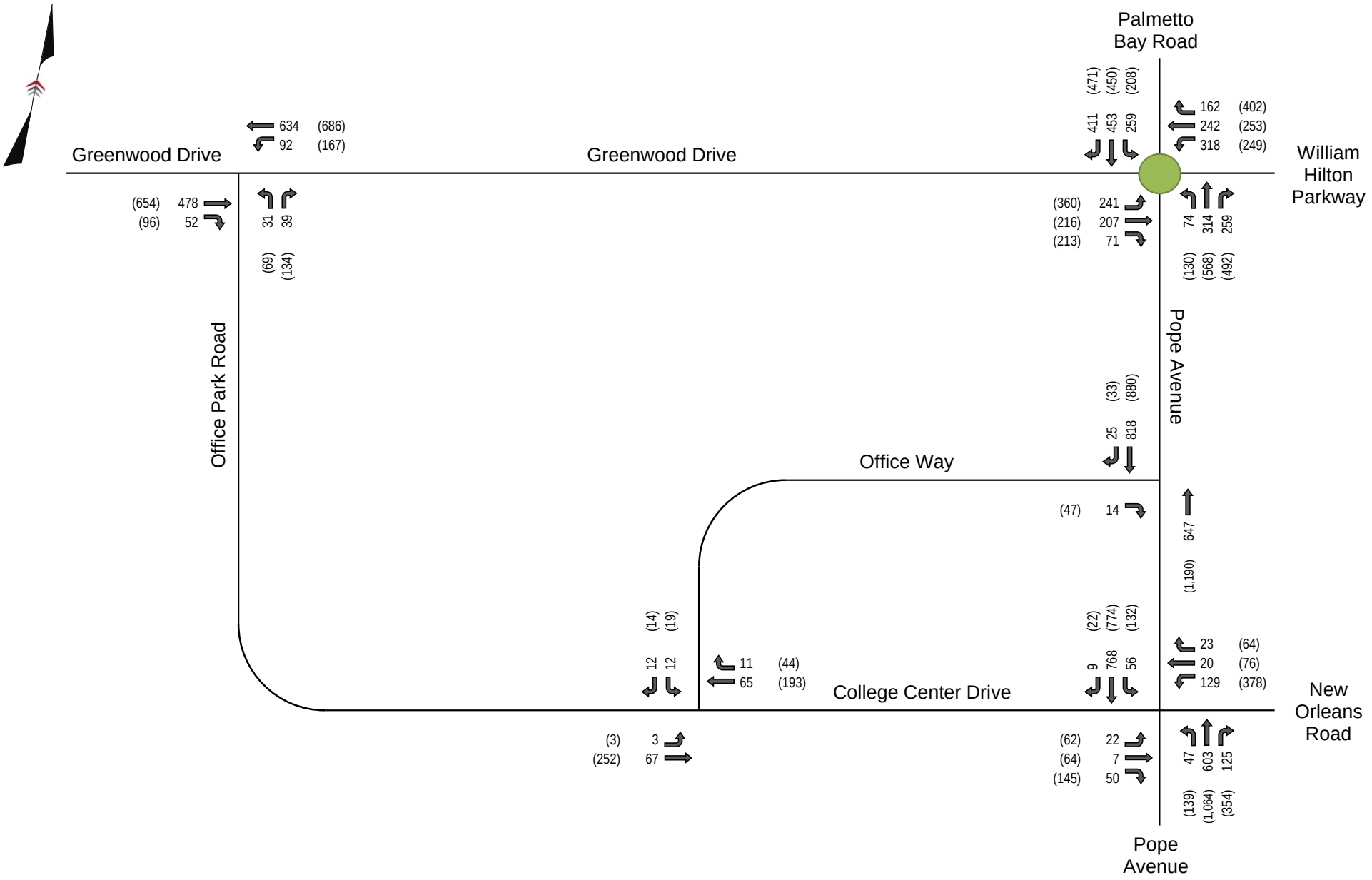
xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

Kimley»Horn

Office Way Mixed-Use Development

Figure 3 - 2022 Existing Peak Hour Traffic Volumes



Legend

xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

Kimley»Horn

Office Way Mixed-Use Development

Figure 4 - 2025 No-Build Peak Hour Traffic Volumes

4 Project Traffic

4.1 Trip Generation

The trip generation rates and equations published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual; 11th Edition* were used to estimate the trip generation potential for the proposed development. The analysis was performed using the information provided for the following land use codes (LUCs):

- LUC 822 – Strip Retail Plaza – 5,623 square feet
- LUC 220 – Multifamily Housing (Low-Rise) – 116 dwelling units
- LUC 225 – Off-Campus Student Apartment (Low-Rise) – 16 dwelling units

Due to the mixed-use nature of this development, internal capture reductions were considered and pass-by trip reductions were not considered in the trip generation analysis.

The estimated trip generation for the Office Way Mixed-Use development is summarized in **Table 1**, which indicates that the development is anticipated to generate 85 trips (28 in/57 out) during the AM peak hour and 115 trips (67 in/48 out) during the PM peak hour.

Table 1 – Trip Generation Summary

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
822 - Strip Retail Plaza (<40k)	5.6	KSF	467	20	12	8	52	26	26
220 - Multifamily Housing (Low-Rise)	116	DU	819	59	14	45	70	44	26
225 - Off-Campus Student Apartment (Low-Rise)	16	DU	141	8	3	5	9	5	4
Subtotal			**1,427**	**87**	**29**	**58**	**131**	**75**	**56**
Internal Capture			**158**	**2**	**1**	**1**	**16**	**8**	**8**
Total Net New External Trips			**1,269**	**85**	**28**	**57**	**115**	**67**	**48**

4.2 Trip Distribution & Assignment

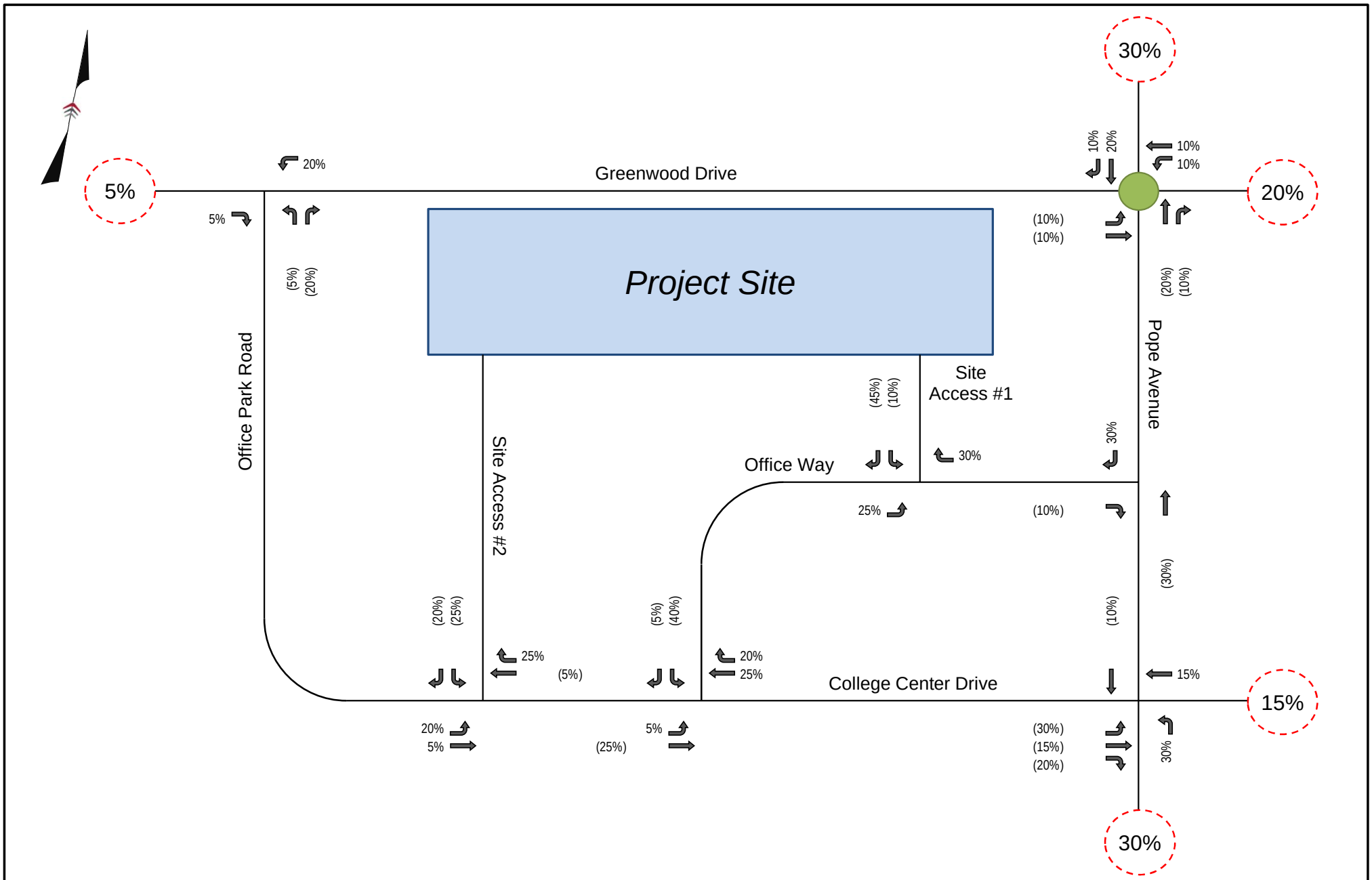
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are illustrated in **Figure 5** and include:

- 30% to/from the North via Palmetto Bay Road
- 30% to/from the South via Pope Avenue
- 20% to/from the East via William Hilton Parkway
- 15% to/from the East via New Orleans Road
- 5% to/from the West via Greenwood Drive

The projected trips for the proposed development are presented in **Figure 6**.

4.3 Future Build Traffic Development

The estimated peak hour site trips were added to the 2025 No-Build traffic volumes to develop the 2025 Build traffic volumes. The 2025 Build AM and PM peak hour traffic volumes are shown in **Figure 7**.



Legend

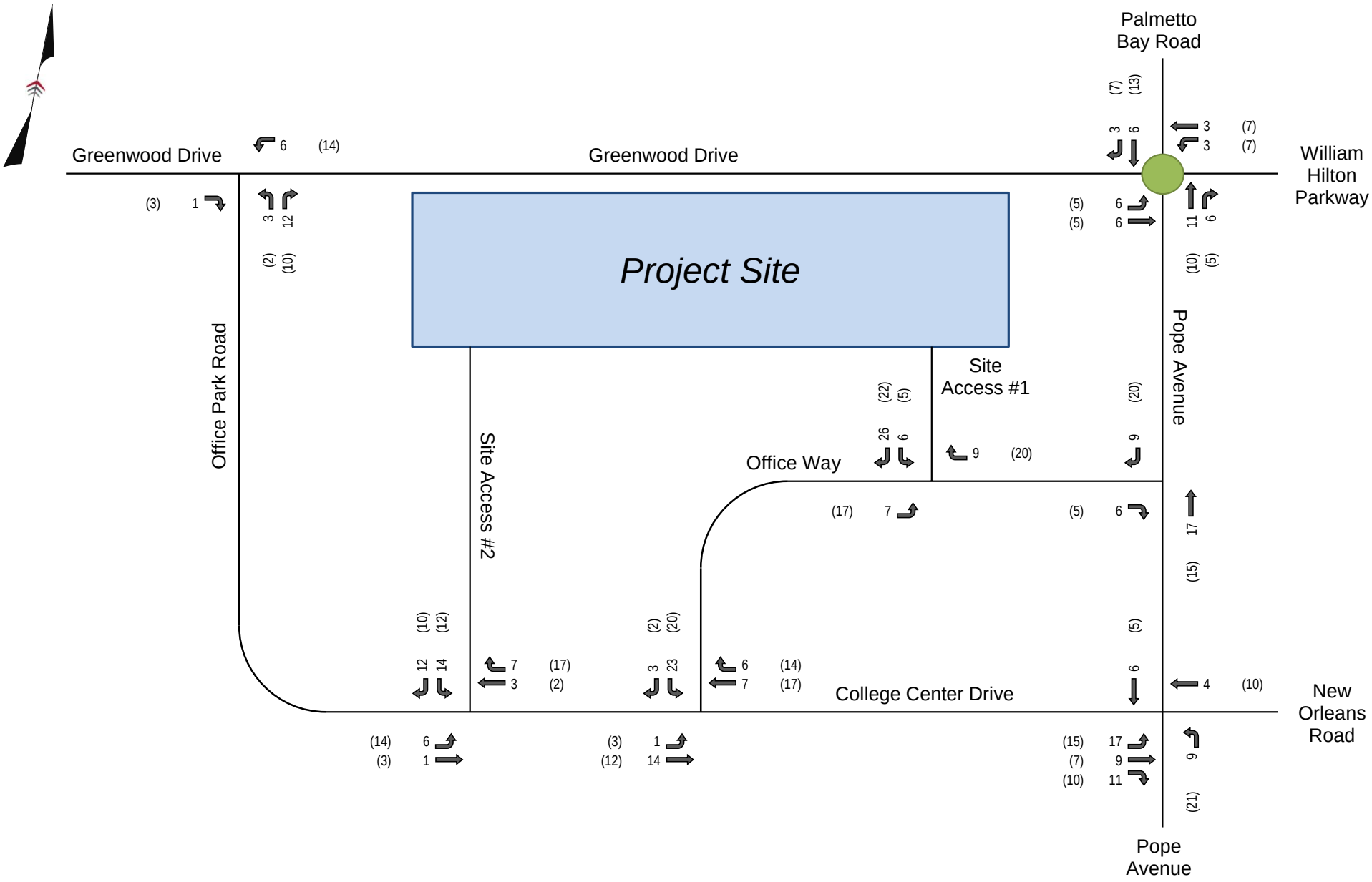
xx% Inbound Trip Distribution

(xx%) Outbound Trip Distribution

Kimley»Horn

Office Way Mixed-Use Development

Figure 5 - Project Trip Distribution and Assignment



Legend

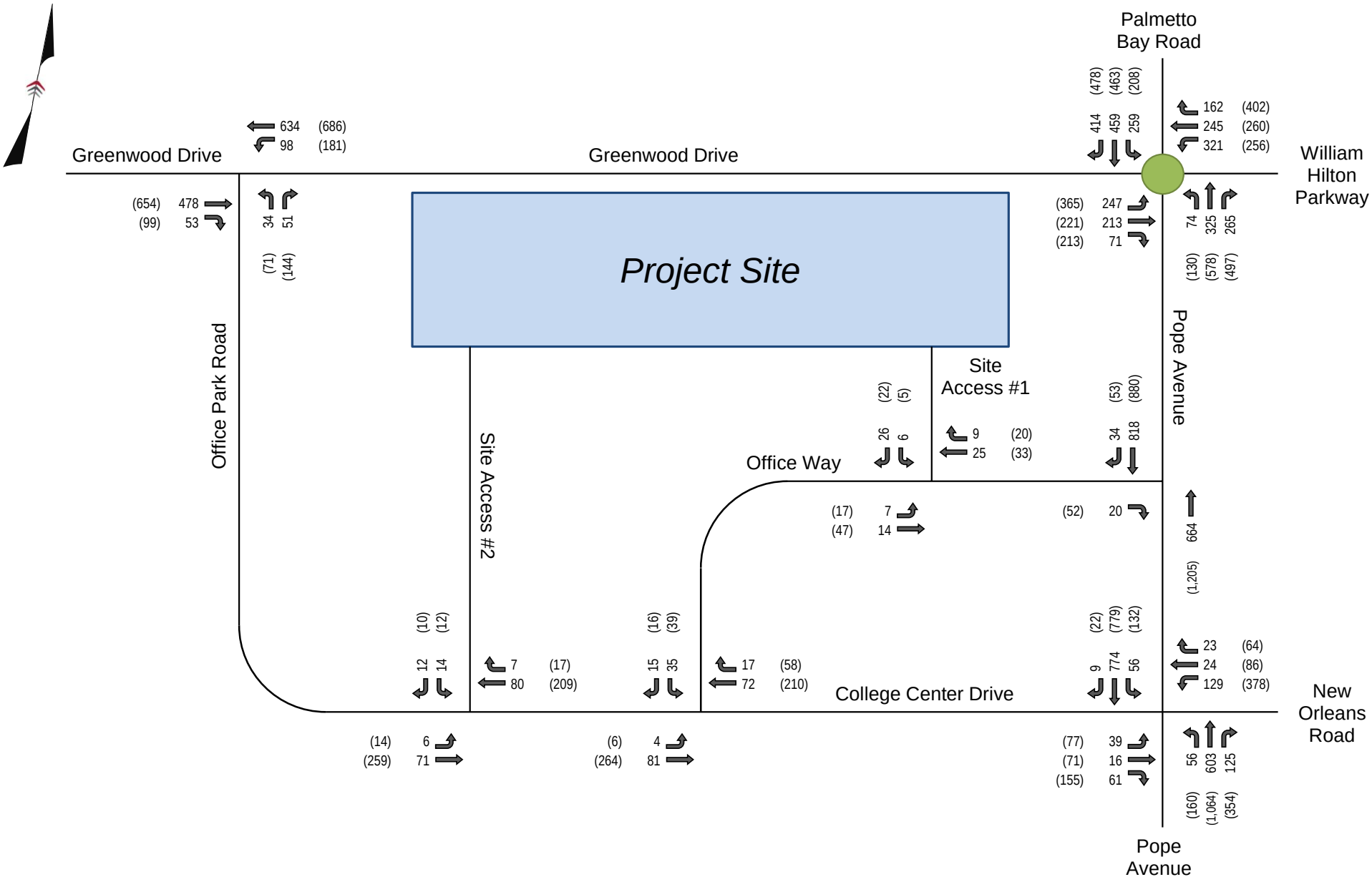
xx AM Peak-Hour Project Trips

(xx) PM Peak-Hour Project Trips

Kimley»Horn

Office Way Mixed-Use Development

Figure 6 - 2025 Build Peak Hour Site Trips



Legend

xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

Kimley»Horn

Office Way Mixed-Use Development

Figure 7 - 2025 Build Peak Hour Traffic Volumes

5 Capacity Analysis

Capacity/level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM),* 6th Edition, methodologies of the *Synchro*, Version 11, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2022 Existing, 2025 No-Build, and 2025 Build analysis conditions.

Intersection LOS grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, gridlocked conditions with high vehicular delays, and are generally considered undesirable. **Table 2** lists the LOS control delay thresholds published in HCM6 for signalized and unsignalized intersections.

Table 2 – *HCM* Level of Service Criteria

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

For the purposes of determining required improvements, the 2025 No-Build and 2025 Build conditions are compared in the following subsections. Capacity analysis worksheets are included in **Appendix D**.

5.1 William Hilton Parkway/Greenwood Dr at Pope Ave/Palmetto Bay Rd (Sea Pines Circle)

Table 3 summarizes the LOS, control delay, and 95th percentile queue length by movement at the intersection of Sea Pines Circle under the 2022 Existing, 2025 No-Build, and 2025 Build conditions.

Table 3 – Sea Pines Circle Capacity Analysis Results

Condition	Measure	Greenwood Drive		William Hilton Parkway		Pope Avenue		Palmetto Bay Road		Intersection
		EBLT	EBR	WBLT	WBR	NBLT	NBR	SBLT	SBR	
AM Peak Hour										
2022 Existing	LOS (Delay)	E (48.3)		C (20.9)		A (9.6)		E (40.4)		D (30.5)
	HCM6 95th Q	342'	0'	282'	0'	109'	0'	794'	0'	*v/c = 1.02*
2025 No-Build	LOS (Delay)	F (53.4)		D (25.1)		B (10.3)		F (52.3)		E (36.9)
	HCM6 95th Q	395'	0'	341'	0'	118'	0'	1016'	0'	*v/c = 1.08*
2025 Build	LOS (Delay)	F (58.9)		D (27.5)		B (10.8)		B (10.8)		E (39.8)
	HCM6 95th Q	453'	0'	370'	0'	127'	0'	1076'	0'	*v/c = 1.10*
PM Peak Hour										
2022 Existing	LOS (Delay)	F (68.5)		E (40.7)		F (59.7)		D (25.5)		E (47.4)
	HCM6 95th Q	817'	0'	538'	0'	1109'	0'	523'	0'	*v/c = 1.13*
2025 No-Build	LOS (Delay)	F (86.6)		E (45.0)		F (67.8)		D (30.4)		F (55.7)
	HCM6 95th Q	1048'	0'	623'	0'	1278'	0'	638'	0'	*v/c = 1.17*
2025 Build	LOS (Delay)	F (96.2)		E (49.9)		F (70.1)		D (32.9)		F (60.1)
	HCM6 95th Q	1164	0'	707'	0'	1335'	0'	702'	0'	*v/c = 1.20*

Results

As shown in **Table 3**, the Sea Pines Circle roundabout currently operates at LOS D during the AM peak hour and LOS E during the PM peak hour. Under the 2025 No-Build condition, the intersection is expected to decrease to LOS E during the AM peak hour and decrease to LOS F during the PM peak hour. With the addition of the projected site trips for the 2025 Build condition, Sea Pines Circle is expected to remain at its' respective LOS during the AM and PM peak hours. The v/c ratio is greater than 1.0 for all analyzed conditions.

Recommendations

Based on Section 16-5-106 of the *Town of Hilton Head Island Land Management Ordinance*, mitigation is not required since the average total delay of the roundabout does not exceed 150 seconds per vehicle during either peak hour. It should be noted that the delay is anticipated to only increase by 2.9 seconds and 4.6 seconds during the AM and PM peak hours, respectively, as a result of the proposed development's site traffic. Therefore, no mitigation is recommended for this intersection.

5.2 Office Way at Pope Avenue

Table 4 summarizes the LOS, control delay, and 95th percentile queue length by movement at the intersection of Office Way at Pope Avenue under the 2022 Existing, 2025 No-Build, and 2025 Build conditions.

Table 4 – Office Way at Pope Avenue Capacity Analysis Results

Condition	Measure	Office Way	Pope Avenue	Pope Avenue	
		EBR	NBT	SBT	SBR
AM Peak Hour					
2022 Existing	LOS (Delay)	B (11.8)	A (0.0)	A (0.0)	
	HCM6 95th Q	3'	0'	0'	0'
2025 No-Build	LOS (Delay)	B (11.9)	A (0.0)	A (0.0)	
	HCM6 95th Q	3'	0'	0'	0'
2025 Build	LOS (Delay)	B (12.0)	A (0.0)	A (0.0)	
	HCM6 95th Q	3'	0'	0'	0'
PM Peak Hour					
2022 Existing	LOS (Delay)	B (12.2)	A (0.0)	A (0.0)	
	HCM6 95th Q	8'	0'	0'	0'
2025 No-Build	LOS (Delay)	B (12.5)	A (0.0)	A (0.0)	
	HCM6 95th Q	8'	0'	0'	0'
2025 Build	LOS (Delay)	B (12.7)	A (0.0)	A (0.0)	
	HCM6 95th Q	8'	0'	0'	0'

Results

As shown in **Table 4**, the eastbound approach (Office Way) is anticipated to operate at LOS B during the AM and PM peak hours for all scenarios. There are no left-turn movements at this intersection, therefore, there is no anticipated delay for vehicles traveling along Pope Avenue.

Recommendations

Site traffic associated with the proposed development is expected to have a minimal impact on delay and queuing at this intersection, therefore; no improvements are recommended at this intersection.

5.3 Pope Avenue at College Center Drive/New Orleans Road

Table 5 on the following page summarizes the LOS, control delay, and 95th percentile queue length by movement at the intersection of Pope Avenue at College Center Drive/New Orleans Road under the 2022 Existing, 2025 No-Build, and 2025 Build conditions.

Results

As shown in **Table 5**, it is expected that this signalized intersection operates at LOS B during the AM peak hour and LOS C during the PM peak hour for all conditions. The eastbound approach (College Center Drive) and westbound approach (New Orleans Road) are anticipated to operate at LOS E during both AM and PM peak hours for all conditions. The northbound and southbound approaches (Pope Avenue) are anticipated to operate at LOS C during the PM peak hour for the 2025 No-Build and 2025 Build conditions. During the AM peak hour, the northbound approach is expected to operate at LOS A during all analyzed conditions. The southbound approach increases from LOS A to LOS B from the 2025 No-Build to the 2025 Build conditions. However, the delay only increases by 0.2 seconds and on average the queue increases by less than one car length.

Recommendations

Based on Section 16-5-106 of the *Town of Hilton Head Island Land Management Ordinance*, mitigation is not required since the average total delay of the signalized intersection does not exceed 55 seconds per vehicle during either peak hour. Site traffic associated with the proposed development is expected to have a minimal impact on delay and queuing at this intersection, therefore, no improvements are recommended.

Table 5 – Pope Avenue at College Center Drive/New Orleans Road Capacity Analysis Results

Condition	Measure	College Center Drive			New Orleans Road			Pope Avenue			Pope Avenue			Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
AM Peak Hour														
2022 Existing	LOS (Delay)	E (69.1)			E (65.0)			A (8.6)			A (9.5)			B (16.8)
	HCM6 95th Q	49'	23'	0'	92'	44'	0'	24'	162'	15'	27'	213'	0'	
2025 No-Build	LOS (Delay)	E (67.4)			E (63.5)			A (8.8)			A (9.9)			B (16.8)
	HCM6 95th Q	50'	23'	0'	93'	45'	0'	24'	168'	15'	28'	221'	0'	
2025 Build	LOS (Delay)	E (69.9)			E (63.7)			A (8.8)			B (10.1)			B (18.1)
	HCM6 95th Q	74'	40'	0'	93'	52'	0'	29'	171'	16'	29'	228'	0'	
PM Peak Hour														
2022 Existing	LOS (Delay)	E (72.2)			E (58.9)			B (19.7)			B (20.0)			C (30.3)
	HCM6 95th Q	101'	103'	66'	215'	107'	0'	89'	504'	35'	86'	324'	0'	
2025 No-Build	LOS (Delay)	E (72.7)			E (59.1)			C (20.8)			C (21.0)			C (31.2)
	HCM6 95th Q	104'	105'	66'	222'	109'	1'	92'	531'	35'	88'	341'	0'	
2025 Build	LOS (Delay)	E (72.9)			E (59.0)			C (21.4)			C (22.2)			C (32.2)
	HCM6 95th Q	121'	114'	69'	222'	123'	1'	106'	539'	36'	89'	358'	0'	

5.4 Office Park Road at Greenwood Drive

Table 6 summarizes the LOS, control delay, and 95th percentile queue length by movement at the intersection of Office Park Road at Greenwood Drive under the 2022 Existing, 2025 No-Build, and 2025 Build conditions.

Table 6 – Office Park Road at Greenwood Drive Capacity Analysis Results

Condition	Measure	Greenwood Drive		Greenwood Drive	Office Park Road	
		EBT	EBR	WBL	NBL	NBR
AM Peak Hour						
2022 Existing	LOS (Delay)	A (0.0)		A (8.7)	B (14.4)	
	HCM6 95th Q	0'	0'	8'	5'	0'
2025 No-Build	LOS (Delay)	A (0.0)		A (8.8)	B (14.8)	
	HCM6 95th Q	0'	0'	8'	8'	0'
2025 Build	LOS (Delay)	A (0.0)		A (8.8)	C (15.0)	
	HCM6 95th Q	0'	0'	8'	8'	0'
PM Peak Hour						
2022 Existing	LOS (Delay)	A (0.0)		A (9.8)	C (21.0)	
	HCM6 95th Q	0'	0'	18'	23'	0'
2025 No-Build	LOS (Delay)	A (0.0)		B (10.0)	C (21.9)	
	HCM6 95th Q	0'	0'	18'	25'	0'
2025 Build	LOS (Delay)	A (0.0)		B (10.1)	C (23.1)	
	HCM6 95th Q	0'	0'	20'	28'	0'

Notes:
Left-turn movement delay reported for the major street approaches.

Results

As shown in **Table 6**, the westbound approach (Greenwood Drive) is expected to operate at LOS A during the AM peak hour for all analyzed conditions and LOS B during the PM peak hour for the 2025 No-Build and 2025 Build conditions. The northbound approach (Office Park Road) is expected to increase from LOS B to LOS C during the AM peak hour between the 2025 No-Build and 2025 Build conditions. Even though the LOS increases due to the proposed site traffic, the delay only increases by 0.2 seconds and the queue is expected to increase by less than one car length. The northbound approach during the PM peak hour is anticipated to remain at LOS C for all conditions.

Recommendations

Site traffic associated with the proposed development is expected to have a minimal impact on delay and queuing at this intersection, therefore, no improvements are recommended.

5.5 Office Park Road/College Center Drive at Office Way

Table 7 summarizes the LOS, control delay, and 95th percentile queue length by movement at the intersection of Office Park Road/College Center Drive at Office Way under the 2022 Existing, 2025 No-Build, and 2025 Build conditions.

Table 7 – Office Park Road/College Center Drive at Office Way Capacity Analysis Results

Condition	Measure	Office Park Road	Office Park Road	Office Way
		EBTL	WBTR	SBLR
AM Peak Hour				
2022 Existing	LOS (Delay)	A (7.4)	A (0.0)	A (9.2)
	HCM6 95th Q	0'	0'	3'
2025 No-Build	LOS (Delay)	A (7.4)	A (0.0)	A (9.1)
	HCM6 95th Q	0'	0'	3'
2025 Build	LOS (Delay)	A (7.4)	A (0.0)	A (9.6)
	HCM6 95th Q	0'	0'	5'
PM Peak Hour				
2022 Existing	LOS (Delay)	A (7.8)	A (0.0)	B (11.4)
	HCM6 95th Q	0'	0'	5'
2025 No-Build	LOS (Delay)	A (7.8)	A (0.0)	B (11.4)
	HCM6 95th Q	0'	0'	5'
2025 Build	LOS (Delay)	A (7.9)	A (0.0)	B (12.5)
	HCM6 95th Q	0'	0'	10'

Notes:
Left-turn movement delay reported for the major street approaches.

Results

As shown in **Table 7**, the eastbound approach (Office Park Road) is anticipated to operate at LOS A during AM and PM peak hours for all conditions. The southbound approach (Office Way) is expected to operate at LOS A during the AM peak hour and LOS B during the PM peak hour for all conditions.

Recommendations

Site traffic associated with the proposed development is expected to have a minimal impact on delay and queuing at this intersection, therefore, no improvements are recommended.

5.6 Office Way at Site Access #1

Table 8 summarizes the LOS, control delay, and 95th percentile queue length by movement at the intersection of Office Way at Site Access #1 under the 2025 Build conditions.

Table 8 – Office Way at Site Access #1 Capacity Analysis Results

Condition	Measure	Office Way EBTL	Office Way WBTR	Site Access #1 SBLR
AM Peak Hour				
2025 Build	LOS (Delay)	A (7.3)	A (0.0)	A (8.7)
	HCM6 95th Q	0'	0'	3'
PM Peak Hour				
2025 Build	LOS (Delay)	A (7.4)	A (0.0)	A (8.8)
	HCM6 95th Q	0'	0'	3'

Notes:
Left-turn movement delay reported for the major street approaches.

Results

As shown in **Table 8**, the eastbound approach (Office Way) and southbound approach (Site Access #1) is anticipated to operate at LOS A during both AM and PM peak hours for the 2025 Build conditions.

Recommendations

The proposed Site Access #1 should be constructed with one ingress lane and one egress lane.

SCDOT turn-lane warrant analyses were conducted for the ingress movements at the proposed Site Access #1 under the 2025 Build conditions. The results of the turn-lane analyses indicate that no turn lanes are warranted and therefore, turn lanes are not recommended.

Site traffic associated with the proposed development is expected to have a minimal impact on delay and queuing at this intersection, therefore, no improvements are recommended.

5.7 Office Park Road at Site Access #2

Table 9 summarizes the LOS, control delay, and 95th percentile queue length by movement at the intersection of Office Park Road at Site Access #2 under the 2025 Build conditions.

Table 9 – Office Park Road at Site Access #2 Capacity Analysis Results

Condition	Measure	Office Park Road EBTL	Office Park Road WBTR	Site Access #2 SBLR
AM Peak Hour				
2025 Build	LOS (Delay)	A (7.4)	A (0.0)	A (9.3)
	HCM6 95th Q	0'	0'	3'
PM Peak Hour				
2025 Build	LOS (Delay)	A (7.8)	A (0.0)	B (11.4)
	HCM6 95th Q	0'	0'	3'
Notes: Left-turn movement delay reported for the major street approaches.				

Results

As shown in **Table 9**, the eastbound approach (Office Park Road) is anticipated to operate at LOS A during both AM and PM peak hours for the 2025 Build conditions. The southbound approach (Site Access #2) is expected to operate at LOS A during the AM peak hour and LOS B during the PM peak hour for the 2025 Build conditions.

Recommendations

The proposed Site Access #2 should be constructed with one ingress lane and one egress lane.

SCDOT turn-lane warrant analyses were conducted for the ingress movements at the proposed Site Access #2 under the 2025 Build conditions. The results of the turn-lane analyses indicate that no turn lanes are warranted and therefore, turn lanes are not recommended.

Site traffic associated with the proposed development is expected to have a minimal impact on delay and queuing at this intersection, therefore, no improvements are recommended.

6 SCDOT Turn Lane Warrants

Additional turn lane improvements for the proposed Site Access #1 and Site Access #2 intersections beyond those necessary for capacity were determined based on guidelines in the 2021 SCDOT *Roadway Design Manual*. The results of the warrants for the left- and right-turn lanes are summarized by intersection below and included in **Appendix E**.

Office Way at Site Access #1

- Eastbound left-turn treatment is not necessary
- Westbound right-turn treatment may not be necessary

Office Park Road at Site Access #2

- Eastbound left-turn treatment is not necessary
- Westbound right-turn treatment may not be necessary

7 Conclusion

The proposed Office Way Mixed-Use development is located in the northwestern quadrant of the Office Park Road at Office Way intersection in Hilton Head Island, SC. Based on the site plan dated October 26, 2022, the proposed development is planned to consist of the following land uses:

- 5,623 square-feet of retail space
- 16 student apartment dwelling units
- 116 multifamily housing dwelling units

This is expected to be constructed and occupied by 2025. New trips generated are expected to utilize Office Park Road and Office Way to access the site and the surrounding network. The development's conceptual site plan is provided in **Appendix A**.

This traffic impact analysis (TIA) evaluates traffic operations under 2022 Existing, 2025 No-Build, and 2025 Build conditions during the AM and PM peak hours at the following study intersections:

1. William Hilton Parkway/Greenwood Drive at Pope Avenue/Palmetto Bay Road (Sea Pines Circle)
2. Office Way at Pope Avenue
3. Pope Avenue at College Center Drive/New Orleans Road
4. Office Park Road at Greenwood Drive
5. Office Park Road/College Center Drive at Office Way
6. Office Way at Site Access #1
7. Office Park Road at Site Access #2

The following improvements are recommended to be constructed by the Office Way Mixed-Use development:

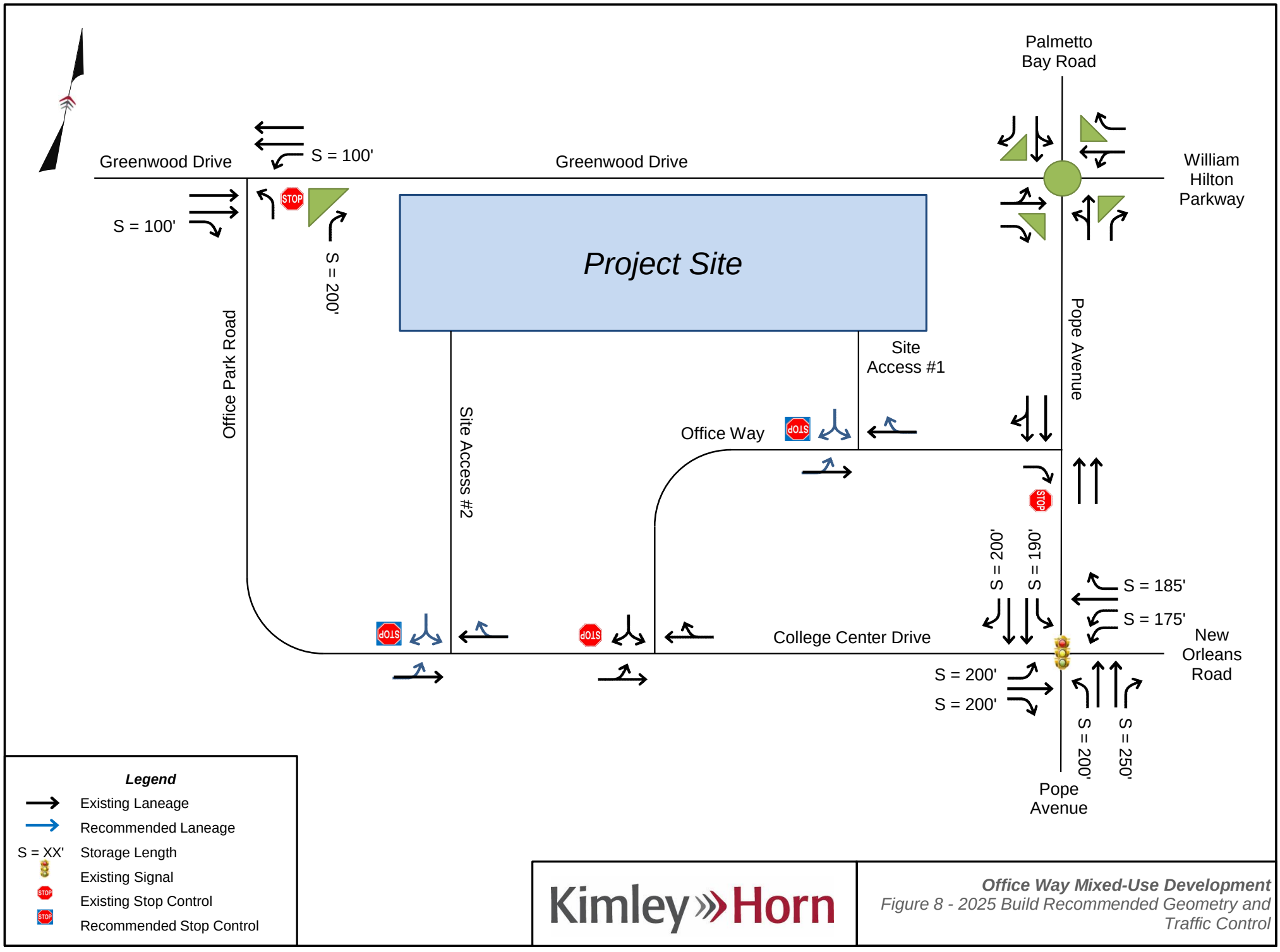
Office Way at Site Access #1

- Construct the proposed Site Access #1 with one ingress lane and one egress lane and operate under minor street stop control

Office Park Road at Site Access #2

- Construct the proposed Site Access #2 with one ingress lane and one egress lane and operate under minor street stop control

Recommended roadway and geometry and intersection control improvements are illustrated in **Figure 8**.


Palmetto Bay Road
Greenwood Drive
S = 100'
Greenwood Drive
William Hilton Parkway
S = 100'
Project Site
S = 200'
Office Park Road
Site Access #2
Site Access #1
Pope Avenue
Office Way
S = 200'
S = 190'
S = 185'
S = 175'
College Center Drive
New Orleans Road
S = 200'
S = 200'
S = 200'
S = 250'
Pope Avenue
Legend
Existing Laneage
Recommended Laneage
S = XX' Storage Length
Existing Signal
Existing Stop Control
Recommended Stop Control
Kimley»Horn
Office Way Mixed-Use Development
Figure 8 - 2025 Build Recommended Geometry and Traffic Control

Appendix A – Conceptual Site Plan

SITE INFORMATION

PARCEL PINS	R552 015 000 0355 0000 R552 015 000 0354 0000 R552 015 000 0357 0000 R552 015 000 164A 0000
ZONING	ZONED SEA PINES CIRCLE DISTRICT
ACRES	+/-4.38 ACRES

PROPOSED MIXED USE

TOTAL RETAIL	5,623 SF
STUDENT DWELLING UNITS	16 UNITS (4 BEDS EACH)
ISLANDER HOUSING DWELLING UNITS	116 UNITS
TOTAL DWELLING UNITS	132 UNITS

PARKING

NON RESIDENTIAL PARKING (1/500 GFA)	11 SPACES
RESIDENTIAL PARKING (1.5/ DU)	198 SPACES
TOTAL PARKING REQUIRED	209 SPACES
PROPOSED PARKING	136 SPACES
SHARED PKG. WITH ADJ. USCB PARCEL	75 SPACES
TOTAL PARKING PROVIDED	211 SPACES
PROPOSED BIKE PARKING	66 SPACES (2 PER RACK)

TOHH LMO REQUIREMENTS

ORDINANCE	REQUIREMENT
SEC. 16-3-105.M.3 RES. DENSITY	12 DU PER ACRE
SEC. 16-3-105.M.3 NON RES. DENSITY	10,000 GFA
SEC. 16-3-105.M.3 IMPERVIOUS COVER	60%
SEC. 16-3-105.M.3 BLDG. HEIGHT	45'
SEC. 16-3-105.M.2 SPC PARKING	1.5/ DU - RESIDENTIAL 1/ 500 GFA - NON RES.
SEC. 16-5-107.D.6 ACCESSIBLE PKG.	5 CAR (INCL. 1 VAN)
SEC. 16-5-107.D.10 EV CHARGING	1 STATION
SEC. 16-5-103.C.3.A SHARED PKG.	50% OF REQ. PARKING
SEC.16-5-107.H.7.A BIKE PARKING	4 PER 10 CAR SPACES
SEC.16-5-107.H.8 LOADING AREAS	1/ 25,000 GFA
SEC.16-5-103.D ADJ. ST. BUFFER	TYPE A (10' OR 20')
SEC.16-5-103.E ADJ. USE BUFFER	TYPE B (15' OR 25')
SEC.16-5-102.C ADJ. ST. SETBACK	20'/60'
SEC.16-5-102.D ADJ. USE SETBACK	25'/75'

PREPARED FOR:
DOUBLE D OFFICE WAY, LLC
PREPARED BY:

J. K. TILLER ASSOCIATES, INC.
LAND PLANNING LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE F203 BLUFFTON, SC 29910
Voice 843.815.4800 jktiller@jktiller.com Fax: 843.815.4802

OFFICE WAY MIXED-USE CONCEPT PLAN
SEA PINES CIRCLE DISTRICT
TOWN OF HILTON HEAD, SOUTH CAROLINA
OCTOBER 26, 2022

NORTH
GRAPHIC SCALE 0 30' 60' 90'

JKT Job Number: 202114-01

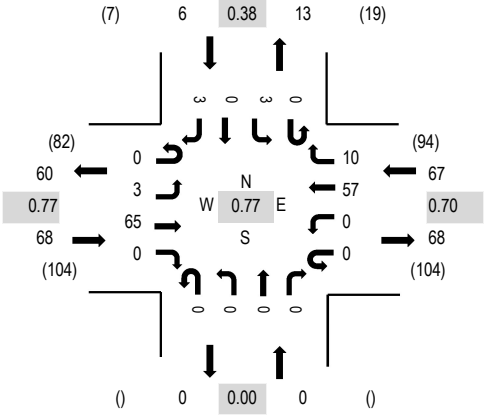
S:\Projects\202114-01\-GIS\Preliminary\10262022-Concept.dwg, 24x36, TITLE, 10/26/2022 1:38:33 PM

Appendix B – Turning Movement Counts

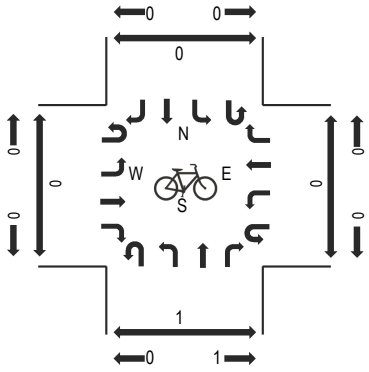
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 OFFICE WAY & COLLEGE CENTER DR AM
Date: Tuesday, November 15, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

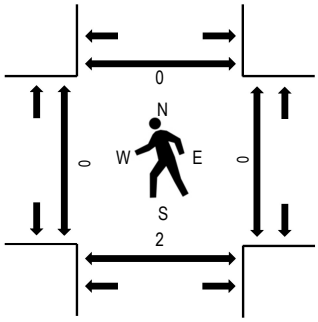
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OFFICE PARK RD Eastbound				COLLEGE CENTER DR Westbound				OFFICE WAY Northbound				OFFICE WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	3	0	0	0	7	1	0	0	0	0	0	0	0	0	11	64	0	0	0	0
7:15 AM	0	0	9	0	0	0	3	2	0	0	0	0	0	0	0	0	14	80	0	0	0	0
7:30 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	1	0	0	13	99	0	0	0	0
7:45 AM	0	1	15	0	0	0	8	2	0	0	0	0	0	0	0	0	26	121	0	0	0	0
8:00 AM	0	0	10	0	0	0	16	1	0	0	0	0	0	0	0	0	27	141	0	0	0	0
8:15 AM	0	2	20	0	0	0	9	2	0	0	0	0	0	0	0	0	33		0	0	0	0
8:30 AM	0	0	18	0	0	0	12	3	0	0	0	0	0	1	0	1	35		0	0	1	0
8:45 AM	0	1	17	0	0	0	20	4	0	0	0	0	0	2	0	2	46		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	64	0	0	0	57	10	0	0	0	0	0	3	0	3	140
Mediums	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	65	0	0	0	57	10	0	0	0	0	0	3	0	3	141

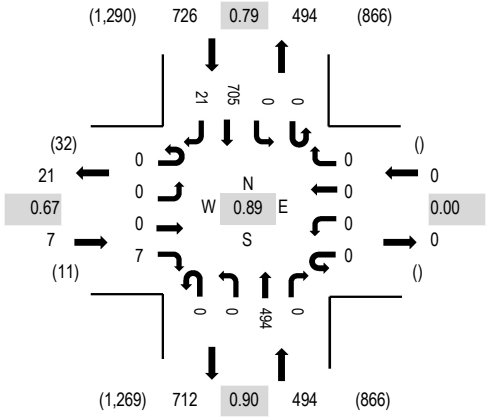
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				0.0%				0.0%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor			0.77				0.70				0.00				0.38		0.77
Peak Hour Factor	0.00	0.38	0.81	0.00	0.00	0.00	0.71	0.63	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.38	0.77

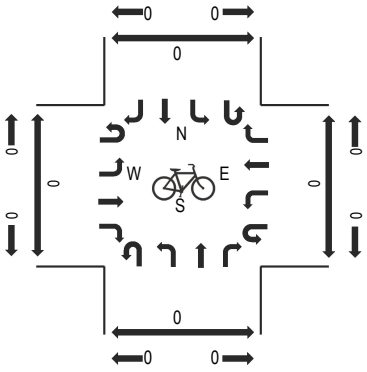
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 POPE AVE & OFFICE WAY AM
Date: Tuesday, November 15, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

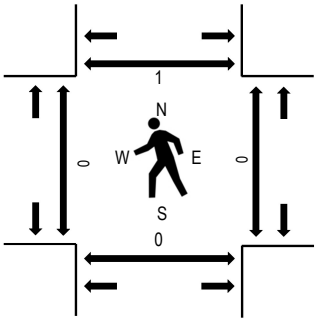
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OFFICE WAY Eastbound				OFFICE WAY Westbound				POPE AVE Northbound				POPE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	77	0	144	993	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	131	2	198	1,137	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	110	0	0	0	194	2	307	1,224	1	0	0	0
7:45 AM	0	0	0	2	0	0	0	0	0	0	107	0	0	0	232	3	344	1,227	0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	0	0	144	0	0	0	137	6	288	1,174	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	117	0	0	0	164	3	285		0	0	0	0
8:30 AM	0	0	0	3	0	0	0	0	0	0	126	0	0	0	172	9	310		0	0	0	0
8:45 AM	0	0	0	3	0	0	0	0	0	0	130	0	0	0	151	7	291		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Lights	0	0	0	7	0	0	0	0	0	0	490	0	0	0	698	21	1,216
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Total	0	0	0	7	0	0	0	0	0	0	494	0	0	0	705	21	1,227

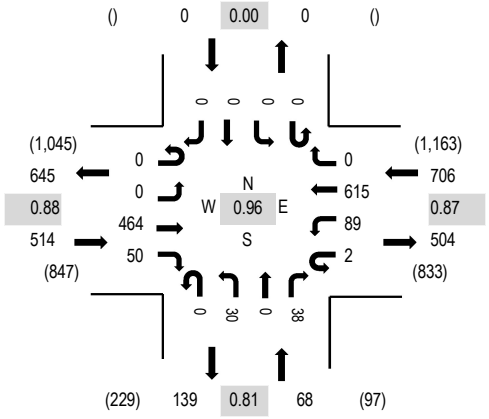
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.4%				0.4%			0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.4%	0.0%	0.4%
Peak Hour Factor		0.67				0.00				0.90				0.79			0.89
Peak Hour Factor	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.78	0.69	0.89

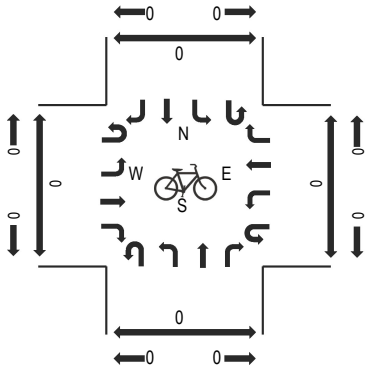
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 OFFICE PARK RD & GREENWOOD DR AM
Date: Tuesday, November 15, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

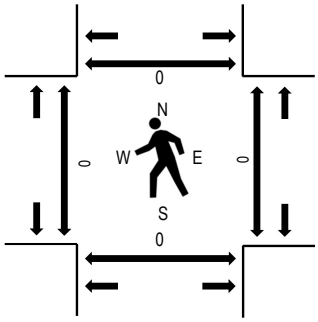
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GREENWOOD DR Eastbound				GREENWOOD DR Westbound				OFFICE PARK RD Northbound				OFFICE PARK RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	52	5	0	19	59	0	0	0	0	2	0	0	0	0	137	819	0	0	0	0
7:15 AM	0	0	71	4	0	9	76	0	0	4	0	7	0	0	0	0	171	1,000	0	0	0	0
7:30 AM	0	0	87	6	0	13	116	0	0	3	0	7	0	0	0	0	232	1,133	0	0	0	0
7:45 AM	0	0	99	9	0	25	140	0	0	2	0	4	0	0	0	0	279	1,230	0	0	0	0
8:00 AM	0	0	134	12	0	18	133	0	0	10	0	11	0	0	0	0	318	1,288	0	0	0	0
8:15 AM	0	0	116	16	0	17	143	0	0	5	0	7	0	0	0	0	304		0	0	0	0
8:30 AM	0	0	98	9	1	26	175	0	0	9	0	11	0	0	0	0	329		0	0	0	0
8:45 AM	0	0	116	13	1	28	164	0	0	6	0	9	0	0	0	0	337		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	0	462	50	2	87	612	0	0	30	0	37	0	0	0	0	1,280
Mediums	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	7
Total	0	0	464	50	2	89	615	0	0	30	0	38	0	0	0	0	1,288

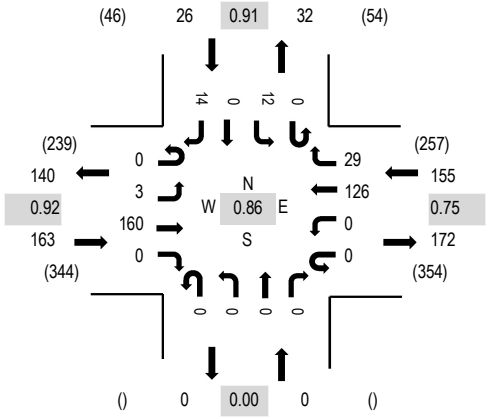
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				1.5%				0.0%		0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor			0.88				0.87				0.81				0.00		0.96
Peak Hour Factor	0.00	0.00	0.87	0.78	0.50	0.79	0.88	0.00	0.00	0.75	0.00	0.86	0.00	0.00	0.00	0.00	0.96

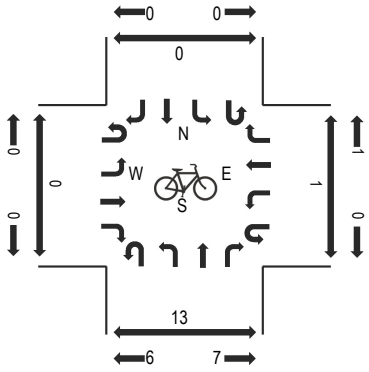
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 OFFICE WAY & COLLEGE CENTER DR PM
Date: Tuesday, November 15, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

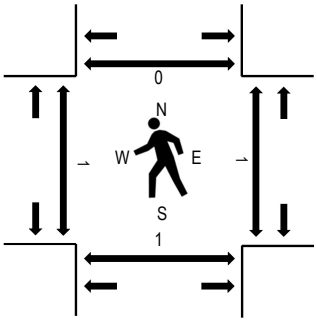
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OFFICE PARK RD Eastbound				COLLEGE CENTER DR Westbound				OFFICE WAY Northbound				OFFICE WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	50	0	0	0	26	12	0	0	0	0	0	6	0	5	100	344	1	0	1	0
4:15 PM	0	1	43	0	0	0	47	5	0	0	0	0	0	1	0	1	98	318	0	0	0	0
4:30 PM	0	1	26	0	0	0	21	5	0	0	0	0	0	3	0	4	60	308	0	0	0	0
4:45 PM	0	0	41	0	0	0	32	7	0	0	0	0	0	2	0	4	86	319	0	1	0	0
5:00 PM	0	2	39	0	0	0	21	4	0	0	0	0	0	4	0	4	74	303	0	0	0	0
5:15 PM	0	4	45	0	0	0	26	5	0	0	0	0	0	4	0	4	88		0	0	1	0
5:30 PM	0	1	44	0	0	0	21	3	0	0	0	0	0	1	0	1	71		0	0	0	0
5:45 PM	0	1	45	0	0	0	20	2	0	0	0	0	0	0	0	2	70		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	160	0	0	0	126	29	0	0	0	0	0	12	0	14	344
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	160	0	0	0	126	29	0	0	0	0	0	12	0	14	344

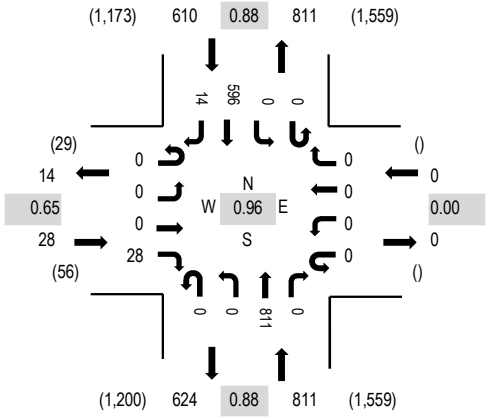
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				0.0%				0.0%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor			0.92				0.75				0.00				0.91		0.86
Peak Hour Factor	0.00	0.50	0.96	0.00	0.00	0.00	0.67	0.60	0.00	0.00	0.00	0.00	0.00	0.81	0.00	1.00	0.86

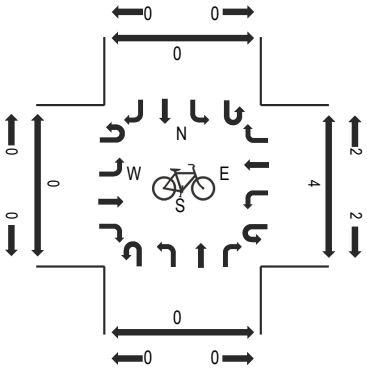
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 POPE AVE & OFFICE WAY PM
Date: Tuesday, November 15, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

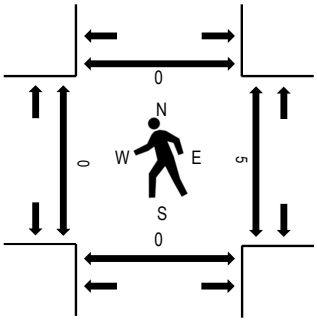
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OFFICE WAY Eastbound				OFFICE WAY Westbound				POPE AVE Northbound				POPE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	12	0	0	0	0	0	0	237	0	0	0	154	5	408	1,433	0	0	0	0
4:15 PM	0	0	0	7	0	0	0	0	0	0	196	0	0	0	113	5	321	1,393	0	0	0	0
4:30 PM	0	0	0	6	0	0	0	0	0	0	223	0	0	0	140	2	371	1,449	0	2	0	0
4:45 PM	0	0	0	6	0	0	0	0	0	0	176	0	0	0	149	2	333	1,376	0	0	0	0
5:00 PM	0	0	0	10	0	0	0	0	0	0	215	0	0	0	138	5	368	1,355	0	1	0	0
5:15 PM	0	0	0	6	0	0	0	0	0	0	197	0	0	0	169	5	377		0	2	0	0
5:30 PM	0	0	0	4	0	0	0	0	0	0	153	0	0	0	140	1	298		0	0	0	0
5:45 PM	0	0	0	5	0	0	0	0	0	0	162	0	0	0	141	4	312		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	0	28	0	0	0	0	0	0	806	0	0	0	595	14	1,443
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5
Total	0	0	0	28	0	0	0	0	0	0	811	0	0	0	596	14	1,449

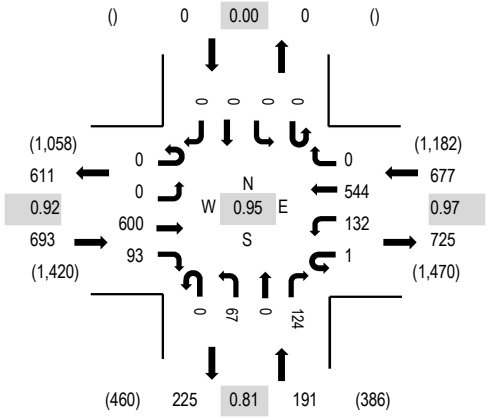
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				0.1%				0.0%		0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor			0.65				0.00				0.88				0.88		0.96
Peak Hour Factor	0.00	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.88	0.75	0.96

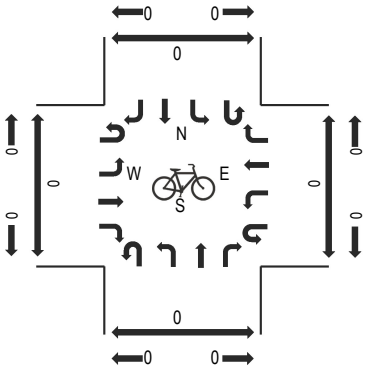
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 OFFICE PARK RD & GREENWOOD DR PM
Date: Tuesday, November 15, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

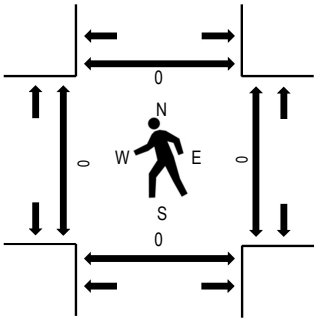
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GREENWOOD DR Eastbound				GREENWOOD DR Westbound				OFFICE PARK RD Northbound				OFFICE PARK RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	169	28	1	32	140	0	0	16	0	24	0	0	0	0	410	1,561	0	0	0	0
4:15 PM	0	0	148	23	0	36	139	0	0	21	0	41	0	0	0	0	408	1,552	0	0	0	0
4:30 PM	0	0	140	12	0	31	123	0	0	20	0	30	0	0	0	0	356	1,510	0	0	0	0
4:45 PM	0	0	143	30	0	33	142	0	0	10	0	29	0	0	0	0	387	1,477	0	0	0	0
5:00 PM	0	0	177	23	1	35	114	0	0	19	0	32	0	0	0	0	401	1,427	0	0	0	0
5:15 PM	0	0	175	25	0	26	99	0	0	18	0	23	0	0	0	0	366		0	0	0	0
5:30 PM	0	0	139	25	1	25	81	0	0	15	0	37	0	0	0	0	323		0	0	0	0
5:45 PM	0	0	125	38	0	38	85	0	0	16	0	35	0	0	0	0	337		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	597	93	1	132	540	0	0	67	0	124	0	0	0	0	1,554
Mediums	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6
Total	0	0	600	93	1	132	544	0	0	67	0	124	0	0	0	0	1,561

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.1%				0.0%				0.0%				0.0%		0.1%
Heavy Vehicle %	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor			0.92				0.97				0.81				0.00		0.95
Peak Hour Factor	0.00	0.00	0.90	0.73	0.50	0.94	0.96	0.00	0.00	0.83	0.00	0.80	0.00	0.00	0.00	0.00	0.95

Appendix C – Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: William Hilton Pkwy/Greenwood Dr at Pope Ave/Palmetto Bay Rd
COUNT DATE: September 18, 2020
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	226	193	66	0	309	233	157	0	71	305	251	0	251	440	396
AM Volume Balancing	0	8	8	3	0	0	2	0	0	1	0	0	0	0	0	3
AM 2022 EXISTING TRAFFIC	**0**	**234**	**201**	**69**	**0**	**309**	**235**	**157**	**0**	**72**	**305**	**251**	**0**	**251**	**440**	**399**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	7	6	2	0	9	7	5	0	2	9	8	0	8	13	12
AM 2025 NO-BUILD TRAFFIC	**0**	**241**	**207**	**71**	**0**	**318**	**242**	**162**	**0**	**74**	**314**	**259**	**0**	**259**	**453**	**411**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering						**10%**	**10%**								**20%**	**10%**
Distribution	Exiting		**10%**	**10%**								**20%**	**10%**				

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**6**	**6**	0	0	**3**	**3**	0	0	0	**11**	**6**	0	0	**6**	**3**
AM TOTAL PROJECT TRIPS		**0**	**6**	**6**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**11**	**6**	**0**	**0**	**6**	**3**
AM 2025 BUILD-OUT TRAFFIC		**0**	**247**	**213**	**71**	**0**	**321**	**245**	**162**	**0**	**74**	**325**	**265**	**0**	**259**	**459**	**414**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	349	210	207	0	242	246	390	0	126	551	478	0	202	437	457
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**349**	**210**	**207**	**0**	**242**	**246**	**390**	**0**	**126**	**551**	**478**	**0**	**202**	**437**	**457**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	11	6	6	0	7	7	12	0	4	17	14	0	6	13	14
PM 2025 NO-BUILD TRAFFIC	**0**	**360**	**216**	**213**	**0**	**249**	**253**	**402**	**0**	**130**	**568**	**492**	**0**	**208**	**450**	**471**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering						**10%**	**10%**								**20%**	**10%**
Distribution	Exiting		**10%**	**10%**								**20%**	**10%**				

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**5**	**5**	0	0	**7**	**7**	0	0	0	**10**	**5**	0	0	**13**	**7**
PM TOTAL PROJECT TRIPS		**0**	**5**	**5**	**0**	**0**	**7**	**7**	**0**	**0**	**0**	**10**	**5**	**0**	**0**	**13**	**7**
PM 2025 BUILD-OUT TRAFFIC		**0**	**365**	**221**	**213**	**0**	**256**	**260**	**402**	**0**	**130**	**578**	**497**	**0**	**208**	**463**	**478**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Office Way at Pope Avenue
COUNT DATE: November 15, 2022
AM PEAK HOUR FACTOR: 0.89 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	7	0	0	0	0	0	0	494	0	0	0	705	21
AM Volume Balancing	0	0	0	7	0	0	0	0	0	0	134	0	0	0	89	3
AM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**628**	**0**	**0**	**0**	**794**	**24**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%	0%	2%
AM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	19	0	0	0	24	1
AM 2025 NO-BUILD TRAFFIC	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**647**	**0**	**0**	**0**	**818**	**25**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering																**30%**
Distribution	Exiting				**10%**							**30%**					

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	**6**	0	0	0	0	0	0	**17**	0	0	0	0	**9**
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**9**
AM 2025 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**664**	**0**	**0**	**0**	**818**	**34**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	28	0	0	0	0	0	0	811	0	0	0	596	14
PM Volume Balancing	0	0	0	18	0	0	0	0	0	0	344	0	0	0	258	18
PM 2022 EXISTING TRAFFIC	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**1,155**	**0**	**0**	**0**	**854**	**32**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	2%	0%	2%
PM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	0	35	0	0	0	26	1
PM 2025 NO-BUILD TRAFFIC	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**1,190**	**0**	**0**	**0**	**880**	**33**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering																**30%**
Distribution	Exiting				**10%**							**30%**					

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	**5**	0	0	0	0	0	0	**15**	0	0	0	0	**20**
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**20**
PM 2025 BUILD-OUT TRAFFIC		**0**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**1,205**	**0**	**0**	**0**	**880**	**53**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Pope Ave at New Orleans Rd/College Center Dr
COUNT DATE: September 18, 2020
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	17	6	40	0	125	19	22	0	46	579	121	0	52	722	9
AM Volume Balancing	0	4	1	9	0	0	0	0	0	0	6	0	0	2	23	0
AM 2022 EXISTING TRAFFIC	**0**	**21**	**7**	**49**	**0**	**125**	**19**	**22**	**0**	**46**	**585**	**121**	**0**	**54**	**745**	**9**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	1	0	1	0	4	1	1	0	1	18	4	0	2	23	0
AM 2025 NO-BUILD TRAFFIC	**0**	**22**	**7**	**50**	**0**	**129**	**20**	**23**	**0**	**47**	**603**	**125**	**0**	**56**	**768**	**9**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering							**15%**			**30%**						
Distribution	Exiting		**30%**	**15%**	**20%**											**10%**	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**17**	**9**	**11**	0	0	**4**	0	0	**9**	0	0	0	0	**6**	0
AM TOTAL PROJECT TRIPS		**0**	**17**	**9**	**11**	**0**	**0**	**4**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**6**	**0**
AM 2025 BUILD-OUT TRAFFIC		**0**	**39**	**16**	**61**	**0**	**129**	**24**	**23**	**0**	**56**	**603**	**125**	**0**	**56**	**774**	**9**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	57	62	141	0	367	74	59	0	135	978	344	0	118	692	19
PM Volume Balancing	0	3	0	0	0	0	0	3	0	0	55	0	0	10	59	2
PM 2022 EXISTING TRAFFIC	**0**	**60**	**62**	**141**	**0**	**367**	**74**	**62**	**0**	**135**	**1,033**	**344**	**0**	**128**	**751**	**21**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	2	2	4	0	11	2	2	0	4	31	10	0	4	23	1
PM 2025 NO-BUILD TRAFFIC	**0**	**62**	**64**	**145**	**0**	**378**	**76**	**64**	**0**	**139**	**1,064**	**354**	**0**	**132**	**774**	**22**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering							**15%**			**30%**						
Distribution	Exiting		**30%**	**15%**	**20%**											**10%**	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**15**	**7**	**10**	0	0	**10**	0	0	**21**	0	0	0	0	**5**	0
PM TOTAL PROJECT TRIPS		**0**	**15**	**7**	**10**	**0**	**0**	**10**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**5**	**0**
PM 2025 BUILD-OUT TRAFFIC		**0**	**77**	**71**	**155**	**0**	**378**	**86**	**64**	**0**	**160**	**1,064**	**354**	**0**	**132**	**779**	**22**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Office Park Rd at Greenwood Dr
COUNT DATE: November 15, 2022
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	464	50	2	89	615	0	0	30	0	38	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**464**	**50**	**2**	**89**	**615**	**0**	**0**	**30**	**0**	**38**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	2%	3%	2%	2%	2%	2%
AM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	14	2	0	3	19	0	0	1	0	1	0	0	0	0
AM 2025 NO-BUILD TRAFFIC	**0**	**0**	**478**	**52**	**2**	**92**	**634**	**0**	**0**	**31**	**0**	**39**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering				5%		20%										
Distribution	Exiting										5%		20%				

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	1	0	6	0	0	0	3	0	12	0	0	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**12**	**0**	**0**	**0**	**0**
AM 2025 BUILD-OUT TRAFFIC		**0**	**0**	**478**	**53**	**2**	**98**	**634**	**0**	**0**	**34**	**0**	**51**	**0**	**0**	**0**	**0**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	600	93	1	132	544	0	0	67	0	124	0	0	0	0
PM Volume Balancing	0	0	35	0	0	30	122	0	0	0	0	6	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**635**	**93**	**1**	**162**	**666**	**0**	**0**	**67**	**0**	**130**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	1%	2%	2%	2%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	19	3	0	5	20	0	0	2	0	4	0	0	0	0
PM 2025 NO-BUILD TRAFFIC	**0**	**0**	**654**	**96**	**1**	**167**	**686**	**0**	**0**	**69**	**0**	**134**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering				5%		20%										
Distribution	Exiting										5%		20%				

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	3	0	14	0	0	0	2	0	10	0	0	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**3**	**0**	**14**	**0**	**0**	**0**	**2**	**0**	**10**	**0**	**0**	**0**	**0**
PM 2025 BUILD-OUT TRAFFIC		**0**	**0**	**654**	**99**	**1**	**181**	**686**	**0**	**0**	**71**	**0**	**144**	**0**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Office Park Rd at Office Way
COUNT DATE: November 15, 2022
AM PEAK HOUR FACTOR: 0.77 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.86 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	3	65	0	0	0	57	10	0	0	0	0	0	3	0	3
AM Volume Balancing	0	0	0	0	0	0	6	1	0	0	0	0	0	9	0	9
AM 2022 EXISTING TRAFFIC	**0**	**3**	**65**	**0**	**0**	**0**	**63**	**11**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**12**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
AM 2025 NO-BUILD TRAFFIC	**0**	**3**	**67**	**0**	**0**	**0**	**65**	**11**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**12**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		**5%**					**25%**	**20%**								
Distribution	Exiting			**25%**											**40%**		**5%**

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**1**	**14**	0	0	0	**7**	**6**	0	0	0	0	0	**23**	0	**3**
AM TOTAL PROJECT TRIPS		**0**	**1**	**14**	**0**	**0**	**0**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**3**
AM 2025 BUILD-OUT TRAFFIC		**0**	**4**	**81**	**0**	**0**	**0**	**72**	**17**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**15**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	3	160	0	0	0	126	29	0	0	0	0	0	12	0	14
PM Volume Balancing	0	0	85	0	0	0	61	14	0	0	0	0	0	6	0	0
PM 2022 EXISTING TRAFFIC	**0**	**3**	**245**	**0**	**0**	**0**	**187**	**43**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**14**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	7	0	0	0	6	1	0	0	0	0	0	1	0	0
PM 2025 NO-BUILD TRAFFIC	**0**	**3**	**252**	**0**	**0**	**0**	**193**	**44**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**14**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		**5%**					**25%**	**20%**								
Distribution	Exiting			**25%**											**40%**		**5%**

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**3**	**12**	0	0	0	**17**	**14**	0	0	0	0	0	**20**	0	**2**
PM TOTAL PROJECT TRIPS		**0**	**3**	**12**	**0**	**0**	**0**	**17**	**14**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**2**
PM 2025 BUILD-OUT TRAFFIC		**0**	**6**	**264**	**0**	**0**	**0**	**210**	**58**	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**16**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Office Way at Site Access #1
COUNT DATE: November 15, 2022
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	14	0	0	0	24	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**14**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		**25%**						**30%**								
	Exiting														**10%**		**45%**

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**7**	0	0	0	0	0	**9**	0	0	0	0	0	**6**	0	**26**
AM TOTAL PROJECT TRIPS		**0**	**7**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**26**
AM 2025 BUILD-OUT TRAFFIC		**0**	**7**	**14**	**0**	**0**	**0**	**25**	**9**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**26**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	46	0	0	0	32	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**46**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
PM 2025 NO-BUILD TRAFFIC	**0**	**0**	**47**	**0**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		**25%**						**30%**								
	Exiting														**10%**		**45%**

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**17**	0	0	0	0	0	**20**	0	0	0	0	0	**5**	0	**22**
PM TOTAL PROJECT TRIPS		**0**	**17**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**22**
PM 2025 BUILD-OUT TRAFFIC		**0**	**17**	**47**	**0**	**0**	**0**	**33**	**20**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**22**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Office Way at Site Access #2
COUNT DATE: November 15, 2022
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	68	0	0	0	75	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	**0**	**0**	**68**	**0**	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

AM 2025 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0

"SITE TRAFFIC DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		20%	5%					25%								
Distribution	Exiting							5%							25%		20%

"AM PROJECT TRIPS" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	6	1	0	0	0	3	7	0	0	0	0	0	14	0	12
AM TOTAL PROJECT TRIPS		**0**	**6**	**1**	**0**	**0**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**12**
AM 2025 BUILD-OUT TRAFFIC		**0**	**6**	**71**	**0**	**0**	**0**	**80**	**7**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**12**

PM Peak Hour

PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	248	0	0	0	201	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	**0**	**0**	**248**	**0**	**0**	**0**	**201**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM 2025 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0
PM 2025 NO-BUILD TRAFFIC	**0**	**0**	**256**	**0**	**0**	**0**	**207**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		20%	5%					25%								
Distribution	Exiting							5%							25%		20%

"PM PROJECT TRIPS" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	14	3	0	0	0	2	17	0	0	0	0	0	12	0	10
PM TOTAL PROJECT TRIPS		**0**	**14**	**3**	**0**	**0**	**0**	**2**	**17**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**10**
PM 2025 BUILD-OUT TRAFFIC		**0**	**14**	**259**	**0**	**0**	**0**	**209**	**17**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**10**

Appendix D – Capacity Analysis Worksheets

2022 EXISTING CONDITIONS

MOVEMENT SUMMARY

Site: 101 [2022 Existing AM (Site Folder: General)]

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Pope Avenue														
3u	U	5	2.0	5	2.0	0.597	15.9	LOS C	4.3	108.4	0.78	0.96	1.35	34.8
3	L2	72	2.0	76	2.0	0.597	15.9	LOS C	4.3	108.4	0.78	0.96	1.35	32.9
8	T1	305	2.0	321	2.0	0.597	15.9	LOS C	4.3	108.4	0.78	0.96	1.35	31.5
18	R2	251	2.0	264	2.0	0.161	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		633	2.0	666	2.0	0.597	9.6	LOS A	4.3	108.4	0.47	0.58	0.81	34.3
East: Wm. Hilton Parkway														
1u	U	29	2.0	31	2.0	0.815	26.6	LOS D	11.1	282.0	0.92	1.38	2.27	29.3
1	L2	309	2.0	325	2.0	0.815	26.6	LOS D	11.1	282.0	0.92	1.38	2.27	28.0
6	T1	235	2.0	247	2.0	0.815	26.6	LOS D	11.1	282.0	0.92	1.38	2.27	27.0
16	R2	157	2.0	165	2.0	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		730	2.0	768	2.0	0.815	20.9	LOS C	11.1	282.0	0.72	1.08	1.78	29.4
North: Palmetto Bay Road														
7u	U	15	2.0	16	2.0	1.023	63.3	LOS F	31.2	793.4	1.00	2.30	4.89	20.6
7	L2	251	2.0	264	2.0	1.023	63.3	LOS F	31.2	793.4	1.00	2.30	4.89	19.9
4	T1	440	2.0	463	2.0	1.023	63.3	LOS F	31.2	793.4	1.00	2.30	4.89	19.4
14	R2	399	2.0	420	2.0	0.256	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1105	2.0	1163	2.0	1.023	40.4	LOS E	31.2	793.4	0.64	1.47	3.13	23.7
West: Greenwood Drive														
5u	U	16	2.0	17	2.0	0.943	55.6	LOS F	13.5	341.7	0.95	1.71	3.59	21.9
5	L2	234	2.0	246	2.0	0.943	55.6	LOS F	13.5	341.7	0.95	1.71	3.59	21.2
2	T1	201	2.0	212	2.0	0.943	55.6	LOS F	13.5	341.7	0.95	1.71	3.59	20.6
12	R2	69	2.0	73	2.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		520	2.0	547	2.0	0.943	48.3	LOS E	13.5	341.7	0.83	1.49	3.11	22.2
All Vehicles		2988	2.0	3145	2.0	1.023	30.5	LOS D	31.2	793.4	0.66	1.19	2.30	26.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

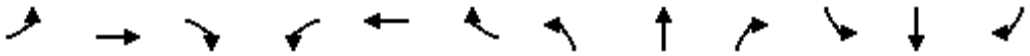
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	0	628	794	24
Future Vol, veh/h	0	14	0	628	794	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	0	0	2
Mvmt Flow	0	16	0	706	892	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	460	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	548	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	548	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

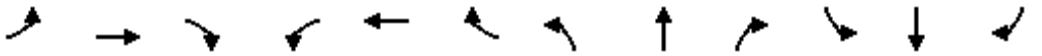
Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	548	-	-
HCM Lane V/C Ratio	-	0.029	-	-
HCM Control Delay (s)	-	11.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	7	52	132	20	23	48	616	127	57	784	9
v/c Ratio	0.25	0.06	0.21	0.51	0.11	0.09	0.10	0.26	0.10	0.10	0.33	0.01
Control Delay	68.8	62.4	1.9	67.4	58.8	0.7	6.1	10.3	0.9	5.9	10.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.8	62.4	1.9	67.4	58.8	0.7	6.1	10.3	0.9	5.9	10.9	0.0
Queue Length 50th (ft)	19	6	0	59	17	0	11	116	0	13	157	0
Queue Length 95th (ft)	49	23	0	92	44	0	24	162	15	27	213	0
Internal Link Dist (ft)		454			564			932			397	
Turn Bay Length (ft)	200		200	175		185	200		250	200		190
Base Capacity (vph)	249	271	373	689	373	390	602	2398	1395	681	2402	1224
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03	0.14	0.19	0.05	0.06	0.08	0.26	0.09	0.08	0.33	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	7	49	125	19	22	46	585	121	54	745	9
Future Volume (veh/h)	21	7	49	125	19	22	46	585	121	54	745	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.93	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	7	52	132	20	23	48	616	127	57	784	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	108	89	188	163	129	514	2381	1148	552	2389	1061
Arrive On Green	0.02	0.06	0.06	0.05	0.09	0.09	0.04	0.67	0.67	0.04	0.67	0.67
Sat Flow, veh/h	1781	1870	1544	3456	1870	1477	1781	3554	1585	1781	3554	1520
Grp Volume(v), veh/h	22	7	52	132	20	23	48	616	127	57	784	9
Grp Sat Flow(s),veh/h/ln	1781	1870	1544	1728	1870	1477	1781	1777	1585	1781	1777	1520
Q Serve(g_s), s	1.7	0.5	4.5	5.1	1.4	2.0	1.1	9.5	3.3	1.3	12.7	0.2
Cycle Q Clear(g_c), s	1.7	0.5	4.5	5.1	1.4	2.0	1.1	9.5	3.3	1.3	12.7	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	108	89	188	163	129	514	2381	1148	552	2389	1061
V/C Ratio(X)	0.50	0.06	0.58	0.70	0.12	0.18	0.09	0.26	0.11	0.10	0.33	0.01
Avail Cap(c_a), veh/h	260	273	225	694	341	269	708	2381	1148	743	2389	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.0	61.0	62.9	63.7	57.7	58.0	6.7	9.0	5.7	6.4	9.4	6.3
Incr Delay (d2), s/veh	6.3	0.2	5.9	3.5	0.3	0.7	0.1	0.3	0.2	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	1.9	2.4	0.7	0.8	0.4	3.6	1.1	0.5	4.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	61.3	68.8	67.2	58.0	58.6	6.7	9.3	5.8	6.4	9.8	6.3
LnGrp LOS	E	E	E	E	E	E	A	A	A	A	A	A
Approach Vol, veh/h		81			175			791			850	
Approach Delay, s/veh		69.1			65.0			8.6			9.5	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	98.1	9.4	18.5	11.3	97.8	13.4	14.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.5	6.0	6.0	6.0	6.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	25.0	20.0	45.0	27.5	20.0
Max Q Clear Time (g_c+I1), s	3.1	14.7	3.7	4.0	3.3	11.5	7.1	6.5
Green Ext Time (p_c), s	0.1	7.4	0.0	0.1	0.1	4.7	0.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	464	50	2	89	615	30	38
Future Vol, veh/h	464	50	2	89	615	30	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	2	0	2	3
Mvmt Flow	483	52	2	93	641	31	40

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	483	483	0	994	-
Stage 1	-	-	-	-	-	483	-
Stage 2	-	-	-	-	-	511	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	710	1076	-	242	0
Stage 1	-	-	-	-	-	586	0
Stage 2	-	-	-	-	-	567	0
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	1064	1064	-	220	-
Mov Cap-2 Maneuver	-	-	-	-	-	416	-
Stage 1	-	-	-	-	-	586	-
Stage 2	-	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	416	-	-	-	1064	-
HCM Lane V/C Ratio	0.075	-	-	-	0.089	-
HCM Control Delay (s)	14.4	0	-	-	8.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	65	63	11	12	12
Future Vol, veh/h	3	65	63	11	12	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	84	82	14	16	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	181	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1498	-	-	-	808	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1498	-	-	-	806	969
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1498	-	-	-	880
HCM Lane V/C Ratio	0.003	-	-	-	0.035
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

MOVEMENT SUMMARY

Site: 101 [2022 Existing PM (Site Folder: General)]

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Pope Avenue														
3u	U	13	2.0	14	2.0	1.131	101.0	LOS F	43.7	1109.0	1.00	2.96	7.20	15.6
3	L2	126	2.0	133	2.0	1.131	101.0	LOS F	43.7	1109.0	1.00	2.96	7.20	15.3
8	T1	551	2.0	580	2.0	1.131	101.0	LOS F	43.7	1109.0	1.00	2.96	7.20	14.9
18	R2	478	2.0	503	2.0	0.306	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1168	2.0	1229	2.0	1.131	59.7	LOS F	43.7	1109.0	0.59	1.75	4.25	19.8
East: Wm. Hilton Parkway														
1u	U	28	2.0	29	2.0	1.018	71.3	LOS F	21.2	537.3	1.00	2.12	4.80	19.2
1	L2	242	2.0	255	2.0	1.018	71.3	LOS F	21.2	537.3	1.00	2.12	4.80	18.7
6	T1	246	2.0	259	2.0	1.018	71.3	LOS F	21.2	537.3	1.00	2.12	4.80	18.2
16	R2	390	2.0	411	2.0	0.250	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		906	2.0	954	2.0	1.018	40.7	LOS E	21.2	537.3	0.57	1.21	2.73	23.6
North: Palmetto Bay Road														
7u	U	26	2.0	27	2.0	0.939	42.9	LOS E	20.6	522.6	1.00	1.84	3.48	24.9
7	L2	202	2.0	213	2.0	0.939	42.9	LOS E	20.6	522.6	1.00	1.84	3.48	23.9
4	T1	437	2.0	460	2.0	0.939	42.9	LOS E	20.6	522.6	1.00	1.84	3.48	23.2
14	R2	457	2.0	481	2.0	0.293	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1122	2.0	1181	2.0	0.939	25.5	LOS D	20.6	522.6	0.59	1.09	2.06	27.8
West: Greenwood Drive														
5u	U	21	2.0	22	2.0	1.095	93.0	LOS F	32.2	816.7	1.00	2.59	6.35	16.5
5	L2	349	2.0	367	2.0	1.095	93.0	LOS F	32.2	816.7	1.00	2.59	6.35	16.1
2	T1	210	2.0	221	2.0	1.095	93.0	LOS F	32.2	816.7	1.00	2.59	6.35	15.7
12	R2	207	2.0	218	2.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		787	2.0	828	2.0	1.095	68.5	LOS F	32.2	816.7	0.74	1.91	4.68	18.7
All Vehicles		3983	2.0	4193	2.0	1.131	47.4	LOS E	43.7	1109.0	0.62	1.47	3.38	22.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

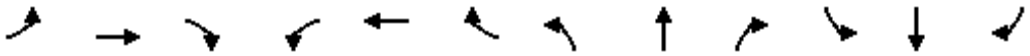
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	46	0	1155	854	32
Future Vol, veh/h	0	46	0	1155	854	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	1	0	2
Mvmt Flow	0	48	0	1203	890	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	462	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	547	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	547	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

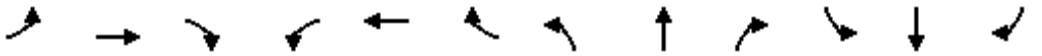
Approach	EB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	547	-	-
HCM Lane V/C Ratio	-	0.088	-	-
HCM Control Delay (s)	-	12.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	65	148	386	78	65	142	1087	362	135	791	22
v/c Ratio	0.50	0.45	0.57	0.75	0.24	0.18	0.37	0.60	0.30	0.48	0.43	0.02
Control Delay	73.0	68.9	17.8	63.7	50.7	1.1	14.0	26.3	1.5	16.9	22.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	68.9	17.8	63.7	50.7	1.1	14.0	26.3	1.5	16.9	22.4	0.0
Queue Length 50th (ft)	54	55	0	167	61	0	47	335	0	44	218	0
Queue Length 95th (ft)	101	103	66	215	107	0	89	504	35	86	324	0
Internal Link Dist (ft)		454			564			932			397	
Turn Bay Length (ft)	200		200	175		185	200		250	200		190
Base Capacity (vph)	254	277	361	638	357	380	501	1819	1232	397	1833	1009
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.23	0.41	0.61	0.22	0.17	0.28	0.60	0.29	0.34	0.43	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	62	141	367	74	62	135	1033	344	128	751	21
Future Volume (veh/h)	60	62	141	367	74	62	135	1033	344	128	751	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	65	148	386	78	65	142	1087	362	135	791	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	207	173	452	366	298	413	1864	1039	261	1857	862
Arrive On Green	0.05	0.11	0.11	0.13	0.20	0.20	0.05	0.52	0.52	0.05	0.52	0.52
Sat Flow, veh/h	1781	1870	1564	3456	1870	1526	1781	3554	1585	1781	3554	1511
Grp Volume(v), veh/h	63	65	148	386	78	65	142	1087	362	135	791	22
Grp Sat Flow(s),veh/h/ln	1781	1870	1564	1728	1870	1526	1781	1777	1585	1781	1777	1511
Q Serve(g_s), s	4.7	4.3	12.5	14.6	4.7	4.8	4.9	28.1	13.7	4.7	18.3	0.9
Cycle Q Clear(g_c), s	4.7	4.3	12.5	14.6	4.7	4.8	4.9	28.1	13.7	4.7	18.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	207	173	452	366	298	413	1864	1039	261	1857	862
V/C Ratio(X)	0.77	0.31	0.86	0.85	0.21	0.22	0.34	0.58	0.35	0.52	0.43	0.03
Avail Cap(c_a), veh/h	266	279	233	645	366	298	584	1864	1039	435	1857	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	54.9	58.5	57.0	45.2	45.3	14.7	21.8	10.3	17.7	19.6	12.7
Incr Delay (d2), s/veh	10.9	0.9	20.1	6.9	0.3	0.4	0.4	1.3	0.9	1.2	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.1	5.9	6.8	2.2	1.9	2.0	11.8	5.0	1.9	7.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	55.8	78.6	63.9	45.5	45.6	15.0	23.2	11.2	18.9	20.4	12.7
LnGrp LOS	E	E	E	E	D	D	B	C	B	B	C	B
Approach Vol, veh/h		276			529			1591			948	
Approach Delay, s/veh		72.2			58.9			19.7			20.0	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	76.0	12.1	32.7	12.9	76.3	23.5	21.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.5	6.0	6.0	6.0	6.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	25.0	20.0	45.0	25.0	20.0
Max Q Clear Time (g_c+I1), s	6.9	20.3	6.7	6.8	6.7	30.1	16.6	14.5
Green Ext Time (p_c), s	0.3	6.9	0.1	0.4	0.2	6.6	0.9	0.4

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	635	93	1	162	666	67	130
Future Vol, veh/h	635	93	1	162	666	67	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	1	2	2	2	1	2	2
Mvmt Flow	668	98	1	171	701	71	137

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	668	668	0	1363	-
Stage 1	-	-	-	-	-	668	-
Stage 2	-	-	-	-	-	695	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	541	918	-	139	0
Stage 1	-	-	-	-	-	471	0
Stage 2	-	-	-	-	-	456	0
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	914	914	-	113	-
Mov Cap-2 Maneuver	-	-	-	-	-	295	-
Stage 1	-	-	-	-	-	471	-
Stage 2	-	-	-	-	-	370	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	-	-	-	914	-
HCM Lane V/C Ratio	0.239	-	-	-	0.188	-
HCM Control Delay (s)	21	0	-	-	9.8	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	-	0.7	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	245	187	43	18	14
Future Vol, veh/h	3	245	187	43	18	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	285	217	50	21	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	533	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1297	-	-	-	507	797
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	505	797
Mov Cap-2 Maneuver	-	-	-	-	505	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1297	-	-	-	601
HCM Lane V/C Ratio	0.003	-	-	-	0.062
HCM Control Delay (s)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

2025 NO BUILD CONDITIONS

MOVEMENT SUMMARY

Site: 101 [2025 Background AM (Site Folder: General)]

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Pope Avenue														
3u	U	6	2.0	6	2.0	0.623	17.0	LOS C	4.6	118.0	0.80	1.00	1.43	34.2
3	L2	74	2.0	78	2.0	0.623	17.0	LOS C	4.6	118.0	0.80	1.00	1.43	32.5
8	T1	314	2.0	331	2.0	0.623	17.0	LOS C	4.6	118.0	0.80	1.00	1.43	31.0
18	R2	259	2.0	273	2.0	0.166	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		653	2.0	687	2.0	0.623	10.3	LOS B	4.6	118.0	0.48	0.60	0.86	34.0
East: Wm. Hilton Parkway														
1u	U	33	2.0	35	2.0	0.861	31.9	LOS D	13.4	340.5	0.96	1.52	2.64	27.6
1	L2	318	2.0	335	2.0	0.861	31.9	LOS D	13.4	340.5	0.96	1.52	2.64	26.4
6	T1	242	2.0	255	2.0	0.861	31.9	LOS D	13.4	340.5	0.96	1.52	2.64	25.5
16	R2	162	2.0	171	2.0	0.104	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		755	2.0	795	2.0	0.861	25.1	LOS D	13.4	340.5	0.75	1.19	2.08	28.0
North: Palmetto Bay Road														
7u	U	17	2.0	18	2.0	1.083	81.8	LOS F	40.0	1015.5	1.00	2.69	6.12	17.8
7	L2	259	2.0	273	2.0	1.083	81.8	LOS F	40.0	1015.5	1.00	2.69	6.12	17.3
4	T1	453	2.0	477	2.0	1.083	81.8	LOS F	40.0	1015.5	1.00	2.69	6.12	16.9
14	R2	411	2.0	433	2.0	0.264	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1140	2.0	1200	2.0	1.083	52.3	LOS F	40.0	1015.5	0.64	1.72	3.91	21.2
West: Greenwood Drive														
5u	U	18	2.0	19	2.0	0.971	61.5	LOS F	15.5	395.0	0.97	1.84	3.97	20.8
5	L2	241	2.0	254	2.0	0.971	61.5	LOS F	15.5	395.0	0.97	1.84	3.97	20.2
2	T1	207	2.0	218	2.0	0.971	61.5	LOS F	15.5	395.0	0.97	1.84	3.97	19.6
12	R2	71	2.0	75	2.0	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		537	2.0	565	2.0	0.971	53.4	LOS F	15.5	395.0	0.84	1.59	3.44	21.2
All Vehicles		3085	2.0	3247	2.0	1.083	36.9	LOS E	40.0	1015.5	0.67	1.33	2.74	24.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

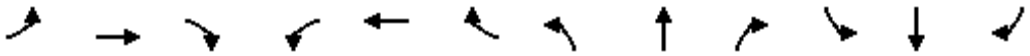
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	0	647	818	25
Future Vol, veh/h	0	14	0	647	818	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	0	0	2
Mvmt Flow	0	16	0	719	909	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	469	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	541	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	541	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

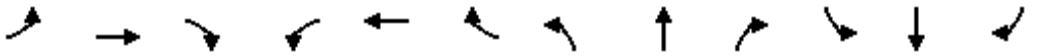
Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	541	-	-
HCM Lane V/C Ratio	-	0.029	-	-
HCM Control Delay (s)	-	11.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	7	53	136	21	24	49	635	132	59	808	9
v/c Ratio	0.26	0.06	0.25	0.51	0.11	0.09	0.11	0.27	0.11	0.11	0.34	0.01
Control Delay	67.5	61.1	2.9	66.1	57.6	0.7	6.2	10.6	0.9	6.1	11.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	61.1	2.9	66.1	57.6	0.7	6.2	10.6	0.9	6.1	11.2	0.0
Queue Length 50th (ft)	20	6	0	59	17	0	11	121	0	13	163	0
Queue Length 95th (ft)	50	23	0	93	45	0	24	168	15	28	221	0
Internal Link Dist (ft)		454			564			932			397	
Turn Bay Length (ft)	200		200	175		185	200		250	200		190
Base Capacity (vph)	254	277	339	638	346	372	591	2375	1371	670	2380	1211
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03	0.16	0.21	0.06	0.06	0.08	0.27	0.10	0.09	0.34	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	7	50	129	20	23	47	603	125	56	768	9
Future Volume (veh/h)	22	7	50	129	20	23	47	603	125	56	768	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.93	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	7	53	136	21	24	49	635	132	59	808	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	111	91	193	167	132	499	2354	1138	537	2362	1051
Arrive On Green	0.03	0.06	0.06	0.06	0.09	0.09	0.04	0.66	0.66	0.04	0.66	0.66
Sat Flow, veh/h	1781	1870	1545	3456	1870	1479	1781	3554	1585	1781	3554	1520
Grp Volume(v), veh/h	23	7	53	136	21	24	49	635	132	59	808	9
Grp Sat Flow(s),veh/h/ln	1781	1870	1545	1728	1870	1479	1781	1777	1585	1781	1777	1520
Q Serve(g_s), s	1.7	0.5	4.5	5.2	1.4	2.0	1.1	9.8	3.4	1.4	13.2	0.2
Cycle Q Clear(g_c), s	1.7	0.5	4.5	5.2	1.4	2.0	1.1	9.8	3.4	1.4	13.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	111	91	193	167	132	499	2354	1138	537	2362	1051
V/C Ratio(X)	0.50	0.06	0.58	0.71	0.13	0.18	0.10	0.27	0.12	0.11	0.34	0.01
Avail Cap(c_a), veh/h	266	279	231	645	349	276	698	2354	1138	732	2362	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	59.5	61.4	62.2	56.2	56.5	6.9	9.3	5.8	6.5	9.8	6.5
Incr Delay (d2), s/veh	6.2	0.2	5.7	3.5	0.3	0.7	0.1	0.3	0.2	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	1.9	2.4	0.7	0.8	0.4	3.8	1.2	0.5	5.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	59.8	67.1	65.7	56.5	57.1	6.9	9.6	6.0	6.6	10.2	6.5
LnGrp LOS	E	E	E	E	E	E	A	A	A	A	B	A
Approach Vol, veh/h		83			181			816			876	
Approach Delay, s/veh		67.4			63.5			8.8			9.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	95.1	9.5	18.5	11.3	94.8	13.5	14.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.5	6.0	6.0	6.0	6.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	25.0	20.0	45.0	25.0	20.0
Max Q Clear Time (g_c+I1), s	3.1	15.2	3.7	4.0	3.4	11.8	7.2	6.5
Green Ext Time (p_c), s	0.1	7.7	0.0	0.1	0.1	4.8	0.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	478	52	2	92	634	31	39
Future Vol, veh/h	478	52	2	92	634	31	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	2	0	2	3
Mvmt Flow	503	55	2	97	667	33	41

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	503	503	0	1035	-
Stage 1	-	-	-	-	-	503	-
Stage 2	-	-	-	-	-	532	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	689	1058	-	228	0
Stage 1	-	-	-	-	-	573	0
Stage 2	-	-	-	-	-	553	0
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	1046	1046	-	206	-
Mov Cap-2 Maneuver	-	-	-	-	-	401	-
Stage 1	-	-	-	-	-	573	-
Stage 2	-	-	-	-	-	500	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	-	1046	-
HCM Lane V/C Ratio	0.081	-	-	-	0.095	-
HCM Control Delay (s)	14.8	0	-	-	8.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	67	65	11	12	12
Future Vol, veh/h	3	67	65	11	12	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	74	72	12	13	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	158	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	80	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1513	-	-	-	833	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	831	983
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1513	-	-	-	901
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

MOVEMENT SUMMARY

Site: 101 [2025 Background PM (Site Folder: General)]

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Pope Avenue														
3u	U	15	2.0	16	2.0	1.168	114.4	LOS F	50.3	1277.9	1.00	3.21	8.02	14.4
3	L2	130	2.0	137	2.0	1.168	114.4	LOS F	50.3	1277.9	1.00	3.21	8.02	14.1
8	T1	568	2.0	598	2.0	1.168	114.4	LOS F	50.3	1277.9	1.00	3.21	8.02	13.8
18	R2	492	2.0	518	2.0	0.315	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1205	2.0	1268	2.0	1.168	67.8	LOS F	50.3	1277.9	0.59	1.90	4.74	18.6
East: Wm. Hilton Parkway														
1u	U	32	2.0	34	2.0	1.045	78.8	LOS F	24.5	622.9	1.00	2.28	5.33	18.2
1	L2	249	2.0	262	2.0	1.045	78.8	LOS F	24.5	622.9	1.00	2.28	5.33	17.7
6	T1	253	2.0	266	2.0	1.045	78.8	LOS F	24.5	622.9	1.00	2.28	5.33	17.3
16	R2	402	2.0	423	2.0	0.258	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		936	2.0	985	2.0	1.045	45.0	LOS E	24.5	622.9	0.57	1.30	3.04	22.6
North: Palmetto Bay Road														
7u	U	29	2.0	31	2.0	0.977	51.2	LOS F	25.1	637.9	1.00	2.03	4.06	22.9
7	L2	208	2.0	219	2.0	0.977	51.2	LOS F	25.1	637.9	1.00	2.03	4.06	22.1
4	T1	450	2.0	474	2.0	0.977	51.2	LOS F	25.1	637.9	1.00	2.03	4.06	21.5
14	R2	471	2.0	496	2.0	0.302	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1158	2.0	1219	2.0	0.977	30.4	LOS D	25.1	637.9	0.59	1.20	2.41	26.3
West: Greenwood Drive														
5u	U	24	2.0	25	2.0	1.162	117.3	LOS F	41.3	1048.0	1.00	3.00	7.78	14.2
5	L2	360	2.0	379	2.0	1.162	117.3	LOS F	41.3	1048.0	1.00	3.00	7.78	13.9
2	T1	216	2.0	227	2.0	1.162	117.3	LOS F	41.3	1048.0	1.00	3.00	7.78	13.6
12	R2	213	2.0	224	2.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		813	2.0	856	2.0	1.162	86.6	LOS F	41.3	1048.0	0.74	2.21	5.74	16.4
All Vehicles		4112	2.0	4328	2.0	1.168	55.7	LOS F	50.3	1277.9	0.62	1.63	3.90	20.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

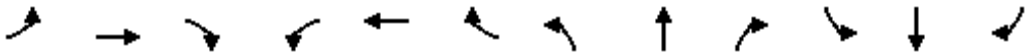
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	47	0	1190	880	33
Future Vol, veh/h	0	47	0	1190	880	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	1	0	2
Mvmt Flow	0	49	0	1253	926	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	481	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	531	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	531	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

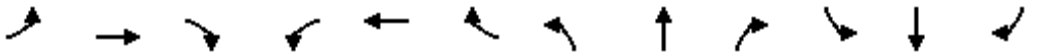
Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	531	-	-
HCM Lane V/C Ratio	-	0.093	-	-
HCM Control Delay (s)	-	12.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	65	67	153	398	80	67	146	1120	373	139	815	23
v/c Ratio	0.51	0.46	0.58	0.76	0.25	0.19	0.39	0.62	0.31	0.51	0.45	0.03
Control Delay	73.1	69.0	17.6	64.0	50.5	1.2	14.5	27.4	1.6	18.1	23.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	69.0	17.6	64.0	50.5	1.2	14.5	27.4	1.6	18.1	23.2	0.0
Queue Length 50th (ft)	56	57	0	172	62	0	49	355	0	46	230	0
Queue Length 95th (ft)	104	105	66	222	109	1	92	531	35	88	341	0
Internal Link Dist (ft)		454			564			932			397	
Turn Bay Length (ft)	200		200	175		185	200		250	200		190
Base Capacity (vph)	254	277	365	638	358	380	488	1800	1228	386	1814	1001
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.24	0.42	0.62	0.22	0.18	0.30	0.62	0.30	0.36	0.45	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	64	145	378	76	64	139	1064	354	132	774	22
Future Volume (veh/h)	62	64	145	378	76	64	139	1064	354	132	774	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	67	153	398	80	67	146	1120	373	139	815	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	213	178	464	376	307	399	1834	1031	252	1827	851
Arrive On Green	0.05	0.11	0.11	0.13	0.20	0.20	0.06	0.52	0.52	0.05	0.51	0.51
Sat Flow, veh/h	1781	1870	1564	3456	1870	1527	1781	3554	1585	1781	3554	1510
Grp Volume(v), veh/h	65	67	153	398	80	67	146	1120	373	139	815	23
Grp Sat Flow(s),veh/h/ln	1781	1870	1564	1728	1870	1527	1781	1777	1585	1781	1777	1510
Q Serve(g_s), s	4.8	4.4	12.9	15.1	4.8	4.9	5.2	29.8	14.4	4.9	19.4	0.9
Cycle Q Clear(g_c), s	4.8	4.4	12.9	15.1	4.8	4.9	5.2	29.8	14.4	4.9	19.4	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	213	178	464	376	307	399	1835	1031	252	1827	851
V/C Ratio(X)	0.77	0.32	0.86	0.86	0.21	0.22	0.37	0.61	0.36	0.55	0.45	0.03
Avail Cap(c_a), veh/h	266	279	233	645	376	307	567	1835	1031	423	1827	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	54.6	58.3	56.8	44.7	44.8	15.3	22.9	10.7	19.0	20.5	13.1
Incr Delay (d2), s/veh	10.7	0.8	21.4	7.5	0.3	0.4	0.4	1.5	1.0	1.4	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.2	6.2	7.1	2.3	1.9	2.1	12.6	5.3	2.0	8.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	55.4	79.7	64.3	45.0	45.1	15.7	24.4	11.7	20.4	21.3	13.2
LnGrp LOS	E	E	E	E	D	D	B	C	B	C	C	B
Approach Vol, veh/h		285			545			1639			977	
Approach Delay, s/veh		72.7			59.1			20.8			21.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	74.9	12.3	33.4	13.1	75.2	24.0	21.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.5	6.0	6.0	6.0	6.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	25.0	20.0	45.0	25.0	20.0
Max Q Clear Time (g_c+I1), s	7.2	21.4	6.8	6.9	6.9	31.8	17.1	14.9
Green Ext Time (p_c), s	0.3	7.1	0.1	0.4	0.2	6.3	0.9	0.4

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	654	96	1	167	686	69	134
Future Vol, veh/h	654	96	1	167	686	69	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	1	2	2	2	1	2	2
Mvmt Flow	688	101	1	176	722	73	141

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	688	688	0	1403	-
Stage 1	-	-	-	-	-	688	-
Stage 2	-	-	-	-	-	715	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	526	902	-	131	0
Stage 1	-	-	-	-	-	460	0
Stage 2	-	-	-	-	-	446	0
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	898	898	-	105	-
Mov Cap-2 Maneuver	-	-	-	-	-	285	-
Stage 1	-	-	-	-	-	460	-
Stage 2	-	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	285	-	-	-	898	-
HCM Lane V/C Ratio	0.255	-	-	-	0.197	-
HCM Control Delay (s)	21.9	0	-	-	10	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	-	0.7	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	252	193	44	19	14
Future Vol, veh/h	3	252	193	44	19	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	280	214	49	21	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	263	0	-	0	525	239
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1301	-	-	-	513	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1301	-	-	-	511	800
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	-	603
HCM Lane V/C Ratio	0.003	-	-	-	0.061
HCM Control Delay (s)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

2025 BUILD CONDITIONS

MOVEMENT SUMMARY

Site: 101 [2025 Build AM (Site Folder: General)]

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Pope Avenue														
3u	U	6	2.0	6	2.0	0.643	17.9	LOS C	5.0	126.2	0.81	1.02	1.48	33.8
3	L2	74	2.0	78	2.0	0.643	17.9	LOS C	5.0	126.2	0.81	1.02	1.48	32.1
8	T1	325	2.0	342	2.0	0.643	17.9	LOS C	5.0	126.2	0.81	1.02	1.48	30.7
18	R2	265	2.0	279	2.0	0.170	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		670	2.0	705	2.0	0.643	10.8	LOS B	5.0	126.2	0.49	0.62	0.90	33.8
East: Wm. Hilton Parkway														
1u	U	33	2.0	35	2.0	0.882	34.9	LOS D	14.5	369.4	0.98	1.59	2.84	26.7
1	L2	321	2.0	338	2.0	0.882	34.9	LOS D	14.5	369.4	0.98	1.59	2.84	25.6
6	T1	245	2.0	258	2.0	0.882	34.9	LOS D	14.5	369.4	0.98	1.59	2.84	24.8
16	R2	162	2.0	171	2.0	0.104	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		761	2.0	801	2.0	0.882	27.5	LOS D	14.5	369.4	0.77	1.25	2.24	27.3
North: Palmetto Bay Road														
7u	U	17	2.0	18	2.0	1.098	87.0	LOS F	42.4	1076.9	1.00	2.79	6.45	17.2
7	L2	259	2.0	273	2.0	1.098	87.0	LOS F	42.4	1076.9	1.00	2.79	6.45	16.7
4	T1	459	2.0	483	2.0	1.098	87.0	LOS F	42.4	1076.9	1.00	2.79	6.45	16.3
14	R2	414	2.0	436	2.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1149	2.0	1209	2.0	1.098	55.7	LOS F	42.4	1076.9	0.64	1.78	4.12	20.6
West: Greenwood Drive														
5u	U	18	2.0	19	2.0	0.996	67.7	LOS F	17.8	452.5	0.98	1.97	4.39	19.8
5	L2	247	2.0	260	2.0	0.996	67.7	LOS F	17.8	452.5	0.98	1.97	4.39	19.2
2	T1	213	2.0	224	2.0	0.996	67.7	LOS F	17.8	452.5	0.98	1.97	4.39	18.7
12	R2	71	2.0	75	2.0	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		549	2.0	578	2.0	0.996	58.9	LOS F	17.8	452.5	0.86	1.71	3.82	20.2
All Vehicles		3129	2.0	3294	2.0	1.098	39.8	LOS E	42.4	1076.9	0.68	1.39	2.92	23.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

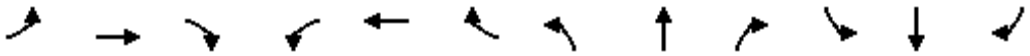
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	664	818	34
Future Vol, veh/h	0	20	0	664	818	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	0	0	2
Mvmt Flow	0	22	0	738	909	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	474	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	537	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	537	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

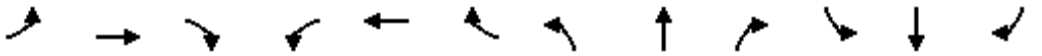
Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	537	-	-
HCM Lane V/C Ratio	-	0.041	-	-
HCM Control Delay (s)	-	12	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	41	17	64	136	25	24	59	635	132	59	815	9
v/c Ratio	0.39	0.15	0.31	0.51	0.19	0.11	0.13	0.27	0.11	0.11	0.34	0.01
Control Delay	70.6	63.1	3.7	66.1	61.7	1.0	6.4	10.7	0.9	6.2	11.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	63.1	3.7	66.1	61.7	1.0	6.4	10.7	0.9	6.2	11.4	0.0
Queue Length 50th (ft)	35	14	0	59	21	0	13	121	0	13	166	0
Queue Length 95th (ft)	74	40	0	93	52	0	29	171	16	29	228	0
Internal Link Dist (ft)		454			564			932			397	
Turn Bay Length (ft)	200		200	175		185	200		250	200		190
Base Capacity (vph)	254	277	339	638	346	372	587	2372	1370	671	2372	1208
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.06	0.19	0.21	0.07	0.06	0.10	0.27	0.10	0.09	0.34	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	16	61	129	24	23	56	603	125	56	774	9
Future Volume (veh/h)	39	16	61	129	24	23	56	603	125	56	774	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.93	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	17	64	136	25	24	59	635	132	59	815	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	111	92	193	150	118	497	2352	1138	537	2352	1062
Arrive On Green	0.04	0.06	0.06	0.06	0.08	0.08	0.04	0.66	0.66	0.04	0.66	0.66
Sat Flow, veh/h	1781	1870	1545	3456	1870	1469	1781	3554	1585	1781	3554	1520
Grp Volume(v), veh/h	41	17	64	136	25	24	59	635	132	59	815	9
Grp Sat Flow(s),veh/h/ln	1781	1870	1545	1728	1870	1469	1781	1777	1585	1781	1777	1520
Q Serve(g_s), s	3.0	1.2	5.4	5.2	1.7	2.0	1.4	9.9	3.4	1.4	13.5	0.2
Cycle Q Clear(g_c), s	3.0	1.2	5.4	5.2	1.7	2.0	1.4	9.9	3.4	1.4	13.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	111	92	193	150	118	497	2352	1138	537	2352	1062
V/C Ratio(X)	0.66	0.15	0.69	0.71	0.17	0.20	0.12	0.27	0.12	0.11	0.35	0.01
Avail Cap(c_a), veh/h	266	279	231	645	349	274	692	2352	1138	732	2352	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	59.8	61.8	62.2	57.4	57.6	6.9	9.3	5.8	6.6	9.9	6.2
Incr Delay (d2), s/veh	8.4	0.6	9.0	3.5	0.5	0.8	0.1	0.3	0.2	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.6	2.4	2.4	0.8	0.8	0.5	3.8	1.2	0.5	5.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	60.4	70.8	65.7	57.9	58.4	7.0	9.6	6.0	6.6	10.3	6.2
LnGrp LOS	E	E	E	E	E	E	A	A	A	A	B	A
Approach Vol, veh/h		122			185			826			883	
Approach Delay, s/veh		69.9			63.7			8.8			10.1	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	94.7	10.7	17.3	11.3	94.7	13.5	14.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.5	6.0	6.0	6.0	6.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	25.0	20.0	45.0	25.0	20.0
Max Q Clear Time (g_c+I1), s	3.4	15.5	5.0	4.0	3.4	11.9	7.2	7.4
Green Ext Time (p_c), s	0.1	7.7	0.0	0.1	0.1	4.8	0.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	478	53	2	98	634	34	51
Future Vol, veh/h	478	53	2	98	634	34	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	2	2	0	2	3
Mvmt Flow	503	56	2	103	667	36	54

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	503	503	0	1047	-
Stage 1	-	-	-	-	-	503	-
Stage 2	-	-	-	-	-	544	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	689	1058	-	224	0
Stage 1	-	-	-	-	-	573	0
Stage 2	-	-	-	-	-	546	0
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	1047	1047	-	202	-
Mov Cap-2 Maneuver	-	-	-	-	-	396	-
Stage 1	-	-	-	-	-	573	-
Stage 2	-	-	-	-	-	491	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	396	-	-	-	1047	-
HCM Lane V/C Ratio	0.09	-	-	-	0.101	-
HCM Control Delay (s)	15	0	-	-	8.8	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	81	72	17	35	15
Future Vol, veh/h	4	81	72	17	35	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	90	80	19	39	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	99	0	-	0	188	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1494	-	-	-	801	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1494	-	-	-	799	968
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	843
HCM Lane V/C Ratio	0.003	-	-	-	0.066
HCM Control Delay (s)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	14	25	9	6	26
Future Vol, veh/h	7	14	25	9	6	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	16	28	10	7	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	65	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1572	-	-	-	941	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	936	1041
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1572	-	-	-	1020
HCM Lane V/C Ratio	0.005	-	-	-	0.035
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	71	80	7	14	12
Future Vol, veh/h	6	71	80	7	14	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	79	89	8	16	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	97	0	-	0	186	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	93	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1496	-	-	-	803	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1496	-	-	-	799	964
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1496	-	-	-	868
HCM Lane V/C Ratio	0.004	-	-	-	0.033
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

MOVEMENT SUMMARY

Site: 101 [2025 Build PM (Site Folder: General)]

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Pope Avenue														
3u	U	15	2.0	16	2.0	1.178	118.3	LOS F	52.5	1334.4	1.00	3.29	8.25	14.1
3	L2	130	2.0	137	2.0	1.178	118.3	LOS F	52.5	1334.4	1.00	3.29	8.25	13.8
8	T1	578	2.0	608	2.0	1.178	118.3	LOS F	52.5	1334.4	1.00	3.29	8.25	13.5
18	R2	497	2.0	523	2.0	0.319	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1220	2.0	1284	2.0	1.178	70.1	LOS F	52.5	1334.4	0.59	1.95	4.89	18.2
East: Wm. Hilton Parkway														
1u	U	32	2.0	34	2.0	1.071	86.5	LOS F	27.8	707.0	1.00	2.43	5.85	17.2
1	L2	256	2.0	269	2.0	1.071	86.5	LOS F	27.8	707.0	1.00	2.43	5.85	16.8
6	T1	260	2.0	274	2.0	1.071	86.5	LOS F	27.8	707.0	1.00	2.43	5.85	16.4
16	R2	402	2.0	423	2.0	0.258	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		950	2.0	1000	2.0	1.071	49.9	LOS E	27.8	707.0	0.58	1.40	3.37	21.6
North: Palmetto Bay Road														
7u	U	29	2.0	31	2.0	0.995	55.3	LOS F	27.6	701.1	1.00	2.13	4.35	22.1
7	L2	208	2.0	219	2.0	0.995	55.3	LOS F	27.6	701.1	1.00	2.13	4.35	21.3
4	T1	463	2.0	487	2.0	0.995	55.3	LOS F	27.6	701.1	1.00	2.13	4.35	20.7
14	R2	478	2.0	503	2.0	0.306	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.4
Approach		1178	2.0	1240	2.0	0.995	32.9	LOS D	27.6	701.1	0.59	1.26	2.59	25.6
West: Greenwood Drive														
5u	U	24	2.0	25	2.0	1.195	129.8	LOS F	45.8	1163.8	1.00	3.19	8.45	13.3
5	L2	365	2.0	384	2.0	1.195	129.8	LOS F	45.8	1163.8	1.00	3.19	8.45	13.0
2	T1	221	2.0	233	2.0	1.195	129.8	LOS F	45.8	1163.8	1.00	3.19	8.45	12.8
12	R2	213	2.0	224	2.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.5
Approach		823	2.0	866	2.0	1.195	96.2	LOS F	45.8	1163.8	0.74	2.36	6.26	15.4
All Vehicles		4171	2.0	4391	2.0	1.195	60.1	LOS F	52.5	1334.4	0.62	1.71	4.16	19.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

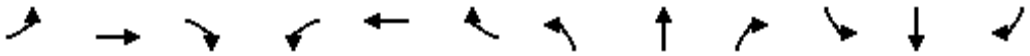
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	52	0	1205	880	53
Future Vol, veh/h	0	52	0	1205	880	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	1	0	2
Mvmt Flow	0	55	0	1268	926	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	491	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	523	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	523	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

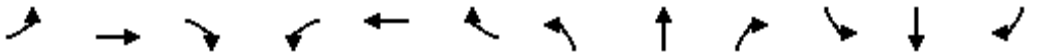
Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	523	-	-
HCM Lane V/C Ratio	-	0.105	-	-
HCM Control Delay (s)	-	12.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	81	75	163	398	91	67	168	1120	373	139	820	23
v/c Ratio	0.57	0.49	0.58	0.76	0.32	0.21	0.44	0.63	0.31	0.51	0.46	0.03
Control Delay	73.9	69.4	17.0	64.0	53.3	1.4	15.5	28.0	1.6	18.4	24.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	69.4	17.0	64.0	53.3	1.4	15.5	28.0	1.6	18.4	24.6	0.0
Queue Length 50th (ft)	69	64	0	172	72	0	58	358	0	47	237	0
Queue Length 95th (ft)	121	114	69	222	123	1	106	539	36	89	358	0
Internal Link Dist (ft)		454			564			932			397	
Turn Bay Length (ft)	200		200	175		185	200		250	200		190
Base Capacity (vph)	254	277	374	638	346	372	479	1783	1223	387	1771	984
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.27	0.44	0.62	0.26	0.18	0.35	0.63	0.30	0.36	0.46	0.02

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	71	155	378	86	64	160	1064	354	132	779	22
Future Volume (veh/h)	77	71	155	378	86	64	160	1064	354	132	779	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	75	163	398	91	67	168	1120	373	139	820	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	224	188	464	367	299	399	1809	1020	250	1779	847
Arrive On Green	0.06	0.12	0.12	0.13	0.20	0.20	0.06	0.51	0.51	0.05	0.50	0.50
Sat Flow, veh/h	1781	1870	1565	3456	1870	1526	1781	3554	1585	1781	3554	1509
Grp Volume(v), veh/h	81	75	163	398	91	67	168	1120	373	139	820	23
Grp Sat Flow(s),veh/h/ln	1781	1870	1565	1728	1870	1526	1781	1777	1585	1781	1777	1509
Q Serve(g_s), s	6.0	4.9	13.7	15.1	5.5	4.9	6.1	30.3	14.7	5.0	20.1	0.9
Cycle Q Clear(g_c), s	6.0	4.9	13.7	15.1	5.5	4.9	6.1	30.3	14.7	5.0	20.1	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	224	188	464	367	299	399	1809	1020	250	1779	847
V/C Ratio(X)	0.79	0.33	0.87	0.86	0.25	0.22	0.42	0.62	0.37	0.56	0.46	0.03
Avail Cap(c_a), veh/h	266	279	234	645	367	299	553	1809	1020	419	1779	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	54.1	57.9	56.8	45.5	45.3	16.1	23.6	11.2	19.6	21.7	13.3
Incr Delay (d2), s/veh	9.5	0.9	23.9	7.5	0.3	0.4	0.5	1.6	1.0	1.4	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.4	6.7	7.1	2.6	1.9	2.5	12.8	5.5	2.1	8.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	54.9	81.8	64.3	45.8	45.6	16.7	25.2	12.2	21.1	22.6	13.3
LnGrp LOS	E	D	F	E	D	D	B	C	B	C	C	B
Approach Vol, veh/h		319			556			1661			982	
Approach Delay, s/veh		72.9			59.0			21.4			22.2	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	73.1	13.7	32.8	13.3	74.2	24.0	22.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.5	6.0	6.0	6.0	6.5
Max Green Setting (Gmax), s	20.0	45.0	20.0	25.0	20.0	45.0	25.0	20.0
Max Q Clear Time (g_c+I1), s	8.1	22.1	8.0	7.5	7.0	32.3	17.1	15.7
Green Ext Time (p_c), s	0.3	7.0	0.1	0.5	0.2	6.2	0.9	0.3

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	654	99	1	181	686	71	144
Future Vol, veh/h	654	99	1	181	686	71	144
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	1	2	2	2	1	2	2
Mvmt Flow	688	104	1	191	722	75	152

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	688	688	0	1433	-
Stage 1	-	-	-	-	-	688	-
Stage 2	-	-	-	-	-	745	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	526	902	-	125	0
Stage 1	-	-	-	-	-	460	0
Stage 2	-	-	-	-	-	430	0
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	898	898	-	98	-
Mov Cap-2 Maneuver	-	-	-	-	-	273	-
Stage 1	-	-	-	-	-	460	-
Stage 2	-	-	-	-	-	338	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	23.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	-	898	-
HCM Lane V/C Ratio	0.274	-	-	-	0.213	-
HCM Control Delay (s)	23.1	0	-	-	10.1	-
HCM Lane LOS	C	A	-	-	B	-
HCM 95th %tile Q(veh)	1.1	-	-	-	0.8	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	264	210	58	39	16
Future Vol, veh/h	6	264	210	58	39	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	293	233	64	43	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	297	0	-	0	572	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	307	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1264	-	-	-	482	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1264	-	-	-	479	774
Mov Cap-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	746	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1264	-	-	-	539
HCM Lane V/C Ratio	0.005	-	-	-	0.113
HCM Control Delay (s)	7.9	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	47	33	20	5	22
Future Vol, veh/h	17	47	33	20	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	52	37	22	6	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	59	0	-	0	138	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1545	-	-	-	855	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	844	1021
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1545	-	-	-	983
HCM Lane V/C Ratio	0.012	-	-	-	0.031
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

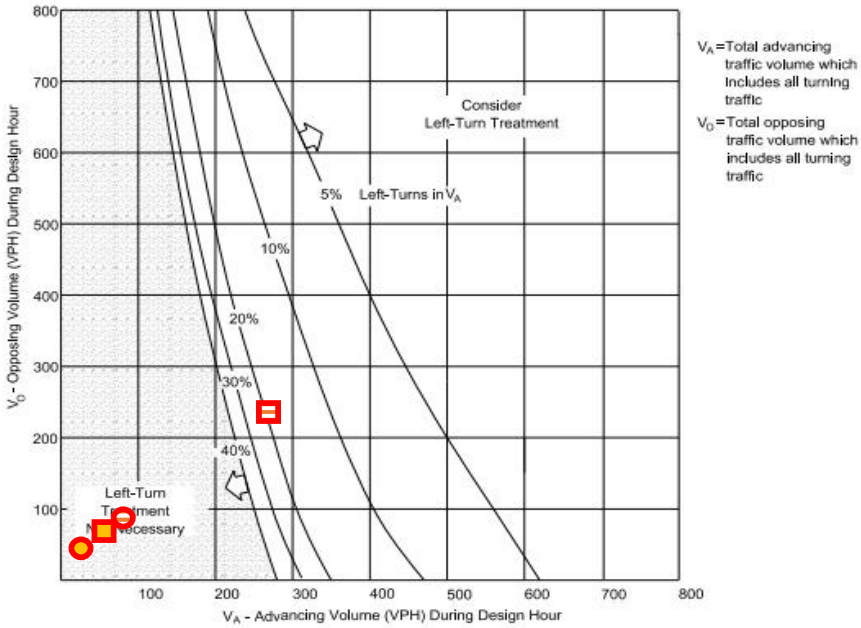
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	259	209	17	12	10
Future Vol, veh/h	14	259	209	17	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	288	232	19	13	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	251	0	-	0	562	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1314	-	-	-	488	797
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1314	-	-	-	481	797
Mov Cap-2 Maneuver	-	-	-	-	481	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1314	-	-	-	587
HCM Lane V/C Ratio	0.012	-	-	-	0.042
HCM Control Delay (s)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Appendix E – Turn Lane Warrant Analyses



Instructions:

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

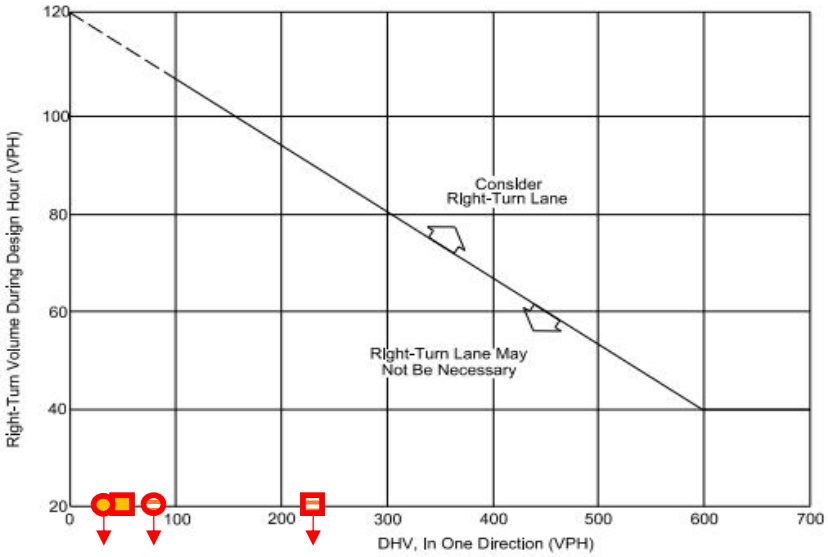
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Office Way at Site Access #1

Eastbound	Left	Va	Vo	LTs	LT %
	2025 Build AM	21	34	7	33.3%
	2025 Build PM	64	53	17	26.6%

Office Park Road at Site Access #2

Eastbound	Left	Va	Vo	LTs	LT %
	2025 Build AM	77	87	6	7.8%
	2025 Build PM	273	226	14	5.1%



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

Example

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

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

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

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

Office Way at Site Access #1

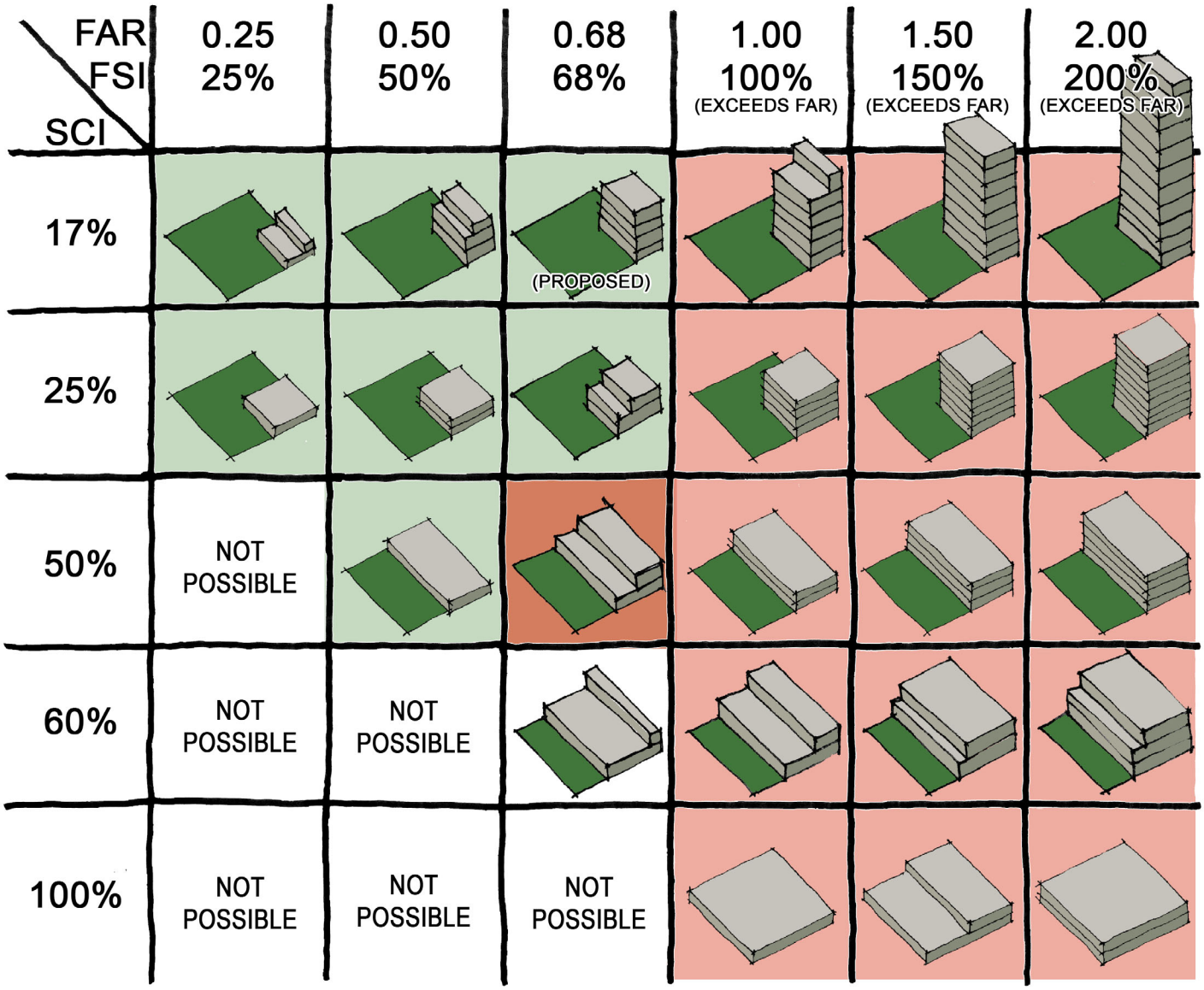
Eastbound	Right	DHV	RTs
	2025 Build AM	34	9
	2025 Build PM	53	20

Office Park Road at Site Access #2

Eastbound	Right	DHV	RTs
	2025 Build AM	87	7
	2025 Build PM	226	17

ISLANDER MIXED USE

BUILDING MASSING AND SCALE EXHIBIT



FAR (Floor Area Ratio): The ratio of a building's gross floor area to the gross site area.
FSI (Floor Space Index): FAR expressed as a percentage.
SCI (Site Coverage Index): The percentage of lot coverage by the building's fooprint.

Other HHI Developments (Comparable FARs):

32 Office Park	(0.36 FAR)
Office Way Islander Mixed-use	(0.68 FAR)
The Seabrook	(0.76 FAR)
Aquaterra	(0.82 FAR)
Courtyard by Marriott	(1.36 FAR)
Waterwalk 1	(1.82 FAR)
Waterwalk 2	(2.04 FAR)
The Cypress in HH	(2.79 FAR)
Bayshore	(3.69 FAR)

ISLANDER HOUSING DENSITY RANGE

ISLANDER HOUSING WILL NOT EXCEED

EXCEEDS MAX FAR/FSI

J. K. TILLER ASSOCIATES, INC.
LAND PLANNING ▪ LANDSCAPE ARCHITECTURE

Islander Mixed-Use Assessment Table- *Text Amendment*			
	Islander Mixed-Use Proposed	**SPC District Allows**	**Workforce Housing Concept**
Use	-Islander Mixed-Use PC -All other uses permitted in SPC District	-Mixed-Use PC -Multifamily P -Workforce Housing PC -Community Service Uses P -Education UsesP -Government Uses P -Major Utilities SE -Minor Utilities P -Public Parks P -Religious Institutions P -Telecommunication Antenna, Collocated or Building Mounted PC -Other Health Services P -Indoor Commercial Recreation Uses P -Contactor's Offices PC -Other Office Uses P -Adult entertainment use SE -Animal Services PC -Bicycle Shops PC -Convenience Stores PC -Eating Establishments P -Grocery Stores P -Liquor Stores SE -Nightclubs or Bars PC -Open Air Sales PC -Shopping Centers PC -Other Commercial Services P -Auto Rentals PC -Car Washes P -Commercial Parking Lot PC -Gas Sales PC -Self-Service Storage PC	Workforce Housing Commercial Conversion PC

	Islander Mixed-Use Proposed	SPC District Allows	Workforce Housing Concept
Use-specific conditions	Allows parking spaces for residential use are eligible to be included as part of a shared parking plan**.** Shared parking on Education Use property allowed if student housing is provided and shared parking is limited to 75 spaces. Must be on property which is within 500 feet of Education Uses. Shall not be a Short-Term Rental Property. 20% of units shall be workforce housing (excluding the student housing units) up to 120% of the AMI per Workforce Housing Agreement requirement for a minimum of 15 years. Average unit size of 750 square feet per dwelling unit. Floor area ratio of 0.68 Site coverage index of 50% 10% functional open space or common amenity space 35’ average adjacent street setback or min adjacent street setback, whichever is greater 4 bedroom per dwelling unit maximum	For Mixed-Use Development: Does not allow parking spaces for residential use to be included as part of a shared parking plan. Density for redevelopment/conversion of existing nonresidential structure to mixed-use is based on existing GFA and minimum unit sizes as described in Sec. 16-10-102.B.1. Mixed-use development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105.	Any development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105. Per agreement and private covenants requirements, rental units are between 60 and 80% AMI and owner occupied units are between 80 and 100% AMI. Rental workforce housing units shall remain in the WFH Program for a minimum of 30 years from the date of the initial certificate of occupancy. Rental workforce housing units shall not be occupied for a period less than 90 days. Commercial conversion projects that include at least 20% workforce housing units will be eligible for incentives as described in Sec. 16-10-102B.1, including: a. A reduction in minimum unit sizes by 30% and; b. Up to 50% of the units in the development may be micro-efficiency and/or studio units.

	Islander Mixed-Use Proposed	**SPC District Allows**	**Workforce Housing Concept**
Density	Undefined density, but limited by applicable design and performance standards such as height, impervious coverage and parking	12 du/net acre for residential and/or 10,000 GFA/net acre for nonresidential	For conversion of non-residential square footage (commercial conversion) to residential or mixed-use development, density shall be based on the existing gross floor area and the minimum unit sizes established in Sec. 16-10-102.B.
Parking	Residential 1.5 per du Nonresidential 1 per 500 GFA	Residential 1.5 per du Nonresidential 1 per 500 GFA	Residential 1.5 per du Nonresidential 1 per 500 GFA
Height	45’	45’	45’
Impervious Coverage	60% maximum	60% maximum	60% maximum
Open Space	10% functional open space or common open space	Only required for Major Residential Subdivisions	Only required for Major Residential Subdivisions
Floor Area Ratio	0.68	n/a	n/a
Setbacks	35’ Adjacent Street Average Buffer 16-5-102.C, whichever is greater	16-5-102.C	16-5-102.C
Buffers	16-5-103.D; 16-5-103.E; 16-6-102.D.2	16-5-103.D; 16-5-103.E; 16-6-102.D.2	16-5-103.D; 16-5-103.E; 16-6-102.D.2
Workforce Housing?	Yes, but with different terms than Town WFH regulations	Yes	Yes

Islander Mixed-Use Assessment Table- *Proposed Development Comparison*			
	Islander Mixed-Use Proposed Development (Per Proposed Amendment)	**Mixed-Use Proposed Development (By Right)**	**Workforce Housing – Commercial Conversion Concept**
Use	Islander Mixed-Use (permitted with conditions)	Mixed-Use (permitted with conditions)	Workforce Housing Commercial Conversion (permitted with conditions)
Use Specific Conditions	Allows parking spaces for residential use are eligible to be included as part of a shared parking plan Shared parking on Education Use property allowed if student housing is provided and shared parking is limited to 75 spaces Must be on property which is within 500 feet of Education Uses Shall not be a Short-Term Rental Property 20% of units shall be workforce housing (excluding the student housing units) up to 120% of the AMI per Workforce Housing Agreement for a minimum of 15 years. Average unit size of 750 square feet per dwelling unit. Floor area ratio of 0.68 Site coverage index of 50% 10% functional open space or common amenity space 35’ ave adjacent street setback or min adjacent street setback, whichever is greater 4 bedroom per dwelling unit maximum	Does not allow parking spaces for residential use to be included as part of a shared parking plan. Density for redevelopment/conversion of existing nonresidential structure to mixed-use is based on existing GFA and minimum unit sizes as described in Sec. 16-10-102.B.1. Mixed-use development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105.	Any development that includes workforce housing shall comply with Workforce Housing Program as outlined in Sec. 16-4-105. Rental units are between 60 and 80% AMI and owner occupied units are between 80 and 100% AMI. Rental workforce housing units shall remain in the WFH Program for a minimum of 30 years from the date of the initial certificate of occupancy. Rental workforce housing units shall not be occupied for a period less than 90 days. Commercial conversion projects that include at least 20% workforce housing units will be eligible for incentives as described in Sec. 16-10-102B.1, including a reduction in minimum unit sizes by 30% and up to 50% of the units in the development may be micro-efficiency and/or studio units.

	Islander Mixed-Use Proposed Development (Per Proposed Amendment)	**Mixed-Use Proposed Development (By Right)**	**Workforce Housing – Commercial Conversion Concept**
Density	16 student DU- 4 bedrooms each 116 Islander units 132 total units 5,623 sq ft of commercial service use **Concept of 292 Bedrooms** **29,098 GFA/net acre for residential and nonresidential uses. *Building footprint of 31,863 sq ft based on concept.** **Effective residential density is 31 du/ac**	25 – 8 bedroom units 20 – 12 bedroom units 45 total units 5,623 sq ft of commercial service use **Concept of 440 Bedrooms** **37,671 GFA/net acre for residential and nonresidential uses.** ***Building footprint of 41,250 sq ft based on concept.** **Effective residential density is 10 du/ac**	39,397 sq ft existing commercial space used for conversion. 4 – studios (1,600 sq ft) 8 – 1 bedroom units (4,480 sq ft) 12- 2 bedroom units (9,000 sq ft) 20 - 3 bedroom units (18,600 sq ft) 44 total units 5,623 sq ft of commercial service use **Concept of 96 Bedrooms** **Effective residential density is 11 du/ac**
Parking	Retail- 11 spaces Residential- 200 spaces Total Required- 211 spaces Total Proposed- 136 spaces Proposed Shared with USCB- 75 spaces	Retail- 11 spaces Residential- 68 spaces Total- 79 spaces	Retail- 11 spaces Residential- 66 spaces Total- 77 spaces
Height	45’	45’	45’
Impervious Coverage	60% maximum	60% maximum	60% maximum
Open Space	10% functional open space or common amenity space	Only required for Major Residential Subdivisions	Only required for Major Residential Subdivisions
Floor Area Ratio	0.68	0.86	Not known
Setbacks	35’ Average Adjacent Street 25’ Adjacent Use	20’ Adjacent Street 25’ Adjacent Use	20’ Adjacent Street 25’ Adjacent Use
Buffers	Type A Adjacent St Buffer Type B Adjacent Use Buffer	Type A Adjacent Street Buffer Type B Adjacent Use Buffer	Type A Adjacent Street Buffer Type B Adjacent Use Buffer
Workforce Housing	Yes	No	Yes

Based on a general measurement of the proposed site development plan with all buildings being four stories in height.

M. Sea Pines Circle (SPC) District

SPC
Sea Pines Circle District

1. Purpose

The purpose of the Sea Pines Circle (SPC) District is to provide ***lands*** for commercial and ***mixed-use development*** at moderate to relatively high intensities in the area around Sea Pines Circle. District regulations emphasize moderate-scale ***buildings*** and ***shopping centers*** that balance the needs of the driving public and pedestrian activity and circulation among the district's retail, dining, and entertainment activities. The district is also intended to accommodate nighttime activities.

2. Allowable Principal Uses

USE CLASSIFICATION/TYPE		USE-SPECIFIC CONDITIONS	MINIMUM NUMBER OF OFF-STREET PARKING SPACES	
Residential Uses				
Mixed-Use	PC	Sec. 16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
Multifamily	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
Public, Civic, Institutional, and Educational Uses				
Community Service Uses	P		1 per 400 GFA	
Education Uses	P		Colleges and High Schools	10 per classroom
			Elementary and Junior High/Middle Schools	4 per classroom
			Other ***Education Uses***	See Sec. 16-5-107.D.2
Government Uses	P		Fire Stations	4 per bay + 1 per 200 GFA of office area
			Other	1 per 200 GFA of office area
Major Utilities	SE		1 per 1,500 GFA	
Minor Utilities	P		n/a	
Public Parks	P		See Sec. 16-5-107.D.2	
Religious Institutions	P		1 per 3 seats in main assembly area	
Telecommunication Antenna, Collocated or Building Mounted	PC	Sec. 16-4-102.B.2.e	n/a	
Telecommunication Towers, Monopole	PC	Sec. 16-4-102.B.2.e	1	
Health Services				
Other Health Services	P		1 per 225 GFA	
Commercial Recreation				

Indoor Commercial Recreation Uses	P		1 per 3 ***persons*** + 1 per 200 GFA of office or similarly used area
Office Uses			
Contactor's Offices	PC	Sec. 16-4-102.B.6.a	1 per 350 GFA of office/administrative area
Other Office Uses	P		1 per 350 GFA
Commercial Services			
Adult entertainment use	SE	Sec. 16-4-102.B.7.a	1 per 100 GFA
Animal Services	PC	Sec. 16-4-102.B.7.b	1 per 225 GFA
Bicycle Shops	PC	Sec. 16-4-102.B.7.c	1 per 200 GFA
Convenience Stores	PC	Sec. 16-4-102.B.7.d	1 per 200 GFA
Eating Establishments	P		1 per 100 sf of ***gross floor area*** and outdoor eating area
Grocery Stores	P		1 per 200 GFA
Liquor Stores	SE	Sec. 16-4-102.B.7.g	1 per 200 GFA
Nightclubs or Bars	PC	Sec. 16-4-102.B.7.h	1 per 70 GFA
Open Air Sales	PC	Sec. 16-4-102.B.7.i	1 per 200 sf of sales/display area
Shopping Centers	PC	Sec. 16-4-102.B.7.j	1 per 335 GFA
Other Commercial Services	P		See Sec. 16-5-107.D.2
Vehicle Sales and Services			
Auto Rentals	PC	Sec. 16-4-102.B.8.a	See Sec. 16-5-107.D.2
Car Washes	P		10 per wash unit for automatic wash + 5 per bay for manual wash
Commercial Parking Lot	PC	Sec. 16-4-102.B.8.d	See Sec. 16-5-107.D.2
Gas Sales	PC	Sec. 16-4-102.B.8.e	
Industrial Uses			
Self-Service Storage	PC	Sec. 16-4-102.B.9.c	1 per 15,000 GFA of storage and office area

3. Development Form Standards

MAX. DENSITY (PER*NET ACRE*)			**LOT COVERAGE**	
Residential	12 du		Max. ***Impervious Cover***	60%
Nonresidential	10,000 GFA		Min. ***Open Space*** for Major Residential ***Subdivisions***	16%

MAX. BUILDING HEIGHT		
All ***Development***	45 ft	

USE AND OTHER DEVELOPMENT STANDARDS

See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.

TABLE NOTES:

P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = ***dwelling units***; sf = square feet; GFA = ***gross floor area*** in square feet; ft = feet; n/a = not applicable

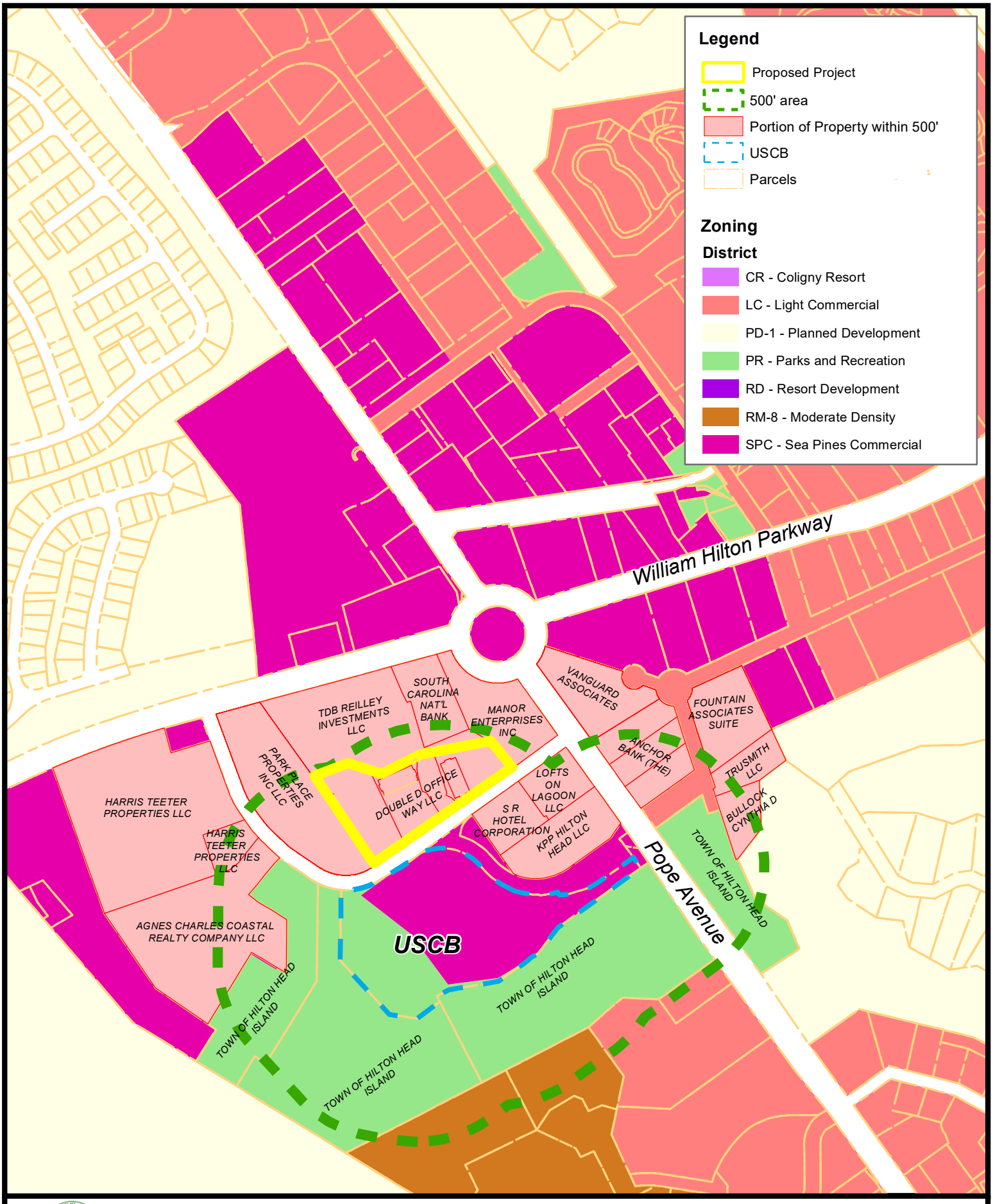
1. May be increased by up to ten percent on demonstration to the ***Official*** that:

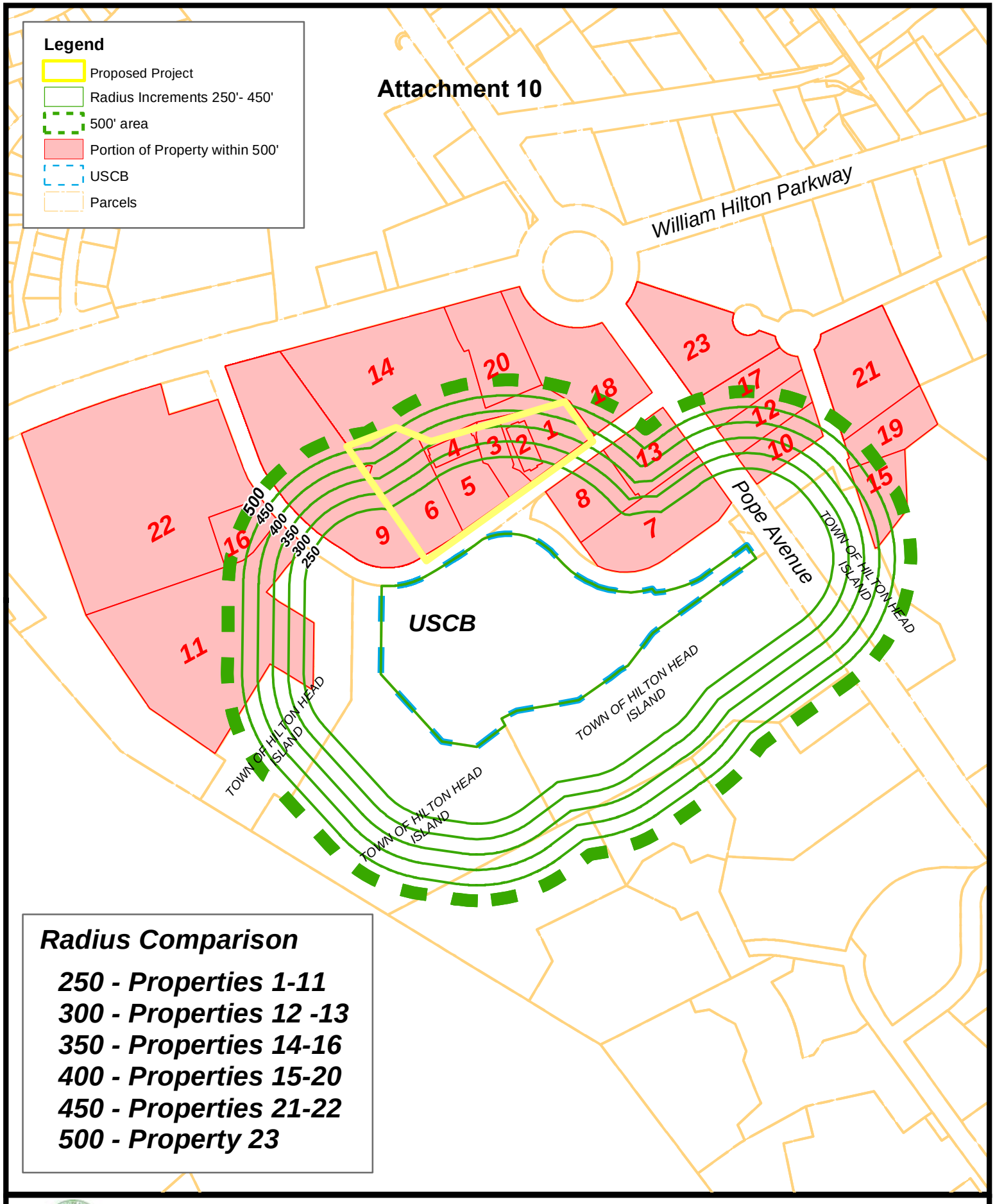
a. The increase is consistent with the character of ***development*** on surrounding ***land***;

b. ***Development*** resulting from the increase is consistent with the purpose and intent of the ***building height*** standards;

c. The increase 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 increase will not pose a danger to the public health or safety;
e. Any adverse impacts directly attributable to the increase are mitigated; and
f. The increase, when combined with all previous increases allowed under this provision, does not result in a cumulative increase greater than ten percent.

(Revised 4-18-2017 -Ordinance 2017-05)


Legend
Proposed Project
500' area
Portion of Property within 500'
USCB
Parcels
Zoning
District
CR - Coligny Resort
LC - Light Commercial
PD-1 - Planned Development
PR - Parks and Recreation
RD - Resort Development
RM-8 - Moderate Density
SPC - Sea Pines Commercial
William Hilton Parkway
Pope Avenue
TDB REILLEY INVESTMENTS LLC
SOUTH CAROLINA NAT'L BANK
MANOR ENTERPRISES INC
VANGUARD ASSOCIATES
FOUNTAIN ASSOCIATES SUITE
ANCHOR BANK (THE)
TRUSMITH LLC
BULLOCK CYNTHIA D
PARK PLACE PROPERTIES INC LLC
DOUBLE D OFFICE WAY LLC
LOFTS ON LAGOON LLC
S R HOTEL CORPORATION
KPP HILTON HEAD LLC
HARRIS TEETER PROPERTIES LLC
HARRIS TEETER PROPERTIES LLC
AGNES CHARLES COASTAL REALTY COMPANY LLC
USCB
TOWN OF HILTON HEAD ISLAND
TOWN OF HILTON HEAD ISLAND
TOWN OF HILTON HEAD ISLAND
TOWN OF HILTON HEAD ISLAND
TOWN OF HILTON HEAD ISLAND
TOWN OF HILTON HEAD ISLAND
ONE TOWN CENTER COURT
HILTON HEAD ISLAND, S.C. 29928
PHONE (843) 341 - 4600
Date Created:
Project - map.mxd
Attachment 9
Islander Mixed Use Affected Area
August, 2023
250 125 0 250 500 750 Feet
1 inch = 500 feet
N
W
E
S
The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion or for any losses arising from the use of the map.



Radius Comparison

- **250 - Properties 1-11**
- **300 - Properties 12 -13**
- **350 - Properties 14-16**
- **400 - Properties 15-20**
- **450 - Properties 21-22**
- **500 - Property 23**

TOWN OF HILTON HEAD ISLAND
ONE TOWN CENTER COURT
HILTON HEAD ISLAND, S.C. 29928
PHONE (843) 341 - 4600

Date Created:
Project - map.mxd

Islander Mixed Use Radius Study

August, 2023

200 100 0 200 400 600 Feet

1 inch = 400 feet

N W E S

Attachment 11

Islander Mixed Use Radius Comparison

		Property ID	Short Name	Owner	Size3	Distance	Zoning
250 Foot Radius							
	1	R552 015 000 0355 0000	6 Office Way Property	DOUBLE D OFFICE WAY LLC	0.85	175	SPC
	2	R552 015 000 0355 0000	6 Office Way Building Footprint	DOUBLE D OFFICE WAY LLC	0.23	N/A	SPC
	3	R552 015 000 0354 0000	8 Office Way	DOUBLE D OFFICE WAY LLC	0.48	120	SPC
	4	R552 015 000 0357 0000	10 Office Way Building Footprint	DOUBLE D OFFICE WAY LLC	0.23	N/A	SPC
	5	R552 015 000 0357 0000	10 Office Way Property	DOUBLE D OFFICE WAY LLC	0.92	60	SPC
	6	R552 015 000 164A 0000	12 Office Way	DOUBLE D OFFICE WAY LLC	1.65	60	SPC
	7	R552 015 000 0010 0000	CVS	KPP HILTON HEAD LLC	2.07	65	SPC
	8	R552 015 000 0199 0000	Spinnaker	S R HOTEL CORPORATION	1.07	100	SPC
	9	R552 015 000 0334 0000	32 Office Park Road	PARK PLACE PROPERTIES INC LLC	4.31	60	SPC
	10	R552 015 00C 0053 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	0.72	200	SPC
	11	R552 014 000 0892 0000	Park Plaza beside Harris Teeter	AGNES CHARLES COASTAL REALTY COMPANY LLC	6.28	215	SPC
	12	R552 015 00C 0054 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	0.79	295	SPC
300 Foot Radius							
	13	R552 015 000 0026 0000	5 Office Way - Visitors Center	LOFTS ON LAGOON LLC	1.08	305	SPC
350 Foot Radius							
	14	R552 015 000 0003 0000	Reilley's Development	TDB REILLEY INVESTMENTS LLC	4.72	360	SPC
	15	R552 015 00C 0115 0000	Vacant (Bullock)	BULLOCK CYNTHIA D	0.84	390	SPC
400 Foot Radius							
	16	R552 014 000 0933 0000	Harris Teeter Gas	HARRIS TEETER PROPERTIES LLC	0.66	400	SPC
	17	R552 015 00C 0055 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	0.85	400	SPC
	18	R552 015 000 0151 0000	PNC Bank	MANOR ENTERPRISES INC	2.28	405	SPC
	19	R552 015 00C 0114 0000	Chronic Golf	TRUSMITH LLC	0.89	416	SPC
	20	R552 015 000 0269 0000	Wells Fargo	SOUTH CAROLINA NAT'L BANK	1.47	425	SPC
450 Foot Radius							
	21	R552 015 00C 0112 0000	Fountain Center	FOUNTAIN ASSOCIATES SUITE	1.97	460	SPC
	22	R552 014 000 0886 0000	Harris Teeter	HARRIS TEETER PROPERTIES LLC	8.30	490	SPC
	23	R552 015 00C 0057 0000	Executive Center	VANGUARD ASSOCIATES	2.05	500	SPC

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

B. Coligny Resort (CR) District

CR
Coligny Resort District

1. Purpose

The purpose of the Coligny Resort (CR) District is to recognize and promote further investment in the area near Coligny Circle as an activity center and a core high-energy and visitor-oriented resort destination that encourages people to live, work, and recreate within the district. The district is intended to accommodate relatively high-intensity commercial, office, residential, and ***mixed-use development*** that is pedestrian-oriented and human-scale. It is also intended to promote ***development*** that integrates civic and public gathering spaces and connects to such places in nearby developments and public places.

2. Allowable Principal Uses

USE CLASSIFICATION/TYPE		USE-SPECIFIC CONDITIONS	MINIMUM NUMBER OF OFF-STREET PARKING SPACES[1]	
Residential Uses				
Mixed-Use	PC	Sec. 16-4-102.B.1.a	Residential	1.125 per du
			Nonresidential	1 per 650 GFA
Multifamily	PC	Sec. 16-4-102.B.1.b	1 bedroom	1 per du
			2 bedroom	1.25 per du
			3 or more bedrooms	1.5 per du
			Nonresidential	1 per 650 GFA
Public, Civic, Institutional, and Educational Uses				
Community Service Uses	P		1 per 525 GFA	
Education Uses	P		Colleges and High Schools	7.5 per classroom
			Elementary and Junior High/Middle Schools	3 per classroom
			Other ***Education Uses***	See Sec. 16-5-107.D.2
Government Uses	P		Fire Stations	3 per bay + 1 per 300 GFA of office space
			Other	1 per 300 GFA of office area
Major Utilities	SE		1 per 2,000 GFA	
Minor Utilities	P		n/a	
Public Parks	P		See Sec. 16-5-107.D.2	
Religious Institutions	P		1 per 4 seats in main assembly area	
Telecommunication Antenna, Collocated or Building Mounted	PC	Sec. 16-4-102.B.2.e	n/a	
Telecommunication Towers, Monopole	PC	Sec. 16-4-102.B.2.e	1	
Resort Accommodations				
Bed and Breakfasts	PC	Sec. 16-4-102.B.4.a	1 per 1.5 guest rooms	

Hotels	PC	Sec. 16-4-102.B.4.b	1 per 1.5 guest rooms	
Interval Occupancy	P		1 bedroom	1 per du
			2 bedrooms	1.25 per du
			3 or more bedrooms	1.5 per du
Commercial Recreation				
Indoor Commercial Recreation Uses	P		1 per 7 ***persons*** + 1 per 300 GFA of office or similarly used area	
Outdoor Commercial Recreation Uses Other than ***Water Parks***	PC	Sec. 16-4-102.B.5.b	Miniature Golf Courses	1 per 2.5 tees
			Stadiums	1 per 5 spectator seats
			Other	1 per 4 ***persons*** + 1 per 300 GFA of office or similarly used area
Water Parks	P		See Sec. 16-5-107.D.21	
Office Uses				
Contractor's Offices	PC	Sec. 16-4-102.B.6.a	1 per 450 GFA of office/administrative area	
Other Office Uses	P		1 per 500 GFA	
Commercial Services				
Bicycle Shops	PC	Sec. 16-4-102.B.7.c	1 per 250 GFA	
Convenience Stores	PC	Sec. 16-4-102.B.7.d	1 per 250 GFA	
Eating Establishments	PC	Sec. 16-4-102.B.7.e	1 per 150 sf of ***gross floor area*** and outdoor eating area	
Grocery Stores	P		1 per 250 GFA	
Liquor Stores	SE	Sec. 16-4-102.B.7.g	1 per 250 GFA	
Nightclubs or Bars	PC	Sec. 16-4-102.B.7.h	1 per 100 GFA	
Open Air Sales	PC	Sec. 16-4-102.B.7.i	1 per 250 GFA of sales/display area	
Shopping Centers	PC	Sec. 16-4-102.B.7.j	1 per 500 GFA	
Other Commercial Services	P		See Sec. 16-5-107.D.2	
Vehicle Sales and Services				
Auto Rentals	PC	Sec. 16-4-102.B.8.a	See Sec. 16-5-107.D.2	
Commercial Parking Lot	PC	Sec. 16-4-102.B.8.d	See Sec. 16-5-107.D.2	
Gas Sales	PC	Sec. 16-4-102.B.8.e		

3. Development Form Standards

MODIFIED ADJACENT STREET AND USE SETBACK STANDARDS		
Adjacent Street Setbacks	Along major and minor arterials, the minimum adjacent ***street*** setback distance shall be 30' as follows:	
	•	The first 15' of the setback (measured parallel to the required ***street*** setback starting from the property line along the ***street*** and moving inward) shall include a minimum 5' landscaped area. This landscaped area shall have one ***street tree*** planted every 25' along the ***street frontage***. The remaining area may contain a pathway and shall not contain tables, chairs and fountains.
	•	The second 15' of the setback (measured parallel to the required setback starting from the required setback line and moving towards the ***street***) may include plazas, courtyards, tables and chairs, pervious pavers, landscaping and fountains.
	•	The setback angle shall be 60°.
	Along other ***streets***, the minimum adjacent ***street*** setback distance shall be 20' as follows:	
	•	The first 15' of the setback (measured parallel to the required ***street*** setback starting from the property line along the ***street*** and moving inward) shall include a minimum 5' landscaped area. This landscaped area shall have one ***street tree*** planted every 25' along the ***street frontage***. The remaining area may contain a pathway.
	•	The remaining 5' of the setback (measured parallel to the required setback starting from the required setback line and moving towards the ***street***) may pervious pavers, fountains and benches.
	•	The setback angle shall be 60°.
	Awnings, balconies and overhangs may occupy these setback areas.	
Adjacent Use Setbacks	The adjacent use setback standards set forth in Sec. 16-5-102.D, Adjacent Use Setback Requirements, shall apply only along the perimeter of the CR district.	
MODIFIED ADJACENT STREET BUFFER STANDARDS		
There are no adjacent street buffers in the CR zoning district.		

MAX. DENSITY (PER *NET ACRE*)			**LOT COVERAGE**	
All ***development***	Undefined, but limited by applicable design and performance standards such as height and parking		Max. ***Impervious Cover***	n/a
			Min. ***Open Space*** for Major Residential ***Subdivisions***	n/a
Residential[2]				
MAX. BUILDING HEIGHT				
All ***development***	36 ft along the adjacent ***street*** setback line; 60 ft once the setback angle is attained			

USE AND OTHER DEVELOPMENT STANDARDS

See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.

TABLE NOTES:

P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = ***dwelling units***; sf = square feet; GFA = ***gross floor area*** in square feet; ft = feet; n/a = not applicable

1. Where all required parking spaces are located within a parking ***structure*** (e.g., parking deck or parking garage), the standards for the minimum number of parking spaces shall be reduced by 20 percent.
2. For development that converts nonresidential square footage to residential use refer to Sec. 16-10-102.B.1.

Sec.16-5-107. Parking and Loading Standards

H. Off-Street Parking Alternatives

1. General; Alternative Parking Plan

The ***Official*** is authorized to approve an alternative parking plan that proposes alternatives to providing the minimum or maximum number of off-street parking spaces required by this section, in accordance with the standards listed below. The alternative parking plan shall be submitted with an ***application*** for Development Plan Review (Sec. 16-2-103.G), Small Residential Development Review (Sec. 16-2-103.H), or Corridor Review (Sec. 16-2-103.I), as appropriate.

2. Provision over Maximum Allowed

An alternative parking plan may propose to exceed the maximum number of off-street parking spaces allowed by Sec. 16-5-107.D.5, Maximum Number of Off-Street Parking Spaces, in accordance with the following standards:

a. Parking Demand Study

The alternative parking plan shall include a parking demand study demonstrating how the maximum number of parking spaces allowed by Sec. 16-5-107.D.5, Maximum Number of Off-Street Parking Spaces, is insufficient for the proposed ***development***.

b. Limited to Minimum Amount Required

Additional off-street spaces allowed by this subparagraph shall be limited to the minimum number of additional spaces recommended as needed by the required parking demand study.

c. Extra Parking to Have Pervious Surfacing

Any additional parking spaces allowed under this subparagraph shall be constructed with ***pervious*** materials.

3. Shared Parking

An alternative parking plan may propose to meet a portion of the required minimum number of off-street parking spaces with ***shared parking*** in accordance with the following standards:

a. Maximum Shared Spaces

Up to 50 percent of the number of parking spaces required for a ***use*** may be used to satisfy the number of parking spaces required for other ***uses***, provided the ***uses*** generate parking demands during different times of the day or different days of the week.

b. Location and Pedestrian Access

i. ***Shared parking*** spaces other than those serving ***development*** in the CR District shall be located no more than 500 feet walking distance from the primary pedestrian entrance(s) to the ***uses*** served by the parking, as measured along sidewalks or other ***pedestrian accessways*** connecting the shared spaces and such entrance(s).

ii. Adequate and safe pedestrian ***access*** shall be provided between the ***shared parking*** spaces and the primary pedestrian entrances to the ***uses*** served by the parking.

iii. ***Shared parking*** spaces shall not be separated from the ***use*** they serve by an arterial ***street*** unless pedestrian ***access*** across the arterial ***street*** is provided by a grade-separated pedestrian walkway or appropriate traffic controls (e.g., signalized crosswalk).

c. Justification

The alternative parking plan shall include justification of the feasibility of ***shared parking*** among the proposed ***uses***. Such justification shall address, at a minimum, the size and type of the ***uses*** proposed to share off-street parking spaces, the composition of their tenants, the types and hours of their operations, the anticipated peak parking and traffic demands they generate, and the anticipated rate of turnover in parking space use.

d. Shared Parking Agreement

i. An approved ***shared parking*** arrangement shall be enforced through written agreement among all the owners of ***lands*** containing the ***uses*** proposed to share off-street parking spaces.

ii. The agreement shall provide all parties the right to joint use of the ***shared parking*** area for as long the ***shared parking*** spaces are needed to comply with this ***Ordinance***, and shall be binding on subsequent owners.

iii. The agreement shall be submitted to the ***Official*** for review and approval before execution.

iv. A Certified True Copy of an approved agreement that has been recorded in the Beaufort County Register of Deeds shall be delivered to the ***Official*** before issuance of a ***Building Permit*** or Certificate of Occupancy for any ***use*** to be served by the ***shared parking*** area.

v. Any termination of the ***shared parking*** agreement does not negate the parties' obligations to comply with parking requirements and thus shall constitute a violation of this ***Ordinance***. No ***use*** served by the ***shared parking*** may be continued if the ***shared parking*** becomes unavailable to the ***use*** unless substitute off-street parking spaces are provided in accordance with this section.

4. Off-Site Parking

An alternative parking plan may propose to meet a portion of the required minimum number of off-street parking spaces with ***off-site*** parking in accordance with the following standards.

a. Maximum Off-Site Spaces

Off-site parking may be used to satisfy up to 100 percent of the number of parking spaces required for a ***use*** in the CR District. ***Off-site*** parking may be used to satisfy up to 50 percent of the number of parking spaces required for a ***use*** in any other district.

b. Zoning

The zoning district classification of the ***off-site*** parking area shall be one that allows the ***use*** served by ***off-site*** parking (and thus off-street parking accessory to such ***use***).

c. Location and Pedestrian Access

i. ***Off-site*** parking spaces other than those serving ***development*** in the CR District shall be located no more than 500 feet walking distance from the pedestrian entrance(s) to the ***uses*** served by the parking, as measured along sidewalks or other ***pedestrian accessways*** connecting the shared spaces and such entrance(s).

ii. Adequate and safe pedestrian ***access*** shall be provided between the ***off-site*** parking spaces and the primary pedestrian entrances to the ***uses*** served by the parking.

iii. ***Off-site*** parking spaces shall not be separated from the ***use*** they serve by an arterial ***street*** unless pedestrian ***access*** across the arterial ***street*** is provided by a grade-separated pedestrian walkway or appropriate traffic controls (e.g., signalized crosswalk).

d. Off-Site Parking Agreement

i. If ***land*** containing the ***off-site*** parking area is not under the same ownership as ***land*** containing the ***principal use*** served, the ***off-site*** parking arrangement shall be established in a written agreement between the owners or long-term lessees of ***land*** containing the ***off-site*** parking area and ***land*** containing the served ***use***.

ii. The agreement shall provide the owner of the served ***use*** the right to use the ***off-site*** parking area for as long the ***shared parking*** spaces are needed to comply with this ***Ordinance***, and shall be binding on subsequent owners or long-term lessees.

iii. The agreement shall be submitted to the ***Official*** for review and approval before execution.

iv. An attested copy of an approved and executed agreement shall be recorded with the Beaufort County Register of Deeds before issuance of a ***Building Permit*** or Certificate of Occupancy for any ***use*** to be served by the ***off-site*** parking area.

v. Any termination of an ***off-site*** parking agreement or transfer of ***land*** containing the ***off-site*** parking area does not negate the ***developer's*** obligation to comply with parking requirements and thus shall constitute a violation of this ***Ordinance***. No ***use*** served by the ***off-site*** parking may be continued if the ***off-site*** parking becomes unavailable unless substitute off-street parking spaces are provided in accordance with this section and this ***Ordinance***.

5. Deferred Parking

An alternative parking plan may propose to defer ***construction*** of up to 20 percent of the required minimum number of off-street parking spaces, in accordance with the following standards:

a. Justification

The alternative parking plan shall include an assessment demonstrating that because of the location, nature, or mix of ***uses***, there is a reasonable probability the number of parking spaces actually needed to serve the ***development*** is less than the minimum required by the Minimum Number of Parking Spaces table in Sec. 16-5-107.D.1.

b. Reserve Parking Plan

The alternative parking plan shall include a reserve parking plan identifying the amount of off-street parking being deferred and the location of the area to be reserved for future parking, if future parking is needed.

c. Parking Demand Study

i. The alternative parking plan shall provide assurance that within 18 months after the initial Certificate of Occupancy is issued for the proposed ***development***, an off-street parking demand study evaluating the adequacy of the existing parking spaces in meeting the off-street parking demand generated by the ***development*** will be submitted to the ***Official***.

ii. If the ***Official*** determines that the study indicates the existing parking is adequate, then ***construction*** of the remaining number of parking spaces shall not be required and the areas reserved for future parking shall no longer be so reserved. If the ***Official*** determines that the study indicates additional parking is needed, such parking shall be provided consistent with the reserve parking plan and the standards of this section.

d. Maintenance of Reserve Areas as Open Space

As long as areas are reserved for future parking, they shall be maintained as ***open space***, without any clearing of ***trees***. During such time, the reserve areas shall not count as ***open space*** for purposes of complying with Sec. 16-5-104, Open Space Standards, and shall count as ***impervious surface*** for purposes of complying with Sec. 16-5-109, Stormwater Management and Erosion and Sedimentation Control Standards.

e. Deferred Parking Agreement

i. A deferred parking agreement shall be included as part of any ***development*** approval which includes deferred parking. The agreement shall incorporate by reference the deferred parking plan and agreement by the owner to reserve a future parking area as ***open space*** consistent with the deferred parking plan, and assurances that a parking demand study will be completed in accordance with the terms of the ***development*** approval and this section, and additional parking provided, if determined necessary.

ii. An attested copy of an approved and executed agreement shall be recorded with the Beaufort County Register of Deeds before issuance of a ***Building Permit*** or Certificate of Occupancy for any ***use*** subject to deferred parking.

iii. Any termination of a deferred parking agreement does not negate the ***developer's*** and owner's obligation to comply with parking requirements of this ***Ordinance***. Failure to comply shall constitute a violation.

6. On-Street Parking

An alternative parking plan may propose to meet a portion of the required minimum number of off-street parking spaces with on-street parking spaces, in accordance with the following standards:

a. On-street parking may be used to satisfy up to 100 percent of the number of parking spaces required for a ***use*** in the CR District.

b. The on-street parking spaces shall be located along the ***development*** site's ***street frontage*** or no more than 150 feet walking distance from the primary entrance(s) of the proposed ***use***, as measured along sidewalks or other ***pedestrian accessways*** connecting the on-street spaces and such entrance(s).

c. The on-street parking spaces are not counted towards meeting the off-street parking requirement for any other ***development***; and

d. There is no negative impact to existing or planned traffic circulation patterns.

7. Bicycle Parking

a. All***multifamily*** and nonresidential ***development*** shall provide bike racks sufficient to accommodate the parking of at least four bicycles for every ten vehicle parking spaces required, or major fraction thereof except that once twenty bicycle parking spaces are provided, any required bicycle parking after that shall be required at a ratio of two bicycle parking spaces for every ten vehicle parking spaces, or major fraction, thereof. An ***applicant*** may use developer submitted data to demonstrate fewer bicycle parking spaces should be required. If a lower number of bicycle parking spaces is accepted, the applicant shall submit a ***site plan*** that includes a reserve parking plan identifying the amount of bicycle parking spaces being deferred and the location of the area to be reserved for future bicycle parking, if future bicycle parking is needed. If the proposed project does not reasonably connect to a Town multi-purpose pathway, then the required bicycle parking spaces can be reduced.

(Revised 5-17-2016 - Ordinance 2016-07)

b. The bike racks shall be located in visible, well-lit areas and shall be in an area maintained with an all weather surface. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

(Revised 5-17-2016 - Ordinance 2016-07)

c. The required minimum number of vehicular parking spaces shall be reduced by one space for every ten bicycle parking spaces provided.

d. If the square footage of an existing building on a site is being increased by more than 50% then the applicant will be required to meet the bicycle parking standards.

(Revised 12-5-2017 -Ordinance 2017-19)

8. Loading Areas

a. Minimum Number of Off-Street Loading Spaces

i. Any ***development*** involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the ***development*** shall provide a sufficient number of off-street loading spaces to accommodate the delivery and shipping operations of the ***development's uses*** in a safe and convenient manner.

ii. Table 16-5-107.H.8, Minimum Number of Off-Street Loading Spaces, sets forth the minimum number of loading spaces that presumptively satisfies the loading area requirement in provision i above for the listed ***principal uses***. For proposed ***uses*** not listed in Table 16-5-107.H.8, the requirement for a ***use*** most similar to the proposed ***use*** shall apply.

iii. The ***Official*** may require more loading spaces or fewer loading spaces than indicated by Table 16-5-107.H.8 on determining that the characteristics of the particular ***development*** warrant such addition or reduction and the general standard is met. Such a determination may be based on information submitted by an ***applicant*** for ***development*** approval or by documented analyses or case studies.

TABLE 16-5-107.H.8: MINIMUM NUMBER OF OFF-STREET LOADING SPACES	
GROSS FLOOR AREA (GFA)	**MINIMUM NUMBER OF LOADING SPACES**

Up to 25,000 sf	1
25,001 to 40,000 sf	2
40,001 to 100,000 sf	3
100,001 to 160,000 sf	4
Over 160,000 sf	4 + 1 per additional 80,000 GFA above 160,000 GFA
NOTES: sf = square feet	

iv. Where a ***change of use*** not involving the enlargement of a ***structure*** is proposed on a ***lot*** with insufficient area to practically accommodate an off-street loading area, the ***developer*** need only comply with these loading area standards to the ***maximum extent practicable***.

v. No area used to comply with loading area standards may be used to comply with the parking standards, nor shall any area used to comply with parking standards be used to comply with loading area standards.

b. Dimensional Standards for Loading Areas

i. Each loading space shall be of sufficient size to accommodate the types of delivery/shipping vehicles likely to use the loading area.

ii. A loading space that presumptively satisfies the needs of delivery/shipping vehicles shall be at least 12 feet wide and 40 feet long, and shall have at least 14 feet of vertical clearance. The ***Official*** may require larger or smaller loading spaces or lesser or greater vertical clearance on determining that the characteristics of the particular ***development*** warrant such a variation and the general standard in subparagraph a above is met.

c. Location and Design of Loading Areas

i. Where possible, loading areas shall be located to the rear of the ***building(s)*** they serve.

ii. The loading area shall be located ***adjacent*** to the ***building's*** loading doors, in an area that promotes its practical use.

iii. The loading area shall be located and designed so vehicles using them can maneuver safely and conveniently to it from a public ***street*** and complete loading without obstructing or interfering with any public ***right-of-way*** or any parking space or parking lot ***drive aisle***—provided, however, that a loading area may overlie a ***drive aisle*** if it is included as a condition of approval and the ***applicant*** provides a recorded memorandum of agreement that loading will not occur during normal business hours.

d. Buffering of Loading Areas

Loading areas shall be separated from ***adjacent streets*** and ***uses*** by a type D buffer in accordance with Table 16-5-103.F: Buffer Types.

TOWN OF HILTON HEAD ISLAND
SAMPLE RENTAL ISLANDER MIXED-USE WORKFORCE HOUSING AGREEMENT

THIS AGREEMENT, entered into this _____ day of _____, 20___ by and between *(name of owner/corporation and mailing address)* _____ _____ (hereinafter "Property Owner"), and the **TOWN OF HILTON HEAD ISLAND,** a municipal corporation of the State of South Carolina with offices at Town Hall, One Town Center Court, Hilton Head Island, SC 29928 (hereinafter "Town").

RECITALS

WHEREAS, the Property Owner is the owner of certain real property (hereinafter "Property") located in the Town of Hilton Head Island, County of Beaufort, State of South Carolina, commonly known as *(address, parcel number, and/or name)* _____ _____, and legally described in **Exhibit A** attached hereto and incorporated herein by this reference; and

WHEREAS, in consideration of the authorization of a development permit to approve *(development name, type of development, and project description)* _____ _____ _____ (hereinafter the "Project"); and

WHEREAS, the PROJECT is subject to the Islander Mixed-Use Workforce Housing Program requirements described in Sections 16-3-105.M, 16-4-102.A, 16-4-102.B and 16-10-103.A of the Town's Land Management Ordinance (LMO); and

WHEREAS, pursuant to Ordinance 2023-07:

1. The Property Owner is required to provide at least __% workforce housing units, totaling _____ workforce units within the Project; and

WHEREAS, the terms and conditions of a Islander Mixed-Use Workforce Housing Agreement for the Project have been agreed upon between the Property Owner and the Town and are set forth herein;

NOW THEREFORE, in consideration of accomplishing the purposes of this Agreement and the mutual covenants and promises made to each other, the Property Owner and the Town agree as follows:

SECTION I. PURPOSE:

The purpose of this Agreement is to provide the mechanism which will implement the required workforce housing units within the proposed residential component of the Project.

SECTION II. COMMITMENT:

The Property Owner hereby commits, subject to the terms and conditions of this Agreement, to the provision of _____ workforce housing units within the residential component of this Project.

SECTION III. WORKFORCE HOUSING:

For the purposes of the Agreement, the term "Islander Mixed-Use Workforce Housing" shall mean housing that is affordable to households earning up to ___ percent of the most recently published U.S. Department of Housing and Urban Development (HUD) Area Median Income (AMI) for Beaufort County.

SECTION IV. IMPLEMENTATION:

A. Types of Workforce Housing Units:

Workforce housing units shall include a range of unit sizes comparable to units in the overall development. This Project contains _____ total units with _____ being workforce units.

Number of Workforce Units	Type of Units	Size of Workforce Units
	Micro-Efficiency	
	Studio	
	One Bedroom Units	
	Two Bedroom Units	
	Three Bedroom Units	

B. Integration of Workforce Housing Units within the Project:

Workforce housing units will be integrated within the residential areas of the Project and will be of similar architecture, design, and quality as market-rate residential units.

C. Eligibility Criteria:

The Property Owner must submit a Certificate of Eligibility verifying that the following eligibility criteria are met for each household occupying a workforce housing unit:

1. Household income shall be between __ and __ percent of the most recently published HUD Area Median Income (AMI) for Beaufort County for rental units.

2. Eligible households shall occupy a workforce housing unit as their sole residence.

3. Eligible households shall have at least one person who is employed at a lawfully licensed business within the Town of Hilton Head Island.

D. Distribution of Workforce Housing Units within the Project:

1. Workforce Housing units are required to be mixed with and not clustered together or segregated in any way from, market-rate units.

2. If the development contains a phasing plan, the phasing plan shall provide for the development of workforce units concurrently with the market-rate units.

SECTION V. ADMINISTRATION:

A. The Property Owner shall provide a Certificate of Eligibility for each household to the Town, or its designee.

B. The Property Owner shall provide a sworn affidavit to the Town, or its designee, certifying that the rental rate(s) meet the requirements of Section 16-4-102.B of the LMO.

SECTION VI. TERM:

This Agreement shall expire ____ (__) years from the date the last Certificate of Occupancy is issued for the final Islander Mixed-Use workforce housing unit covered by this Agreement. After the ____ (__) year term is complete, the Property Owner will be free to rent or sell housing units at market-rate.

SECTION VII. MISCELLANEOUS:

A. This Agreement may not be cancelled, modified, changed, or supplemented, nor may any obligation hereunder be waived, except in writing signed by the parties hereunder.

B. This Agreement shall extend to and be binding upon the successors, legal representatives, heirs, executors, administrators, and the permitted assigns of the parties hereto.

C. If any provision or provisions of this Agreement shall be held invalid, illegal, unenforceable, or in conflict with the State of South Carolina or the United States, that provision or those provisions shall be deemed to be null and void and shall be deemed severed from the Agreement, and the validity, legality, and enforceability of the remaining provisions of the Agreement shall not in any way be affected or impaired thereby.

In Witness whereof, the Parties hereto, by and through their duly authorized officers, have set their hands and seals as of this _____ day of _____, 20____.

THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

By: _____(L.S.)
_____*(print)*
Mayor

Attest: _____(L.S.)
_____*(print)*
Town Manager

PROPERTY OWNER

By: _____(L.S.)
_____*(print)*
Title: _____

Attest: _____(L.S.)
_____*(print)*
Title: _____

Attachment 15- Sea Pines Circle Traffic Count Summary

Sea Pines Circle

Traffic Count Summary

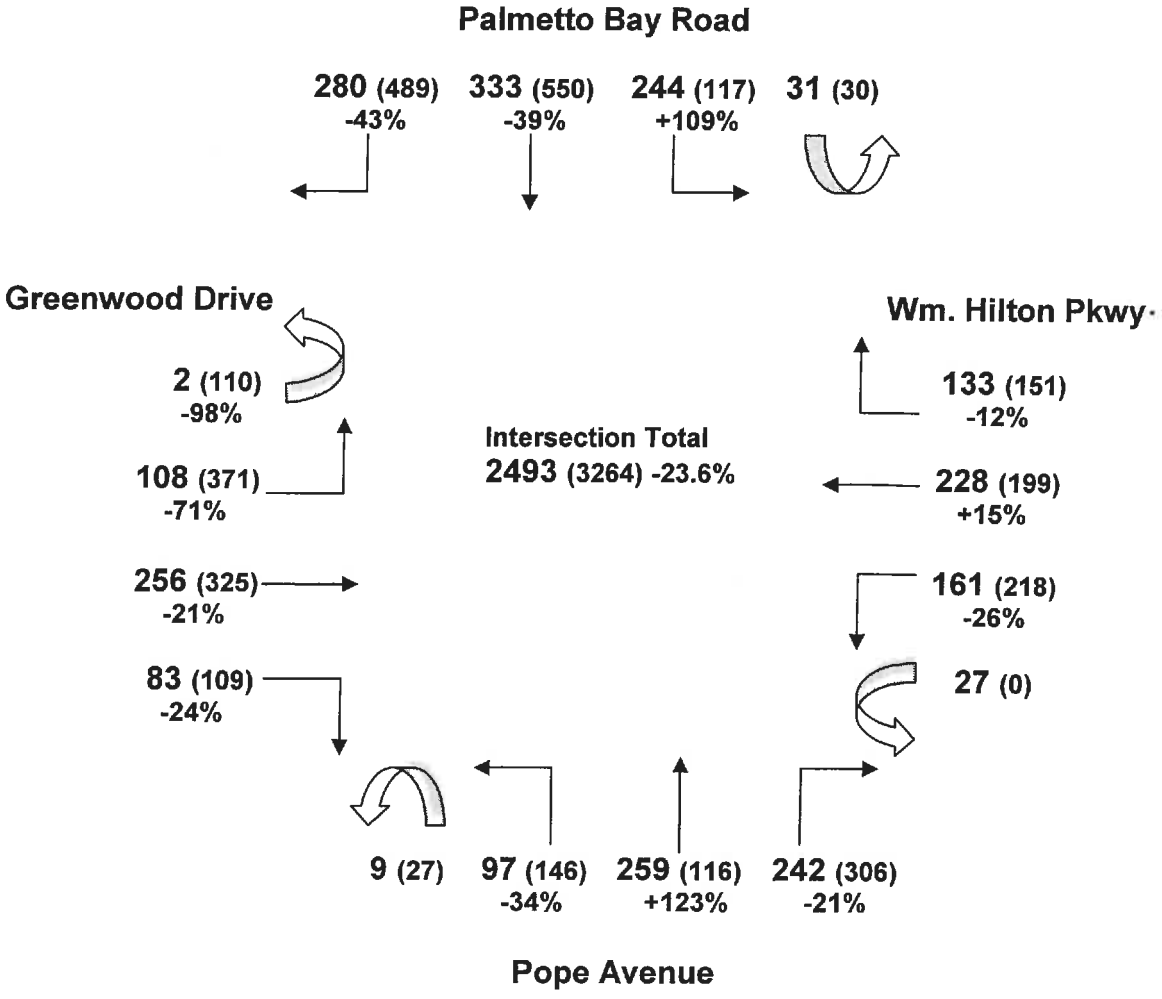
Year	A.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour
2005	3264	4026	4199
2010	2493	3508	3525
2015	2791	3748	3930
2016	3072	3696	4168
2018	3028	3510	3559
2020	2841	3637	3818
2022	3008	3713	3828

2010 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

A.M. PEAK HOUR (8:00 to 9:00 a.m. – Thu. 6/10/10)

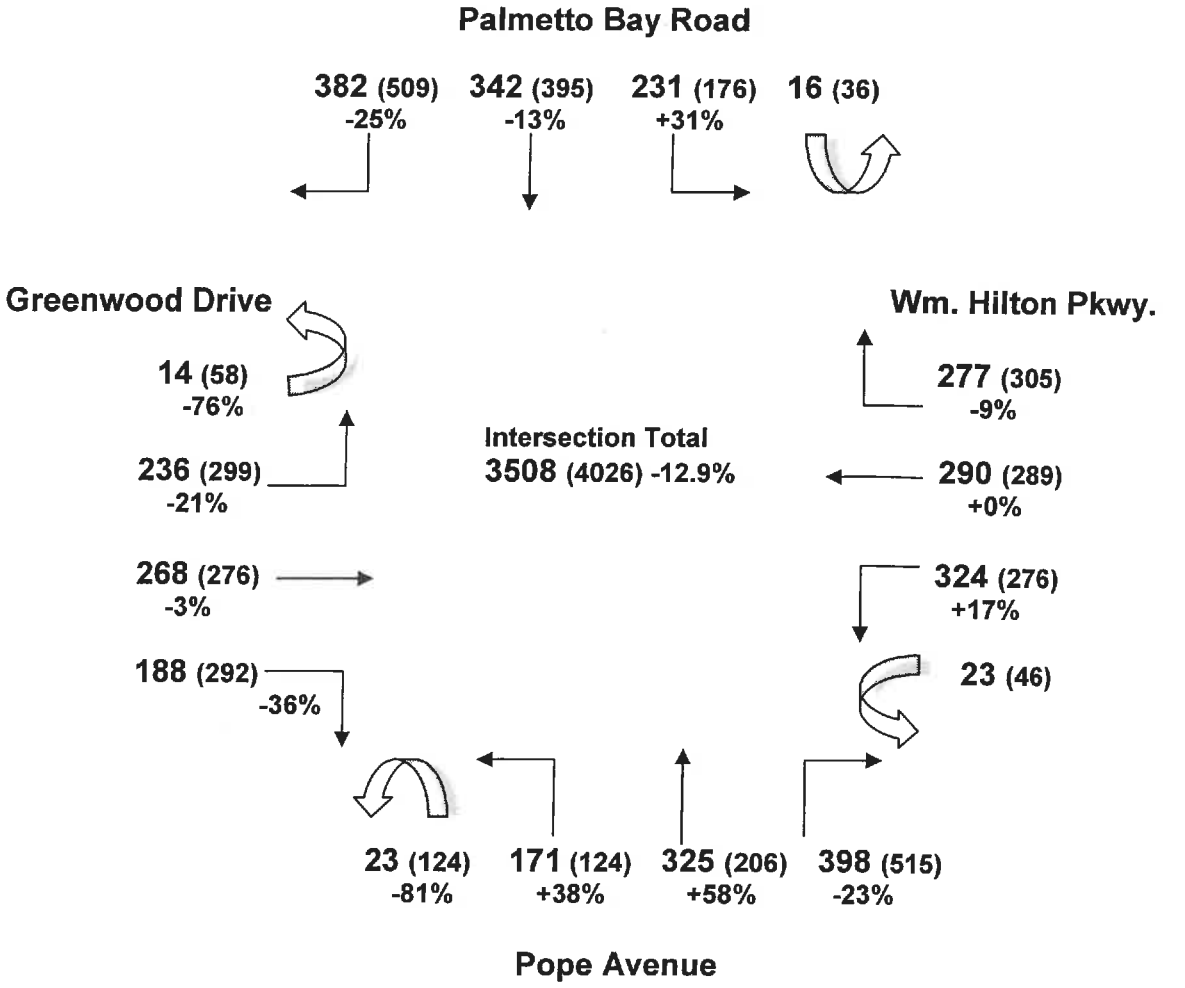


NO PEDS RECORDED

2010 (2005) 5-year %chg

Sea Pines Circle

MIDDAY PEAK HOUR (11:30 a.m. to 12:30 p.m. – Thu. 6/10/10)

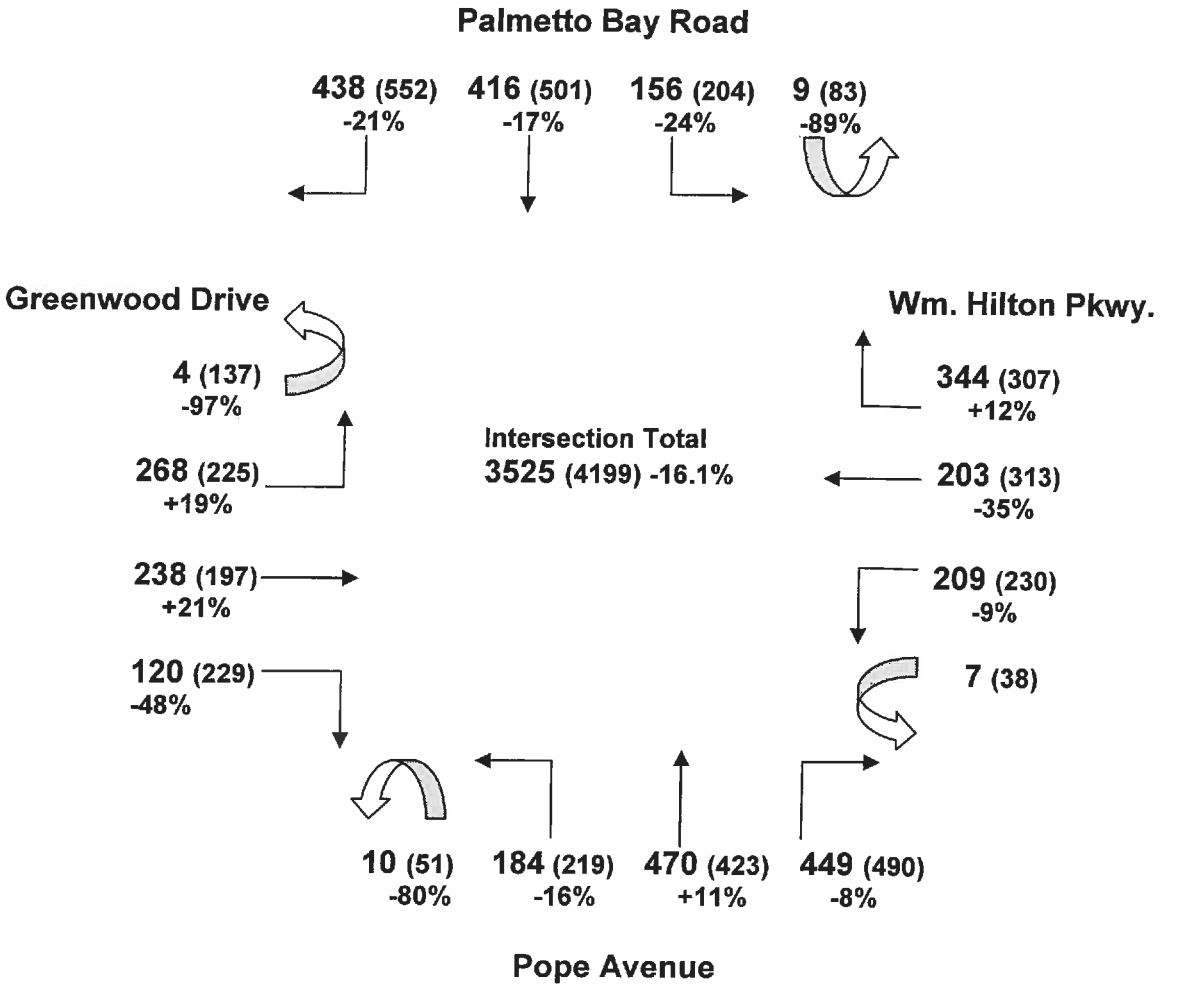


NO PEDS RECORDED

2010 (2005) 5-year %chg

Sea Pines Circle

P.M. PEAK HOUR (4:30 p.m. to 5:30 p.m. – Thu. 6/10/10)



NO PEDS RECORDED

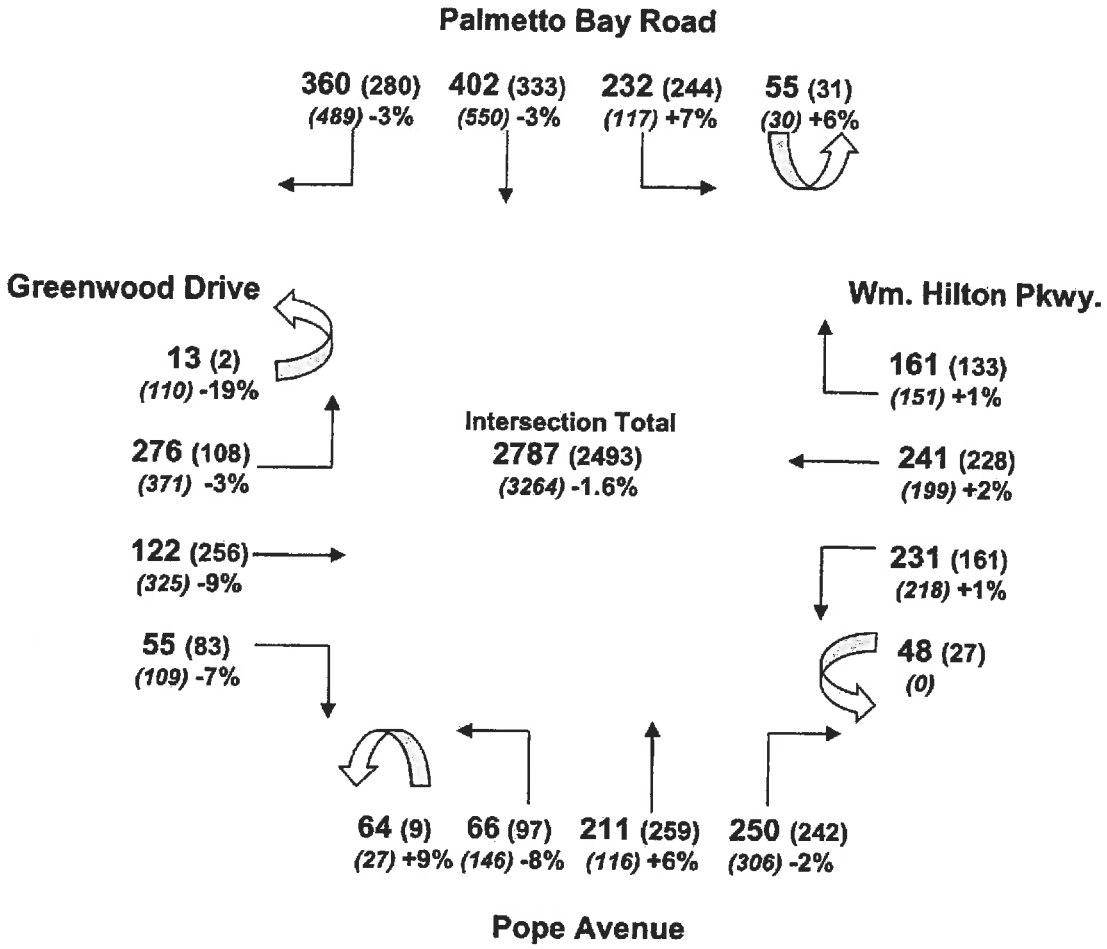
2010 (2005) 5-year %chg

2015 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

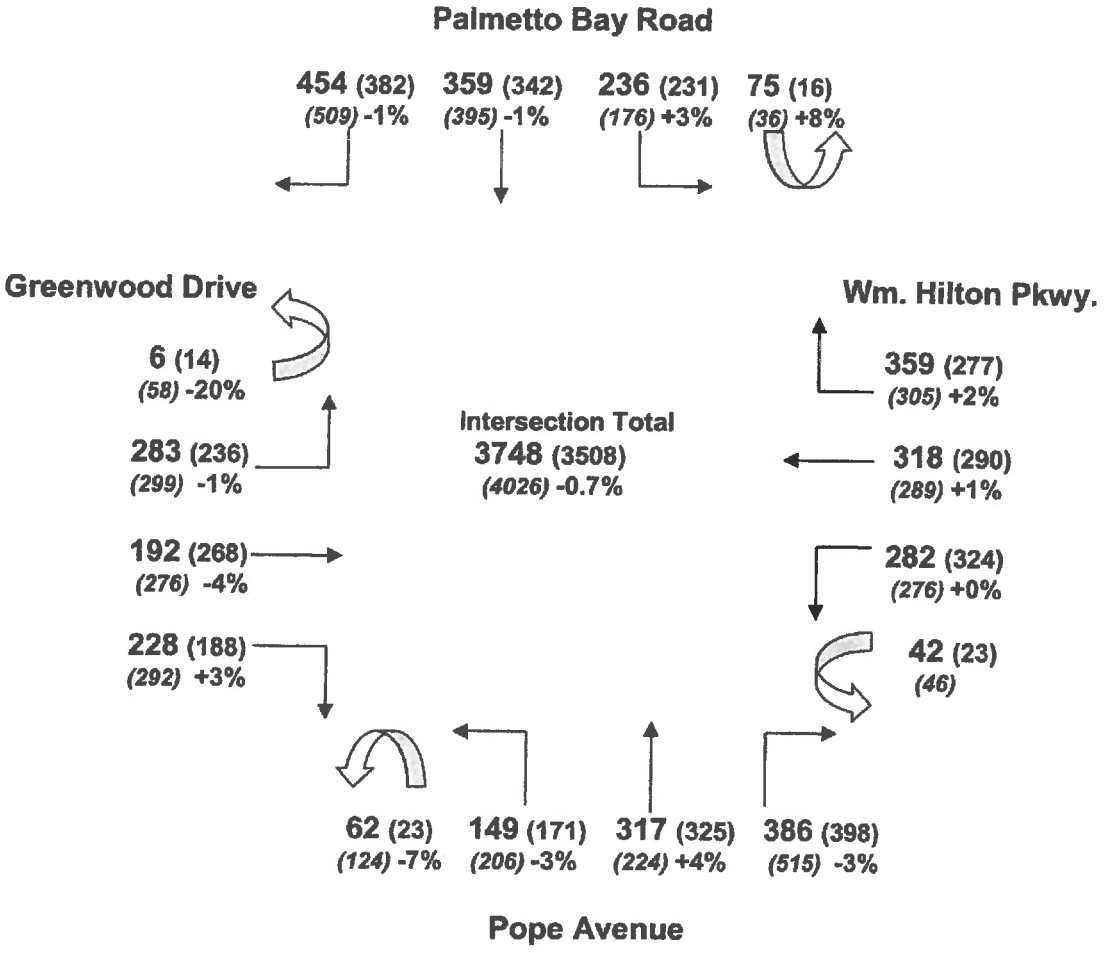
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/17/15)



2015 (2010)
(2005) **10-Yr. Effective Annual Change**

Sea Pines Circle

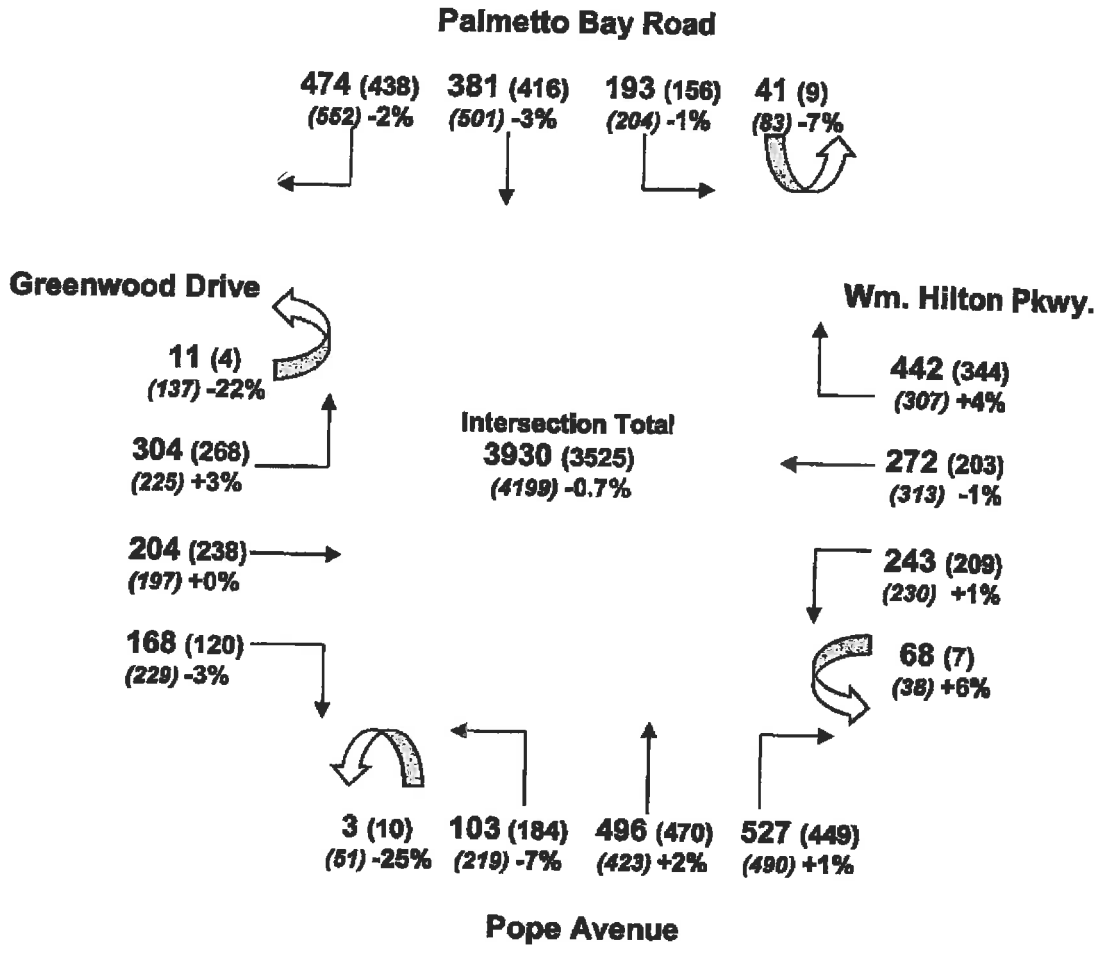
MIDDAY PEAK HOUR (12:00 to 1:00 p.m. – Wed. 6/17/15)



2015 (2010)
(2005) **10-yr Effective Annual Change**

Sea Pines Circle

P.M. PEAK HOUR (5:00 p.m. to 6:00 p.m. – Wed. 6/17/15)



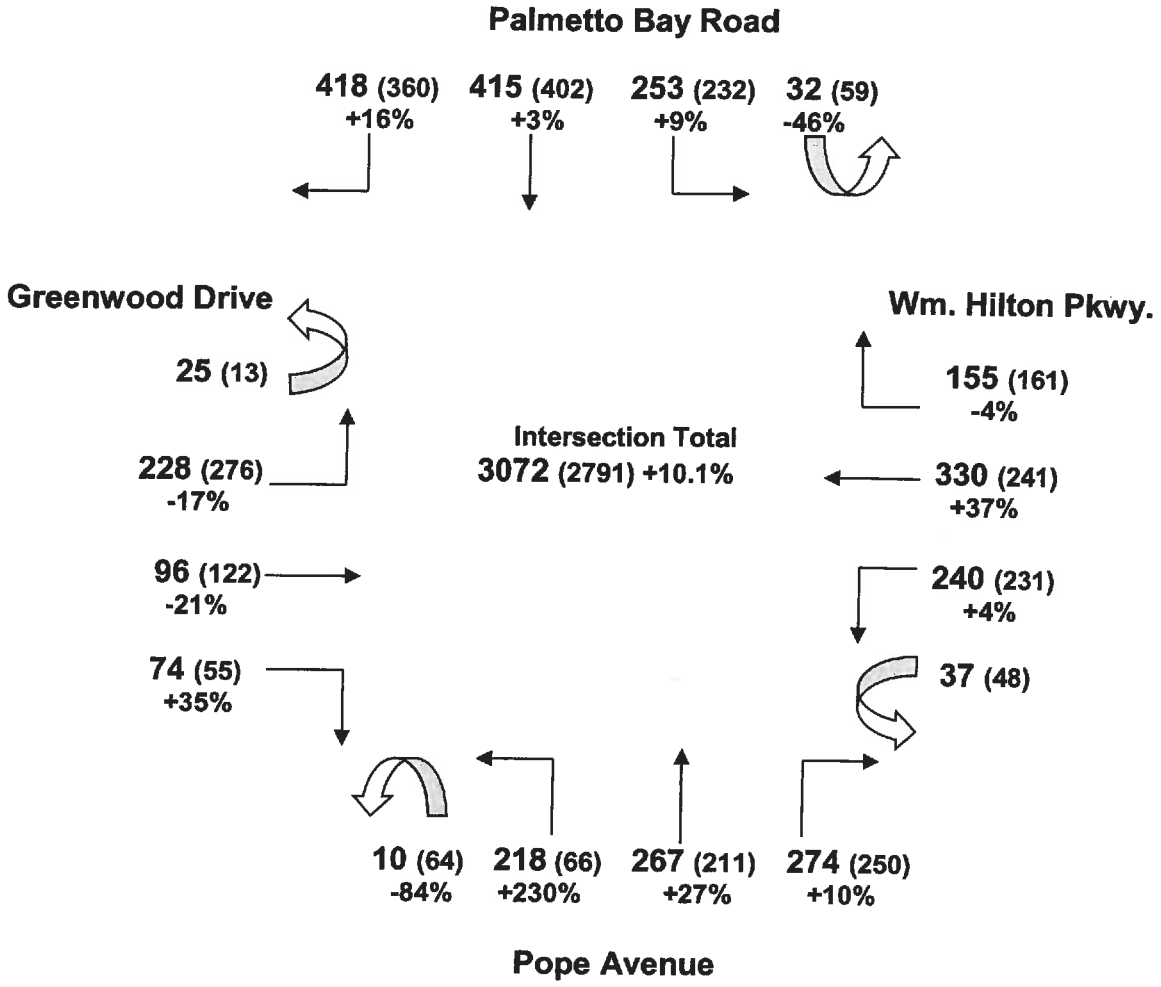
2015 (2010)
(2005) **10-yr Effective Annual Change**

2016 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

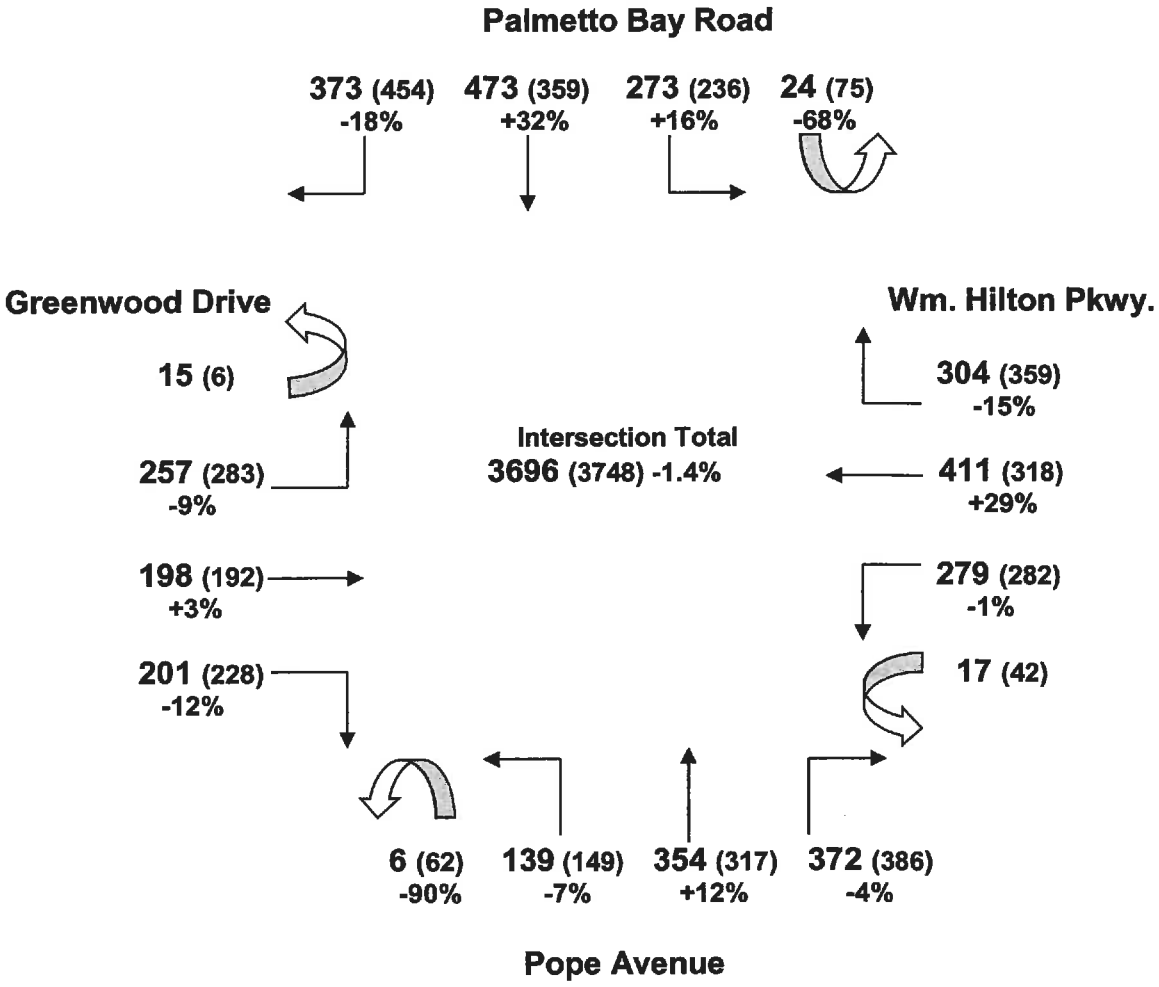
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/8/16)



2016 (2015) %chg

Sea Pines Circle

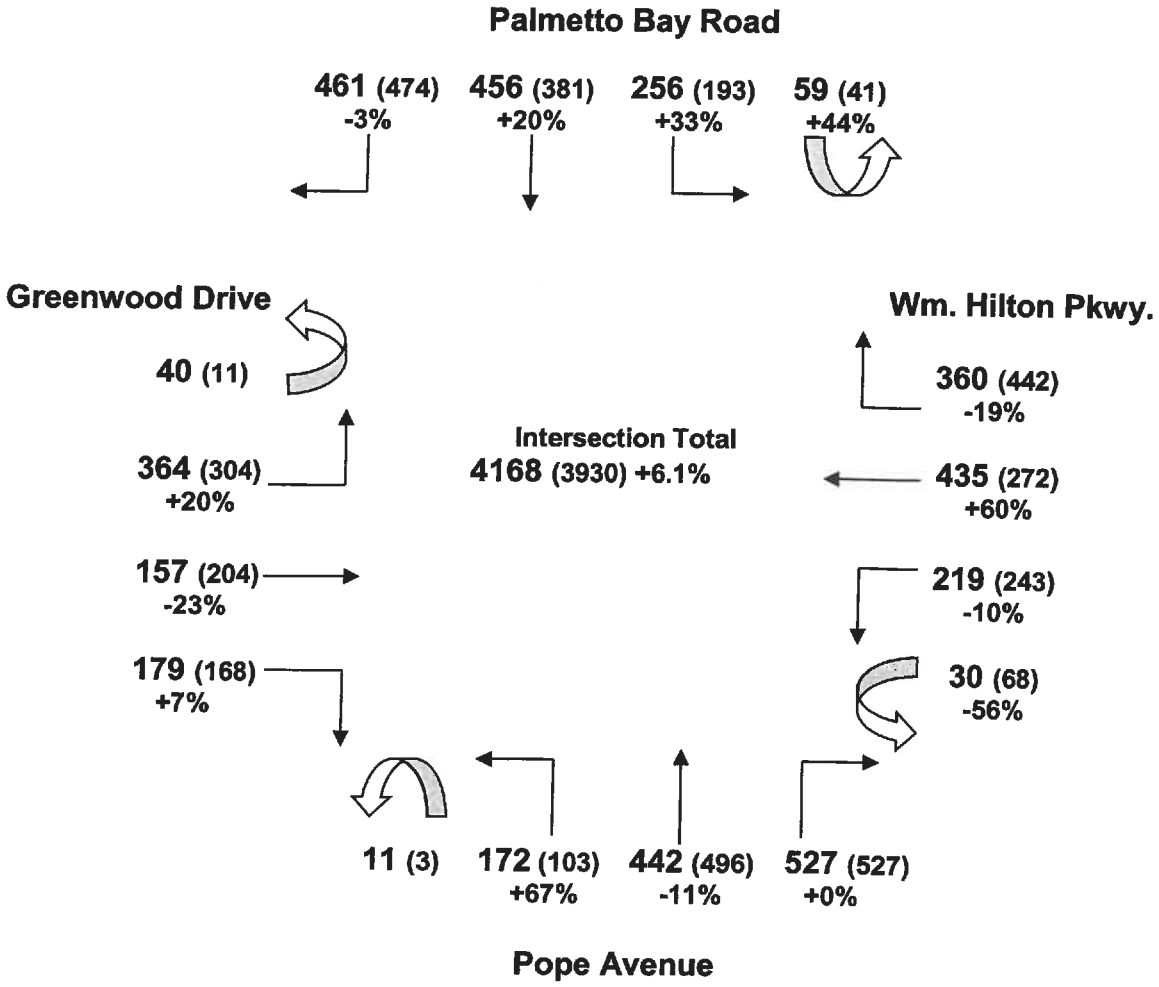
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/8/16)



2016 (2015) %chg

Sea Pines Circle

P.M. PEAK HOUR (4:15 p.m. to 5:15 p.m. – Wed. 6/8/16)



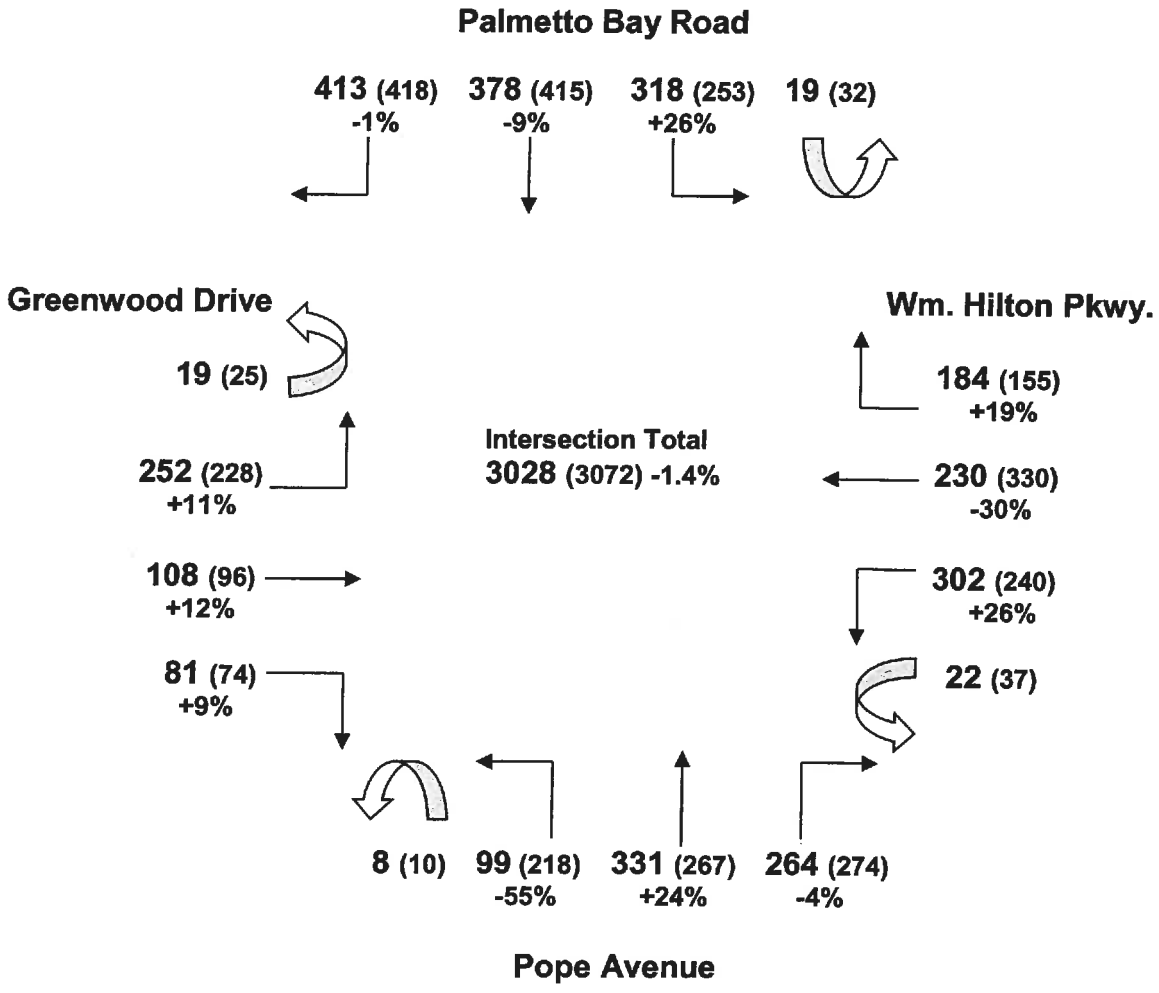
2016 (2015) %chg

2018 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

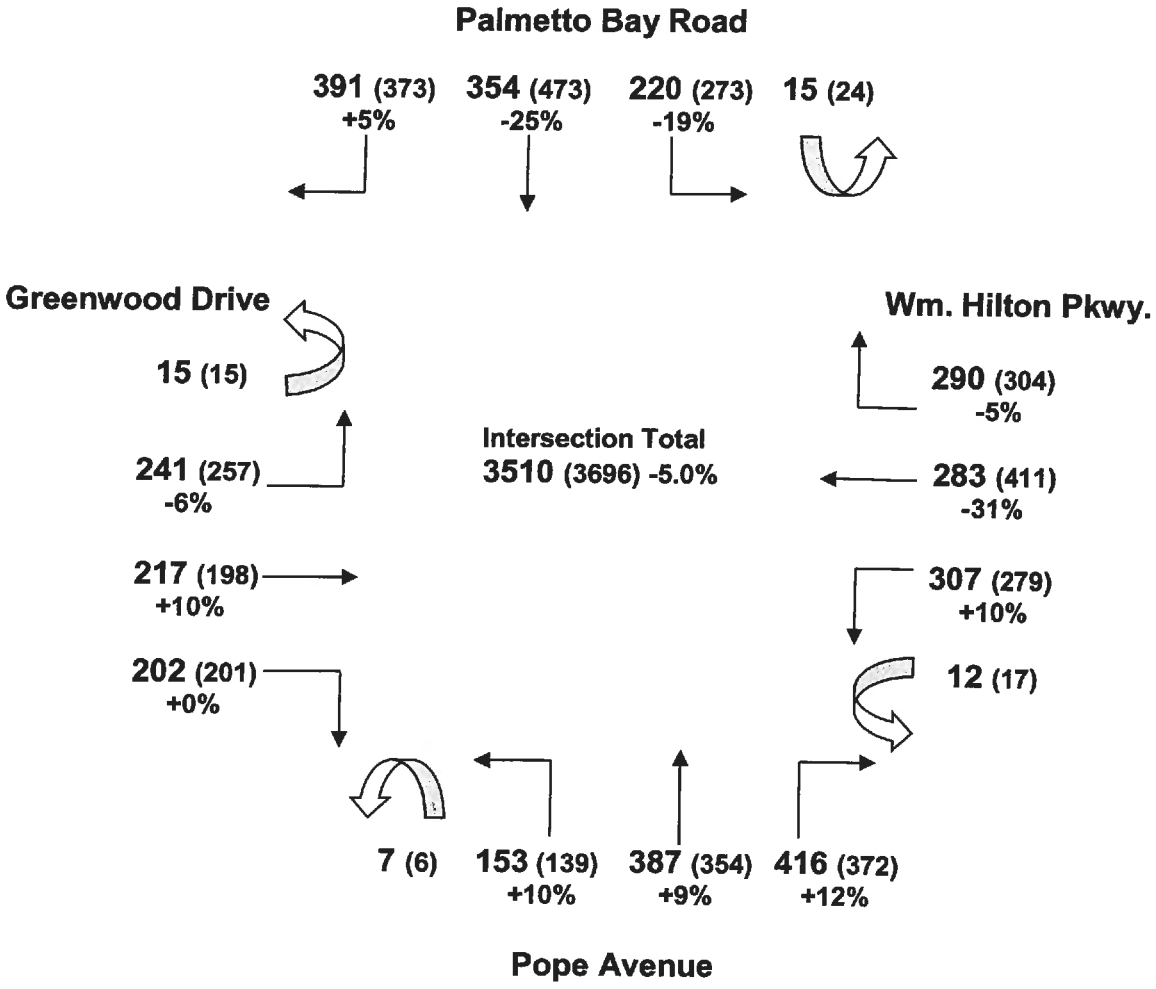
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/6/18)



2018 (2016) %chg

Sea Pines Circle

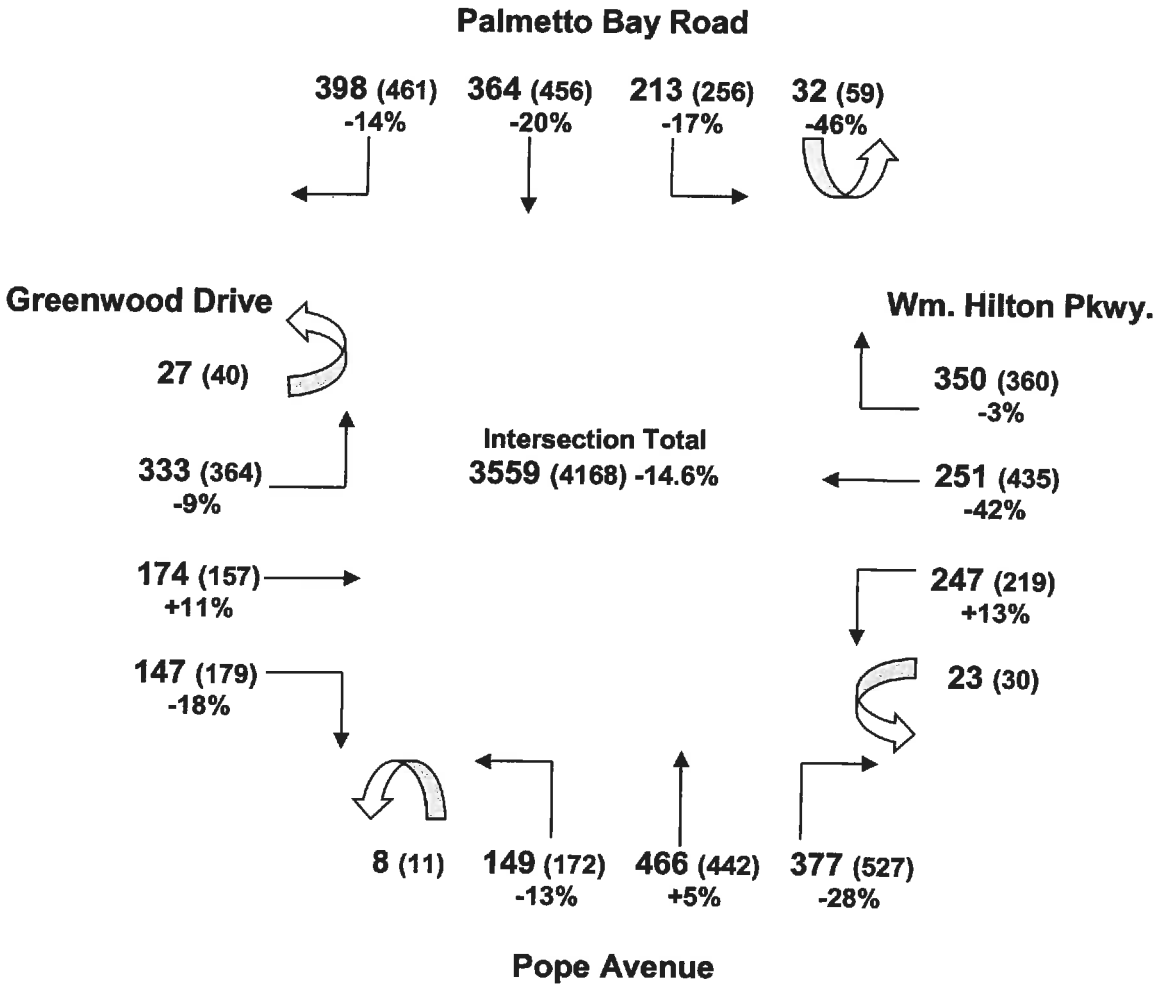
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/6/18)



2018 (2016) %chg

Sea Pines Circle

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



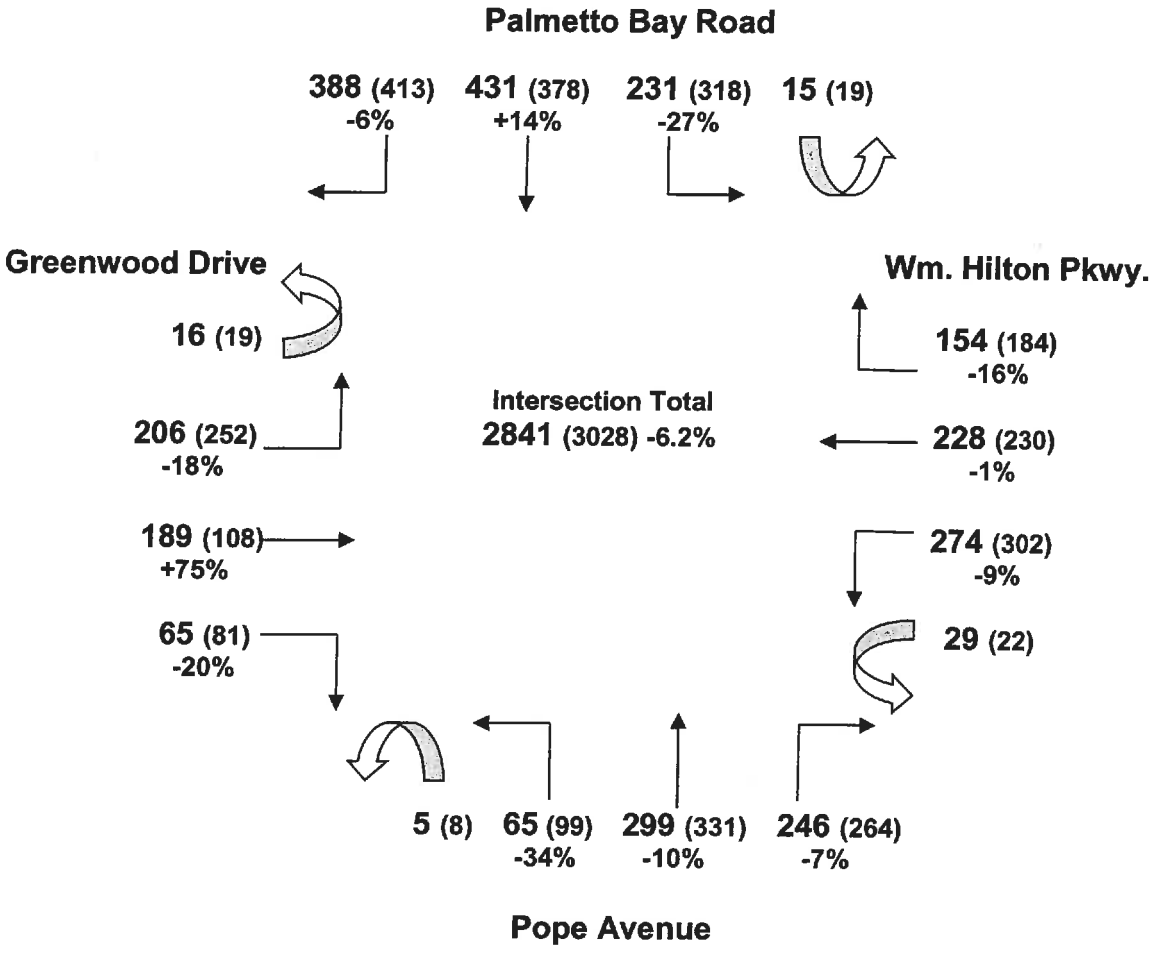
2018 (2016) %chg

2020 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

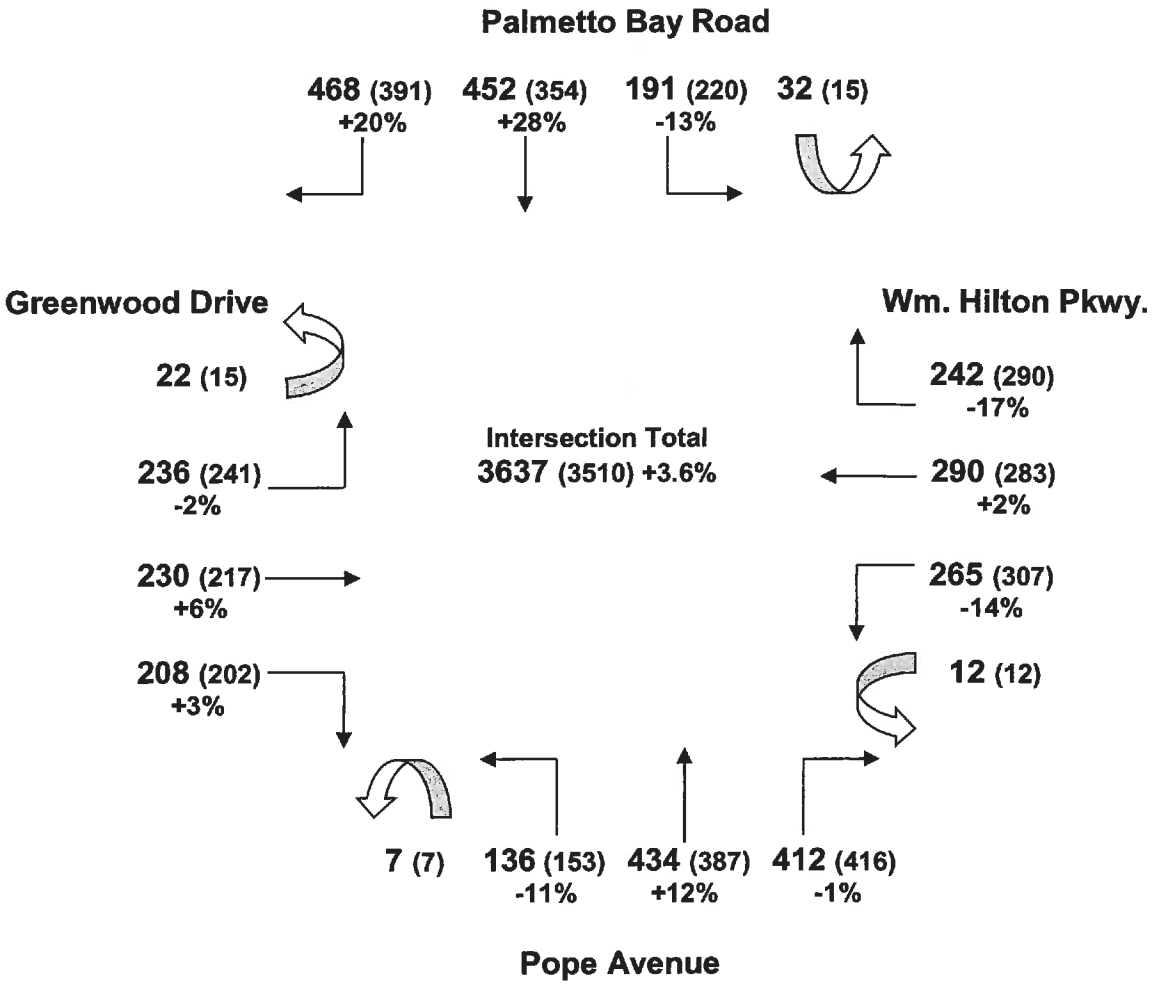
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Tue. 6/23/20)



2020 (2018) %chg

Sea Pines Circle

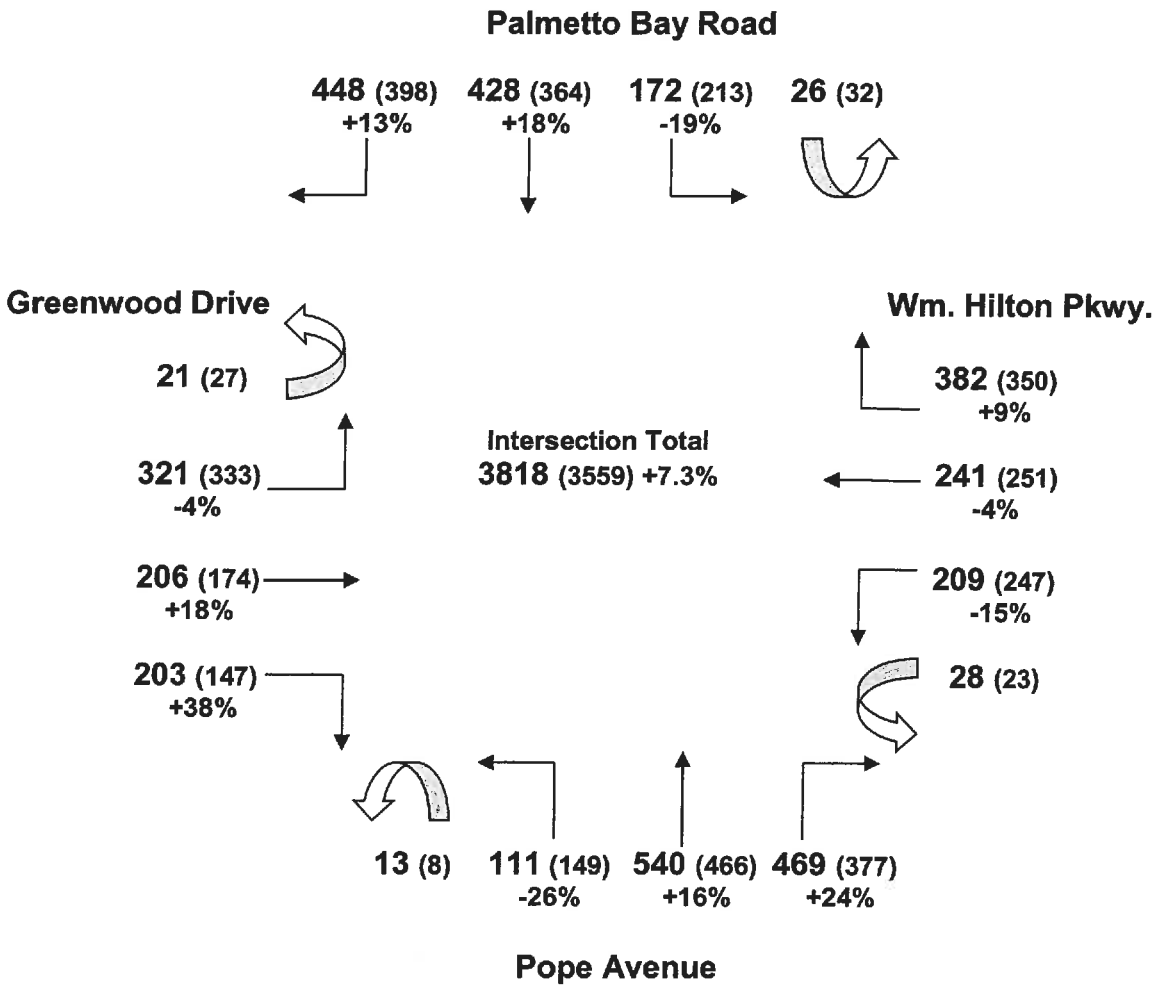
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Tue. 6/23/20)



2020 (2018) %chg

Sea Pines Circle

P.M. PEAK HOUR (4:15 p.m. to 5:15 p.m. – Tue. 6/23/20)



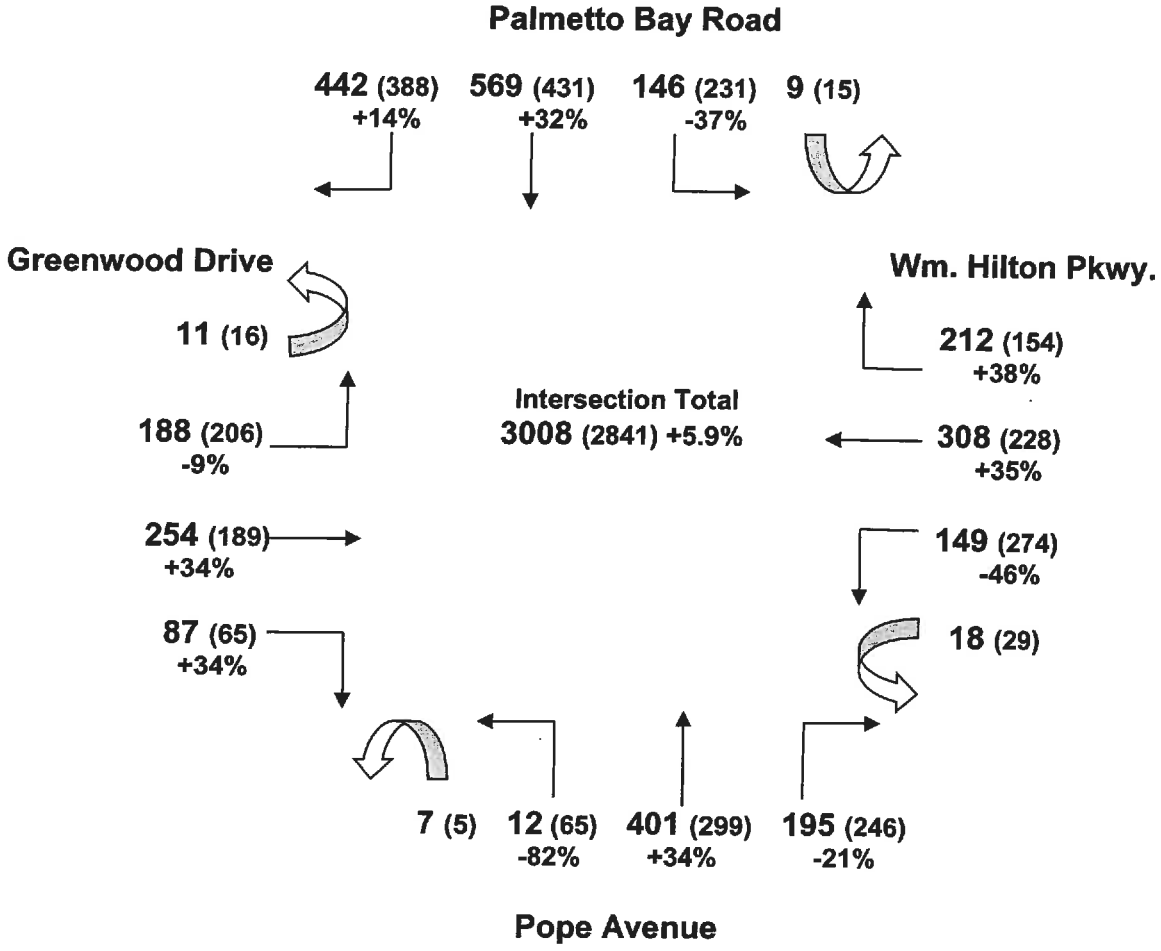
2020 (2018) %chg

2022 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

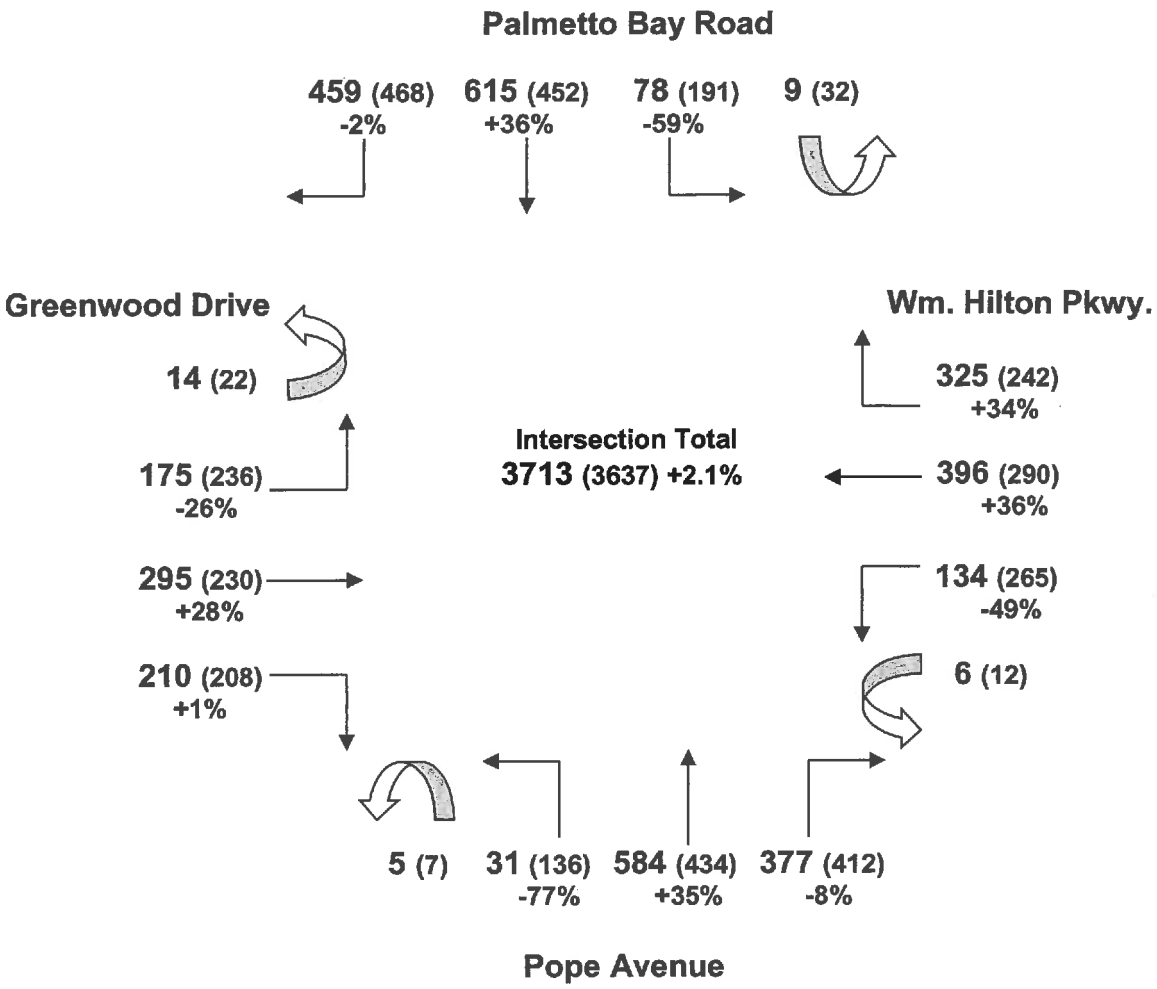
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/8/22)



2022 (2020) %chg

Sea Pines Circle

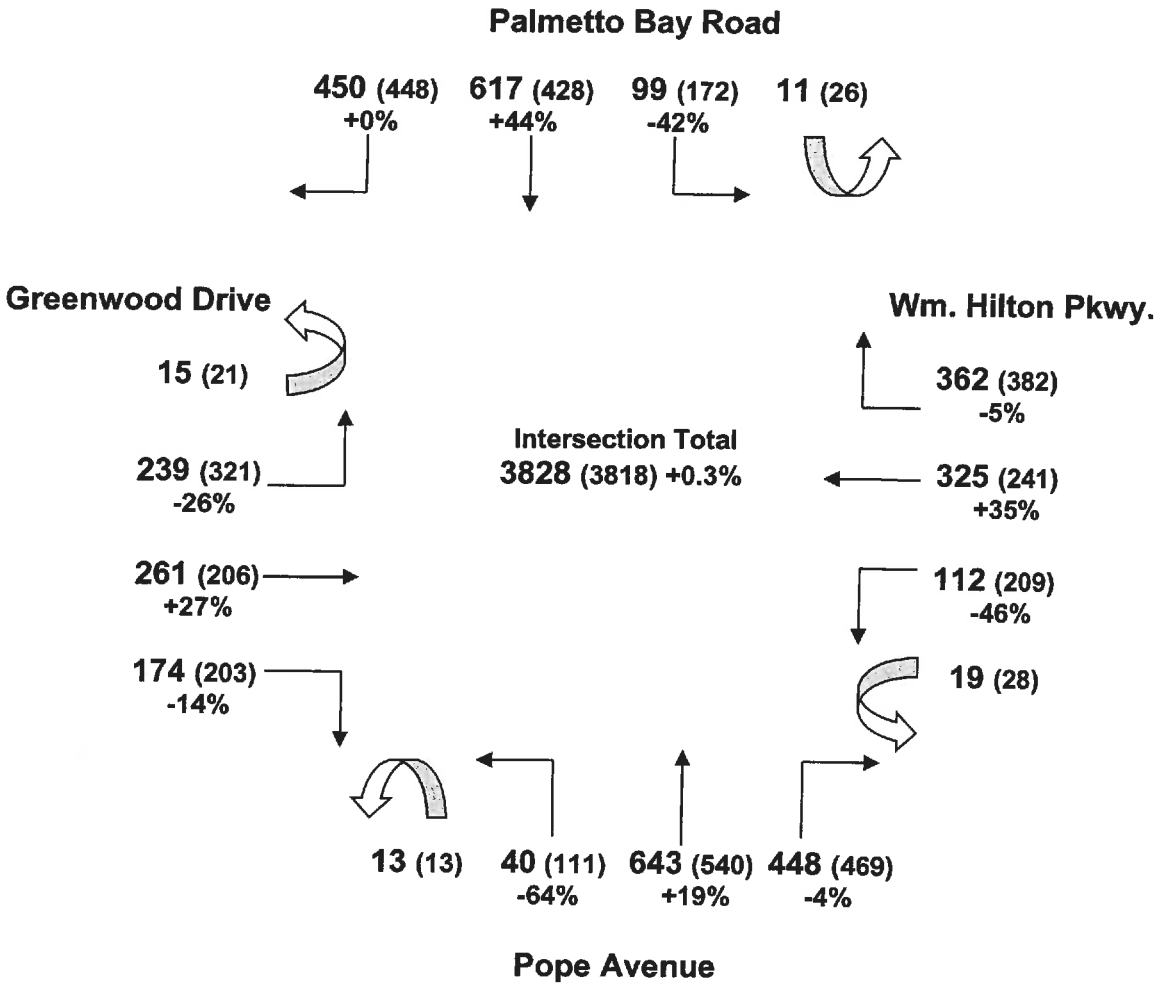
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/8/22)



2022 (2020) %chg

Sea Pines Circle

P.M. PEAK HOUR (4:00 p.m. to 5:00 p.m. – Wed. 6/8/22)



2022 (2020) %chg

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
NEW STREET NAME

Case #	New Street Name	Public Hearing Date
STDV-000759-2023	Cotter Pin Place & Halyard Drive	September 20, 2023

Location	Applicant	Agent
R510 008 000 123A 0000 Currently 107 Leg O'Mutton	SCRI 4 LLC Owner	Joheida Fister Deputy Fire Chief Hilton Head Island Fire Rescue 40 Summit Drive Hilton Head Island, SC 29926

Application Summary

Hilton Head Island Fire Rescue, on behalf SCRI 4 LLC, owner of R510 008 000 123A 0000, proposes to name two new streets located at 107 Leg O'Mutton Rd. Cotter Pin Place and Halyard Drive will provide direct access to the subdivision.

Staff Recommendation

Staff recommends the Planning Commission **approve** the application to name the subject roadways Cotter Pin Place and Halyard Drive based on the review criteria outlined in Land Management Ordinance Section 16-2-103.O.4 and enclosed herein.

Background

Two new roads will provide direct access to the proposed subdivision. See Attachment A, Subdivision Site Plan.

SCRI 4 LLC, owner, submitted three names for consideration. See Attachment B, Applicant's Narrative.

As set forth in LMO Section 16-2-103.O.3.d, Decision-Making Body Review and Decision, the Commission shall make a final decision on the application based on the standards in LMO Section 16-2-103.O.4, Street/Vehicular Access Easement Review Standards.

Summary of Facts and Conclusion of Law

Criterion A: No new street or vehicular access easement, or proposed modification of the name of an existing street or vehicular access easement, shall duplicate, be phonetically similar to, or in any way be likely to be confused with an existing street or vehicular access easement, despite of the use of prefixes or suffixes. (LMO Section 16-2-103.O.4.a).

Findings of Fact:

1. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Cotter Pin Place and Halyard Drive are not duplicated within the Town or Beaufort County.
2. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Cotter Pin Place and Halyard Drive are not phonetically similar to an existing street or vehicular access easement.
3. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Cotter Pin Place and Halyard Drive will not likely be confused with an existing street or vehicular access easement.

Conclusion of Law:

1. The proposed street names, Cotter Pin Place and Halyard Drive, **meet the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion B: Name(s) shall be simple, logical, easy to read and pronounce, and are clear and brief. Use of frivolous or complicated words or unconventional spellings in names shall not be approved. (LMO Section 16-2-103.O.4.b).

Findings of Fact:

1. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Cotter Pin Place and Halyard Drive are simple, logical, easy to read and pronounce.
2. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Cotter Pin Place and Halyard Drive are clear and brief.
3. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Cotter Pin Place and Halyard Drive do not include frivolous or complicated words or unconventional spelling.

Conclusion of Law:

1. The proposed street names, Cotter Pin Place and Halyard Drive, **meet the requirements** of this criterion.

Summary of Facts and Conclusions of Law

Criterion C: It is desirable to use names that have some association with Hilton Head Island and specifically with the immediate location of the street or place, such as reference to local history or physiographic features. (LMO Section 16-2-103.O.4.c).

Finding of Fact:

1. The proposed street names Cotter Pin Place and Halyard Drive were selected as street names for the proposed Leg O'Mutton development and were derived from the nautical interpretation of elements found in a Leg O'Mutton style sailboat. A certain type of triangular sail is called a Leg O'Mutton. The components of that sail include "cotter pin," and "halyard." It seemed appropriate to combine the elements of the sailing boat style with a major nautical sport found on Hilton Head Island.

Conclusion of Law:

1. The proposed street names, Cotter Pin Place and Halyard Drive, **meet the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion D: Use of a common theme is recommended for names of streets that are associated with one another, such as those within a residential development. (LMO Section 16-2-103.O.4.d).

Finding of Fact:

1. Cotter Pin Place and Halyard Drive are the only streets that will provide access to the subject properties.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion E: Streets or vehicular access easements that continue through an intersection should generally bear the same name, except where the street crosses a major arterial or where existing address points on a street require that the street given a different name. (LMO Section 16-2-103.O.4.e).

Finding of Fact:

1. The proposed Cotter Pin Place and Halyard Drive do not continue through an intersection.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion F: A street or vehicular access easement making an approximate right-angle turn where there is no possibility of extending the street or vehicular access easement in

either direction shall be considered to be continuous and continue the same name. Where there is a choice of direction or a possibility of extending either section in the future, such configuration shall be considered to be an intersection and the street/easement segments extending from the intersection shall bear different names. (LMO Section 16-2-103.O.4.f).

Finding of Fact:

1. The proposed Cotter Pin Place and Halyard Drive would not make a right-angle turn.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion G. New or modified street names should generally use Drive, Lane, Place, Road, Street, or Way as suffixes. The following street designations should only be used if the street design meets one of the following descriptions. This list is not intended to limit the use of other appropriate suffixes.

1. *Alley – A street providing vehicular access to the rear of lots or buildings, usually as a secondary means of access to a property.*
2. *Avenue – A street that is continuous.*
3. *Boulevard – A street with a landscaped median dividing the roadway.*
4. *Circle – A street with a complete loop on the end or a side street that intersects another street at two adjacent intersections.*
5. *Court – A street terminating in a cul-de-sac, not longer than 1,000 feet in length.*
6. *Extension – A section of street forming an additional length.*
7. *Parkway – A street designated as a collector or arterial road, with a landscaped median reflecting the parkway character implied in the name.*

(LMO Section 16-2-103.O.4.g).

Finding of Fact:

1. The proposed street names are Cotter Pin Place and Halyard Drive.

Conclusion of Law:

1. The proposed street names, Cotter Pin Place and Halyard Drive, **meet the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion H. The suffixes Manor, Trace, and Common shall typically be used to name vehicular access easements. (LMO Section 16-2-103.O.4.h).

Findings of Fact:

1. The subject access is not an access easement.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusions of Law

Criterion I. Where natural barriers, intervening land uses, or developments that break an existing street into two separate streets that are not likely to be reconnected in the future, the streets shall be named in a manner that considers the potential economic impact of the number of address points and type of addresses impacted. (LMO Section 16-2-103.O.4.i).

Finding of Fact:

1. The subject street is not broken into two separate streets.

Conclusion of Law:

1. This criterion **does not apply** to this application.

PREPARED BY:

JF	9/14/23
Joheida Fister *Deputy Fire Chief*	DATE

PREPARED BY:

TL	9/14/23
Trey Lowe, *Senior Planner*	DATE

REVIEWED BY:

SF	9/14/23
Shea Farrar, *Planning Commission Board Coordinator*	DATE

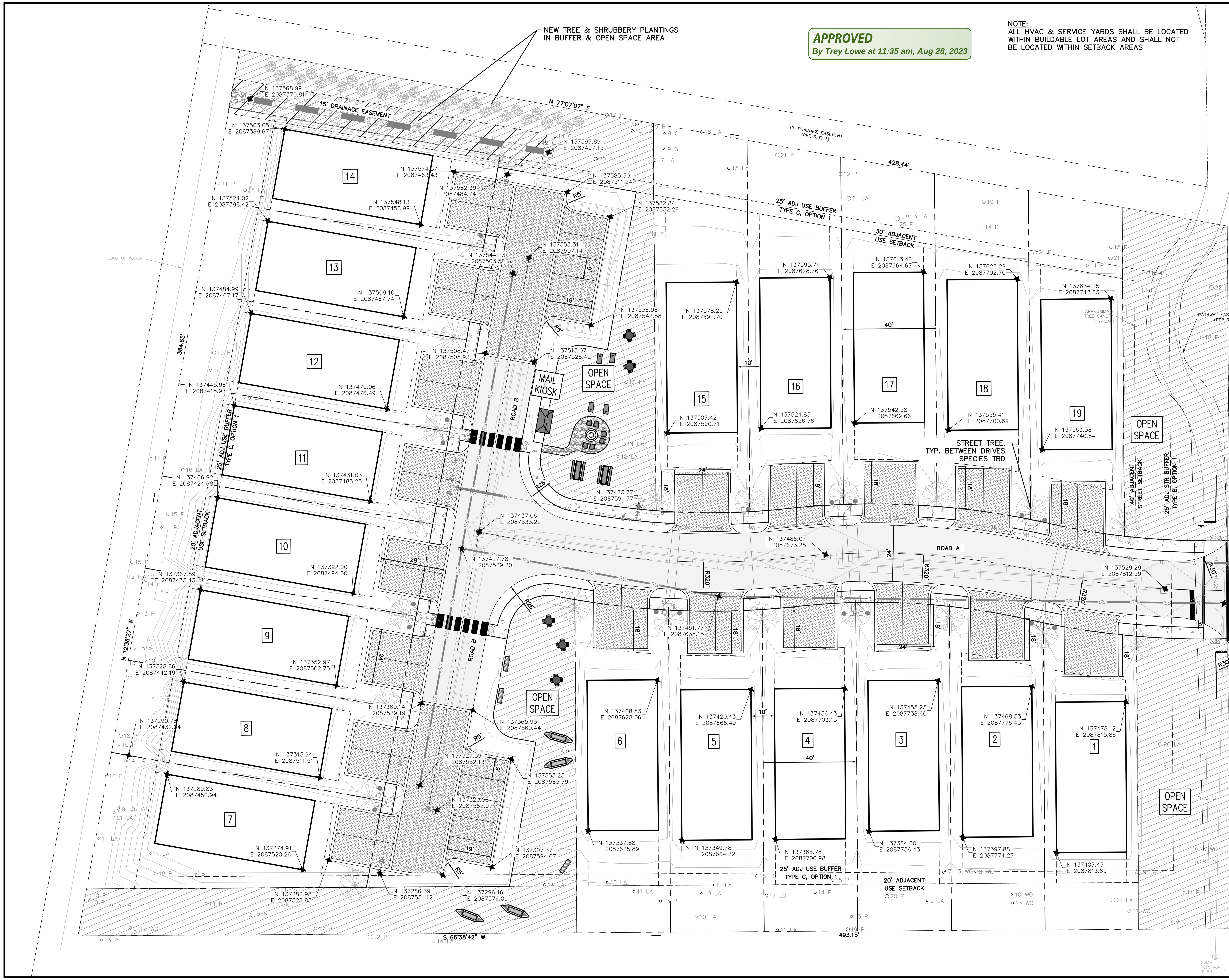
ATTACHMENTS:

A) Plan
B) Applicant's Narrative

APPROVED
By Trey Lowe at 11:35 am, Aug 28, 2023

Permit Set - NOT FOR CONSTRUCTION

NOTE:
ALL HVAC & SERVICE YARDS SHALL BE LOCATED WITHIN BUILDABLE LOT AREAS AND SHALL NOT BE LOCATED WITHIN SETBACK AREAS



DEVELOPMENT PERMIT JURISDICTION:
TOWN OF HILTON HEAD ISLAND

PROPERTY ZONING:
RM–4 (LOW TO MODERATE DENSITY RESIDENTIAL DISTRICT)
OVERLAY DISTRICT – ROW ART
USE OF PROPERTY – SINGLE FAMILY RESIDENTIAL
NET SITE ACRES – 3.59 ACRES
ALLOWED TOTAL DENSITY – 21 DWELLING UNITS
PROPOSED TOTAL DENSITY – 19 DWELLING UNITS
MAX BUILDING HEIGHT ALLOWED – 35 FT
PROPOSED BUILDING HEIGH –: <35 FT

PARKING:

REQUIRED	2 SPACES / UNIT (38)
PROPOSED:	2 SPACES / UNIT + GUEST PARKING (48)

TOTAL LOT AREA:	101,158 SQ. FT. (64.7%)
OPEN SPACE PROVIDED:	27,461 SQ. FT. (17.6%)
RIGHT–OF–WAY:	27,900 SQ. FT. (17.8%)
WETLANDS/NAT. RESOURCE:	0 SQ. FT. (0.0%)

NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		
7		

PLAN REVISIONS

Ward Edwards ENGINEERING
P.O. BOX 381, BLUFFTON, SOUTH CAROLINA 29910
PH (843) 837-5250 / FAX (843) 837-2558
WWW.WARDEDWARDS.COM

THE COTTAGES AT LEG O'MUTTON
TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

SCRI 4, LLC
Hilton Head Island, SC 29928

SITE LAYOUT PLAN

VERTICAL DATUM:
NGVD88

PROJECT #:	220143
DATE:	07/20/23
DESIGNED BY:	VMM
CHECKED BY:	AEP

SHEET
C401

SCALE: 1"= 20'

IF THIS SHEET IS LESS THAN 22" X 34" IT IS A REDUCED PRINT, SCALE ACCORDINGLY

THOMAS
DESIGN GROUP, INC

March 1, 2023

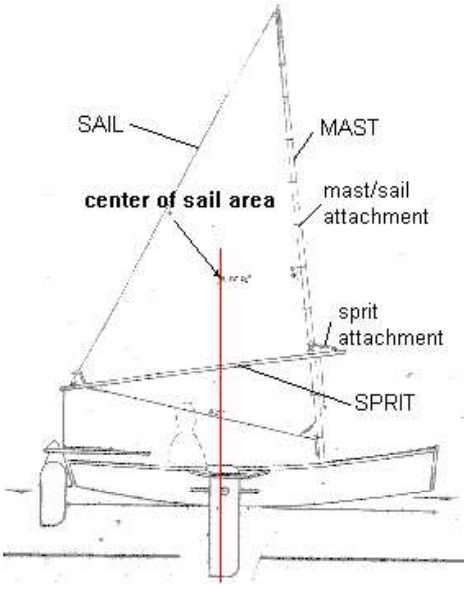
Town of Hilton Head Island
Community Development Department
One Town Center Court
Hilton Head Island, SC 29928

Project: Narrative for street names located at Leg O'Mutton Road, Hilton Head Island, SC

To Whom It May Concern:

Street names for the proposed Leg O'Mutton development were derived from the nautical interpretation of elements found in a Leg O'Mutton style sailboat. A certain type of triangular sail is called a Leg O'Mutton and the components of that sail include "cotter pin" and "halyatrd." Please see the images attached for further information. It seemed appropriate to combine the elements of the sailing boat style with a major nautical sport found on Hilton Head Island, sailing, into the street names for this project.

Thank you for your time and consideration of these names and we look forward to hearing your comments.



Sincerely,

Michael G. Thomas, President
Thomas Design Group, Inc.

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
NEW STREET NAME

Case #	New Street Name	Public Hearing Date
STDV-001427-2023	Native Common	September 20, 2023

Location	Applicant	Agent
R510 008 000 013D 0000 & R510 008 000 0609 0000 Located at 7 Marshland Rd.	Viola Green ETAL Owner	Joheida Fister Deputy Fire Chief Hilton Head Island Fire Rescue 40 Summit Drive Hilton Head Island, SC 29926

Application Summary

Hilton Head Island Fire Rescue, on behalf Viola Green ETAL., owner of R510 008 000 013D 0000 proposes to name the driveway located at 7 Marshland Rd. Native Common, which will provide direct access to a new home.

Staff Recommendation

Staff recommends the Planning Commission **approve** the application to name the subject access Native Common based on the review criteria outlined in Land Management Ordinance Section 16-2-103.O.4 and enclosed herein.

Background

The driveway will provide direct access to the new home. See Attachment A, Site Plan.

Viola Green ETAL., owner, submitted this name for consideration. See Attachment B, Applicant's Narrative.

As set forth in LMO Section 16-2-103.O.3.d, Decision-Making Body Review and Decision, the Commission shall make a final decision on the application based on the standards in LMO Section 16-2-103.O.4, Street/Vehicular Access Easement Review Standards.

Summary of Facts and Conclusion of Law

Criterion A: No new street or vehicular access easement, or proposed modification of the name of an existing street or vehicular access easement, shall duplicate, be phonetically similar to, or in any way be likely to be confused with an existing street or vehicular access easement, despite of the use of prefixes or suffixes. (LMO Section 16-2-103.O.4.a).

Findings of Fact:

1. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Native Common is not duplicated within the Town or Beaufort County.
2. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Native Common is not phonetically similar to an existing street or vehicular access easement.
3. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Native Common will not likely be confused with an existing street or vehicular access easement.

Conclusion of Law:

1. The proposed street name, Native Common, **meets the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion B: Name(s) shall be simple, logical, easy to read and pronounce, and are clear and brief. Use of frivolous or complicated words or unconventional spellings in names shall not be approved. (LMO Section 16-2-103.O.4.b).

Findings of Fact:

1. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Native Common is simple, logical, easy to read and pronounce.
2. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Native Common is clear and brief.
3. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Native Common does not include frivolous or complicated words or unconventional spelling.

Conclusion of Law:

1. The proposed street name, Native Common, **meets the requirements** of this criterion.

Summary of Facts and Conclusions of Law

Criterion C: It is desirable to use names that have some association with Hilton Head Island and specifically with the immediate location of the street or place, such as reference to local history or physiographic features. (LMO Section 16-2-103.O.4.c).

Finding of Fact:

1. The proposed street name Native Common was chosen as the new street name honoring our long line of ancestors who were, and still are, on Hilton Head Island dating back to the late 1800s. It is crucial that we maintain our identity on Hilton Head Island amid rapid change and development. Native Common extends this identity and demonstrates that those who occupy 7 Marshland Road and surrounding areas of the Historic Gullah community of Marshland, are natives of Hilton Head Island. Generations of natives exist on Hilton Head Island. The naming of this road is not only a representation of my family but the other families on Hilton Head and the surrounding communities who are native people.

Conclusion of Law:

1. The proposed street name, Native Common, **meets the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion D: Use of a common theme is recommended for names of streets that are associated with one another, such as those within a residential development. (LMO Section 16-2-103.O.4.d).

Finding of Fact:

1. Native Common is the only street that provides access to the subject property.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion E: Streets or vehicular access easements that continue through an intersection should generally bear the same name, except where the street crosses a major arterial or where existing address points on a street require that the street given a different name. (LMO Section 16-2-103.O.4.e).

Finding of Fact:

1. The proposed Native Common does not continue through an intersection.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion F: A street or vehicular access easement making an approximate right-angle turn where there is no possibility of extending the street or vehicular access easement in

either direction shall be considered to be continuous and continue the same name. Where there is a choice of direction or a possibility of extending either section in the future, such configuration shall be considered to be an intersection and the street/easement segments extending from the intersection shall bear different names. (LMO Section 16-2-103.O.4.f).

Finding of Fact:

1. The proposed Native Common would not make a right-angle turn.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion G. New or modified street names should generally use Drive, Lane, Place, Road, Street, or Way as suffixes. The following street designations should only be used if the street design meets one of the following descriptions. This list is not intended to limit the use of other appropriate suffixes.

1. *Alley – A street providing vehicular access to the rear of lots or buildings, usually as a secondary means of access to a property.*
2. *Avenue – A street that is continuous.*
3. *Boulevard – A street with a landscaped median dividing the roadway.*
4. *Circle – A street with a complete loop on the end or a side street that intersects another street at two adjacent intersections.*
5. *Court – A street terminating in a cul-de-sac, not longer than 1,000 feet in length.*
6. *Extension – A section of street forming an additional length.*
7. *Parkway – A street designated as a collector or arterial road, with a landscaped median reflecting the parkway character implied in the name.*

(LMO Section 16-2-103.O.4.g).

Finding of Fact:

1. The proposed access Native Common is an access easement.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion H. The suffixes Manor, Trace, and Common shall typically be used to name vehicular access easements. (LMO Section 16-2-103.O.4.h).

Findings of Fact:

1. The subject access Native Common is an access easement.

Conclusion of Law:

1. The proposed street name, Native Common, meets the requirements of this criterion.

Summary of Facts and Conclusions of Law
Criterion I. Where natural barriers, intervening land uses, or developments that break an existing street into two separate streets that are not likely to be reconnected in the future, the streets shall be named in a manner that considers the potential economic impact of the number of address points and type of addresses impacted. (LMO Section 16-2-103.O.4.i). **Finding of Fact:** 1. The subject street is not broken into two separate streets. **Conclusion of Law:** 1. This criterion **does not apply** to this application.

PREPARED BY:

JF	9/14/23
Joheida Fister *Deputy Fire Chief*	DATE

PREPARED BY:

TL	9/14/23
Trey Lowe, *Senior Planner*	DATE

REVIEWED BY:

SF	9/14/23
Shea Farrar, *Planning Commission Board Coordinator*	DATE

ATTACHMENTS:

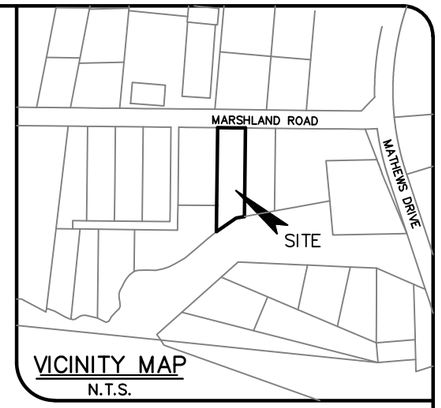
A) Subdivision Site Plan
B) Applicant's Narrative

NOTES:

1). THIS PLAT HAS BEEN PREPARED WITHOUT BENEFIT OF A COMPLETE TITLE SEARCH BY NANDINA, INC.
2). THIS PROPERTY MAY BE SUBJECT TO EASEMENTS OF RECORD AND COVENANT RESTRICTIONS AS RECORDED IN THE OFFICE OF THE ROD FOR BEAUFORT COUNTY.
3). SUBJECT PROPERTY DOES NOT APPEAR TO BE AFFECTED BY THE BEACHFRONT SETBACK REQUIREMENTS OF THE S.C. BEACH PROTECTION ACT OF JULY 1, 1988.
4). BUILDING SETBACKS, WHETHER SHOWN OR NOT, SHOULD BE VERIFIED BY THE LOCAL BUILDING AUTHORITY.
5). MINIMUM ELEVATION OF PROPOSED MOBILE HOME MUST BE 13.0' ABOVE M.S.L.

LINE TABLE		
LINE	LENGTH	BEARING
L1	20.99'	S60°38'28"W
L2	54.53'	S64°45'33"W
L3	31.95'	S75°10'32"W
L4	13.86'	N69°04'50"E
L5	13.99'	S60°38'28"W

AREA TABLE		
MARSH AREA	0.29 AC.	12,709 S.F.
HIGHGROUND	0.37 AC.	16,202 S.F.
TOTAL	0.66 AC.	28,911 S.F.



VICINITY MAP
N.T.S.

REF. NORTH

MARSHLAND ROAD 80' R/W

LOT 3
R510 008 000 013C 0000
GREENE ERIC
128 TITLEIST CIR
SAVANNAH GA 31419

R510 008 000 0609 0000
GREEN VIOLA ETAL
7 MARSHLAND RD
HILTON HEAD ISLAND SC 29926-2304

LOT 3A

LOT 4

LOT 5
R510 008 000 013E 0000
GREEN JOSEPH ETAL
11 MARSHLAND RD
HILTON HEAD ISLAND SC 29926

LOT 10

R510 008 000 013D 0000
GREEN VIOLA ETAL
7 MARSHLAND RD
HILTON HEAD ISLAND SC 29926-2304

MARSHES OF BROAD CREEK

15" RCP
ASPHALT
PKF
EDGE OF PAVEMENT
EXISTING DIRT DRIVE
PROPOSED ALL WEATHER DRIVE
1/2" IPF
1/2" IPS
N20°55'55"W ← 310.56'
S20°55'55"E → 312.62'
N69°14'37"E → 86.14'
20.0'
7.8'
15.7'
16.6'
10' B.S.L. & TYPE A OPTION 2 BUFFER
SHED
18'X18' PARKING
44.0'
28.0'
PROPOSED MOBILE HOME
14.5'
23.2'
UPPER DECK
EXISTING TWO STORY RESIDENCE
40' B.S.L. & TYPE B OPTION 1 BUFFER
21.1'
21.0'
18'X18' PARKING
42.7'
17.3'
HOME PROJECTS
14.9'
HOME PROJECTS
5' SETBACK LINE
EXISTING MOBILE HOME
N20°55'55"W ← 274.07'
5.58'
123.2'
12.5'
71.3'
N20°55'55"W ← 95.00'
L1
L2
L3
L4
L5
TBM NAIL IN METER POLE
ELEVATION = 11.00' NAVD 88
OCRM CRITICAL LINE
20' TOWN OF HILTON HEAD ISLAND OCRM BUFFER
S29°59'59"W → 84.21'
GRAVEL DRIVE
ASPHALT

SYMBOLS
1/2" IPF ◎ – 1/2" IRON PIN FOUND
1/2" IPS ○ – 1/2" IRON PIN SET
– ELECTRIC TRANSFORMER

REFERENCE PLATS

1) PLAT SHOWING DIVISION OF LAND NOW OWNED BY MINGO GREEN ESTATE, HILTON HEAD ISLAND, BEAUFORT COUNTY, S..C
DRAWN: 6/06/65
RECORDED IN BOOK 17 , PAGE 104
ROD. BEAUFORT COUNTY, SC
BY: O.L. CLOUD S.C.R.L.S.

2) MANUFACTURED HOME SITE SUVEY OF LOT 3, MINGO GREEN ESTATE, MARSHLAND ROAD, HILTON HEAD ISLAND, BEAUFORT COUNTY, S.C.
DRAWN: 8/30/04, LAST REVISED: 10/06/04
RECORDED IN BOOK106, PAGE 16, DATED 4/15/05
ROD. BEAUFORT COUNTY, SC
BY: RALPH O. VANADORE S.C.R.L.S. # 7606

3) RIGHT OF WAY ACQUISITION PLAT OF MARSHLAND ROAD, HILTON HEAD ISLAND, BEAUFORT COUNTY, S.C.
DRAWN: 5/31/97
RECORDED IN BOOK 61 , PAGE 7 , DATED 6/16/97
ROD. BEAUFORT COUNTY, SC
BY: JACK JONES S.C.R.L.S. # 13852

ADDRESS: 7 MARSHLAND ROAD
DISTRICT: 510 , MAP: 8 , PARCEL: 13D
THIS PROPERTY LIES IN F.E.M.A. ZONE AE - 7.0'
COMMUNITY NO. 450250, PANEL: 0454G, DATED: 3/23/2021

THE AREA SHOWN ON THIS PLAT IS A REPRESENTATION OF DEPARTMENT (SCDHEC OCRM) PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS BY THEIR NATURE ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME. BY DELINEATING THE PERMIT AUTHORITY OF SCDHEC OCRM, SCDHEC OCRM IN NO WAY WAIVES IT'S RIGHT TO ASSERT PERMIT JURISDICTION, AT ANY TIME, IN ANY CRITICAL AREA, ON THE SUBJECT PROPERTY, WHETHER SHOWN HEREON OR NOT.

SIGNATURE _____ DATE _____

THE CRITICAL LINE SHOWN ON THIS PLAT IS VALID FOR FIVE YEARS FROM THE DATE OF THIS SIGNATURE, SUBJECT TO THE CAUTIONARY LANGUAGE ABOVE.

NOT VALID UNLESS EMBOSSED.

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

SOUTH CAROLINA NANDINA INC. d.b.a. SEA ISLAND LAND SURVEY, INC. No.C06703 CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR 29901 JUSTIN P. KESSELRING

MANUFACTURED HOME SITE PLAN OF:
LOT 4, MINGO GREEN ESTATE,
HILTON HEAD ISLAND,
BEAUFORT COUNTY, SOUTH CAROLINA

PREPARED FOR: MELVIN & LATOYA HAMILTON

DATE : 7/27/2023 SCALE : 1" = 30'

GRAPHIC SCALE
0 30 60 90

NANDINA

d.b.a Sea Island Land Survey, Inc.
10 Oak Park Drive, Unit C1,
Hilton Head Island,
SC 29926
FILE No : 05218.3

Tel (843) 681-3248
E-mail: admin@nandinainc.com
DWG No. : 3-05218.3

CAD: BA, FLD: CJ, AM

Native Lane was chosen as the new street name honoring our long line of ancestors who were, and still are, on Hilton Head Island dating back to the late 1800s. It is crucial that we maintain our identity on Hilton Head Island amid rapid change and development. Native Lane extends this identity and demonstrates that those who occupy 7 Marshland road and surrounding areas of the Historic Gullah community of Marshland, are natives of Hilton Head Island. Generations of natives exist on Hilton Head Island. The naming of this road is not only a representation of my family but the other families on Hilton Head and the surrounding communities who are native people.

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
NEW STREET NAME

Case #	New Street Name	Public Hearing Date
STDV-001459-2023	Midwife Court	September 20, 2023

Location	Applicant	Agent
R510 007 000 0379 0000 & R510 007 000 1122 0000	Thomas C Barnwell Jr. Owner	Joheida Fister Deputy Fire Chief Hilton Head Island Fire Rescue 40 Summit Drive Hilton Head Island, SC 29926

Application Summary

Hilton Head Island Fire Rescue, on behalf Thomas C Barnwell Jr., owner of R510 007 000 0379 0000 proposes to name a new street located off Katie Miller Dr. as Midwife Court, which will provide direct access to a proposed subdivision.

Staff Recommendation

Staff recommends the Planning Commission **approve** the application to name the subject street Midwife Court based on the review criteria outlined in Land Management Ordinance Section 16-2-103.O.4 and enclosed herein.

Background

The new street will provide direct access to the proposed subdivision. See Attachment A, Subdivision Site Plan.

Thomas C Barnwell Jr., owner, submitted three names for consideration. See Attachment B, Applicant's Narrative.

As set forth in LMO Section 16-2-103.O.3.d, Decision-Making Body Review and Decision, the Commission make a final decision on the application based on the standards in LMO Section 16-2-103.O.4, Street/Vehicular Access Easement Review Standards.

Summary of Facts and Conclusion of Law

Criterion A: No new street or vehicular access easement, or proposed modification of the name of an existing street or vehicular access easement, shall duplicate, be phonetically similar to, or in any way be likely to be confused with an existing street or vehicular access easement, despite of the use of prefixes or suffixes. (LMO Section 16-2-103.O.4.a).

Findings of Fact:

1. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Midwife Court is not duplicated within the Town or Beaufort County.
2. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Midwife Court is not phonetically similar to an existing street or vehicular access easement.
3. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch have determined Midwife Court will not likely be confused with an existing street or vehicular access easement.

Conclusion of Law:

1. The proposed street name, Midwife Court, **meets the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion B: Name(s) shall be simple, logical, easy to read and pronounce, and are clear and brief. Use of frivolous or complicated words or unconventional spellings in names shall not be approved. (LMO Section 16-2-103.O.4.b).

Findings of Fact:

1. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Midwife Court is simple, logical, easy to read and pronounce.
2. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Midwife Court is clear and brief.
3. Town staff, Fire Rescue Dispatch, and Beaufort County Dispatch determined Midwife Court does not include frivolous or complicated words or unconventional spelling.

Conclusion of Law:

1. The proposed street name, Midwife Court, **meets the requirements** of this criterion.

Summary of Facts and Conclusions of Law

Criterion C: It is desirable to use names that have some association with Hilton Head Island and specifically with the immediate location of the street or place, such as reference to local history or physiographic features. (LMO Section 16-2-103.O.4.c).

Finding of Fact:

1. The proposed street name Midwife Court was chosen in honor of Hannah Barnwell (October 9, 1904 - September I, 1986) who was the eldest child of Benjamin Walter White, Sr., one of the largest farmers on Hilton Head Island in his day. Although he had only 3rd grade education himself, he believed in education. Hannah was sent to Mather School in Beaufort and then on to nursing school in Columbia and became the first licensed nurse on the Island and had a career as a nurse and midwife.

Conclusion of Law:

1. The proposed street name, Midwife Court, **meets the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion D: Use of a common theme is recommended for names of streets that are associated with one another, such as those within a residential development. (LMO Section 16-2-103.O.4.d).

Finding of Fact:

1. Midwife Court is the only street that provides access to the subject properties.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion E: Streets or vehicular access easements that continue through an intersection should generally bear the same name, except where the street crosses a major arterial or where existing address points on a street require that the street given a different name. (LMO Section 16-2-103.O.4.e).

Finding of Fact:

1. The proposed Midwife Court does not continue through an intersection.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusion of Law

Criterion F: A street or vehicular access easement making an approximate right-angle turn where there is no possibility of extending the street or vehicular access easement in either direction shall be considered to be continuous and continue the same name. Where there is a choice of direction or a possibility of extending either section in the future, such

configuration shall be considered to be an intersection and the street/easement segments extending from the intersection shall bear different names. (LMO Section 16-2-103.O.4.f).

Finding of Fact:

1. The proposed Midwife Court will not be extended in the future.

Conclusion of Law:

1. The proposed street name, Midwife Court, **meets the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion G. New or modified street names should generally use Drive, Lane, Place, Road, Street, or Way as suffixes. The following street designations should only be used if the street design meets one of the following descriptions. This list is not intended to limit the use of other appropriate suffixes.

1. *Alley – A street providing vehicular access to the rear of lots or buildings, usually as a secondary means of access to a property.*
2. *Avenue – A street that is continuous.*
3. *Boulevard – A street with a landscaped median dividing the roadway.*
4. *Circle – A street with a complete loop on the end or a side street that intersects another street at two adjacent intersections.*
5. *Court – A street terminating in a cul-de-sac, not longer than 1,000 feet in length.*
6. *Extension – A section of street forming an additional length.*
7. *Parkway – A street designated as a collector or arterial road, with a landscaped median reflecting the parkway character implied in the name.*

(LMO Section 16-2-103.O.4.g).

Finding of Fact:

1. The proposed street name is Midwife Court.

Conclusion of Law:

1. The proposed street name, Midwife Court, **meets the requirements** of this criterion.

Summary of Facts and Conclusion of Law

Criterion H. The suffixes Manor, Trace, and Common shall typically be used to name vehicular access easements. (LMO Section 16-2-103.O.4.h).

Findings of Fact:

1. The subject access is not an access easement.

Conclusion of Law:

1. This criterion **does not apply** to this application.

Summary of Facts and Conclusions of Law
Criterion I. Where natural barriers, intervening land uses, or developments that break an existing street into two separate streets that are not likely to be reconnected in the future, the streets shall be named in a manner that considers the potential economic impact of the number of address points and type of addresses impacted. (LMO Section 16-2-103.O.4.i). **Finding of Fact:** 1. The subject street is not broken into two separate streets. **Conclusion of Law:** 1. This criterion **does not apply** to this application.

PREPARED BY:

JF	9/14/23
Joheida Fister *Deputy Fire Chief*	DATE

PREPARED BY:

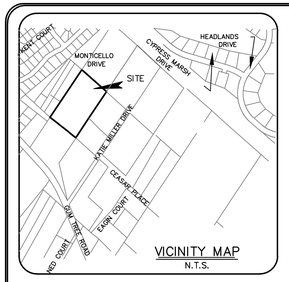
TL	9/14/23
Trey Lowe, *Senior Planner*	DATE

REVIEWED BY:

SF	9/14/23
Shea Farrar, *Planning Commission Board Coordinator*	DATE

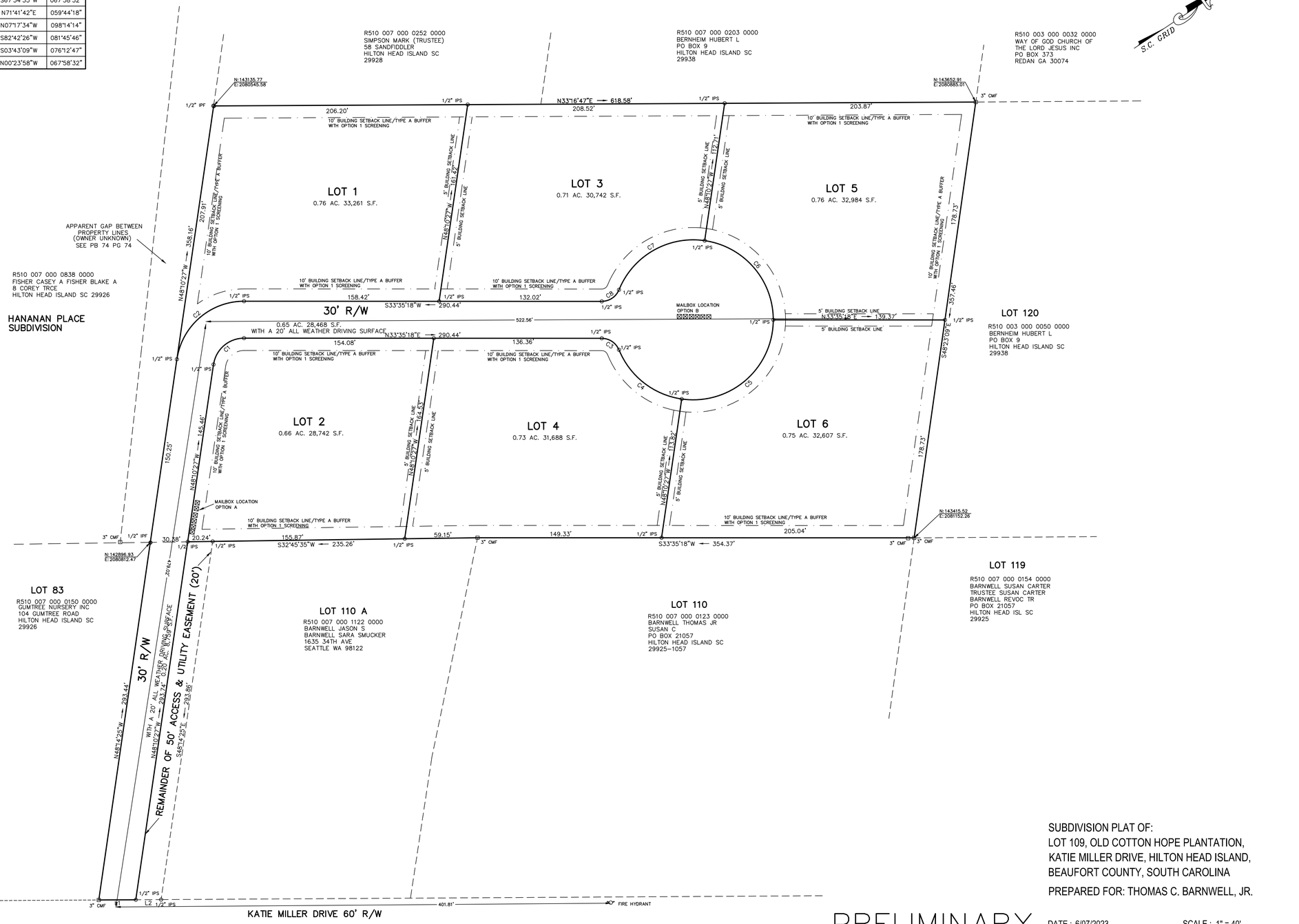
ATTACHMENTS:

A) Subdivision Site Plan
B) Applicant's Narrative



CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	CHORD	CHORD BEARING	DELTA
C1	35.68'	25.00'	21.64'	32.72'	S07°17'34"E	081°45'46"
C2	78.49'	55.00'	47.61'	71.99'	S07°17'34"E	081°45'46"
C3	17.80'	15.00'	10.11'	16.77'	S67°34'35"W	067°58'32"
C4	67.77'	65.00'	37.33'	64.74'	N71°41'42"E	059°44'18"
C5	111.45'	65.00'	75.09'	98.29'	N07°17'34"W	098°14'14"
C6	92.76'	65.00'	56.27'	85.08'	S82°42'26"W	081°45'46"
C7	86.46'	65.00'	50.98'	80.23'	S03°43'09"W	076°12'47"
C8	17.80'	15.00'	10.11'	16.77'	N00°23'58"W	067°58'32"

SOME OR ALL AREAS ON THIS PLAT ARE FLOOD HAZARD AREAS AND HAVE BEEN IDENTIFIED AS HAVING AT LEAST A ONE PERCENT CHANCE OF BEING FLOODED IN ANY GIVEN YEAR BY RISING TIDAL WATERS ASSOCIATED WITH POSSIBLE HURRICANES. LOCAL REGULATIONS REQUIRE THAT CERTAIN FLOOD HAZARD PROTECTIVE MEASURES BE INCORPORATED IN THE DESIGN AND CONSTRUCTION OF STRUCTURES IN THESE DESIGNATED AREAS. REFERENCE SHALL BE MADE TO THE DEVELOPMENT COVENANTS AND RESTRICTIONS OF THIS DEVELOPMENT AND REQUIREMENTS OF THE TOWN BUILDING OFFICIAL. IN ADDITION, FEDERAL LAW REQUIRES MANDATORY PURCHASE OF FLOOD INSURANCE AS A PREREQUISITE TO FEDERALLY INSURED MORTGAGE FINANCING IN THESE DESIGNATED FLOOD HAZARD AREAS.



LEGEND & SYMBOLS:

3" CMF ⊡	3" CONCRETE MONUMENT FOUND
1/2" IPF ⊙	1/2" IRON PIN FOUND
1/2" IPS ○	1/2" IRON PIN SET

REFERENCE PLAT

1) A COMPOSITE BOUNDARY SURVEY OF LOTS 82, 109, 110, 110A, 111, 118 & 119, KATIE MILLER DRIVE, HILTON HEAD ISLAND, BEAUFORT COUNTY, S.C. DRAWN: 9/03/09, LAST REVISED: 11/16/18 RECORDED IN BOOK150, PAGE 121, DATED 11/21/18 ROD. BEAUFORT COUNTY, SC BY: MARK R. RENEW S.C.R.L.S. # 25437

PROPERTY AREA = 5.02 AC. 218,492 S.F.
ADDRESS: KATIE MILLER DRIVE

DISTRICT: 510, MAP: 7, PARCEL: 379

THIS PROPERTY LIES IN F.E.M.A. ZONE X
BASE FLOOD ELEVATION = NO MINIMUM ELEVATION
COMMUNITY NO. 450250, PANEL 0451G, DATED: 3/23/2021

NOTES:
1) UNDERGROUND UTILITIES NOT LOCATED EXCEPT AS SHOWN.
2) SUBJECT PROPERTY DOES NOT APPEAR TO BE AFFECTED BY THE BEACHFRONT SETBACK REQUIREMENTS OF THE S.C. BEACH PROTECTION ACT OF JULY 1, 1988.
3) HORIZONTAL DATUM IS SOUTH CAROLINA STATE PLANE NAD 83.
4) BUILDING SETBACKS, WHETHER SHOWN OR NOT, SHOULD BE VERIFIED BY THE LOCAL BUILDING AUTHORITY.
5) THIS SURVEY HAS BEEN PREPARED WITHOUT BENEFIT OF A COMPLETE TITLE SEARCH AND IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.
6) THIS SURVEY DOES NOT CERTIFY TO THE EXISTENCE OR ABSENCE OF FRESHWATER WETLANDS.

OWNERS CERTIFICATION

THOMAS C, BARNWELL, JR. ARE THE OWNER(S) OF THE HEREON DESCRIBED PROPERTY AND THAT I (WE) STATE THAT THIS PLAN IS BEING PUT FORTH AS REQUESTED.

SIGNATURE _____ DATE _____

PRELIMINARY

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

SOUTH CAROLINA NANDINA INC. SEA ISLAND LAND SURVEY, INC. No.C06703 CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR 29901 JUSTIN R. KESSELRING

NOT VALID UNLESS EMBOSSED.

SUBDIVISION PLAT OF:
LOT 109, OLD COTTON HOPE PLANTATION,
KATIE MILLER DRIVE, HILTON HEAD ISLAND,
BEAUFORT COUNTY, SOUTH CAROLINA

PREPARED FOR: THOMAS C. BARNWELL, JR.

DATE : 6/07/2023 SCALE : 1" = 40'

GRAPHIC SCALE 0 40 80 120

NANDINA

d.b.a. Sea Island Land Survey, Inc.
10 Oak Park Drive, Unit C1,
Hilton Head Island,
SC 29926
Tel (843) 681-3248
Fax (843) 689-3871
E-mail: admin@nandinainc.com

FILE No : 08093.2 DWG No. : 6-08093.2

 CAD: BA

Rationale for recommending street names for the Barnwell Family Compound:

Hannah Barnwell (October 9, 1904 - September 1,1986) was the eldest child of Benjamin Walter White, Sr., one of the largest farmers on Hilton Head Island in his day. Although he had only 3rd grade education himself, he believed in education. Hannah was sent to Mather School in Beaufort and then on to nursing school in Columbia and became the first licensed nurse on the Island and had a career as a nurse and midwife. She married Thomas S. Barnwell and was a pillar in the Squire Pope Community and in the Mount Calvary Missionary Baptist Church. She also started the first preschool on Hilton Head Island.

Hannah was the granddaughter-in-law of Katie Miller who bought property in the section formerly called Cotton Hope Plantation. The street accessing Katie Miller's former property was named Katie Miller Drive when the road was put in. The road accessing the Barnwell Family compound comes off of Katie Miller Drive.

The 6 lots in the Barnwell Family compound will be deeded to the 6 grandchildren of Thomas C. Barnwell, Jr. and the 6 great-grandchildren of Hannah Barnwell.