



Town of Hilton Head Island
TOWN COUNCIL MEETING
1 Town Center Court, Hilton Head Island, SC
Benjamin M. Racusin Council Chambers
Tuesday, July 18, 2023, 3:00 PM

The meeting can be viewed on the [Town's YouTube Channel](#), the [Beaufort County Channel](#), and Spectrum Channel 1304.

1. **Call to Order**
2. **FOIA Compliance:** Public notification of this workshop 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.
3. **Pledge to the Flag**
4. **Invocation – Pastor Jeff Dorth – Island Lutheran Church**
5. **Adoption of the Agenda**
6. **Approval of the Minutes**
 - a. Regular Meeting Minutes of June 6, 2023
 - b. Workshop Meeting Minutes of June 14, 2023
 - c. Regular Meeting Minutes of June 20, 2023
 - d. Special Meeting Minutes of June 27, 2023
7. **Presentations and Recognitions**
 - a. Report of the Town Manager
 - b. Parks and Recreation Month Proclamation – Mayor Alan Perry
 - c. Workforce Housing Program Monthly Update – Missy Luick, Assistant Community Development Director
 - d. Presentation of the 2023 Annual Evaluation Report of the Community Rating System's Program for Public Information – Shawn Colin, Assistant Town Manager, Community Development
 - e. Presentation of the 2023 Annual Evaluation Report of the 2020 Lowcountry Natural Hazard Mitigation Plan – Shawn Colin, Assistant Town Manager, Community Development
8. **Reports from Members of Town Council**
 - a. General Reports from Town Council
 - b. Report of the Lowcountry Area Transportation Study – Glenn Stanford
 - c. Report of the Lowcountry Council of Governments – Tammy Becker
 - d. Report of the Beaufort County Airports Board – David Ames

- e. Report of the Southern Lowcountry Regional Board – Glenn Stanford
 - f. Report of the Island Recreation Association Board – Alex Brown
 - g. Report of the Community Services and Public Safety Committee – Tammy Becker
 - h. Report of the Public Planning Committee – David Ames
 - i. Report of the Finance and Administrative Committee – Alex Brown
- 9. Appearance by Citizens:** Citizens who wish to address the Town Council on the matters being discussed during the meeting may do so by submitting the [Request to Speak form](#) no later than 12:00 PM the day of the meeting..

10. New Business

- a. Consideration of 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 Island Mixed-Use within the Sea Pines Circle District – First Reading – Shawn Colin, Assistant Town Manager, Community Development

11. Executive Session

- a. Discussion of Matters Relating to the Proposed Location, Expansion, or the Provision of Services Encouraging Location or Expansion of Industries or Other Businesses in the area Served by the Public Body (Pursuant to South Carolina Freedom of Information Act Section 30-4-70(a)(5)) related to:
 - 1. Project Cloud
- b. Discussion of Personnel Matters [pursuant to the South Carolina Freedom of Information Act Section 30-4-70(a)(1)] Related to:
 - 1. Town Council Appointments to Town Boards and Commissions
 - i. Housing Action Committee
- c. Discussion of Legal Advice from the Town Attorney on Matters Covered Under the Attorney-Client Privilege (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70 [a][2]) Related to:
 - 1. Mount Calvary Missionary Baptist Church of HHI, et al vs Town of HHI, et al
 - 2. Mitchelville Road Dirt Road Paving
- d. Discussion of Negotiations Incident to Proposed Contractual Arrangements and Discussions for the Proposed Sale or Purchase of Property (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70 [a][2]) related to:
 - 1. Marshland Road Area
 - 2. Chaplin Area
 - 3. Stoney Area

4. Dillon Road Area
5. Jonesville Road Area
6. Pope Avenue Area
7. Muddy Creek Road Area
8. Beach City Road Area

- e. Discussion and Status Update on the Negotiations Incident to Proposed Contractual Arrangements for the Northpoint Public-Private Partnership Workforce Housing Project (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70 [a][2])

12. Action from Executive Session

13. Adjournment

Municipal Association of South Carolina (MASC) Civility Pledge:
"I pledge to build a stronger and more prosperous community by advocating for civil engagement, respecting others and their viewpoints, and finding solutions for the betterment of my city or town."



Town of Hilton Head Island
TOWN COUNCIL MEETING
Tuesday, June 6, 2023, 3:00 PM
Minutes

Present from Town Council: Alan Perry, *Mayor*; David Ames, *Mayor Pro-Tempore*; Alex Brown, Patsy Brison, Tamara Becker, Glenn Stanford, *Town Council Members*

Absent from Town Council: Steve Alfred, *Town Council Member*

Present from Town Staff: Marc Orlando, *Town Manager*; Josh Gruber, *Deputy Town Manager*, Angie Stone, *Assistant Town Manager*, Shawn Colin, *Assistant Town Manager – Community Development*; Chris Blankenship, *Fire Chief*; Ben Brown, *Sr. Advisor to the Town Manager*; John Troyer, *Finance Director*; Erica Madhere, *Budget Analyst*; Rich Groth, *Procurement Officer*; Bryan McIlwee, *Assistant Community Development Director*; Ashley Goodrich, *Principal Planner*; Carolyn Grant, *Communications Director*; Bob Bromage, *Public Safety Director*; Aaron Black, *Facilities Manager*; Jeff Netzing, *Storm Water Manager*; Cindaia Ervin, *Assistant Town Clerk*; Kimberly Gammon, *Town Clerk*; Curtis Coltrane, *Town Attorney*

1. Call to Order

Mayor Perry called the meeting to order at 3:00 p.m.

2. FOIA Compliance

Ms. Gammon affirmed compliance with FOIA.

3. Pledge to the Flag

4. Invocation – Rabbi Brad Bloom – Congregation Beth Yam

Rabbi Bloom delivered the invocation.

5. Civility Pledge

6. Adoption of the Agenda

Mr. Ames moved to approve. Ms. Brison seconded. Motion carried 6-0. (Alfred absent)

7. Approval of the Minutes

a. Ad-Hoc Committee Meeting Minutes of May 4, 2023

b. Workshop Meeting Minutes of May 9, 2023

c. Workshop Meeting Minutes of May 11, 2023

d. Regular Meeting Minutes of May 16, 2023

Mr. Ames moved to approve. Mr. Stanford seconded. Motion carried 6-0. (Alfred absent)

8. Report of the Town Manager

a. Items of Interest

Mr. Orlando reported on various items of interest. He encouraged citizens to participate in the survey being conducted regarding the Fire Rescue Three-Year Strategic Plan, congratulated Jacob Deuel on his recent certification as a Certified Government Chief Information Officer and reported that the new business on Pope Avenue known as the Bank held a grand opening earlier in the day and donated \$1,000,000 to Mitchelville Freedom Park.

b. Report on the State of Law Enforcement on Hilton Head Island – Sheriff PJ Tanner, Beaufort County Sheriff's Office

Sheriff Tanner addressed Council stating the state of law enforcement on Hilton head Island is rated as very good. He reviewed statistics regarding calls for service on Hilton Head Island. He went through each category and ranked them noting that larceny and vehicle collisions are continually the highest. Sheriff Tanner explained how they are addressing issues by focusing on problem areas and deploying staff to those areas. Members of Council made comments and asked questions regarding: whether vehicle break-ins are identified if they are local residents vehicles or visitors vehicles; inquiry as to whether there is a report regarding specific time frames when larceny takes place; review of need for an increase in staffing on Hilton Head Island; concern regarding speeding on side streets and appreciation for the department addressing the issue; appreciation for the outreach efforts of the department; questions in regard to how Hilton Head Island statistics compare to other areas of the country; speeding enforcement; red-light running; vacancies on staff level. Ms. Brison requested that going forward within quarterly crime statistics provided to Council that speeding, red-light violations and staff vacancies be broken down within the report. Sheriff Tanner stated they will work on breaking down the areas for future reports.

c. William Hilton Parkway Gateway Corridor Update – Shawn Colin, Assistant Town Manager, Community Development

Shawn Colin updated Council on the remaining steps regarding the project if the resolution is approved. They are as listed:

- The Town will solicit RFQ for a period of 30 days.
- Responses to the Town RFQ will be reviewed by the Advisory Committee and selection team to reach recommendation of the preferred consultant to execute contract. Time frame and cost to complete the Town Lead Independent Study has not yet been determined.

- The Town will continue executing the Installation of Adaptive Traffic Signals for all Town signalized intersections through its Capital Improvements Program. Installation is expected to be complete by June 30, 2023. Initial data on performance will not be available until after the complete system is installed.
- Town staff is working with consultants MKSK to complete flythrough graphics to depict the existing Gateway Corridor, the Modified Preferred Alternative, and the Modified Preferred Alternative to include Town approved recommendations. Final graphics to be completed following review of findings and recommendations from the Independent Study.
- Beaufort County continues to work with SCDOT and their project team to secure remaining funds necessary to substantially fund the project, which will allow submission of the Environmental Assessment (EA) Documents to the Federal Highway Administration for a Finding of No Significant Impacts (FONSI).
- The Town and County agreed in the MOA to pursue the FONSI from Federal Highway Administration.
- The results of the joint Independent Review, as well as the Town procured Independent Study will be presented to respective Council's for consideration.
- If any findings from the Independent Review and Study affect environmental documents submitted for the FONSI, those recommendations will be considered, and the environmental documents will be updated and resubmitted to the Federal Highway Authority as agreed upon by the County and the Town.
- If any findings from the Independent Review and Study affect environmental documents submitted for the FONSI, those recommendations will be considered, and the environmental documents will be updated and resubmitted to the Federal Highway Authority as agreed upon by the County and the Town.
- The County and the Town agree that the Independent Review and Study will be the last and final study needed for the Town to make a final decision related to the Project.
- Town approval of the MOA did not provide municipal consent, nor did it preclude the submission of amended documents to the Federal Highway Administration to include recommendations that emerge from the Independent Review and Study. Such consent may be provided by the Town Council after the Independent Review has been evaluated by the Town and County and before the right-of-way acquisition phase of the Project begins. Municipal consent by the Town will not be unreasonably withheld.

Mr. Colin noted that his counterpart from Beaufort County stated they are at a 30% design level and the acquisition of rights-of-way begins at about 60% so there is a long way to go before that process begins.

Mr. Colin shared a text he received from the SCDOT stating: *Municipal approval typically happens at the end of the NEPA and right before right-of-way acquisitions begin. Based on the understanding of the current project timeline, the Town would need to provide consent prior to the end of the calendar year. It's not delaying anything at this point, but the Town should probably begin their dialogue and any necessary committee work in earnest, within the next 90 days, assuming it will take 60 to 90 days*

for the Town to issue consent once they start their processes.

Mayor Perry reiterated the point that municipal consent does not need to take place until the end of the calendar year. He stated the conversations need to take place, but they are not looking for municipal consent until the end of the year.

Mr. Colin recapped the timeline in detail and received input from Council. It was suggested analysis of the data collected be added to the timeline.

9. Appearance by Citizens

Judy Austin addressed Council regarding the 2023 Hilton Head Island-Bluffton Junior Leadership Program. She conducted an overview of the program and the accomplishments of the class.

Garett Simmons addressed Council regarding the 2023 Hilton Head Island-Bluffton Junior Leadership Program and focused on the teamwork aspect of the program.

Peter Kristian addressed Council regarding the William Hilton Parkway Gateway Corridor Project encouraging Council to communicate a sense of urgency regarding the project.

Jon Herron addressed Council regarding the William Hilton Parkway Gateway Corridor Project encouraging Council to move forward with the project quickly.

Lee Wilwerding addressed Council regarding the William Hilton Parkway Gateway Corridor Project stating the Greater Island Council was totally involved in proposing the project be considered as a total traffic corridor project. He stated the project will contribute to a better quality of life for all concerned.

Ray Warco addressed Council regarding the William Hilton Parkway Gateway Corridor Project and the need for it to move forward in a timely manner. He explained there is a need for workers on the Island and due to the traffic problems, the jobs cannot be filled.

Cary Kelley addressed Council regarding the William Hilton Parkway Gateway Corridor Project and the need for it to move forward in hopes it will alleviate the employment problems facing the Island.

Carlton Dallas addressed Council regarding the William Hilton Parkway Gateway Corridor Project stating there is need to address the traffic congestion and address the rate of pay for workers coming from off-island. Mr. Dallas suggested working with the landowners that will be affected by the project in providing them with equity in any future developments that arise from the project. He added that marine transportation could also be a solution for day travelers/workers to the Island.

John Newman addressed Council regarding the William Hilton Parkway Gateway

Corridor Project stating the need for urgency in moving the project forward to assist the families in need of services.

Deidrik Advocaat addressed Council in support of the Strengths, Weaknesses, Opportunities & Threats (SWOT) and Resilience Plan for Hilton Head Island. He suggested extending the resilience plan to Windmill Harbour. Additionally, he addressed Council regarding the William Hilton parkway Gateway Corridor Project cautioning Council not to rush but to go through the exercise to obtain the perfect solution for the Island.

Linda Herrington addressed Council regarding the William Hilton Parkway Corridor Project requesting that they reject all resolutions brought to them from outside body for movement before Town Council.

Andrew Shumacher addressed Council regarding the William Hilton Parkway Gateway Corridor Project urging them to move the project forward due to the need for employees and employee retention on Hilton Head Island.

John Shkor addressed Council regarding the William Hilton Parkway Gateway Corridor Project stating the harm to the Island is severe and will continue until new bridges are built. He advocated moving forward quickly to remedy the problem.

Lynn Fontaine addressed Council regarding the William Hilton Parkway Gateway Corridor Project and thanked them for their commitment to due diligence.

Joseph Kernan addressed Council regarding the William Hilton Parkway Gateway Corridor Project and suggested connection the Bluffton Parkway to the Cross Island Parkway which would provide an additional route of access to the Island.

Steve Baer addressed Council regarding the William Hilton Parkway Gateway Corridor Project stating it will not solve the safety problem or congestion and spoke against the Greater Island Council proposed resolution.

Richard Bisi addressed Council regarding the William Hilton Parkway Gateway Corridor Project stating the SCDOT plan for the corridor is poorly designed and likely defective product and will not solve the congestion problem. He stated the need for an independent study before municipal consent is given.

Bobby Tillison addressed Council requesting they add beach volleyball courts to the list of Parks and Recreation projects.

Andrew Dale addressed Council regarding the benefits of beach volleyball and the need for courts.

Holly Hicks addressed Council regarding the rich history of the Island the need to preserve it and protect it from overdevelopment.

Steven Arnold addressed Council encouraging them to continue efforts in fostering the Town's partnership with Habitat for Humanity.

Gray Smith addressed Council regarding the William Hilton Parkway Gateway Corridor Project and the challenge in getting people on and off the Island expeditiously.

10. Public Hearing and Final Reading

- a. Second and Final Reading of Proposed Ordinance 2023–10 Adopting the Municipal Budget for the Town of Hilton Head Island for Fiscal Year 2024 Ending June 30, 2024 – Marc Orlando, Town Manager

At 4:55 p.m. Mayor Perry opened the public hearing and asked for public comment. There were none. The public hearing closed at 4:56 p.m.

Marc Orlando conducted a review of the proposed budget. He stated it is a priority-based budget that is funding the Town's Strategic Plan Initiatives with increased fund balances due to prior year unspent funds, as well as fund balance policy improvements. Mr. Orlando reported there is no change in Property Tax rate with the expectation of a reduction after reassessment. He explained there has been two years of strong non-property tax revenue collections are now being reflected in the budget and enhanced revenues through growth related application fee enhancements. He noted the use of State ATAX funding to increase support of both the General Fund and Capital Projects Fund. Mr. Orlando pointed out the two new funds added this year were the Gullah Geechee Historic Neighborhood Economic Development Fund and the Housing Fund. He reviewed revenues and expenditures within all the funds.

Mr. Orlando expressed his appreciation to Council, John Troyer, Erica Madhere and all department heads for their assistance in preparing the proposed budget.

Mr. Ames moved to approve. Mr. Stanford seconded. Ms. Becker stated she would vote against the proposed budget because the growth of government through staff at this point needs to be considered, as well as her request to find ways in which tax dollars could be returned to residents. Mr. Stanford pointed out the fact that there is no increase in taxes and after the reassessment there is a possibility of a reduction. Ms. Brison thanked the staff for all their efforts and noted that this is the sixth year of paying down debt which protects and preserves the Town's bond ratings. Mr. Ames asked if there has been public inquiry regarding the budget. Mr. Orlando stated some public comment has been provided but not a lot. Mr. Ames said he is excited about the budget which gives the Town an opportunity to re-establish itself as a leader in planning and investment in quality projects. He referenced and thanked other entities that are also committing investments in the Town. Mayor Perry noted that until the reassessment is complete Council cannot commit to anything regarding those funds. He applauded Mr. Orlando for presenting a budget

that addresses the issues at hand, improvements in customer service and the completion of projects in a timely manner.

Mayor Perry asked for public comment.

Fred Goulet addressed Council regarding the Housing Fund and the utilization of funds. He stated he was against the Town participating in the housing business.

Lynn Pico Bullard stated the best thing that happened to Hilton Head Island was hiring Marc Orlando as Town Manager.

Peter Kristian pointed out that the projects within the budget are attracting people to Hilton Head Island which emphasizes the need for the William Hilton Parkway Corridor Project to begin. He stated appreciation for the Main Street project, stormwater management system, pathway system and the hurricane preparedness program.

Caitlin Lee thanked Council for investing in what is valued. She stated the Housing Fund is 2.7% of the total budget which is a small investment for a huge payback for the community.

The motion carried 5-1 (Becker opposed, Alfred absent)

11. Unfinished Business

- a. Second and Final Reading of Proposed Ordinance 2023-13 Amending Provisions of Title 11, Chapter 1 of the Municipal Code for the Town of Hilton Head Island to Provide for a Small and Minority-Owned Disadvantaged Business Enterprise Utilization Program and a Corresponding Good Faith Effort Program – John Troyer, Finance Director

John Troyer provided a brief overview of the proposed ordinance. He explained the amendments will permanently and clearly establish the Town's commitment to inclusivity in its procurement practices, with no downside. Mr. Ames moved to approve. Ms. Brison seconded. Ms. Becker reiterated she felt there was no need for an ordinance regarding this subject and she would be voting against it. Mayor Perry asked for public comment. There was none. Motion carried 6-0 (Becker against, Alfred absent)

12. New Business

- a. Consideration of a Resolution Supporting the Proposed Approach to Complete a Strengths, Weaknesses, Opportunities & Threats (SWOT) and Resilience Plan for Hilton Head Island – Bryan McIlwee, Assistant Community Development Director

Bryan McIlwee conducted a brief presentation regarding the item. He stated the Strategic Action Plan contains an initiative to identify Strengths, Weaknesses, Opportunities and Threats (SWOT) of Hilton Head Island resilience. He added that a

key element of this initiative is to procure a consultant(s) to model future impact scenarios to identify inundation impacts and a menu of mitigation actions, each with benefit costs analysis associated with varying levels of protection. Mr. McIlwee noted that working with a highly qualified consultant, applicable public agencies, and stakeholders to develop a Hilton Head Island Resilience Plan for Climate Adaption and Sea Level Rise will guide future decisions on policy, projects, and protections. Mr. Ames moved to approve. Ms. Brison seconded. Mayor Perry asked for public comment. There was none. Motion carried 6-0 (Alfred absent).

b. Consideration of a Resolution Approving the William Hilton Parkway Gateway Corridor Independent End-to-End Analysis Request for Qualifications and Scope of Work – Shawn Colin, Assistant Town Manager, Community Development

Shawn Colin stated the William Hilton Parkway Gateway Corridor Independent Review Advisory Committee recommended to Town Council for endorsement the final content and scope of work to be included in the Request for Qualifications to complete a new Independent Study for William Hilton Parkway Gateway Corridor Project. He stated the study should take no longer than six months and was available to answer questions. Mr. Ames moved to approve. Ms. Becker seconded. Mayor Perry asked for public comment.

Richard Bisi addressed Council thanking them for moving this item forward.

Peter Kristian addressed Council asking Council to place a sense of urgency on this task and get it done.

Steve Baer addressed Council agreeing with the sense of urgency regarding the subject. He stated he feels the traffic problem is a result of the traffic lights and the study will address the issue.

Steve Birdwell addressed Council regarding the traffic issues and the effect on employee retention. He stated the need for urgency regarding the project.

Lynn Bullard addressed Council expressing concern of how three lanes of bridge is going to merge into two lanes on the Island.

Joseph Kernan addressed Council stating that adding lanes to the existing roads doesn't solve the problem. He stated the only solution is to connect the Bluffton Parkway to the Cross Island Parkway.

Risa Prince addressed Council in support of the study.

Rene Roth addressed Council stating support for an additional bridge to the Island.

Frank Babel addressed Council emphasizing the need to work towards solutions amicably.

Motion carried 6-0 (Alfred absent).

c. Consideration of a Resolution of the Town of Hilton Head Island Adopting the Town of Hilton Head Island FY2023 – 2025 Strategic Action Plan – Josh Gruber, Deputy Town Manager

Mr. Ames moved to approve. Mr. Stanford seconded. Mr. Ames asked if there were any changes from January. Mr. Gruber confirmed there were no changes. Mayor Perry asked for public comment. There was none. Motion carried 6-0 (Alfred absent).

- d. Consideration of a Resolution Authorizing the Execution of Standardized Stormwater Agreements for Ashton Cove, Carolina Isles, Peregrine Point, Beach City Place, and Chinaberry Ridge – Bryan McIlwee, Assistant Community Development Director

Mr. Ames moved to approve. Mr. Stanford seconded. Ms. Brison asked for the map of partners that have agreements to be displayed. She stated the importance of the Town being involved in a coordinated stormwater plan. Mayor Perry asked for public comment. There was none. Motion carried 6-0 (Alfred absent).

13. Executive Session

- a. Discussion of Negotiations Incident to Proposed Contractual Arrangements for a Beach Franchise Agreement (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70[a][2])
- b. Discussion of Legal Advice from the Town Attorney on Matters Covered Under the Attorney-Client Privilege (Pursuant to the South Carolina Freedom of Information Act 30-4-70 [a][2]) related to:
 - 1. Mount Calvary Missionary Baptist Church of Hilton Head Island, et al vs. Town of Hilton Head Island
 - 2. Mitchelville Road Dirt Road Paving
 - 3. Main Street Right of Way Acquisition
 - 4. 131 Dunnigan's Alley – Cretaceous Well #2
- c. Discussion of Negotiations Incident to Proposed Contractual Arrangements and Discussions for the Proposed Sale or Purchase of Property (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70 [a][2]) related to:
 - 1. Gum Tree Road Area
 - 2. Squire Pope Area
 - 3. Shelter Cove Area
 - 4. Pope Avenue Area
 - 5. Marshland Road Area
- d. Discussion of Personnel Matters (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70[a][1]) related to:
 - 1. Town Council Appointments to Town Boards, Commissions, and Committees:
 - i. Housing Action Committee
- e. Discussion and Status Update on the Negotiations Incident to Proposed Contractual Arrangements for the Northpoint Public-Private Partnership Workforce Housing Project (Pursuant to the South Carolina Freedom of

Information Act Section 30-4-70 [a][2])

At 6:10 p.m. Mr. Orlando stated the need to enter Executive Session for the reasons listed above. Mr. Ames moved to enter Executive Session for the reasons cited by the Town Manager. Mr. Stanford seconded. Motion carried 6-0 (Alfred absent).

14. Action from Executive Session

Upon return to regular session at 8:04 p.m., Mayor Perry asked if there were any actions to be taken as a result of Executive Session.

Mr. Ames moved that the Mayor and Town Manager be authorized to execute and deliver a contract by and between the Town of Hilton Head Island, South Carolina, and KLR, LLC, for the purchase and sale of 3.04 acres, more or less, located at 71 Shelter Cove Lane, and to authorize the Mayor and Town Manager to take all other and further actions that may be necessary to complete the transaction described in the contract. Ms. Brison seconded. Mayor Perry asked for public comment. There was none. Motion carried 6-0 (Alfred absent).

15. Adjournment

The meeting was adjourned at 8:05 p.m.

Approved:

Kimberly Gammon, Town Clerk

Alan R. Perry, Mayor

The recording of this Meeting can be found on the Town's website at www.hiltonheadislandsc.gov



Town of Hilton Head Island
TOWN COUNCIL WORKSHOP
Tuesday, June 14, 2023, 1:00 p.m.
MINUTES

Present from Town Council: Alan Perry, *Mayor*; David Ames, *Mayor Pro-Tempore*; Tamara Becker, Alex Brown, Steve Alfred, Glenn Stanford, Patsy Brison, *Town Council Members*

Present from Town Staff: Marc Orlando, *Town Manager*; Shawn Colin, *Assistant Town Manager – Community Development*; Angie Stone, *Assistant Town Manager*; Ben Brown, *Senior Advisor to the Town Manager*; John Troyer, *Finance Director*; Kimberly Gammon, *Town Clerk*; Bryan McIlwee, *Assistant Community Development Director*; Jennifer Ray, *Capital Program Manager*; Taylor Ladd, *Project Manager*

1. Call to Order

Mayor Perry called the workshop to order at 1:00 p.m.

2. FOIA Compliance

Ms. Gammon affirmed compliance with FOIA.

3. Pledge to the Flag

4. Civility Pledge

5. Adoption of the Agenda

Mr. Alfred moved to approve. Mr. Stanford seconded. Motion carried 7-0.

6. Appearance by Citizens

Sheryl McAlister, Senior Director of Advocacy and Community Development, USTA South Carolina, addressed Council stating that Hilton Head Island is critical to the overall tennis community. She explained the structure of USTA and the services provided. Ms. McAlister stated there are facilities grants projects in the works within the area. She said they work with organizations, towns and communities across the country to invest free services and, more often than not, funding to bring tennis courts back that have fallen into disrepair. Ms. McAlister informed Council there are resources and funds available, and it is being invested in this community and stated they look forward to discussing opportunities to partner and invest.

Jessica Harrell, Senior Director of Programs and Services, USTA South Carolina,

addressed Council describing, in detail, the existing program for tennis on Hilton Head Island and the need for courts.

Bob Soltys addressed Council regarding the need for pickleball courts and the need for the Town to include a recommendation to commit funds for a consultant to design and cost out courts.

Jolyn de Boer addressed Council regarding the demand for tennis in the area and said it is the racquet sport of choice for residents and reviewed research done on the subject.

Judd Carstens, on behalf of the Hilton Head Baseball Association, addressed Council regarding services provided. He spoke in support of the Crossing Parks Master Plan and the renovation measures. He explained the need for expanded and improved amenities.

Stan Smith addressed Council regarding the history of tennis tournaments on Hilton Head Island. He spoke of supporting making Hilton Head Island a destination for tennis tournaments again. He stated he was present to advocate for the proposed tennis facility.

Frank Babel addressed Council regarding the improvements in parks and recreation on Hilton Head Island in the last five years. He stated the need to move forward with the projects.

Alex Cruden, President of Hilton Head Island Pickleball Club, addressed Council regarding the need for pickleball courts on Hilton Head Island. He stated the number of players has increased to ten million. Mr. Cruden noted that the membership of the club has grown from 100 to 600 members and expressed appreciation for the consideration the Town has given and offered to assist in any way they can.

Bobby Tillison addressed Council regarding the need for public beach volleyball courts as well as sand courts in parks. He noted when he and his friends are playing beach volleyball numerous individuals ask to join in which points out the need. Mr. Tillison suggested if the Town was to install sand courts in a park, Crossings Park would be the best choice.

7. Workshop Discussion

a. Discussion of Chaplin Park Master Plan

Jennifer Ray reviewed the timeline regarding the plan to date. She briefly reviewed the previous plan along with the suggestions for changes in the plan. Ms. Ray introduced Brian Kinzelman of MKSK to go over the proposed plan. Mr. Kinzelman explained the preliminary plan presented in February was deemed as having too much on one site which was very damaging to the environment and parking organization was suffering. He stated they have massaged the edges and have opportunities for additional facilities.

Mr. Kinzelman explained that organization is needed such as how you enter the park, how you get to parking areas, how you get to the centrally located multi-use facility and connectivity to the pathway on William Hilton Parkway. He reviewed the components of the existing park with the additions that were requested and how they would fit into the area. Mr. Kinzelman proceeded to review the base plan and the four alternate plans with different locations of components. He reviewed the existing parking spaces, parking provision and the parking demand, along with the APA standards for each component. Mr. Kinzelman noted the peak demand is expected to be weekend mornings in the summer.

Members of Council made comments and asked questions regarding: available space for the pool and pickleball facility; the need for additional parking to accommodate the traffic the parking will attract; the possibility of removal of on-street parking; the need to consider a 50 meter pool as opposed to 25 meters; impact on residential neighborhoods; parking needs for each alternate plan; alternate locations for beach operations; traffic concerns when exiting the park; concern for capacity of use and parking when placing multiple components on the site; the need to look at alternate locations for the pool, padel ball and/or pickleball courts; inquiry as to parking requirements and permitting guidelines; the best utilization of the space; concern for the cost of padel courts; and a consensus of Council that pickleball courts are supported at Chaplin Park.

b. Discussion of Crossings Park Master Plan

Jennifer Ray reviewed the timeline regarding the plan to date. Mr. Kinzelman briefly reviewed the previous plan along with the suggestions for changes in the plan. He explained the request for a 400 foot ballfield would be a challenge due to the impact on the covenant area and would require filling and permitting. Mr. Kinzelman added that the change placed the outfield fence right along Helmsman Way. Ms. Ray explained that after discussing the larger field need with the Hilton Head Baseball Association president, at this point there is not a demand for that size field. Mr. Kinzelman reviewed the active recreation improvements proposed for the park which include nature trail, sports arena, skate park, mountain bike trails and pump track and the realignment for parking in addition to park entrance and exit proposed changes.

Members of Council made comments and asked questions regarding inquiry as to the opportunity for events with five fields; inquiry as to whether the fields could be utilized for softball; inquiry regarding the lighting; a request for consideration of moving the pump track to the parking lot of the skate park; consideration of a shuttle stop at this location for beach access and recognition of the People for Parks group that pushed for parks for children.

c. Discussion of Racquets Facility Master Plan

Jennifer Ray reviewed the demand for dedicated tennis facilities. She stated staff looked at existing town-owned property and found the site on Marshland Road was deemed as a suitable location. Mr. Kinzelman reviewed the site plan in detail. He stated the program being proposed is 24 tennis courts, welcome center, paddle craft launch,

neighborhood park, playground, restroom facilities and shade structures. Ms. Ray stated the three components of the program are Island-Wide recreation, neighborhood amenities and a natural environment. She reviewed the draft master plan in detail.

Members of Council made comments and asked questions regarding; inquiry regarding the wetland on site and confirmation it is not a tributary into Broad Creek; the need for availability to access fishing; the need for space for neighborhood businesses to thrive when there are events; inquiry as to the structure for staffing for the Welcome Center and the need for a feeder program; appreciation for the access to the water; clarification as to the location of the park; the need for input from citizens that live near the proposed complex; concern for the neighborhood regarding lighting; and the need for sufficient parking or a plan for offsite parking.

Mayor Perry asked for public comment.

Mike Mallaca addressed Council and inquired if staff viewed various pickleball sites. Ms. Ray confirmed they did. He suggested there should be some type of bleacher facility for events.

Jackie Wynaki, representative of USTA adult leagues and President of the Tennis Association of Hilton Head Island addressed Council regarding the need for input from the Tennis Association regarding the racquet facility.

Tom Ruth, Sports Center Director at Long Cove addressed Council inquired as to why there are two surfaces planned at the racquet facility. Ms. Ray stated that with serving the community some residents prefer clay and some prefer hard core, so it was a matter of balance. She added that through further conversation that could change.

Yung Geis addressed Council expressing his appreciation for the racquet facility and offered his assistance, if needed.

Mark Anderson addressed Council made inquiry regarding the programming for the pickleball courts within the master plan.

Frank Babel addressed Council regarding a program named Kids in Parks and shared a pamphlet he had. He encouraged alternate transportation to access the parks and beach.

Frank Soule addressed Council made the following recommendations: consider the neighbors when locating the pickleball courts; the need for increased parking at Chaplin Park; to look at the 2013 proposal Island Rec submitted for a pool; the need for a family oriented pool; the need for a maintenance building at Chaplin Park; with the addition of two fields at Crossing there are more opportunities for kickball and other sports; the need to cover the hockey rink; and complimented the outdoor recreation component on the tennis court location.

Bob Soltys addressed Council regarding his support for the plans and encouraged moving forward.

Judd Carstens addressed Council regarding his availability to answer and questions and thanked all concerned.

8. Adjournment

The workshop adjourned at 3:40 p.m.

Approved:

Kimberly Gammon, Town Clerk

Alan R. Perry, Mayor

The recording of this Workshop can be found on the Town's website at www.hiltonheadislandsc.gov



Town of Hilton Head Island
TOWN COUNCIL MEETING
Tuesday, June 20, 2023, 3:00 PM
Minutes

Present from Town Council: Alan Perry, *Mayor*; Alex Brown, Patsy Brison, Tamara Becker, Steve Alfred, Glenn Stanford, *Town Council Members*

Absent from Town Council: David Ames, *Mayor Pro-Tempore*

Present from Town Staff: Marc Orlando, *Town Manager*; Josh Gruber, *Deputy Town Manager*, Angie Stone, *Assistant Town Manager*, Shawn Colin, *Assistant Town Manager – Community Development*; Chris Blankenship, *Fire Chief*; Ben Brown, Sr. *Advisor to the Town Manager*; Kimberly Gammon, *Town Clerk*; John Troyer, *Finance Director*; Carolyn Grant, *Communications Director*; Bob Bromage, *Public Safety Director*; Jennifer Ray, *Capital Program Manager*; Natalie Harvey, *Director of Cultural Affairs*

1. Call to Order

Mayor Perry called the meeting to order at 3:00 p.m.

2. FOIA Compliance

Ms. Gammon affirmed compliance with FOIA.

3. Pledge to the Flag

4. Invocation

Council Member Alex Brown delivered the invocation.

5. Civility Pledge

6. Adoption of the Agenda

Mr. Orlando stated the need to amend the agenda and remove Item 8.b from the agenda. Mr. Stanford moved to approve the agenda as amended. Ms. Becker seconded. Motion carried 6-0 (Ames absent)

7. Approval of the Minutes

- a. Special Meeting Minutes of May 23, 2023
- b. Ad Hoc Committee Meeting Minutes of May 30, 2023

Mr. Stanford moved to approve the above referenced minutes. Ms. Becker seconded. Motion carried 6-0. (Ames absent)

8. Report of the Town Manager

a. Items of Interest

Mr. Orlando reported that earlier in the day he, Mayor Perry and Council Member Brison hosted the City of Verona Italian Exchange Students. He stated they received an overview of the Island economy, environment, culture and form of government. He added the students shared their favorite aspects of the Island noting dolphins and green space were among the items discussed.

Mr Orlando congratulated Historic Mitchelville Freedom Park on their successful events held during the Juneteenth Celebration.

Mr. Orlando reported the Town has hired summer interns utilizing local students that are home for the summer.

Mr. Orlando stated Jeff Buckalew, Town Engineer will be leaving the Town and thanked him for his service and contributions to the Town of Hilton Head Island.

b. Planning Commission Biannual Update – Mark O’Neil, Vice Chairman

Removed from the agenda.

c. Parks & Recreation Commission Biannual Update – Ray Kisiah, Chairman

William Zurilla, Vice-Chair addressed Council with a review of the previous six months activity of the Commission.

d. Workforce Housing Program Monthly Update – Missy Luick, Assistant Community Development Director

Shawn Colin updated Council regarding the progress concerning the Workforce Housing Program. He stated the recruitment process continues regarding the manager position. He thanked Council for the recent appointments to the Housing Action Committee and stated staff looks forward to working with them soon. Mr. Colin noted they are working on asset mapping, acquiring a partner for the Northpoint Partnership and working regionally with the Housing Trust Fund.

e. Capital Improvement Program Quarterly Update – Jennifer Ray, Capital Program Manager

Jennifer Ray updated Council on the status and timeline for current and future projects.

f. Office of Cultural Affairs Quarterly Update – Natalie Harvey, Director of Cultural Affairs

Natalie Harvey updated Council regarding recent activities of the Office of Cultural Affairs. She reviewed upcoming events and projects providing dates

and details regarding such.

- g.** Town of Hilton Head Island 360/40 Celebration Update – Angie Stone, Assistant Town Manager

Angie Stone updated Council regarding the activities and events planned for the celebration.

9. Reports from Members of Town Council

- a.** General Reports from Town Council

Ms. Brison stated she was delighted to attend and participate in the Juneteenth Celebration. She asked all to mark their calendars for next year. She expressed appreciation for being able to participate in the drum circle with her own djembe drum.

Ms. Becker reported she attended a Court of Honor for the Eagle Scouts from Troup 245. She stated it was an honor to be there and congratulated the recipients.

- b.** Report of the Lowcountry Area Transportation Study – Glenn Stanford

Mr. Stanford stated the recent meeting addressed the massive growth in Jasper County between US278 and State Route 170. He said they are planning to address the transportation system with that growth in mind. He added there is construction taking place on US17 and the reason it is taking so long is due to the pluff mud which needs compacted, and it should be completed within the next year. In conclusion he reported that the initial designs are being worked on for the improvement of Interstate 95 and is due to be completed in 2032.

- c.** Report of the Lowcountry Council of Governments – Tammy Becker

No report.

- d.** Report of the Beaufort County Airports Board – David Ames

No report.

- e.** Report of the Southern Lowcountry Regional Board – Glenn Stanford

Mr. Stanford reported the Board received a report on Capital Improvement Projects from various municipalities. He stated there is continued growth and management of the development of the Regional Housing Trust.

- f.** Report of the Island Recreation Association Board – Alex Brown

Mr. Brown reviewed the names of newly elected officers for the Board.

- g.** Report of the Community Services and Public Safety Committee – Tammy Becker

Ms. Becker reported the Committee met and the previous week to review applications regarding Boards, Committees and Commissions and discussion and review of such will take place in today's Executive Session.

h. Report of the Public Planning Committee – David Ames

Mr. Stanford reported the Committee met on June 8, 2023 and received presentations regarding the Conservation and Growth Framework, District Planning and LMO Amendments including a newly proposed text amendment called Islanders Mixed-Use within the Sea Pines Circle District. He stated the Committee voted to forward the request to Town Council without making a recommendation for or against the proposed text amendment. He added the proposed text amendment would be coming to the full Council at the July 18, 2023 meeting.

i. Report of the Finance and Administrative Committee – Alex Brown

Mr. Brown stated the Committee met earlier in the day and John Troyer explained and discussed the Municipal Installment Purchase Revenue Bond. He stated the Committee looked at the Town borrowing capabilities with a new technique verses ones used in the past. Mr. Brown stated the Committee submitted questions and staff will bring back answers at a future meeting.

10. Appearance by Citizens

Skip Hoagland addressed Council regarding funds awarded to the Hilton Head Island-Bluffton Chamber of Commerce stating the need for accountment of the funds provided. He stated his opinion for the need of a full-time Mayor.

Peter Kristian addressed Council regarding the Town audit conducted annually and the accolades received for the audit. He expressed his thanks to Jeff Buckalew for his years of service. Mr. Kristian suggested rearranging the meeting agenda by moving the action items to the beginning of the agenda. In conclusion, he thanked and congratulated Fire/Rescue and the Town Manager for their actions in assisting the occupants of a car that drove into a lagoon in Hilton Head Plantation.

Risa Prince, representing Lowcountry Community Partners addressed Council regarding Workforce Housing and the proposed Islanders Mixed-Use text amendment. She stated the LCP is not recommending Council vote for or against the item at this time stating the need for additional analysis. She stated specifics regarding their recommendation.

Matt Sweeney addressed Council regarding his support for Workforce Housing and the text amendment related to the Office Way project.

Carol Buxser addressed Council regarding her support for Workforce Housing and the text amendment related to the Office Way Project.

Cherry Norris address Council regarding her support for Workforce Housing

and the text amendment related to the Office Way Project.

Kathleen Redman addressed Council regarding her support for Workforce Housing and the text amendment related to the Office Way Project.

Skip Hoagland stated he was speaking on behalf of Lynn Greely. Mayor Perry told Mr. Hoagland that was not permitted and could not do so and if he did, he would face ramifications. Mr. Hoagland stated he would accept the citation. Mr. Hoagland proceed to make comments on the workings of the Hilton Head Island-Bluffton Chamber of Commerce.

Xiaodan Li addressed Council regarding Workforce Housing and the time spent on review of such. She provided statistics she composed and emphasized her support of the private sector taking the lead on Workforce Housing. She spoke in support of the text amendment related to the Office Way project.

Ashleigh Phillips addressed Council regarding her support for Workforce Housing and the text amendment related to the Office Way Project.

Diederik Advocaat addressed Council regarding the need for Sea Pines residents input for the proposed text amendment related to the Office Way project. He voiced concerns for traffic congestion. He added that ethics laws prohibit public employees from lobbying. He urged Council to follow the guidelines.

11. Unfinished Business

Mr. Stanford stated that the items below were approved on first reading and moved to have them moved to a Consent Agenda. Ms. Brison moved to amend the motion to include only Item 11.a. Mr. Stanford, maker of the motion agreed to the amendment. Ms. Brison seconded the amended motion. Motion carried 6-0 (Ames absent).

- a. Second and Final Reading of Proposed Ordinance 2023 – 14 to Amend the Franchise Agreement between the Town of Hilton Head Island and Shore Beach Services, Inc. Concerning the Allocation of Lifeguard Personnel – Josh Gruber, Deputy Town Manager

Approved unanimously 6-0 (Ames absent) as a Consent Agenda Item.

- b. Consideration of a Resolution Authorizing an Amendment to the Agreement to Sell and Purchase Real Property with Beaufort County for the Exchange of Barker Field, the Old School House Property, the Cross Island Boat Landing, and a One Acre Parcel Located on Jenkins Road – Josh Gruber, Deputy Town Manager

Josh Gruber explained the Resolution had been previously approved by Town Council, but staff was bringing it back with a slight amendment. He explained that when title and survey work were completed, one parcel is not a separate parcel but part of another one that was already included. He noted that the item is being brought back removing the reference to the parcel being a separate one and seeking reaffirmation to move forward with the transfer under all the other same subject terms and conditions, one of which is that the boat landing remain open and accessible as it is to the public today.

Mr. Stanford moved to approve resolution authorizing the Town Manager to enter into an amendment to the purchase and sale agreement with Beaufort County for the sale and purchase of real property and to take all additional actions as necessary to effectuate the property transfers. Mr. Alfred seconded.

Mr. Grey Smith addressed Council regarding his confusion regarding a consent agenda and the exchange process on the property with Beaufort County. He expressed his need for further explanation. Mayor Perry explained the process regarding consent agenda items. Mayor Perry and Mr. Gruber explained the property exchange.

Mr. Morris Campbell addressed Council regarding a suggestion that properties be projected on the screen for the residents to see where they are located when being discussed.

Motion carried 6-0 (Ames absent).

12. Executive Session

- a. Discussion of Personnel Matters (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70[a][1]) related to:
 1. Town Council Appointments to Town Boards, Commissions, and Committees:
 - Accommodation Tax Advisory Committee
 - Board of Zoning Appeals
 - Construction Board of Adjustments and Appeals
 - Design Review Board
 - Gullah Geechee Land and Cultural Preservation Task Force
 - Housing Action Committee
 - Parks & Recreation Commission
 - Planning Commission
- b. Discussion of Negotiations Incident to Proposed Contractual Arrangements and Discussions for the Proposed Sale or Purchase of Property (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70 [a][2]) related to:

1. Main Street Area
 2. Palmetto Bay Road Area
 3. Marshland Road Area
 4. Pope Avenue Area
 5. Union Cemetery Road
- c. Discussion Incident to Proposed Contractual Arrangements with the Island Recreation Association (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70 [a][2])
- d. Discussion and Status Update on the Negotiations Incident to Proposed Contractual Arrangements for the Northpoint Public-Private Partnership Workforce Housing Project (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70 [a][2])
- e. Discussion of Employment, Appointment, Compensation, Promotion, Demotion, Discipline or Release of an Employee, or a Person Regulated by a Public Body (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70[a][1], [2]) related to:
1. Town Attorney Contract

At 4:17 p.m. Mr. Orlando stated the need to enter Executive Session for the reasons listed above. Mr. Stanford moved to enter Executive Session for the reasons cited by the Town Manager. Ms. Bison seconded. Motion carried 6-0 (Ames absent).

13. Action from Executive Session

Upon return to regular session at 8:15 p.m., Mayor Perry asked if there were any actions to be taken as a result of Executive Session.

Mr Stanford moved to appoint the following individuals to the Town of Hilton Head Island **Housing Action Committee**: Candace Birkenhauer, Stuart Bell, Sandy West, Ayaks Castellanos, Marc Oknerand and Sandy Gillis. Mr. Alfred seconded with the understanding that there is likely to be additional appointments. Motion carried 6-0 (Ames absent).

Mr. Stanford moved to appoint the following individuals to the following Town of Hilton Head Island Boards, Committees or Commissions:

Accommodations Tax Advisory Committee: Cecile Eck, Keith Schlegel and Martin Lesch

Construction Board of Adjustment Appeals: Michael Lynes, Douglas Pine, Jay Owen and Will Okey

Design Review Board: Annette Lippert, Judd Carstens, Todd Theodore

Parks and Recreation Commission: Ray Kisiah, Michael Manesiotis, William Zurilla

Planning Commission: Albert Mealer, Joseph DuBois
Mr. Alfred seconded. Motion carried 6-0 (Ames absent).

14. Adjournment

The meeting was adjourned at 8:16 p.m.

Approved:

Kimberly Gammon, Town Clerk

Alan R. Perry, Mayor

The recording of this Meeting can be found on the Town's website at www.hiltonheadislandsc.gov



Town of Hilton Head Island
TOWN COUNCIL
SPECIAL MEETING
Tuesday, June 27, 2023, 1:00 p.m.
MINUTES

Present from Town Council: Alan Perry, *Mayor*; David Ames, *Mayor Pro-Tempore*; Alex Brown, Patsy Brison, Tamara Becker, Steve Alfred, Glenn Stanford, *Town Council Members*

Present from Town Staff: Kimberly Gammon, Town Clerk

1. Call to Order

2. FOIA Compliance: Public notification of this workshop 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.

3. Adoption of the Agenda

Mr. Stanford moved to approve. Ms. Becket seconded. Motion carried 7-0.

4. Executive Session

a. Discussion of Employment, Appointment, Compensation, Promotion, Demotion, Discipline or Release of an Employee, or a Person Regulated by a Public Body (Pursuant to the South Carolina Freedom of Information Act Section 30-4-70[a][1], [2]) related to:

- Town Attorney Contract

At 1:04 p.m. Mr. Stanford stated the need to enter Executive Session for the reasons listed above. Mr. Ames moved to enter Executive Session for the reasons cited by Mr. Sanford. Ms. Becker seconded. Motion carried 7-0.

5. Action from Executive Session

Upon return from Executive Session, Mr. Stanford stating the Town Attorney contract would be expiring on June 30, 2023 and moved to extend the contract for 60 days to negotiate the terms of the Town Attorney agreement. Ms. Becker seconded. Motion carried 7-0.

6. Adjournment

Mayor Perry adjourned the meeting.

Approved:

Kimberly Gammon, Town Clerk

Alan R. Perry, Mayor

The recording of this Meeting can be found on the Town's website at www.hiltonheadislandsc.gov



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Marc Orlando, Town Manager
FROM: Shari Mendrick, Floodplain Administrator
VIA: Shawn Colin, Assistant Town Manager - Community Development
VIA: Chris Yates, Building Official
DATE: July 18, 2023
SUBJECT: Presentation of the 2023 Annual Evaluation Report of the Community Rating System's Program for Public Information

BACKGROUND:

The Town has actively participated in the Community Rating System (CRS) program since October 1, 1991. The Town is currently a Class 5 Community, which gives its residents in the Special Flood Hazard Area (SFHA) a 25% discount on their flood insurance premiums.

Town Council adopted original PPI in 2015 and the required five-year update in 2021 as a credited activity in CRS program. The purpose of the PPI is to maintain reduced flood insurance premium costs to residents and to provide flood-related information to property owners through a robust outreach program.

To maintain CRS credit for the PPI, the PPI Committee must meet annually to monitor, evaluate and revise, as needed, the outreach projects and flood insurance coverage assessment that are included in the program. The annual update is prepared by Town staff and reviewed by the PPI Committee to ensure there is a continuing and effective outreach program. The annual update is presented to Town Council as part of the recertification of the Town's CRS status.

SUMMARY:

The 2023 Annual Evaluation Report of the Community Rating System's (CRS) Program for Public Information (PPI) is attached for review. The annual update is presented to Town Council as part of the recertification of the Town's CRS status. No official action is required.

ATTACHMENTS:

1. 2023 Annual Evaluation Report of the Community Rating System's Program for Public Information

**TOWN OF HILTON HEAD ISLAND,
SOUTH CAROLINA**



**PROGRAM FOR
PUBLIC INFORMATION**

Annual Evaluation Report

Prepared June 2023 by:
Town of Hilton Head Island
Shari Mendrick, P.G., CFM,
Floodplain Administrator and CRS Coordinator

Background

The Town of Hilton Head Island has been actively participating in the Community Rating System (CRS) program since October 1, 1991. The Town is currently a Class 5 Community, which gives its residents a 25% discount on their flood insurance premiums. In an effort to maintain the reduced flood insurance premium costs to its residents and to provide flood-related information to property owners through a more aggressive outreach program, the Town developed the Program for Public Information (PPI). Through the public information program, people at risk can learn about the hazards they face, prepare for flooding, and take steps to reduce their exposure to flood damage.

The Town incorporated a Flood Insurance Coverage Assessment and Coverage Improvement Plan into the PPI because residents may not be aware of flood insurance requirements or may not see a need to insure their property. By having an outreach program and flood insurance coverage improvement plan, which assembles all activities and educational opportunities in a coordinated document, the Town hopes residents will have the information they need to protect themselves and their property.

The goal of the PPI is to better inform our residents of their flood risks, how to improve their flood hazard preparedness, identify what they can do to decrease future damage and the benefits of having flood insurance coverage for both the structure and contents. All of the public information activities have the same objective: to get people to protect themselves and their property, whether it is to take flood protection steps, such as buying flood insurance, developing a family emergency plan, retrofitting a building, or complying with floodplain management regulations.

The Town's PPI Program is based on specific information discussed further in this document. The messages dispersed will educate the public, through outreach materials such as publications and brochures, will provide flood response preparation and disaster recovery information when needed, and will help other organizations on getting the word out about flood awareness, educate contractors, builders, realtors, insurance agencies and mortgage brokers on the importance of flood awareness and promoting flood insurance and assist the stakeholders in their outreach efforts.

Town Council adopted the original PPI on August 4, 2015. The PPI Committee is required to meet annually to monitor the implementation of the outreach projects and to reassess flood insurance coverage. The committee evaluates whether the outcomes desired were achieved and what, if anything, should be changed. An evaluation report is to be prepared each year and presented to Town Council. It will also be included as part of the annual CRS recertification.

Program for Public Information Committee Members

The PPI Committee consists of eleven members. Four of the members are Town staff and seven are volunteers from the community that together have a wealth of knowledge regarding flood hazards and flood risk. The community members, or stakeholders, represent real estate, flood insurance, mortgage lender, property management, property owners' association and home builders. Some of the members of the committee are Hilton Head Island floodplain residents.

- Shari Mendrick, CFM, Floodplain Administrator and CRS Coordinator, Town of Hilton Head Island
- Brian Eber, CFM, Development Services Manager/Senior Planner - Environmental, Town of Hilton Head Island
- Tom Dunn, SC CEM, Emergency Manager, Town of Hilton Head Island
- Carolyn Grant, Communications Director, Town of Hilton Head Island
- Vacant, Mortgage Lender
- Kristin Hayrinen, CISR, Senior Vice President, Hub International Southeast
- Jean Beck, RCE, Chief Executive Officer, Hilton Head Area Association of Realtors
- Brian Kinard, Realtor, Lighthouse Realty
- Jeffery Starr, CAPM, Palmetto Dunes Property Owners Association
- Dru Brown, Managing Partner, Island Time Hilton Head, LLC
- Meg James, Executive Officer, Hilton Head Area Home Builders Association

Annual Committee Meeting

The annual meeting to evaluate the program took place on May 4, 2023. The members present were Shari Mendrick, Brian Eber, Tom Dunn, Carolyn Grant, Jean Beck, Brian Kinard and Jeffery Starr.

The PPI held a short introduction for all members of the committee. The Floodplain Administrator introduced Mr. Jeffery Starr as the new representative of Property Owner's Association. Jeffery works for Palmetto Dunes Property Owners Association. Also, because Allan Perry has been elected as Mayor, there is now a vacancy for a Mortgage Loan Officer. The Committee held a short discussion on known references and will reach out to Ric Spiehs with Coastal States Mortgage to see if he is interested in joining the PPI.

Outreach Projects

The annual Message from the Mayor was published in the Hilton Head Sun on May 3, 2023 that encourages residents to purchase flood insurance or increase their flood insurance coverage. This publication has been found to be a very effective means of supplying information to citizens as it comes from an elected official.

The Annual Floodplain Guide will be sent out before June 1st, 2023. The guide has been updated to include a QR code link to online information. The Committee discussed including a social media post in tandem with releasing the Annual Floodplain Guide to assist in the accessibility of the information.

The Committee also discussed the repetitive loss properties on the island. FEMA has assisted one hundred thirty-one properties on the island in total. There are currently eight mitigation projects in progress, all of which are voluntary projects. Additionally, a grant has been procured by a Bay Pines resident with the assistance of the Town's Grants Administrator to elevate his home to current Town Code. To help mitigate loss in the future, the Town of Hilton Head Island has acquired a grant to create a resilience plan, and the committee discussed using the Office of Resilience as a resource to assist in creating the plan.

FEMA has made changes to the ownership document requirements. This change should have a positive change on the issues primarily experienced on Gullah-owned heir's property. The Committee discussed several possible paths to provide information about the FEMA changes, including:

- Providing information at a booth at the Juneteenth Festival.
- Providing an informational guide to Deep Well and other Charities for distribution.
- Providing an informational guide to local churches for distribution.

The Committee also discussed working with other ongoing outreach programs such as church programs, the outside foundation, and continuing education programs in the area. The Committee discussed expanding the outreach to include other necessary information, such as Hazard Preparedness.

PPI Projects and Initiatives Table

| OUTREACH PROJECTS (OP) | | | | | | | |
|--|---|----------|-----------------|--|----------------------------------|---|-------------------------|
| Topics: 1. Know your flood hazard 2. Insure your property for your flood hazard 3. Protect people from the hazard 4. Protect your property from the hazard 5. Build responsibly 6. Protect natural floodplain functions 7. Disaster preparedness 8. Coastal erosion 9. Flood warning 10. What happens after the storm? | | | | Target Audiences: 1. Entire Island 2. V Zone Properties 3. Hispanic Population 4. Rental Community 5. Repetitive Loss Areas 6. Real Estate, Mortgage, and Insurance Companies 7. Prospective Buyers 8. Builders, Contractors, Architects, Surveyors and Landscapers 9. Property Owner Associations 10. Private Sector Partners | | | |
| OP# | PPI Project Information/Description | Topic #s | Target Audience | Outcome | Assignment | Schedule/Distribution | Stakeholder |
| OP #1 | Town-wide mailer: "Flood Awareness Guide. Are you flood ready?" | 1-10 | 1 | Increased understanding of flood risks in our community | Floodplain Administrator | Available year round; Mailed every June at the beginning of hurricane season, available at Town Hall and taken to offsite public outreach | N/A |
| OP #2 | Flood Awareness Week: The Town hosts an annual flood awareness week. Information will be on display in the lobby of Town Hall and advertised in the local newspaper and on 843TV. | 1-10 | 1 | Inform people about their exposure to flooding | Floodplain Administrator | Annually based on schedule published by NOAA | NOAA |
| OP #3 | Hurricane Guide: Annual edition dedicated fully to flood and hurricane topics. | 2,7 | 1 | Inform residents about preparing for a disaster and to have no injuries or fatalities related to flooding | Floodplain Administrator | On display in Town Hall and published in the Island Packet annually in the spring prior to hurricane season | Island Packet Newspaper |
| OP #4 | A Message from the Mayor: The Mayor provides an editorial column for the Hilton Head Sun that encourages residents to purchase flood insurance or increase their flood insurance coverage. The information is provided on the Town's homepage and social media. | 2 | 1 | Increase the number of flood insurance policies | Communications Director | Published before hurricane season in the Hilton Head Sun, mailed to all residents of Hilton Head Island | The Hilton Head Sun |
| OP #5 | "No Dumping. Protect Our Waterways" signs: The Town's Stormwater Division installed 37 signs at key locations in the drainage system, parks and schools. Drainage system maintenance and regulations that prohibit dumping are publicized in OP#1. | 6 | 1 | Reduction in the amount of dumping and water pollution to improve water quality | Stormwater Manager | Year Round | N/A |
| OP #6 | Flood Risk Evaluator (FRE) Workshop: FRE Staff gives a presentation about flood risk and the importance building responsibly. FRE staff reviews elevation certificates and flood insurance policies to make recommendations to homeowners as to how they can lower their flood insurance rate. | 5 | 1 | People will retrofit their homes to protect them from flooding | FRE and Floodplain Administrator | Annual meeting at Town Hall | Smart Vent/FRE |
| OP #7 | V Zone Properties Outreach: The Town's Floodplain Administrator sends a letter to all properties located in zone V annually. The letter includes OP#3, OP#21, OP#20, and Sea Turtle brochure. | 2,3,6,8 | 2 | Increase the number of flood insurance policies and reduce the number of flood losses | Floodplain Administrator | Annually in May | N/A |
| OP #8 | Repetitive Loss Properties Outreach: The Town's Floodplain Administrator sends a letter to all properties in the repetitive loss areas annually. The letter includes OP#1 and OP#29. | 1-10 | 5 | Reduce the number of repeated flood losses and repeated insurance claims; Decrease the number of structures below the BFE | Floodplain Administrator | Annually in May | N/A |

| | | | | | | | |
|--------|---|--------------|-------|--|---|---|--|
| OP #9 | Hilton Head Area Home Builders Association Home and Garden Show: Building Services staff set up a booth and are available to answer questions regarding protecting themselves and their property from flood hazards and building responsibly. Brochures provided: OP#13, OP#14, OP #15, OP#16, OP#20, OP#21, OP#22, OP#23, OP#24, OP#25, OP#26, OP#27, OP#29, OP#32, OP#33, OP#34, OP#35, OP#36. | 1-10 | 1,8 | Increase understanding of flood risk, building responsibly, mitigating flood prone properties | Building Service Staff to include Floodplain Administrator | Annually in March | Hilton Head Area Homebuilders Association |
| OP #10 | Property Owner Associations Outreach: Provide each Property Owner Association with flood related topics to be posted to their community website or included in community newsletters. Conduct annual education presentations on flood insurance, flood hazards, flood awareness and building responsibly. | 1-10 | 9 | Educate the Property Owner Associations so that they can assist in distribution of information on flood hazards, flood insurance and disaster preparedness | Floodplain Administrator | Annually meeting with each Property Owner Association | Area Property Owner Associations |
| OP #11 | Rental Property Outreach: Letter to Property Management Companies with package for new renters that includes: OP#1, OP#13, OP#14, OP#15, Flood Smart Contents Coverage Brochure, and Sea Turtle Brochure. | 2,3,6,7 | 4 | Increase number of contents coverage policies, increase awareness of local hazards, and protect the natural habitats on the Island | Dru or Kristin? Floodplain Administrator | Delivered to Property Management companies annually and as needed | Property Management Companies |
| OP #12 | Real Estate Companies Outreach: Package for new and prospective buyers for local real estate agencies that includes: OP#1, OP#13, OP#14 OP#15, OP#17, OP#18, OP#30, OP#31, and Sea Turtle Brochure. | 1,2,4,5,7 | 6,7 | Increase the number of people getting flood information assistance from Town Staff, Real Estate Agents, Mortgage Lenders, and Insurance Companies | Hilton Head Area Association of Realtors and Floodplain Administrator | Delivered to Real Estate Agencies annually and as needed | Hilton Head Area Association of Realtors |
| OP #13 | Flood Information Contacts Business Cards: Business card containing contact information for Floodplain Administrator, FEMA, Flood Smart, Library, SCDNR, OCRM and USACE. E-subscription sign-up information. | 1,2 | 1,4,6 | Increase the number of map information inquires and number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall and distributed to Property Management Companies and Real Estate Agencies annually and as needed | Hilton Head Area Association of Realtors and Property Management Companies |
| OP #14 | Refrigerator Magnets: "Turn Around Don't Drown" | 3 | 1 | People will not drive in flooded streets | Floodplain Administrator | Available at Town Hall and distributed as part of various outreach projects | N/A |
| OP #15 | Brochure: "Citizens Guide to Emergency Preparedness" (English and Spanish) | 3,4,5,7,9,10 | 1,3 | Inform residents about preparing for a disaster | Emergency Management Coordinator | On display year-round at Town Hall and Fire Rescue Headquarters, distributed at events and on the Town's website | N/A |
| OP #16 | Brochure: "Emergency Permitting" | 5,7 | 1 | Increase the number of structures being repaired or rebuilt with permits | Floodplain Administrator | On display year-round at Town Hall and distributed in field after a flood event | N/A |
| OP #17 | Brochure: "About the Mandatory Purchase of Flood Insurance" | 2 | 6,7 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall distributed to Local Real Estate Agencies | Hilton Head Area Association of Realtors |
| OP #18 | Brochure: "Flood Hazard: Check Before You Buy" | 2 | 6,7 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall distributed to Local Real Estate Agencies | Hilton Head Area Association of Realtors |
| OP #19 | Brochure: "Substantially Improved or Damaged Buildings and the National Flood Insurance Program" | 5 | 1,7,8 | Decrease the amount of structures below the BFE | Community Development Department | On display year-round at Town Hall and Hilton Head Library and delivered to Hilton Head Area Home Builders Association | Hilton Head Library and Hilton Head Area Home Builders Association |
| OP #20 | Brochure: "Coastal Erosion Hazards" | 8 | 1 | Reduction in number of flood losses and keep the dunes intact so they function as protection against damage | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | N/A |
| OP #21 | Brochure: "Why Do I Need Flood Insurance" (English and Spanish) | 1,2 | 1,3 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | FEMA Hilton Head Library |
| OP #22 | Brochure: "Cheaper Flood Insurance" | 2 | 1 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | FEMA Hilton Head Library |

| | | | | | | | |
|--------|---|-------------|-----|--|--------------------------|--|--|
| OP #23 | Brochure: "Benefits of Flood Insurance Versus Disaster Assistance" | 2 | 1 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | FEMA Hilton Head Library |
| OP #24 | Brochure: "What You Need to Know About Federal Disaster Assistance" | 2 | 1 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | FEMA Hilton Head Library |
| OP #25 | Brochure: "Flood Insurance Requirements for Recipients of Federal Disaster Assistance" (English and Spanish) | 2 | 1,3 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | FEMA Hilton Head Library |
| OP #26 | Brochure: "Flood Preparation and Safety" (English and Spanish) | 1-4 | 1,3 | Increased knowledge of flood hazards and ways to mitigate them | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | FEMA Hilton Head Library |
| OP #27 | Brochure: "Build Back Safer and Stronger" (English and Spanish) | 1,4,5 | 1,3 | Decrease the amount of structures below the BFE | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | FEMA Hilton Head Library |
| OP #28 | Brochure: "Filing your Flood Insurance Claim" | 10 | 1 | Be prepared to file claims after a disaster | Floodplain Administrator | On display year-round at Town Hall and distributed in field after a flood event | FEMA |
| OP #29 | Brochure: "Homeowners Guide To Retrofitting" | 1,2,3,4,5,9 | 4,5 | People will retrofit their homes to protect them from flooding | Floodplain Administrator | On display year-round at Town Hall, Fire Rescue Headquarters and Hilton Head Library and distributed at events | FEMA Hilton Head Library |
| OP #30 | Brochure: "Questions and Answers About Flood Insurance for Real Estate Professionals" | 2 | 1,6 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall and distributed to Local Real Estate Agencies | FEMA Hilton Head Area Association of Realtors |
| OP #31 | Brochure: "Help Protect Your Customers New Home" | 2 | 1,6 | Increase the number of flood insurance policies | Floodplain Administrator | On display year-round at Town Hall and distributed to Local Real Estate Agencies | FEMA Hilton Head Area Association of Realtors |
| OP #32 | Brochure: "Safety First-Disaster Preparedness" | 3,4,7 | 1.8 | Residents will prepare their home for disasters and stay safe during a storm | Building Division Staff | On display year-round at Town Hall and distributed at the Annual Home and Garden Show | International Code Council |
| OP #33 | Brochure: "Flood Cleanup" | 10 | 1.8 | Maintain public health throughout the cleanup period after a flood event | Building Division Staff | On display year-round at Town Hall and distributed at the Annual Home and Garden Show | International Code Council |
| OP #34 | Brochure: "Benefits of Building Permits" | 4,5 | 1.8 | Property Owners will apply for a permit before they start building | Building Division Staff | On display year-round at Town Hall and distributed at the Annual Home and Garden Show | International Code Council |
| OP #35 | Brochure: "Building Green – Living Better" | 4,5,6 | 1.8 | Inform the public of the benefits of building green and living with your environment | Building Division Staff | On display year-round at Town Hall and distributed at the Annual Home and Garden Show | International Code Council |
| OP #36 | Project "Wet" Activity Booklet: "Floods" | 3,6,7,9 | 1 | Inform children about flood risks and staying safe in an event | Floodplain Administrator | On display year-round at Town Hall and distributed at the Annual Home and Garden Show | Project "Wet" |

FLOOD RESPONSE PREPARATION (FRP)

| | |
|--|--|
| <p>Topics:</p> <ol style="list-style-type: none"> 1. Know your flood hazard 2. Insure your property for your flood hazard 3. Protect people from the hazard 4. Protect your property from the hazard 5. Build responsibly 6. Protect natural floodplain functions 7. Disaster preparedness 8. Coastal erosion 9. Flood warning 10. What happens after the storm? | <p>Target Audiences:</p> <ol style="list-style-type: none"> 1. Entire Island 2. V Zone Properties 3. Hispanic Population 4. Rental Community 5. Repetitive Loss Areas 6. Real Estate, Mortgage, and Insurance Companies 7. Prospective Buyers 8. Builders, Contractors, Architects, Surveyors and Landscapers 9. Property Owner Associations 10. Private Sector Partners |
|--|--|

| OP# | PPI Project Information/Description | Topic #s | Target Audience | Outcome | Assignment | Schedule/Distribution | Stakeholder |
|--------|---|-----------|-----------------|--|--------------------------|---|-------------|
| FRP #1 | Town of Hilton Head Island Emergency Management Division E-Subscription Service | 1,3,4,9 | 1 | To have no injuries or fatalities related to a flooding event | Emergency Manager | Released at first flood/hurricane notice and as needed during a storm event | N/A |
| FRP #2 | Press Releases (Town Website, Facebook, Twitter, Flickr, YouTube) | 2,3,4,6,9 | 1 | To have no injuries or fatalities related to a flooding event | Emergency Manager | Released at first flood/hurricane notice and as needed during a storm event | N/A |
| FRP #3 | Door Hanger: "Mandatory Evacuation Order" (English and Spanish) | 9 | 1,3 | Decrease the number of rescues and reduce calls to 911 for non-life-threatening emergencies | Emergency Manager | Distributed in the field when mandatory evacuation is ordered | N/A |
| FRP #4 | Door Hanger: "Build Back Responsibly" | 5,10 | 1 | Maintain public health throughout the cleanup period; Increase the number of structures being repaired and rebuilt with permits | Floodplain Administrator | Distributed in the field during damage assessments after a storm event | N/A |
| FRP #5 | Private Sector Partners Outreach: The Town's Emergency Manager hosts meeting with local utility companies, medical facilities, security companies and other companies to provide information on hurricane operations, debris management, damage assessment, etc. | 7 | 10 | To have no injuries or fatalities related to a flood or disastrous event; More families will be prepared for a disaster; Reduce the number of rescues and calls to 911 for non-threatening emergencies | Emergency Manager | Once a year prior to hurricane season | N/A |



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Marc Orlando, Town Manager
FROM: Shari Mendrick, Floodplain Administrator
VIA: Shawn Colin, Assistant Town Manager - Community Development
VIA: Chris Yates, Building Official
DATE: July 18, 2023
SUBJECT: Presentation of the 2023 Annual Evaluation Report of the 2020 Lowcountry Natural Hazard Mitigation Plan

BACKGROUND:

The Lowcountry Council of Governments, on behalf of Beaufort, Colleton, Hampton and Jasper Counties and municipalities within each county, prepared the 2020 Lowcountry Natural Hazard Mitigation Plan. The 2020 Lowcountry Natural Hazard Mitigation Plan replaced the Beaufort County Hazard Mitigation Plan previously adopted as an appendix to the Town of Hilton Head Island Comprehensive Plan. This Plan assesses the communities' vulnerabilities to natural hazards and includes long-term strategies to address these hazards and to prevent future damage and loss of life. The adoption of the Plan fulfills the continuing requirements that qualify the Town of Hilton Head Island for FEMA pre-disaster mitigation grants, post-disaster reconstruction assistance and continued participation in the Community Rating System (CRS).

The attached report is an annual evaluation on progress toward implementing the objectives of the Lowcountry Natural Hazard Mitigation Plan, which was adopted by Town Council in October 2021 as an appendix to the Town of Hilton Head Island Our Plan.

The annual progress report is prepared by Town staff to ensure there is a continuing and responsive planning process. The report is presented to Town Council, released to the media and made available to the public prior to recertification of the Town's CRS status. The report is available to the public for review via the Town's website, or by contacting Town staff in the Community Development Department for copies.

SUMMARY:

The 2023 Annual Evaluation Report of the 2020 Lowcountry Natural Hazard Mitigation Plan is attached. The annual update is presented to Town Council as part of the recertification of the Town's CRS status. No official action is required.

ATTACHMENTS:

1. 2023 Annual Evaluation Report of the 2020 Lowcountry Natural Hazard Mitigation Plan

**TOWN OF HILTON HEAD ISLAND,
SOUTH CAROLINA**



**Lowcountry Natural Hazard
Mitigation Plan
Annual Evaluation Report**

Prepared June 2023, by:
Town of Hilton Head Island
Shari Mendrick, P.G., CFM,
Floodplain Administrator

Background

The 2020 Lowcountry Natural Hazard Mitigation Plan is a regional, multi-jurisdictional plan that assesses the communities' vulnerabilities to natural hazards and includes long-term strategies to address these hazards and to prevent future damage and loss of life. The plan was adopted by Town Council on October 5, 2021, as an appendix to the Town of Hilton Head Island Our Plan. Adoption of the plan fulfills the continuing requirements that qualify the Town of Hilton Head Island for FEMA pre-disaster mitigation grants, post-disaster reconstruction assistance and continued participation in the Community Rating System (CRS).

Summary

In response to the annual recertification requirements to continue to be eligible for Community Rating System (CRS) Credits, in accordance with Activity 510, Floodplain Management Planning, the Town of Hilton Head Island must prepare the annual evaluation report describing progress made in the implementation of the mitigation actions stated in the 2020 Lowcountry Natural Hazard Mitigation Plan. Annual evaluation of mitigation actions gives the community a framework for monitoring the plan's effectiveness and a mechanism to track progress in the implementation of the community's mitigation actions.

This report is presented to Town Council on June 20, 2023, released to the media, and made available to the public prior to recertification of the Town's CRS status. The report is available to the public for review via the Town's website, or by contacting Town staff in the Community Development Department for copies.

In accordance with the CRS requirements for Activity 510 Floodplain Management Planning, the following questions are addressed:

1. How can a copy of the original plan be obtained?

2020 Lowcountry Natural Hazard Mitigation Plan and can be viewed on the Town's website at: <https://www.hiltonheadislandsc.gov/plans/HazardMitigationPlan.pdf>

2. Describe how this progress report was prepared and how it was submitted to the governing body, released to the media, and made available to the public:

This report was prepared by Town staff in the Emergency Management, Engineering & Stormwater, Finance, and Inspections/Compliance Departments. The report was presented to Town Council on June 20, 2022, released to the media, and made available to the public. The report is available to the public for review via the Town's website, or by contacting Town staff in the Community Development Department for copies.

3. Provide a description of the implementation of each recommendation or action item in the action plan or area analysis report, including a statement on how the project was implemented or not implemented during the previous year:

| Mitigation Action | Status | Milestones |
|--|---------|---|
| <p>1. Evaluate need to harden critical facilities (Town Hall, Fire and Rescue Headquarters and other critical facilities as listed in this plan) to reduce vulnerability to hazards.</p> | Ongoing | <p>"In 2019 Town staff submitted a Hazard Mitigation Grant Program grant application to SC-EMD/FEMA for a generator to be located at the soon to be constructed Fire Station 2 in Sea Pines. In March 2020 Town staff was notified the Hazard Mitigation Grant Program (HMGP) application for the generator at Fire Station 2 in Sea Pines was not selected by SC-EMD/FEMA for funding. In November 2020, the Fire Station 2 generator application was re-submitted to SC-EMD/FEMA for consideration. The application was withdrawn in August 2021 due to expenditures occurring prior to an executed grant agreement. The rebuild of Fire Station 2 was completed in 2021 and the generator was included in the overall project budget.</p> <p>In January 2020 Town staff submitted a Pre-Disaster Mitigation (PDM) grant application to SC-EMD/FEMA for a generator to be located at the Town's 911 Tower. The application was selected for award and the project was completed and closed out in February 2022.</p> <p>In November 2021 two BRIC grant applications were submitted for stormwater infrastructure projects. The two applications were not selected for funding.</p> <p>In September 2022 one application for a stormwater infrastructure project was submitted to the SC Rural Infrastructure Authority."</p> |
| <p>2. Educate HH staff and public on HM grant programs and funding opportunities.</p> | Ongoing | <p>Staff continues to advise Hilton Head Island residents on the SC-DNR/FEMA Flood Mitigation Program grant application process when available.</p> |
| <p>3. Work with regional media to promote public awareness of disaster preparedness.</p> | Ongoing | <p>Emergency Management continues to work with the media through interviews on hurricane preparedness, including flooding. The Town's Emergency Manager conducts several interviews on the local cable station, WHHI, and the show "843" to promote public awareness of disaster preparedness.</p> |
| <p>4. Distribute "Flood Awareness Guide" brochure and the "Guide to Emergency Preparedness," regularly.</p> | Ongoing | <p>The "Flood Awareness Guide Are you flood ready?" is mailed to each household within Town limits on an annual basis. Also, the postcard is distributed at flood hazard public presentations and provided to local area Realtors for distribution to new homeowners on the island. Approximately 25,000 were distributed in 2022.</p> <p>Emergency Management staff continues to engage the public through multiple presentations throughout the year. Emergency Management provides information to the public through distribution of preparedness guides and presentations. We completed 16 preparedness presentations in 2022 with 640 people attending those presentations. Additionally, we provided 1000 English Preparedness Guides and 100 Spanish Guides. The guides were downloaded 900 times in English and 730 times in Spanish from the Town's website.</p> |

| Mitigation Action | Status | Milestones |
|---|---------|---|
| 5. Continue to implement structural drainage projects. | Ongoing | <p>The following projects are completed or underway:</p> <ul style="list-style-type: none"> • Jarvis Creek Pump Station – Major rehabilitation project completed June 2020 - including electrical system upgrades, monitoring system upgrades, rehabilitation of the emergency generator, and elevating the emergency cutoff switches above flood stage. • Main Street Weir - Major overhaul including both operational and safety improvements; completed in 2019 • Wexford Channel Levee at Long Cove – 300 linear feet of levee raised and reinforced just upstream of the Wexford Pump Station to protect facility from extreme storm surge breach and recirculation of flow; completed in June 2019 • Ashmore Channel Mathews Drive Outfall - Replaced the failed neoprene tide valves with stainless steel flap gates; completed in July 2018 • Lawton Creek Pump Station – Major rehabilitation project completed June 2021 - including a new control building, electrical system upgrades, monitoring system upgrades, replacing the emergency generator, and elevating the emergency cutoff switches above flood stage. • Various location: Storm Pipes lined, replaced, upsized at numerous locations; July 2020 - June 2023. |
| 6. Continue to support Beaufort County's SWM Utility/plan for future SWM project. | Ongoing | <p>Beaufort County completed a county-wide Storm Water Master Plan 2018, but with only very limited, macro-scale analysis on Hilton Head Island systems.</p> <p>The Town continues to develop watershed master plans through detailed inventory and modeling projects to identify and mitigate flood hazards. Island-wide inventory and modeling program is currently 55% complete; at current funding level, programmed for completion in 2027. As each watershed is modelled, mitigation projects are identified, evaluated, budgeted and programmed for implementation as CIP projects. Mitchelville/Palmetto Hall Watershed Study was completed in July 2019, and the Lower Jarvis Creek, Gum Tree and Jonesville Watershed studies were completed in 2020. The Wexford-Shipyard-North Forest Beach Study was completed in 2022, and the Lawton Canal study will be completed by December 2024.</p> |
| 7. Hilton Head will continue to perform periodic nourishment of its beaches. | Ongoing | <p>The last beach renourishment project was completed in December 2016. This project placed approximately 2.0 million cubic yards of sand along the Atlantic Ocean-front and Port Royal Sound-front shorelines. Annual monitoring has occurred since then and preliminary design/permitting work has begun in 2022 for the next project, anticipated to place roughly 2M CY of sand in a 2025 construction window.</p> |

| Mitigation Action | Status | Milestones |
|---|----------|---|
| 8. Conduct periodic surveys of the equipment used by emergency personnel and write the appropriations into their budget. | Ongoing | <p>The Emergency Manager annually reviews and checks equipment assigned to emergency management, which includes the EOC equipment and base camp deployment package. Air conditioning and other upgrades were added to Western Shelter to provide sleeping or workspace for staff if a facility is not available.</p> <p>The Town completed a project to upgrade the EOC to replace carpeting, painting, and adding additional workspace to allow for more personnel to effectively operate.</p> <p>The Town has added additional response capability to include a light tower and a multipurpose trailer that has been used for COVID events, training, workspace for the technical rescue team and sleeping space.</p> |
| 9. Continue to work with SCDNR to update maps based on newer/more accurate topography data. | Ongoing | Updated Digital Flood Insurance Rate Maps (DFRIMs) were adopted by the Town effective March 23, 2021. The Beaufort County Flood Risk Products were delivered in January 2023. |
| 10. Scan and store elevation certificates for convenience and ease of access on Town of Hilton Head Island website (although all written documents will be maintained). | Ongoing | Finished construction elevation certificates for all new construction, substantial improvements, residential renovations, accessory structures, etc. are received daily. These are reviewed, signed and scanned into the appropriate building permit in the Energov system. |
| 11. Continue to enforce Floodplain regulations to ensure proper development in compliance with all building codes, FEMA regulations and any other pertinent ordinances. | Ongoing | <p>Town staff revised and Town Council adopted the Flood Damage Controls Ordinance effective March 23, 2021. In conjunction with the map adoption, the Town adopted higher regulatory standards to include regulating the lowest floor elevation of all development town-wide, regardless of flood zone and a higher freeboard than the minimum Building Code requirement.</p> <p>The 2021 International Building Code and International Residential Code with State Modifications were adopted and went into effect January 1, 2023.</p> |
| 12. Continue to Train Building Officials on most up to date code requirements for hazard resistant construction. | Ongoing | The Town of Hilton Head Island building official attended the 2023 South Carolina Association of Hazard Mitigation Annual Conference and received a total of 12 hours of continuing education for 2023. |
| 13. Study vulnerable bridges to determine which ones should be hardened and conduct maintenance of these bridges and HHI Causeways. | Complete | <p>This mitigation action was carried over from the previous hazard mitigation plan and completed as a partnership with Beaufort County in 2012.</p> <p>The causeway leading from the mainland to the Mackay Creek bridge was hardened (rip rap) after Mathew (2017) by the SCDOT.</p> <p>For the last three years, the County and SCDOT have been engaged in a project to replace the bridges connecting the mainland to HHI. The project is in the permitting (NEPA) phase.</p> |

| Mitigation Action | Status | Milestones |
|--|----------|--|
| 14. Assist private home and business owners to obtain funding for retrofitting hazard prone buildings. | Ongoing | <p>In January 2021, two FMA grant applications were submitted to SCDNR by the Town on behalf of eligible property owners for residential elevation projects. One grant application was selected for funding.</p> <p>In January 2022, one FMA grant application was submitted to SCDNR by the Town on behalf of an eligible property owner for a residential elevation project. This application was not selected for funding.</p> <p>In January 2023, one FMA grant application was submitted to SCDNR by the Town on behalf of an eligible property owner for a residential elevation project.</p> |
| 15. Continue to develop the use of social media/smart phone technology to inform citizens of Hazard threats. | Ongoing | Staff continues to use social media to educate and provide citizens with disaster related information. Staff currently uses Facebook, Twitter, Flickr, E-subscription and YouTube to disseminate information to the public. During events, the Emergency Operation Center updates are recorded and posted on social media and YouTube. The Town has established a Virtual Operations Support Team. The team consists of Town staff that evacuate together and support public information through searching social media and other media sources to help the PIO develop content for social media and press releases. |
| 16. Append this to all comprehensive plans as they are updated, or at earliest date available. | Ongoing | The 2020 Lowcountry Natural Hazard Mitigation Plan was adopted as an appendix to the Town of Hilton Head Island "Our Plan" on October 5, 2021. |
| 17. Maintain or improve the Town's CRS rating. | Ongoing | The Town received the latest recertification in December 2021. The Town remained a Class 5 in the CRS program, although there are enough program points to become a Class 4 there is not the required prerequisites to become a Class 4 or lower community. |
| 18. Hilton Head will continue to maintain open space related to storm water management. | Ongoing | Through the Town's land acquisition program strategic properties are purchased, some designated to preserve land and prevent further development and consequently lessen environmental and storm water impacts. This helps to maintain water quality and prevent degradation or pollution from development in those watersheds. The Town maintains the natural or engineered waterways on these Town lands to ensure adequate conveyance. |
| 19. The Town will support ongoing efforts educate the public on the threat of Sea Level Rise and associated hazards, exploring best practices for adaptation to this threat. | Ongoing | <p>The Town website lists resources which help educate the public about sea level rise and associated coastal hazards.</p> <p>In 2021 and 2022, the Town submitted HMGP and BRIC grant applications to develop a Climate Adaptation Study.</p> <p>In 2023 the BRIC grant application for a Climate Adaptation Study was selected by FEMA for funding. The procurement process to select a consultant to draft the study will begin in 2023. The HMGP grant application for the Climate Adaptation Study was withdrawn at the request of FEMA due to the BRIC grant award.</p> |
| 20. Continue to conduct engineering inspections of fire stations as necessary to determine mitigation retrofitting measures necessary. | Complete | Inspections have been completed. Shutters able to withstand a Category 5 hurricane and fire sprinklers have been installed at fire station facilities, Fire Rescue Headquarters & Facilities Management buildings. |

4. Discuss why any objectives were not reached or why implementation is behind schedule:

All applicable mitigation strategies were either in progress or on going. When possible, the Town takes advantage of federal grants which can be slow to obtain and fund.

5. What are the recommendations for new projects or revised recommendations?

The Town will continue with ongoing efforts and will take advantage of funding opportunities as they arise to move the action items forward. It should be noted that most of the items are continuing but will remain on the list due to ongoing maintenance requirements.

The Town received FEMA BRIC Grant funding to begin development of a Resiliency Plan for Sea Level Rise and Climate Adaptation. The plan will be used to identify future mitigation strategies.

The Town is in the process of researching and developing additional mitigation strategies for human cause hazards. The information is proposed to be incorporated into the 2025 multi-jurisdictional update.



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: Missy Luick, Assistant Community Development Director
VIA: Shawn Colin, AICP, Assistant Town Manager – Community Development
CC: Marc Orlando, Town Manager
DATE: July 18, 2023
SUBJECT: Consideration of 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 Town Council review and consider Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance (LMO) to create a new use called Islander Mixed-Use within the Sea Pines Circle District.

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 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. The Planning Commission held a public hearing on December 21, 2022 and motioned that the amendment be recommended for approval to Town Council. 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 LMO Amendment for Islander Mixed-Use was revised by the applicant team after the January Public Planning Committee meeting. Changes since the January Public Planning Committee include the following:

1. Definition amended to remove reference to group living dormitory use.

2. Shared parking on Education Use owned property is allowed if the development provides student housing.
3. 15% Workforce Housing (WFH) units earning up to 130% Area Median Income for a period of 10 years.
4. Floor Area Ratio shall not exceed 0.68.
5. A minimum average unit size of 750 square feet per dwelling unit is required.
6. Site Coverage Index shall not exceed 50%.
7. 10% functional open space requirement or common amenity space.
8. Adjacent street setback shall meet or exceed an average of 35' feet.
9. The allowable building height was reduced from 55' to 45' feet, which is the maximum within the SPC district.

The Public Planning Committee met on June 8, 2023, and considered the Staff presentation, applicant presentation and public comments, 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.

The Public Planning Committee requested the applicant consider the following:

1. Shared parking use-specific condition language modification
 - Consider modifying existing condition to “Islander Mixed-Use development may utilize shared parking on Education Use property if the development provides student housing.”
2. Adjacent street setback use-specific condition language modification
 - Consider modifying existing condition to “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 LMO Table 16-5-102.C whichever is greater.”
3. 4 bedroom per dwelling unit maximum suggested use-specific condition
 - Consider adding a use-specific condition that requires “Islander Mixed-Use shall require a 4 bedroom per dwelling unit maximum.”
4. Workforce Housing
 - Term- Consider a longer term than 10 years
 - Percentage- Consider increasing the percentage requirement of WFH (currently 15%)
 - AMI- Consider looking further at the AMI of 130%
5. 10% functional open space or common amenity space
 - Provide clarification on common amenity space

The LMO Amendment language for Islander Mixed-Use was revised by the applicant team after the June Public Planning Committee meeting. Changes since the June Public Planning Committee include the following:

1. 10% functional open space or common amenity space requirement
2. Shared parking requirement
3. Adjacent street setback requirement

The applicant did not make changes to the proposed workforce housing regulations nor was a 4 bedroom per dwelling unit maximum added in.

Proposed Amendment Request Overview-

The proposed amendments would create a new use called Islander Mixed-Use to be permitted with conditions in the Sea Pines Circle (SPC) District and includes amendments to 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 (SPC) District, establish a definition for the use, establish use-specific conditions and exceptions to development form standards. (Refer to Attachments 1 & 2, Proposed Ordinance and Proposed Islander Mixed-Use LMO Amendments.)

The proposal includes:

1. 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 **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**.”
2. Islander Mixed-Use is proposed at a density that is “undefined density but limited by applicable design and performance standards such as height and parking” as proposed in the development form standards in Section 16-3-105.M, SPC District.
3. Parking for the new use is proposed as requiring separate parking spaces for residential use at 1.5 spaces per dwelling unit and separate parking spaces required for nonresidential use at 1 per 500 gross floor area as proposed in Section 16-3-105.M, SPC District.
4. 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.
 - 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. 15% of **Islander Mixed-Use** units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing

- Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.
- 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 should offer 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.

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. The applicant provided a Traffic Impact Analysis prepared by Kimley Horn. The applicant also submitted a building massing and scale exhibit that displayed floor area ratio and site coverage index. (Refer to Attachments 3-5, 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. First, staff will summarize existing uses allowed within the Sea Pines Circle District.

Sea Pines Circle District-

The Sea Pines Circle (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 7, 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

Per Section 16-3-105.M, the purpose of the Sea Pines Circle 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.”

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 12, Sea Pines Circle Traffic Count Summary.)

**Sea Pines Circle
Traffic Count Summary**

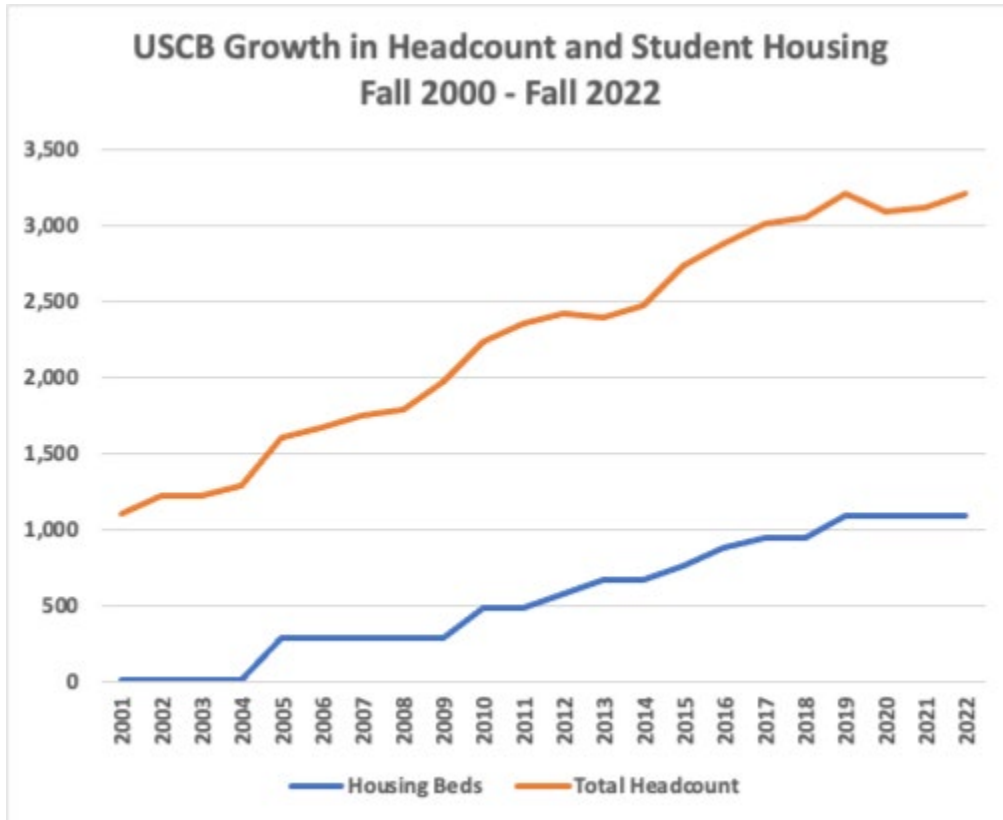
| Year | A.M. Peak Hour | Midday Peak Hour | P.M. Peak Hour |
|------|----------------|------------------|----------------|
| 2005 | 3264 | 4026 | 4199 |
| 2010 | 2493 | 3508 | 3525 |
| 2015 | 2791 | 3748 | 3930 |
| 2016 | 3072 | 3696 | 4168 |
| 2018 | 3028 | 3510 | 3559 |
| 2020 | 2841 | 3637 | 3818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

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

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

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

Assessment Table-

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 6, Islander Mixed-Use Assessment Table). The assessment considered use, use-specific conditions, density, parking, height, impervious coverage, open space, setbacks, buffers and workforce housing.

1. Use-

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

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***.

The difference between Mixed-Use and Islander Mixed-Use are the use-specific conditions proposed (which will be analyzed further in #2 below).

The Sea Pines Circle 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 7, Sea Pines Circle District.)

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

2. Use-specific conditions-

- Shared parking allowed- 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. The conditions further state that Islander Mixed-Use

development may utilize shared parking on an Education Use property if the development provides student housing.

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

- Proximity requirement to Education Use- Islander Mixed-Use is proposed to be within 500 feet of an Education Use. 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. Per Attachment 8, Education Use Proximity Map, there are 23 parcels within 500 feet within the Sea Pines Circle district that the proposed Islander Mixed-Use could be eligible for.

Furthermore, the 500 feet requirement coincides with a condition within the shared parking requirements 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)."

- 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.

- Workforce Housing- 15% of Islander Mixed-Use units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.

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 in the following ways:

1. Percent of units in workforce housing- Islander Mixed-Use requires 15% of the units to be in workforce housing. The Town's Workforce Housing Program requires 20% of the units to be in workforce housing.
2. Area Median Income- Islander Mixed-Use AMI is up to 130% AMI. The Town's Workforce Housing Program states that AMI for rental units are between 60 - 80% AMI and owner occupied units are between 80 - 100% AMI.
3. Term of Workforce Housing Agreement- Islander Mixed-Use Workforce Housing term is 10 years. The Town's Workforce Housing term is 30 years.
4. Density- The Islander Mixed-Use has undefined density. The Town's commercial conversion program density is based on the existing building envelope and the minimum unit sizes chart in LMO Section 16-10-102.B.1.
5. Agreement- The applicant has not supplied an Islander Mixed-Use Workforce Housing Agreement document. Staff created a sample Islander Mixed-Use Workforce Housing Agreement based on the Town's Workforce Housing Agreement which was approved with the Workforce Housing policy (Refer to Attachment 12, Sample Islander Mixed-Use Workforce Housing Agreement). The sample agreement has blanks that will need to be filled in by the applicant team as the policy is further defined.

The 2023 Area Median Income (AMI) for Beaufort County per HUD is \$111,300 based on a family of 4. The 130% AMI for the proposed Islander Mixed-Use is highlighted.

**Beaufort County 2023 Median Income By Family Size
Income \$111,300 Effective 05-13-2023**

| Family Size | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Income Range |
|-------------|---------|---------|---------|---------|---------|---------|---------|---------|--------------------|
| 30% | 19,300 | 22,050 | 24,800 | 30,000 | 35,140 | 40,280 | 45,420 | 50,560 | Extremely Low |
| 50% | 32,150 | 36,750 | 41,350 | 45,900 | 49,600 | 53,250 | 56,950 | 60,600 | Very Low |
| 60% | 38,580 | 44,100 | 49,620 | 55,080 | 59,520 | 63,900 | 68,340 | 72,720 | Low |
| 80% | 51,450 | 58,800 | 66,150 | 73,450 | 79,350 | 85,250 | 91,100 | 97,000 | Low |
| 100%** | 77,950 | 89,050 | 100,200 | 111,300 | 120,250 | 129,150 | 138,050 | 146,950 | Median |
| 120%** | 93,500 | 106,900 | 120,200 | 133,600 | 144,300 | 155,000 | 165,700 | 176,300 | Moderate Income |
| 130%** | 101,300 | 115,800 | 130,300 | 144,700 | 156,300 | 167,900 | 179,500 | 191,000 | Islander Mixed-Use |

Note : Took from HUD AMI 100% of Beaufort AMI as of May 2023 \$111,300

Utilized 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 the 4-person income 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. All limits are rounded up to the nearest 100.

- 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.

- 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.

- 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.
- 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 should offer 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.

- 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.

3. 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 9, Coligny Resort District.)

In the Islander Mixed-Use Assessment Table (Attachment 6), 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:

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

Staff is recommending a maximum of 4 bedrooms per dwelling unit for Islander Mixed-Use.

4. 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 an Education Use property if the development provides student housing.

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 10, Off-Street Parking Alternatives.)

5. Height

The height limit for all development within Sea Pines Circle District is 45 feet.

6. Impervious Coverage

The maximum impervious coverage limit for all development within Sea Pines Circle District is 60%.

7. 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 should offer active or passive recreational and gathering spaces for the use of residents. The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required. For all other development, no open space is required.

8. Setbacks

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 Tables 16-5-102.C. and 16-5-102.D.

9. Buffers

The SPC district uses must meet the buffers per LMO Tables 16-5-103.D and 16-5-103.E. If applicable, the site must also meet wetland buffers per LMO Table 16-6-102.D.2.

10. Workforce Housing

As proposed, 15% of Islander-Mixed Use units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.

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

A Workforce Housing development could be permitted in the SPC district meeting the requirements of the Town's Workforce Housing commercial conversion program. A fictional workforce housing commercial conversion concept was analyzed in the Islander Mixed-Use Assessment on pages 4 & 5.

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*

Final Staff Analysis Comments:

Per Section 16-2-130.B.3, Ordinance Text Amendment Review Standards, the following criteria can be used to weigh the relevance of and consider whether and the extent to which the proposed Text Amendment:

- a. Is in accordance with the Comprehensive Plan;
- b. Is required by changed conditions;
- c. Addresses a demonstrated community need;
- d. Is consistent with the purpose and intent of the zoning districts in this Ordinance, or would improve compatibility among uses and ensure efficient development within the Town;
- e. Would result in a logical and orderly development pattern; and
- f. Would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

The information provided in this staff report should provide the necessary analysis to consider the text amendment review standards above.

The policy's undefined density may result in developments with higher densities than what is typical on the Island, but the average dwelling unit size will be smaller. The undefined density and overall building mass in relationship to the site is controlled by required setbacks, buffers, height limit of 45 feet, floor area ratio, site coverage index, minimum average unit size of 750 square feet per dwelling unit, increased adjacent street setback, and 10% open space requirements.

Staff recommends an additional use-specific condition:

1. Islander Mixed-Use shall require a 4 bedroom per dwelling unit maximum.
The purpose of this recommendation is to limit the maximum number of bedrooms such that the dwelling unit to bedroom count are appropriately sized for this proposed use.

NEXT STEPS:

Text amendments shall either be approved by an Ordinance or rejected by a Resolution per Section 16-2-103.B.2.e.i. (For possible Resolution for Denial, refer to Attachment 14, Proposed Resolution.)

If the Town Council recommends approval of the Ordinance at First Reading, and if it is different than what was approved by the Planning Commission, then the amendment needs to go back to the Planning Commission per Section 16-2-103.B.2.e.ii. which states the following:

“If the applicant proposes a change or departure from the text amendment that is different than what was reviewed by Planning Commission, the application shall be remanded to the Planning Commission for review of and a recommendation on the proposed changes and departures. The Planning Commission shall deliver its recommendation on the proposed changes and departures to the Town Council within 30 days after the remand; if the Planning Commission fails to do so, it is deemed to have recommended approval of the proposed changes and departures.”

Because the amendment has changed since the Planning Commission held its public hearing in November of 2022, the amendment will need to be remanded back to the Planning Commission between First and Second Reading of Town Council.

Additionally, a final workforce housing agreement document is required for consideration at Second Reading.

RECOMMENDATION:

That the Town Council review and consider Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance (LMO) to create a new use called Islander Mixed-Use within the Sea Pines Circle District.

SUMMARY:

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. 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 met on January 26, 2023, to review the Islander Mixed Use LMO Amendment and deferred committee action until more information was obtained for consideration. The Public Planning Committee met 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.

ATTACHMENTS:

1. Proposed Ordinance
2. Proposed Islander Mixed-Use LMO Amendments
3. Applicant Provided Letters of Support
4. Applicant Provided Traffic Impact Analysis
5. Applicant Provided Building Mass and Scale Exhibit
6. Islander Mixed-Use Assessment Table
7. Sea Pines Circle District, Section 16-3-105.M
8. Educational Use Proximity Map
9. Coligny Resort District, Section 16-3-105.B
10. Off-Street Parking Alternatives, Section 16-5-107.H
11. Sea Pines Circle Traffic Count Summary
12. Sample Islander Mixed-Use Workforce Housing Agreement
13. Presentation
14. Proposed Resolution

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

Attachment 1 – Proposed Islander Mixed-Use Ordinance

Public Hearing: December 21, 2022

First Reading:

Second Reading:

APPROVED AS TO FORM:

Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____

Attachment 2- Exhibit A – Proposed Islander Mixed-Use LMO Amendments

Hilton Head Island, South Carolina, Land Management Ordinance

Chapter 16-4: Use Standards

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 |
| RESIDENTIAL USES | | | | | | | | | | | | | | | | | | | | | |
| <i>Group Living</i> | | | | | | P | P | P | | | | P | | | | | | P | | P | |
| <i>Mixed-Use</i> | | | | | | | | | PC | PC | PC | PC | PC | PC | PC | PC | PC | PC | PC | PC | Sec. 16-4-102.B.1.a |
| <i>Multifamily</i> | | | | | | P | P | P | PC | PC | PC | PC | PC | PC | PC | PC | PC | PC | PC | PC | Sec. 16-4-102.B.1.b |
| <i>Recreational Vehicle</i> | | | | | | PC | PC | PC | | | | PC | PC | PC | PC | PC | PC | PC | | | |
| <i>Recreation Vehicle (RV) Parks</i> | | | | | | | | | | | | | | | | | | P | | | Sec. 16-4-102.B.1.c |
| <i>Single-Family</i> | | | P | P | P | P | P | P | | | | | P | P | P | P | P | P | P | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------|--------|--------|--------|--------|--------|--------|--------|----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------------|----------------------------|---------------------|
| Workforce Housing | | | | | | | | | | P C | | | | | | | | | | | P C | | P C | | P C | | | | | | | | | | | | | Sec 16-4-102.B.1.d | | |
| Islander Mixed-Use | | | | | | | | | | <u>P C</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | <u>Sec. 16-4-102.B.1.g</u> | |
| PUBLIC, CIVIC, INSTITUTIONAL, AND EDUCATIONAL USES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aviation and Surface Transportation Uses | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | P C | Sec. 16-4-102.B.2.a | |
| Aviation Services Uses | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | P C | 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 | | | | | | | | | | | | | | | | | | P C | Sec. 16-4-102.B.2.c | |
| Education Uses | | | | | | P | | | | P | P | P | P | | | | | | | | | | | | | | | | | | | | | | | | P | P | | |
| Government Uses | | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | | | | | | | | | | | | | | | | P C | Sec. 16-4-102.B.2.d |
| Major Utilities | | SE | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | P | | | | |
| Minor Utilities | | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | 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 | 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 | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | | | |
| Telecommunication Antenna, Collocated or Building Mounted | | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | Sec. 16-4-102.B.2.e | | |
| Telecommunication | | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | Sec. 16-4- | | |

| | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|--|--|--|---|--|--|---|---|---|---|---|---|---|---|---|---|---|-----------|
| Towers, Monopole | | | | | | | | | | | | | | | | | | | | | 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 | | | | | | | P | | | P | | | P | P | P | P | P | P | | | P |
| | | | | | | | C | | | C | | | C | C | C | C | C | | | | C |
| Hotels | | | | | | | | | | P | | | P | P | P | | P | | | P | P |
| | | | | | | | | | | C | | | | | C | | | | | | |
| Interval Occupancy | | | | | | | | | | P | | | | P | | | | | | P | |
| COMMERCIAL RECREATION USES | | | | | | | | | | | | | | | | | | | | | |
| Indoor Commercial Recreation Uses | | | | | | | | | | P | P | P | P | P | P | P | P | | | P | P |
| | | | | | | | | | | | | | | | | | | | | | |
| Outdoor Commercial Recreation Uses | | | | | | | | | | S | | | | | | | | | | S | |
| | | | | | | | | | | E | | | | | | | | | | E | |
| Water Parks | | | | | | | | | | | | | | | | | | | | S | S |
| | | | | | | | | | | | | | | | | | | | | E | E |
| Water Parks | | | | | | | | | | P | | | | P | | | | | | | P |
| | | | | | | | | | | | | | | | | | | | | | |
| OFFICE USES | | | | | | | | | | | | | | | | | | | | | |
| Contractor's Office | | | | | | | | | | P | P | P | P | P | P | P | P | P | P | P | P |
| | | | | | | | | | | C | C | C | C | C | C | C | C | C | C | C | C |
| Other Office Uses | | | | | | | | | | P | P | P | P | P | P | P | P | P | P | P | P |
| | | | | | | | | | | | | | | | | | | | | | |

COMMERCIAL SERVICES

| | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|--|--|--------|--|--|--------|--------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------|
| Adult entertainm ent uses | | | | | | | | | | | S E | | | | | | | | | Sec. 16-4-102.B.7. a |
| Animal Services | | | | | | | | | | P C | P C | | | | | | P C | | P C | Sec. 16-4-102.B.7. b |
| Bicycle Shops | | | | | | | | | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | | Sec. 16-4-102.B.7. c |
| Convenienc e Stores | | | | | | P C | | | P C | P C | P C | | P C | P C | P C | P C | P C | P C | P C | Sec. 16-4-102.B.7. d |
| Eating Establishme nts | | | | | | | | | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | P C | Sec. 16-4-102.B.7. e |
| Grocery Stores | | | | | | | | | P | P | P | P | | | | | P | | | |
| Landscape Businesses | | | | | | | | | | | | | P C | | | | P C | | P | Sec. 16-4-102.B.7. f |
| Liquor Stores | | | | | | | | | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | S E | Sec. 16-4-102.B.7. g |
| Nightclubs or Bars | | | | | | | | | P C | P C | P C | | P C | P C | P C | P C | P C | P C | P C | Sec. 16-4-102.B.7. h |
| Open Air Sales | | | P C | | | | P C | | P C | P C | | P C | P C | P C | P C | P C | P C | P C | P | Sec. 16-4-102.B.7. i |
| Shopping Centers | | | | | | | | | P C | P C | P C | P C | | | | | P C | | | Sec. 16-4-102.B.7. j |

| | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--------|--------|--|--------|--------|--------|--------|---|---|--------|--------|---|---|--------|--------|---------------------|
| Tattoo Facilities | | | | | | | | | | | | | | | | P C | | | | | Sec. 16-4-102.B.7.k |
| Other Commercial Services Uses | | | | | | P C | P C | | 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 | | | | | | | | | P C | P C | P | | | | P C | | | | | P | Sec. 16-4-102.B.8.a |
| Auto Repairs | | | | | | | | | | | P C | | | | | | | | P C | | Sec. 16-4-102.B.8.b |
| Auto Sales | | | | | | | | | | | P | | | | | | | | P | | |
| Car Washes | | | | | | | | | | | P | P | | | P C | P | | | | P | Sec. 16-4-102.B.8.c |
| Commercial Parking Lot | | | | | | | | | P C | P C | P C | | | | | | | | P C | | Sec. 16-4-102.B.8.d |
| Gas Sales | | | | | | | | | P C | P C | P C | | | | P C | P C | | | P C | P C | Sec. 16-4-102.B.8.d |
| Taxicab Services | | | | | | | | | | | P | | | | | | | | P | | |
| Towing Services or Truck or Trailer Rentals | | | | | | | | | | | | | | | | | | | | | P |
| Watercraft Sales, Rentals, or Services | | | | | | | | | | | | P C | P | | | P C | | | P C | | Sec. 16-4-102.B.8.e |
| INDUSTRIAL USES | | | | | | | | | | | | | | | | | | | | | |

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 | | | | | | | | | | |
| <i>Light Industrial, Manufacturing, and Warehouse Uses</i> | | | | | | | | | | | | | | | | | | PC | | | | P | Sec. 16-4-102.B.9.a | | | | | | | | |
| <i>Seafood Processing Facilities</i> | | | | | | | | | | | | | PC | PC | | PC | | | | | | | Sec. 16-4-102.B.9.b | | | | | | | | |
| <i>Self-Service Storage</i> | | | | | | | | | PC | | | | | | | | | PC | | | | PC | Sec. 16-4-102.B.9.c | | | | | | | | |
| <i>Waste-Related Services</i> Other than <i>Waste Treatment Plants</i> | | | | | | | | | | | | | | | | | | | | | | P | | | | | | | | | |
| <i>Waste Treatment Plants</i> | | | | | | | | | | | | | | | | | | SE | | | | | | | | | | | | | |
| <i>Wholesale Sales</i> | | | | | | | | | | | | | | | | | | P | | | | P | | | | | | | | | |
| OTHER USES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------|---|--------|--------|---|--------|--------|---|--|--|--|--|--|---|---|---|---|---|--|--|--|--|---------------------------------|
| Agriculture Uses | | P | P | P | P | P | P | P | | | | | | P | P | P | P | P | | | | | |
| Boat Ramps, Docking Facilities, and Marinas | P C | P | P C | P C | | P C | P C | | | | | | | 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 - Ordinance 2019-20; revised 8-18-2020 - Ordinance 2020-19; 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.**
- 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. **15% of Islander Mixed-Use units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.**
- 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 should offer 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.

(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 | | | | |
| Contactors' 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 (PERNET 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. | | | | |
| <u>2. Islander Mixed-Use has undefined density but limited by applicable design and performance standards such as height and parking.</u> | | | | |

(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 **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**.

(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: ALP. Wolff
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.

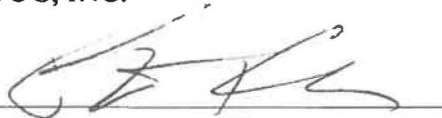
Very truly yours,

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



March 16, 2023

Al M. Panu, Ph.D.
Chancellor

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

Mayor Alan Perry
Page 2
March 16, 2023

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

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

Office Way Mixed-Use Development TIA

Traffic Impact Analysis

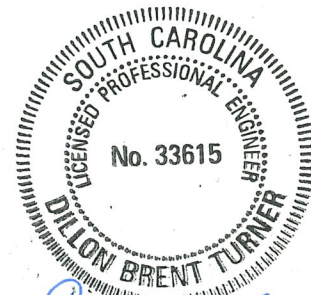
Hilton Head Island, South Carolina

Prepared for

Double D Office Way, LLC

Prepared by

Kimley»Horn



Dillon Brent Turner
April 19, 2023

January 2023

© Kimley-Horn and Associates, Inc.
115 Fairchild Street, Suite 250
Charleston, South Carolina, 29492

Updated April 2023

Table of Contents

Executive Summaryv

1 Introduction..... 1

2 Existing Conditions 3

 2.1 Study Area 3

3 Existing and Future No-Build Traffic Volume Development.....5

 3.1 Existing Traffic Development 5

 3.2 Future-Year No-Build Traffic Volume Development..... 5

4 Project Traffic8

 4.1 Trip Generation 8

 4.2 Trip Distribution & Assignment..... 9

 4.3 Future Build Traffic Development..... 9

5 Capacity Analysis 13

 5.1 William Hilton Parkway/Greenwood Dr at Pope Ave/Palmetto Bay Rd (Sea Pines Circle)..... 14

 5.2 Office Way at Pope Avenue..... 15

 5.3 Pope Avenue at College Center Drive/New Orleans Road 16

 5.4 Office Park Road at Greenwood Drive 18

 5.5 Office Park Road/College Center Drive at Office Way 19

 5.6 Office Way at Site Access #1..... 20

 5.7 Office Park Road at Site Access #2 21

6 SCDOT Turn Lane Warrants.....22

7 Conclusion23

List of Figures

Figure ES-1 – 2025 Build Recommended Geometry and Traffic Control.....vi
Figure 1 – Site Location and Study Area Map2
Figure 2 – Existing Roadway Geometry and Traffic Control4
Figure 3 – 2022 Existing Peak Hour Traffic Volumes6
Figure 4 – 2025 No-Build Peak Hour Traffic Volumes7
Figure 5 – Project Trip Distribution and Assignment.....10
Figure 6 – 2025 Build Peak Hour Site Trips11
Figure 7 – 2025 Build Peak Hour Traffic Volumes.....12
Figure 8 – 2025 Build Recommended Geometry and Traffic Control.....24

List of Tables

Table 1 – Trip Generation Summary8
Table 2 – HCM Level of Service Criteria13
Table 3 – Sea Pines Circle Capacity Analysis Results14
Table 4 – Office Way at Pope Avenue Capacity Analysis Results.....15
Table 5 – Pope Avenue at College Center Drive/New Orleans Road Capacity Analysis Results
.....17
Table 6 – Office Park Road at Greenwood Drive Capacity Analysis Results18
Table 7 – Office Park Road/College Center Drive at Office Way Capacity Analysis Results.....19
Table 8 – Office Way at Site Access #1 Capacity Analysis Results.....20
Table 9 – Office Park Road at Site Access #2 Capacity Analysis Results21

List of Appendices

- A – Site Plan
- B – Turning Movement Counts
- C – Traffic Volume Development Worksheets
- D – Capacity Analysis Worksheets
- E – Turn Lane Warrant Analyses

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:

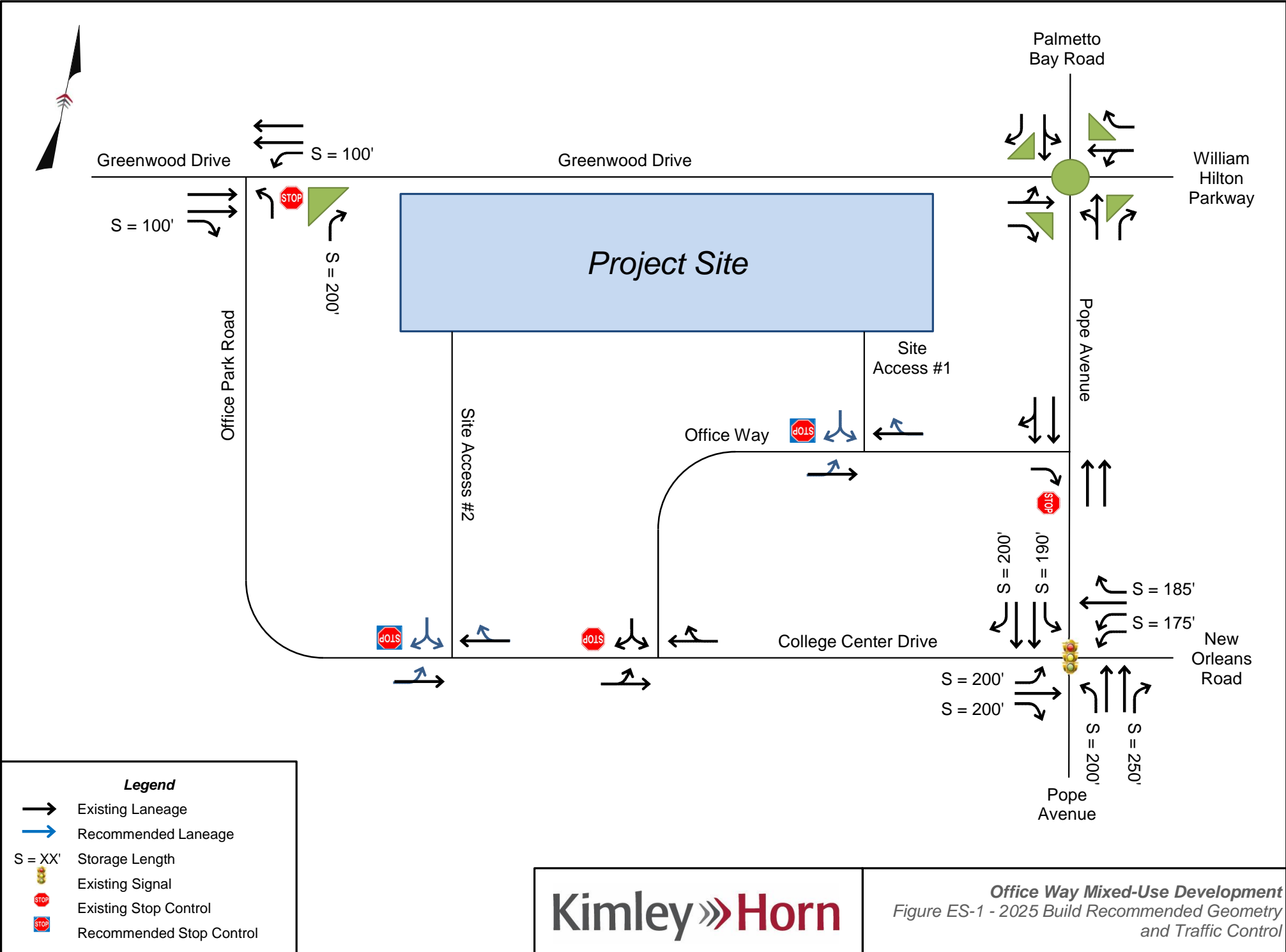
Office Way at Site Access #1

- 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**.



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

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.

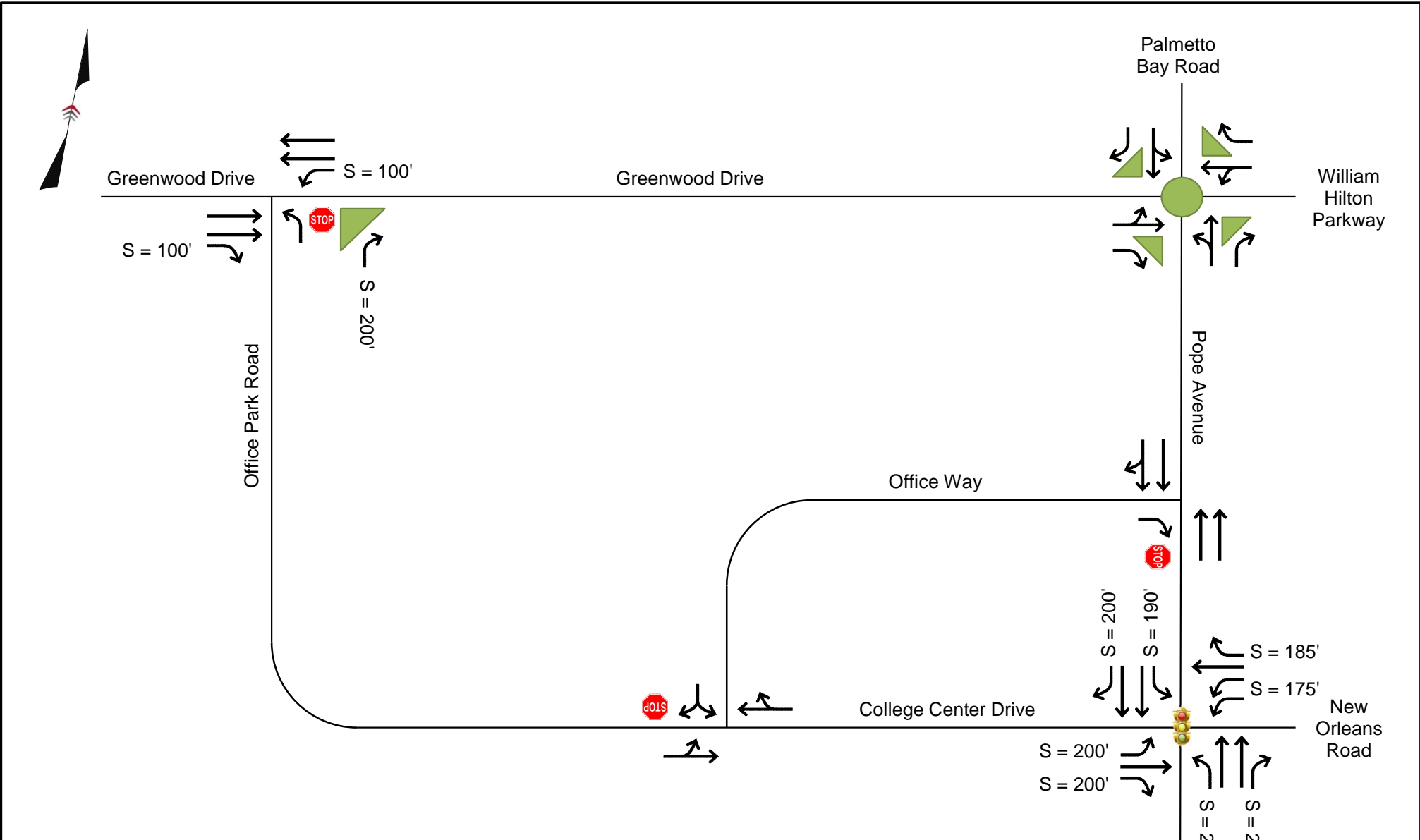
Greenwood Drive (L-1448) is a four-lane, divided, urban local road with a posted speed limit of 25 mph within the vicinity of the proposed development. SCDOT does not provide daily traffic data for Greenwood Drive.

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 |



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

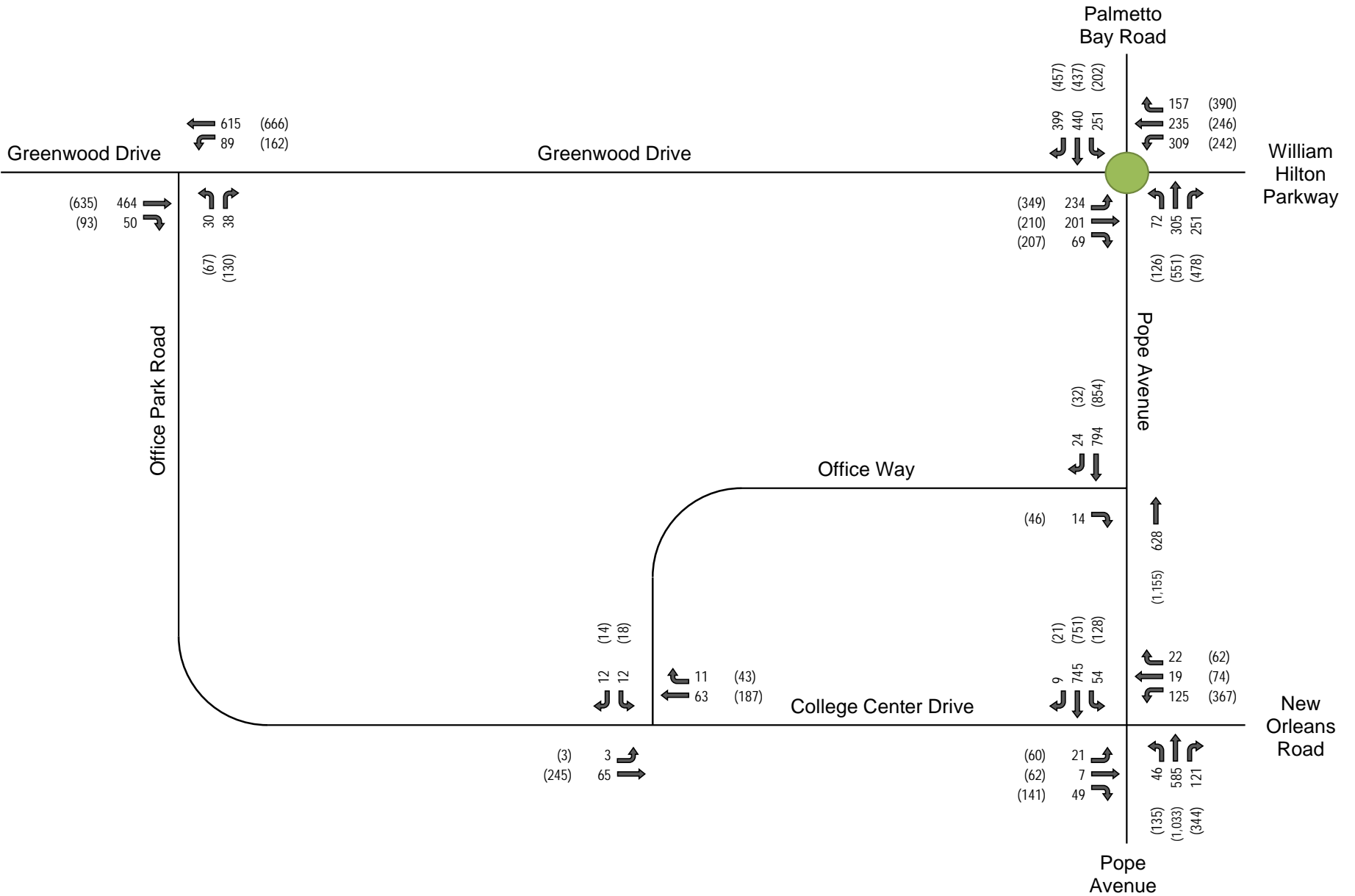
The remaining existing study intersection volumes were obtained from previously collected traffic counts provided by the Town of Hilton Head Island. Although the counts listed above were not collected on an average June weekday they were balanced upwards to intersections that were collected on an average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

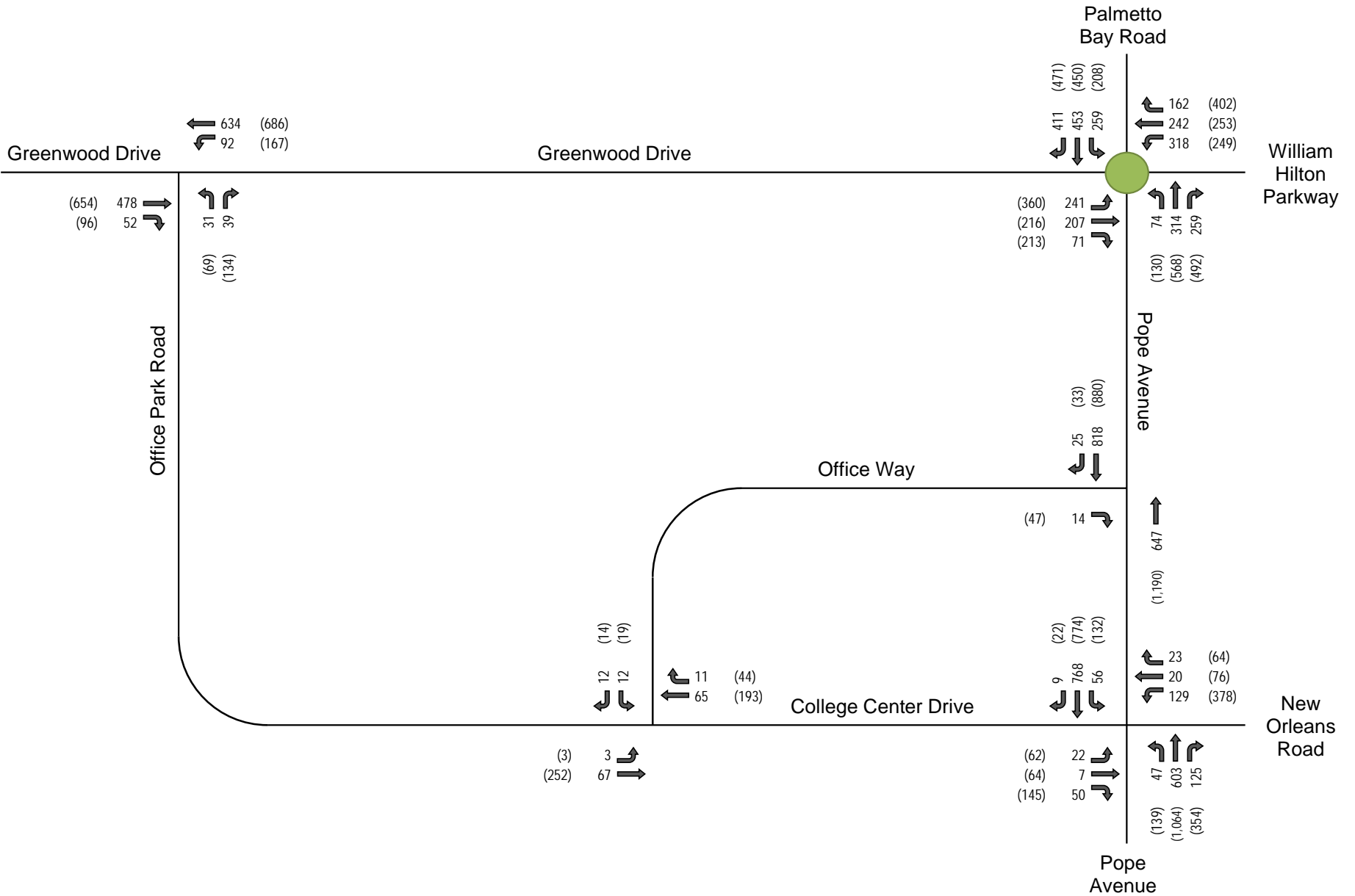


Legend

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



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



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

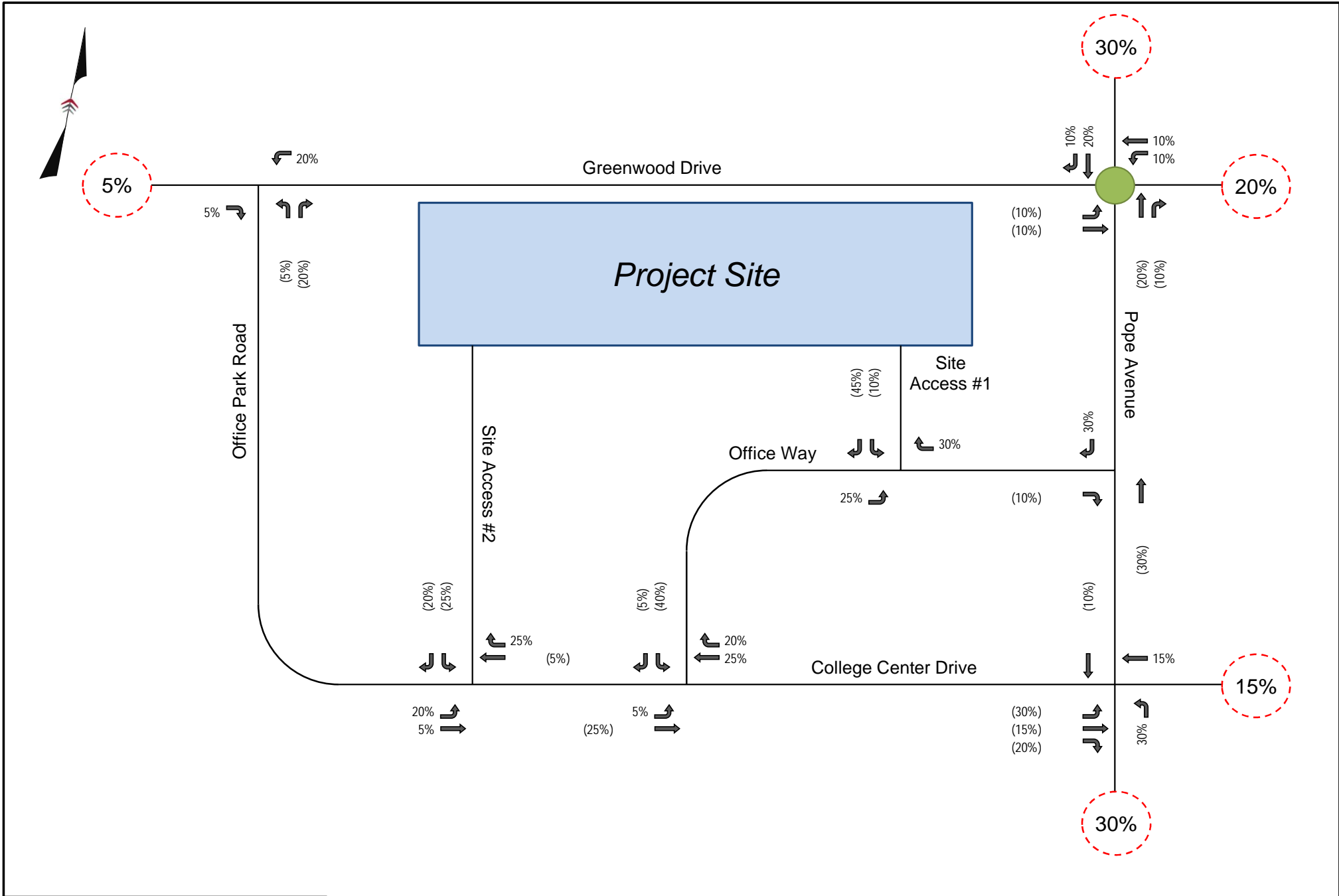
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are illustrated in **Figure 5** and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

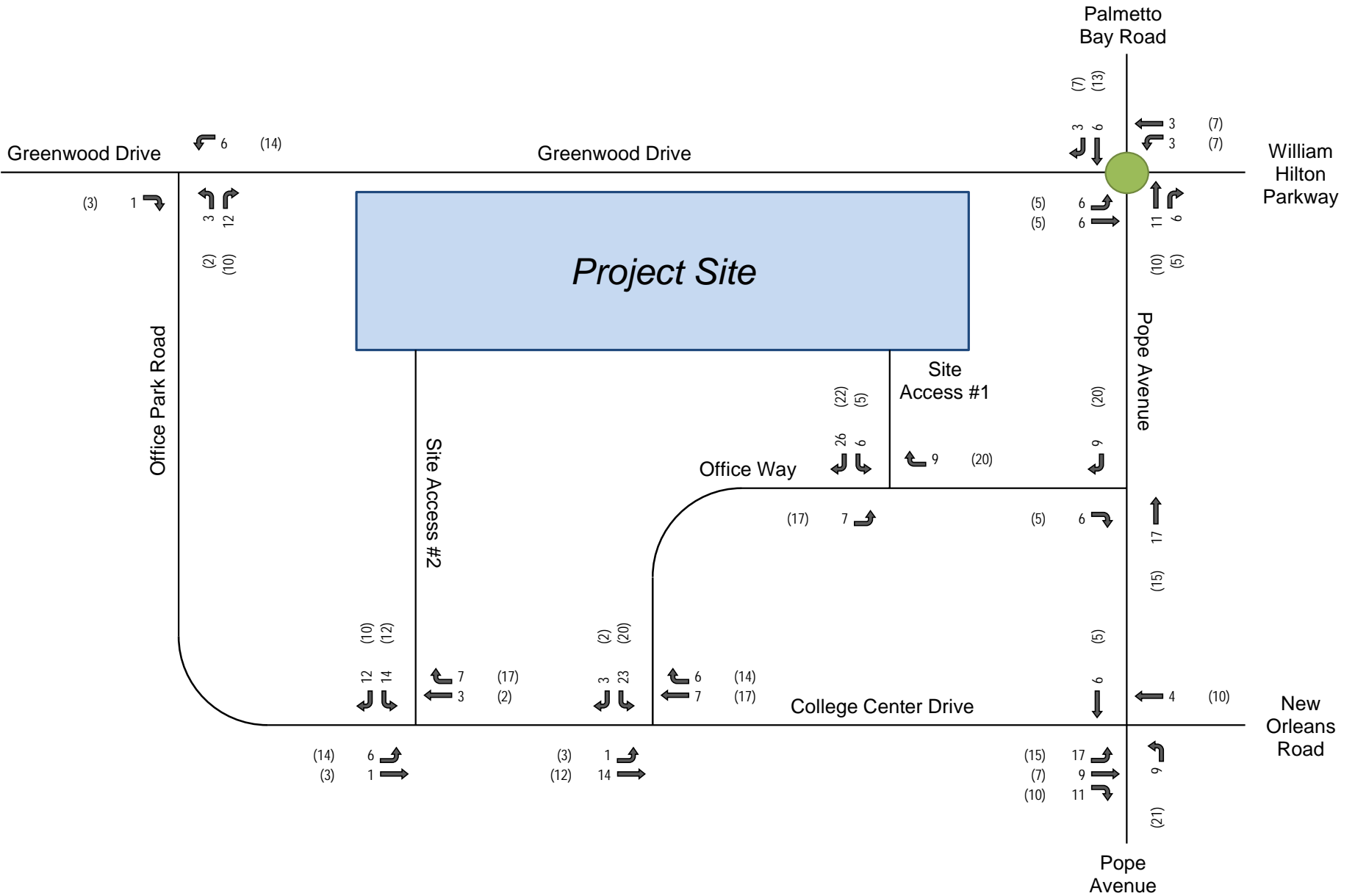
- 30% to/from the North via Palmetto Bay Road
- 30% to/from the South via Pope Avenue
- 20% to/from the East via William Hilton Parkway
- 15% to/from the East via New Orleans Road
- 5% to/from the West via Greenwood Drive

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**.



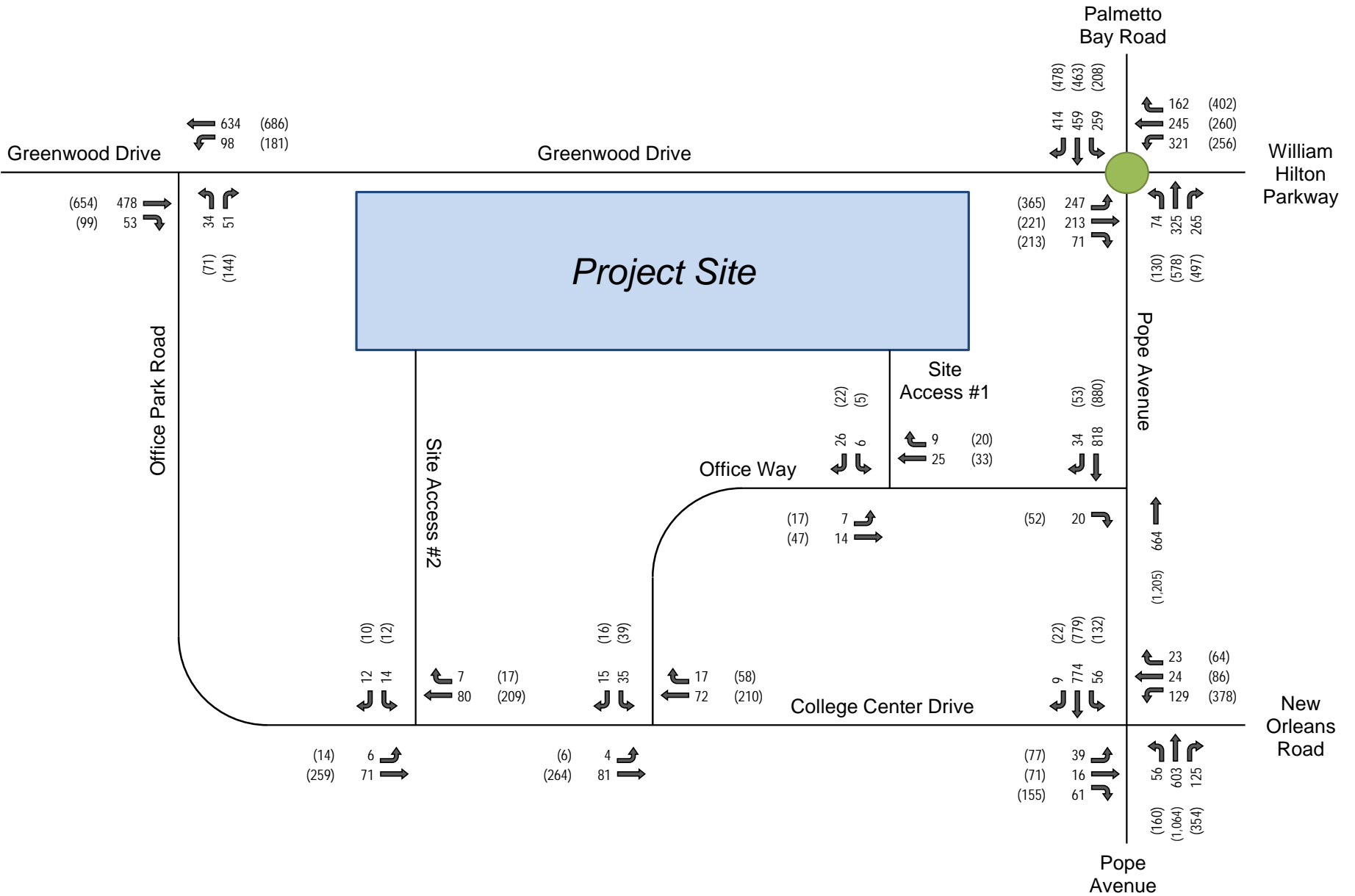


Legend

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



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



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) v/c = 1.02 |
| | HCM6 95th Q | 342' | 0' | 282' | 0' | 109' | 0' | 794' | 0' | |
| 2025 No-Build | LOS (Delay) | F (53.4) | | D (25.1) | | B (10.3) | | F (52.3) | | E (36.9) v/c = 1.08 |
| | HCM6 95th Q | 395' | 0' | 341' | 0' | 118' | 0' | 1016' | 0' | |
| 2025 Build | LOS (Delay) | F (58.9) | | D (27.5) | | B (10.8) | | B (10.8) | | E (39.8) v/c = 1.10 |
| | HCM6 95th Q | 453' | 0' | 370' | 0' | 127' | 0' | 1076' | 0' | |
| PM Peak Hour | | | | | | | | | | |
| 2022 Existing | LOS (Delay) | F (68.5) | | E (40.7) | | F (59.7) | | D (25.5) | | E (47.4) v/c = 1.13 |
| | HCM6 95th Q | 817' | 0' | 538' | 0' | 1109' | 0' | 523' | 0' | |
| 2025 No-Build | LOS (Delay) | F (86.6) | | E (45.0) | | F (67.8) | | D (30.4) | | F (55.7) v/c = 1.17 |
| | HCM6 95th Q | 1048' | 0' | 623' | 0' | 1278' | 0' | 638' | 0' | |
| 2025 Build | LOS (Delay) | F (96.2) | | E (49.9) | | F (70.1) | | D (32.9) | | F (60.1) v/c = 1.20 |
| | HCM6 95th Q | 1164' | 0' | 707' | 0' | 1335' | 0' | 702' | 0' | |

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' |
| <u>Notes:</u> 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 | Office Way | Site Access #1 |
|--|-------------|------------|------------|----------------|
| | | EBTL | WBTR | 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 | Office Park Road | Site Access #2 |
|--|-------------------------|------------------|------------------|----------------|
| | | EBTL | WBTR | SBLR |
| AM Peak Hour | | | | |
| 2025 Build | LOS (Delay) | A (7.4) | A (0.0) | A (9.3) |
| | HCM6 95 th Q | 0' | 0' | 3' |
| PM Peak Hour | | | | |
| 2025 Build | LOS (Delay) | A (7.8) | A (0.0) | B (11.4) |
| | HCM6 95 th 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:

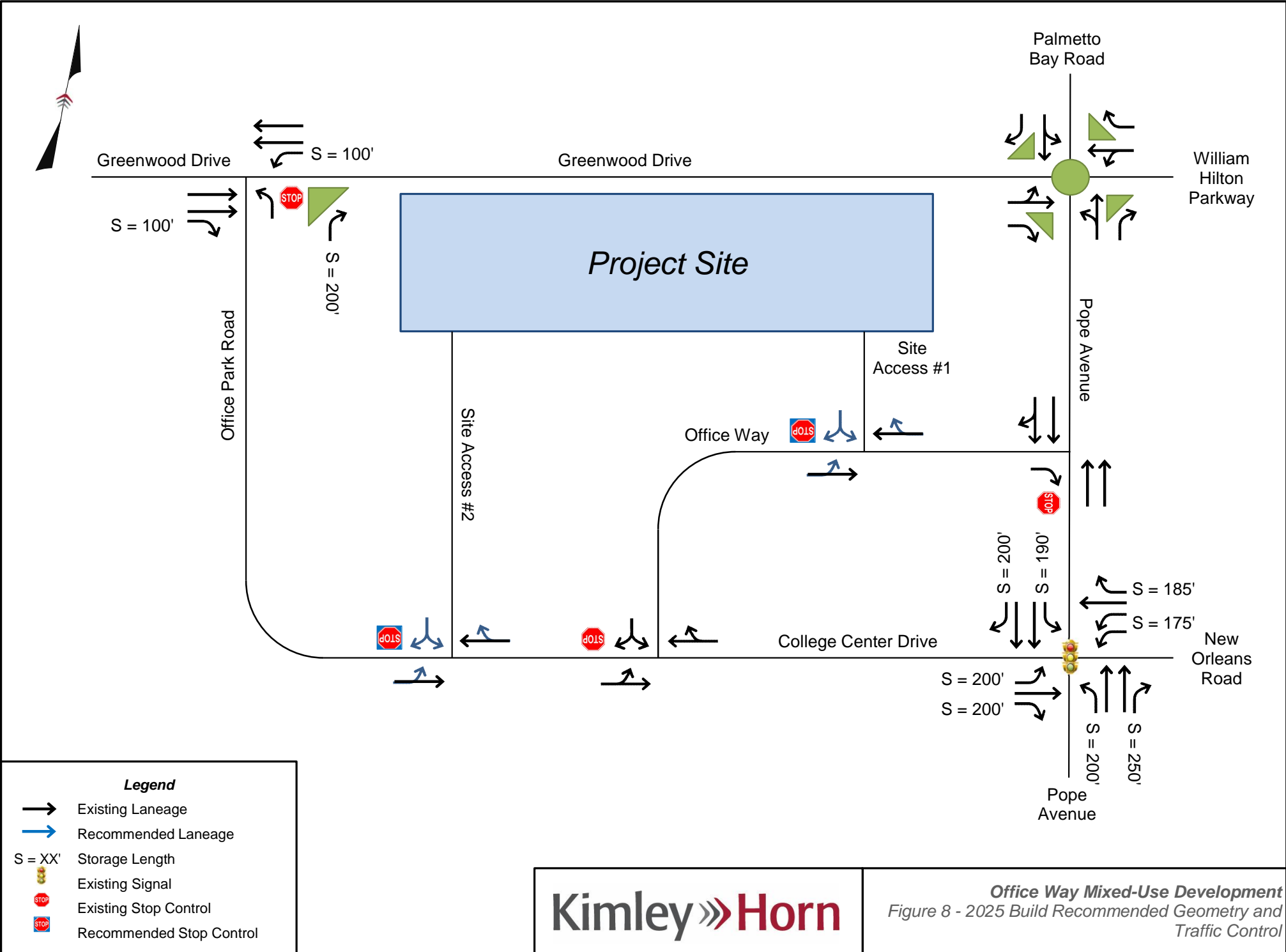
Office Way at Site Access #1

- 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**.



Legend

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

Appendix A – Conceptual Site Plan

SITE INFORMATION

PARCEL PINS R532 015 000 0355 0000
 R532 015 000 0354 0000
 R532 015 000 0357 0000
 R532 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 GEA - 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 GEA |
| 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' |

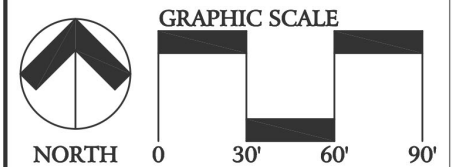


PREPARED FOR:
 DOUBLE D OFFICE WAY, LLC
 PREPARED BY:

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

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

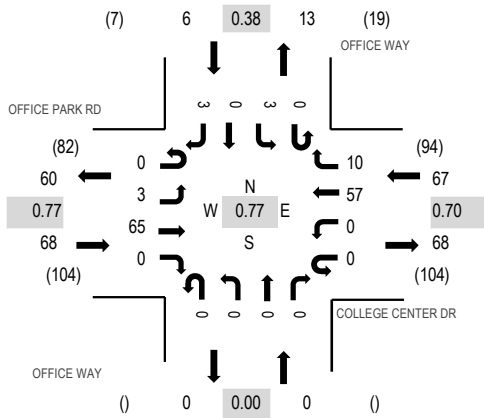
OCTOBER 26, 2022



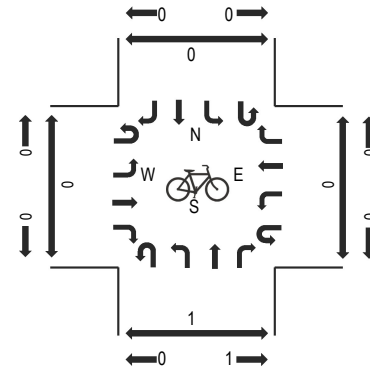
THIS IS A CONCEPTUAL PLAN AND IS SUBJECT TO CHANGE. ALL SURVEY INFORMATION AND SITE BOUNDARIES WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES AND AS SUCH ARE INTENDED TO BE USED ONLY AS A GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND NARRATIVE DESCRIPTIONS ARE FOR GRAPHIC REPRESENTATION ONLY, AS AN AID TO SITE LOCATION AND POTENTIAL LAND USE, AND ARE NOT LEGAL REPRESENTATIONS AS TO FUTURE USES OR LOCATIONS. J. K. TILLER ASSOCIATES, INC., ASSUMES NO LIABILITY FOR ITS ACCURACY OR STATE OF COMPLETION, OR FOR ANY DECISIONS (REQUIRING ACCURACY) WHICH THE USER MAY MAKE BASED ON THIS INFORMATION.

Appendix B – Turning Movement Counts

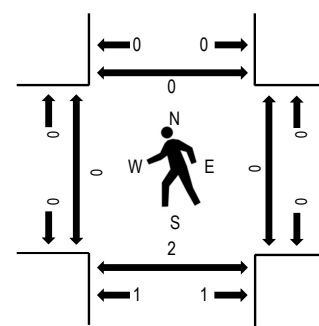
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

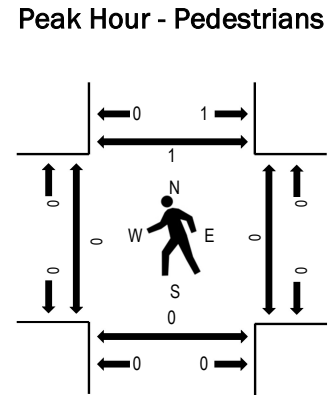
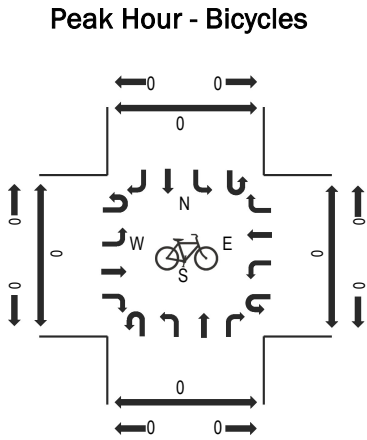
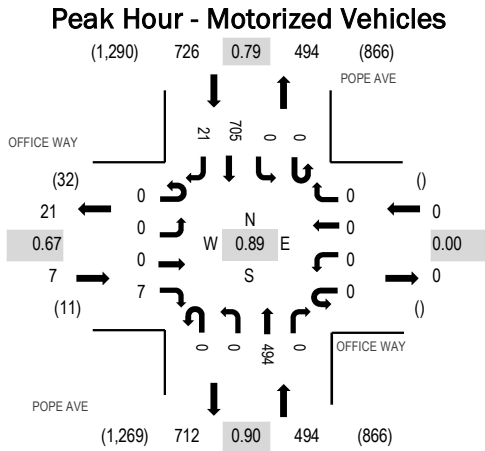
| Interval Start Time | OFFICE PARK RD Eastbound | | | | COLLEGE CENTER DR Westbound | | | | OFFICE WAY Northbound | | | | OFFICE WAY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|--------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 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 |



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 | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------|------|------|-------|----------------------|------|------|-------|---------------------|------|------|-------|---------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 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 |

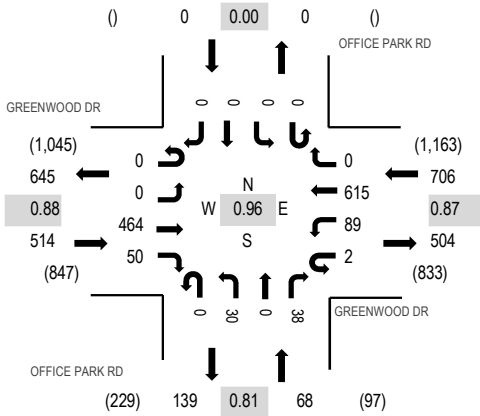
Location: 3 OFFICE PARK RD & GREENWOOD DR AM

Date: Tuesday, November 15, 2022

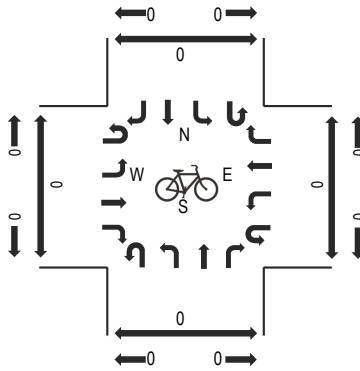
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

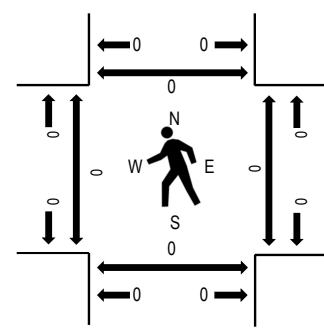
Peak Hour - Motorized Vehicles



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 | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|------------------------|------|------|-------|------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 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 |

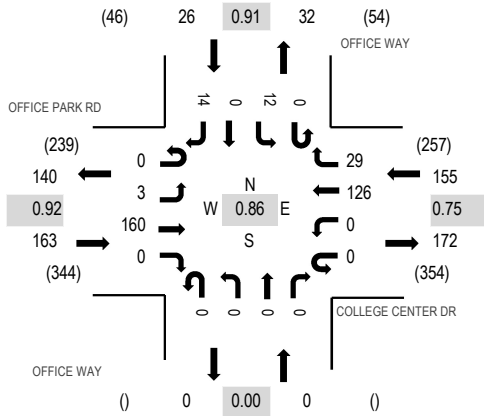
Peak Rolling Hour Flow Rates

| 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 |

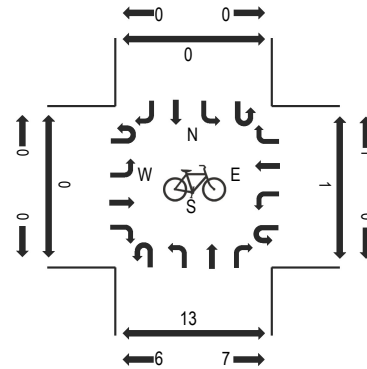
Heavy Vehicle Percentage and Peak Hour Factor

| | 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 |

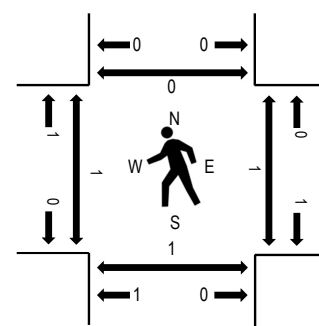
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

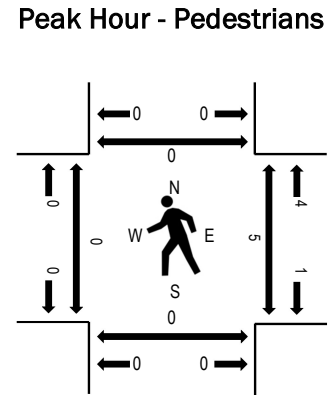
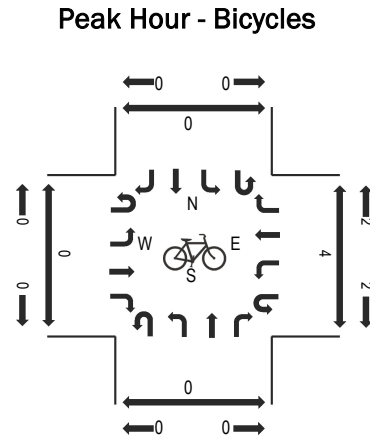
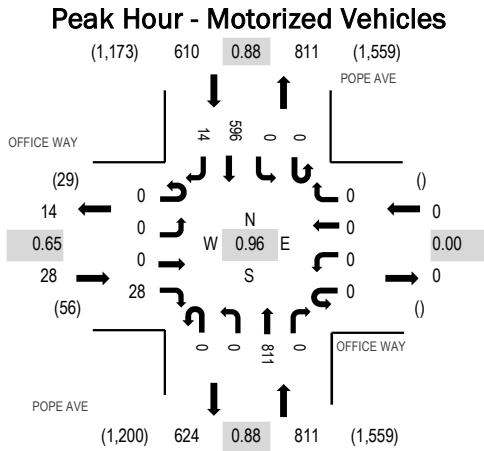
| Interval Start Time | OFFICE PARK RD Eastbound | | | | COLLEGE CENTER DR Westbound | | | | OFFICE WAY Northbound | | | | OFFICE WAY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|--------------------------|------|------|-------|-----------------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 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 |



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 | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------|------|------|-------|----------------------|------|------|-------|---------------------|------|------|-------|---------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 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 |

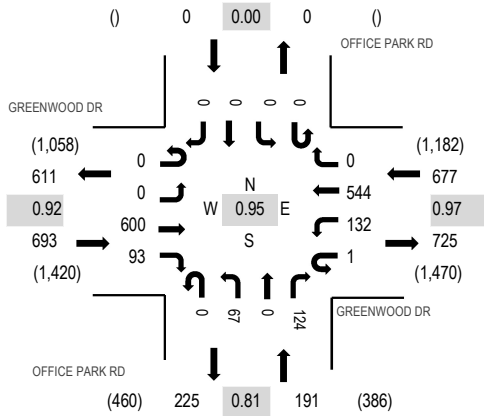
Location: 3 OFFICE PARK RD & GREENWOOD DR PM

Date: Tuesday, November 15, 2022

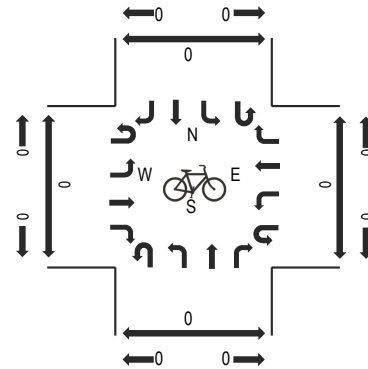
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

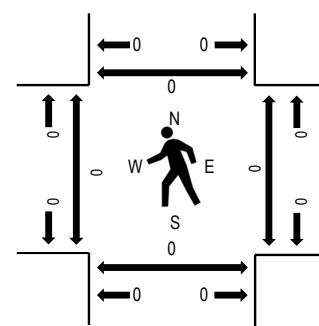
Peak Hour - Motorized Vehicles



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 | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|------------------------|------|------|-------|------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 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 DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | 10% | 10% | | | | | | | | 20% | 10% |
| | Exiting | | 10% | 10% | | | | | | | 20% | 10% | | | | | |
| "AM PROJECT TRIPS" | | 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 DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | 10% | 10% | | | | | | | | 20% | 10% |
| | Exiting | | 10% | 10% | | | | | | | 20% | 10% | | | | | |
| "PM PROJECT TRIPS" | | 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 DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | | | | | | | | | | | 30% |
| | Exiting | | | | 10% | | | | | | | | 30% | | | | |
| "AM PROJECT TRIPS" | | 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 |
| | | 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 DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | | | | | | | | | | | 30% |
| | Exiting | | | | 10% | | | | | | | | 30% | | | | |
| "PM PROJECT TRIPS" | | 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 |
| | | 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 DISTRIBUTION" | | LAND USE | TYPE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | | | | | 15% | | | 30% | | | | | | |
| | 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 | 0 | 0 | 0 | 6 | 0 |
| AM TOTAL PROJECT TRIPS | | 0 | 17 | 9 | 11 | 0 | 0 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | 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 DISTRIBUTION" | | LAND USE | TYPE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | | | | | | | 15% | | | 30% | | | | | | |
| | 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 | 0 | 0 | 5 | 0 | |
| PM TOTAL PROJECT TRIPS | | 0 | 15 | 7 | 10 | 0 | 0 | 10 | 0 | 0 | 21 | 0 | 0 | 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 DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | 5% | | 20% | | | | | | | | | | |
| | Exiting | | | | | | | | | | 5% | 20% | | | | | |
| "AM PROJECT TRIPS" | | 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 DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | | | 5% | | 20% | | | | | | | | | | |
| | Exiting | | | | | | | | | | 5% | 20% | | | | | |
| "PM PROJECT TRIPS" | | 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 DISTRIBUTION" | | LAND USE | TYPE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | 5% | | | | | | | 25% | 20% | | | | | | | | | |
| | 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 DISTRIBUTION" | | LAND USE | TYPE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | 5% | | | | | | | 25% | 20% | | | | | | | | | |
| | 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 DISTRIBUTION" | | LAND USE | TYPE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | 25% | | | | | | | | 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 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 26 |
| | | 0 | 7 | 0 | 0 | 0 | 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 | 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 DISTRIBUTION" | | LAND USE | TYPE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | 25% | | | | | | | | 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 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 22 |
| | | 0 | 17 | 0 | 0 | 0 | 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 | 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 DISTRIBUTION" | | LAND USE | TYPE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | 20% | 5% | | | | | | | 25% | | | | | | | | | |
| | 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 | 0 | 0 | 14 | 0 | 12 | |
| | | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 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 | 0 | 0 | 14 | 0 | 12 | |
| AM 2025 BUILD-OUT TRAFFIC | | 0 | 6 | 71 | 0 | 0 | 0 | 80 | 7 | 0 | 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 DISTRIBUTION" | | LAND USE | TYPE | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Net New Distribution | Entering | | 20% | 5% | | | | | | | 25% | | | | | | | | | |
| | 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 | 0 | 0 | 12 | 0 | 10 | |
| | | 0 | 14 | 3 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 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 | 0 | 0 | 12 | 0 | 10 | |
| PM 2025 BUILD-OUT TRAFFIC | | 0 | 14 | 259 | 0 | 0 | 0 | 209 | 17 | 0 | 0 | 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 | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV % | [Total veh/h | HV % | | | | [Veh. veh | Dist] ft | | | | |
| 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 | LOSA | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 39.5 |
| Approach | | 633 | 2.0 | 666 | 2.0 | 0.597 | 9.6 | LOSA | 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 | LOSA | 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 | LOSA | 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 | LOSA | 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 |
| 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 | | |

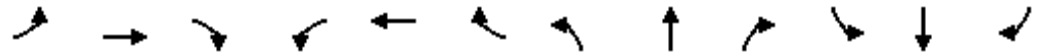
| Minor Lane/Major Mvmt | NBT EBLn1 | SBT | SBR |
|-----------------------|-----------|-------|-----|
| Capacity (veh/h) | - | 548 | - |
| HCM Lane V/C Ratio | - | 0.029 | - |
| HCM Control Delay (s) | - | 11.8 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - |

Queues

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2022 Existing AM Peak



| 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 |

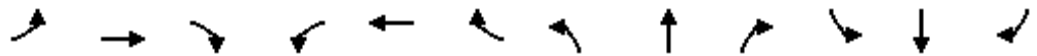
Intersection Summary

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2022 Existing AM Peak



| 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(l) | 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+l1), 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 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | 6.44 | 4.14 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | 2.52 | 2.22 |
| Pot Cap-1 Maneuver | - | 710 | 1076 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | 1064 | 1064 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| 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 | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV % | [Total veh/h | HV % | | | | [Veh. veh | Dist] ft | | | | |
| 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 | | |

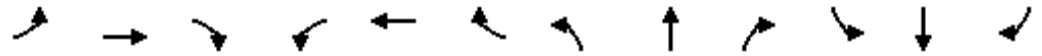
| Minor Lane/Major Mvmt | NBT EBLn1 | SBT | SBR |
|-----------------------|-----------|-----|-----|
| Capacity (veh/h) | - 547 | - | - |
| HCM Lane V/C Ratio | - 0.088 | - | - |
| HCM Control Delay (s) | - 12.2 | - | - |
| HCM Lane LOS | - B | - | - |
| HCM 95th %tile Q(veh) | - 0.3 | - | - |

Queues

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2022 Existing PM Peak



| 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 |

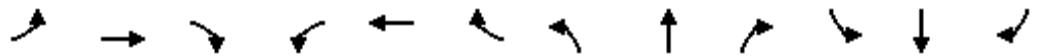
Intersection Summary

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2022 Existing PM Peak



| 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(l) | 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 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | 6.44 | 4.14 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | 2.52 | 2.22 |
| Pot Cap-1 Maneuver | - | 541 | 918 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | 914 | 914 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| 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 | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV % | [Total veh/h | HV % | | | | [Veh. veh | Dist] ft | | | | |
| 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 |
| 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 | | |

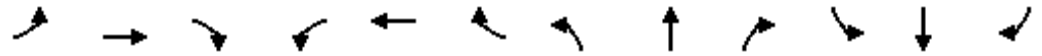
| Minor Lane/Major Mvmt | NBT EBLn1 | SBT | SBR |
|-----------------------|-----------|-----|-----|
| Capacity (veh/h) | - 541 | - | - |
| HCM Lane V/C Ratio | - 0.029 | - | - |
| HCM Control Delay (s) | - 11.9 | - | - |
| HCM Lane LOS | - B | - | - |
| HCM 95th %tile Q(veh) | - 0.1 | - | - |

Queues

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2025 No-Build AM Peak



| 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 |

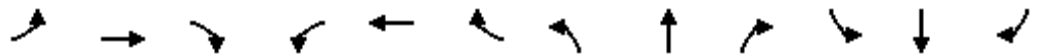
Intersection Summary

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2025 No-Build AM Peak



| 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 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 503 | 503 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | 6.44 | 4.14 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | 2.52 | 2.22 |
| Pot Cap-1 Maneuver | - | - | 689 | 1058 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1046 | 1046 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| 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 | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h] | [HV %] | [Total veh/h] | [HV %] | | | | [Veh. veh] | [Dist ft] | | | | |
| 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 |
| 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 | | |

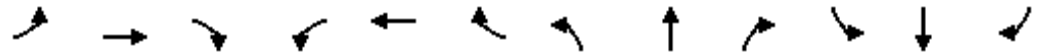
| Minor Lane/Major Mvmt | NBT EBLn1 | SBT | SBR |
|-----------------------|-----------|-------|-----|
| Capacity (veh/h) | - | 531 | - |
| HCM Lane V/C Ratio | - | 0.093 | - |
| HCM Control Delay (s) | - | 12.5 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - |

Queues

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2025 No-Build PM Peak



| 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 |

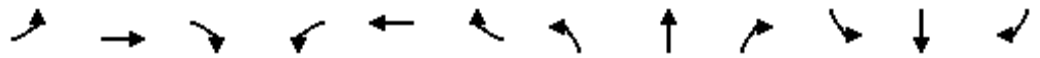
Intersection Summary

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2025 No-Build PM Peak



| 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(l) | 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+l1), 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 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 688 | 688 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | 6.44 | 4.14 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | 2.52 | 2.22 |
| Pot Cap-1 Maneuver | - | - | 526 | 902 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 898 | 898 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| 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 | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h] | [HV %] | [Total veh/h] | [HV %] | | | | [Veh. veh] | [Dist ft] | | | | |
| 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 |
| 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 | | |

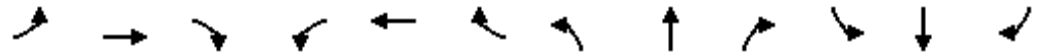
| Minor Lane/Major Mvmt | NBT EBLn1 | SBT | SBR |
|-----------------------|-----------|-------|-----|
| Capacity (veh/h) | - | 537 | - |
| HCM Lane V/C Ratio | - | 0.041 | - |
| HCM Control Delay (s) | - | 12 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - |

Queues

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2025 Build AM Peak

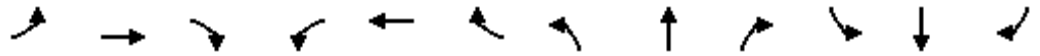


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 41 | 17 | 64 | 136 | 25 | 24 | 59 | 635 | 132 | 59 | 815 | 9 |
| v/c Ratio | 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

HCM 6th Signalized Intersection Summary
 3: College Center Drive/New Orleans Road & Pope Avenue

Office Way Mixed-Use Development
 2025 Build AM Peak



| 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(l) | 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 |
| Stage 1 | - | - | - 503 |
| Stage 2 | - | - | - 544 |
| Critical Hdwy | - | - | 6.44 4.14 |
| Critical Hdwy Stg 1 | - | - | - 5.84 |
| Critical Hdwy Stg 2 | - | - | - 5.84 |
| Follow-up Hdwy | - | - | 2.52 2.22 |
| Pot Cap-1 Maneuver | - | - | 689 1058 |
| Stage 1 | - | - | - 573 |
| Stage 2 | - | - | - 546 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1047 1047 |
| 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 | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV % | [Total veh/h | HV % | | | | [Veh. veh | Dist] ft | | | | |
| 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 |
| 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 | | |

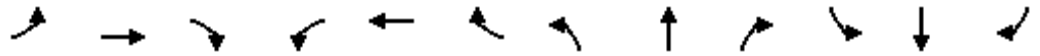
| Minor Lane/Major Mvmt | NBT EBLn1 | SBT | SBR |
|-----------------------|-----------|-------|-----|
| Capacity (veh/h) | - | 523 | - |
| HCM Lane V/C Ratio | - | 0.105 | - |
| HCM Control Delay (s) | - | 12.7 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - |

Queues

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2025 Build PM Peak



| 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 |

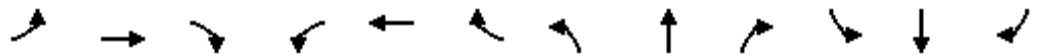
Intersection Summary

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

3: College Center Drive/New Orleans Road & Pope Avenue

2025 Build PM Peak



| 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(l) | 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+l1), 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 |

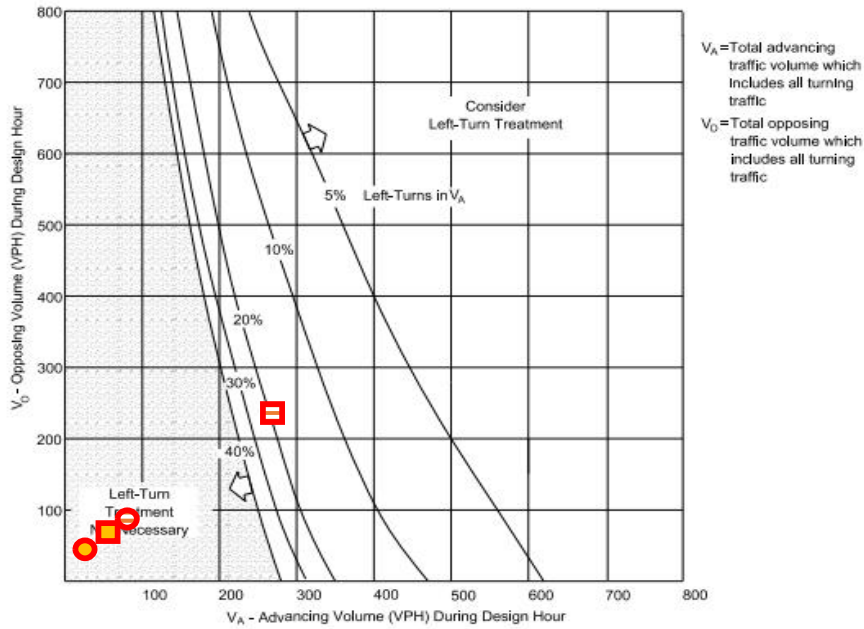
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Vol, veh/h | 14 | 259 | 209 | 17 | 12 | 10 |
| Future Vol, veh/h | 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.

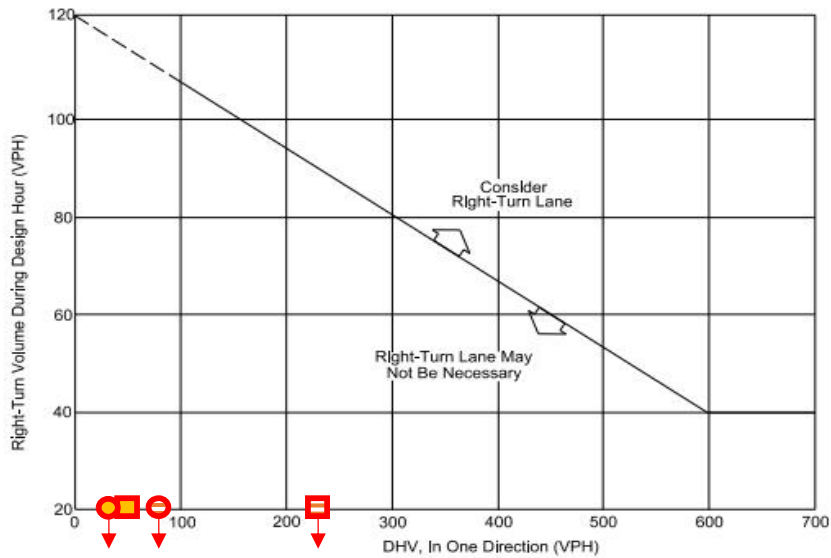
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Office Way at Site Access #1

| Eastbound | Left | V_a | V_o | 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 | V_a | V_o | 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 / FSI / SCI | 0.25 25% | 0.50 50% | 0.68 68% | 1.00 100% (EXCEEDS FAR) | 1.50 150% (EXCEEDS FAR) | 2.00 200% (EXCEEDS FAR) |
|-----------------|--------------|--------------|--------------|-------------------------------|-------------------------------|-------------------------------|
| 17% | | | | | | |
| 25% | | | | | | |
| 50% | NOT POSSIBLE | | | | | |
| 60% | NOT POSSIBLE | NOT POSSIBLE | | | | |
| 100% | NOT POSSIBLE | NOT POSSIBLE | NOT POSSIBLE | | | |

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 footprint.

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



| Islander Mixed-Use Assessment Table- Text Amendment | | | |
|--|---|--|---|
| | Workforce Housing Concept | SPC District Allows | Islander Mixed-Use Proposed |
| Use | Workforce Housing Commercial Conversion PC | -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 | -Islander Mixed-Use PC -All other uses permitted in SPC District |

| | Workforce Housing Concept | SPC District Allows | Islander Mixed-Use Proposed |
|--------------------------------|--|---|---|
| Use-specific conditions | <p>Any development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105.</p> <p>Per agreement and private covenants requirements, rental units are between 60 and 80% AMI and owner occupied units are between 80 and 100% AMI.</p> <p>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.</p> <p>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.</p> | <p>For Mixed-Use Development:</p> <p>Does not allow parking spaces for residential use to be included as part of a shared parking plan.</p> <p>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.</p> <p>Mixed-use development that includes workforce housing shall comply with the Workforce Housing Program as outlined in <u>Sec. 16-4-105</u>.</p> | <p>Allows parking spaces for residential use are eligible to be included as part of a shared parking plan.</p> <p>Shared parking on Education Use property allowed if student housing is provided.</p> <p>Must be on property which is within 500 feet of Education Uses.</p> <p>Shall not be a Short-Term Rental Property.</p> <p>15% of units shall be workforce housing up to 130% of the AMI per Workforce Housing Agreement requirement for a minimum of 10 years.</p> <p>Average unit size of 750 square feet per dwelling unit.</p> <p>Floor area ratio of 0.68</p> <p>Site coverage index of 50%</p> <p>10% functional open space or common amenity space</p> <p>35’ average adjacent street setback or min adjacent street setback, whichever is greater</p> |

| | Workforce Housing Concept | SPC District Allows | Islander Mixed-Use Proposed |
|----------------------------|---|--|---|
| Density | 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. | 12 du/net acre for residential and/or 10,000 GFA/net acre for nonresidential | Undefined density, but limited by applicable design and performance standards such as height, impervious coverage and parking |
| 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 | Only required for Major Residential Subdivisions | Only required for Major Residential Subdivisions | |
| Floor Area Ratio | n/a | n/a | 0.68 |
| Setbacks | 20' Adjacent Street 25' Adjacent Use | 20' Adjacent Street 25' Adjacent Use | 20' Adjacent Street 25' Adjacent Use |
| Buffers | Type A Adjacent Street 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, but with different terms than Town WFH regulations |

| Islander Mixed-Use Assessment Table- <i>Proposed Development Comparison</i> | | | |
|--|--|---|---|
| | Workforce Housing – Commercial Conversion Concept | Mixed-Use Proposed Development (By Right) | Islander Mixed-Use Proposed Development (Per Proposed Amendment) |
| Use | Workforce Housing Commercial Conversion (permitted with conditions) | Mixed-Use (permitted with conditions) | Islander Mixed-Use (permitted with conditions) |
| Use Specific Conditions | <p>Any development that includes workforce housing shall comply with Workforce Housing Program as outlined in Sec. 16-4-105.</p> <p>Rental units are between 60 and 80% AMI and owner occupied units are between 80 and 100% AMI.</p> <p>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.</p> <p>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.</p> | <p>Does not allow parking spaces for residential use to be included as part of a shared parking plan.</p> <p>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.</p> <p>Mixed-use development that includes workforce housing shall comply with the Workforce Housing Program as outlined in <u>Sec. 16-4-105</u>.</p> | <p>Allows parking spaces for residential use are eligible to be included as part of a shared parking plan.</p> <p>Shared parking on Education Use property allowed if student housing is provided.</p> <p>Must be on property which is within 500 feet of Education Uses.</p> <p>Shall not be a Short-Term Rental Property.</p> <p>15% of units shall be workforce housing up to 130% of the AMI per Workforce Housing Agreement requirement for a minimum of 10 years.</p> <p>Average unit size of 750 square feet per dwelling unit.</p> <p>Floor area ratio of 0.68</p> <p>Site coverage index of 50%</p> <p>10% functional open space or common amenity space</p> <p>35’ average adjacent street setback or min adjacent street setback, whichever is greater</p> |

| | Workforce Housing – Commercial Conversion Concept | Mixed-Use Proposed Development (By Right) | Islander Mixed-Use Proposed Development (Per Proposed Amendment) |
|----------------------------|--|---|---|
| Density | 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 Effective residential density is 11 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 | 12 student DU- 4 beds each 121 Islander units 133 total units 5,623 sq ft of commercial service use Concept of 440 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 |
| Parking | Retail- 11 spaces Residential- 66 spaces Total- 77 spaces | Retail- 11 spaces Residential- 68 spaces Total- 79 spaces | Retail- 11 spaces Residential- 200 spaces Total Required- 211 spaces Total Proposed- 136 spaces Proposed Shared with USCB- 75 spaces |
| Height | 45' | 45' | 45' |
| Impervious Coverage | 60% maximum | 60% maximum | 60% maximum |
| Open Space | Only required for Major Residential Subdivisions | Only required for Major Residential Subdivisions | Only required for Major Residential Subdivisions |
| Floor Area Ratio | Not known | 0.86 | 0.68 |
| Setbacks | 20' Adjacent Street 25' Adjacent Use | 20' Adjacent Street 25' Adjacent Use | 20' Adjacent Street 25' Adjacent Use |
| Buffers | Type A Adjacent Street Buffer Type B Adjacent Use Buffer | Type A Adjacent Street Buffer Type B Adjacent Use Buffer | Type A Adjacent St 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.*

***Assessed based on same number of bedrooms (440) as the by right concept.*

M. Sea Pines Circle (SPC) District

| <h1 style="margin: 0;">SPC</h1> <h2 style="margin: 0;">Sea Pines Circle District</h2> | | | | |
|---|----|-------------------------|---|--|
| 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 | | | | |

Attachment 7 – Sea Pines Circle District

| | | | |
|--|------------|---------------------|---|
| Indoor Commercial Recreation Uses | P | | 1 per 3 persons + 1 per 200 GFA of office or similarly used area |
| Office Uses | | | |
| Contactors' 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 (PERNET ACRE) | | | LOT COVERAGE |
| Residential | 12 du | | Max. Impervious Cover |
| Nonresidential | 10,000 GFA | | 60% |
| | | | 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; | | | |

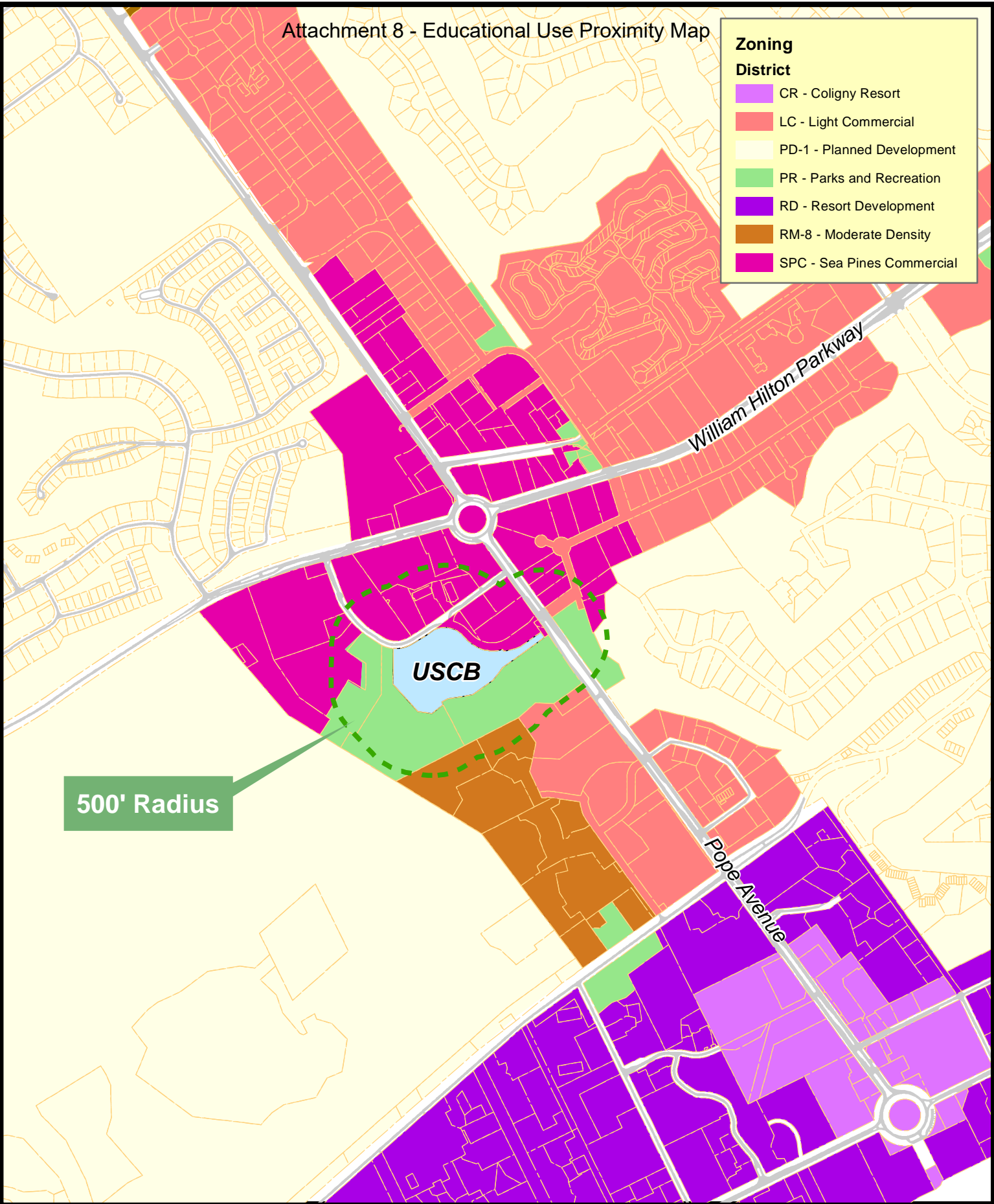
| |
|---|
| c. The increase either (a) is required to compensate for some unusual aspect of the site or the proposed development , or (b) results in improved site conditions for a development with nonconforming site features ; |
| d. The increase will not pose a danger to the public health or safety; |
| 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)

Attachment 8 - Educational Use Proximity Map

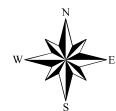
Zoning District

- 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



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

Town of Hilton Head Island Educational Use Proximity December, 2022



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.

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 <i>mixed-use development</i> that is pedestrian-oriented and human-scale. It is also intended to promote <i>development</i> 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 SPACES¹ | |
| Residential Uses | | | | |
| <i>Mixed-Use</i> | PC | Sec. 16-4-102.B.1.a | Residential | 1.125 per du |
| | | | Nonresidential | 1 per 650 GFA |
| <i>Multifamily</i> | 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 | | | | |
| <i>Community Service Uses</i> | P | | 1 per 525 GFA | |
| <i>Education Uses</i> | P | | Colleges and High Schools | 7.5 per classroom |
| | | | Elementary and Junior High/Middle Schools | 3 per classroom |
| | | | Other <i>Education Uses</i> | See Sec. 16-5-107.D.2 |
| <i>Government Uses</i> | P | | Fire Stations | 3 per bay + 1 per 300 GFA of office space |
| | | | Other | 1 per 300 GFA of office area |
| <i>Major Utilities</i> | SE | | 1 per 2,000 GFA | |
| <i>Minor Utilities</i> | P | | n/a | |
| <i>Public Parks</i> | P | | See Sec. 16-5-107.D.2 | |
| <i>Religious Institutions</i> | 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 | |
| <i>Telecommunication Towers, Monopole</i> | PC | Sec. 16-4-102.B.2.e | 1 | |
| Resort Accommodations | | | | |
| <i>Bed and Breakfasts</i> | PC | Sec. 16-4-102.B.4.a | 1 per 1.5 guest rooms | |

Attachment 9 – Coligny Resort District

| | | | | |
|---|----|---------------------|---|---|
| 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: |
| | <ul style="list-style-type: none"> • 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. |
| | <ul style="list-style-type: none"> • 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. |
| | <ul style="list-style-type: none"> • The setback angle shall be 60°. |
| | Along other streets , the minimum adjacent street setback distance shall be 20' as follows: |
| | <ul style="list-style-type: none"> • 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. |
| | <ul style="list-style-type: none"> • 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. |
| | <ul style="list-style-type: none"> • 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

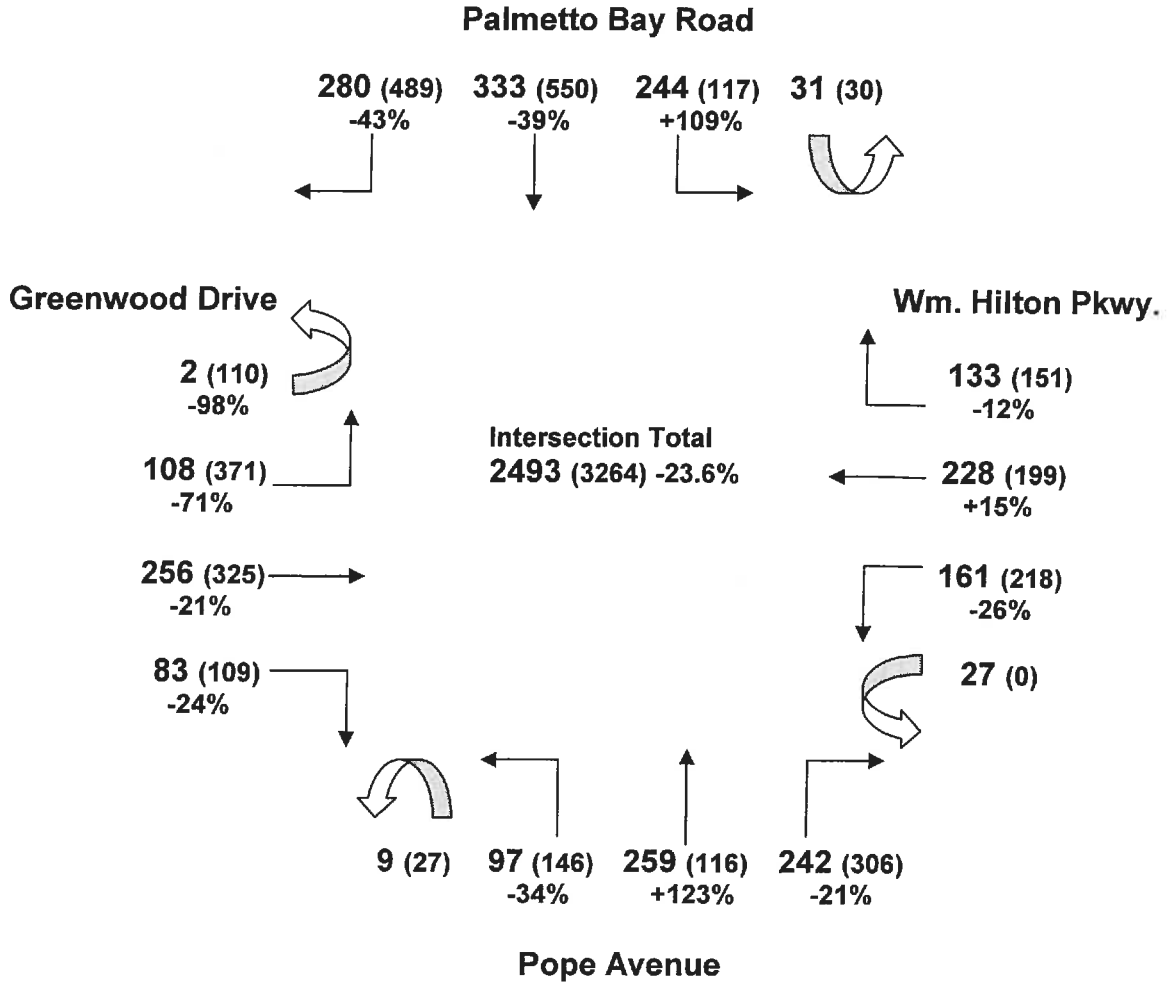
Loading areas shall be separated from **adjacent streets** and **uses** by a type D buffer in accordance with Table 16-5-103.F: Buffer Types.

**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)

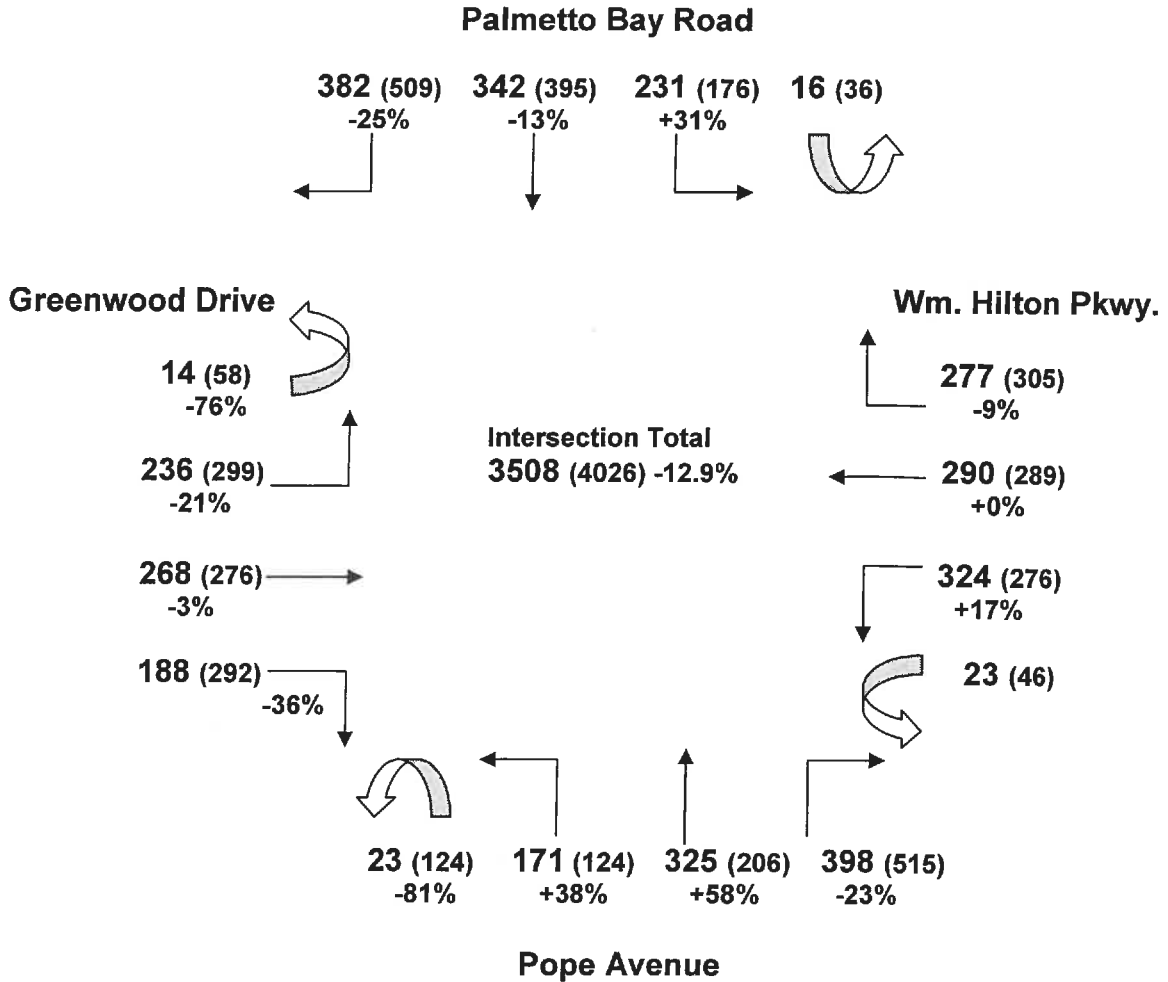


**NO PEDS
RECORDED**

2010 (2005) 5-year %chg

Sea Pines Circle

MIDDAY PEAK HOUR (11:30 a.m. to 12:30 p.m. – Thu. 6/10/10)

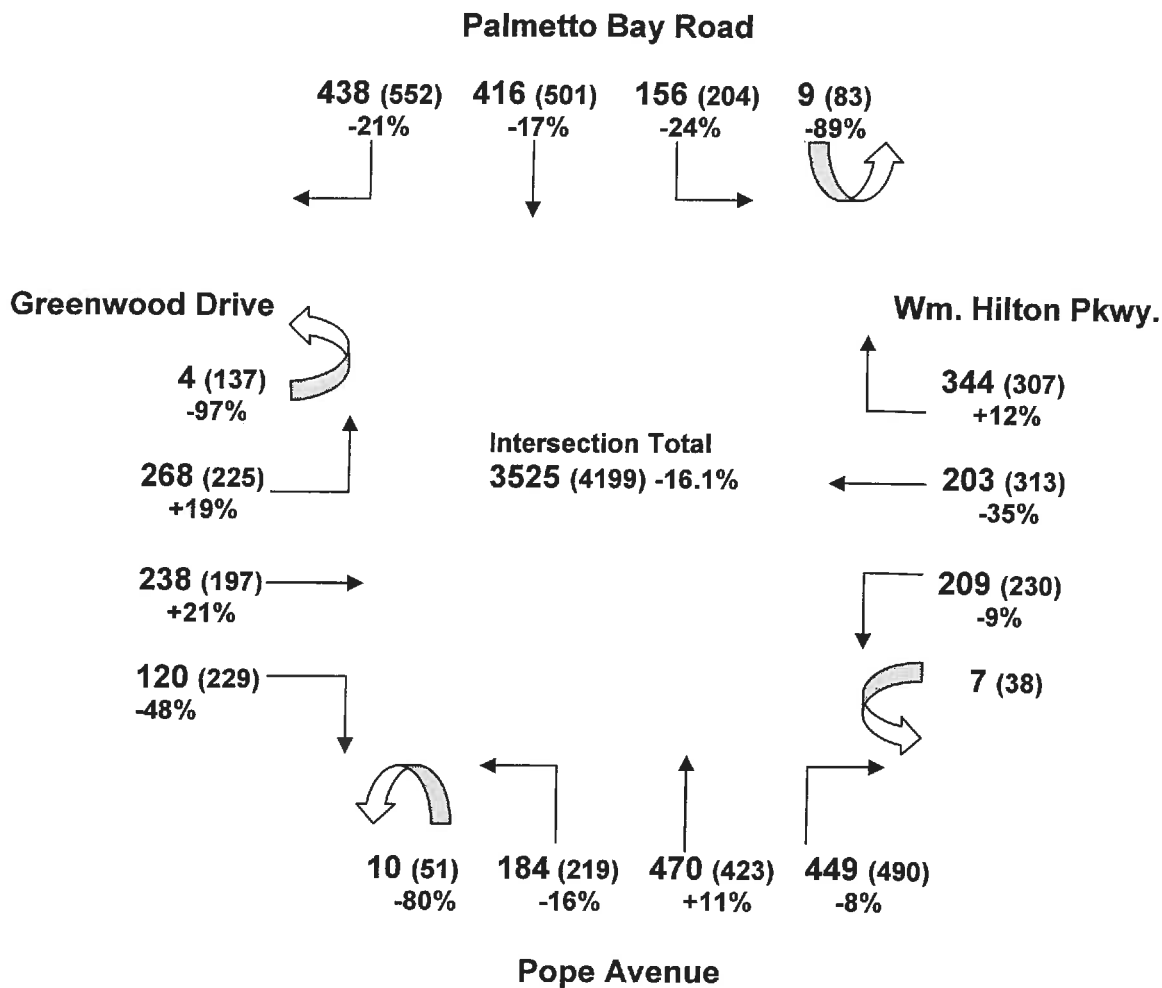


**NO PEDS
RECORDED**

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)

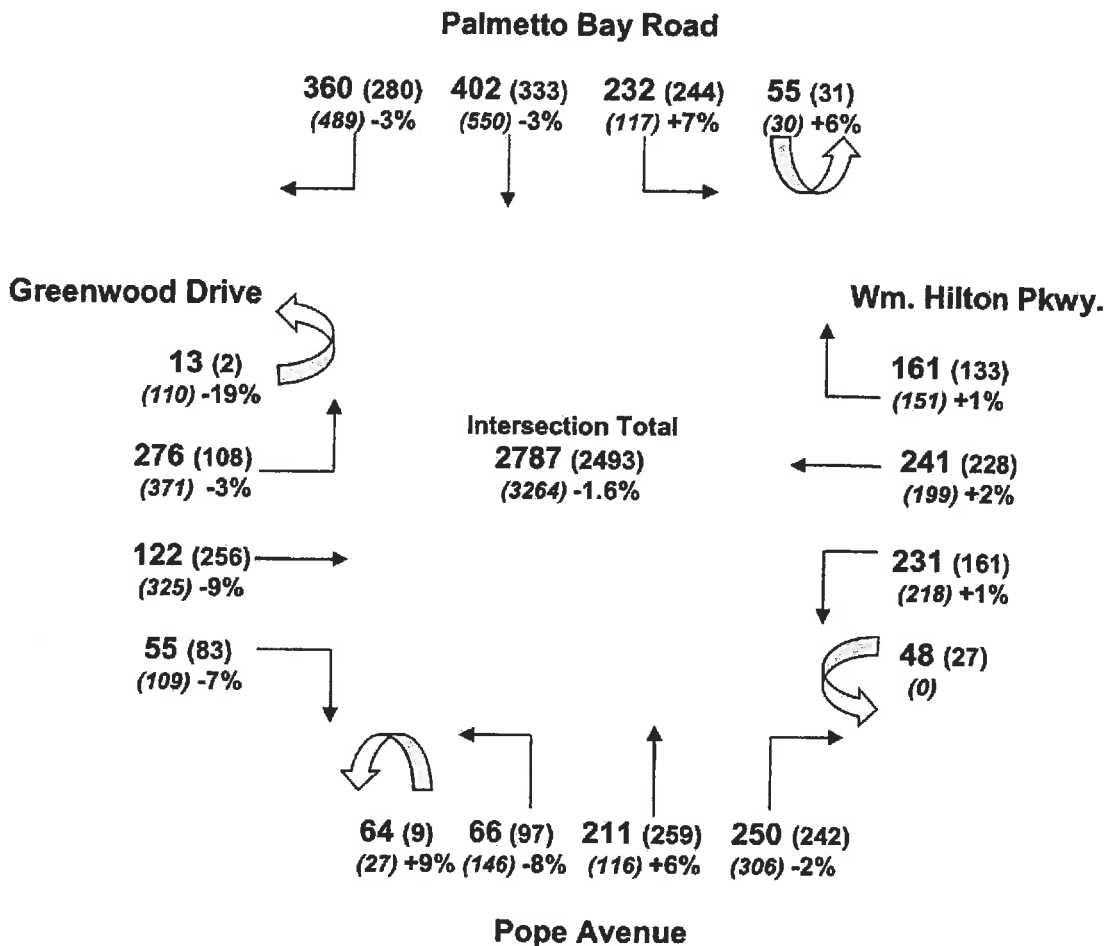


**NO PEDS
RECORDED**

2010 (2005) 5-year %chg

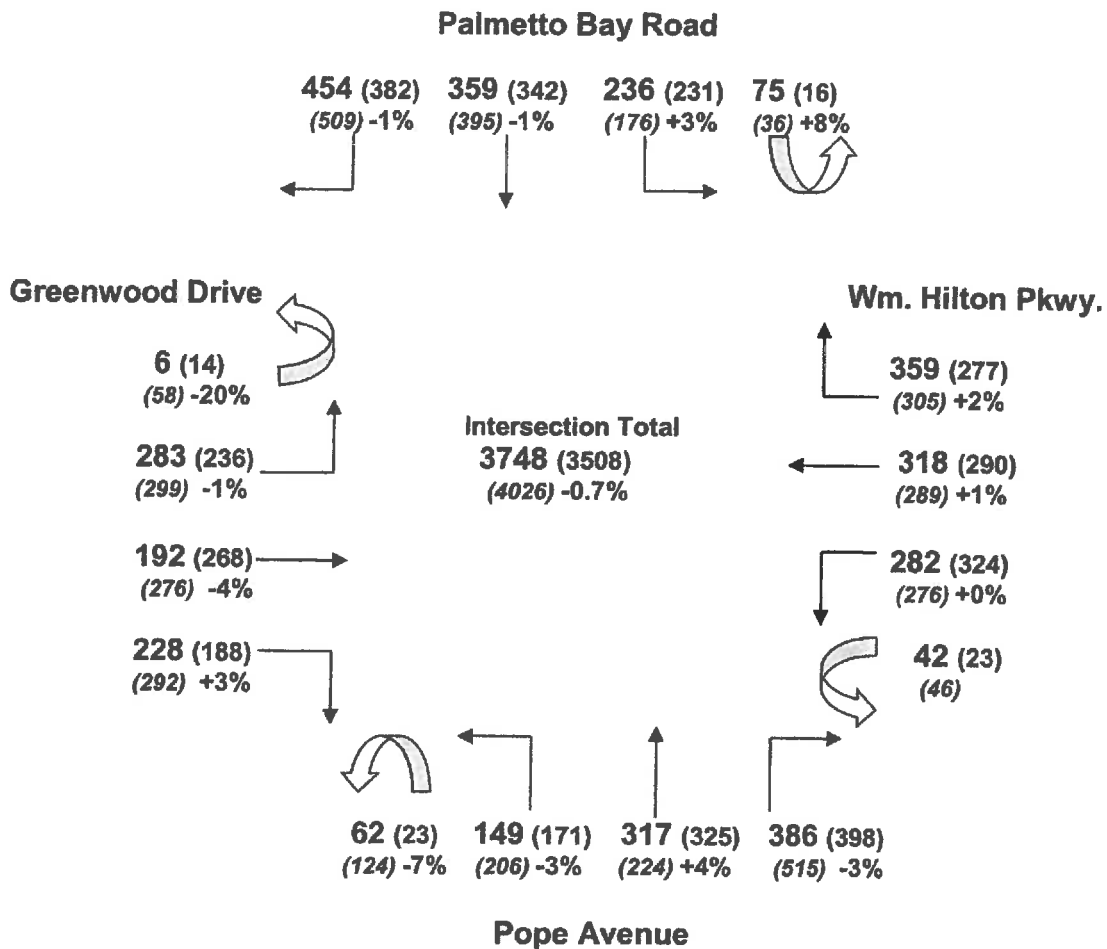
2015 Sea Pines Circle Traffic Count Information

Sea Pines Circle A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/17/15)



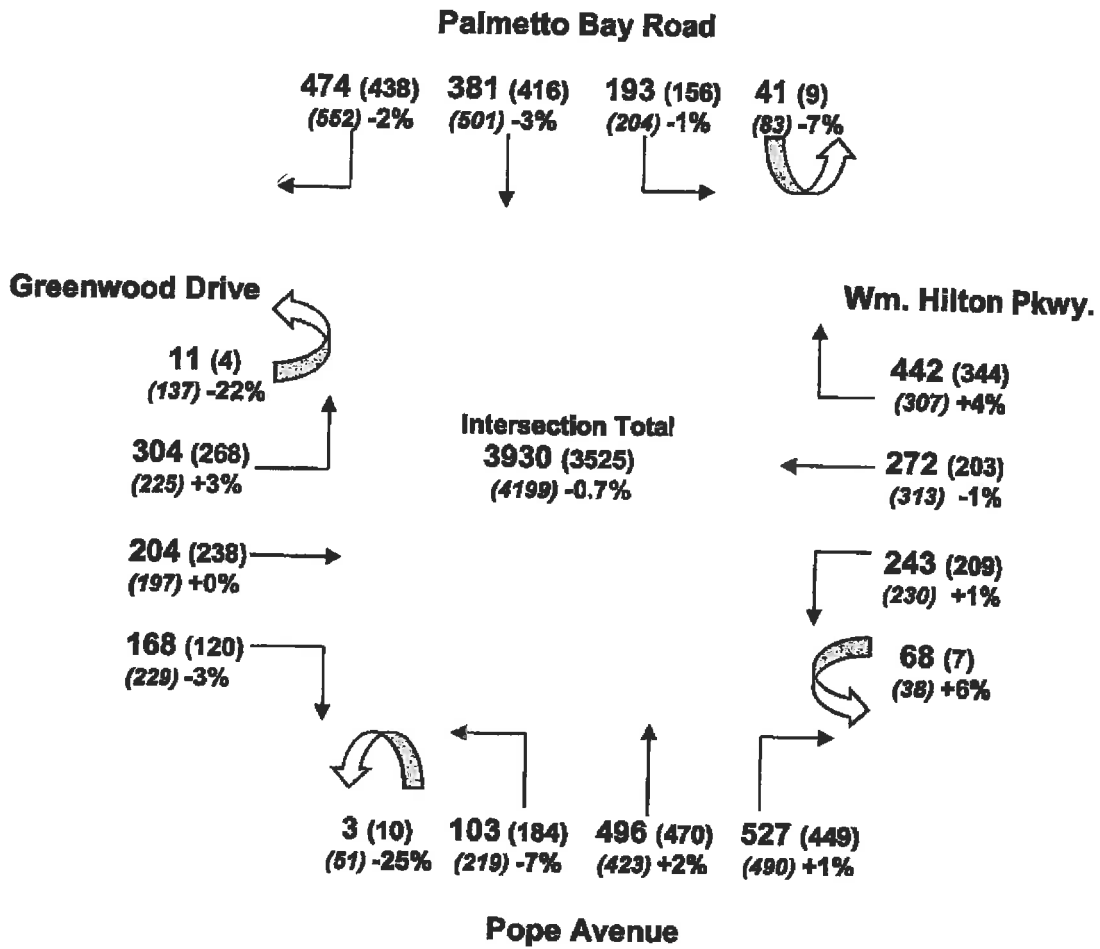
2015 (2010)
(2005) 10-Yr. Effective Annual Change

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)

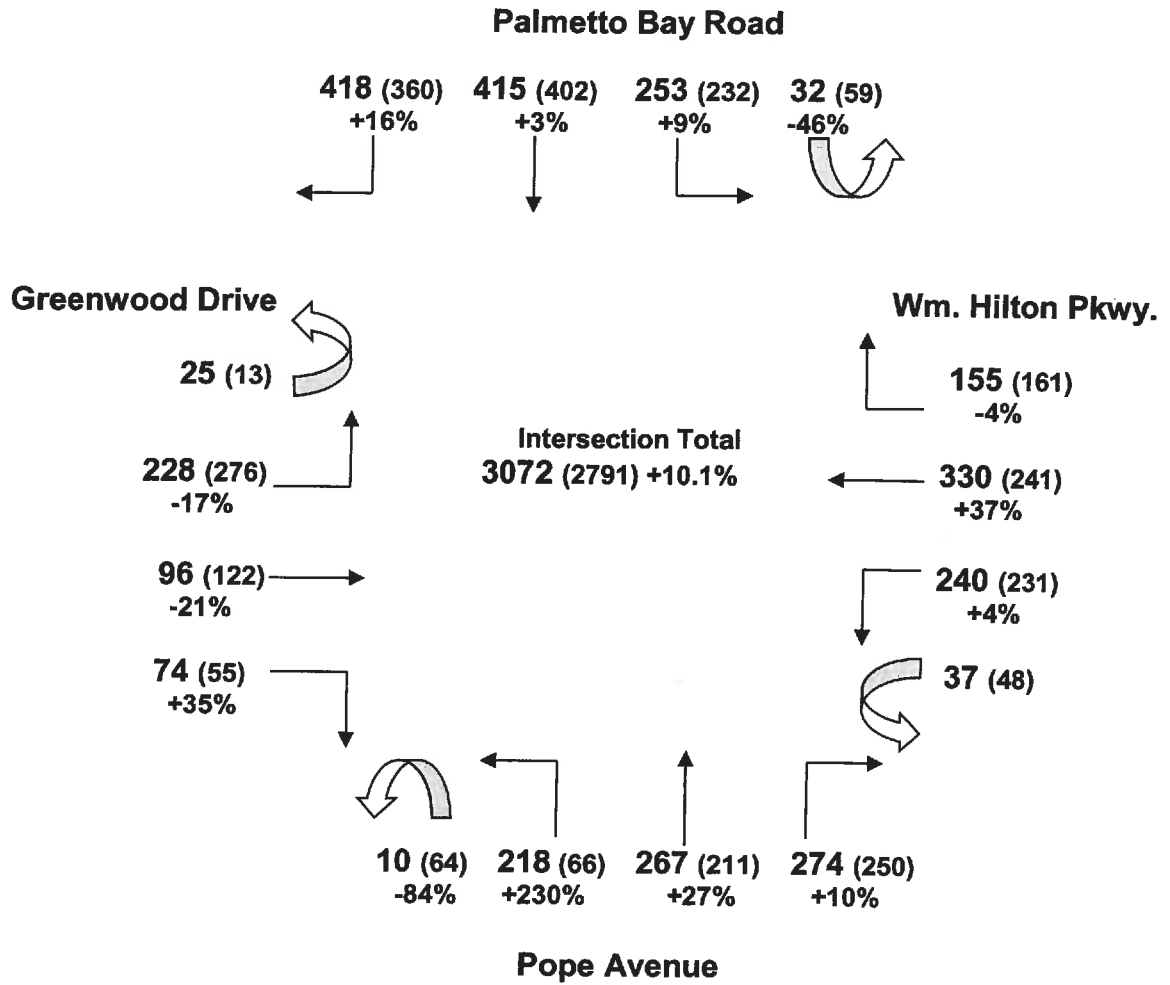


2015 (2010)
(2005) 10-yr Effective Annual Change

2016 Sea Pines Circle Traffic Count Information

Sea Pines Circle

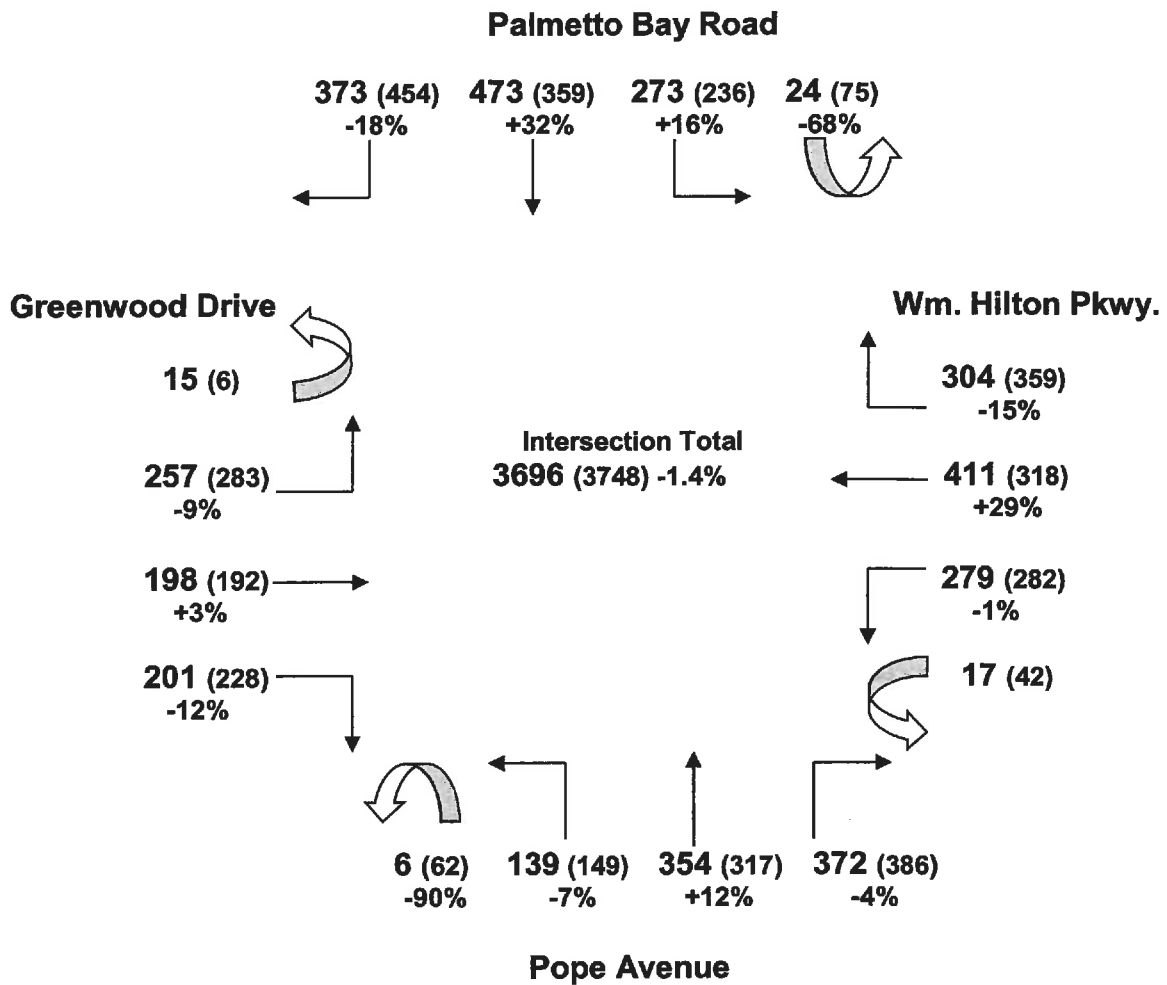
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/8/16)



2016 (2015) %chg

Sea Pines Circle

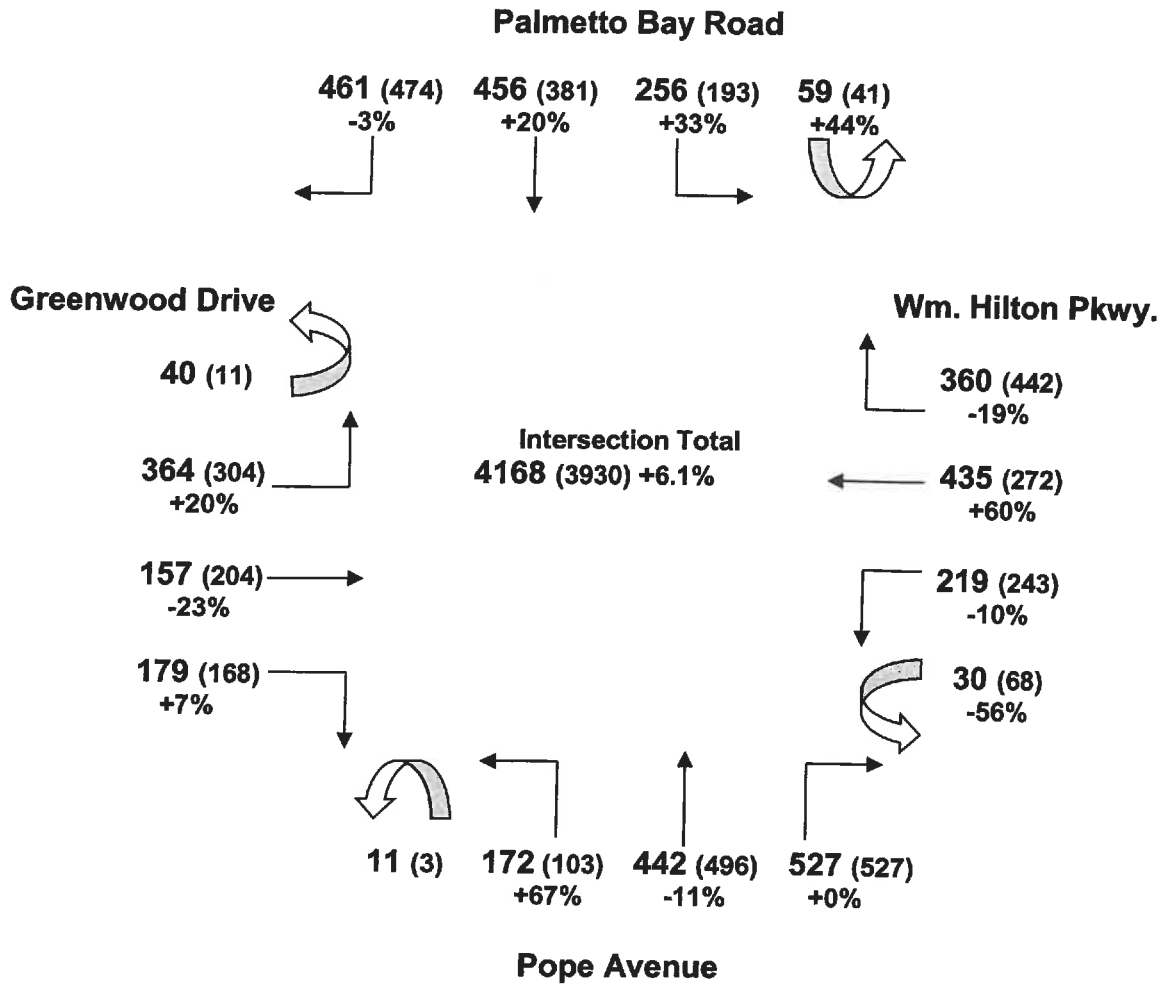
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/8/16)



2016 (2015) %chg

Sea Pines Circle

P.M. PEAK HOUR (4:15 p.m. to 5:15 p.m. – Wed. 6/8/16)

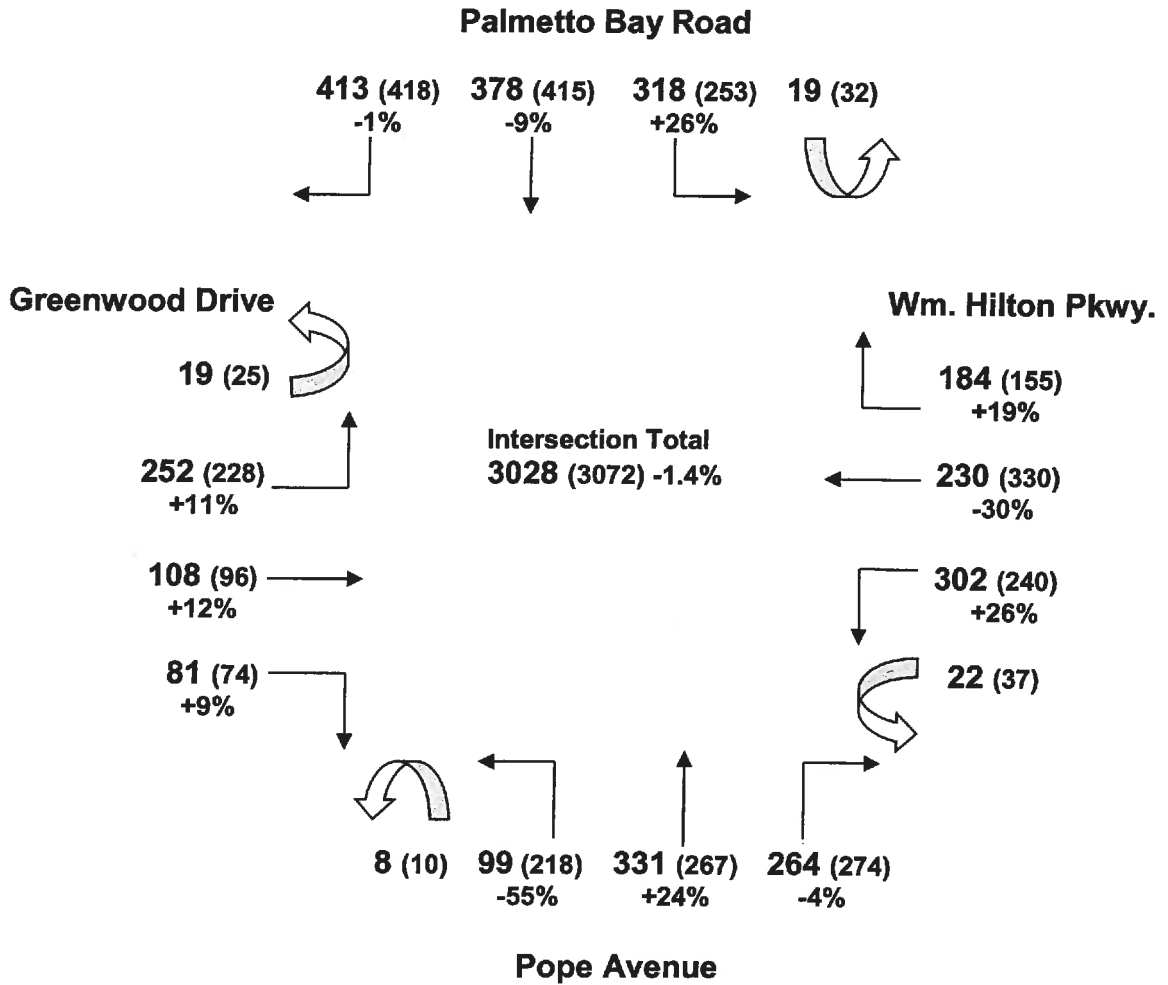


2016 (2015) %chg

2018 Sea Pines Circle Traffic Count Information

Sea Pines Circle

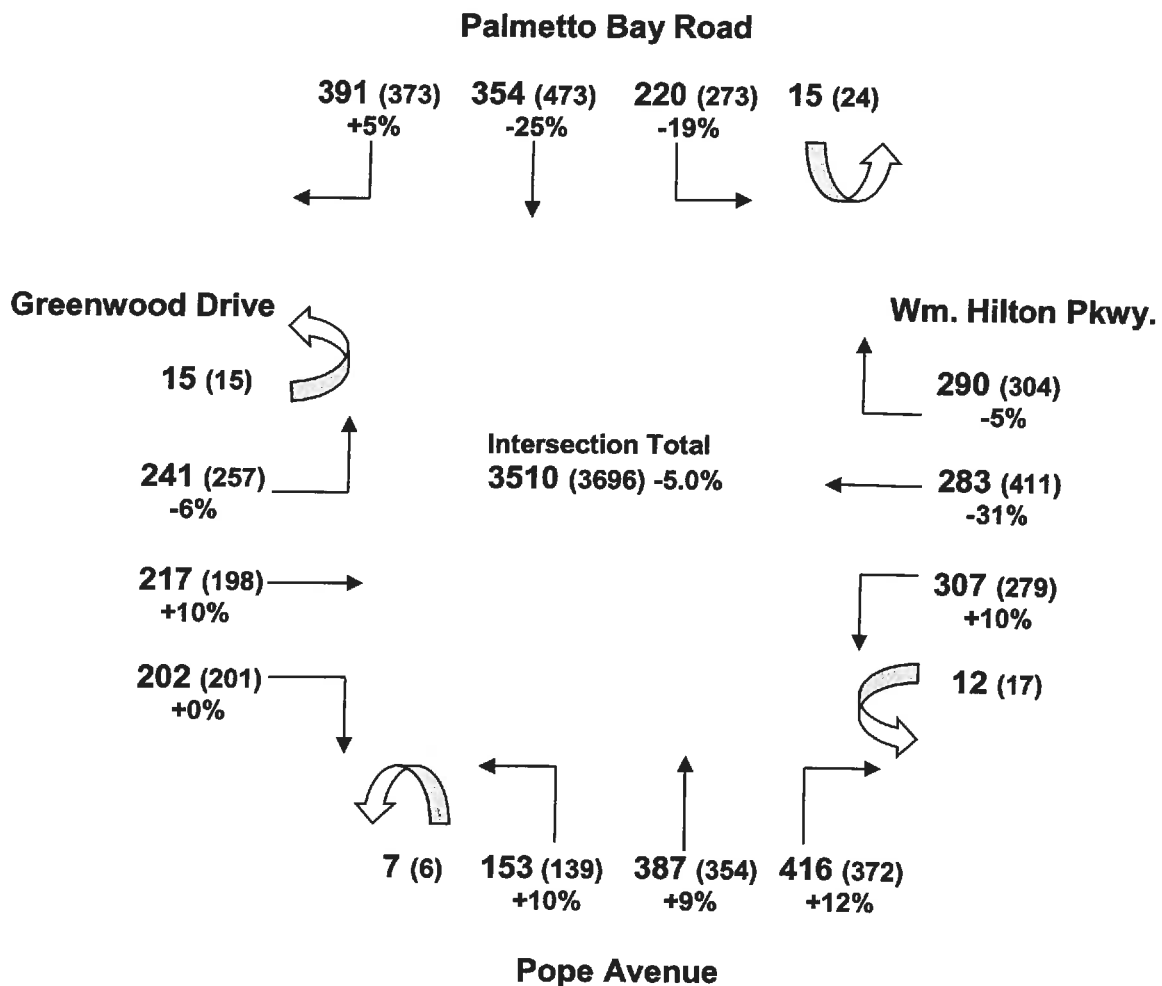
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/6/18)



2018 (2016) %chg

Sea Pines Circle

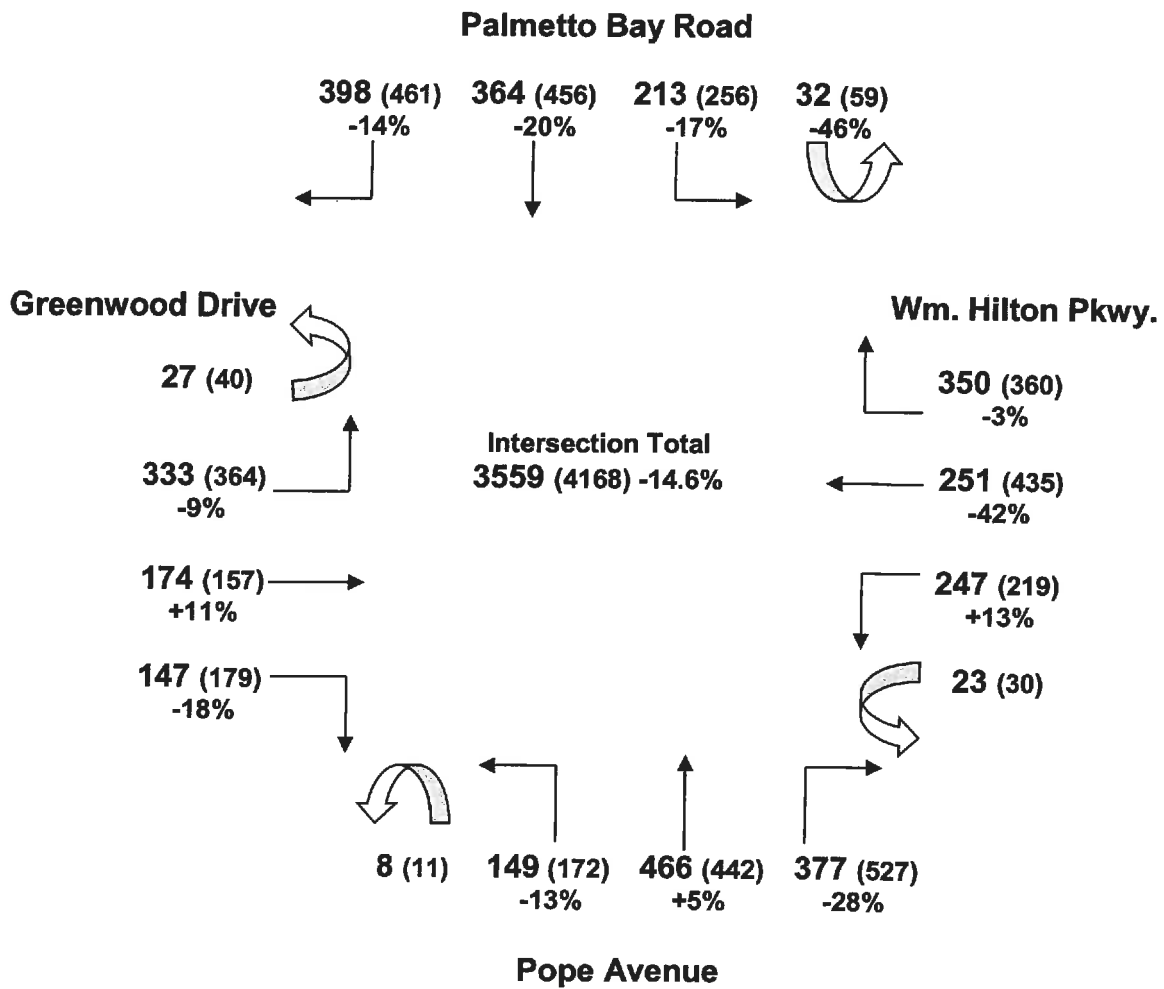
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/6/18)



2018 (2016) %chg

Sea Pines Circle

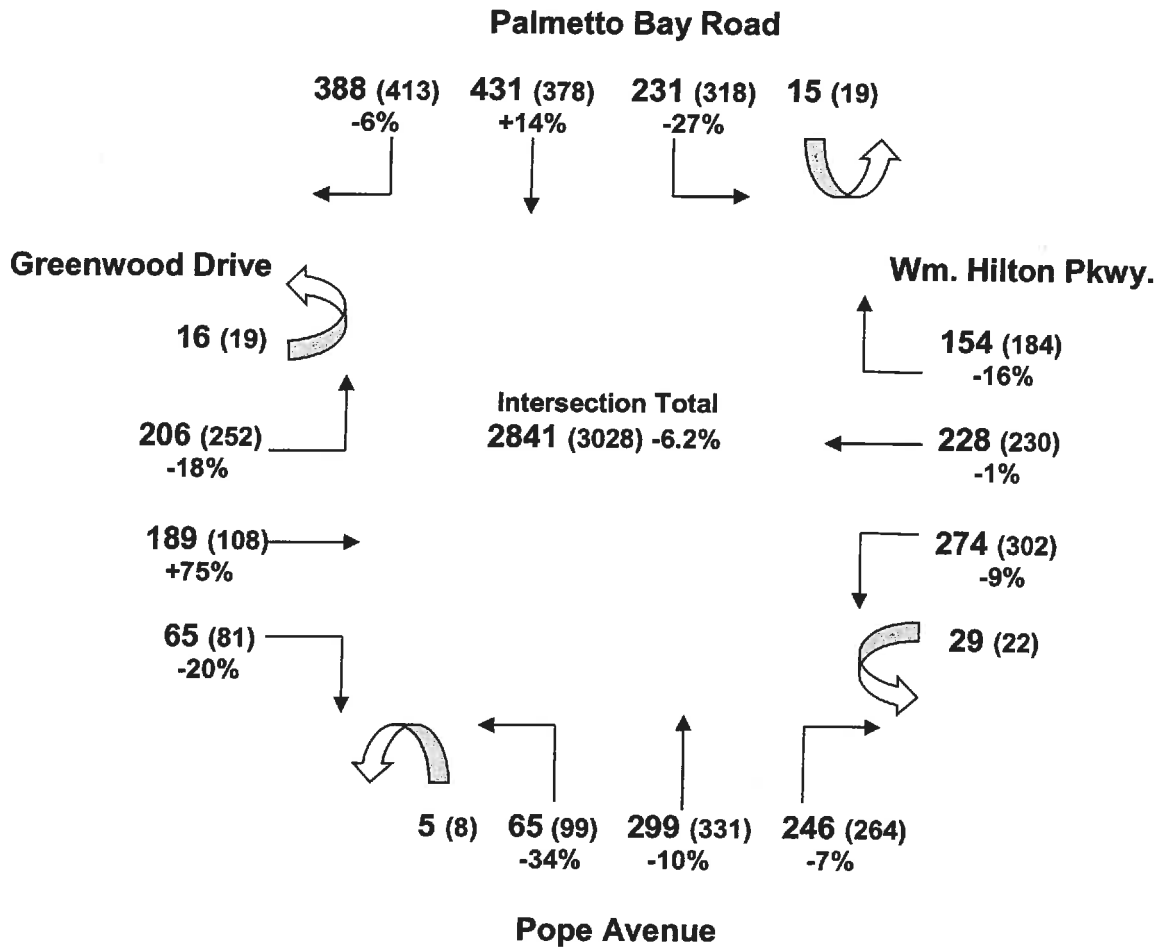
P.M. PEAK HOUR (4:15 p.m. to 5:15 p.m. – Wed. 6/6/18)



2018 (2016) %chg

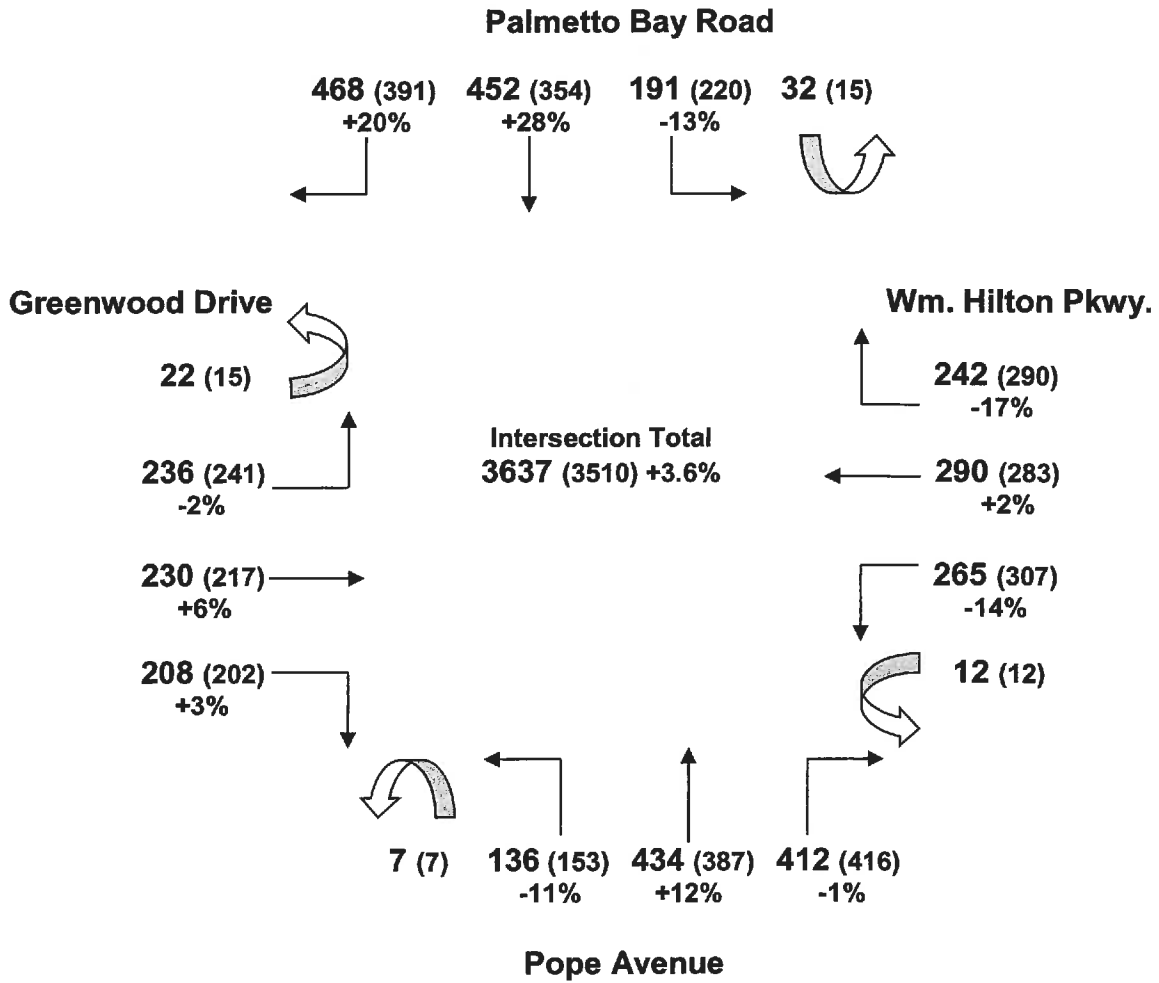
2020 Sea Pines Circle Traffic Count Information

Sea Pines Circle
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Tue. 6/23/20)



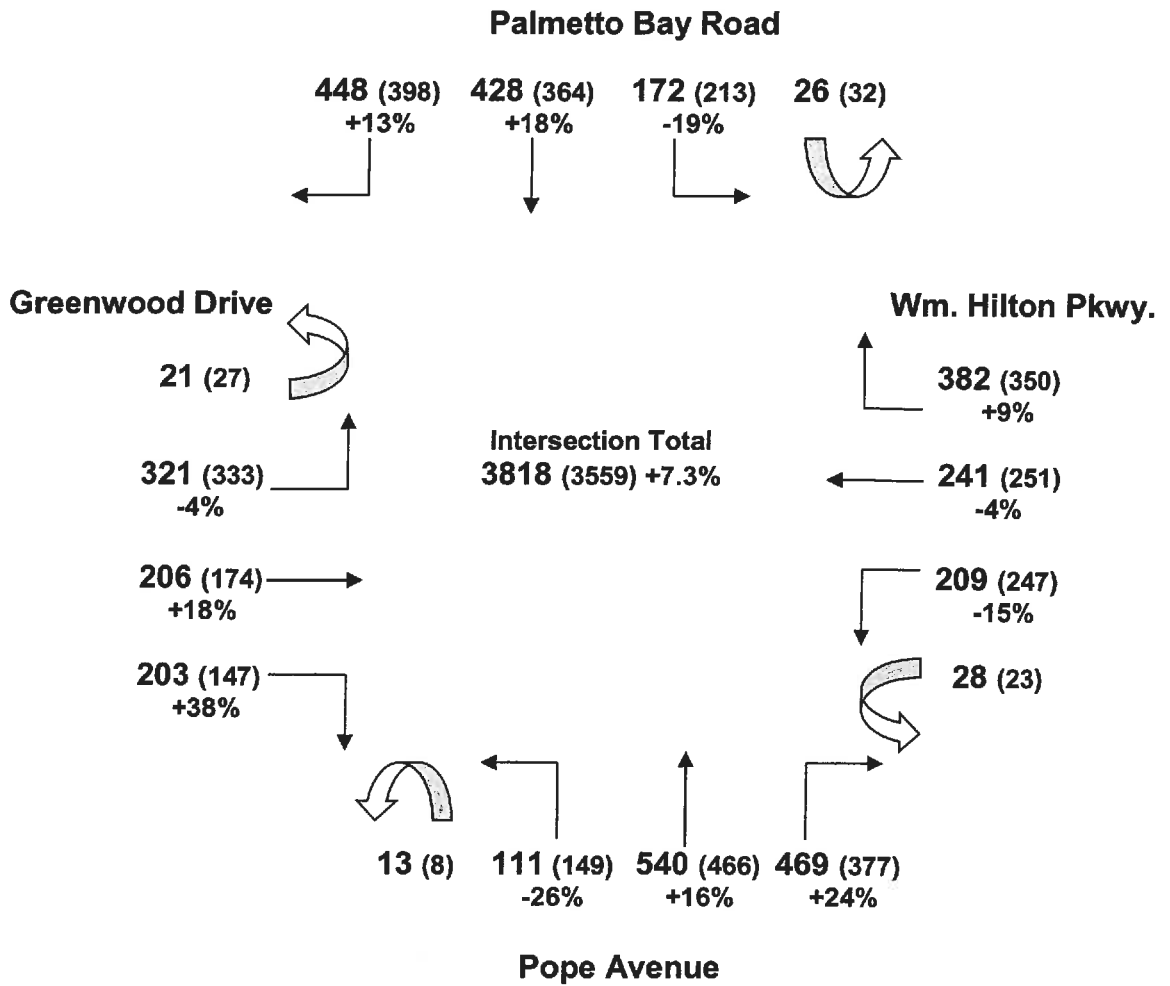
2020 (2018) %chg

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)

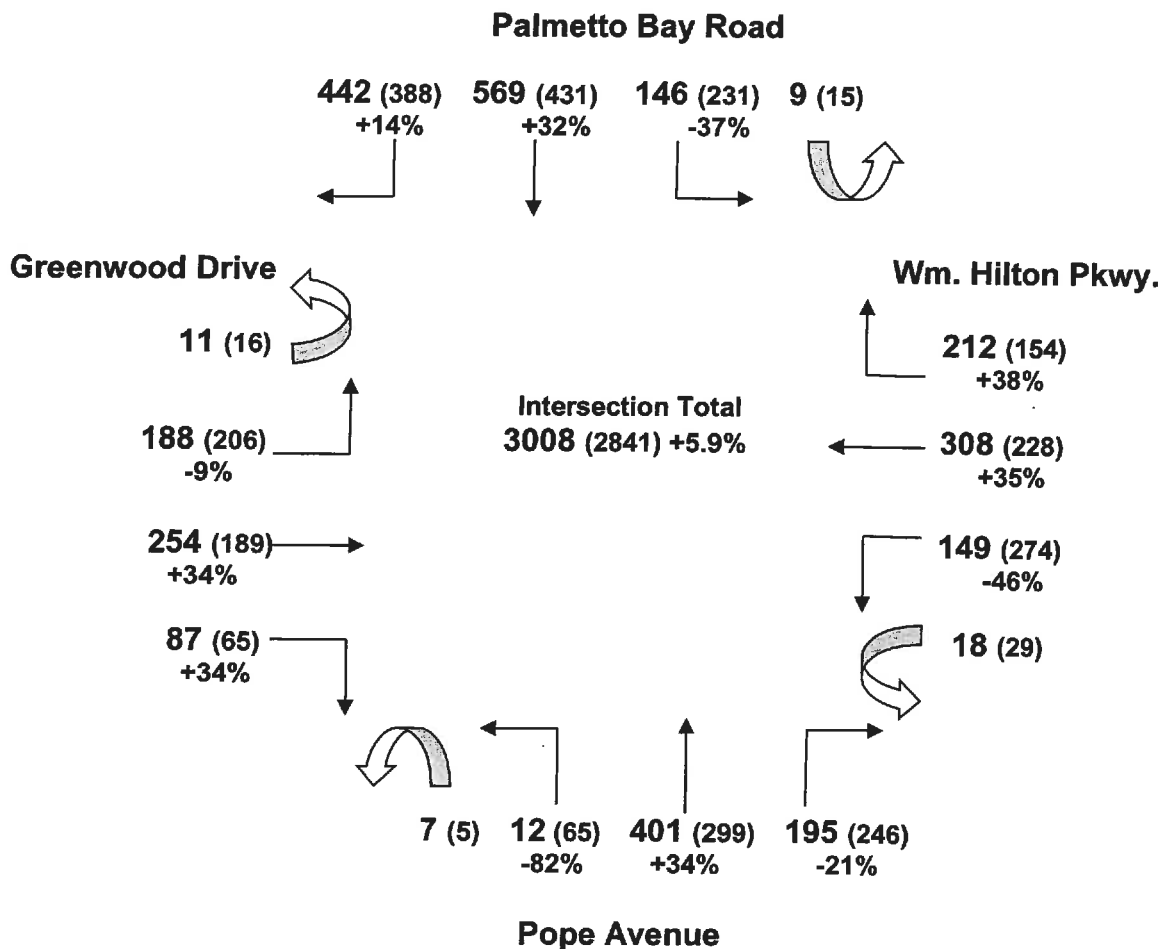


2020 (2018) %chg

2022 Sea Pines Circle Traffic Count Information

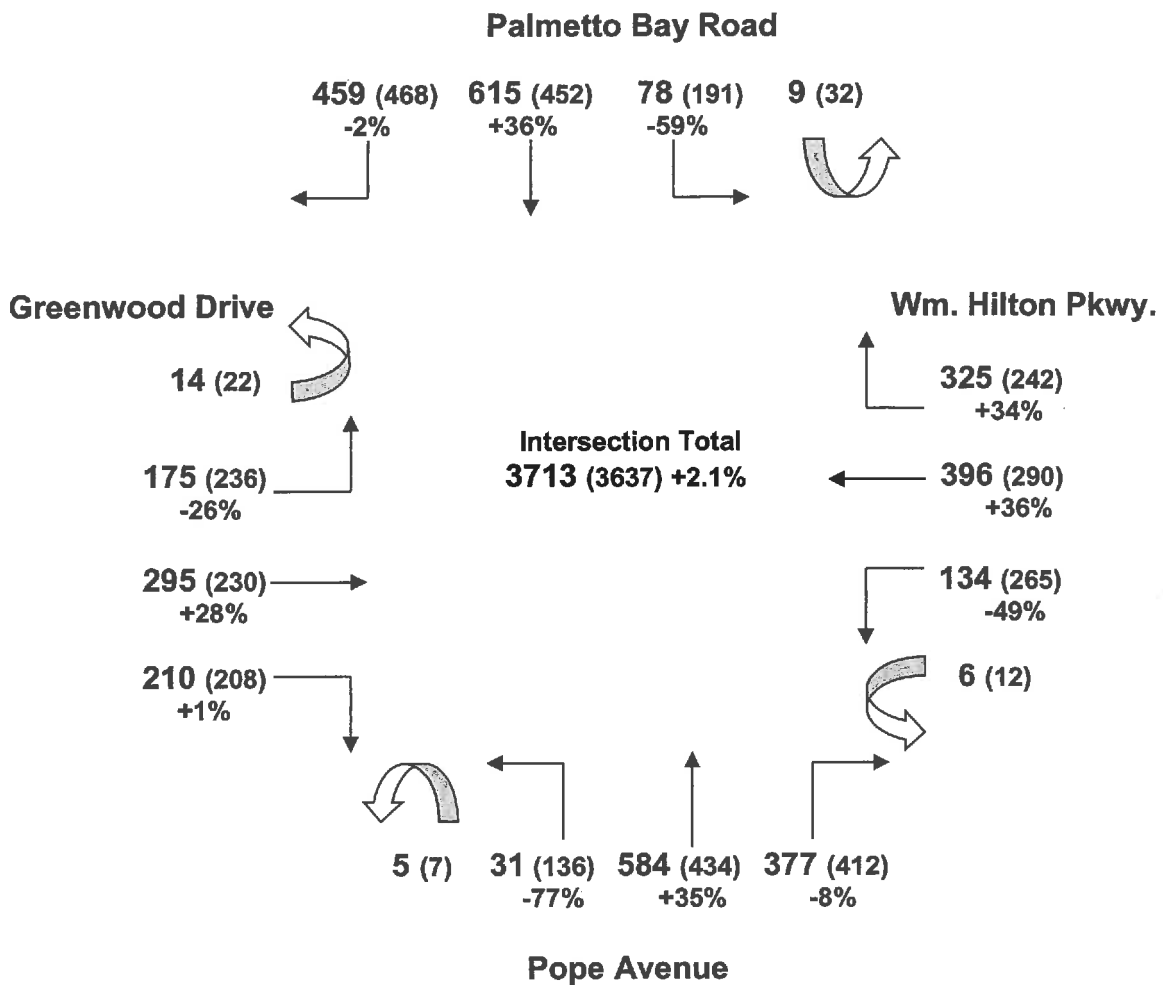
Sea Pines Circle

A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/8/22)



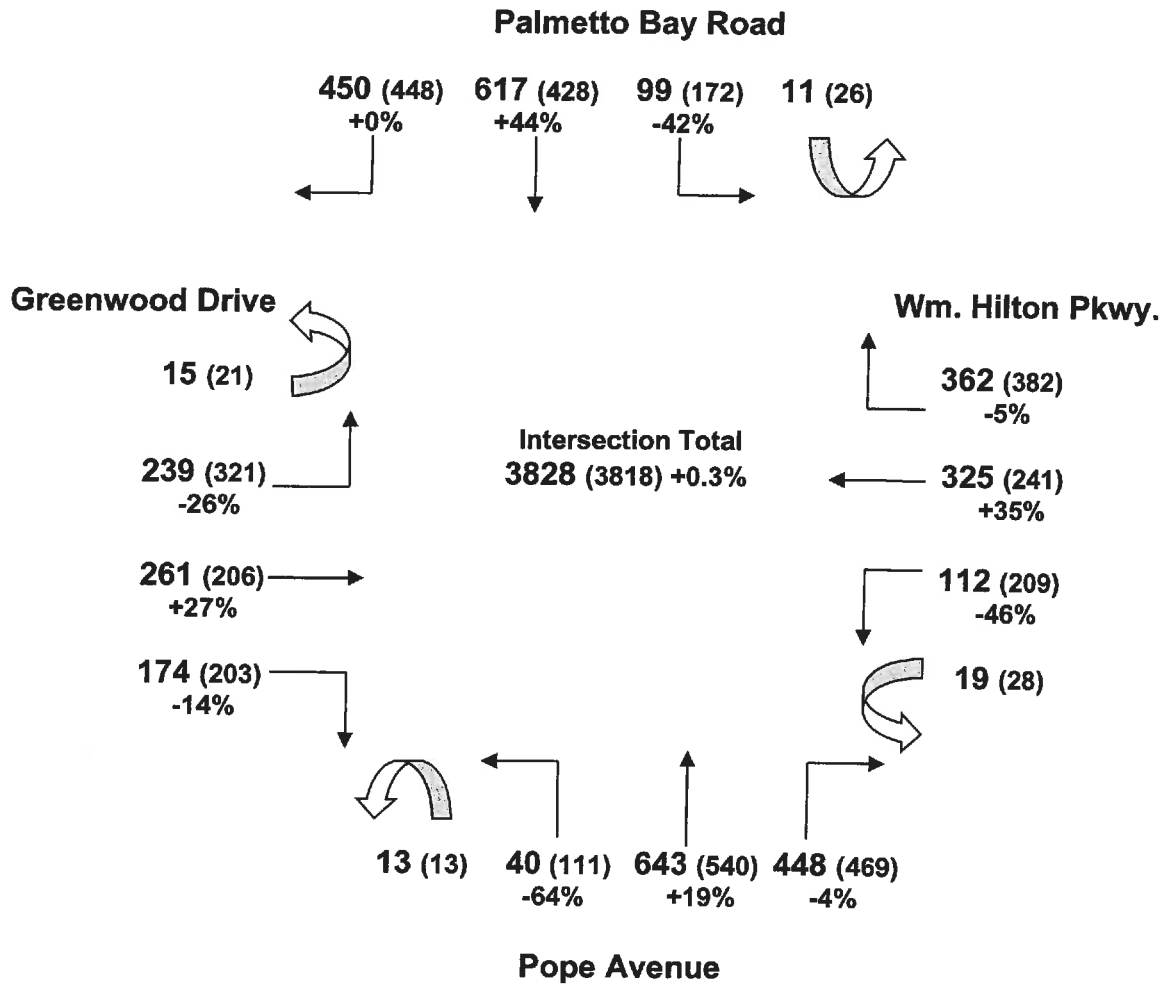
2022 (2020) %chg

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
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: _____

Public Planning Committee Islander Mixed-Use LMO Text Amendment Request

Town Council
July 18, 2023



Text Amendment Request

Request by Josh Tiller of J. K. Tiller Associates, Inc. for a text amendment 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.

Request to amend Land Management Ordinance

Sections:

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



Recommendation

That the Town Council review and consider Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance (LMO) to create a new use called Islander Mixed-Use within the Sea Pines Circle District.



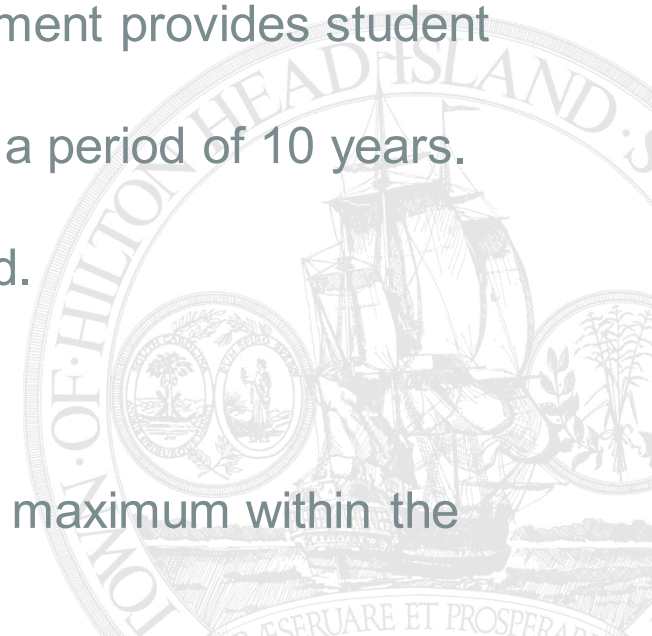
Background

Public Process

- LMO Committee in September 2022 and November 2022
- Planning Commission held a public hearing on December 21, 2022
- Public Planning Committee met January 26, 2023 but deferred action until more information was obtained specific to a Traffic Impact Analysis and a Mass/Scale/Density Visual that illustrated the proposed policy.

Revisions since the January Public Planning Committee included the following:

1. Definition amended to remove reference to group living dormitory use.
2. Shared parking on Education Use owned property is allowed if the development provides student housing.
3. 15% Workforce Housing units earning up to 130% Area Median Income for a period of 10 years.
4. Floor Area Ratio shall not exceed 0.68.
5. A minimum average unit size of 750 square feet per dwelling unit is required.
6. Site Coverage Index shall not exceed 50%.
7. 10% functional open space requirement or common amenity space.
8. Adjacent street setback shall meet or exceed an average of 35' feet.
9. The allowable building height was reduced from 55' to 45' feet, which is the maximum within the SPC district.



Background

Public Process

- The Public Planning Committee met on June 8, 2023, and considered the Staff presentation, applicant presentation and public comments, 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.
- The Public Planning Committee requested the applicant consider the following:
 - Shared parking and adjacent street setback use-specific condition language
 - 4 bedroom per dwelling unit maximum use-specific condition
 - Workforce Housing requirements (term, percentage, AMI)
 - 10% functional open space or common amenity space

Revisions since the June Public Planning Committee include the following:

1. 10% functional open space or common amenity space requirement
2. Shared parking requirement
3. Adjacent street setback requirement



Text Amendment Request

Creation of a new use called “Islander Mixed-Use” within the Sea Pines Circle (SPC) District, establish a definition for the use, establish use-specific conditions and exceptions to development form standards.

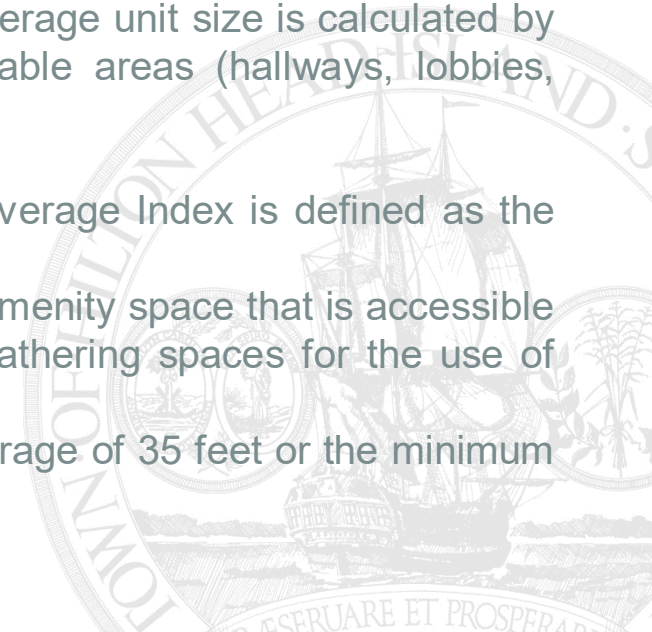
- **Islander Mixed-Use Definition:** Development that includes two or more different uses, which shall include multifamily or workforce housing use and one or more of the Office uses, as described in Sec. 16-10-103.F or one or more of the Commercial Services uses, as described in Sec. 16-10-103.G or some combination thereof. Such uses should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian access.
- **Density:** Proposed at a density that is “undefined density but limited by applicable design and performance standards such as height and parking”
- **Parking:** Parking requiring separate parking spaces for residential use at 1.5 spaces per dwelling unit and separate parking spaces required for nonresidential use at 1 per 500 gross floor area



Text Amendment Request

- **Use-specific conditions:**

- 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.
- 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. 15% of Islander Mixed-Use* units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.
- 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 should offer 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.



Text Amendment Request

The applicant's text amendment submittal also included:

- Letters of support from:
 - Shore Beach Services
 - Beach House Resort
 - SERG Restaurant Group
 - Browndog, Inc.
 - University of South Carolina Beaufort
- Traffic Impact Analysis
- Building Mass and Scale Exhibit



Analysis

Sea Pines Circle District Analysis

The Sea Pines Circle (SPC) District allows a range of uses permitted by right, permitted with conditions and by special exception.

- **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 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

Analysis

Sea Pines Circle District Analysis

- The purpose of the **Sea Pines Circle** 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.”



Analysis

Traffic Analysis

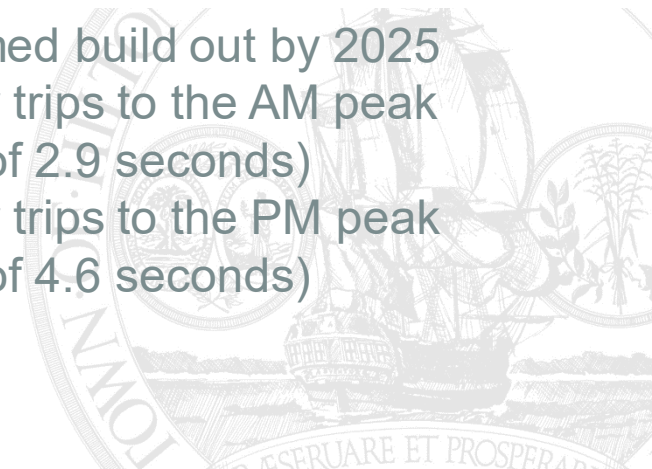
- Analysis prepared by Kimley Horn
- *The following improvements are recommended to be constructed by the Office Way Mixed-Use development:*
 - *Office Way at Site Access #1*
 - *Construct the proposed Site Access #1 with one ingress lane and one egress lane and operate under minor street stop control*
 - *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.*
- Reviewed by Town Engineering

- Engineering provided traffic counts from Sea Pines Circle 2005-2022:

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 |

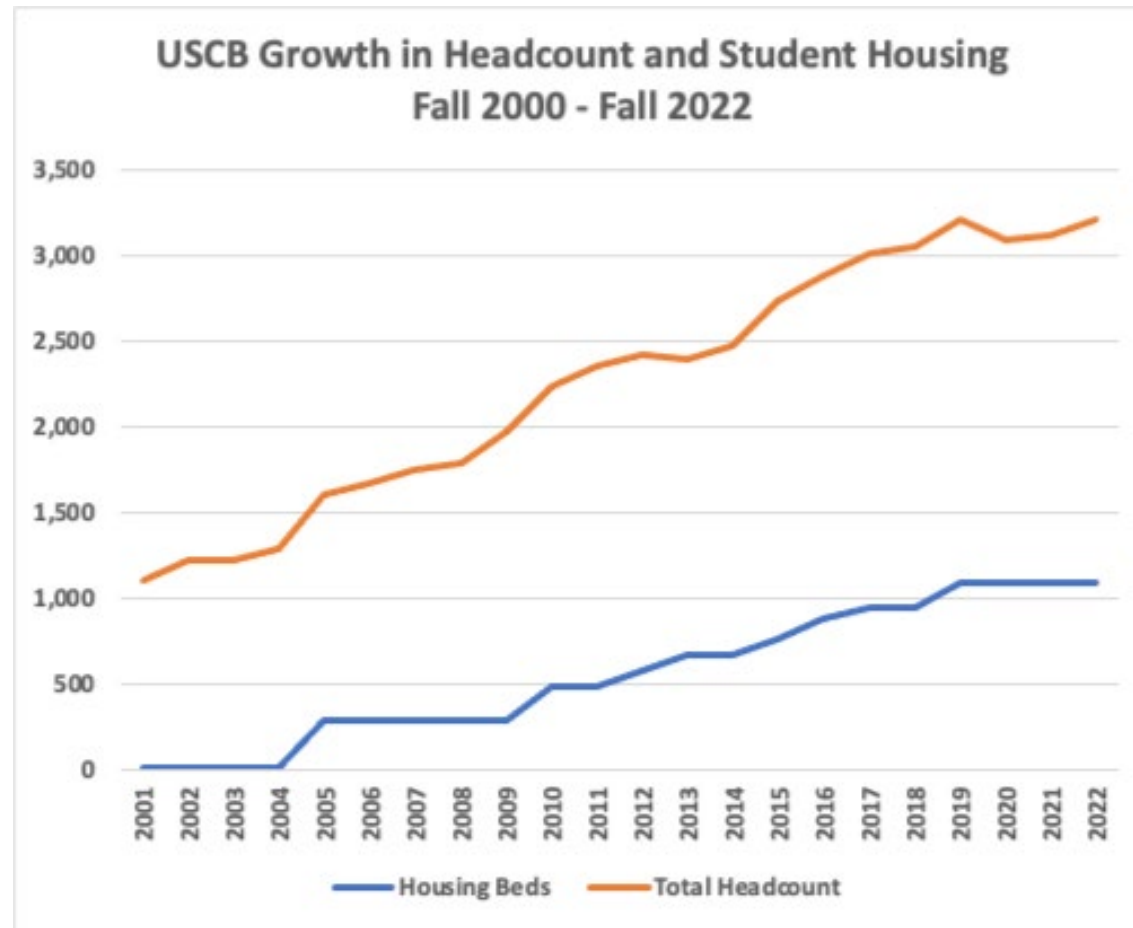
- TIA analysis assumed build out by 2025
- Anticipated 44 new trips to the AM peak hour (an increase of 2.9 seconds)
- Anticipated 59 new trips to the PM peak hour (an increase of 4.6 seconds)



Analysis

Student Housing

- USCB comparison chart: Student Housing and enrollment growth. USCB noted the chart also illustrates the impact of Covid and the recovery underway.



Analysis

Mid-Island District

The plan included recommendations to:

- Increase residential density
- Allow for a mix of uses
- Allow shared structured or surface lot parking in existing centers

“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.”

- Draft Conservation and Growth Framework Map designates the Sea Pines Circle area as a Primary Center
- District Planning for this area has been prioritized and 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

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 |

Analysis

Use Definition

- The use definition proposed for Islander Mixed-Use is the same as the definition of Mixed-Use.
- The difference between Mixed-Use and Islander Mixed-Use are the use-specific conditions proposed.
- The Sea Pines Circle District allows a range of uses permitted by right, permitted with conditions and by special exception.
 - residential uses
 - public, civic, institutional and education uses
 - health services
 - commercial recreation
 - office uses
 - commercial services
 - vehicle sales and services; and
 - industrial uses
- Islander Mixed-Use is generally compatible with other uses in SPC district.



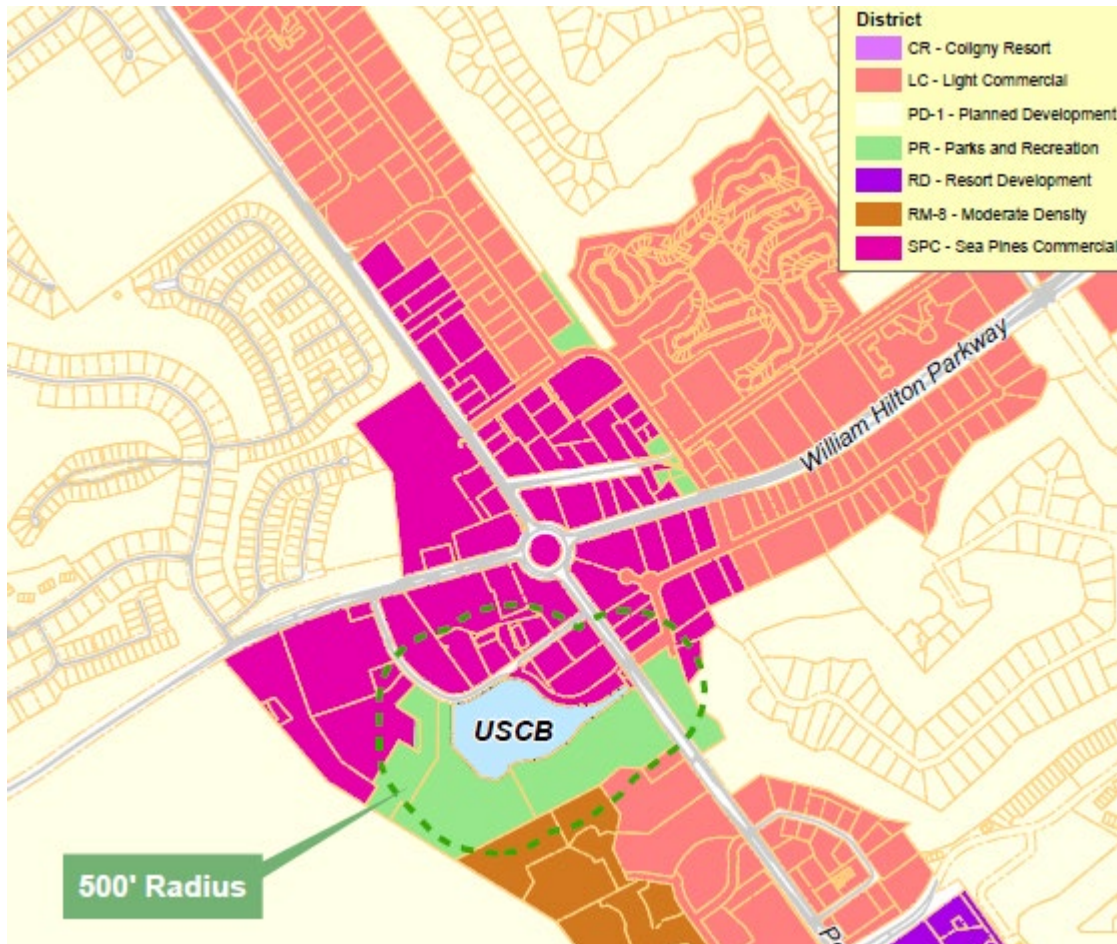
Analysis

Use Specific Conditions - Shared Parking

- 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.
- Islander Mixed-Use conditions state that parking spaces designated for residential use **are eligible** to be included as part of a shared parking plan.
- Islander Mixed-Use development may use shared parking on Education Use owned property if the proposed Islander Mixed-Use development provides student housing.
- Shared parking allowance serves public purpose as the use provides workforce housing and student housing.

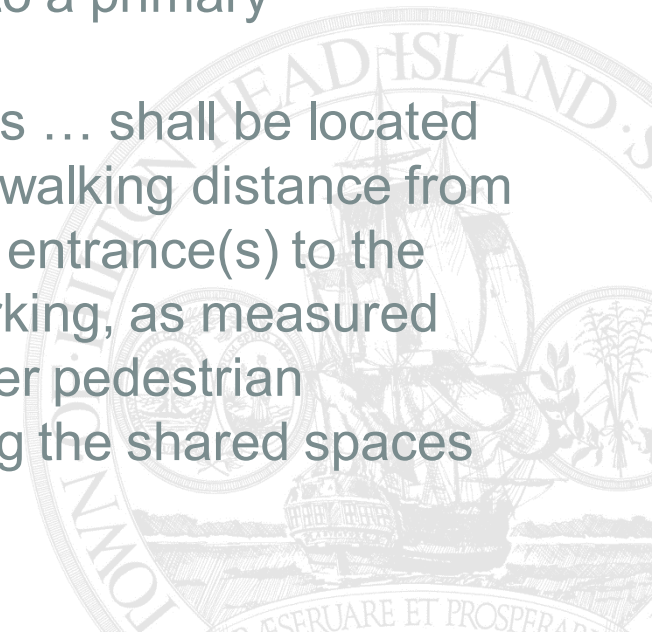


Analysis



Use Specific Conditions - Proximity to Education Use

- Proposal is to allow use within 500 feet of Education Use.
- 23 parcels are within 500 feet.
- 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.
- “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).”

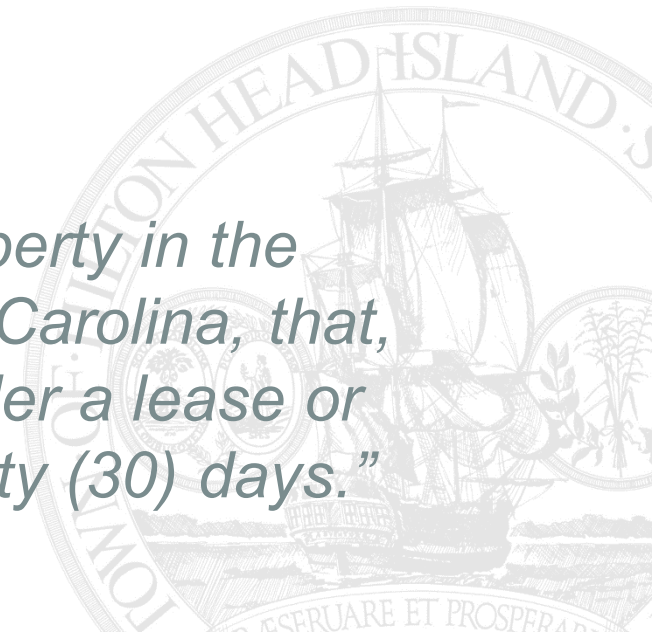


Analysis

Use Specific Conditions - Short-term Rentals

- Short-term rentals are prohibited for Islander Mixed-Use
- Short-term rental properties are allowed in the SPC with Short-term rental permit.
- Short-term rental use intensity is generally greater than residential use intensity due to turnover and services necessary to 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.

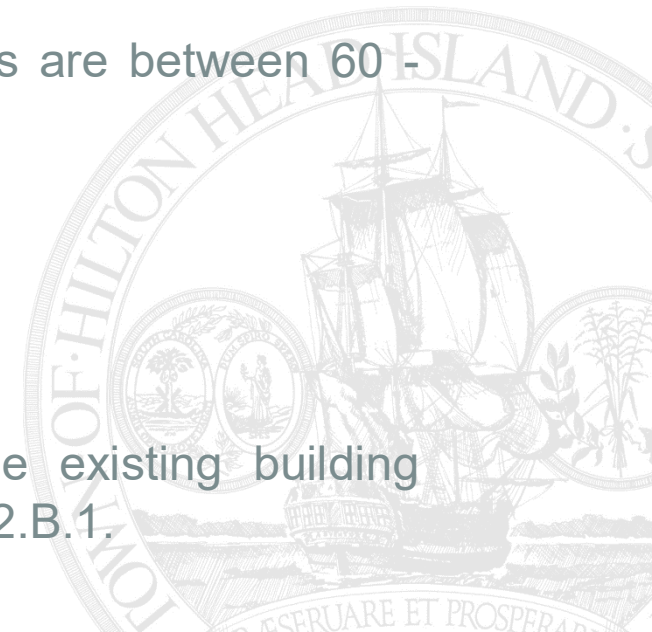
“Short-term rental property means any residential property in the municipal limits of the Town of Hilton Head Island, South Carolina, that, in whole or in part, is offered for lease or occupancy under a lease or any other form of agreement, for periods of less than thirty (30) days.”



Analysis

Use Specific Conditions- Workforce Housing

- Islander Mixed-Use contains workforce housing provisions, but they differ from the Town's Workforce Housing Program in the following ways:
 1. Percent of units in workforce housing-
 - a. Islander Mixed-Use requires 15% of the units to be in workforce housing.
 - b. Town's Workforce Housing Program requires 20% of the units to be in workforce housing.
 2. Area Median Income-
 - a. Islander Mixed-Use AMI is up to 130% AMI.
 - b. Town's Workforce Housing Program states that AMI for rental units are between 60 - 80% AMI and owner-occupied units are between 80 - 100% AMI.
 3. Term of Workforce Housing Agreement-
 - a. Islander Mixed-Use Workforce Housing term is 10 years.
 - b. Town's Workforce Housing term is 30 years.
 4. Density-
 - a. The Islander Mixed-Use has undefined density.
 - b. Town's commercial conversion program density is based on the existing building envelope and the minimum unit sizes chart in LMO Section 16-10-102.B.1.



Analysis

Use Specific Conditions- Workforce Housing

- Islander Mixed-Use contains workforce housing provisions, but they differ from the Town's Workforce Housing Program in the following ways:
 5. Agreement
 - a. The applicant has not supplied an Islander Mixed-Use Workforce Housing Agreement document.
 - b. Staff created a sample Islander Mixed-Use Workforce Housing Agreement based on the Town's Workforce Housing Agreement which was approved with the Workforce Housing policy. The sample agreement has blanks that will need to be filled in by the applicant team as the policy is further defined.



Analysis

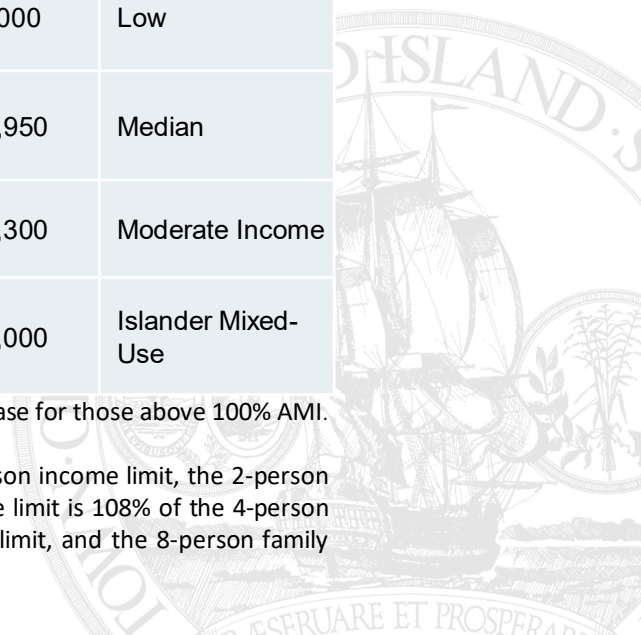
Use Specific Conditions- Workforce Housing

- Beaufort County 2023 Area Median Income By Family Size

| Family Size | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Income Range |
|-------------|---------|---------|---------|---------|---------|---------|---------|---------|--------------------|
| 30% | 19,300 | 22,050 | 24,800 | 30,000 | 35,140 | 40,280 | 45,420 | 50,560 | Extremely Low |
| 50% | 32,150 | 36,750 | 41,350 | 45,900 | 49,600 | 53,250 | 56,950 | 60,600 | Very Low |
| 60% | 38,580 | 44,100 | 49,620 | 55,080 | 59,520 | 63,900 | 68,340 | 72,720 | Low |
| 80% | 51,450 | 58,800 | 66,150 | 73,450 | 79,350 | 85,250 | 91,100 | 97,000 | Low |
| 100%** | 77,950 | 89,050 | 100,200 | 111,300 | 120,250 | 129,150 | 138,050 | 146,950 | Median |
| 120%** | 93,500 | 106,900 | 120,200 | 133,600 | 144,300 | 155,000 | 165,700 | 176,300 | Moderate Income |
| 130%** | 101,300 | 115,800 | 130,300 | 144,700 | 156,300 | 167,900 | 179,500 | 191,000 | Islander Mixed-Use |

Note : Took from HUD AMI 100% of Beaufort AMI as of May 2023 \$111,300. Utilized 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 the 4-person income 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. All limits are rounded up to the nearest 100.



Analysis

Use Specific Conditions – 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.



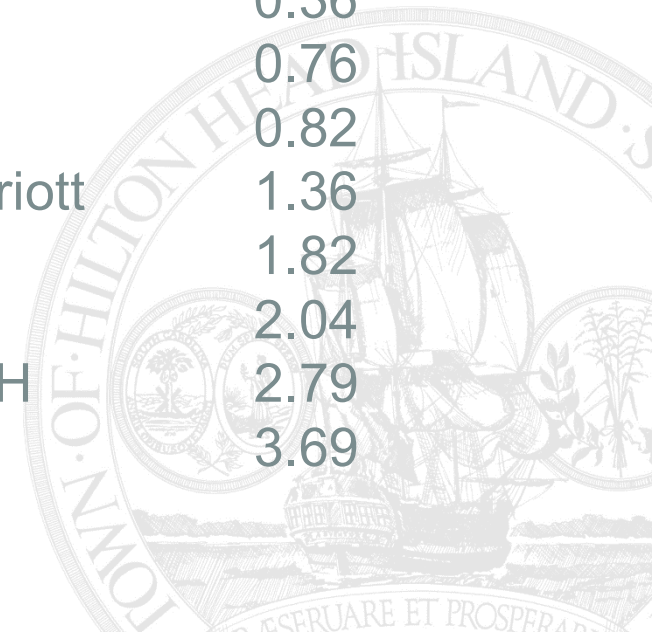
Analysis

Use Specific Conditions - Floor Area Ratio

- 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.
- FAR ratio is a calculation for maximum building size to the land area of the lot square footage.
- FAR is a separate calculation to density, dwelling units per net acreage of the parcel.
- Proposal requires a maximum Floor Area Ratio of 0.68.
- A FAR is not required for any other uses in the SPC district.

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

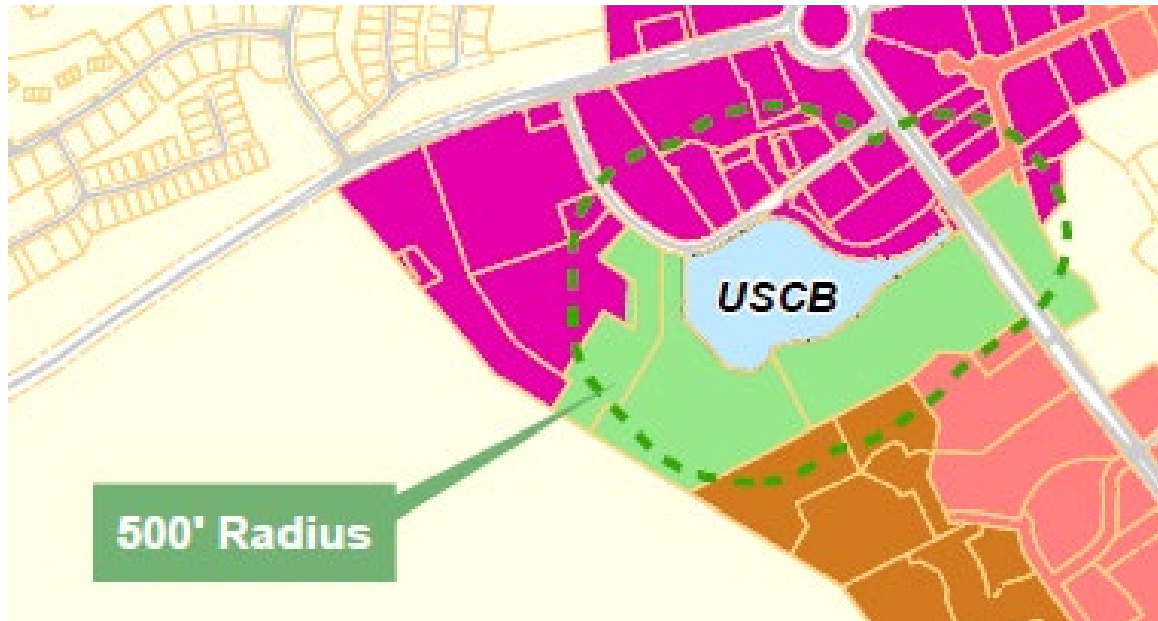
| Development | FAR |
|-----------------------|------------|
| 32 Office Park | 0.36 |
| The Seabrook | 0.76 |
| Aquaterra | 0.82 |
| Courtyard by Marriott | 1.36 |
| Waterwalk 1 | 1.82 |
| Waterwalk 2 | 2.04 |
| The Cypress in HH | 2.79 |
| Bayshore | 3.69 |



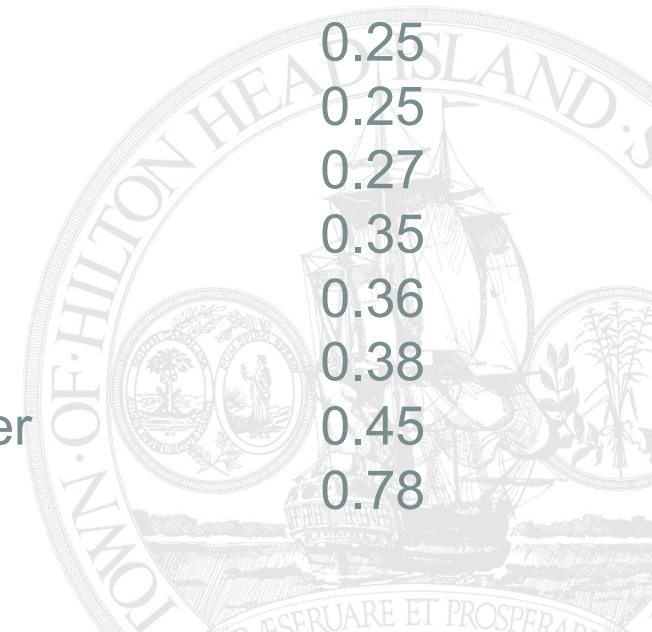
Analysis

Use Specific Conditions - Floor Area Ratio

- FAR for the 23 parcels in the 500-foot potential educational use boundary are listed on this page.
- FAR's tend to be higher for mixed-use or residential developments than for office or commercial developments.
- FAR's within the proposed boundary of Islander Mixed-Use eligibility are mostly lower and range from 0.09-0.78.



| Development | FAR |
|-------------------|------|
| 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 |



FAR Analysis

Existing Property within 500ft IMU

| Office Way | FAR |
|-------------|------|
| Building 6 | 0.27 |
| Building 10 | 0.25 |
| Building 12 | 0.17 |



Building 12

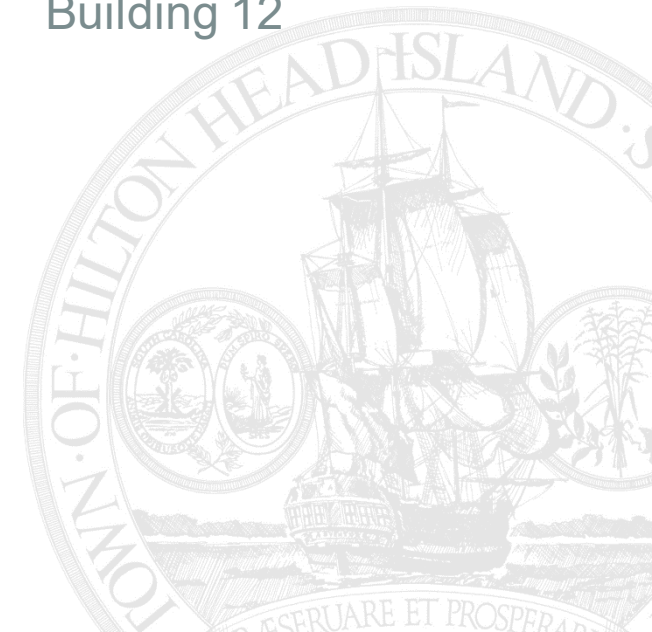


Building 6

0.27



Building 10



FAR Analysis

Existing Property within 500ft IMU



Development - 32 Office Park

FAR - 0.36



FAR Analysis

Existing Property Island-wide



Development - The Seabrook

FAR - 0.76



FAR Analysis

Existing Property Island-wide



Development - Aquaterra

FAR - 0.82



FAR Analysis

Existing Property Island-wide



Development - Courtyard by Marriott

FAR – 1.36



FAR Analysis

Existing Property Island-wide



Development - Waterwalk 1

FAR - 1.82



FAR Analysis

Existing Property Island-wide



Development - Waterwalk 2

FAR – 2.04



FAR Analysis

Existing Property Island-wide



Development - The Cypress in HH

FAR – 2.79



FAR Analysis

Existing Property Island-wide



Development - Bayshore

FAR – 3.69



Analysis

Use Specific Conditions - 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.

ISLANDER MIXED USE BUILDING MASSING AND SCALE EXHIBIT

| FAR / FSI / SCI | 0.25 / 25% | 0.50 / 50% | 0.68 / 68% | 1.00 / 100% (EXCEEDS FAR) | 1.50 / 150% (EXCEEDS FAR) | 2.00 / 200% (EXCEEDS FAR) |
|-----------------|--------------|--------------|--------------|------------------------------|------------------------------|------------------------------|
| 17% | | | | | | |
| 25% | | | | | | |
| 50% | NOT POSSIBLE | | | | | |
| 60% | NOT POSSIBLE | NOT POSSIBLE | | | | |
| 100% | NOT POSSIBLE | NOT POSSIBLE | NOT POSSIBLE | | | |

Analysis

Use Specific Conditions- Open Space

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 should offer active or passive recreational and gathering spaces for the use of residents.
- The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required.
- For all other development, no open space is required.

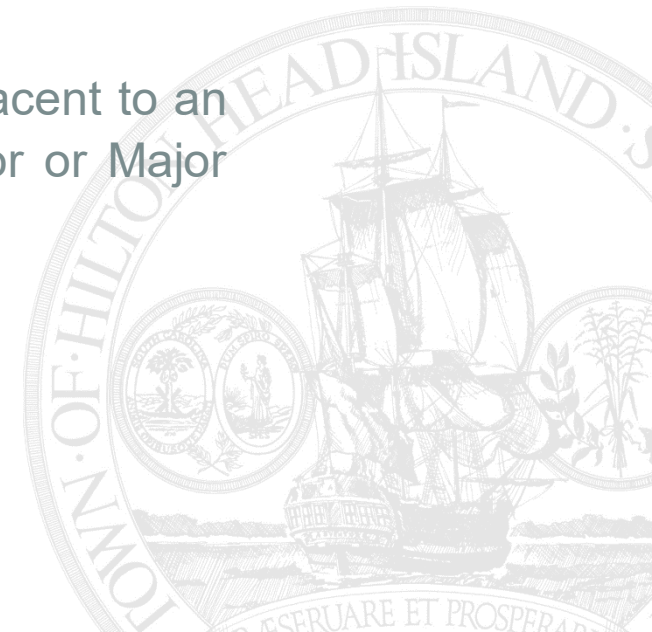


Analysis

Use Specific Conditions- Adjacent Street Setback

Adjacent Street Setback

- Proposal requires an adjacent street setback that shall meet or exceed an average of 35 feet.
- 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.



Analysis

Density

- Density is a measurement of intensity of the development of a parcel of land.
 - For residential, 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 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.
- Sea Pines Circle district density
 - 12 dwelling units per net acre for residential, and/or
 - 10,000 gross floor area per net acre for nonresidential
- Proposal is for **undefined density** limited by applicable design and performance standards such as height, parking, lot coverage, setbacks and buffers.
- Coligny Resort district does not have a defined density limit and is limited by required design standards.



Analysis

Density

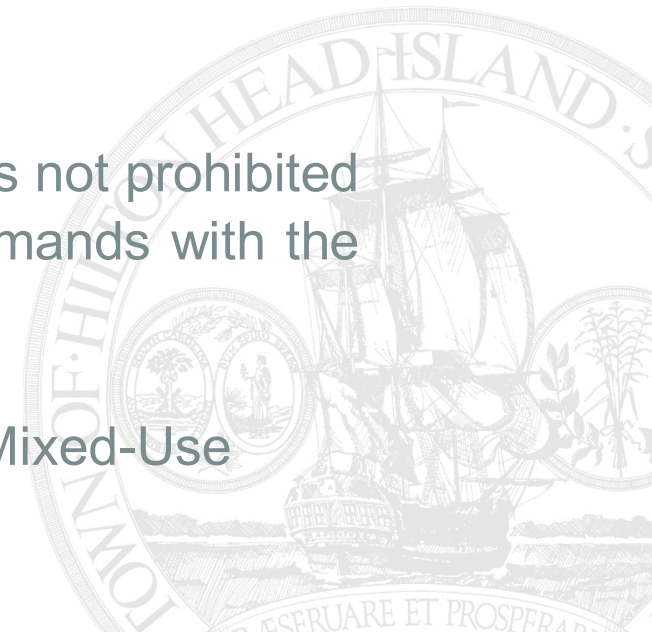
- In the Islander Mixed-Use Assessment Table, a comparison of possible conceptual developments was analyzed:
 - Each development concept included 5,623 square feet of commercial service use.
 - The number of dwelling units (DU) varied on each development type and were as follows:
 - Workforce housing commercial conversion concept
 - 44 dwelling units
 - 11 DU/acre effective residential density
 - Mixed-Use development concept
 - 45 dwelling units
 - 10 DU/acre effective residential density
 - Islander Mixed-Use development
 - 133 dwelling units
 - 31 DU/acre effective residential density



Analysis

Density

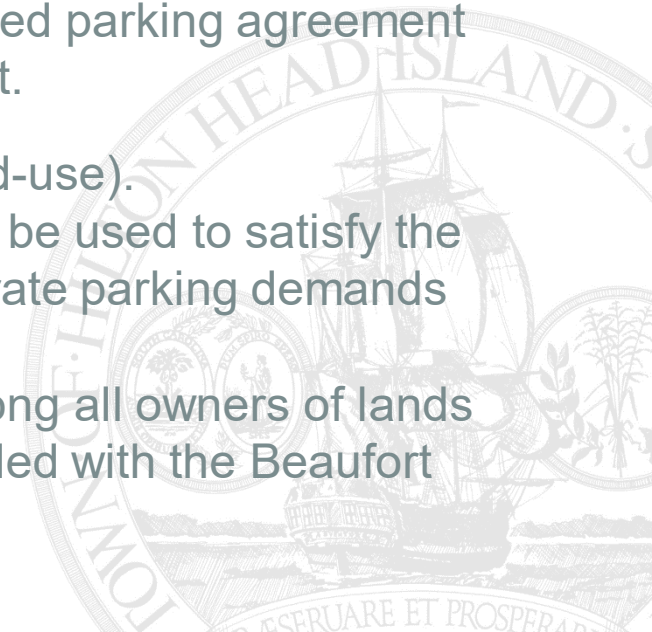
- Existing Hilton Head Island effective residential densities are listed below:
 - Waterwalk apartments in Shelter Cover are 23 and 27 DU/acre
 - Aquaterra on Gardner Drive is 19 DU/acre
 - Harbour Town is 22 DU/acre
- The applicant team supplied a by right mixed-use project of 45 dwelling units made 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, this possible development may not meet market demands with the resulting low parking supply.
- Staff recommends a maximum of 4 bedrooms per unit for Islander Mixed-Use



Analysis

Parking Requirements

- 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 to be eligible to be included as part of a shared parking agreement.
 - Islander Mixed-Use development may use shared parking on Education Use owned property if the proposed Islander Mixed-Use development provides student housing and a shared parking agreement between the educational institution and the developer. The shared parking agreement must be in place at the time the developer applies for a development permit.
- Shared parking plans are currently allowed for other uses (not allowed for mixed-use).
 - Shared parking plans allow up to 50% 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 day/ different days of week.
 - A parking agreement is required that would be reviewed and approved among all owners of lands containing the uses proposed to share off-street parking spaces and recorded with the Beaufort County Register of Deeds.



Analysis

Height, Impervious Coverage, Open Space

Height

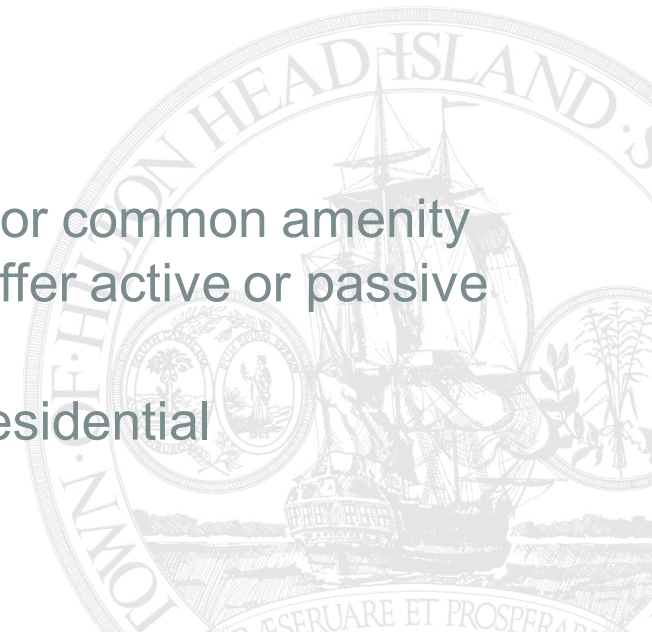
- The height limit for all development within Sea Pines Circle District is 45 feet.

Impervious Coverage

- The maximum impervious coverage for all development within Sea Pines Circle District is 60%

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 should offer active or passive recreational and gathering spaces for the use of residents.
- The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required.
 - A Mixed-Use project would not be required to provide open space.



Analysis

Setbacks, Buffers

Setbacks

- Proposal requires an adjacent street setback that shall meet or exceed an average of 35 feet, or the minimum setback distance required whichever is greater.
- All other setbacks must meet the setback tables per the LMO

Buffers

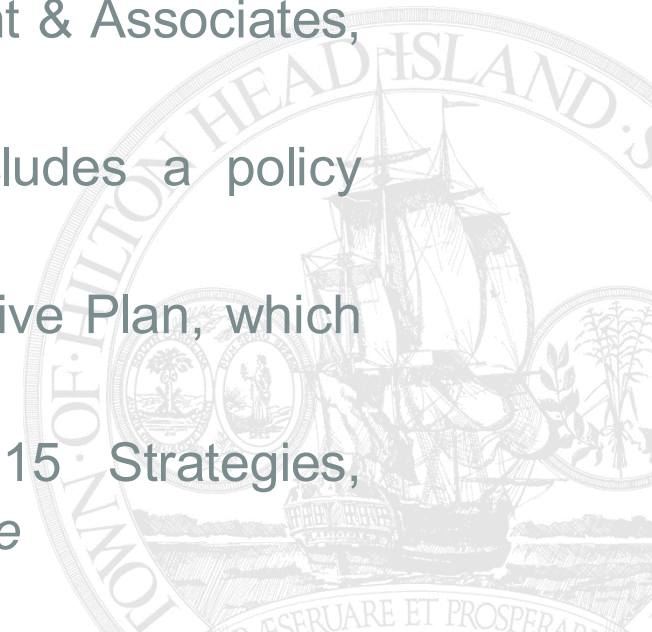
- The SPC district uses must meet the buffer tables per LMO, including wetland buffers.



Analysis

Workforce Housing

- As proposed, 15% of Islander-Mixed Use units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.
- The proposed Islander Mixed-Use text amendment provides a workforce housing. 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*



Review Standards

Factors to consider per Land Management Ordinance (LMO) Sec. 16-2-103.B.3

- Is in accordance with the comprehensive plan;
- Is required by changed conditions;
- Addresses a demonstrated community need;
- Is consistent with the purpose and intent of the zoning districts in this ordinance, or would improve compatibility among uses and ensure efficient development within the Town;
- Would result in a logical and orderly development pattern; and
- Would not result in significant adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.



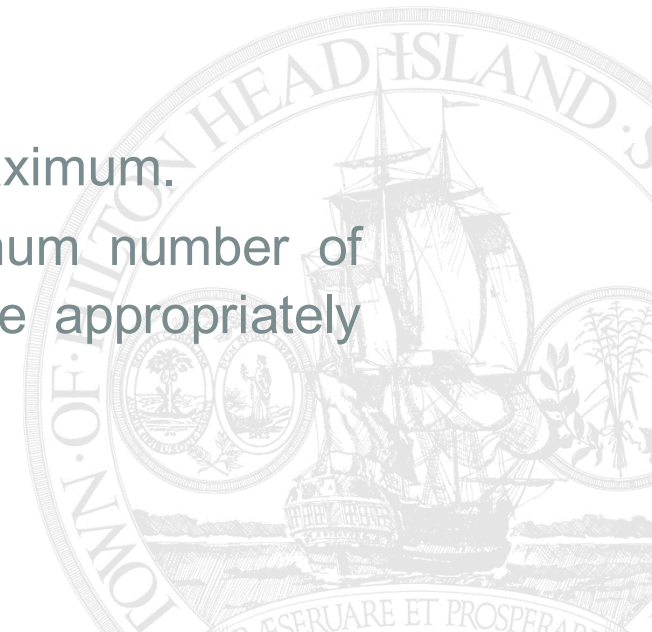
Analysis

Final Staff Comments

The policy's undefined density may result in developments with higher densities than what is typical on the Island, but the average dwelling unit size will be smaller. The undefined density and overall building mass in relationship to the site is controlled by required setbacks, buffers, height limit of 45 feet, floor area ratio, site coverage index, minimum average unit size of 750 square feet per dwelling unit, increased adjacent street setback, and 10% open space requirements.

Staff recommends an additional use-specific condition:

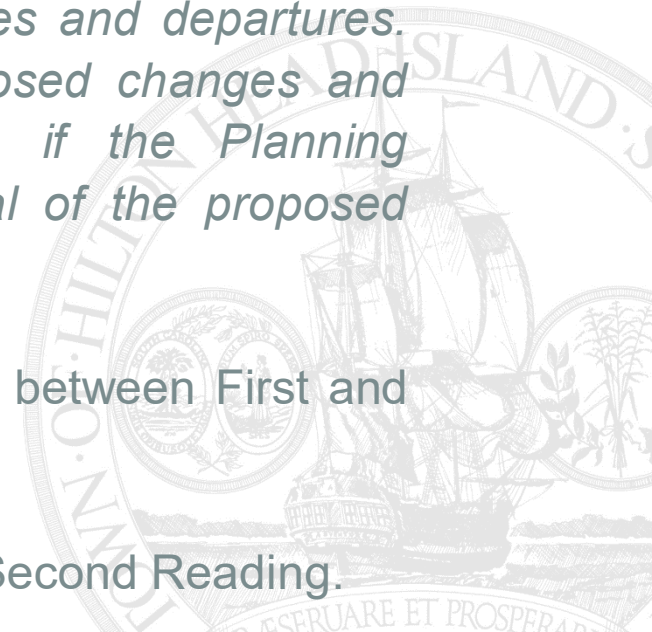
1. Islander Mixed-Use shall require a 4 bedroom per dwelling unit maximum.
 - The purpose of this recommendation is to limit the maximum number of bedrooms such that the dwelling unit to bedroom count are appropriately sized for this proposed use.



Next Steps

Approval Process

- Text amendments shall either be approved by an Ordinance or rejected by a Resolution per Section 16-2-103.B.2.e.i.
- If Town Council recommends approval at First Reading, and if it is different than what was approved by the Planning Commission, then the amendment needs to go back to the Planning Commission per Section 16-2-103.B.2.e.ii. which states the following:
“If the applicant proposes a change or departure from the text amendment that is different than what was reviewed by Planning Commission, the application shall be remanded to the Planning Commission for review of and a recommendation on the proposed changes and departures. The Planning Commission shall deliver its recommendation on the proposed changes and departures to the Town Council within 30 days after the remand; if the Planning Commission fails to do so, it is deemed to have recommended approval of the proposed changes and departures.”
- The amendment will need to be remanded back to the Planning Commission between First and Second Reading of Town Council.
- A final workforce housing agreement document is required for consideration at Second Reading.



Recommendation

That the Town Council review and consider Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance (LMO) to create a new use called Islander Mixed-Use within the Sea Pines Circle District.



Questions?

Town Council
July 18, 2023



2023-

**RESOLUTION OF THE TOWN OF HILTON HEAD
ISLAND**

2023-__

A RESOLUTION BY THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND DENYING THE APPLICATION FOR THE TEXT AMENDMENT THAT WOULD 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.

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, now finds that the requested text amendment does not meet the criteria as set forth in Section 16-2-103 of the LMO.

NOW, THEREFORE, BE IT, AND HEREBY IT IS, RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, THAT THE TOWN COUNCIL HEREBY DENIES APPLICATION FOR ISLANDER MIXED-USE LMO TEXT AMENDMENTS.

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: _____

