



Town of Hilton Head Island
Regular Planning Commission Meeting
Wednesday, March 16, 2011
3:00 p.m. Benjamin M. Racusin Council Chambers
REVISED AGENDA

As a Courtesy to Others Please Turn Off All Cell Phones and Pagers during the Meeting.

1. **Call to Order**
2. **Pledge of Allegiance to the Flag**
3. **Roll Call**
4. **Freedom of Information Act Compliance**
Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
5. **Approval of Agenda**
6. **Approval of Minutes** – February 16, 2011
7. **Appearance by Citizens on Items Unrelated to Today's Agenda**
8. **Unfinished Business**

Public Hearing

ZMA100007: The Town of Hilton Head Island has received a request from Mr. Ernest Marchetti, on behalf of Karen Watson, proposing to amend the Official Zoning Map by changing the zoning designation of two properties located at #2 and #4 Marina Side Drive from the OL (Office Institutional Low Density) Zoning District to the CC (Commercial Center) Zoning District. The properties are further identified on Beaufort County Tax Map 11, Parcels 161 and 166. *Presented by: Nicole Dixon*

9. **New Business**
None
10. **Commission Business**
11. **Chairman's Report**
12. **Committee Reports**
13. **Staff Reports**
 - a. Annual Traffic Report – *Presented by: Darrin Shoemaker*
 - b. Quarterly Report – *Presented by: Jayme Lopko*
 - c. Update of LMO Rewrite Committee – *Presented by Charles Cousins*
14. **Adjournment**

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

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TOWN OF HILTON HEAD ISLAND
Planning Commission
Minutes of the Wednesday, February 16, 2011 Meeting DRAFT
3:00p.m. – Benjamin M. Racusin Council Chambers

Commissioners Present: Chairman Al Vadnais, Vice Chairman Loretta Warden, Tom Crews,
Jack Docherty, Terence Ennis, Terry Leary, Tom Lennox, Gail Quick and
Charles Young

Commissioners Absent: None

Town Council Present: Bill Ferguson

Town Staff Present: Anne Cyran, Senior Planner
Scott Liggett, Public Projects and Facilities Director
Charles Cousins, Community Development Department Director
Jayme Lopko, Senior Planner & Planning Commission Coordinator
Shawn Colin, Comprehensive Planning Division Manager
Kathleen Carlin, Secretary & Administrative Assistant

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1. CALL TO ORDER

Chairman Vadnais called the meeting to order at 3:00p.m.

2. PLEDGE OF ALLEGIANCE TO THE FLAG

3. ROLL CALL

4. FREEDOM OF INFORMATION ACT

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

5. APPROVAL OF THE AGENDA

The agenda was **approved** as presented by general consent.

6. APPROVAL OF THE MINUTES

The minutes of the January 5, 2011 meeting were **approved** as presented by general consent.
The minutes of the January 19, 2011 meeting were **approved** as presented by general consent.

7. APPEARANCE BY CITIZENS ON ITEMS UNRELATED TO TODAY'S AGENDA

Chester C. Williams, Esq., presented statements regarding the notification of canceled meetings to applicants and the filing of applications for appeal.

1 **8. UNFINISHED BUSINESS**

2 None

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4 **9. NEW BUSINESS**

5 **Public Hearing**

6 **ZMA100009:** The Town of Hilton Head Island is proposing to amend the Official Zoning
7 Map for portions of the IL, Light Industrial and OL, Office/Institutional Low Density Zoning
8 Districts, by changing the zoning designation of five properties in the area of the Mathews
9 Drive and Marshland Road intersection. These parcels are further identified on Beaufort
10 County Tax Map 8 as Parcels 11H and 217 and on Tax Map 8A as 104, 106 and 108. The
11 properties will be rezoned to CC, Commercial Center Zoning District. These changes may
12 affect your rights as an owner of land.

13 Ms. Anne Cyran made the presentation on behalf of staff. The staff recommended that the
14 Planning Commission find this application to be consistent with the Town's Comprehensive
15 Plan and does serve to carry out the purposes of the Land Management Ordinance based on
16 the Findings of Facts and Conclusions of Law as determined by the LMO Official.

17
18 The Town of Hilton Head Island is proposing to amend the Official Zoning Map for portions
19 of the IL, Light Industrial, and OL, Office/Institutional Low Density Zoning Districts, by
20 changing the zoning designation of five properties in the area of the Mathews Drive and
21 Marshland Road intersection.

22
23 The purpose of the rezoning is to bring these properties into greater compliance with the
24 Land Management Ordinance and to formalize the existing commercial nature of these street-
25 front properties in the Mathews Drive/Marshland Road area.

26
27 The parcels subject to the proposed rezoning are older, developed sites. All of the parcels
28 were initially zoned for light industrial uses. The property addressed at 2 Marshland Road
29 was rezoned in 2003 from IL to OL as a result of a request from the property owner, who
30 found that the property couldn't adequately function as a light industrial property. Each of
31 the parcels has nonconforming site structures or features and four of the five properties have
32 non-conforming uses, which are all commercial uses.

33
34 The Town received a request from a property owner to rezone his parcel from OL to CC, a
35 district that would allow greater flexibility in leasing space to tenants. The staff examined
36 this request and determined that, based on their existing uses; five parcels in the area would
37 be more appropriately zoned in the Commercial Center (CC) Zoning District. The rezoning
38 will bring these properties into greater compliance with the LMO without creating new non-
39 conformities. Ms. Cyran reviewed the vicinity map, the aerial photo, and the Use Table. Ms.
40 Cyran discussed the Findings of Fact and Conclusions of Law.

41
42 Following the staff's presentation, the Planning Commission and staff discussed traffic
43 issues. Chairman Vadnais stated his concern with potential traffic problems in accessing the
44 Wellness Center (located at the corner of Marshland Road and Mathews Drive.) Chairman
45 Vadnais stated that these traffic concerns are based on the activity level at the Wellness
46 Center.

47 Ms. Cyran stated that a roundabout is proposed for the intersection of Marshland Road and
48 Mathews Drive with construction planned in Fiscal Year 2012. Mr. Scott Liggett presented

1 statements on behalf of the Engineering Department with regard to the proposed
2 roundabout's access points. Mr. Liggett briefly described the design of the proposed three-
3 legged roundabout. The staff does not believe that traffic will be an issue at the intersection
4 of Marshland Road and Mathews Drive.

5 The Planning Commission and Ms. Cyran then discussed conforming and nonconforming
6 uses associated with the area. The Planning Commission and the staff also discussed
7 compliance with public notice requirements associated with commercial and residential
8 properties located within 350-feet of the site. Following this discussion, Chairman Vadnais
9 requested comments from the public.

10 Chester C. Williams, Esq., presented statements regarding the zoning map. Dr. Wayne
11 Johnson, owner of the Wellness Center, presented statements regarding his business and the
12 zoning of the area. Following these public comments, Chairman Vadnais stated that the
13 public hearing for this application is closed.

14 At the completion of the Planning Commission's discussion, Chairman Vadnais requested
15 that a motion be made that the Planning Commission finds application ZMA100009 to be
16 consistent with the Town's Comprehensive Plan and does serve to carry out the purposes of
17 the Land Management Ordinance based on the Findings of Facts and Conclusions of Law as
18 presented by staff.

19 Vice Chairman Warden made the **motion to approve** application ZMA100009 as stated by
20 Chairman Vadnais. Commissioner Quick **seconded** the motion and the motion **passed** with a
21 vote of 9-0-0.

22 As part of this approval, and for the record, Vice Chairman Warden recommended that "the
23 staff explore further CC designations for the properties that are fronting on Marshland Road,
24 and whether or not that is something that is advisable for us to consider in the interest of
25 consistency."

26 **10. COMMISSION BUSINESS**

27 Chairman Vadnais stated that Mr. Charles Cousins will present comments under today's
28 Staff Reports with regard to the Mayor's recommendation for the establishment of a LMO
29 Rewrite Committee.

30 **11. CHAIRMAN'S REPORT**

31 Chairman Vadnais requested a status update from the CIP Committee, the Comprehensive
32 Plan Committee, and the LMO Committee.

33 **12. COMMITTEE REPORTS**

- 34 1. CIP Committee Update - Mr. Scott Liggett presented a brief update on CIP activities
35 on behalf of staff.
- 36 2. Comprehensive Plan Committee Update – Mr. Shawn Colin presented a brief update
37 on the status of the Comprehensive Plan Committee including the Community Design
38 Element, Energy Element, and Population Element.
- 39 2. LMO Committee Update – The LMO Committee will meet on March 16, 2011 at
40 6:00pm to discuss the proposed amendment to the Water-Oriented Mixed Use district.

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13. STAFF REPORTS

Chairman Vadnais prefaced the staff’s report by stating that he met recently with Mr. Charles Cousins, Councilman Ferguson, Town Manager Steve Riley, and Mayor Laughlin to discuss the establishment of a new LMO Rewrite Committee.

Mr. Cousins stated that Town Council has established a need to rewrite the Town’s Land Management Ordinance. Mr. Cousins briefly described the purpose of the new LMO Rewrite Committee. Town Council will discuss this issue at their March 1, 2011 meeting.

The Planning Commission discussed the process and purpose of the new committee with Mr. Cousins. The Planning Commission recommended that the LMO Rewrite Committee be formed before the start of developing schedules and making presentations to the public (the new committee should have an opportunity to help design the path forward, steps taken, and goals.)

14. ADJOURNMENT

The meeting was adjourned at 4:15p.m.

Submitted By:

Kathleen Carlin
Administrative Assistant

Approved By:

Al Vadnais
Chairman



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

One Town Center Court	Hilton Head Island, SC 29928	843-341-4757	FAX 843-842-8908
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**STAFF REPORT
ZONING MAP AMENDMENT**

Case #:	Name of Project:	Public Hearing Date:
ZMA100007	Verizon Wireless business and adjacent vacant property to the east	March 16, 2011

Parcel Data or Location:	Property Owner	Applicant/Agent
<u>Existing Zoning District:</u> OL (Office Institutional Low Density) <u>Proposed Zoning District:</u> CC (Commercial Center) <u>Applicable Overlay District(s):</u> Corridor Overlay <u>Parcels Affected:</u> Beaufort County Tax Map 11, Parcels 161 and 166	Billy L. & Karen Watson PO Box 21890 Hilton Head Island, SC 29925	Ernest Marchetti 6 Hidden Lakes Court Bluffton, SC 29910

Application Summary:

Ernest Marchetti, on behalf of Karen Watson, is proposing to amend the Official Zoning Map by changing the zoning designation of two properties located at #2 and #4 Marina Side Drive from the OL (Office Institutional Low Density) Zoning District to the CC (Commercial Center) Zoning District.

The following uses will no longer be permitted on the subject properties if this rezoning is approved: Linear Park and Agriculture.

With the exception of the two uses listed above that will no longer be permitted, all other uses that are currently permitted in the OL district, whether it is by right, with conditions or by special exception, will still be permitted on the subject properties if this rezoning is approved.

In addition to the uses currently permitted, the following uses will be permitted by right on the subject properties if this rezoning is approved: Community Service, Colleges, Public or Private Schools, Special Use Park, Funeral Home, Furniture Store, Hardware, Paint, Glass, Wallpaper or Flooring Store, Health Club or Spa, Other Retail Sales or Service and Car Wash.

In addition to the uses currently permitted, the following uses will be permitted with conditions on the subject properties if this rezoning is approved: Day Care, Bicycle Shop With Outdoor Storage, Community Theater, Dance Studio, Convenience Store, Department or Discount Store, Nightclub or Bar, Shopping Center, Souvenir or T-Shirt Store, Supermarket, Tattoo Facility, Veterinary Hospital, Auto Rental, Auto Sales and Contractor's Office.

In addition to the uses currently permitted, the following uses will be permitted by special exception on the subject properties if this rezoning is approved: Waste Treatment Plant, Eating Establishment with Drive-thru, Indoor Recreation, Indoor Entertainment, Commercial Parking, RV Park, Adult Entertainment, Kennel-Boarding, Liquor Store, Auto Repair, Gas Sales, Taxicab Service, Towing Service, Other Light Industrial Service, Self-Service Storage, Wholesale Business and Wholesale Business with Accessory Retail Outlet.

Staff Recommendation:

Staff recommends that the Planning Commission find this application to be inconsistent with the Town's Comprehensive Plan and does not serve to carry out the purposes of the LMO, based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed herein.

Background:

The applicant is proposing to change the zoning designation of the subject properties from OL to the CC zoning district.

There is a Verizon Wireless business on one of the lots proposed to be rezoned. The other lot proposed to be rezoned is currently undeveloped.

The area surrounding the properties subject to the rezoning contains a mix of uses: a motel to the south, a self-storage facility to the west, Christ Lutheran Church and a gas station/convenience store across William Hilton Parkway to the east, and a restaurant and miniature golf business to the north.

Applicant's Grounds for ZMA:

The applicant states in the narrative that the proposed application to rezone the subject properties from OL to the CC zoning district is more in character with the existing commercial uses in the surrounding area. The applicant feels that the requested CC zoning is in conformance with the objectives of the Comprehensive Plan, to have commercial property situated where it serves the Island residents and guests in a safe and efficient manner and to

focus future development on infill development. The applicant also believes that by rezoning the properties to allow for retail possibilities, the marketability of the properties will increase.

Summary of Facts and Conclusions of Law:

Findings of Facts:

- Notice of the Application was published in the Island Packet on November 7, 2010 as set forth in LMO (Land Management Ordinance) Sections 16-3-110 and 16-3-111.
- Notice of the Application was posted and mailed as set forth in LMO Sections 16-3-110 and 16-3-111.
- A public hearing will be held on March 16, 2011 as set forth in LMO 16-3-1504A.
- The Commission has authority to render their decision reached here in LMO Section 16-3-1504.

Conclusion of Law:

- The application, notice requirements, and public hearing comply with the legal requirements as set forth in LMO 16-3-110, 16-3-111 and 16-3-1504.

*As set forth in **Section 16-3-1505, Zoning Map Amendment Review Criteria**, Planning Staff has based its recommendation on analysis of the following criteria:*

Summary of Facts and Conclusions of Law:

Criteria 1: Consistency (or lack thereof) with the Comprehensive Plan (LMO Section 16-3-1505A):

Findings of Facts:

The Comprehensive Plan addresses this application in the following areas:

Land Use Element:

An Implication for Existing Land Use

Remaining vacant land, totaling approximately 2,140 acres or 10 percent of the Hilton Head Island's land area, represents the remaining pool of land available for development. A major challenge for development will be to maintain the character of the Island while insuring adequate infrastructure is in place and balancing land conservation.

An Implication for Planned Unit Developments (applicable island-wide)

The location of each concentration of land use category and type is important to consider when determining infrastructure and other service needs, while also ensuring a high standard of quality of life.

One of Six Land Use Goals

Identify an acceptable level of future development that does not overtax the area's natural environment and infrastructure. This can be done by monitoring allowable densities and by continuing to purchase lands that would adversely impact the island

if developed.

Goal 8.1 – Existing Land Use

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

Goal 8.4 – Existing Zoning Allocation

- A. An appropriate mix of land uses to accommodate permanent and seasonal populations and existing market demands is important to sustain the Town’s high quality of life and should be considered when amending the Town’s Official Zoning Map.

Goal 8.5 – Land Use Per Capita

- A. The goal is to have an appropriate mix and availability of land uses to meet the needs of existing and future populations.

Goal 8.8 – Nonconforming Parcels by Use

- B. The goal is to evaluate the locations of non-conforming uses to determine areas to consider for Zoning Map Amendments.

Goal 8.10 – Zoning Changes

- A. The goal is to provide appropriate modifications to the Zoning designations to meet market demands while maintaining the character of the Island.

Transportation Element:

Implication for Traffic Planning on the Island

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

Conclusions of Law:

- Staff concludes that this application is not consistent with the Comprehensive Plan, as set forth in LMO Section 16-3-1505A. Although this zoning change could improve the economic development potential of the property, the existing zoning district in this area was established to minimize travel impacts on the street system, encourage better compatibility in and among land uses on the Island, and provide a balance among land use types in major corridors.
- This rezoning could result in a higher intensity use and/or a higher density development that would generate more traffic, possibly over taxing the existing roadway infrastructure.
- Under the current zoning there are 576 acres of CC zoning and 174 acres of OL zoning. In order to continue to provide a mix of available land uses the amount of

land zoned for OL should not be decreased when an adequate supply of land is currently zoned CC.

- Although there are nonconforming parcels in this area, neither of the parcels that are included in this application are nonconforming. One parcel is currently developed with a conforming use while the second is vacant and therefore this rezoning would not be supported by the Land Use Element.

Summary of Facts and Conclusions of Law:

Criteria 2: Compatibility with the present zoning and conforming uses of nearby property and with the character of the neighborhood (LMO Section 16-3-1505B):

Findings of Facts:

- LMO Section 16-4-216 describes the purpose of the existing OL zoning district as being: *“established between major commercial areas of the Island and intended to limit the types of nonresidential uses permitted. Land uses permitted are office and institutional in order to minimize travel impacts on the street system, encourage better compatibility in and among land uses on the Island, provide balance among land use types in major corridors and improve visual appearance along major corridors.”*
- There are two properties subject to the proposed rezoning; one which is vacant and one that is a Verizon Wireless business, which is classified as an “Other Retail Service Use” and is permitted by special exception in the OL zoning district.
- The conforming uses of nearby property are the restaurant to the north and the church to the east.

Conclusions of Law:

- Staff concludes that the properties subject to the rezoning application are compatible with the present zoning, the conforming uses of nearby property and with the character of the neighborhood as set forth in LMO Section 16-3-1505B because the developed property contains a use that is currently permitted in the OL district and the vacant lot can be developed with a use that is permitted in the OL district.
- The Verizon Wireless business and the vacant lot are compatible with the surrounding conforming uses of the restaurant and the church.

Summary of Facts and Conclusions of Law:

Criteria 3: Suitability of the property affected by the amendment for uses permitted by the district that would be made applicable by the proposed amendment (LMO Section 16-3-1505C):

Findings of Facts:

- LMO Section 16-4-217 describes the purpose of the CC zoning district as: *“to provide for moderate to high intensity commercial development, especially office and general retail development. Residential development as a component of a PUD is allowed, and traffic and pedestrian interconnections throughout this district are strongly encouraged.”*

- The uses that would be permitted under the CC zoning could be high traffic generators and allow for more moderate to high intensity commercial development than what is permitted with the current OL zoning.
- There are currently a few non-conforming commercial uses in the vicinity that existed prior to the area being zoned OL. The area was zoned OL to eventually eliminate these commercial uses, to establish a balanced mix of land use types between major commercial corridors of the Island and to minimize traffic impacts to the street system.
- There are areas on the Island that have been designated as high intensity commercial development and redevelopment areas, such as the Coligny and Mathews Drive areas because the infrastructure was put in place to support such impacts.
- The properties subject to the rezoning request are surrounded by OL zoning and there are no other CC zoned properties in the area.

Conclusions of Law:

- Staff concludes that the affected properties are not suitable for all of the uses that would be permitted by the proposed rezoning as set forth in LMO Section 16-3-1505C because the subject properties are situated within the OL district where the intent is to limit the types of land uses allowed between commercial areas of the Island and limit any negative impacts on the street system.
- The CC zoning is intended for high intensity commercial development which is not suitable for an area where the current infrastructure may not support such development.

Summary of Facts and Conclusions of Law:

Criteria 4: Suitability of the property affected by the amendment for uses permitted by the district applicable to the property at the time of the proposed amendment (LMO Section 16-3-1505D):

Findings of Facts:

- LMO Section 16-4-218 describes the purpose of the existing OL zoning district as being: *“established between major commercial areas of the Island and intended to limit the types of nonresidential uses permitted. Land uses permitted are office and institutional in order to minimize travel impacts on the street system, encourage better compatibility in and among land uses on the Island, provide balance among land use types in major corridors and improve visual appearance along major corridors.”*
- There are two properties subject to the proposed rezoning; one which is vacant and one that is a Verizon Wireless business, which is considered an “Other Retail Service Use” and is permitted by special exception in the OL zoning district.

Conclusion of Law:

- Staff concludes that the affected properties are suitable for the uses permitted by the OL zoning district as set forth in LMO Section 16-3-1505D because one lot is developed with a conforming permitted use and the vacant lot could be developed

with any use currently permitted in OL.

Summary of Facts and Conclusions of Law:

Criteria 5: Marketability of the property affected by the amendment for uses permitted by the district applicable to the property at the time of the proposed amendment (LMO Section 16-3-1505E):

Finding of Fact:

- There will be additional uses and development opportunities available to the property owner to develop should the property be rezoned to the CC district.

Conclusion of Law:

- Staff concludes that the marketability of the properties will be improved as set forth in LMO Section 16-3-1505E because the property owner will have more uses available to market the property to buyers or leases.

Summary of Facts and Conclusions of Law:

Criteria 6: Availability of sewer, water and stormwater facilities generally suitable and adequate for the proposed use (LMO Section 16-3-1505F):

Findings of Facts:

- The affected properties have water and sewer service available to them by the Broad Creek Public Service District.
- Stormwater facilities for the site will be addressed during review of a Development Plan Review (DPR) application.

Conclusion of Law:

- Staff concludes that these properties have available water and sewer suitable for the proposed uses as set forth in LMO Section 16-3-1505F.

LMO Official Determination

Determination: Staff determines that this application is not consistent with the Comprehensive Plan and does not serve to carry out the purposes of the LMO as based on the Findings of Fact and Conclusions of Law detailed in this report.

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

PREPARED BY:

N.D.

Nicole Dixon
Senior Planner

December 1, 2010

DATE

REVIEWED BY:

TBL

Teri B. Lewis, AICP
LMO Official

December 1, 2010

DATE

REVIEWED BY:

JL

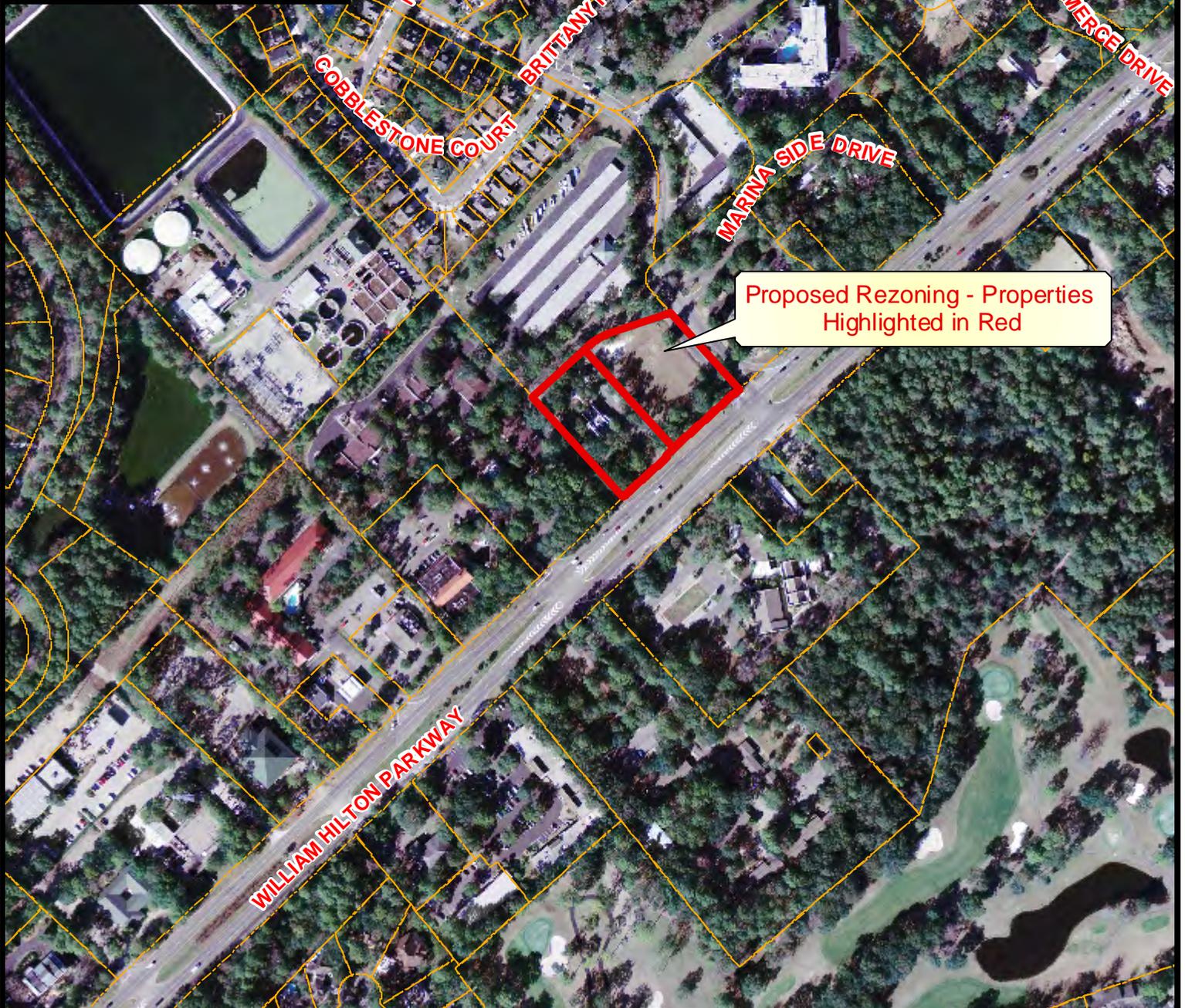
Jayne Lopko, AICP
*Senior Planner & Planning Commission Board
Coordinator*

December 1, 2010

DATE

ATTACHMENTS:

- A) Vicinity Map
- B) Vicinity Map with Zoning
- C) Zoning Map
- D) Applicant's Narrative
- E) Boundary Survey



SHELTER COVE LANE
 HARBORSIDE LANE
 CHAMBER OF COMMERCE DRIVE
 BRITANNIA PLACE DRIVE
 MARINA SIDE DRIVE
 COBBLESTONE COURT
 WILLIAM HILTON PARKWAY

Proposed Rezoning - Properties Highlighted in Red



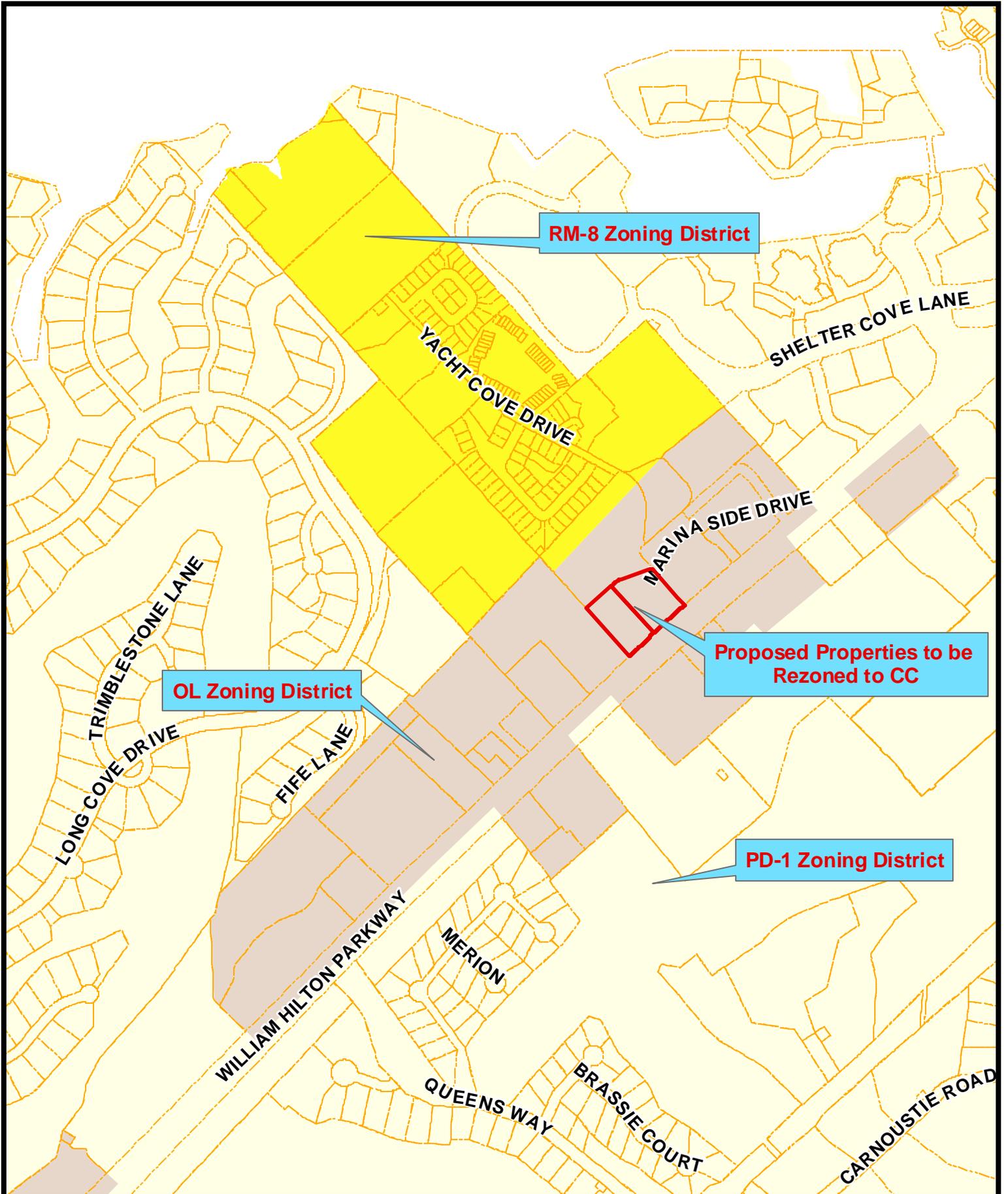
TOWN OF HILTON HEAD ISLAND
 ONE TOWN CENTER COURT
 HILTON HEAD ISLAND, S.C. 29928
 PHONE (843) 341-6000

Town of Hilton Head Island
 ATTACHMENT A

Vicinity Map



This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion.



RM-8 Zoning District

OL Zoning District

Proposed Properties to be Rezoned to CC

PD-1 Zoning District



ATTACHMENT C

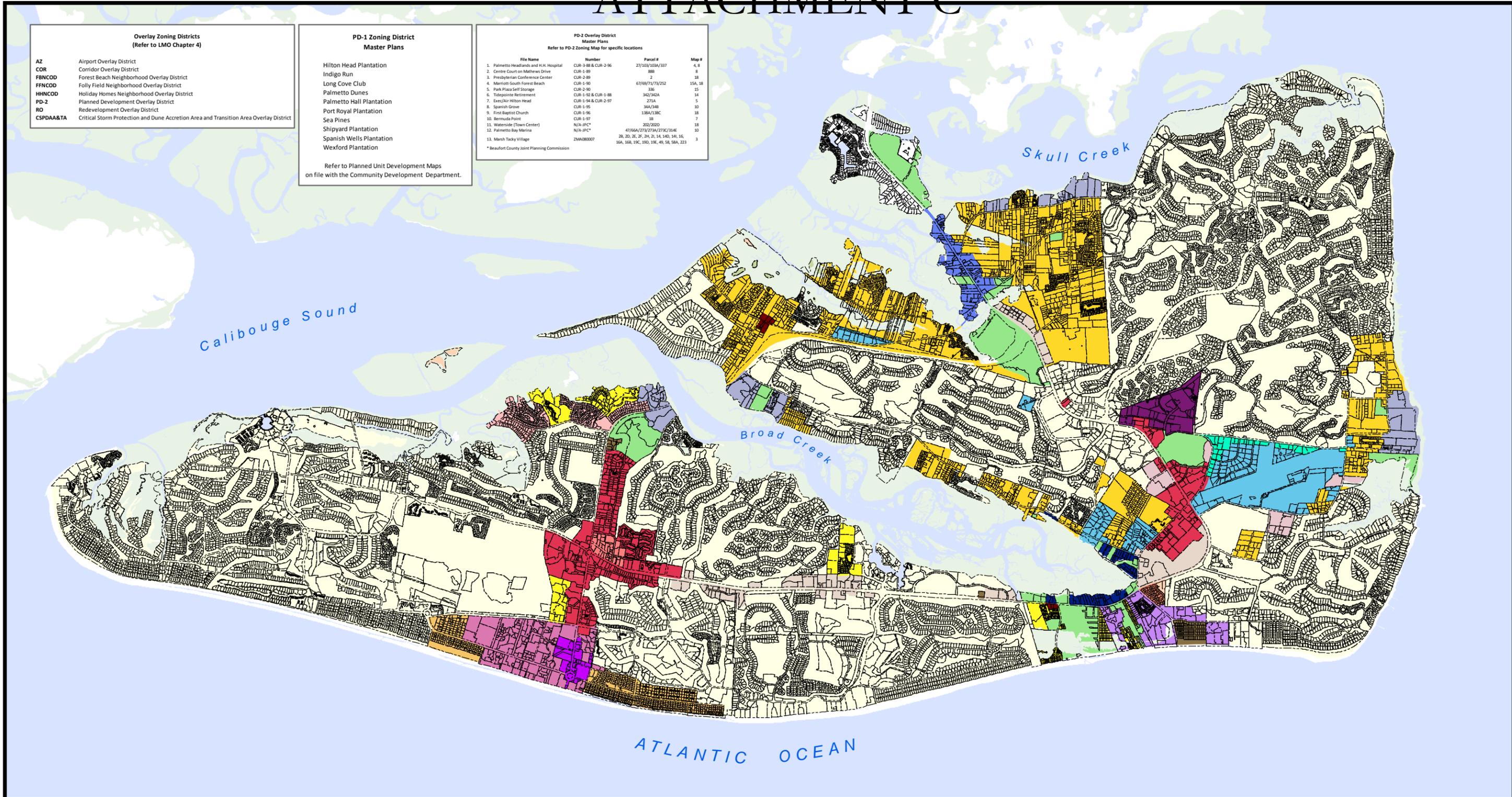
Overlay Zoning Districts (Refer to LMO Chapter 4)	
AZ	Airport Overlay District
COR	Corridor Overlay District
FBNCOD	Forest Beach Neighborhood Overlay District
FFNCOD	Folly Field Neighborhood Overlay District
HHNCOD	Holiday Homes Neighborhood Overlay District
PD-2	Planned Development Overlay District
RO	Redevelopment Overlay District
CSPDAA&TA	Critical Storm Protection and Dune Accretion Area and Transition Area Overlay District

PD-1 Zoning District Master Plans	
Hilton Head Plantation	
Indigo Run	
Long Cove Club	
Palmetto Dunes	
Palmetto Hall Plantation	
Port Royal Plantation	
Sea Pines	
Shipyard Plantation	
Spanish Wells Plantation	
Wexford Plantation	

Refer to Planned Unit Development Maps on file with the Community Development Department.

PD-2 Overlay District Master Plans			
Refer to PD-2 Zoning Map for specific locations			
File Name	Number	Parcel #	Map #
1. Palmetto Headlands and H.H. Hospital	CUR-3-88 & CUR-2-96	27/103/103A/337	4, 8
2. Centre Court on Mathews Drive	CUR-1-89	888	8
3. Presbyterian Conference Center	CUR-2-89	2	18
4. Marriott South Forest Beach	CUR-1-90	67/68/71/71/252	15A, 18
5. Park Plaza Self Storage	CUR-2-90	336	15
6. Tidewater Retirement	CUR-1-92 & CUR-1-88	342/342A	14
7. Exec/Air Hilton Head	CUR-1-94 & CUR-2-97	271A	5
8. Spanish Grove	CUR-1-95	34A/34B	10
9. First Baptist Church	CUR-1-96	138A/138C	18
10. Bermuda Point	CUR-1-97	18	7
11. Waterside (Town Center)	N/A-SPC*	202/202D	18
12. Palmetto Bay Marina	N/A-SPC*	47/66A/271/271A/271B/271C/3146	10
13. Marsh Tacky Village	ZMA08007	28, 29, 30, 31, 34, 35, 14, 140, 141, 15, 16A, 16B, 19C, 19D, 19E, 49, 58, 58A, 223	3

* Beaufort County Joint Planning Commission



Town of Hilton Head Island OFFICIAL ZONING DISTRICT MAP

Effective Date*: July 21, 1998
Last Update**: June 15, 2010

* Effective Date is the most recent date the entire Zoning Map was adopted by Town Council.
** Last Update date is the most recent date any amendments to the Zoning District Map were adopted by Town Council.

Note: The Official Zoning Map is composed of this Official Zoning District Map, the Overlay Zoning District Maps, the Ten PUD Maps and the Official Street Map. This Official Zoning District Map is therefore one component of the Official Zoning Map.

1 inch = 4,500 feet



RESIDENTIAL ZONING DISTRICTS		
RS-2	SINGLE FAMILY	
RS-3	SINGLE FAMILY	
RS-4	SINGLE FAMILY	
RS-5	SINGLE FAMILY	
RS-6	SINGLE FAMILY	
RM-4	LOW TO MODERATE DENSITY	
RM-8	MODERATE DENSITY	
RM-12	MODERATE TO HIGH DENSITY	

COMMERCIAL ZONING DISTRICTS		
OL	OFFICE/INSTITUTIONAL LOW DENSITY	
OM	OFFICE/INSTITUTIONAL MODERATE DENSITY	
OCIL	OFFICE LIGHT COMMERCIAL LIGHT INDUSTRIAL	
NC	NEIGHBORHOOD COMMERCIAL	
CC	COMMERCIAL CENTER	
IL	LIGHT INDUSTRIAL COMMERCIAL DISTRIBUTION	
DCW	DUNNAGANS COMMERCIAL WALKING	
CCW	COLIGNY COMMERCIAL WALKING	

MIXED USE ZONING DISTRICTS		
PD-1	PLANNED DEVELOPMENT	
MMU	MARSHFRONT MIXED USE	
SMU	STONEY MIXED USE	
WMU	WATER-ORIENTED MIXED USE	

RESORT DEVELOPMENT ZONING DISTRICTS		
CFB	CENTRAL FOREST BEACH	
RD	RESORT DEVELOPMENT	

OTHER ZONING DISTRICTS		
PR	PARKS, RECREATION AND PUBLIC FACILITIES	
CON	CONSERVATION	

The upland boundary of the Conservation Zoning District corresponds to the OCRM Critical Line and therefore, is approximately co-terminus with all tidal wetlands and the upland boundary of the beach as defined in Section 8-1-112 of the Municipal Code and extends outward to the Town Jurisdictional Boundary as defined within Section 2-1-20 of the Municipal Code of the Town of Hilton Head Island, South Carolina. (Reference: LMO Section 15-4-203, Conservation District)

ATTACHMENT D

October 14, 2010

Community Development Department
One Town Center Court
Hilton Head Island SC29928

This letter is a request for rezoning two lots located at 2 and 4 Marina Side Drive, Hilton Head Island SC, shown on the plat attached. The current zoning is OL (Office Institutional Low Intensity). The request is to change to CC (Commercial Center).

A. Consistency with the Comprehensive Plan. This request for a zoning change to CC is consistent with the Comprehensive Plan. The request is for the property to be zoned CC is more in keeping with the commercial uses in the surrounding William Hilton Parkway area. The CC use fits the Comprehensive Plan's objective of having commercial property situated where it serves the Island residence and guests in a safe and efficient manner

The property at 2 Marina Side Drive was redeveloped within the last two (2) years by the owner prior to his death. The redevelopment significantly improved a long vacant run down restaurant to a Verizon store that is esthetically pleasing and adds to the commercial character of the surrounding properties.

The Land Use component of the Comprehensive Plan states that infill development in the commercial context should be a focus for future development. This rezoning request would allow that to happen. The Comprehensive Plan further indicates current zoning classifications should be reviewed and revisions made where necessary.

B. Compatibility with the present zoning and conforming uses of nearby property and to the character of the neighborhood. Surrounding properties include the Hilton Head Diner, a self-storage facility, and a miniature golf course. Across William Hilton Parkway is a gas/convenience store. Rezoning the subject parcels to CC would be in total compliance with the neighborhood.

Both lots lend themselves to CC zoning which is more consistent with that of surrounding properties. It is the highest and best zoning for use since it would produce a higher value in employment and tax revenues. There are three accesses from William Hilton Parkway, Marina Side Drive North and South and Yacht Cove Drive this assists in maintaining limited traffic congestion which is consistent with the Comprehensive Plan.

C. Suitability of the property affected by the amendment for uses permitted by the district that would be made applicable by the proposed amendment. The Verizon Building, (2 Marina Side Drive) is an existing facility dealing in retail sales and service of cell phones, accessories and communication contracts. That use is consistent with CC

ATTACHMENT D

zoning. The property at 4 Marina Side Drive is vacant and is suitable for a CC zoning classification.

D. Suitability of the property affected by the amendment for uses permitted by the district applicable to the property at the time of the proposed amendment. The property at 2 Marina Side Drive is a 1 acre site with a 2,800 square ft building that is currently being leased to Verizon for retail sales and service. The property at 4 Marina Side Drive is a 1.34 acre vacant lot on William Hilton Parkway. The property at 4 Marina Side Drive is suitable for infill commercial development.

E. Marketability of the property affected by the amendment for uses permitted by the district applicable to the property at the time of the proposed amendment. There is currently a glut of empty office space on Hilton Head and rents have decreased in this economic climate. Including retail possibilities through rezoning will increase marketability. The rezoning will substantially increase the marketability of the property.

F. Availability of sewer, water and storm water facilities generally suitable and adequate for the proposed use. Documentation attached from Broad Creek Public Service District. The area has been developed for a number of years and storm water drainage is in and adequate. Water and sewer are available to the site. See attached.

Memo

To: Planning Commission
From: Darrin Shoemaker, Traffic and Transportation Engineer (Voice (843)341-4774)
(Cell (843)384-5021)
Via: Teri Lewis, LMO Official
Date: 03/03/2011
Re: 2010 Traffic Monitoring and Evaluation Report

Recommendation: It is recommended that the Planning Commission review the 2010 Traffic Monitoring and Evaluation Report, solicit public comments at their March 16th, 2011 public meeting, and endorse the report and its findings, forwarding any supplemental comments and/or recommendations in writing to Town Council.

Summary: The report summarizes the results of the Town's annual traffic volume data collection efforts undertaken on an average June weekday, traffic engineering operational analysis of all signalized intersections within the Town as well as Sea Pines Circle, and recommendations to mitigate intersections found to be operating outside of the Town's operational goals for signalized intersections and roundabouts. The volume data in the report becomes the most current for use in evaluating potential traffic impacts associated with development reviews.

Background: This report, prepared in accordance with the requirements of Land Management Ordinance (LMO) Section 16-5-1311, is presented annually to the Planning Commission by the LMO Official, also required by Section 16-5-1311. This section states that this report will be forwarded to Town Council when it is provided to the Planning Commission, which has been done. The referenced LMO section states that the Planning Commission will hold a public meeting concerning the report, elicit comments from the public, and forward any supplemental comments or recommendations to Town Council following the public meeting. The Planning Commission has traditionally taken a formal vote to endorse the report, as well as on any subsequent comments or recommendations to be forwarded to Town Council.

To: Hilton Head Island Planning Commission

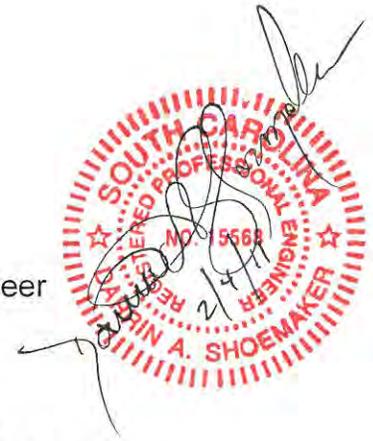
From: Darrin A. Shoemaker, Traffic and Transportation Engineer

Via: Teri Lewis, LMO Official

Cc: Charles Cousins, Director of Community Development
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer
Honorable Drew A. Laughlin, Mayor
Town Council

Date: February 4th, 2011

Re: 2010 TRAFFIC MONITORING AND EVALUATION REPORT



PART ONE – INTRODUCTION

As required by Section 16-3-1311 of the Town's Land Management Ordinance (LMO), this report will summarize 2010 traffic volume demand on the Town's primary roadway network and recommend improvements to mitigate any operating conditions identified as being out of compliance with the Town's adopted operational goals outlined in Section 16-5-1103 of the LMO. The minimum requirements of the report as outlined in Section 16-3-1311 of the LMO are: 1) Summary of June 2010 weekday morning and afternoon peak hour turning movement counts for all signalized intersections within the Town as well as Sea Pines Circle 2) Summary of twenty-four hour volume demand on the Town's major arterials 3) Historical trends during the previous five years for twenty-four hour traffic demand on the Town's major arterials 4) Description of existing operating conditions as compared with the adopted traffic goals by utilizing the methodology outlined in the current edition of the Transportation Research Board's *Highway Capacity Manual*, and how these conditions have changed since the preparation of the 2009 Traffic Monitoring and Evaluation Report, and 5) Recommendations on improvements to mitigate any existing conditions found to be non-compliant with the Town's goals. The Town's adopted traffic goals may be summarized as requiring a volume-to-capacity ratio of 0.9 or lower and an average total delay-per-vehicle of 55 seconds or less at each signalized intersection during the morning and afternoon peak hours of an average June weekday. The Town's operational goal for roundabouts is an average total delay of 150 seconds or less from the point of deceleration to entering the roundabout during an average June weekday. The Town's LMO requires that each signalized intersection be analyzed annually, and that Sea Pines Circle be analyzed in years that are multiples of five. The distinction between average total delay and average stopped delay is outlined on page two of this report.

This report will examine both morning and afternoon weekday peak hour demand at signalized intersections and Sea Pines Circle within the Town in accordance with the definition of "peak hour" offered in Chapter 10 of the LMO. The LMO requires that this report be based on data collected on the 45th-highest volume day of the year, in order to avoid the identification of deficiencies based on unusually high traffic volume periods such as major summer holiday weekends and the Heritage golf tournament. Previous evaluations of available traffic data have concluded that a midweek period during the first or second week of June approximates the traffic volume demand required for analysis, so this report is based on data collected on Tuesday, Wednesday and Thursday during the first half of June 2009. The peak hour intersection turning movement counts presented in this report were collected with sophisticated video camera traffic counting devices on Tuesday, June 8th, Wednesday, June 9th, and Thursday, June 10th, 2010. The Town's Engineering Division attempted to ensure that the data in this report was collected accurately on a "typical" weekday that was not unduly influenced by outside factors such as adverse weather, vehicle collisions or road construction. Despite these efforts, year-to-year fluctuations in demand are routinely evident, and can sometimes be unpredictable or difficult to rationalize. Due to these variations, this report includes historical data that enables the reader to draw conclusions based on multi-year traffic volume trends in addition to the spot morning and afternoon peak hour data collected each June. All of the traffic counts collected in June 2010 were judged by staff to be consistent with expectations based on previous counts, and none of the data provided in this report was found to be aberrant or unsuitable for analysis purposes.

The operating goals for all signalized intersections as outlined in Section 16-5-1003 of the LMO are based on the volume-to-capacity (v/c) ratio and the average delay experienced by motorists based on operating conditions during the weekday morning and afternoon peak traffic volume hour. The volume-to-capacity ratio is essentially a percentage of the intersection's capacity to discharge traffic that is being demanded, and the intersection's capacity can be influenced by the operational characteristics of a traffic signal. The operational goals are a v/c ratio that does not exceed 0.90 during these peak hours, or ninety percent of the intersection's theoretical hourly capacity, and an average total delay of 55 seconds or less experienced by motorists when passing through the intersection during peak volume hours. Total delay is greater than actual stopped time. When approaching a traffic signal, a motorist must often slow their vehicle in response to stopped traffic ahead. The motorist may or may not have to come to a complete stop at the signal. When traffic begins to flow again, a period of time is required for the motorist to accelerate to normal travel speed and free themselves from the restrictions imposed by surrounding stopped vehicles. Total delay is the additional time required for a motorist to complete all of these actions and successfully pass through the vicinity surrounding a signalized intersection over that

amount of time which would have been required for the motorist to pass through the area at a normal travel speed if no traffic signal or intersection were present. Total delay, therefore, may be experienced by motorists that are not even confronted with a red traffic signal if traffic congestion at the signal causes the motorist to slow.

Capacity can typically be maximized at a signalized intersection by ensuring that the signal changes as infrequently as is practical. Each time a traffic signal changes, one group of motorists must come to a stop while flow must be reestablished on a different group of traffic lanes. There are always a couple of seconds where no one at all is moving. Therefore, a signalized intersection's capacity can theoretically be increased by changing traffic signals less frequently, thereby reducing signal changes and their associated starts and stops. Traffic signals within the Town change somewhat infrequently (usually every two to three minutes) during peak volume hours in order to help ensure that capacity is increased and the Town's capacity-based goals are met. Changing signals less frequently, however, means that motorists may be delayed for relatively long periods of time, however, and this can cause the average delay experienced by motorists to increase. Therefore, the Town's delay-based goal ensures that we do not change the signals so infrequently that we penalize motorists with inordinately long delays while awaiting display of a green signal. The traffic engineer's job is to balance these competing interests by operating the signal in a fashion that affords the required capacity without causing excessive delays. Intersections where capacity is the primary concern, such as the more northerly signals on William Hilton Parkway at peak volume hours, have signals that change *infrequently* in order to *move as much traffic as possible*. Intersections where the need to provide maximum capacity is not as great, such as those on Palmetto Bay Road or all traffic signals late at night, change more *frequently* in order to *reduce delays to motorists*.

PART TWO – TURNING MOVEMENT COUNTS AT SIGNALIZED INTERSECTIONS – JUNE 2010 PEAK VOLUME HOURS

Turning movement counts for all signalized intersections during the intersection's morning and afternoon peak volume hours as recorded on Tuesday, June 8th, Wednesday, June 9th, and Thursday, June 10th, 2010 are summarized in diagrammatic form in Appendix A. Each turning movement diagram includes a total peak hour intersection demand and a total peak hour demand for each traffic "movement." At a conventional four-way cross-type intersection, motorists may typically turn left, proceed straight through the intersection, or turn right, generating three possible traffic "movements" from each intersection approach. U-turns are also a fourth possible movement, but are typically infrequent at signalized intersections and can be combined with left-turn movements for analysis purposes. Pedestrians or bicyclists *crossing* that intersection approach constitute another movement. On each of the diagrams, the percentage change in the June 2010 turning movement volume

relative to the June 2009 figure is rounded to the nearest whole percent is shown, except where volume did not reach fifty vehicles in either of the two years. The percentage change in the total intersection volume demand is shown rounded to the nearest tenth of one percent in the center of the diagram. Where pedestrian or bicycle crossing activity was observed, this demand is shown as a pedestrian demand adjacent to the vehicular volume data for each approach. Therefore, the pedestrian volume data reflects total number of crossings, regardless of the direction in which the crossing took place. For purposes of consistency, the off-island (westbound) direction is shown to the right of each diagram for William Hilton Parkway, and the on-island direction toward Sea Pines Circle is shown to the left. The diagrams for Palmetto Bay Road and Pope Avenue show the off-island direction toward the Charles Fraser toll bridge at the top of the diagram, and the on-island direction toward Coligny Circle at the bottom of the diagram.

PART THREE – AVERAGE DAILY DEMAND ON MAJOR TOWN ARTERIALS

Average twenty-four hour traffic demand at strategic locations on major arterials within the Town as counted on Tuesday, June 8th, through Thursday, June 10th, 2011 is shown in Table One on the following page. Comparable figures are shown for each of the ten count locations throughout the Town for each year from 2005 through 2010. The 2005 column is included in order to enable five-year change comparisons as required by the LMO. The *average annual rate of change during the previous five years* for each location is shown in the far right column. When reviewing Table One, it is important to note that the word east or south may also be read as “on-island side of” and the word west may be read as “off-island side of” in each instance. A map showing the exact location of each count location shown in Table One is included as Appendix B to this report.

Table Two, a new feature in this year’s *Traffic Monitoring and Evaluation Report*, shows similar data supplied by the South Carolina Department of Transportation for average daily traffic demand on US 278 on Jenkins Island near the J. Wilton Graves (Skull Creek) bridge, for the years 2004 through 2009. The 2010 figure has not been released by their Department at the time of this report. Since these figures purport to be average demand over the course of a calendar year, they are generally about ten percent less than the 85th percentile demand data collected by the Town in June of each year.

TABLE ONE

24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND – JUNE 2005-2010

Map Ref.	Location	2005	2006	2007	2008	2009	2010	%change/yr.
1)	Wm. Hilton Pkwy. at J. Wilton Graves Br.	58,811	62,855	57,524	53,479	53,949	55,275	-1.2
2)	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	52,769	54,445	51,054	50,066	53,971	53,946	+0.4
3)	Wm. Hilton Pkwy. east of Whooping Crane	49,348	48,404	45,934	44,848	46,600	45,444	-1.6
4)	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	35,193	34,275	32,143	34,535	32,231	32,578	-1.5
5)	Wm. Hilton Pkwy. west of Queens Folly Rd	43,818	43,029	40,671	37,888	39,856	39,699	-2.0
6)	Wm. Hilton Pkwy. west of Arrow Road	33,912	32,026	30,350	28,585	30,940	31,036	-1.8
7)	Pope Avenue south of New Orleans Rd.	37,306	33,817	32,007	29,991	29,990	30,700	-3.8
8)	Palmetto Bay Rd. south of Pt. Comfort Rd.	25,852	25,716	24,795	23,870	23,558	23,678	-1.7
9)	Sol Blatt Jr. XIP south of W.Hilton Pkwy.	15,524	15,495	16,230	17,717	13,904	14,412	-1.5
10)	Sol Blatt Jr. Cross-Is. at Toll Plaza	26,215	24,740	26,241	23,793	24,339	23,446	-2.2
TOTAL OF ALL TEN STATIONS		378,748	374,802	356,949	344,772	349,338	350,214	
Town-Wide Rate of Change – 2009-2010 =								+ 0.2 % *
Town-Wide Rate of Change – 2008-2009 =								+ 1.3 % *
Effective Town-Wide Annual Rate of Change – 2005-2010 =								- 1.6 % *

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

TABLE TWO

SCDOT 24-HOUR AVERAGE BI-DIRECTIONAL DEMAND ON HHI BRIDGES
(by calendar year)

2004 -	51000		
2005 -	50000		
2006 -	48900	% change 2008 vs. 2007:	-4.6%
2007 -	50200	% change 2009 vs. 2008:	-0.6%
2008 -	47900	Avg. annual rate of change 2004 – 2009:	-1.4%
2009 -	47600		

As shown in Table One, the twenty-four hour June 2010 traffic counts increased a very small 0.2 percent relative to the June 2009 counts, and the June 2009 counts were up 1.3 percent from those collected in June 2008. Traffic demand on Hilton Head Island increased dramatically until 2000, and then the rate of increase leveled off a bit. Peak demand occurred in 2005, and then the years 2005 through 2008 recorded significant decreases during the economic slowdown. It is encouraging to note that our

numbers reached a low point in 2008 and that the years 2009 and 2010 have again resulted in small increases in demand being recorded. The effective average annual rate of change in the twenty-four hour counts considered in aggregate has been a decrease of approximately 1.6 percent when the most recent five-year period is considered, as the increases recorded in 2009 and 2010 have not brought us back to levels recorded in 2005. The only count location experiencing larger traffic demand in 2010 compared with 2005 is William Hilton Parkway just west of the Sol Blatt Jr. Cross Island Parkway interchange.

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

This analysis of the Town’s signalized intersections is based on the traffic volume data collected during the morning and afternoon peak volume hours in June 2010. The analysis was conducted in accordance with the 2000 edition of the Transportation Research Board’s *Highway Capacity Manual* as required by the LMO. The LMO states that the LMO Official will recommend improvements to address instances where the analysis identifies intersection’s operating at more than ninety percent of their theoretical capacity, or that are resulting in average delays exceeding 55.0 seconds per motorist. A summary of existing volume-to-capacity ratios and average total delay per vehicle resulting from analyses conducted of morning peak hour conditions in June 2010 is shown in Table Three below. The same analysis results on the traffic counts collected in June 2009 are included for comparison purposes.

**TABLE THREE – MORNING PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –
JUNE 2010 vs. JUNE 2009**

	2010		2009	
	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd./Chamberlin Drive	0.84	53.6	0.76	18.4
WHP w/ Spanish Wells Rd./Wild Horse Road	0.76	16.8	0.79	19.0
WHP w/ Gumtree Road/XIP Ramps	0.79	42.6	0.84	53.9
WHP w/ Wilborn Road/Jarvis Park Road	0.81	26.5	0.81	25.8
WHP w/ Pembroke Dr./Museum Street	0.74	19.1	0.71	20.0
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.70	32.2	0.65	29.4
WHP w/ Beach City Rd./Gardner Dr.	0.58	24.1	0.62	22.9
WHP w/ Mathews Drive (north)	0.53	38.5	0.57	39.2
WHP w/ Dillon Road	0.56	20.0	0.62	24.5
WHP w/ Coggins Pt. Rd.	0.53	38.2	0.52	38.8
WHP w/ Beachwood Dr.	0.34	8.5	0.38	8.7
WHP w/ Folly Field Rd./Mathews Dr.	0.42	27.6	0.48	27.9

WHP w/ Singleton Bch. Rd.	0.54	4.3	0.51	4.4
WHP w/ Mall Boulevard	0.52	24.4	0.45	21.7
WHP w/ Queens Folly Rd./King Neptune Dr.	0.56	29.5	0.57	30.7
WHP w/ Shipyard Dr./Wexford Dr.	0.46	23.4	0.52	24.7
WHP w/ New Orleans Rd.	0.36	12.8	0.38	12.3
WHP w/ Arrow Road	0.47	22.2	0.47	22.6
Pope Ave. w/ New Orleans Rd./Office Park Rd.	0.51	34.1	0.56	36.1
Pope Ave. w/ Cordillo Parkway	0.48	28.7	0.46	28.3
Palmetto Bay Road w/ Target Road	0.52	22.7	0.53	24.0
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.61	27.0	0.58	25.6

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

Table Three indicates that all of the signalized intersections within the Town of Hilton Head Island are operating in compliance with the LMO-identified goals during the morning peak hour. The intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive has historically operated outside of compliance with the LMO goals during the morning peak hour, but the Town's 2008 sales-tax funded intersection improvement here has provided a third eastbound lane on William Hilton Parkway and has mitigated this deficiency.

Table Four below provides the same information as Table Two, but for the afternoon peak hour. Values failing to satisfy the LMO traffic goals are shown in boldface.

TABLE FOUR – AFTERNOON PEAK HOUR
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –
JUNE 2010 vs. JUNE 2009

	2010		2009	
	v/c	dpv	v/c	dpv
WHP w/ Squire Pope Rd/Chamberlin Drive	1.19	69.4	0.97	80.4
WHP w/ Spanish Wells Rd./Wild Horse Road	0.71	22.2	0.74	23.6
WHP w/ Gumtree Road/XIP Ramps	0.82	46.5	0.70	48.6
WHP w/ Wilborn Road/Jarvis Park Road	0.78	14.4	0.90	18.4
WHP w/ Pembroke Dr./Museum Street	0.90	28.0	0.86	27.1
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.89	29.6	0.90	29.4
WHP w/ Beach City Rd./Gardner Dr.	0.72	23.2	0.83	21.1
WHP w/ Mathews Drive (north)	0.77	42.9	0.78	34.9
WHP w/ Dillon Road	0.73	19.4	0.72	21.4
WHP w/ Coggins Pt. Rd.	0.78	29.0	0.75	27.2
WHP w/ Beachwood Dr.	0.51	7.9	0.52	8.7
WHP w/ Folly Field Rd./Mathews Dr.	0.78	43.2	0.79	43.5
WHP w/ Singleton Bch. Rd.	0.62	5.9	0.68	6.3
WHP w/ Mall Boulevard	0.90	45.2	0.62	29.2
WHP w/ Queens Folly Rd./King Neptune Dr.	0.88	39.4	0.86	41.7

WHP w/ Shipyard Dr./Wexford Dr.	0.74	20.9	0.71	20.9
WHP w/ New Orleans Rd.	0.54	19.2	0.56	19.1
WHP w/ Arrow Road	0.74	36.6	0.67	34.5
Pope Ave. w/ New Orleans Rd./Office Park Rd.	0.83	41.8	0.91	44.2
Pope Ave. w/ Cordillo Parkway	0.79	46.9	0.73	45.8
Palmetto Bay Road w/ Target Road	0.67	26.6	0.71	28.3
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.82	36.3	0.78	30.5

v/c – volume-to-capacity ratio

dpv – average total delay per vehicle in seconds

WHP-William Hilton Parkway

The intersection of William Hilton Parkway with Squire Pope Road/Chamberlin Drive during the afternoon peak hour is the only intersection within the Town that is failing to meet the operational goals outlined in the LMO. This intersection has failed to meet the goals for at least ten years now, and analysis has historically shown that this cannot be mitigated and brought into compliance with the LMO goals without widening to construct a third westbound lane through the intersection on William Hilton Parkway. This was originally included in the Town's 2008 improvement project, but was ultimately deleted due to impacts to an adjoining residential neighborhood. Total intersection volume during the afternoon peak hour at this intersection increased three percent over that tallied in June 2009.

As stated previously, intersection capacity and average delay experienced at any signal is greatly influenced by the way that a signal is timed, and shifts in demand among various traffic movements may warrant adjustments to a signal's timing to ensure optimum performance. Where analyses of peak hour operations based on our updated June 2010 traffic counts indicate that revisions to a traffic signal's timing may benefit operations, the analysis is repeated a number of times to determine the optimum signal timing. Adjustments are then implemented at once via the Town's central traffic signal computer system, and the improved analysis results are reflected in this report. Signals that had timing adjustments implemented in response to the analysis results reflected in this report included all of the signals on the north end of William Hilton Parkway from Squire Pope Road to Beach City Road, William Hilton Parkway with Coggins Point Road, William Hilton Parkway with Arrow Road, and Palmetto Bay Road with Arrow Road and Point Comfort Road.

Detailed capacity analyses yielding the results for each intersection during both the morning and afternoon peak hours that are summarized in Tables Two and Three are available for review in the office of the Traffic and Transportation Engineer.

PART FIVE – ANALYSIS OF SEA PINES CIRCLE

The LMO requires that peak hour turning movement counts and subsequent analyses of Sea Pines Circle be reflected in this report in years that are multiples of five, due to the complexities involved in developing turning movement counts at such a large roundabout that include monitoring each individual vehicle to determine its point of entry and egress. Sea Pines Circle experiences a peak period near midday that far exceeds demand during the traditional morning “rush hour” peak period. The Town has therefore traditionally collected turning movement data for each of the morning, midday, and afternoon peak hours. Since U-turn movements have more of an impact on the intersection of a roundabout than at a conventional signalized intersection, they are counted as a separate, fourth movement from each approach. The turning movement count results for June 2010 are shown on pages A-45 through A-47 in Appendix A. The analysis results yielding volume-to-capacity ratios and total delay per vehicle for each approach to Sea Pines Circle and for each of the peak periods are summarized and compared with similar results obtained from June 2005 data in Table Five below

TABLE FIVE – SEA PINES CIRCLE ANALYSIS RESULTS

	<u>2010</u>		<u>2005</u>	
	<u>v/c</u>	<u>dpv</u>	<u>v/c</u>	<u>dpv</u>
<u>MORNING PEAK HOUR (8:00 a.m.- 9:00 a.m.)</u>				
William Hilton Parkway	0.62	8.4	0.68	10.6
Palmetto Bay Road	0.94	28.0	1.29	148.1
Pope Avenue	0.64	8.5	0.68	10.1
Greenwood Drive	0.51	7.8	1.12	85.8
<u>MIDDAY PEAK HOUR (11:30 a.m.- 12:30 p.m.)</u>				
William Hilton Parkway	1.03	51.3	1.15	92.5
Palmetto Bay Road	1.03	50.6	1.34	169.9
Pope Avenue	0.95	30.6	1.19	104.7
Greenwood Drive	0.87	24.3	1.12	82.5
<u>AFTERNOON PEAK HOUR (4:30 p.m.- 5:30 p.m.)</u>				
William Hilton Parkway	0.92	30.9	1.20	113.1
Palmetto Bay Road	1.03	48.5	1.60	283.9
Pope Avenue	1.16	94.2	1.25	130.2
Greenwood Drive	0.76	14.8	0.99	46.4

v/c – volume-to-capacity ratio
 dpv – average total delay per vehicle

Total demand on Sea Pines Circle in June 2010 decreased twenty-four, thirteen, and sixteen percent for the morning, midday, and afternoon peak hours, respectively, over the total demand recorded in June 2005. The analysis results reflected in Table Five are indicative of how these significant decreases in traffic demand can have dramatic impact on the operation of a roundabout intersection that operates near its capacity. Town of Hilton Head Island Capital Improvements Projects such as the 2007 Office Park Road realignment project have also contributed to decreases in demand on Sea Pines Circle. As none of the approach total delays indicated in Table Five exceed 150 seconds per vehicle, Sea Pines Circle is found to be operating within the Town's operational goal for roundabouts.

PART SIX – INTERSECTIONS OPERATING OUT OF COMPLIANCE WITH TOWN OPERATIONAL GOALS IN JUNE 2010

INTERSECTION OF WM. HILTON PARKWAY WITH SQUIRE POPE ROAD

This intersection was the only intersection found to be non-compliant with the Town's operational goals in June 2010. The intersection was greatly improved in 2008 with a sales-tax funded intersection improvement project that was accomplished in accordance with the Town's capital improvements program. The improvement provided additional intersection capacity in the form of side street improvements and most notably a third eastbound, or "on-island" through lane on William Hilton Parkway. This improvement has successfully mitigated the intersection and brought it into compliance with the Town's adopted goals during the morning peak hour. The Town also extended a third auxiliary lane westward from Old Wild Horse Road to Squire Pope Road in association with this project, providing an exclusive right-turn lane to serve westbound motorists turning onto Squire Pope Road. The side street improvements have enabled the Town to improve the level-of-service afforded to motorists entering from Squire Pope Road while maintaining adequate through traffic flow on William Hilton Parkway. The improvement project has provided increased capacity and reduced delay during the afternoon peak period, but the intersection remains non-compliant with the Town's operating goals during the afternoon peak hour, exhibiting a volume-to-capacity ratio of 1.19 and an average delay-per-vehicle of 69.4 seconds in June 2010. While these results are vastly improved over pre-2008 conditions, analysis of this intersection over the past decade or more has consistently indicated that the provision of a third off-island through lane on William Hilton Parkway is required to successfully mitigate this intersection and bring its operation into compliance with the Town's adopted operational goals during the afternoon peak hour. This is due to the density of the traffic stream on off-island William Hilton Parkway during the afternoon peak volume hour. The Town attempted to include this improvement in the 2008

intersection improvement project, but was unsuccessful in including it due to resulting impacts to an adjoining residential community. The intersection is very likely to continue to operate non-compliant with the Town's operational goals while there remain only two off-island lanes available for through traffic.

PART SEVEN – INTERSECTIONS FOUND NON-COMPLIANT WITH OPERATIONAL GOALS IN JUNE 2009 AND COMPLIANT IN JUNE 2010

INTERSECTION OF POPE AVENUE WITH NEW ORLEANS ROAD AND OFFICE PARK ROAD

This intersection was improved in 2007 in conjunction with the Office Park Road realignment project, which included widening of the new Office Park Road approach to the intersection. An afternoon peak hour analysis of demands recorded in June 2009 indicated a volume-to-capacity ratio of 0.91 and an average delay-per-vehicle of 44.2 seconds. The June 2010 figures were 0.83 and 41.8 seconds for purposes of comparison. The decrease in volume-to-capacity ratio and average delay is primarily the result of a nearly fifty percent decline in the amount of pedestrian/bicycle volume in June 2010 versus June 2009. Pedestrian and bicycle demand on the entire intersection tallied 87 in June 2009 and only 44 in June 2010. This decrease in demand highlights the significant impact that pedestrian and bicycle activity can have on an intersection's performance, as total vehicular demand on the intersection increased five percent in June 2010 over that recorded in June 2009. Some minor decreases in the demands recorded for left turn movements originating from Pope Avenue also contributed to the improved results indicative of compliance with the Town's operational goals in June 2010.

PART EIGHT – SUMMARY

Volume demands recorded within the Town in June 2010 were generally approximately 0.2 percent higher than those recorded in June 2009, but remain approximately ten percent lower than the demands recorded in June 2005, which were the highest in the Town's history. Small increases in traffic volume from 2008 through 2010 are evident, but insufficient to offset the significant decline in volume recorded between 2005 and 2008. Only one intersection, that of William Hilton Parkway with Squire Pope Road and Chamberlin Drive, was found to be operating outside of the Town's operational goals in June 2010. The intersection was found to be operating in compliance with the goals during the morning peak hour but out of compliance during the afternoon peak hour. Analysis has traditionally shown that this intersection cannot

be brought into compliance with the goals without constructing a third off-island through lane. The intersection of Pope Avenue with New Orleans Road and Office Park Road was also found to be non-compliant with the Town's operational goals during the afternoon peak hour in June 2009, but decreases in pedestrian and bicycle demand as well as in the demand on the left turns originating from Pope Avenue recorded in June 2010 indicated that the Town's operational goals were being met in June 2010. Sea Pines Circle volumes were surveyed and analyzed in June 2010, resulting in a finding that this intersection is operating in compliance with the Town's operational goals for roundabouts.

APPENDIX A

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

JUNE 2010

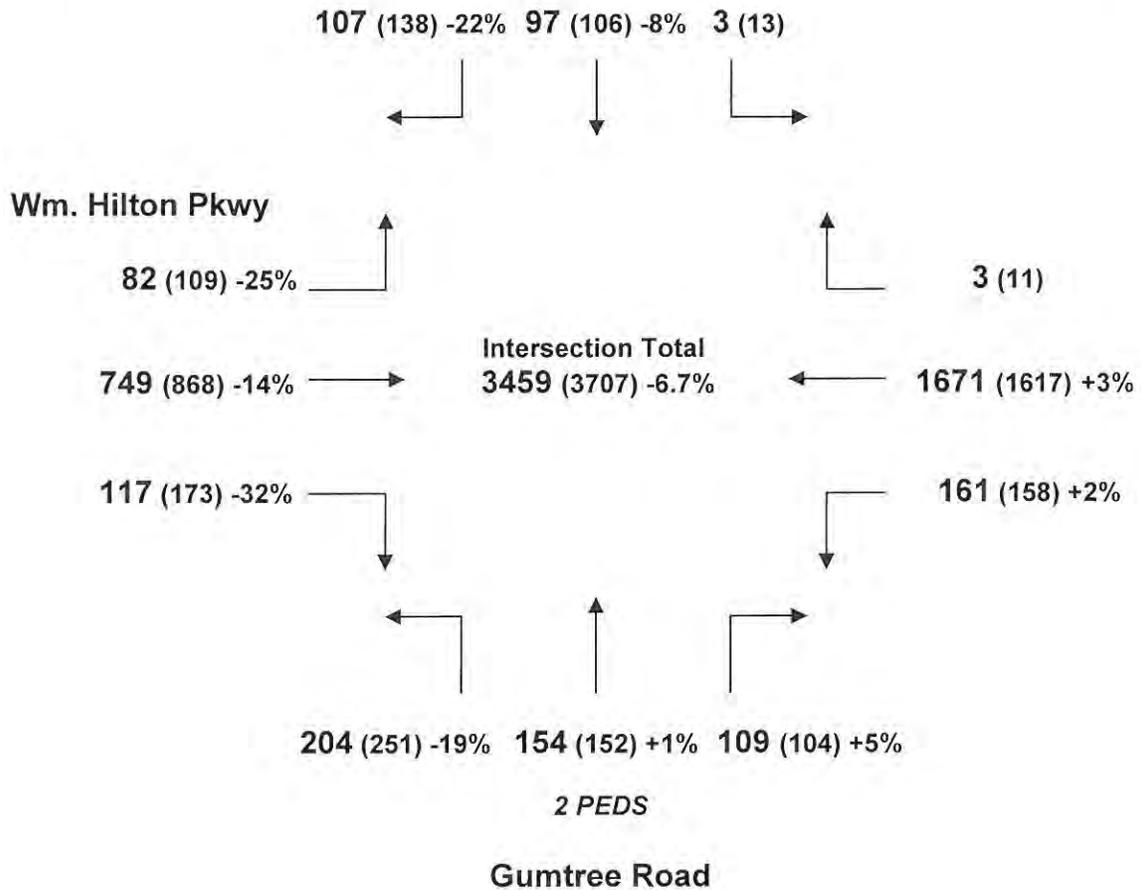
William Hilton Parkway with Gum Tree Road and Cross Island Parkway

A.M. PEAK HOUR (7:45 to 8:45 a.m. – Tue. 6/8/10)

Cross Island Expressway

← Sea Pines Circle

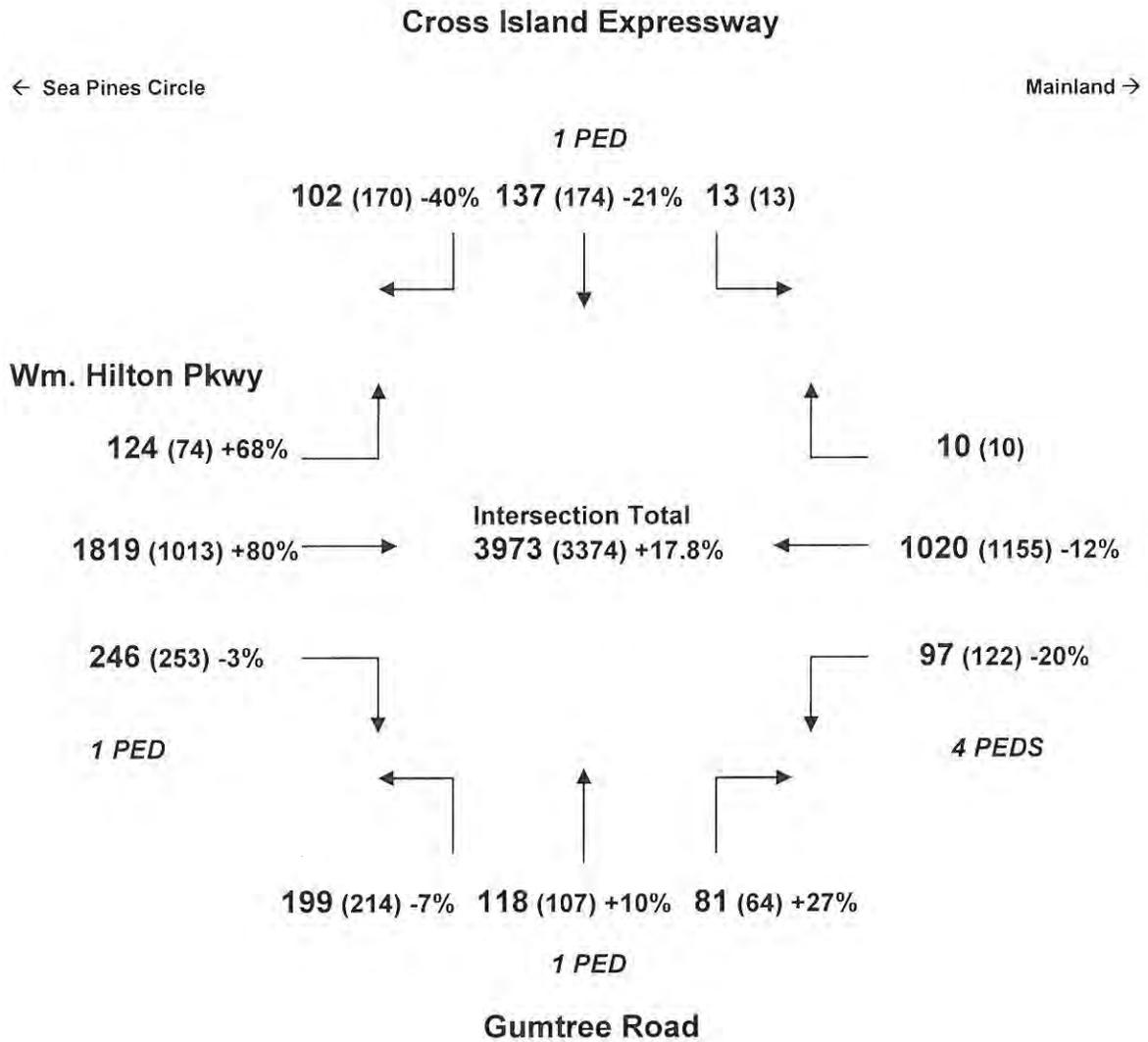
Mainland →



2010 (2009) %chg

William Hilton Parkway with Gum Tree Road and Cross Island Parkway

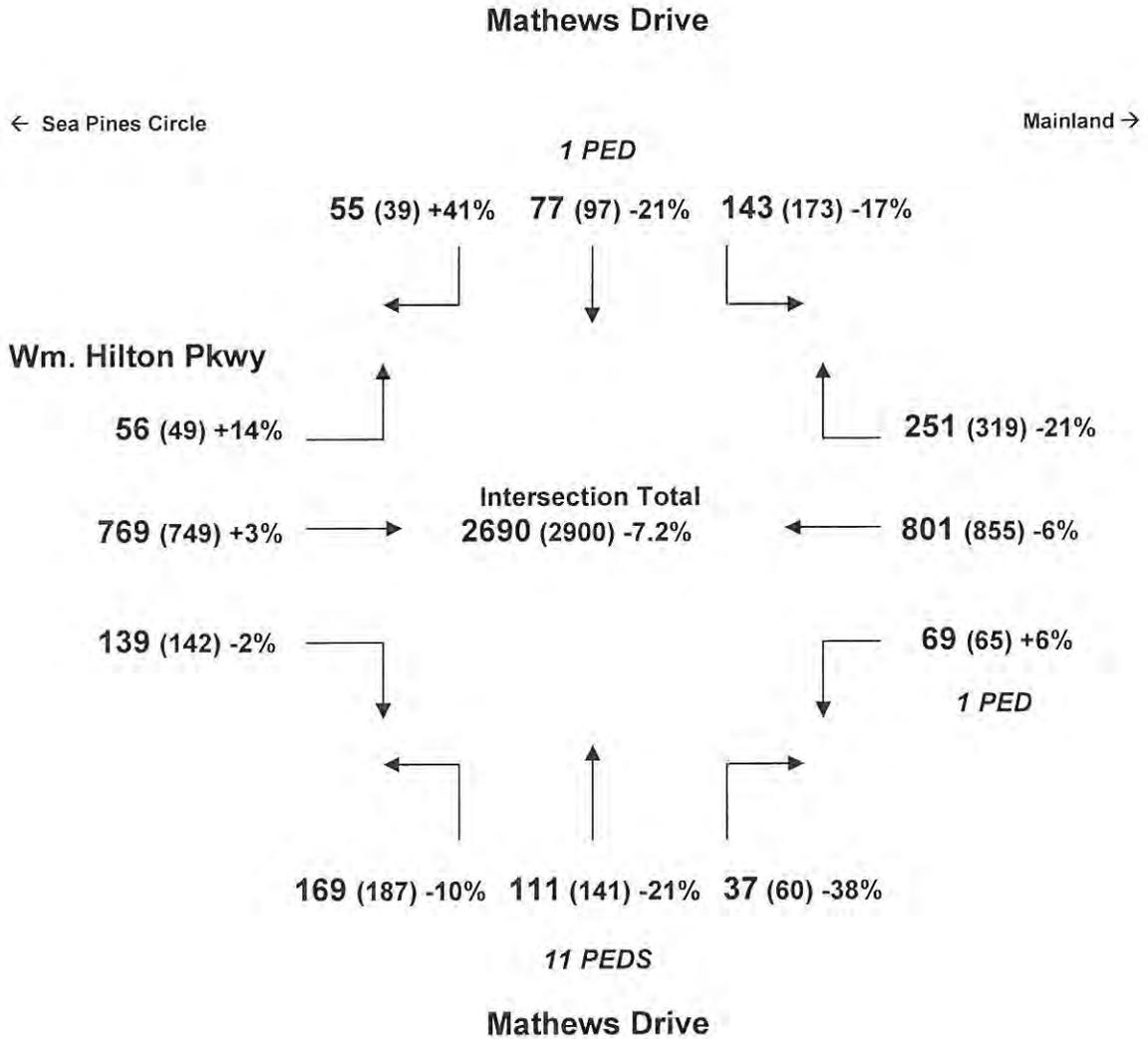
P.M. PEAK HOUR (4:45 to 5:45 p.m. – Thu. 6/8/10)



2010 (2009) %chg

William Hilton Parkway with Mathews Drive (NORTHERN INTERSECTION)

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/8/10)



2010 (2009) %chg

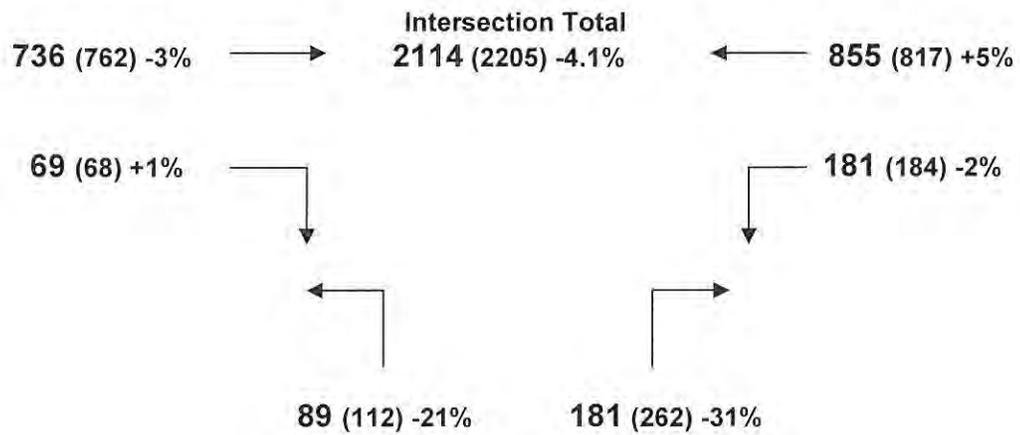
William Hilton Parkway with Coggins Point Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Thu. 6/10/10)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy



3 PEDS

Coggins Point Road

2010 (2009) %chg

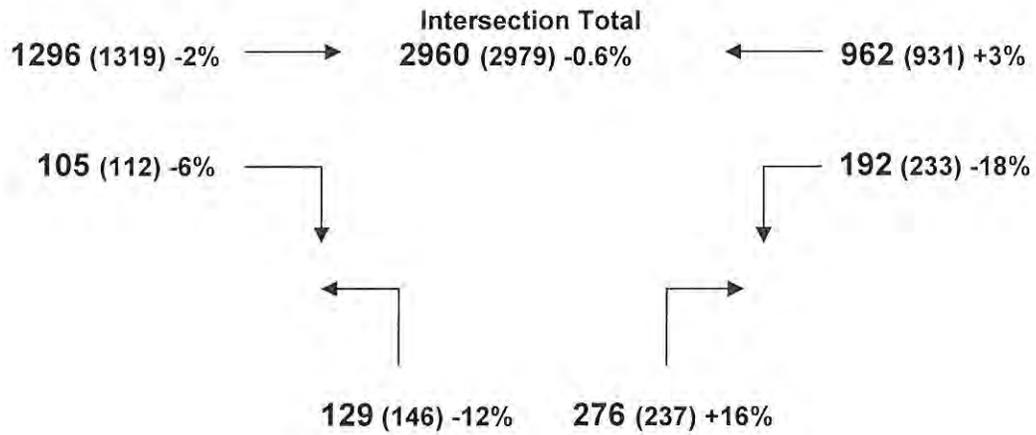
William Hilton Parkway with Coggins Point Road

P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Thu. 6/10/10)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy



*NO PEDS
RECORDED*

Coggins Point Road

2010 (2009) %chg

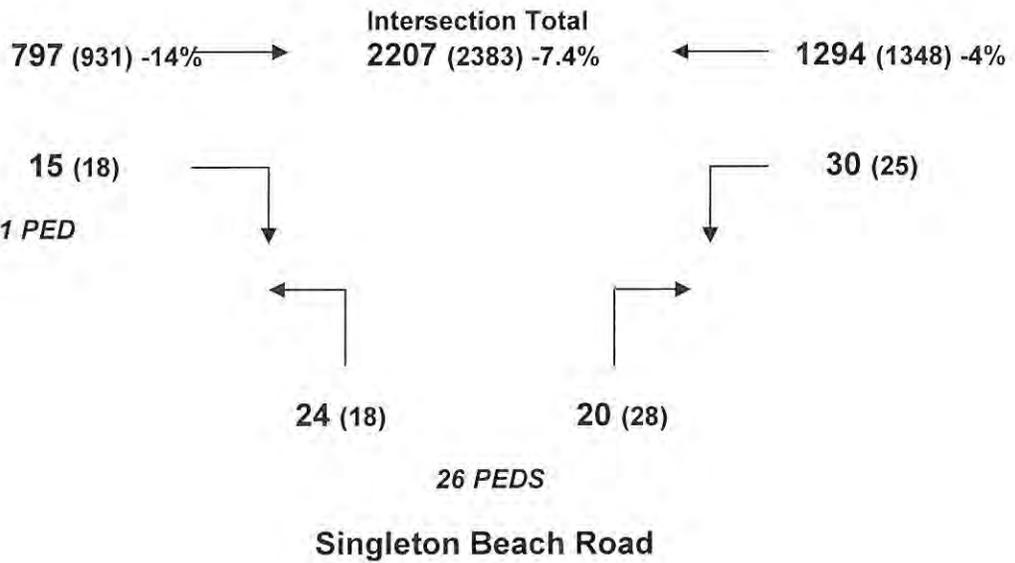
William Hilton Parkway with Singleton Beach Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Wed. 6/9/10)

← Sea Pines Circle

Mainland →

Wm. Hilton Pkwy



2010 (2009) %chg

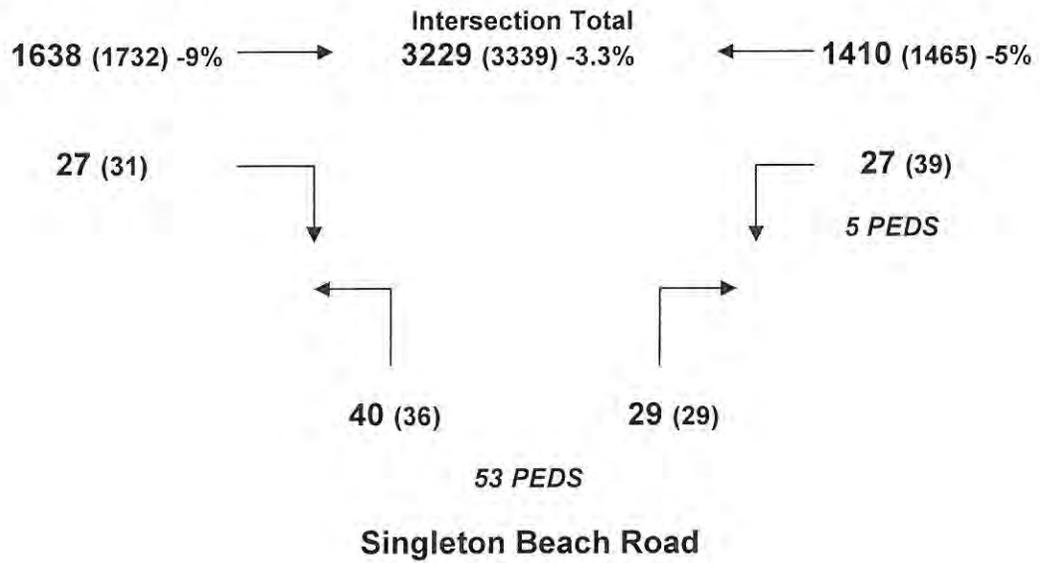
William Hilton Parkway with Singleton Beach Road

P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Wed. 6/9/10)

← Sea Pines Circle

Mainland →

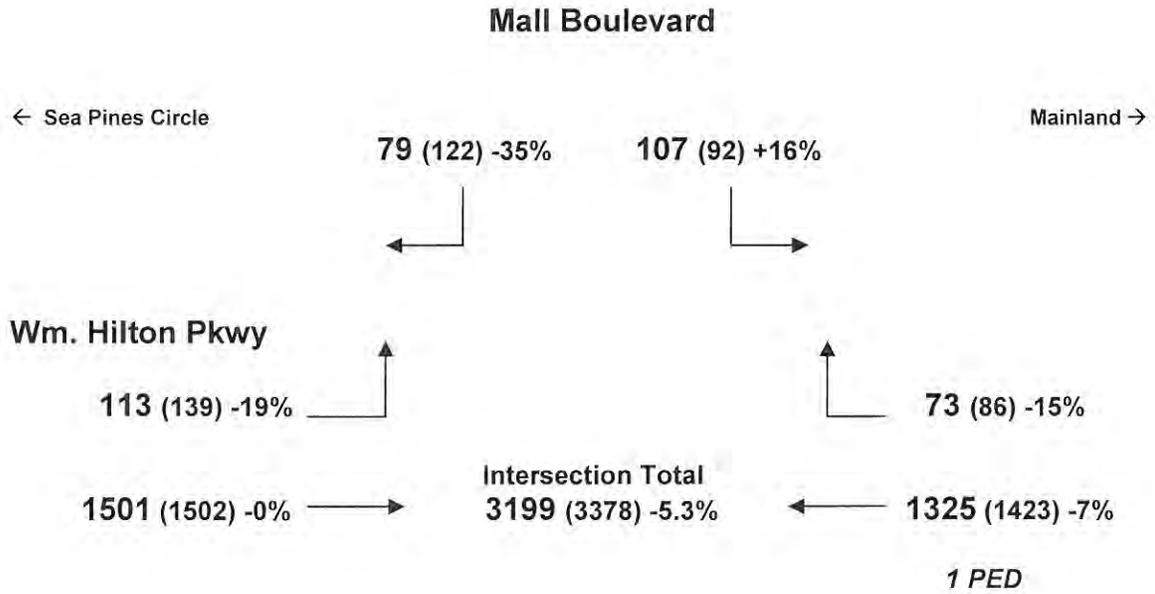
Wm. Hilton Pkwy



2010 (2009) %chg

William Hilton Parkway with Mall Boulevard

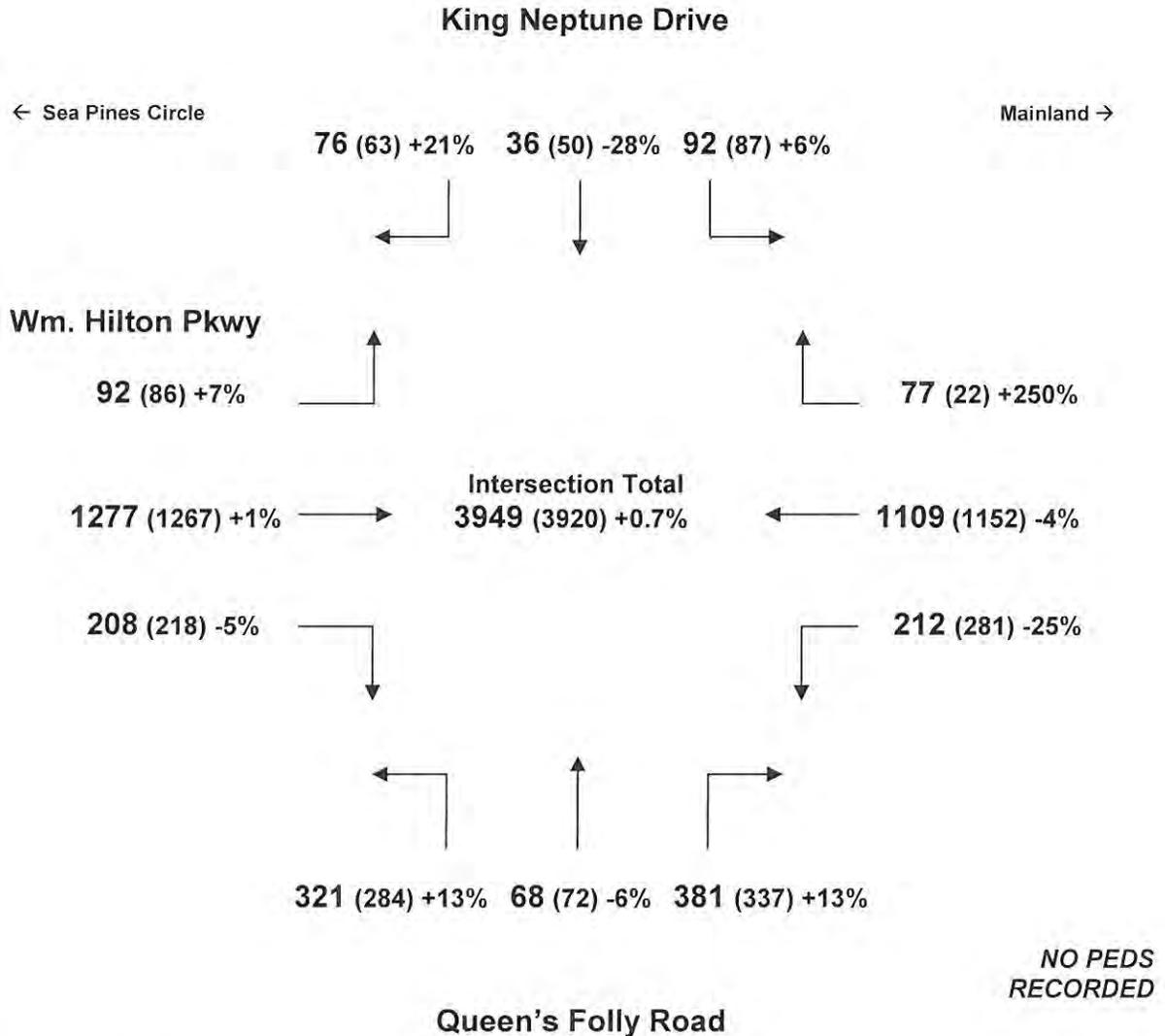
P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Wed. 6/9/10)



2010 (2009) %chg

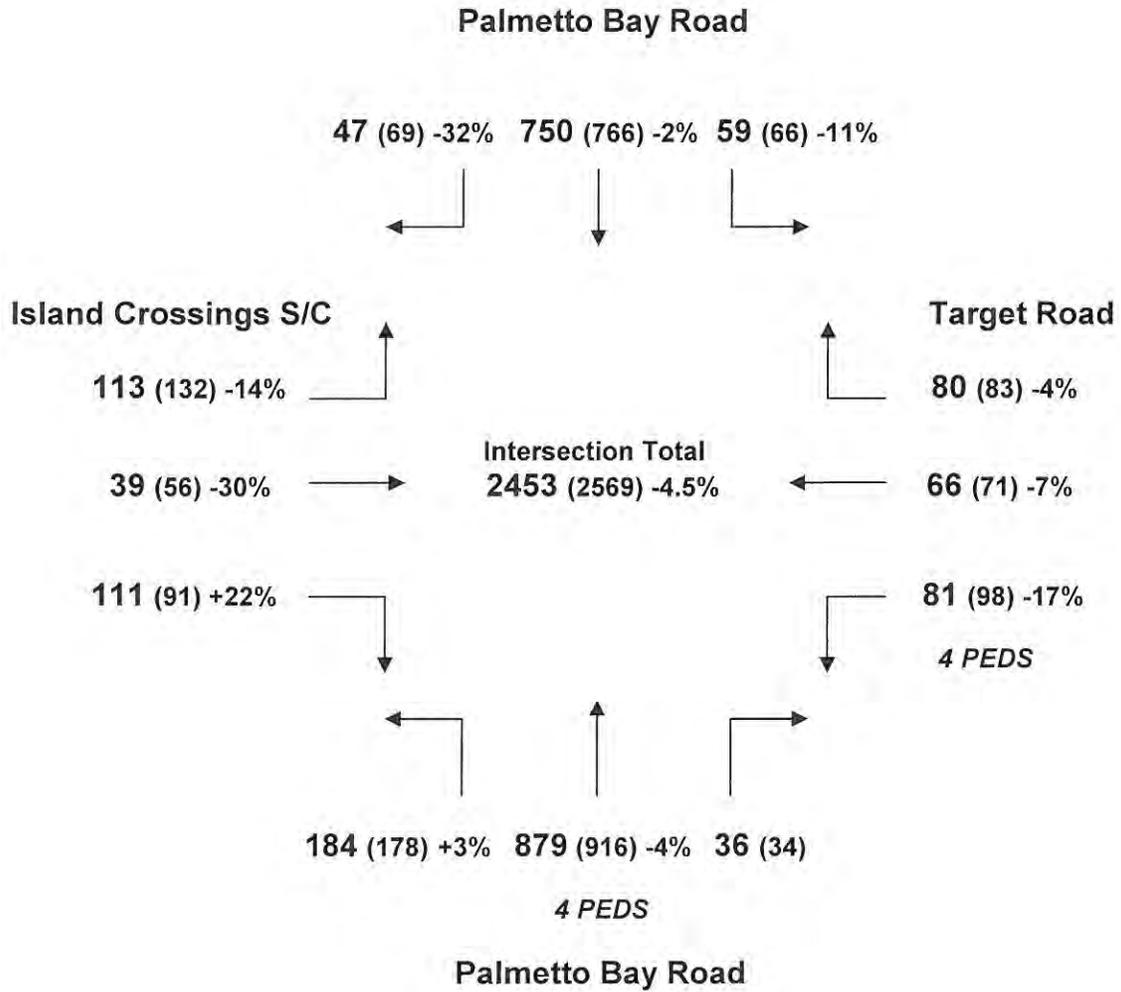
William Hilton Parkway with Queen's Folly Road and King Neptune Drive

P.M. PEAK HOUR - (4:45 to 5:45 p.m. – Wed. 6/9/10)



2010 (2009) %chg

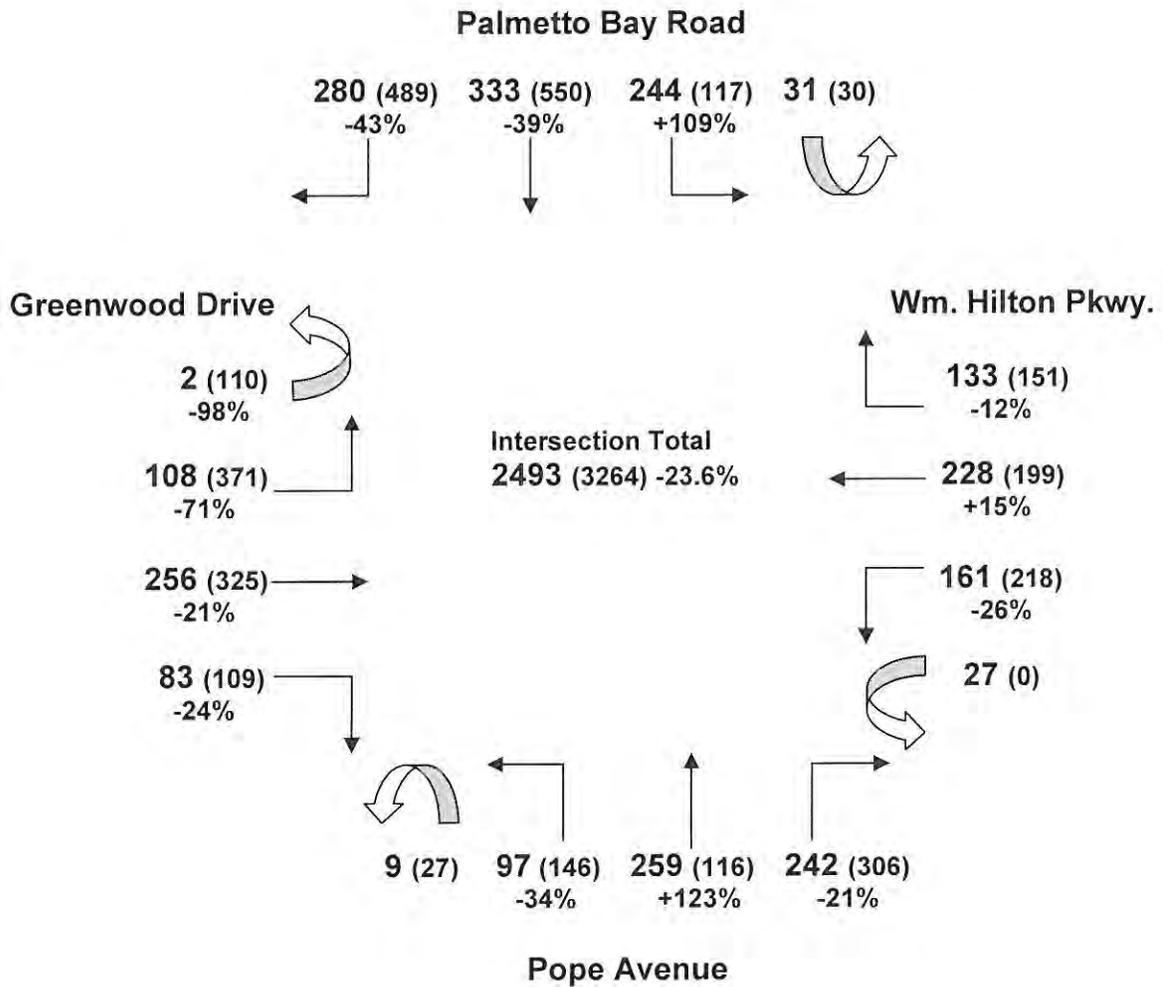
**Palmetto Bay Road with Target Road
and Entrance to Island Crossings S/C**
P.M. PEAK HOUR - (4:15 to 5:15 p.m. – Thu. 6/10/10)



2010 (2009) %chg

Sea Pines Circle

A.M. PEAK HOUR (8:00 to 9:00 a.m. – Thu. 6/10/10)

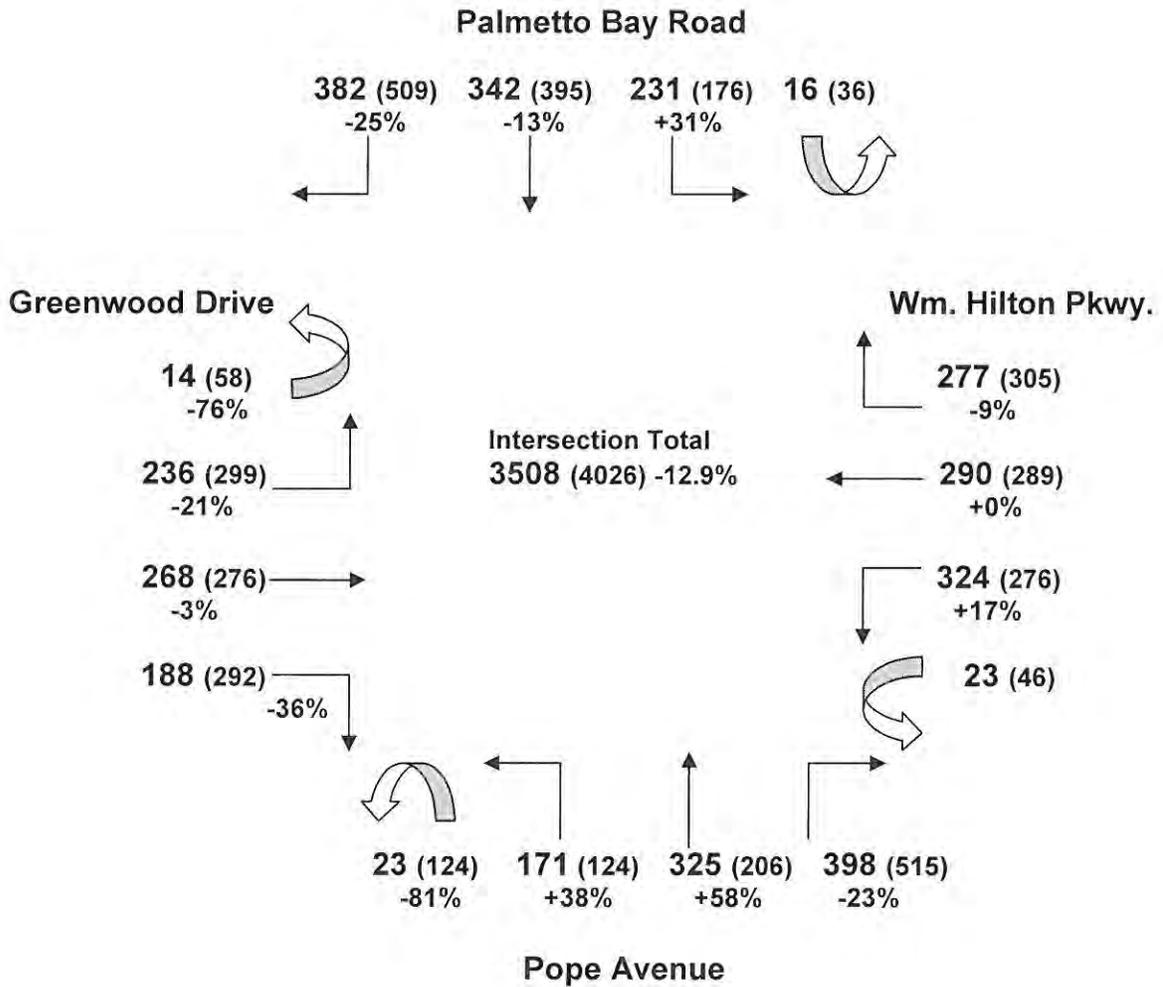


**NO PEDS
RECORDED**

2010 (2005) 5-year %chg

Sea Pines Circle

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

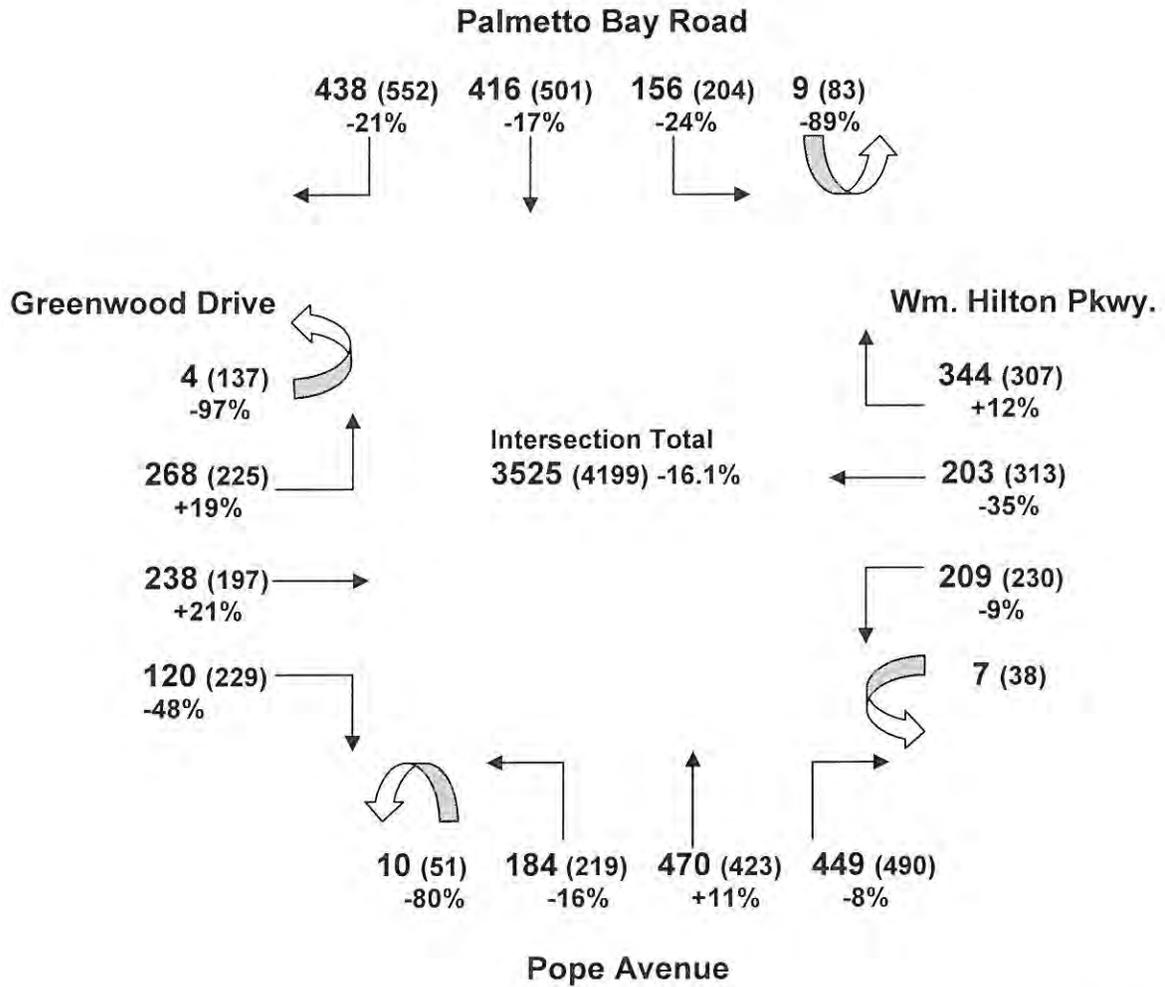


**NO PEDS
RECORDED**

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

APPENDIX B

LOCATIONS OF 24-HOUR MACHINE COUNTS SUMMARIZED
IN TABLE ONE



PLANNING COMMISSION PROJECT UPDATE
1st Quarter 2011

Previously Reviewed Applications or Documents:

<i>Land Management Ordinance Amendments:</i>	<i>Status:</i>
<p><u>Density Conversion Amendments:</u> <u>Article XVI. Sections 16-4-1601 and 16-4-1602:</u> This will allow residential properties in zoning districts within the existing Tax Increment Financing districts the ability to increase their density by use conversions.</p>	<ul style="list-style-type: none"> • PC public hearing: December 15, 2010 • P&DS: January 26, 2011 • TC 1st reading: March 1, 2011 • TC 2nd reading: March 15, 2011
<p><u>Airport Amendment:</u> <u>Article XIII. Section 16-4-1307:</u> This will increase the allowable length of the runway from 4,300 linear feet to 5,000 linear feet.</p>	<ul style="list-style-type: none"> • PC public hearing: December 15, 2010 • P&DS: January 26, 2011 • TC 1st reading: March 1, 2011 • TC 2nd reading: March 15, 2011
<i>Zoning Map Amendments:</i>	<i>Status:</i>
<p><u>ZMA090003</u> - Ms. Louanne C. LaRoche has requested to amend the Official Zoning Map by amending the Sea Pines Master Plan to add a Single-Family Residential use to a property that currently allows uses of Institutional and Recreational. The property is referred to as Parcel 'A' Cordillo Parkway and further identified on Beaufort County Tax Map 18 as parcel 218.</p>	<ul style="list-style-type: none"> • PC public hearing: December 15, 2010 • P&DS: January 26, 2011 • TC 1st reading: March 1, 2011 • TC 2nd reading: March 15, 2011
<p><u>ZMA100008:</u> Mr. Jay Sanders of American Tower Corporation has requested to amend the Official Zoning Map by amending the Indigo Run Master Plan to add Telecommunications Facilities as a permitted use on the property located at 1001 Marshland Road. The property is currently zoned PD-1 within the Indigo Run Master Plan and assigned land uses of "Residential" and "Private & Semi-Private Recreation". The property is referred to Fire Station #7 and is further identified on Beaufort County Tax Map 11, Parcel 276.</p>	<ul style="list-style-type: none"> • PC public hearing: January 19, 2011 • P&DS: February 23, 2011 • TC 1st reading: March 15, 2011 • TC 2nd reading:
<p><u>ZMA100009:</u> The Town of Hilton Head Island is proposing to amend the Official Zoning Map for portions of the IL, Light Industrial and OL, Office/Institutional Low Density Zoning Districts, by changing the zoning designation of five properties in the area of the Mathews Drive and Marshland</p>	<ul style="list-style-type: none"> • PC public hearing: February 16, 2011 • P&DS: March 23, 2011 • TC 1st reading: • TC 2nd reading:

PLANNING COMMISSION PROJECT UPDATE
1st Quarter 2011

<p>Road intersection. These parcels are further identified on Beaufort County Tax Map 8 as Parcels 11H and 217 and on Tax Map 8A as 104, 106 and 108. The properties will be rezoned to CC, Commercial Center Zoning District.</p>	
<p>ZMA100007 - The Town of Hilton Head Island has received a request from Mr. Ernest Marchetti, on behalf of Karen Watson, proposing to amend the Official Zoning Map by changing the zoning designation of two properties located at #2 and #4 Marina Side Drive from the OL (Office Institutional Low Density) Zoning District to the CC (Commercial Center) Zoning District. The properties are further identified on Beaufort County Tax Map 11, Parcels 161 and 166.</p>	<ul style="list-style-type: none"> • PC public hearing: March 16, 2011 • P&DS: April 27, 2011 • TC 1st reading: • TC 2nd reading:

<i>Public Project Review:</i>	<i>Status</i>
<p>PPR100004 – Application for Public Project Review from the Indigo Run Community Owners Association to construct a multi-use pathway at the entrance of Indigo Run. The pathway will run along Indigo Run Drive between Wentworth Place and the Leg-O-Mutton traffic circle.</p>	<ul style="list-style-type: none"> • This application was heard at the December 15th Planning Commission meeting. • The Commission voted unanimously that the application was compatible with the Town’s Comprehensive Plan with regard to location, character, and extent.

<i>Street Names:</i>	<i>Status:</i>
<p>Modified Street Name Request – William H Presnell, on behalf of Lowcountry Bank, has applied to modify the street name of Lost Way Manor located off of Jonesville Road. Properties affected by this application are parcels 936 through 947 and 87 on Beaufort County Tax Map 7. The proposed street name is Creek Cove Lane.</p>	<ul style="list-style-type: none"> • This application was heard at the January 5th Planning Commission meeting. • The Commission voted unanimously to approve the application.

<i>Appeals:</i>	<i>Status:</i>
<p>APL100006: Request for Appeal from Chester C. Williams on behalf of Ephesian Ventures, LLC. The Community Development Department issued a notice of action, approving the construction of a tabby walkway and brick areas at Edgewater on Broad Creek.</p>	<p>This item was postponed. It is scheduled to be heard on March 29, 2011.</p>

PLANNING COMMISSION PROJECT UPDATE
1st Quarter 2011

The appellant contends that the Community Development Department erred in its decision to issue a notice of action and is requesting that the notice of action be declared void.	
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Issues for the Town:

Southern Beaufort County Regional Plan	Implementation Committee will meet on an as-needed basis.
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Ongoing Capital Improvement Projects:

Pathways	Status
William Hilton Parkway from Gardner Drive to Mathews Drive	Design in progress.
Dunnagans Alley Pathway	<ul style="list-style-type: none"> • Expedited Development Plan Review is under review. • In-house design underway, 95% complete. • Anticipated start of construction late Spring 2011.

Drainage Improvements	
Squire Pope Road Drainage Project	Construction Substantially Complete.

Roadway Improvements	
Mathews Drive North – Roundabout @ Beach City and Pathway	<ul style="list-style-type: none"> • Expedited Development Plan Review approved. • Construction Underway • Target Completion June 2011.
Mathews/Marshland Roundabout	<ul style="list-style-type: none"> • Preliminary design underway. • Proposed construction in 2012.
Mathews Drive Connectivity	<ul style="list-style-type: none"> • Design in progress. • Proposed for construction in 2012. • Asphalt patching being done March 2011.
Dunnagans Alley Roundabout	<ul style="list-style-type: none"> • Expedited Development Plan Review is under review. • Waiting for SCDOT permit. • Contract in place, awaiting land acquisition to start construction.
Port Royal Miller Pond Dredging	<ul style="list-style-type: none"> • An Expedited Development Plan Review is under review. • Waiting for revised US Army Corp permit. • Anticipated start of construction in April 2011.

PLANNING COMMISSION PROJECT UPDATE
1st Quarter 2011

Summit Drive Realignment	<ul style="list-style-type: none"> • Waiting for funding from County.
Honey Horn Access Improvements	Contract remains under negotiation pending Town Council approval of budget amendment.
New Orleans Turn Lane/Long Cove Pathway	<ul style="list-style-type: none"> • Preliminary in-house design underway. • Anticipated start of construction late Spring 2011.
Ground Mounted Street Name Sign Installations / Replacements	<ul style="list-style-type: none"> • Phase one complete. • Phase two will be 55 signs in the TIF District. • Target Completion June 2011.
Mast Arms at Dillon Road & Coggins Point Road	<ul style="list-style-type: none"> • In-house preliminary design underway. • Anticipated start of construction in June 2011.

Park Development	
None	NA

Existing Facilities and Infrastructure	
Fire Station #1	<ul style="list-style-type: none"> • Project under construction. • Target Completion Fall of 2011.

Power Line Burials	(Not CIP funded but included for update.)
<ul style="list-style-type: none"> • Marshland Road (Matthews Drive to Store Evelina Rd incl. Roastfish & Cornbread Restaurant) • Namon Road • Evalina Road • Automobile Place • Arrow Road • Spanish Wells Road feeder • South Forest Beach • Holmes Lane • US 278 – Four Seasons to Palmetto Dunes entrance • Sea Pines – last phase from CSA office to front gate • Hudson's • Driessen Hill • Dunnafans Alley • Muddy Creek/Bryan Road • Barnwell Property/Mobile Home Park • Otter Hole Trailer Park • Ola Sunday MH Park 	<ul style="list-style-type: none"> • 65% Complete (100% Complete) • 100% Complete (Inc. Simmons Rd.) • 100% Complete • 100% Complete • 100% Complete • 15% Complete • Started 10/2010 (Inc. 58 conversions) 75% Complete • 100% Complete • Start 6/2011 • 98% Complete – Start last phase 3/2011 • 100% Complete • Start 5/2011 • Start 4/2011 • Collecting Easements (Start 9/2011) • Collecting Easements (Start 2011) • Collecting Easements (Start 2011) • Collecting Easements (Start 2011)

PLANNING COMMISSION PROJECT UPDATE
1st Quarter 2011

New Facilities and Infrastructure	
Emergency Access Gates	<ul style="list-style-type: none"> • Expedited Development Plan Reviews are under review for Palmetto Hall and Port Royal gates. • Waiting for OCRM permit. • In-house preliminary design underway for Wexford and Hilton Head Plantation gates.
Dispatch/F&R Computer Systems Upgrades	Ongoing.

Beach Maintenance	
Dune Refurbishment	Ongoing.
Port Royal Beach Renourishment	<ul style="list-style-type: none"> • Expedited Development Plan Review is under review. • Winter piping plover study underway. • Waiting for US Army Corp permit. • As a result of delays in the issuance of permits, a postponement in construction is expected. A fall 2011 window has been identified as the new target.