



**Town of Hilton Head Island**  
**Regular Planning Commission Meeting**  
**Wednesday, May 1, 2013**  
**9:00 a.m. Benjamin M. Racusin Council Chambers**  
**AGENDA**

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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** - Planning Commission Meeting on April 3, 2013
- 7. Appearance by Citizens on Items Unrelated to Today's Agenda**
- 8. Unfinished Business**  
None
- 9. New Business**  
**Public Hearing**  
**STRNM130002:** The Town of Hilton Head Island has applied to re-name Mall Boulevard. The proposed name is Shelter Cove Lane.  
*The public hearing for this application is postponed to May 15, 2013 at 3:00p.m.*  
  
**Public Hearing**  
**ZMA130003:** A request from Chester C. Williams on behalf of 217 Beach City Road, LLC proposing to amend the Official Zoning Map by changing the zoning designation of the property located at 1-16 and 20-70 Circlewood Drive from the RM-4 (Low Density Residential) Zoning District to the RM-12 (Moderate to High Density Residential) or WMU (Water Front Mixed Use) Zoning District. The properties are further identified on Beaufort County Tax Map 5, Parcels 8, 336 through 342, and 344 through 375.  
*Presented by: Jayme Lopko*  
  
Annual Traffic Report – *Presented by: Darrin Shoemaker*
- 10. Commission Business**
- 11. Chairman's Report**
- 12. Committee Reports**

**13. Staff Reports**

- a) Update on the status of the Chaplin Linear Park project

**14. Adjournment**

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

**\* Upcoming Planning Commission Meetings**

- a. Regular Planning Commission Meeting – Wednesday, April 3, 2013 at 9:00p.m.

\* Please visit the Town's website for complete and up-to-date information on all meetings.

1 **TOWN OF HILTON HEAD ISLAND**  
2 **Regular Planning Commission**  
3 **Wednesday, April 3, 2013 Meeting**  
4 **9:10a.m – Benjamin M. Racusin Council Chambers**

**DRAFT**

5  
6  
7  
8 Commissioners Present: Chairman Gail Quick, Vice Chairman Tom Lennox,  
9 David Bennett, Alex Brown, Jack Docherty, Terry Ennis,  
10 Bryan Hughes, and Barry Taylor

11  
12 Commissioners Absent: Brian Witmer, *Excused*

13  
14 Town Council Present: None

15  
16 Town Staff Present: Jayme Lopko, Senior Planner & Planning Commission Coordinator  
17 Nicole Dixon, Senior Planner  
18 Kathleen Carlin, Secretary  
19

20 *At 9:00a.m. Chairman Quick stated that the Call to Order will be delayed for about five*  
21 *minutes because staff is confirming the public hearing status for New Business item,*  
22 *ZMA130002.*  
23

24 **1. Call to Order** Chairman Quick called the meeting was called to order at 9:10a.m.

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

26 **3. Roll Call**

27 **4. Freedom of Information Act Compliance**

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

30 **5. Approval of Agenda**

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

32 **6. Approval of Minutes**

33 The Planning Commission **approved** the minutes of the March 20, 2013 meeting as  
34 presented by general consent.

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

36 None

37 **8. Unfinished Business**

38 None

39 **9. New Business**

40 **Public Hearing**

41 **ZMA130002:** A request from Jeremy White proposing to amend the Official Zoning Map  
42 by changing the zoning designation of the property located at 139 Dillon Road from the RM-  
43 4 (Low Density Residential) Zoning District to the IL (Light Industrial) Zoning District. The  
44 property is further identified on Beaufort County Tax Map 5, Parcel 21. Chairman Quick  
45 introduced the application for the record and then reported that the applicant has decided to

1 withdraw his application; the application will not be heard today. The applicant will submit  
2 a new application at a later date. Mrs. Jayme Lopko stated that the new application will not  
3 appear before the Planning Commission until at least June. Ms. Nicole Dixon presented  
4 statements with regard to public notification; the neighborhood will be advised of the new  
5 meeting date.  
6

7 **10. Commission Business**

8 None

9 **11. Chairman's Report**

10 Chairman Quick reported that the Planning Commission meeting scheduled on April 17,  
11 2013 is canceled due to a lack of agenda items. The next regular Planning Commission  
12 meeting will be held on May 1, 2013 at 9:00a.m.

13 **12. Committee Reports**

14 Chairman Quick presented a brief update on the status of the LMO Rewrite Committee.  
15 Chairman Quick encouraged all members of the Planning Commission to attend the  
16 upcoming meetings. The LMO Rewrite Committee meets on the second and fourth  
17 Thursdays of each month at 8:30a.m. The staff will send the Planning Commission a  
18 reminder as well as a schedule of meeting dates.

19 **13. Staff Reports**

20 None

21 **14. Adjournment**

22 The meeting was adjourned at 9:20a.m.

23  
24 Submitted By:

Approved By:

25  
26 \_\_\_\_\_  
27 Kathleen Carlin  
28 Secretary

25  
26 \_\_\_\_\_  
27 Gail Quick  
28 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

**STAFF REPORT  
ZONING MAP AMENDMENT**

Application Number	Name of Project	Public Hearing Date
<b>ZMA130003</b>	Beach City Place	May 1, 2013

Parcel Data or Location	Property Owner/ Applicant	Agent
<u>Existing Zoning District:</u> RM-4  <u>Proposed Zoning District:</u> RM-12 or WMU  <u>Applicable Overlay District(s):</u> Corridor Overlay Airport Overlay  <u>Parcel Affected:</u> Beaufort County Tax Map 5 Parcels 8, 336-342, & 344-375	217 Beach City Road, LLC 70 Main Street, Suite 100 Hilton Head Island, SC 29926	Chester C. Williams P.O. Box 6028 Hilton Head Island, SC 29938

**Application Summary:**

A request from Chester C. Williams on behalf of 217 Beach City Road, LLC proposing to amend the Official Zoning Map by changing the zoning designation of the property located at 1-16 and 20-70 Circlewood Drive from the RM-4 (Low Density Residential) zoning district to the RM-12 (Moderate to High Density Residential) or WMU (Water Front Mixed Use) zoning district. The properties are further identified on Beaufort County Tax Map 5, Parcels 8, 336 through 342, and 344 through 375.

The permitted uses and maximum impervious coverage requirements would not change as a result of rezoning to RM-12. The permitted uses would change significantly as a result of rezoning to WMU (see Attachment C). The impervious coverage requirements would increase from 35% to 50% coverage as a result of rezoning to WMU. There are other requirements that will change as a result of this rezoning as well, such as open space, density, height, and parking requirements.

**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 property from RM-4 (Low Density Residential) to the RM-12 (Moderate to High Density Residential) or WMU (Water Front Mixed Use) zoning district.

The subject properties are currently platted as a 32 lot single family subdivision with only one lot that has been sold and developed. This lot has been excluded from this rezoning application.

The properties are located within the Airport Overlay Zone Approach Path and Outer Hazard Zone, which places additional restrictions for height and use of the properties. The height restrictions move outward from the end of the airport primary surface at a rate of one foot upward for every 34 linear feet. The use restrictions are based on the occupant load of proposed use. Residential uses do not have an occupant load that will fall into one of the categories that have use restrictions.

The existing subdivision was approved in June of 2009. Since that time one house has been completed within the subdivision. The subdivision has recently had an Order of Foreclosure issued against the owners of the properties. The applicant states that this rezoning application is an attempt to avoid foreclosure by redeveloping the property into a high density multi-family development.

**Applicant's Grounds for ZMA:**

The applicant states in the narrative that the Beach City Place subdivision is a failed single family residential development. The properties have been in default for an extended period of time and an Order of Foreclosure has been rendered against the property owner by the lender. The property owner has secured a commitment to refinance the loan for the redevelopment of the property into a multi-family residential project, but only if the permitted density is increased.

The purpose of this application is to rezone the properties to support the successful redevelopment of the property. The applicant currently has the right to redevelop the property for multi-family residential at a density of 4 units per net acre; however, this scenario is not seen as any more economically viable than the failed single family residential development. The effect of this rezoning will increase the permitted density to 12 units per net acre in both the RM-12 and WMU zoning districts.

**Summary of Facts and Conclusions of Law:**

**Findings of Facts:**

- Notice of the Application was published in the Island Packet on March 24, 2013 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 May 1, 2013 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**

**Goal 8.1 - Existing Land Use**

- A. The goal is to have an appropriate mix of land uses to meet the needs of 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 8.10 - 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.

**Implementation Strategy 8.10 - Zoning Changes**

- A. Review the appropriate locations of certain land uses in critical areas such as headlands, velocity zones, airport overlay, critical line for storm and the dune accretion zone.

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

### **Transportation**

#### **Goal 9.6 – Air Transportation**

- B. The goal is to ensure that development surrounding the airport is designed and constructed to minimize the negative impacts of being located near the airport.

#### **Implementation Strategy 9.6 – Air Transportation**

- C. Continue to review development proposals within the Airport Hazard Overlay District to ensure the site is designed with the maximum safety possible for the occupants of the site.

### **1998 Ward One Master Land Use Plan**

The Future Land Use Map contained in the 1998 Ward One Master Land Use Plan, an appendix to the Town's Comprehensive Plan, identifies "Low-Moderate Residential Density Maximum Density 4-8 DU/AC" and "Density Transfer Within Airport Zone" as the desired development type for the subject property.

The Resident Desires in the 1998 Ward One Master Land Use Plan include: General preference to retain low-moderate residential densities, single family in character and Commercial, recreational, or high density residential or resort uses which increase traffic and conflict with low density character should be discouraged.

### **Conclusions of Law:**

Staff concludes that this application is not compatible with the Land Use and Transportation Elements or 1998 Ward One Master Land Use Plan, an Appendix, of the Town's Comprehensive Plan, for the following reasons:

- The proposed rezoning to WMU would not result in a more appropriate mix of land uses because it would permit high intensity uses intended for water front property. These properties are not water front and the high intensity uses permitted by this district would not be compatible with the surrounding low density residential properties.
- The proposed rezoning to RM-12 would not result in a more appropriate mix of land uses because it would permit the exact same uses, just at a higher density.
- The proposed rezoning will either bring more residents as a result of additional residential units or more visitors as a result of a commercial/industrial business, which is not minimizing the negative impacts the airport will have on the property.
- The proposed rezoning will result in an increased amount of density for development placing more occupants on a site within the Airport Approach Path, which is not ensuring the maximum safety possible for occupants of this site.
- The proposed rezoning would not be consistent with the 1998 Ward One Master Land Use Plan because both the RM-12 and WMU districts would allow a high density residential development. In addition the WMU district would allow high intensity commercial uses which would not be consistent with the single family character of the area.

**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 16-4-206 describes the purpose of the existing RM-4 zoning district as: *“It is the intent of this residential district to protect and preserve the unique character of Native Islander areas and neighborhoods at densities up to four (4) dwelling units per net acre. This district is used to encourage a variety of residential opportunities.”*
- The subject properties are currently 31 vacant lots, the associated open space, and the infrastructure within a single family subdivision.
- The properties to the northwest and southwest are currently vacant. One of the properties to southwest is developed as single family residential, which is conforming in the RM-4 zoning district. The properties to the northeast are developed as both single family and multi-family residential uses, which are conforming in the RM-4 and WMU zoning districts.
- The property to the southwest is currently a light industrial use, a contractor’s office with outdoor storage, which is legally nonconforming to the RM-4 zoning district.

**Conclusion 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 the character of the neighborhood as set forth in LMO Section 16-3-1505B because the properties are developed as a single family subdivision which is compatible with the surrounding residential character and uses.

**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 16-4-218 describes the purpose of the RM-12 zoning district as: *“to allow higher density residential uses in locations which are served by adequate infrastructure, while maintaining the unique character of Native Islander areas and neighborhoods at densities up to twelve (12) units per net acre.”*
- LMO Section 16-4-218 describes the purpose of the WMU zoning district as: *“to recognize certain areas of the Town that are special water oriented sites, and as such have a unique ability to provide an environment conducive to water oriented commercial and residential uses. In order to service the residents of these areas, and to serve the transient boat and minor tourist use component of the district, water oriented commercial uses are permitted.”*
- LMO Section 16-4-401 describes the applicability and regulation of the Airport Overlay District (AZ) as: *“Development activity within this district is subject to regulation primarily to mitigate safety and noise problems; however, land uses within this district also shall be regulated to mitigate their incompatibility with airport operations.”*
- The uses that would be permitted under the WMU zoning are high intensity and

density uses.

- The uses that would be permitted under the RM-12 zoning are the same as RM-4 except a high density of residential would be permitted.

**Conclusions of Law:**

- Staff concludes that the affected properties are not suitable for the uses that would be permitted by the proposed rezoning as set forth in LMO Section 16-3-1505C because the subject properties are adjacent to residential uses and many of the WMU uses are not compatible with the surrounding single family residential.
- Although the RM-12 district permits the same uses as the RM-4 district, the RM-12 district would permit a significantly higher density of residential units which would place more residential units, which is not suitable for properties within the Airport Approach Path.

**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 RM-4 zoning district as: *“It is the intent of this residential district to protect and preserve the unique character of Native Islander areas and neighborhoods at densities up to four (4) dwelling units per net acre. This district is used to encourage a variety of residential opportunities.”*
- LMO Section 16-4-401 describes the applicability of the Airport Overlay District (AZ) as: *“Development activity within this district is subject to regulation primarily to mitigate safety and noise problems; however, land uses within this district also shall be regulated to mitigate their incompatibility with airport operations.”*
- The subject properties are currently 31 vacant lots, the associated open space, and the infrastructure within a single family subdivision.

**Conclusion of Law:**

Staff concludes that the affected properties are suitable for the uses permitted by the RM-4 zoning district as set forth in LMO Section 16-3-1505D because the properties have been subdivided for single family residential development which is permitted in the RM-4 district.

**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):*

**Findings of Fact:**

- If the property is rezoned to WMU, there will be different uses and development opportunities available to the property owner to develop.

- If the property is rezoned to RM-12, the permitted uses will remain the same; however, there will be additional density available for development.

**Conclusion of Law:**

- Staff concludes that the marketability of the properties may change as set forth in LMO Section 16-3-1505E.

**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 subject properties are currently served with water and sewer services by Hilton Head Public Service District.
- The subject properties currently have stormwater facilities adequate for the 32 lot single family subdivision.
- A Development Plan Review (DPR) application will be required for any development on the site and water, sewer and stormwater facilities will be addressed at that time.

**Conclusion of Law:**

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

**LMO Official Determination**

**Determination:** Staff determines that this application is inconsistent 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:**

JL

\_\_\_\_\_  
 Jayme Lopko, AICP  
*Senior Planner & Planning Commission Board  
 Coordinator*

April 10, 2013

\_\_\_\_\_  
 DATE

**REVIEWED BY:**

TBL

---

Teri B. Lewis, AICP  
*LMO Official*

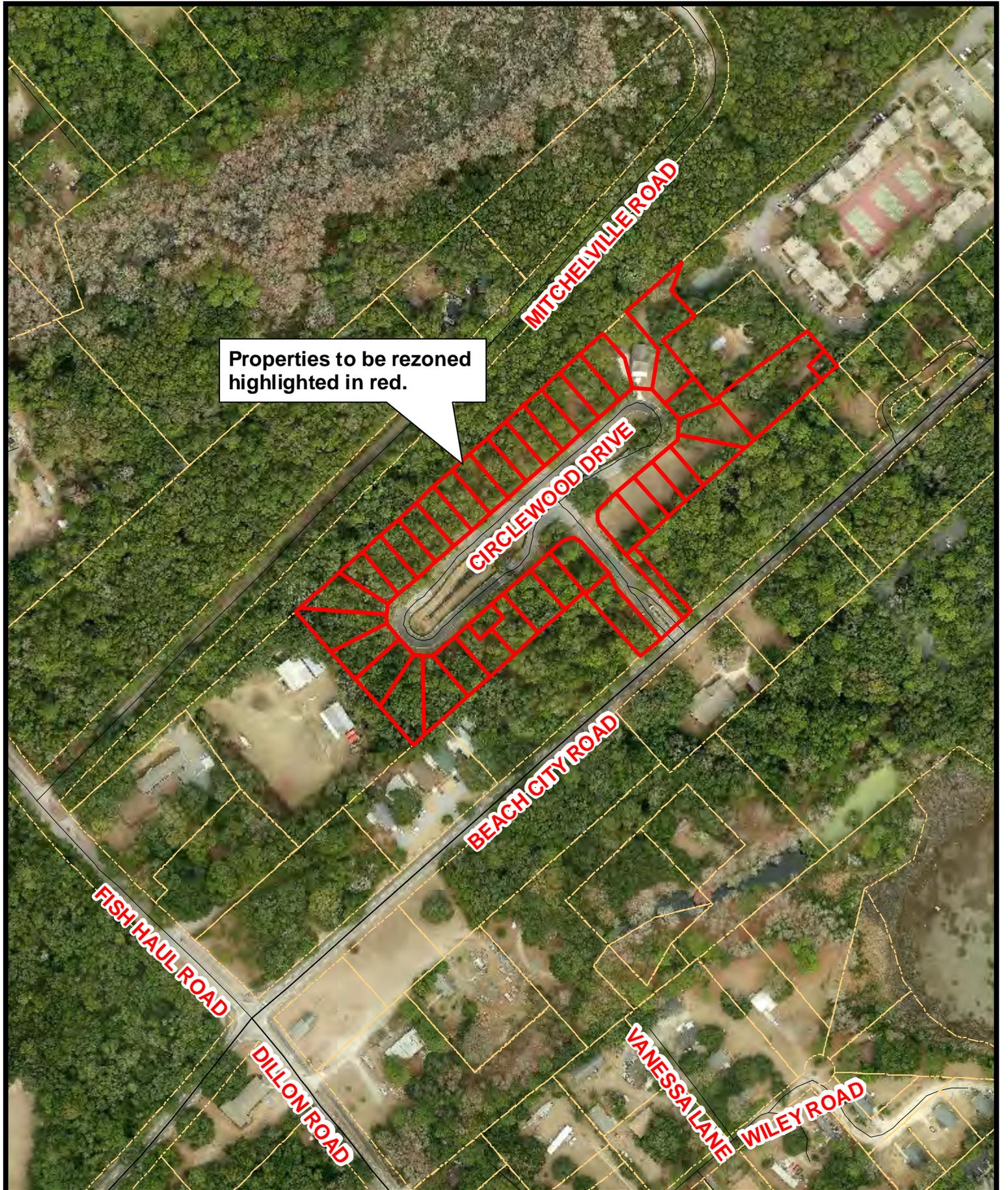
April 10, 2013

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DATE

**ATTACHMENTS:**

- A) Vicinity Map
- B) Zoning Map
- C) Use Table
- D) Applicant's Narrative
- E) Comment Letters



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

Town of Hilton Head Island  
 ZMA130003 - Vicinity Map  
 ATTACHMENT A



250 130 0 250 Feet

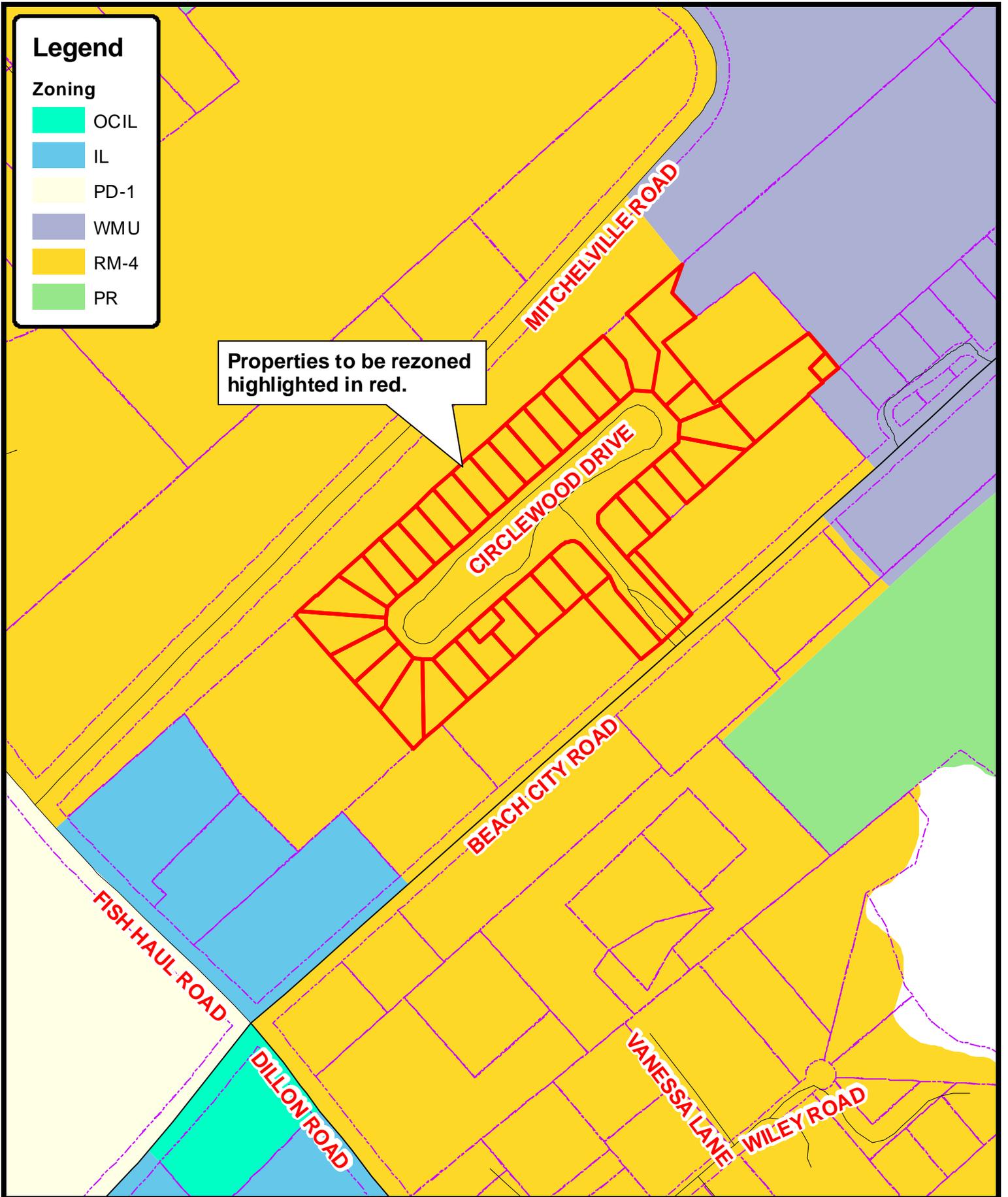
This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion.

# Legend

## Zoning

- OCIL
- IL
- PD-1
- WMU
- RM-4
- PR

Properties to be rezoned 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 ZMA130003 - Zoning Map ATTACHMENT B



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 date of completion.

## ATTACHMENT C

P = Permitted By Right    PC = Permitted With Conditions    SE = Special Exception

Specific Use	RM-4 & RM-12	WMU
Group Living	PC	
Single Family	P	P
Multifamily Residential	P	P
Mixed Use		PC
Manufactured Housing Park	PC	
Aviation/Surface Passenger Terminal		
Community Service	P	P
Day Care	PC	P
Colleges		
Schools, Public or Private	SE	
Government Facilities	PC	
Hospitals		
Religious Institutions	PC	
Other Institutions	SE	SE
Cemetery	P	P
Park, Community	SE	P
Park, Linear	P	P
Park, Mini	P	P
Park, Neighborhood	P	P
Park, Regional		
Park, Special Use	P	P
Major Utility	SE	SE
Minor Utility	P	P
Telecommunications Facility	PC	PC
Waste Treatment Plant	SE	SE
Restaurant With Drive-thru		
Restaurant With Seating, High Turnover		P
Restaurant With Seating, Low Turnover		P
Restaurant Without Seating		P
Indoor Recreation		SE
Indoor Entertainment		
Outdoor Recreation		

## ATTACHMENT C

P = Permitted By Right    PC = Permitted With Conditions    SE = Special Exception

Outdoor Entertainment		
Water Parks		
Health Services Except Hospitals		
Real Estate Sales/Rental		P
Other Offices		
Parking, Commercial		
Bed and Breakfast Inn	SE	PC
Central Reception or Check-in Facility		PC
Divisible Dwelling Unit		PC
Hotel or Motel		PC
Inn	SE	PC
Interval Occupancy		SE
RV Park		
Adult Entertainment		
Bank or Financial Institution		
Bicycle Shop (with outdoor storage)		PC
Community Theater		PC
Dance Studio		PC
Convenience Store		PC
Department or Discount Store		
Funeral Home		
Furniture Store		
Hardware, Paint, Glass, Wallpaper or Flooring Store		
Health Club or Spa		
Kennel, Boarding		
Landscape Nursery		
Liquor Store		
Nightclub or Bar		P
Open Air Sales		PC
Pet Store		
Shopping Center		
Souvenir or T-Shirt Store		
Supermarket		P

## ATTACHMENT C

P = Permitted By Right    PC = Permitted With Conditions    SE = Special Exception

Tattoo Facility		
Veterinary Hospital		
Watercraft Sales, Rental or Service		PC
Other Retail Sales or Service		P
Auto Rental		
Auto Repair		
Auto Sales		
Car Wash		
Gas Sales		
Taxicab Service		
Towing Service		
Truck or Trailer Rental		
Aviation Services		
Contractor's Office		
Other Light Industrial Service		
Seafood Processing		PC
Other Manufacturing and Production		
Limited Manufacturing		
Moving and Storage		
Self-Service Storage		
Warehousing		
Waste Related Service		
Contractor's Materials		
Wholesale Business		
Wholesale Business with Accessory Retail Outlet		
Agriculture	P	P
Docking Facility and Boat Ramp		PC
Marina		SE
Other Water Oriented Uses		P



LAW OFFICE OF  
CHESTER C. WILLIAMS, LLC

17 Executive Park Road, Suite 2  
Post Office Box 6028  
Hilton Head Island, SC 29938-6028  
Telephone (843) 842-5411  
Telefax (843) 842-5412  
Email [Firm@CCWLaw.net](mailto:Firm@CCWLaw.net)

**Chester C. Williams**  
ALSO MEMBER LOUISIANA BAR

**Thomas A. Gasparini**  
ALSO MEMBER CALIFORNIA BAR  
(Inactive)  
ALSO MEMBER OHIO BAR  
(Inactive)

15 March 2013

Teri B. Lewis, AICP  
LMO Official  
Town of Hilton Head Island  
One Town Center Court  
Hilton Head Island, SC 29928

**HAND DELIVERED**

RE: Zoning Map Amendment Application of 217 Beach City Road, LLC for 8.56  
Acres, Beach City Road – Our File No. 01687-001

Dear Teri:

We are pleased to deliver to you herewith for filing an application we have prepared on behalf of our client, 217 Beach City Road, LLC, to amend the Town's Official Zoning Map and rezone an 8.56 acre tract located on Beach City Road from the currently applicable RM-4 District to either the RM-12 District or the WMU District. Also enclosed are our check in the amount of \$500.00 for the filing fee, and a copy of the list of property owners within 350 feet of the property who are to receive notices as required by the LMO.

As you will see from a review of the application, we are filing this application in an effort to allow for the redevelopment of a failed single family residential subdivision for multifamily residential use.

We assume you and your staff will be able to place this application on the agenda for the 01 May 2013 meeting of the Town's Planning Commission, and that you will let us know if you have any questions or comments regarding this matter, or if we may otherwise be of assistance.

With best regards, we are

Very Truly Yours,

LAW OFFICE OF CHESTER C. WILLIAMS, LLC

  
Chester C. Williams

CCW:

Enclosures

cc: Dr. Harinderjit Singh  
Rand E. Hanna, III, Esq.  
Town of Hilton Head Island Planning Commissioners (without enclosures)



Town of Hilton Head Island  
 Community Development Department  
 One Town Center Court  
 Hilton Head Island, SC 29928  
 Phone: 843-341-4757 Fax: 843-842-8908  
[www.hiltonheadislandsc.gov](http://www.hiltonheadislandsc.gov)

FOR OFFICIAL USE ONLY	
Date Received:	_____
Accepted by:	_____
App. #: ZMA	_____
Meeting Date:	_____

Applicant/Agent Name: 217 Beach City Road, LLC / Chester C. Williams, Agent Company: 217 Beach City Road, LLC  
 Mailing Address: Post Office Box 6028 City: Hilton Head Island State: SC Zip: 29938  
 Telephone: 843-842-5411 Fax: 843-842-5412 E-mail: Firm@CCWLaw.net

Project Name: 217 Beach City Road Project Address: 217 Beach City Road  
 Parcel Number [PIN]: R See Attached List of Parcel Numbers  
 Zoning District: RM-4 Overlay District(s): AZ and COR Requested District: RM-12 or WMU  
 PD-1 Existing Land Use: N/A PD-1 Proposed Land Use: N/A

### ZONING MAP AMENDMENT (ZMA) SUBMITTAL REQUIREMENTS

Digital Submissions may be accepted via e-mail by calling 843-341-4757. The following items must be attached in order for this application to be complete:

N/A Affidavit of Ownership and Hold Harmless Permission to Enter Property

XX A narrative that explains the reason(s) for the rezoning request and how the request meets the criteria of LMO Section 16-3-1505. Review Criteria. See Attachment 1

XX A copy of correspondence providing notice of a public hearing to all land owners of record within three hundred and fifty (350) feet on all sides of the parcel(s) being considered for the zoning map amendment. Such notice shall be mailed by first class mail thirty days (30) prior to the Planning Commission meeting per LMO Section 16-3-111C. Mailed Notice. A sample letter can be obtained at the time of submittal. Also provide a list of owners of record to receive notification. The Town can assist in providing this listing by calling 843-341-4757. See Attachment 2

N/A Where applicable, a copy of correspondence requesting written comments from the appropriate property owners' association regarding the requested amendment per LMO Section 16-3-1502.B. The Town can assist in providing this information by calling 843-341-4757.

XX A boundary map prepared and sealed by a registered land surveyor. Submit an 11X17 inch (or smaller) reproducible copy of the plan. See Attachment 3

XX Filing Fee - \$500 cash or check made payable to the Town of Hilton Head Island

Are there recorded private covenants and/or restrictions that are contrary to, conflict with, or prohibit the proposed request? If yes, a copy of the private covenants and/or restrictions must be submitted with this application.  YES  NO  
 Not applicable. No permit requested.

To the best of my knowledge, the information on this application and all additional documentation is true, factual, and complete. I hereby agree to abide by all conditions of any approvals granted by the Town of Hilton Head Island. I understand that such conditions shall apply to the subject property only and are a right or obligation transferable by sale.

I further understand that in the event of a State of Emergency due to a Disaster, the review and approval times set forth in the Land Management Ordinance may be suspended.

SIGNATURE: Harinderjit Singh, Manager

DATE: March 15, 2013

**STATE OF SOUTH CAROLINA ) BEFORE THE PLANNING COMMISSION**  
**) OF THE**  
**) TOWN OF HILTON HEAD ISLAND, SC**  
**COUNTY OF BEAUFORT ) ZMA 13000\_\_\_**

**ATTACHMENT 1**  
**TO**  
**THE ZONING MAP AMENDMENT APPLICATION**  
**OF**  
**217 BEACH CITY ROAD, LLC**  
**REGARDING**  
**8.56 ACRES, BEACH CITY ROAD**

This Attachment 1 is part of the Zoning Map Amendment Application (this “Application”) of 217 Beach City Road, LLC (the “Applicant”), and is submitted by the Applicant to the Planning Commission of the Town of Hilton Head Island (the “Town”) to address the zoning map amendment criteria set forth in Section 16-3-1505 of the Town’s Land Management Ordinance (the “LMO”). This Application seeks approval to amend the Official Zoning Map<sup>1</sup> of the Town by changing the base zoning district applicable to an 8.56 acre tract (the “Property”) located on Beach City Road in the Town of Hilton Head Island, from the currently applicable RM-4 – Low Density Residential District to either the RM-12 – Moderate to High Density Residential District or the WMU – Water Front Mixed Use District.

**I. NARRATIVE – INTRODUCTION**

The Applicant is the owner of the Property located at 217 Beach City Road. The Property is comprised of forty (40) separate tax parcels, designated in the Beaufort County property tax records as TMS District 510, Map 5,

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<sup>1</sup> See LMO Section 16-4-102.



Parcels 0008, 0336 through 0342, and 0344 through 0375.<sup>2</sup> The Applicant acquired the Property by deeds recorded on February 12, 2009.<sup>3</sup>

The Property is part of the largely underdeveloped residential area on Beach City Road west of Dillon Road and generally north of the Hilton Head Island Airport. The Applicant is now seeking to amend the Town's Official Zoning Map to move the Property from the RM-4 District to either the RM-12 District or the WMU District.

## **II. NARRATIVE – BACKGROUND**

### **A. THE PROPERTY**

The Property is the site of a failed single family residential development styled "Beach City Place", which was permitted by the Town and developed as a community of thirty-two (32) small lots to be utilized for single family residences.<sup>4</sup> One of the lots in Beach City Place was sold prior to the failure of the development, and is the site of an existing single family home. The Property has a paved entrance road providing access to Beach City Road, a paved oval shaped road known as Circlewood Drive providing access to the individual lots in the development, and completed infrastructure for water, electrical, cable, and sanitary sewer utilities.

The mortgage securing the loan that provided the capital for development of Beach City Place on the Property has been in default for an extended period, and an Order for foreclosure has been rendered in a lawsuit filed by the lender against the Applicant.<sup>5</sup> The Applicant is seeking the requested rezoning in

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<sup>2</sup> The Beach City Place subdivision, shown on the survey included with this Application contains a total of 8.75 acres. One of the 38 single family lots in the subdivision was previously conveyed out by the Applicant, and is not included in this Application.

<sup>3</sup> See the copy of the deed recorded in Beaufort County Record Book 2811 at Page 2231 which is attached as Exhibit A.

<sup>4</sup> See the Town's records on Subdivision Application SUB070008.

<sup>5</sup> See the records of that certain action styled *Bank of North Carolina as Successor in Interest to Beach First National Bank v. 217 Beach City Road, LLC, et al.*, Case No. 2010-CP-07-6059 in the Court of Common Pleas for the Fourteenth Judicial Circuit.



order to allow for the redevelopment of the failed single family subdivision as a multifamily residential project because the Applicant has secured a commitment to refinance the defaulted loan and provide additional capital for the redevelopment of the Property, but only if the density on the Property is increased. The Applicant's lender has agreed to delay a foreclosure sale of the Property for a limited time in order to give the Applicant time to pursue this Application.

The Property is currently located in the RM-4 District, the COR – Corridor Overlay District, and the AZ – Airport Overlay District. The current base zoning restrictions applicable to the Property under the RM-4 District clearly have not supported successful development of the Property. The purpose of this Application is to rezone the Property to support successful redevelopment of the Property.

## **B. THE REQUESTED REZONING**

The Applicant is requesting that the Official Zoning Map be amended to change the base zoning district of the Property from currently applicable RM-4 District to either the RM-12 District or the WMU District.

## **III. NARRATIVE – CURRENT AND PROPOSED PERMITTED USE AND DENSITY**

The base zoning district currently applicable to the Property is the RM-4 District. By-right permitted uses in the RM-4 District are restricted to single family and multi-family residential, community services, cemeteries, certain parks, minor utilities, and agriculture. Conditional and special exception uses in the RM-4 District include group living, manufactured housing park, day care, schools, government facilities, institutions, community park, certain utilities, bed and breakfast, and inn.<sup>6</sup> The maximum permitted residential density in the RM-4 District is four (4) density units per net acre, non-residential development is limited to 6,000 square feet per net acre, and resort

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<sup>6</sup> See Use Table at LMO Section 16-4-1204.



accommodations are limited to ten rooms per net acre.<sup>7</sup> The maximum impervious coverage in the RM-4 District is 35%, and the minimum open space requirements are 55% for non-residential development, 16% for major residential subdivisions, and 65% for other residential development.<sup>8</sup> The maximum height of structures in the RM-4 District is limited to thirty-five (35') feet.<sup>9</sup>

The by-right, conditional, and special exception uses allowed in the RM-12 District are exactly the same as those in the RM-4 District.<sup>10</sup> The maximum permitted residential density in the RM-12 District is twelve (12) density units per net acre, and non-residential development is limited to 6,000 square feet per net acre, just like the RM-4 District; however, curiously, no resort accommodation density is provided for RM-12 District.<sup>11</sup> The maximum impervious coverage in the RM-12 District is identical to that allowed in the RM-4 District, and the minimum open space requirements are 13% for major residential subdivisions, and 50% for other development.<sup>12</sup> The maximum height of structures in the RM-12 District is limited to forty-five (45') feet.<sup>13</sup>

The Property is contiguous to a portion of The Spa on Port Royal Sound, an existing multifamily residential development that is located in the WMU District. By-right permitted uses in the WMU District include single family and

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<sup>7</sup> See the Density Standards Table at LMO Section16-4-1601.

<sup>8</sup> See the Maximum Impervious Coverage and Minimum Open Space Table at LMO Section16-4-1606. Note, also that the minimum open space requirements for the RM-4 District also refer to residential development at over 4 units per net acre; however, this provision seems to be a no longer applicable provision from times past when bonus densities were available in the RM-4 District.

<sup>9</sup> See the Maximum Structure Height Table at LMO Section16-4-1701.

<sup>10</sup> Again, see the Use Table at LMO Section16-4-1204.

<sup>11</sup> Again, see the Density Standards Table at LMO Section16-4-1601.

<sup>12</sup> Again, see the Maximum Impervious Coverage and Minimum Open Space Table at LMO Section16-4-1606.

<sup>13</sup> Again, see the Maximum Structure Height Table at LMO Section16-4-1701.



multi-family residential, community services, day care, government facilities cemeteries, parks, minor utilities, eating establishments without seating, real estate sales and rentals, certain retail sales and services, and agriculture. Conditional and special exception uses in the WMU District include mixed use, certain institutions, certain utilities, indoor recreation, resort accommodations other than RV park, certain retail sales and services, and seafood processing.<sup>14</sup> The maximum permitted residential density in the WMU District is twelve (12) density units per net acre, non-residential development is limited to 8,000 square feet per net acre, and resort accommodations are limited to twenty (20) rooms per net acre.<sup>15</sup> The maximum impervious coverage in the WMU District is 50%, and the minimum open space requirements are 13% for major residential subdivisions, and 50% for other development.<sup>16</sup> The maximum height of structures in the RM-12 - Moderate to High Density Residential District is limited to seventy-five (75') feet.<sup>17</sup>

Given the RM-4 District limitations, the Applicant currently has the right to redevelop the Property for multifamily residential use, but only at a density of 4 units per net acre. As a practical matter, the Applicant sees that redevelopment scenario as no more economically viable than the failed single family development on the Property. Therefore, the Applicant is proposing to amend the Official Zoning Map as set forth above to incorporate the Property into the RM-12 District or, alternatively, into the WMU District. The effect of this zoning change will be to increase the permitted density on the property, and change the associated impervious coverage, open space, and height requirements applicable to the Property.

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<sup>14</sup> See Use Table at LMO Section16-4-1204.

<sup>15</sup> Again, see the Density Standards Table at LMO Section16-4-1601.

<sup>16</sup> Again, see the Maximum Impervious Coverage and Minimum Open Space Table at LMO Section16-4-1606.

<sup>17</sup> Again, see the Maximum Structure Height Table at LMO Section16-4-1701.



#### IV. NARRATIVE – REZONING CRITERIA

LMO Section 16-3-1505 sets forth the criteria which the Planning Commission is to address in making a recommendation to the Town Council on this rezoning request, as follows:

##### A. Consistency (or lack thereof) with the Comprehensive Plan.

The **Natural Resources Vision** of the Comprehensive Plan directs the Town to protect Hilton Head Island’s diverse natural resources, which are pivotal to the economic well being of the community and the high quality of life on the Island.<sup>18</sup> The Applicant is seeking to amend the Official Zoning Map in a manner that will not change the permitted uses on the Property if it is rezoned to the RM-12 District.<sup>19</sup> In fact, the implementation of the Applicant’s proposed redevelopment of the Property for multifamily residential use in either the RM-12 District or the WMU District will result in an increase of minimum open space from the current 16% to 50%, a three-fold increase in required open space. The Applicant’s proposed amendment of the Official Zoning Map will not negatively impact the Town’s Natural Resources Vision since the development permitting process mandated by the LMO will fully address any natural resource issues that may arise.

The **Population Vision** of the Comprehensive Plan is to maintain a diverse population in the Town, which is given the opportunity to be well educated, financially secure, and enjoy a high quality of life.<sup>20</sup> The Comprehensive Plan recognizes that the Town will continue to experience significant population growth. Goal 4.2 of the Population Vision of the Comprehensive Plan seeks to create a community that is less dependent

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<sup>18</sup> See the May 4, 2010 Hilton Head Island Comprehensive Plan (the “Comprehensive Plan”), at Page 19.

<sup>19</sup> The Applicant does acknowledge that the permitted uses on the Property will be expanded if the Property is rezoned to the WMU District.

<sup>20</sup> See the Comprehensive Plan, at Page 32.



on workforce residing on the mainland.<sup>21</sup> Achieving Goal 4.2 will require additional housing for permanent residents of the Town, and approval of this Application will specifically support Goal 4.2 by permitting additional density, and therefore housing units, in a location appropriate for such redevelopment. Implementation Strategy 4.3(D) of the Population Vision of the Comprehensive Plan calls for creating “... incentives for redevelopment that opt for a planned community approach with goals of diversity in housing cost ...”.<sup>22</sup>

The **Housing Vision** of the Comprehensive Plan seeks to promote entrepreneurial housing initiatives that will result in the development of diverse housing types for all income levels, and to support affordable housing initiatives in the region to supplement housing on the Island.<sup>23</sup> The Comprehensive Plan recognizes that “... the availability of various housing types is important for the housing market viability to accommodate the diverse needs of the Island’s population.”<sup>24</sup>

More specifically, the Comprehensive Plan recognizes the long-term requirements for workforce and affordable housing. The Comprehensive Plan also recognizes the “... lack of development incentives, such as increased density, decreased parking, increased height standards, etc., which allow the developer to build more than otherwise allowed by Town regulations and requirements do not exist in current codes and may, when coupled with other barriers, also become a barrier in itself to the construction or availability of affordable housing.”<sup>25</sup> This Application will provide flexibility for the redevelopment of the Property and support the Housing Vision of the Comprehensive Plan by providing housing diversity

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<sup>21</sup> See the Comprehensive Plan, at Page 47.

<sup>22</sup> See the Comprehensive Plan, at Page 48.

<sup>23</sup> See the Comprehensive Plan, at Page 49

<sup>24</sup> See the Comprehensive Plan, at Page 53.

<sup>25</sup> See the Comprehensive Plan, at Page 56.



in the Town, without requiring any further incentive for such development activity such as that recognized by the Comprehensive Plan.

Goal 5.1(A) of the Housing Vision of the Comprehensive Plan states, “The goal is to encourage redevelopment of multi-family residential structures to meet market demands and new trends.”<sup>26</sup> Likewise, Goal 5.2(A) of the Housing Vision of the Comprehensive Plan supports projects that encourage affordable and workforce housing.<sup>27</sup> This Application specifically supports Goals 5.1(A) and 5.2(A) of the Housing Vision of the Comprehensive Plan. The Beach City Place single family development was a financial failure. The Applicant submits that flexibility in zoning to permit additional multi-family density will support meeting the market demand for housing variety on Hilton Head Island.

The **Community Facilities Vision** of the Comprehensive Plan is for the Town to provide facilities for the residents and visitors of Hilton Head Island which are maintained at the highest levels of service and efficiency consistent with facilities of a world class community.<sup>28</sup> The approval of this Application will not negatively impact the Town’s Community Facilities, but rather will provide additional use of the Town’s parks located in the Beach City Road and Mitchelville areas by the residents of the Property’s development. The basic infrastructure required for redevelopment a of the Property, including water and sewer, storm water drainage, electric, telephone, and cable services and roadways, is already in place, and additional work by the Applicant will be required only to modify the existing infrastructure on the Property for multifamily residential use.

The **Economic Development Vision** of the Comprehensive Plan looks to define, foster, and enhance the economic environment that

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<sup>26</sup> See the Comprehensive Plan, at Page 57.

<sup>27</sup> See the Comprehensive Plan, also at Page 57.

<sup>28</sup> See the Comprehensive Plan, at Page 59.



sustains Hilton Head Island's unique way of life.<sup>29</sup> In particular, the Comprehensive Plan recognizes that "A sustainable workforce will become essential to the future economic potential of the Island and is essential to support the social economic population mixing that is vital for a vibrant and sustainable economy."<sup>30</sup> A sustainable workforce requires housing diversity, and housing diversity involves various levels of density in housing opportunities. As discussed below, the current mix of housing opportunities in the Town is heavily weighted towards the less dense zoning districts. Approval of this Application will provide a small step in addressing that imbalance and provide additional multi-family housing opportunities for Island residents.

The Applicant's desire to protect and enhance its investment in the Property is a primary reason for this Application. Clearly, putting the Applicant in the best possible position to maintain a successful and attractive multi-family development is consistent with the Economic Development Vision of the Comprehensive Plan, and is in the best interests of the Town.

The **Land Use Element** of the Comprehensive Plan seeks a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location, and intensity of land uses with adequate levels of services while maintaining and protecting the natural resources, residential neighborhoods and overall character of the Town.<sup>31</sup> The sustainable workforce identified by the Economic Development Vision of the Comprehensive Plan requires substantial diversity in housing opportunities. In this regard, Table 8.3 of the Land Use Vision of the Comprehensive Plan informs us that a mere 78.2 acres of the Island's

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<sup>29</sup> See the Comprehensive Plan, at Page 88.

<sup>30</sup> See the Comprehensive Plan, at Page 91.

<sup>31</sup> See the Comprehensive Plan, at Page 100.



total 19,925.3 acres, only 0.39%, are in the RM-12 District.<sup>32</sup> This very small percentage of the total acreage of the Town dedicated to relatively high-density housing explains, in part, the continuing issue of housing unavailability for the Island workforce, except for those in the very high income segments. Approval of this Application will address this imbalance in housing diversity opportunities in a very direct way.

Implementation Strategy 8.4(A) of the Land Use Vision of the Comprehensive Plan is to “Determine if there is an adequate amount and location of current zoning districts through review of existing zoning district classifications.”<sup>33</sup> This Application will directly address the paucity of RM-12 District acreage in the Town. In addition, Implementation Strategy 8.10(B) of the Economic Development Vision of the Comprehensive Plan is to “Focus higher intensity land uses in areas with available sewer connections.”<sup>34</sup> Sanitary sewer service through Hilton Head Public Service District is currently available to Property.

Given the history of the Property, the existing infrastructure facilities already serving the Property, and the current imbalance of more dense multi-family housing opportunities on the Island, the requested rezoning will not have an adverse effect on the natural resources, community facilities, or existing development in the area of the Property, and will encourage the orderly redevelopment of the Property, all in accordance with the Comprehensive Plan.

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<sup>32</sup> See the Comprehensive Plan, at Page 104. Also, note that only 252.2 acres, just 1.27%, are currently in the WMU District.

<sup>33</sup> See the Comprehensive Plan, at Page 110.

<sup>34</sup> See the Comprehensive Plan, at Page 111.



**B. Compatibility with the present zoning and conforming uses of nearby property and with the character of the neighborhood.**

The current use on the Property is a failed single family residential development, with only one of 38 lots having a home some four years after the subdivision of the Property was approved. The nearby properties to the northeast along Beach City Road include The Spa on Port Royal Sound, a multi-family development established some thirty years ago, another failed single family residential development (Trail Beach Manor), several undeveloped parcels, a single family dwelling,<sup>35</sup> and Fish Haul Creek Park. Undeveloped parcels front on Beach City Road on both sides of the Property's entrance. Directly across Beach City Road from the Property are an undeveloped parcel, a single family dwelling, a 2 acre undeveloped parcel, and another single family dwelling. The Golf Cottages at Mitchellville, five single family dwellings now used as dormitory housing for the Junior Players Golf Academy is located to the southwest of the Property on Beach City Road. Also to the southwest of the Property, and adjacent to it, are a veterinary hospital, a kennel, and a former contractor's storage yard, all with access to Fish Haul Road.<sup>36</sup> The Property is bordered on the north by undeveloped parcels fronting on unpaved Mitchellville Road. The existing uses on these nearby properties are a mix of residential and commercial, with one large multi-family development directly to the northeast of the Property.

Given the existing predominately multifamily residential and commercial uses use on the various properties in the vicinity of the Property, the Applicant believes the use of the Property for low density single family residential use is less compatible with the present zoning and conforming uses of those nearby properties, and with the character of the neighborhood, than a higher density multifamily residential use on the Property would be.

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<sup>35</sup> These properties are located in the WMU District.

<sup>36</sup> The veterinary hospital and the kennel are in the IL – Light Industrial District, and the former contractor's storage yard is in the RM-4 District.



**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 Property which is the subject of this rezoning request is uniquely suitable for the use permitted by the proposed RM-12 District or the proposed WMU District. The Property is located in a largely underdeveloped area. More specifically, the Property is adjacent to a large multi-family development directly to the northeast in the WMU District, and commercial development directly to the southwest in the IL District. The Property is to the north of the Hilton Head Island Airport, in an area that is more conducive to multi-family development than single family development. The failure of Beach City Place development is a testament to the general unsuitability of the area for low density single family residential development.

The Property has electrical, water, sewer, and storm drainage facilities in place. The Property fronts on Beach City Road, a minor arterial road with good road connections to William Hilton Parkway via Beach City Road or Dillon Road. Nearby properties include only three (3) single family residential uses, one of which is part of the failed development on the Property.

The Applicant believes that the Property is suitable for the more dense residential uses that would be permitted for the parcel under the RM-12 District or the WMU District if this Application is approved.

**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.**

While the permitted uses in the RM-4 District are the same as the permitted uses in the RM-12 District, as evidenced by the failed single family residential development currently on the Property, and possibly as a result of the proximity of the Hilton Head Island Airport, the Applicant in all likelihood would have a difficult time successfully redeveloping the Property for any use at the low density permitted in the RM-4 District.



Accordingly, the Applicant believes that the Property is generally unsuitable for the uses permitted under, and at the density allowed by, the RM-4 District.

**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.**

The failure of the Beach City Place development on the Property, and the failure of Trail Beach Manor just northeast of the Property are clear evidence that the marketability of the Property is, at best, challenged by its current classification in the RM-4 District. In the current Hilton Head Island real estate market, the availability of multi-family housing options, particularly in an area where there are not very many single family dwellings, but with existing utilities and transportation access, will likely be very marketable and attractive. In particular, such housing options will be attractive to the Island workforce, and encourage those workers to live on the Island side of the bridges to the mainland.

The Applicant believes the approval of this Application will undoubtedly increase the marketability of the Property. In addition, the Applicant believes that the approval of this Application will not have an adverse effect on the marketability of other properties in the vicinity. Indeed, if the other properties in the area can be made available for more dense development, those properties will very likely dramatically increase in marketability.

**F. Availability of sewer, water and stormwater facilities generally suitable for the proposed use.**

Because the Property was originally permitted and developed as the Beach City Place development, basic sewer, water, and storm water facilities serving the Property are in place. Depending upon final design and approval of the redevelopment of the Property for multifamily residential use, modifications to the existing sewer, water, and storm water facilities may be necessary.



Hilton Head Public Service District currently provides potable water and sanitary sewer service to the Property, and will continue to do so if this Application is approved.

The storm drainage system on the Property was approved by the Town as part of the major subdivision approval for the now failed Beach City Place development. Any redevelopment of the Property for multifamily residential use will likewise require approval by the Town of the stormwater facilities serving the Property.

**V. NARRATIVE – CONCLUSION**

The Applicant believes the foregoing narrative demonstrates that this Application is in conformance with the LMO and the Town’s Comprehensive Plan, and meets the criteria set forth in LMO Section 16-3-1505. Accordingly, the Applicant respectfully requests that the Planning Commission (a) consider this Application and the testimony and supporting documentation which will be entered into the record; (b) find:

1. That this Application and the supporting testimony and documentation establish that the requested zoning map amendment is consistent with the Town’s Comprehensive Plan; and
2. That this Application and the supporting testimony and documentation establish that while the current use on the Property is consistent with the present zoning, that current use has failed economically, and the proposed rezoning is also consistent with conforming uses of nearby properties and with the character of the neighborhood around the Property; and
3. That this Application and the supporting testimony and documentation establish that the Property is suitable for the uses permitted by the zoning district that would be made applicable to the Property by the requested zoning map amendment; and
4. That this Application and the supporting testimony and documentation establish that the Property is not economically suitable for



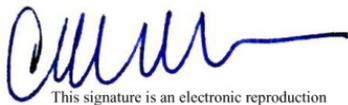
the uses permitted by the zoning district that is currently applicable to the Property; and

5. That this Application and the supporting testimony and documentation establish that the marketability of the Property for uses permitted by the zoning district that is currently applicable to the Property will be increased by the approval of the requested zoning map amendment; and

6. That this Application and the supporting testimony and documentation establish that there will be no material change in the Property's requirements for sewer, water and storm water facilities, and that such services generally suitable and adequate for the existing use of the Property under the requested zoning map amendment are available to the Property; and

(c) Recommend to the Town Council that they approve this Application and the rezoning of the Property to the RM-12 District or, in the alternative, to the WMU District.

Respectfully submitted on behalf of the Applicant this 15<sup>th</sup> day of March, 2013.



This signature is an electronic reproduction

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Chester C. Williams, Esquire  
Law Office of Chester C. Williams, LLC  
17 Executive Park Road, Suite 2  
Post Office Box 6028  
Hilton Head Island, SC 29938-6028  
843-842-5411  
843-842-5412 (fax)  
[Firm@CCWLaw.net](mailto:Firm@CCWLaw.net)





BEING the same property conveyed to Beach City Properties, Inc. from D and N Realty Partnership by deed dated July 19, 2006 and recorded on July 24, 2006 in the Register of Deeds for Beaufort County, South Carolina in Book 2411 at Page 864.

This Deed was prepared in the Law Offices of McNair Law Firm, P.A., Post Office Drawer 3, Hilton Head Island, South Carolina 29938, by Robert M. Deeb, Jr.

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

**TO HAVE AND TO HOLD** all and singular the said premises before mentioned, unto the Grantee, its successors and assigns forever.

**AND** Grantor does hereby bind itself and its successors and assigns to warrant and forever defend all and singular the said premises unto the Grantee, its successors and assigns, against the Grantor and its successors and assigns, and all persons whomsoever lawfully claiming or to claim the same, or any part thereof.

*[Signatures on Following Page]*



# ZMA Application Attachment 2



LAW OFFICE OF  
CHESTER C. WILLIAMS, LLC

17 Executive Park Road, Suite 2  
Post Office Box 6028  
Hilton Head Island, SC 29938-6028  
Telephone (843) 842-5411  
Telefax (843) 842-5412  
Email [Firm@CCWLaw.net](mailto:Firm@CCWLaw.net)

**Chester C. Williams**  
ALSO MEMBER LOUISIANA BAR

**Thomas A. Gasparini**  
ALSO MEMBER CALIFORNIA BAR  
(inactive)  
ALSO MEMBER OHIO BAR  
(inactive)

\_\_\_\_\_, 2013

Name  
Address  
City, State, Zip Code

RE: Zoning Map Amendment Application of 217 Beach City Road, LLC for 8.56  
Acres, Beach City Road – Our File No. 01687-001

Dear Sir or Madam:

As required by Sections 16-3-110 and 16-3-111(C)(1) of the Land Management Ordinance of the Town of Hilton Head Island, you are notified that there will be a public hearing before the Town's Planning Commission on 01 May 2013 at 9:00 A.M. in Town Council Chambers at Town Hall, One Town Center Court, Hilton Head Island, South Carolina on the zoning map amendment application filed by 217 Beach City Road, LLC for property located on Beach City Road. The property is also known as Beaufort County Tax District 510, Map 5, Parcels 008, 336 through 342, and 344 through 375. The proposed zoning map amendment seeks to rezone the property from the RM-4 – Low Density Residential District to either the RM-12 – Moderate to High Density Residential District or the WMU – Water Front Mixed Use District. A copy of a survey showing the property is enclosed. The property is currently located in the RM-4 – Low Density Residential District. Any interested party may appear at the public hearing.

If you require additional information regarding this application, please contact the undersigned at the telephone number on the letterhead above, or contact the Town of Hilton Head Island Planning Staff at (843) 341-4601.

With best regards, we are

Very Truly Yours,

LAW OFFICE OF CHESTER C. WILLIAMS, LLC

Chester C. Williams

CCW/  
Enclosure

cc: Dr. Harinderjit Singh  
Rand E. Hanna, III, Esq.  
Teri B. Lewis, AICP



ADAMS KENNETH F ANNETTE T JTROS			9565 RED BIRD LANE	ALPHARETTA	GA	30022
AHR ERNEST THERESA JTROS			38 HAUL WAY	HILTON HEAD ISL	SC	29928
ALLEN ROBERT TRUSTEE ALLEN CATHERINE			21016 ALPINE AVENUE	PORT CHARLOTTE	FL	33952
ANAYA REBECCA B		ANAYA ERNEST J	1112 LA PALOMA CT	SOUTHLAKE	TX	76092
ANDERSON MICHAEL			239 BEACH CITY RD APARTMENT 2322	HILTON HEAD ISL	SC	29926
ANDERSON NANCY HERRON			239 BEACH CITY RD UNIT 1201	HILTON HEAD ISLAND	SC	29926
ANITO LAWRENCE F JR			38 AUERLITZ STREET	CHATHAM	NY	12037
ARINOLDO CARL G LINDA D JTROS			314 POND PATH	SETAUKET	NY	11733
BAILEY JOE % ALICE B JONES			PO BOX 22641	HILTON HEAD	SC	29925
BAKER SHELBY L JR DOROTHY I TRUSTEES			239 BEACH CITY RD #1330	HILTON HEAD ISL	SC	29926
BANACH JOSEPH L III HELEN B JTROS			3609 HOMEWOOD DRIVE	POWDER SPRINGS	GA	31027
BANNON RICHARD B NORMA C JTROS			300 PINE FOREST RD EXT	SPARTANBURG	SC	29303
BARTHOLOMEW JEFFREY J KIMBERLY A J			460 SHANE AVENUE	WAYNESBURG	OH	44688
BKH LLC			PO BOX 23526	HILTON HEAD ISLAND	SC	29925
BLUST DAVID R CYNTHIA B JTROS			3105 THE SPA ON PORT ROYAL SOUND	HILTON HEAD ISL	SC	29928
BOTHA NICOLAAS J		BOTHA GERTRUDA P	1802 HARBOR PLACE	WOODSTOCK	GA	30189
BOWEN JAMIE A		BOWEN JILL A	2210 PARK RD	TOWNVILLE	SC	29689
BRAY YALE W KAREN L JTROS			39 WICKLOW DR	HILTON HEAD ISLAND	SC	29928
BRENDEL TOMMY A		BRENDEL AUDREY K	1431 MOUNTAIN MEADOW DR	HENDERSONVILLE	NC	28739
BRENER HOWARD		BRENER SHARON	3912 UPLAND WAY	MARIETTA	GA	30066
BRESLIN THOMAS K PINKHAM JULIE B J			55 ISLAND AVENUE	QUINCY	MA	02169
BROWN ROSS E IVA S			311 SOUTH AVE	WESTON	MA	02493
BROWN SANDRA L			100 COTTONS WAY	PENROSE	NC	28766
BULLA FRANK A DIRUOCO PHILLIP J			150 WHITE PLAINS RD SUITE 202	TARRYTOWN	NY	10591
BURGESS KARL REICHELDERFER JILL JT			5210 COUNTRY LAKE COURT	LILBURN	GA	30047
BURRELL MICHAEL K SR REBECCA G JTRO			749 BROOKWOOD DRIVE	STATESBORO	GA	30461
CANAAN LAND PROPERTIES INC			712 W CHERRY STREET	JESUP	GA	31545
CAROL CAPPIELLO LIVING TRUST			3 MANGIN RD	COMMACK	NY	11725
CARR KENNETH R		CARR DONNA L	225 W SMOKETREE TERR	JOHNS CREEK	GA	30005 7212
CARTER CAROLE			239 BEACH CITY RD #2303	HILTON HEAD ISLAND	SC	29926
CHAMP PETER E PATTY K			16149 S EAGLE RIDGE DR	TINLEY PARK	IL	60477-8296
CHANDLER LUCINDA STEDFELD THOMAS DEN			6325 GAY WIND DR	CHARLOTTE	NC	28226
CHRISTINE LYNCH 2009 REVOCABLE TRUST		THERESA M TURANO REVOCABLE LIVING TR	224 RIVERWOOD DRIVE	NEW HOPE	PA	18938
CILURSO EDWARD		CILURSO KAREN	51 LETITIA LN	HADDONFIELD	NJ	08033
CLARK WILFRED V JANET M			107 A DEER PARK ROAD	DIX HILLS	NY	11746-4926
COMBS CURTIS J		COMBS VANESSA E	5375 214TH CT	BOCA RATON	FL	33486

CONDON JOHN		1030 JENKINS RD	CHARLESTON	SC	29407
CONKLIN DEBRA E		68 LACKAWANNA TRAIL	SUFFERN	NY	10901
COOL SPRINGS PROPERTIES LLC		39 BISHOP ST	BLUFFTON	SC	29909
COSTLOW DAVID L PAULA S JTROS		PO BOX 96	READINGTON	NJ	08870-0096
COX BETTY M		371 BARNSLEY DRIVE	EVANS	GA	30809
CREATIVE HOME INTERIORS LLC		17 DOLPHIN POINT LN	HILTON HEAD	SC	29926
D'AMICO SIMON VANESSA LECY JTROS		239 BEACH CITY RD # 1308	HILTON HEAD ISLAND	SC	29926
DAUGHERTY HILL LLC		5105 OLD ELLIS POINTE	ROSWELL	GA	30076
DAVIS ROBERT DAVIS		PO BOX 356	KERSHAW	SC	29067
DAVIS ROBERT W		PO BOX 356	KERSHAW	SC	29067-0356
DAVISON ANDREW R		239 BEACH CITY ROAD APT 3109	HILTON HEAD ISL	SC	29926
DEMPSEY GERARD W	DEMPSEY JUJIE	25 LILY LAKE RD	HIGHLAND	NY	12528
DESELLIER JAMES R THOMAS J		402 ROCK CREEK ROAD	CLEMSON	SC	29631-1944
DESIANO FRANK M PATRICIA M JTROS		57 MANDALAY DRIVE	POUGHKEEPSIE	NY	12603
DIBLASI PAUL S		PO BOX 22137	HILTON HEAD	SC	29926
DIGEORGE JOHN F LORRAINE JTROS		93 PORTSMOUTH DRIVE	TOMS RIVER	NJ	08957
DOCKUM DAVID L SMITH WALDO A JTROS		1 HONEY LOCUST CIR	HILTON HEAD ISL	SC	29926
DREW-BROOK MAUREEN WINSOME	DREW-BROOK GEOFFREY COOK	233 SANDFORD RD	MOUNT ALBERT	ON	L0G1M0
DUNES SPA LLC		1836 HWY 54 WEST	FAYETTEVILLE	GA	30214
DWYER KIERAN P		239 BEACH CITY RD #3110	HILTON HEAD ISL	SC	29926
EINFELDT SAM W JUDY		22 WILLOW DR	RANDOLPH	NJ	07869-4747
FARR JEFF RICE PATRICK JTROS		73 CHESTER HILL RD	WARWICK	NY	10990
FBO SHEILA R LEGGETT IRA		130 KENNEDY ST	ELLENBORO	NC	28040
FEDERAL NATIONAL MORTGAGE ASSOCIATIO		PO BOX 650043	DALLAS	TX	75265
FERNANDEZ ALEJANDRO D		239 BEACH CITY RD APT 3116	HILTON HEAD ISLAND	SC	29926
FITSCHEN DAWN DUCA BRIAN		25 LUDDINGTON ROAD	WEST ORANGE	NJ	07052
FORD SHIRLEY A WILLIAMS VIOLA B MIL		22 PEACHTREE ST	CHARLESTON	SC	29403
FORTSON HALEY W		3236 THE SPA	HILTON HEAD ISL	SC	29928
FOSTER WILLIAM J		70 PADDLEBOAT LN APT 302-D	HILTON HEAD ISLAND	SC	29928
FREUND HOLDINGS LLC		907 SPRING TREE ST	ROUND ROCK	TX	78681
GAUJOT PAUL A		709 LESLIE AVENUE	GLASGOW	KY	42141
GENGHINI FRANK J PATRICIA S JTROS		10 DOE RUN DRIVE	WARRINGTON	PA	18976
GHIZZONI RYAN C		6017 HERONS CIRCLE	AUSTINTOWN	OH	44515
GONZALES DAVID A		79 REGENT AVE	BLUFFTON	SC	29910
GRUBB ROGER DALE		27 FERNLAKES DRIVE	BLUFFTON	SC	29910
GUIDO MARK F	GUIDO RANDI SUE	5442 RIDGEMOOR DR	BRASELTON	GA	30517

GUIENDON JOSEPH R MARY M JTROS		132 MARSH VIEW DRIVE	RICHMOND HILL	GA	31324
GUISTI RICHARD SR ROBIN L JTROS		131 LONGMEADOW DR	WOLCOTT	CT	06716
H & H AUTO BODY LLC		17 CARDINAL ROAD	HILTON HEAD ISLAND	SC	29926
HAB LLC % HEATHER ANN C BARTOLOTTTO		PO BOX 2856	BLUFFTON	SC	29910
HAGEMAN ALAN E	HAGEMAN SUSAN I	208 SILVER LAKE RD E	COLUMBIA	SC	29223
HAROUNLAN RUGS INTERNATIONAL INC		261 FIFTH AVE	NEW YORK	NY	10016
HAUSER DONALD H	BEARD MARSHA C	4122 HOODBRIDGE LN	MINT HILL	NC	28227
HEANEY JAMES PAUL	HEANEY CHRISTINA E	PO BOX 2299	BLAIRSVILLE	GA	30514
HENDRICKS REGINALD L SHAROLD L JTRO		148 RUNNER RD	SAVANNAH	GA	31410
HENGEMUHLE SCOTT		107 AVENIDA	WYLIE	TX	75098
HENNESSEY CURTIS BLAIR LYNETTE M J		12 WIDEWATER	HILTON HEAD ISL	SC	29926
HEW & ASSOCIATES		36 PRIVATE DRIVE 10461	PROCTORVILLE	OH	45669
HILTON HEAD PROPERTIES C/O TERRY CHU		861 BLUE RIDGE RD	PITTSBURGH	PA	15239
HJH GROUP OF COMPANIES LLC UNIT		55 MALLORY AVE #25	JERSEY CITY	NJ	07305
HOGAN MARK D SABA ROBERT J JTROS		13 PARK ALY N	SARATOGA SPGS	NY	12866-1436
HORN JOHN K JR	VAN HORN SUSAN K	402 MIDDLECREEK RD	HONESDALE	PA	18431
HUFENBECHER CHRISTINE A	HUFENBECHER PATRICIA	1 AVE AT PORT IMPERIAL APT 1113	WEST NEW YORK	NJ	07093-8303
HUONG LE TRAN	TRAN HUONG DUONG Q	115 FIELDSTONE WAY	FAYETTEVILLE	GA	30215-8166
HUTCHISON KENNETH P GRIER KIMBERLY A		12 EXETER RD	AVONDALE ESTATES	GA	30002-1335
IANNAZZO ELIZABETH F IANNAZZO ANTHON		25 MITCHELLEVILLE ROAD	HILTON HEAD ISL	SC	29926
JACKSON DAVID	JACKSON ALETHEA W	108 LINCOLN RD	HEMPSTEAD	NY	11550
JOHNSON BARNEY L Jr	JOHNSON JANICE M	3146 SURREY RD	THOMSON	GA	30824
JOHNSON BERNADETTE F	F/B/O TRUST MICHAEL LOWE JOHNSON U/W	10 FLAMINGO CV	LADYS ISLAND	SC	29907
JOHNSON LENIAH		230 PORTER AVE	SEASIDE HEIGHTS	NJ	08751
JONES MARY JOAN		239 BEACH CITY RD APT 1107	HILTON HEAD ISL	SC	29926
JORGENSEN CHRISTOPHER A		PO BOX 802813	MIAMI	FL	33280-2813
JOSTWORTH THOMAS C		11745 HIGHLAND COLONY DR	ROSWELL	GA	30545
JOYCE CHARLES RICHARD	JOYCE TAMMY AKERS	3150 OLD BAYWOOD RD	GALAX	VA	24333
JUNIOR PLAYERS GOLF ACADEMY INC		154 BEACH CITY RD	HILTON HEAD ISLAND	SC	29926
KAIL BRADEN E	KAIL SUZANNE R	PO BOX 722	WAYNESBURG	OH	44688-0722
KAPTUREWSKI PAUL F		235 HORN TASSLE CT	INDIAN TRAIL	NC	28079
KENNEDY CLAUDIA J		4 MAGAZINE PLACE	HILTON HEAD ISLAND	SC	29928
KEVIN SUMNER AND THERESA SUMNER LIVI		123 BROLA RD	MIDDLETOWN	NY	10940
KEVIN ALLAN S		20 TWISTED CAY LANE	HILTON HEAD ISL	SC	29926
KOSMATKA KENT	KOSMATKA DELORA	210 SYCAMORE ST	GOODLAND	KS	67735
KRECKER GREGORY S		239 BEACH CITY RD #2202	HILTON HEAD ISL	SC	29926

KROPIEWNICKI JOSEPH			90 GLOUCESTER RD # 1202	HILTON HEAD ISL	SC	29928
KUNDRAT JOHN J			239 BEACH CITY RD APT 2310	HILTON HEAD IS	SC	29926-4714
LAMBERT EDWARD D LORINDA ANN JTROS			8 FISH HAUL RD	HILTON HEAD ISLAND	SC	29926
LAMMERT KARL KEVIN JTROS			30 MATTHEWS DR #113	HILTON HEAD ISL	SC	29926
LANEY KERMI QUINTON JR MARY ANN JT			1093 FISHING CREEK ESTATES RD	LINCOLNTON	GA	30817
LARKIN DARRYL			145 WILSON AVENUE	ELIZABETHTON	TN	37643
LAURENTIS SEMINA DE			66 QUAIL RUN	TORRINGTON	CT	06790
LEEWE JAMES F JR REBECCA S JTROS			3643 FORT PEYTON CIRCLE	ST AUGUSTINE	FL	32086
LEYVA NOELIA			PO BOX 5412	HILTON HEAD ISL	SC	29938
LIMPIPHIPHATN ESTER C LIMPIPHIPHATN			1145 STONEWOLF TRAIL	FAIRVIEW HEIGHTS	IL	62208
LOVELL JOHN WILLIAM			PO BOX 35941	TUCSON	AZ	85740
LUCIANI JOHN M		LUCIANI CONSTANCE M	119 SETTLERS PT	GUYTON	GA	31312
LYNCH ROBERT F CATHY S JTROS			7390 POSSUM STREET	MT VERNON	OH	43050
LYNN GEORGE K JR PEGGY LEE JTROS			91 CLUB COURSE DR	HILTON HEAD ISLAND	SC	29928
MACCHIAVERNA JUNE R			1212 W SHERWIN AVE	CHICAGO	IL	60626-2218
MACKAY MARK STEPHEN			233 BEACH CITY ROAD	HILTON HEAD ISL	SC	29926
MACNEIL PAUL D			30 LADYS ISLAND DR	BEAUFORT	SC	29907
MALLEY MICHAEL P SHARON E JTROS			3 MCQUEEN BLVD	FARMINGSALE	NJ	07727
MANZINO CHARLES P			17956 HOLLY BROOK DR	TAMPA	FL	33647
MARIANO DOROTHY H ARMAND M JTROS			36 CROSSROAD LANE	GLASTONBURY	CT	06033
MATTHEWS EUGENE VERMELLE J CO-TRUSTE			168 LITTLE CAPERS RD	BEAUFORT	SC	29902
MAURICE THREE LLC % MAURICE MALIN			45 HALE PLACE	TAPPAN	NY	10983
MAZAKOV DARIN		MAISAK LARYSA	PO BOX 1634	ALEXANDRIA	VA	22313
MCARDLE THOMAS J			83 MAPLE AVENUE	WEST PATERSON	NJ	07424-0875
MCCAFFREY CORNELIUS			42 BRIARWOOD LN	MILLERTON	NY	12546
MCCALL FAMILY TRUST U/T/A LOIS M MCC			43 WEXFORD CLUB DR	HILTON HEAD ISLAND	SC	29928
MCCLARNON KEVIN DALE		MCCLARNON KIM MARIE	13112 MYRTLE DRIVE	BURNSVILLE	MIN	55337
MCCLESKY MARGARET P			43 STONEY CREEK RD	HILTON HEAD ISL	SC	29928
MCCLURE JACKIE L		MCCLURE MARIA S	48 OVERLOOK CT	AIKEN	SC	29805
MCCORMICK EDWARD L BEATRICE F			106 KING DRIVE	POUGHKEEPSIE	NY	12603-3210
MEARS FRANKLIN H			PO BOX 14548	AUGUSTA	GA	30919
MELICK DIANA		MELICK GARY	235 ARDSLEY LN	ALPHARETTA	GA	30005
MICHAUD MATTHEW			3 DRISCOLL LN	MATTAPOISETT	MA	02739
MIKOUCHI PATRICIA A MIKOUCHI-LOPEZ T			5 LADSON CT	HILTON HEAD ISLAND	SC	29926
MILLER DAVE			1094 E CHOCTAW DR	LONDON	OH	43140
MONCADA JULIO H			239 BEACH CITY RD NO. 3329	HILTON HEAD ISLAND	SC	29926

MOORE JUDITH G		239 BEACH CITY RD #1322	HILTON HEAD ISLAND	SC	29926
MOORER DOLORES P		5146 TOREY LN	SUMMERVILLE	SC	29485
MOSES THOMAS E		1807 RIVER CHASE RD	HIXSON	TN	37343-3433
MOULTRIE EDITH W		103 E LATHROP AVE	SAVANNAH	GA	31401
MOULTRIE EDITH W WHITE NATHANIEL JO		103 EAST LATHROP AVE	SAVANNAH	GA	31401
MULLINS MARGARET R MOORE VICKI MULLI		4297 HIGHBORNE DRIVE	MARIETTA	GA	30066
MURPHY RAYMOND A PATRICIA A JTROS		36 RIDGE LANE	HILLSDALE	NY	12529
MUSA ANN FLORENCE TRUSTEE (EDWARD F		4 MT VIEW DR	PLEASANT VALLEY	NY	12569
NABEL PATRICIA BENNETT		1321 ROBIN HOOD RD	HIGH POINT	NC	27262
NATIONAL ALLIANCE FOR THE MENTALLY I		PO BOX 24128	HILTON HEAD ISLAND	SC	29925
NICHOLSON ANTHONY SCOTT MARY JONES J		239 BEACH CITY RD #1110	HILTON HEAD ISLAND	SC	29926
NIEHAUS THOMAS J		92 P HEASANT LANE	FAIRFIELD	CT	06824
NITZA KATHLEEN MURPHY		239 BEACH CITY RD #1128	HILTON HEAD ISLAND	SC	29926
OVERMAN STUART J JOANNE M JTROS		6218 GREENS MILL RIDGE	LOGANVILLE	GA	30052
O'SHEA THOMAS M		1206 THE SPA	HILTON HEAD ISL	SC	29928
PACE EDWIN STEPHEN III LINDA A JT		315 ABBEY RD	KINGSFORT	TN	37663
PANKEY PATRICK ALAN	PANKEY MARILYN	1231 FERNCREEK DR	WATKINSVILLE	GA	30677
PARRA MILTON H DIANE P JTROS		17100 NABLICK LANE	CORNWILLIUS	NC	28031
PASQUALINO JOHN A	PASQUALINO LISA	738 NORLAND AVE	CARNEGIE	PA	15106
PEEPLES BENNIE L	PEEPLES SANDRA H	PO BOX 22316	HILTON HEAD ISLAND	SC	29925
PEISER JOHN F	PEISER KATHRYN L	33-20 214 PLACE	BAYSIDE	NY	11361
PENNINGROTH ERIC L ROSEANNE JTROS		2310 COLLINGWOOD RD	ALEXANDRIA	VA	22308
PENSCO TRUST CO F/B/O CHRISTINE HANS		78 JIB SAIL CT	HILTON HEAD ISLAND	SC	29928
PERRINE DAVID MICHAEL KAY ELLEN JT		1404 BELLE MEADE ROAD	AKRON	OH	44321
PERRY LINDA HRS OF % ROBERT GREENE		608 POWELL STREET	BROOKLYN	NY	11212-5334
PETERS CLIFTON L III		PO BOX 3025	SAN BERNARDINO	CA	92413
PETERSON ALLEN D		233 HITCHING POST CRES	BLUFFTON	SC	29910
PETTIT STACY P		239 BEACH CITY RD APT 1101	HILTON HEAD ISLAND	SC	29926-4708
PIMENTEL RICHARD M DIANE A JTROS		43 VAIL ROAD	BETHEL	CT	06801
PRIOR MICHAEL	PRIOR MICHELE	3750 WINCHESTER TRAIL	MARTINEZ	GA	30907
QUINTON MAUREEN A TRUSTEE		1232 BLAKE COURT	YORK	PA	17403-9114
RAHMANI BRUCE R HOSSEINIAN ALI		17240 BROOKDALE LANE	ROUNS HILL	VA	20141
RAMEIZL JAMES	RAMEIZL PHYLLIS	55 RED CEDAR ST	BLUFFTON	SC	29910 8926
RAMEY CHERYL JEAN	RAMEY WILBUR JAMES	301 CENTRAL AVE 341	HILTON HEAD ISLAND	SC	29926
REILLY CHRISTOPHER BARBARA J REILLY		239 BEACH CITY ROAD APT 2104	HILTON HEAD ISL	SC	29926
REILLY SEAN		5 STONEFIELD LANE	BLUFFTON	SC	29910

REILLY SEAN PATRICK			239 BEACH CITY RD VILLA 3311	HILTON HEAD ISL	SC	29926
RESORT INVESTMENT CORP			PO BOX 11496	COLUMBIA	SC	29211-1496
RETREAT PET SUITES LLC % STUART W CA			9 BIG WOODS DRIVE	HILTON HEAD ISL	SC	29926
RICE JOSHUA FRANKLIN JOHNNA LINDA			2288 WICKINGHAM DR NE	MARIETTA	GA	30066-3083
RITZLER JAMES R JUDITH A JTROS			PO BOX 7122	HILTON HEAD ISLAND	SC	29938
RIVERS NATHAN ETHEL			PO BOX 21063	HILTON HEAD ISL	SC	29925
ROBERSON IRENE		LAUNIERE RENEE KATHERINE	619 NORFLEET RD	ATLANTA	GA	30305
RODNEY W BYRD AND JOYCE K BYRD REVOC		RODNEY W BYRD AND JOYCE K BYRD REVOC	481 HARBOR DR	LEBANON	OH	45036
ROMEO THOMAS M		ROMEO NANCY L	12 REACH LN	HIGH FALLS	NY	12440
ROTE DENNIS		ROTE LINDA L	354 PACES FERRY RD	AUGUSTA	GA	30907
RUNGE GARY L			6175 BISHOP BEND RD	UNION	KY	41091
RUNGE LARY			130 MCCULLUM RD	INDEPENDENCE	KY	41051
RUNGE VICTORIA M		BISHOP RONNIE L	239 BEACH CITY RD #1205	HILTON HEAD ISLAND	SC	29926
RUSH DALE H			1408 ROSEMOUND AVE	JONESBORO	AR	72401
RUSH DALE JR		RUSH PATIENCE J	3829 BAUM ST SE	CANTON	OH	44707
RUTLEDGE JOHN W SUSAN K JTROS			30 GAGE COURT	TAPPAN	NY	10983
SAKONCHICK JAMES			1272 NOTCH RD	CHESHIRE	CT	06410
SAMARGHANDI MAJID H SUZANNE H JTR			11679 WINDY HILL CT	LOVELAND	OH	45140
SANDERS ALFRIDA J WILLIAM P			PO BOX 5394	HILTON HEAD ISL	SC	29938
SANTA MARIA RICHARD LINDA JTROS			7 PERSIMMON PLACE	HILTON HEAD ISLAND	SC	29926
SAPEZINSKAS SAULIUS SAPEZINSKIENE JO			5 WOODSIDE DR	BLUFFTON	SC	29910
SAUERS GERALD L			219 O'HARA MANOR DRIVE	PITTSBURGH	PA	15238
SAUNDERS BRUCE H			239 BEACH CITY RD VILLA 1220	HILTON HEAD ISLAND	SC	29926
SAYLOR WALTER P			239 BEACH CITY RD	HILTON HEAD ISLAND	SC	29926-4234
SCHAFFER DAVID RUTH ANN JTROS			1515 SCHAFER CORNER RD	VARNVILLE	SC	29944
SCHIEDER NICHOLAS MOWRY CAROLINE S J			908 N MANGUM ST	DURHAM	NC	27701
SCHMEDES JOHN B		SCHMEDES BARBERA SECRIST	292 GRANVILLE COURT	MARIETTA	GA	30064
SCHOCK RICHARD SUSAN JTROS			1063 VALLEY WOODS DR	BATAVIA	OH	45103
SCHRAMM CHARLES W			2998 YELLOWOOD COURT	BREMEN	IN	46506
SCOTTO CHRISTOPHER J			9716 B REA ROAD 133	HILTON HEAD ISLAND	SC	29926
SCRI LLC			PO BOX 10	HILTON HEAD ISLAND	SC	29938
SEVASTOS JOHN P URANIA C JTROS			29400 FAIRMONT BLVD	PEPPER PIKE	OH	44124
SH ENTERPRISES INC			4 OTRANTO CT	HILTON HEAD ISLAND	SC	29928
SHEARS OUIDA T MAYHEW EVA T			355 CAMEL STREET	MOBILE	AL	36610
SHOCKLEY ANDREW G PATRICIA H			603 VILLA CREST DR	KNOXVILLE	TN	37923-6018
SMALSTIG RICHARD KATHY CONWAY HARRIE			216 MOREWOOD RD	GLENSHAW	PA	15116

SMITH LANISE KEITH			630 CREIGHTON DR	TAYLORS	SC	29687
SMITH RANELL ENTRUST OF TAMPA BAY LL			PO BOX 22386	HILTON HEAD ISLAND	SC	29925
SMITH WALDO A DOCKUM DAVID A JTROS			1728 KINGS MANOR COURT	MATTHEWS	NC	28105
SOLOMON ROBERT T		SOLOMON GERLINDE E	101 OXFORD CIR	RINCON	GA	31326
SPA ON PORT ROYAL SOUND HORIZONTAL P			239 BEACH CITY RD #1127	HILTON HEAD ISLAND	SC	29926
SPA ON PORT ROYAL SOUND HORIZONTAL P			239 BEACH CITY ROAD 1212	HILTON HEAD ISLAND	SC	29926
SPA ON PORT ROYAL SOUND HORIZONTAL P			239 BEACH CITY ROAD	HILTON HEAD ISLAND	SC	29926
SPA ON PORT ROYAL SOUND HPR COUNCIL			239 BEACH CITY RD	HILTON HEAD ISLAND	SC	29926
SPA ON PORT ROYAL SOUND HPR INC			239 BEACH CITY RD	HILTON HEAD ISLAND	SC	29926
STERNAD KENNETH B MURPHY KEVIN J ETA			5832 CATAUMET COURT	ST LOUIS	MO	63128
Stevens, Cornelia Groover Ruby Oliv			P. O. Box 21087	Hilton Head Island	SC	29928
TAYLOR MONTIE E MARTIN ALTON LEROY J			447 PAIGE POINT BLF	SEABROOK	SC	29940
TERMEI FARID AGHA ROYA JTROS			3631 OAK ST	DULUTH	GA	30096
THOMPSON DONNA S			14591 ELKIN HIGHWAY 268	RONDA	NC	28670
TODD MARK D			1815 LAKE ROAD XXX	WEBSTER	NY	14580
TOLTON DEBORAH			239 BEACH CITY RD 3332 THE SPA	HILTON HEAD ISL	SC	29926
TOMASELLI STEPHEN JAMES SKALA ALLISO			2462 WINDY HILL DR	PEPPER PIKE	OH	44124
TOOGOOD CAROL A			239 BEACH CITY RD VILLA 1208	HILTON HEAD ISLAND	SC	29926
TOWN OF HILTON HEAD (THE)			ONE TOWN CENTER CT	HILTON HEAD ISLAND	SC	29928
TRUANO FRANCIS I NOEL J JTROS			22 SOVEREIGN DR	HILTON HEAD ISL	SC	29928
TURNER RICK T		TURNER BEVERLY J	PO BOX 1700	DANVILLE	KY	40423
TZELLAS LISA M			18 RED OAK LN	WEST BARNSTABLE	MA	02668
V B BRADLEY CORP			1160 S BUNN RD	HILLSDALE	MI	49242-8330
VALENZUELA REINA I			2 KATHERINE AVE	FAIR LAWN	NJ	07410
VAN HORN FAMILY TRUST UNDER THE WILL			402 MIDDLECREEK RD	HONESDALE	PA	18431
VAN HORN FAMILY TRUST UNDER WILL ELI			402 MIDDLE CREEK RD	HONESDALE	PA	18431
VAN HORN JOHN H JR SUSAN K JTROS			402 MIDDLE CREEK RD	HONESDALE	PA	18431
VERDERBER ROBERT W			3 DARIEN PLACE	EAST NORTHPORT	NY	11731
WALSH FRANK J			4010 CROWN POINTE STREET	CHARLESTON	SC	29492
WARD IRENE F WILLIAM L TRUSTEES (IR			21 SAXONY LANE	WOODBURY	CT	06798
WATTS ALONZO L KAREN E JTROS ETAL			225 WALTON MEADOW LN	ROSWELL	GA	30075
WEAVER CAROL P			112 WILLOW RUN	NORTH AUGUSTA	SC	29841
WEAVER HAROLD J CAY Z JTROS			670 BEACH ISLAND TRACE	DADEVILLE	AL	36853
WECKHORST GERALD K NANJI P			PO BOX 22645	HILTON HEAD ISLAND	SC	29925-2645
WECKHORST GERALD NANJI % NAN+SEAS			PO BOX 22645	HILTON HEAD ISLAND	SC	29925
WEGENER THOMAS B EVE JTROS			27 HERITAGE PKWY	SCOTIA	NY	12302

WELCH THOMAS F ROBIN S JTROS		5 PINEFIELD ROAD	HILTON HEAD ISL	SC	29926
WELLMAN SAMUEL W	WELLMAN KELLY C	575 TUDOR BRANCH	GROVETOWN	GA	30813
WHITE PERRY BARBARA J		PO BOX 21031	HILTON HEAD ISL	SC	29925
WHITSON MICHAEL D	WHITSON LOLA R	298 COMFORT PLACE	BURNSVILLE	NC	28714-4543
WIKE PROPERTIES LLC		113 SHANTY RIDGE LANE	BANNER ELK	NC	28604
WILCOX MICHAEL C REED FRANCES BOOGHE		239 BEACH CITY RD APT 2113	HILTON HEAD ISL	SC	29926
WILKEN LYNNE D		40 FOLLY FIELD RD	HILTON HEAD ISLAND	SC	29928
WILSON DIANNE R		13 VICTORIA CIR	COLLEGEVILLE	PA	19426
WOOD BRIAN S KRUEGER SARAH L JTRO		239 BEACH CITY RD #1103	HILTON HEAD ISLAND	SC	29926
WOODS JAMES M	WOODS VICTORIA E	48 SALT MARSH DR	HILTON HEAD ISLAND	SC	29926
WOODS PATRICIA J		239 BEACH CITY RD UNIT 3111	HILTON HEAD ISLAND	SC	29928
YOUNG CHARLES EDWARD		2627 MOORINGS PKWY	SNELLVILLE	GA	30039
YOUNG VICTOR P KATHARINE JTROS		1 SMOKE CANDLES PLACE	PALM COAST	FL	32164

OFFICE OF THE COUNTY ADMINISTRATOR  
COUNTY COUNCIL OF BEAUFORT COUNTY

GARY T. KUBIC  
COUNTY ADMINISTRATOR

CHERYL HARRIS  
EXECUTIVE ASSISTANT

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DEPUTY COUNTY ADMINISTRATOR

JOSHUA A. GRUBER  
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April 3, 2013

Ms. Teri B. Lewis, AICP  
LMO Official  
Town of Hilton Head Island  
Community Development Department  
One Town Center Court  
Hilton Head Island, SC 29928

RE: Proposed Rezoning of Circlewood Drive (also known as Beach City Place Subdivision)

Dear Ms. Lewis:

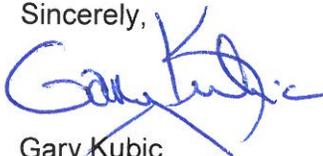
The purpose of this letter is to respond to your email of March 27, 2013, regarding the proposed rezoning of the property on Circlewood Drive from the current RM-4 (Low Density Residential) to either RM-12 (Moderate to High Density Residential) or WMU (Waterfront Mixed Use). The property in question is located approximately 3,000 feet north of the end of Runway 21 at Hilton Head Island Airport and within the approach to Runway 21.

FAA has sent a letter recommending that the Town not rezone the property as residential property is considered incompatible with airport operations. The South Carolina Aeronautics Commission (SCAC) has also provided input stating that the proposed rezoning to higher residential densities would be considered by SCAC to be a land use that is incompatible with Hilton Head Island Airport.

Beaufort County concurs with the FAA and SCAC, and respectfully requests that the Town not approve the rezoning request.

Should you have any questions regarding these matters, please do not hesitate to contact me.

Sincerely,



Gary Kubic  
County Administrator

GK:ch

cc: Rob McFee, Division Director, Engineering and Infrastructure



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation Administration  
Atlanta Airports District Office

1701 Columbia Avenue  
Campus Building, Suite 2-260  
College Park, Georgia 30337

March 28, 2013

Teri B. Lewis, AICP  
LMO Official  
Community Development Department  
One Town Center Court  
Hilton Head Island, SC 29928

RE: Proposed Rezoning near the Hilton Head Island Airport

Dear Ms. Lewis:

The Hilton Head Island Airport (HXD) forwarded your message regarding the rezoning application for the property located at Circlewood Drive (also known as Beach Place Subdivision). FAA understands that the property is currently zoned RM-4 (Low Density Residential) and the applicant is proposing to rezone the property to either RM-12 (Moderate to High Density Residential) or WMU (Waterfront Mixed Use). FAA encourages land uses that are considered to be incompatible with airports (such as residential, schools, and churches) to locate away from airports and encourages land uses that are more compatible (such as industrial and commercial uses) to locate around airports. The area in question (see attachment) is directly under the final approach to Runway 21. We recommend that the area **not** be rezoned to "Moderate to High Density Residential."

If you should have any questions or need additional information, please call me at 404-305-7149 or [Parks.Preston@faa.gov](mailto:Parks.Preston@faa.gov). Thank you.

Sincerely,

Parks Preston  
Program Manager

Cc: Gary Kubic, Beaufort County Administrator  
Robert McFee, P.E., Director of Engineering & Infrastructure  
James Stephens, SCAC  
Judy Elder, TB&E



## Judy Elder

---

**From:** Shah, Mihir <mshah@aeronautics.sc.gov>  
**Sent:** Friday, March 29, 2013 4:24 PM  
**To:** gkubic@bcgov.net  
**Cc:** Werts, Paul; Stephens, James; Parks.Preston@faa.gov; teril@hiltonheadislandsc.gov; rmcfee@bcgov.net; Judy Elder  
**Subject:** Proposed Rezoning near HHI Airport & Compatible Land Use

Dear Mr. Kubic:

The Federal Aviation Administration has forwarded to us a message from Ms. Teri B. Lewis, LMO Official for the Town of Hilton Head Island, regarding a rezoning application for the property located at Circlewood Drive (also known as Beach Place Subdivision), and located approximately 3,000 feet north of Runway End 21 at Hilton Head Island Airport. The message states that the applicant proposes to rezone the property from the current RM-4 (Low Density Residential) to either RM-12 (Moderate to High Density Residential) or WMU (Waterfront Mixed Use). The SC Aeronautics Commission emphasizes and promotes compatible land use and development around publicly-owned airports in the state, as per our as per new airport-related land use provisions in our agency's revised enabling legislation (Title 55 of the South Carolina Code of Laws). Ensuring compatible land use around the Airport will protect the investments made and anticipated to be made in the facility.

The proposed rezoning to higher residential densities would be considered by SC Aeronautics to be a land use that is **incompatible** with Hilton Head Island Airport, for the following reasons:

- The proposed rezoning is located just outside the Airport's existing Runway Protection Zone (RPZ) for Runway End 21. As per current FAA guidance, industry research, and typical airport zoning ordinances which regulate land uses outside the RPZ, residential land uses, especially higher-density ones, are to be strongly discouraged in the inner approach area. Concentrations of people in this area pose a major safety and quality of life (noise) risk because of aircraft flying in low proximity to the ground.
- The proposed rezoning would be located at the very edge of the Airport's future Runway End 21 RPZ based on the FAA-approved Airport Layout Plan updated in 2011, which depicts Runway End 21 being extended in the direction of the subject property. Allowing denser residential development would seriously impact the viability of any planned future extension due to incompatible land uses, and could potentially affect grant funding related to that extension.
- SC Aeronautics is currently drafting statewide airport land use policies, specifically airport-compatible land use standards to guide local governments, and land use notification and procedures as required by Section 55-13-5 of the revised Title 55 enabling legislation. Both the land use standards and notification and review procedures will almost certainly consider dense residential developments such as the Circlewood Drive proposal as incompatible.

In summary, SC Aeronautics encourages Beaufort County and the Town of Hilton Head Island to appropriately manage land use around Hilton Head Island Airport, especially considering its recent Airport Layout Plan update showing a planned lengthening of the runway. Moreover, the Airport has and will likely continue to receive FAA and state grant money; as such, the County and the Town are expected to use zoning, building permits, and other land use techniques to protect the public investment in the facility.

Should you have any questions or comments regarding the Airport, please do not hesitate to contact me.

Regards,  
Mihir Shah



***Mihir P. Shah, PE, AICP***

*Airport Planning & Environmental Engineer*

*South Carolina Aeronautics Commission*

*2553 Airport Boulevard*

*West Columbia, South Carolina 29170*

*Tel: 803-896-6257 Fax: 803-896-6266*

*Cell: 803-719-6531*

*E-mail: [mshah@aeronautics.sc.gov](mailto:mshah@aeronautics.sc.gov)*

*Websites: [www.scaeronautics.com](http://www.scaeronautics.com)*

**To:** Hilton Head Island Planning Commission

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

**Via:** Teri Lewis, LMO Official

**Cc:** Town Council  
Steve Riley, Town Manager  
Charles Cousins, Director of Community Development  
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer

**Date:** March 14<sup>th</sup>, 2013

**Re:** 2012 TRAFFIC MONITORING AND EVALUATION REPORT

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## **PART ONE – INTRODUCTION**

As required by Section 16-3-1311 of the Town's Land Management Ordinance (LMO), this report will summarize 2012 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 2012 weekday morning and afternoon peak hour turning movement counts for all signalized intersections within the Town 2) Summary of twenty-four hour volume demand on the Town's major 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 2011 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 both the morning and afternoon peak hours of 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. Sea Pines Circle was analyzed and found compliant in the 2010 Traffic Monitoring and Evaluation report, and will not be reevaluated until 2015. See

the bottom of page two and top of page three of this report for a definition of average total delay and its distinction from average stopped delay.

This report will examine both morning and afternoon weekday peak hour demand at signalized intersections 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 a typical June weekday in order to avoid identifying deficiencies based on atypically high traffic volume days such as major summer holiday weekends or the RBC Heritage Presented by Boeing golf tournament. The Town traditionally hires a traffic counting consultant to collect the data during the first and/or second full weeks of June. While the morning and afternoon peak hour turning movement count data summarized in Appendix A was counted manually by human beings until approximately three years ago, today's technology allows the data to be compiled by an automated counter and computer software. Therefore, all of the 2012 volume data summarized in this report was collected on Tuesday, June 5<sup>th</sup>, 2012 through Thursday, June 7<sup>th</sup>, 2012. The Town's Engineering Division monitored traffic conditions on these dates to ensure that the data collected accurately reflected the "typical" June weekday conditions required by the LMO that were not unduly influenced by factors such as adverse weather, vehicle collisions or road construction. Despite these efforts, significant year-to-year fluctuations in demand are routinely evident, and these 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 five-year volume trends in addition to the spot morning and afternoon peak hour data collected each June. All of the traffic counts collected in June 2012 were judged by staff to be consistent with expectations based on previous counts, and none of the collected data was found to be aberrant or unsuitable for analysis purposes.

The operating goals for all signalized intersections as outlined in Section 16-5-1103 of the LMO are based on the volume-to-capacity (v/c) ratio and the average total delay experienced by motorists based on operating conditions during the weekday morning and afternoon peak traffic volume hour. The volume-to-capacity ratio is essentially a percentage of the intersection's capacity to discharge traffic that is being demanded by motorized and non-motorized traffic. See the bottom of page three of this report for a more detailed discussion on the development and relevance of the intersection's volume-to-capacity ratio. The denominator in this ratio, the signalized intersection's capacity, is dependent to a large extent on the manner in which the signal is operated, or "timed." The operational goals are a v/c ratio that does not exceed 0.9 during these peak hours, or ninety percent of the intersection's theoretical hourly capacity based on the signal's current timing plan, and an average total delay of 55 seconds or less experienced by motorists when passing through the intersection during peak volume hours. Total delay experienced by a motorist at a traffic signal is greater than the actual time that they are completely stopped. 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. Therefore, the average total delay experienced by motorists at a traffic signal is the sum of the time required for a vehicle operator to complete all of these actions and pass through the intersection less the time that would've been required to pass through the area if there was no intersection present. Total delay, therefore, may be experienced by motorists that are confronted entirely with green traffic signals if traffic congestion resulting from a previous signal change 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 routinely a couple of seconds where no one at all is moving. Therefore, a signalized intersection's capacity can theoretically be increased by changing traffic signals less frequently, thereby 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 operating goals simultaneously ensure that our traffic signals are not set to change so infrequently that capacity is maximized in favor of inordinately long delays, or conversely, so frequently that delay is minimized while adequate capacity to move traffic is compromised. The traffic engineer's job is to select an optimum signal timing that balances these competing interests by operating the signal in a fashion that affords the required capacity without causing excessive delays. Congested, high-volume intersections require relatively infrequent signal changes in order to afford the required capacity to move traffic, while lighter-demand intersections change more frequently to reduce delays to motorists.

As outlined in the current 2010 edition of the *Highway Capacity Manual*, an intersection's volume-to-capacity ratio may be calculated by summing the ratios of critical adjusted flow rates to adjusted saturation flow rates for the critical lane-group within each individual signal phase. This sum is then multiplied by a ratio of the signal's cycle length to the signal's cycle length less the number of signal phases multiplied by two. The critical lane group within each signal phase is identified by an examination of the individual volume-to-capacity ratios associated with each traffic movement. Let us examine the example of the William Hilton Parkway / Squire Pope Road intersection during the morning peak hour. There are three phases in this signal's operation.

During the first phase, which serves motorists turning left from William Hilton Parkway into either side street, the critical lane group is the on-island left turn lane serving Squire Pope Road. The second phase serves through movements on William Hilton Parkway, and the critical lane group is the eastbound through and right-turning flow. The right-turn movement from Squire Pope Road onto off-island William Hilton Parkway is the critical lane group during the signal's third phase, which serves motorists on both side streets. The ratio of adjusted flow rate to adjusted saturation flow is  $(205/1723 = 0.119)$  for the first critical lane group,  $(2882/4491 = 0.642)$  for the second critical lane group, and  $(186/1533 = 0.121)$  for the third. Summing these three ratios yields 0.882. The signal's cycle during the morning peak hour is 180 seconds, and multiplying 0.882 by  $(180 - (3 \times 2))$  yields an intersection volume-to-capacity ratio of 0.912, rounded to 0.91 in the figure that is included at the top of Table Four on page eight.

When the Town received the software package that performs the intersection analysis methodology as outlined in the *Highway Capacity Manual*, staff was surprised to learn that it continued to calculate the average delay-per-vehicle figure for each intersection, but omitted the intersection volume-to-capacity calculation. Hence, the intersection volume-to-capacity ratios included in Tables Four and Five of this report must be calculated by hand for both the morning and afternoon peak hours for all of the Town's signalized intersections. In February 2012, staff lodged an inquiry with the software's developer, Mr. Bill Sampson, P.E. of the University of Florida, as to why this calculation had been omitted. Mr. Sampson advised that the intersection volume-to-capacity ratio ( $X_c$ ) calculation is relevant and pertinent to fixed-time traffic signal operations, but is less relevant and reliable as a measure of operational effectiveness in the analysis of intersection's controlled by traffic-actuated signals that afford variable green times like all those within the Town. He suggested that the Town eliminate references to intersection volume-to-capacity ratio as an operational goal in the Town's Land Management Ordinance, and his advice should be considered within the current ongoing effort to update this section of the Town's Municipal Code. Staff has suggested that in lieu of its complete elimination, a modified intersection volume-to-capacity ratio operational goal may be developed. See Appendix D of this report for further information regarding this suggested LMO revision.

## **PART TWO – TURNING MOVEMENT COUNTS AT SIGNALIZED INTERSECTIONS – JUNE 2012 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 5<sup>th</sup> through Thursday, June 7<sup>th</sup>, 2012 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 a fourth movement that must be counted separately for analysis purposes, however. On each of the diagrams, the percentage change in the June 2012 turning movement volume relative to the comparable June 2011 figure is rounded to the nearest whole percent, except in instances where the hourly volume demand on the movement did not reach fifty vehicles in either 2011 or 2012. 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, and is also summarized in Table Three on page seven of this report. 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 and regardless of whether the crossing was made by a pedestrian or a bicyclist. For purposes of consistency, the off-island (westbound) direction is shown to the right of each diagram and the on-island direction toward Sea Pines Circle is shown to the left on each diagram for intersections on William Hilton Parkway. 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 5<sup>th</sup> through Thursday, June 7<sup>th</sup>, 2012 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 2007 through 2012. The 2007 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 shows similar data supplied by the South Carolina Department of Transportation (SCDOT) for average daily traffic demand on US 278 on Jenkins Island near the J. Wilton Graves (Skull Creek) bridge, for the years 2006 through 2011. Being a calendar year average, the 2012 SCDOT figure has not been released 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 average June weekday data collected by the Town each year.

### TABLE ONE

#### 24-HOUR BI-DIRECTIONAL TRAFFIC DEMAND – JUNE 2007-2012

Map Ref.	Location	2007	2008	2009	2010	2011	2012	%change/yr.
1)	Wm. Hilton Pkwy. at J. Wilton Graves Br.	57,524	53,479	53,949	55,275	52,080	54,343	-1.1
2)	Wm. Hilton Pkwy. west of Cross Is. Pkwy.	51,054	50,066	53,971	53,946	48,519	52,386	+0.5
3)	Wm. Hilton Pkwy. east of Whooping Crane	45,934	44,848	46,600	45,444	43,750	52,994	+2.9
4)	Wm. Hilton Pkwy. east of Coggins Pt. Rd.	32,143	34,535	32,231	32,578	29,920	33,033	+0.5
5)	Wm. Hilton Pkwy. west of Queens Folly Rd	40,671	37,888	39,856	39,699	34,805	36,773	-2.0
6)	Wm. Hilton Pkwy. west of Arrow Road	30,350	28,585	30,940	31,036	27,868	28,418	-1.3
7)	Pope Avenue south of New Orleans Rd.	32,007	29,991	29,990	30,700	30,871	30,252	-1.1
8)	Palmetto Bay Rd. south of Pt. Comfort Rd.	24,795	23,870	23,558	23,678	22,814	23,207	-1.3
9)	Sol Blatt Jr. XIP south of W.Hilton Pkwy.	16,230	17,717	13,904	14,412	14,171	14,712	-1.9
10)	Sol Blatt Jr. Cross-Is. at Toll Plaza	26,241	23,793	24,339	23,446	23,314	23,010	-2.6
<b>TOTAL OF ALL TEN STATIONS</b>		<b>356,949</b>	<b>344,772</b>	<b>349,338</b>	<b>350,214</b>	<b>328,112</b>	<b>349,128</b>	
Town-Wide Rate of Change – 2011-2012 =								<b>+6.4 % *</b>
Town-Wide Rate of Change – 2010-2011 =								<b>-6.3 % *</b>
Effective Town-Wide <i>Annual</i> Rate of Change – 2007-2012 =								<b>- 0.4 % *</b>

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

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

2006 -	48900		
2007 -	50200	% change 2010 vs. 2009:	<b>+4.2%</b>
2008 -	47900	% change 2011 vs. 2010:	<b>+0.6%</b>
2009 -	47600	Avg. annual rate of change 2006 – 2011:	<b>+0.4%</b>
2010 -	49600		
2011 -	49900		

Appendix C contains a report recently released by the *Federal Highway Administration* on trends in the amount of motorized vehicle travel nationwide and indicating a 1.7% decrease in total vehicle-miles traveled in the South Atlantic region during 2012 relative to a similar period in 2011.

Table Three below show the total combined vehicular and pedestrian morning and peak hour demand on each of the Town's twenty-two signalized intersections in June 2012, and the percentage change from the comparable June 2011 figure.

**TABLE THREE  
AM AND PM PEAK HOUR SIGNALIZED INTERSECTION VOLUME  
– JUNE 2012 vs. JUNE 2011**

	AM		PM	
	Vol.	%Chg.'12-'11	Vol.	%Chg.'12-'11
William Hilton Pkwy. / Squire Pope Rd.	4257	+8.8	4682	+9.9
William Hilton Pkwy. / Spanish Wells Rd.	4106	+4.7	4524	+4.6
William Hilton Pkwy. / Gumtree Rd.	3646	+7.7	3960	+12.4
William Hilton Pkwy. / Wilborn Rd.	3507	+12.9	3631	+13.4
William Hilton Pkwy. / Pembroke Dr.	3334	+15.2	3549	+11.2
William Hilton Pkwy. / Whooping Crane Way	3382	-0.2	3956	+7.2
William Hilton Pkwy. / Beach City Rd.	3399	+7.1	3395	+0.2
William Hilton Pkwy. / Mathews Dr. (north)	2854	+3.7	4068	+3.1
William Hilton Pkwy. / Dillon Rd.	2174	-0.6	2988	-6.3
William Hilton Pkwy. / Coggins Point Rd.	1762	-11.5	2748	+4.7
William Hilton Pkwy. / Beachwood Dr.	1578	-0.3	2504	+9.3
William Hilton Pkwy. / Mathews / Folly Field	2170	+3.4	3514	+15.1
William Hilton Pkwy. / Singleton Beach Rd.	1983	+7.8	2888	+12.0
William Hilton Pkwy. / Mall Blvd.	1887	-13.2	2969	-7.7
William Hilton Pkwy. / Queen's Folly Rd.	2633	+7.2	3290	-3.8
William Hilton Pkwy. / Shipyard / Wexford	2001	+4.8	2909	-1.9
William Hilton Pkwy. / New Orleans Rd.	1764	-1.4	2593	-3.0
William Hilton Pkwy. / Arrow Rd.	1689	-4.7	2472	-1.0
Pope Ave. / New Orleans / Office Park	1915	+21.2	2843	+9.8
Pope Ave. / Cordillo Pkwy.	1596	+6.5	2339	-7.6
Palmetto Bay Rd. / Target Rd.	2072	+8.6	2411	-2.0
Palmetto Bay Rd. / Arrow / Point Comfort	1976	-8.8	2613	+10.1

**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 between Tuesday, June 5<sup>th</sup>, 2012 and Thursday, June 7<sup>th</sup>, 2012. The analysis was conducted in

accordance with the current 2010 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 intersections operating during the weekday morning or afternoon peak hour with an intersection volume-to-capacity ratio of more than 0.90 (ninety percent of 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 the morning peak hour in June 2012 and in June 2011 is shown in Table Four below. The same information for the afternoon peak hour is summarized in Table Five on the following page. Values that are non-compliant with the Town's operational goals are shown in bold.

**TABLE FOUR – MORNING PEAK HOUR**  
**INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –**  
**JUNE 2012 -- JUNE 2011**

	2012		2011	
	<b>v/c</b>	<b>dpv</b>	<b>v/c</b>	<b>dpv</b>
WHP w/ Squire Pope Rd/Chamberlin Drive	<b>0.91</b>	19.5	0.86	17.8
WHP w/ Spanish Wells Rd./Wild Horse Road	0.65	12.4	0.60	12.2
WHP w/ Gumtree Road/XIP Ramps	0.84	48.0	0.82	51.3
WHP w/ Wilborn Road/Jarvis Park Road	0.85	21.3	0.74	20.4
WHP w/ Pembroke Dr./Museum Street	0.74	22.3	0.57	15.1
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.64	20.7	0.67	25.4
WHP w/ Beach City Rd./Gardner Dr.	0.76	18.0	0.58	16.6
WHP w/ Mathews Drive (north)	0.50	20.3	0.49	22.0
WHP w/ Dillon Road	0.46	12.1	0.43	13.0
WHP w/ Coggins Pt. Rd.	0.30	24.9	0.42	27.0
WHP w/ Beachwood Dr.	0.27	1.8	0.31	1.8
WHP w/ Folly Field Rd./Mathews Dr.	0.33	18.9	0.33	21.5
WHP w/ Singleton Bch. Rd.	0.38	2.3	0.38	3.1
WHP w/ Mall Boulevard	0.42	3.1	0.42	1.7
WHP w/ Queens Folly Rd./King Neptune Dr.	0.76	18.7	0.57	16.3
WHP w/ Shipyard Dr./Wexford Dr.	0.44	26.8	0.41	10.2
WHP w/ New Orleans Rd.	0.50	14.0	0.39	18.1
WHP w/ Arrow Road	0.45	14.7	0.46	13.5
Pope Ave. w/ New Orleans Rd./Office Park Rd.	0.31	27.6	0.40	21.3
Pope Ave. w/ Cordillo Parkway	0.39	25.0	0.36	20.6
Palmetto Bay Road w/ Target Road	0.49	14.5	0.43	12.8
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.47	13.5	0.53	14.3

**v/c** – volume-to-capacity ratio

**dpv** – average total delay per vehicle in seconds

WHP-William Hilton Parkway

**TABLE FIVE – AFTERNOON PEAK HOUR  
INTERSECTION VOLUME-TO-CAPACITY RATIOS AND AVERAGE TOTAL DELAY PER VEHICLE –  
JUNE 2012 -- JUNE 2011**

	2012		2011	
	<b>v/c</b>	<b>dpv</b>	<b>v/c</b>	<b>dpv</b>
WHP w/ Squire Pope Rd/Chamberlin Drive	<b>1.25</b>	43.7	<b>0.96</b>	29.2
WHP w/ Spanish Wells Rd./Wild Horse Road	0.69	15.5	0.62	13.5
WHP w/ Gumtree Road/XIP Ramps	0.81	34.8	0.77	43.8
WHP w/ Wilborn Road/Jarvis Park Road	0.76	7.2	0.67	7.3
WHP w/ Pembroke Dr./Museum Street	0.77	30.2	0.57	20.0
WHP w/ Whooping Crane Way/Indigo Run Dr.	0.69	18.3	0.67	24.9
WHP w/ Beach City Rd./Gardner Dr.	0.68	15.3	0.59	11.4
WHP w/ Mathews Drive (north)	0.64	28.8	0.64	26.5
WHP w/ Dillon Road	0.50	12.9	0.57	13.3
WHP w/ Coggins Pt. Rd.	0.60	17.4	0.60	16.7
WHP w/ Beachwood Dr.	0.38	2.3	0.41	1.6
WHP w/ Folly Field Rd./Mathews Dr.	0.52	24.2	0.61	23.7
WHP w/ Singleton Bch. Rd.	0.49	4.0	0.46	5.3
WHP w/ Mall Boulevard	0.49	13.9	0.59	23.1
WHP w/ Queens Folly Rd./King Neptune Dr.	0.62	30.2	0.69	31.7
WHP w/ Shipyard Dr./Wexford Dr.	0.49	10.7	0.59	13.4
WHP w/ New Orleans Rd.	0.58	17.7	0.52	18.2
WHP w/ Arrow Road	0.39	22.7	0.51	22.4
Pope Ave. w/ New Orleans Rd./Office Park Rd.	0.60	36.8	0.60	22.8
Pope Ave. w/ Cordillo Parkway	0.58	36.5	0.56	33.9
Palmetto Bay Road w/ Target Road	0.52	16.9	0.51	15.8
Palmetto Bay Road w/ Arrow Road/Point Comfort Road	0.57	20.0	0.57	19.4

**v/c** – volume-to-capacity ratio

**dpv** – average total delay per vehicle in seconds

WHP-William Hilton Parkway

As shown in bold near the top of Tables Four and Five, the intersection of William Hilton Parkway with Squire Pope Road/Chamberlin Drive is the only intersection within the Town that is failing to meet the operational goals outlined in the LMO, due to an intersection volume-to-capacity ratio exceeding 0.90 in both the morning and afternoon peak hours. A discussion on this deficiency is included in Part Five of this report on the following page.

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 2012 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. Hence, the analyses conducted on individual intersections to prepare this report are used to ensure that the Town's signals are fine-tuned to ensure optimum efficiency on an annual basis in response to changing volume demands.

## **PART FIVE – INTERSECTIONS OPERATING OUT OF COMPLIANCE WITH TOWN OPERATIONAL GOALS IN JUNE 2012**

### **INTERSECTION OF WM. HILTON PARKWAY WITH SQUIRE POPE ROAD**

As noted in Tables Four and Five, the intersection of William Hilton Parkway with Squire Pope Road and Chamberlin Drive is the only intersection that is failing to meet the operational goals outlined in the LMO during either the morning or afternoon peak hours, based on a deficient intersection volume-to-capacity ratio in both peak hours. The intersection's average delay-per-vehicle goal was satisfied in both peak hours.

This intersection has traditionally failed to meet the Town's operational goals for over a decade now due to the high volume demand during peak hours at this signalized intersection that is the closest to the bridges between the mainland and Hilton Head Island. The intersection exhibited a 1.25 volume-to-capacity ratio during the afternoon peak hour and 0.91 during the morning peak hour that could not be reduced with signal timing revisions. This intersection was also the only intersection found deficient during either peak hour in both the 2010 and 2011 reports.

This intersection's capacity was greatly improved in 2008 with a sales-tax funded intersection improvement project that was accomplished within 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 that is responsible for the intersection's increased operating performance during the morning peak hour. The Town also extended a third lane westward from Old Wild Horse Road to Squire Pope Road in association with this project, terminating this lane as an exclusive right-turn lane to serve westbound motorists proceeding onto Squire Pope Road. Previous years' analyses have traditionally shown that the successful mitigation of this intersection during the afternoon peak hour required that this third lane be extended further westward through the intersection as a through lane, due to the density of the traffic stream on off-island William Hilton Parkway during the afternoon peak volume hour.

Analyses in recent years have also indicated that the construction of an acceleration lane to serve motorists turning right from Squire Pope Road onto William Hilton Parkway successfully mitigates the intersection and brings it into operational compliance. Both of these improvements involve widening of William Hilton Parkway by one lane adjacent to the off-island lanes to the west of the intersection. The Town's acquisition of the Mathew and Teena Jones parcel to the north and west of the intersection will ultimately substantially reduce impacts to existing residences associated with either improvement, and will reduce the impacts associated with a future project to mitigate this deficiency.

## **PART SEVEN – SUMMARY**

Volume demands recorded within the Town in June 2012 were approximately six and one-half percent greater than those recorded in June 2011. 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 2012, as was also the case in June 2011 and June 2010. The intersection narrowly missed compliance with the LMO-adopted operational goals during the morning peak hour, displaying a 0.91 intersection volume-to-capacity ratio. The intersection's comparable ratio was 1.25 during the afternoon peak hour. Neither ratio was found to be readily reduced with simple signal timing modifications. Although analysis has traditionally shown that the extension of a third westbound, or off-island through lane is required to mitigate this intersection and bring it into compliance with the Town's operational goals, recent analyses have shown that the construction of an acceleration lane to serve the heavy right-turn demand from Squire Pope Road onto off-island William Hilton Parkway also mitigates the current deficiency. The reason for this is that even with the ability to turn right-on-red during the prolonged green signals displayed to William Hilton Parkway, the off-island through traffic stream affords very few gaps sufficient for these right turn on red movements to take place. A large percentage of motorists approaching from Squire Pope Road desire to turn right, particularly during the afternoon peak hour when predominant flow is in the off-island direction. Since the Town cannot feasibly provide adequate green time to Squire Pope Road to keep this right-turning queue from backing up several hundred feet due to the density of the off-island traffic stream, the resulting queues are a prime contributor to the deficiency indicated by the analyses during both the morning and afternoon peak hours.

**APPENDIX A**

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

JUNE 2012

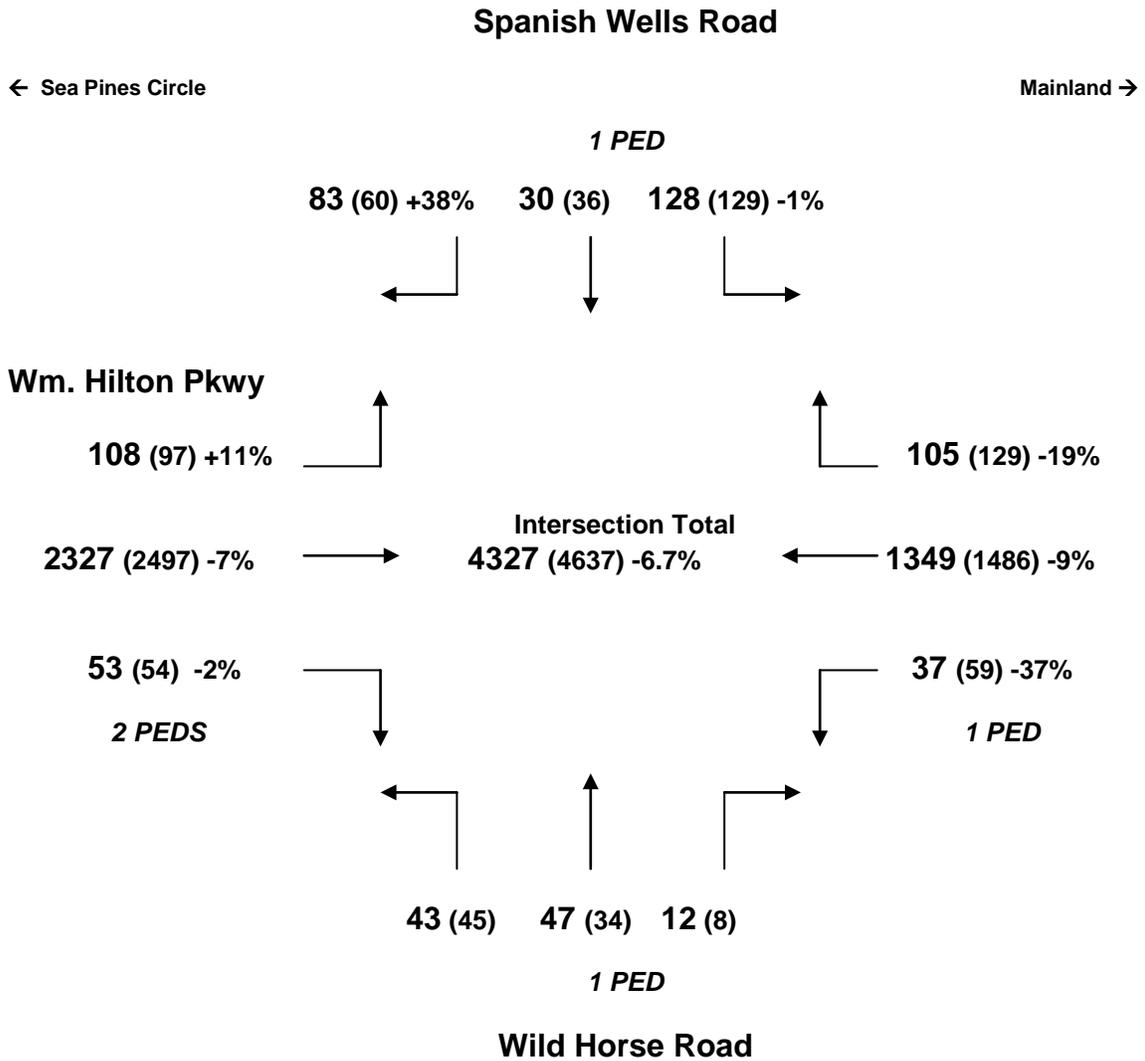






# William Hilton Parkway with Spanish Wells Road and Wild Horse Road

P.M. PEAK HOUR (4:30 to 5:30 p.m. – Tue. 6/7/11)



2011 (2010) %chg

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

A.M. PEAK HOUR (7:45 to 8:45 a.m. – Tue. 6/7/11)

## Cross Island Expressway

← Sea Pines Circle

Mainland →

3 PEDS

114 (107) +7%    130 (97) +34%    7 (3)



Wm. Hilton Pkwy

126 (82) +54%



5 (3)

726 (749) -3%



Intersection Total  
3384 (3459) -2.2%



1475 (1671) -12%

79 (117) -32%



222 (161) +38%



240 (204) +18%

147 (154) -5%

108 (109) -1%

2 PEDS

Gumtree Road

2011 (2010) %chg



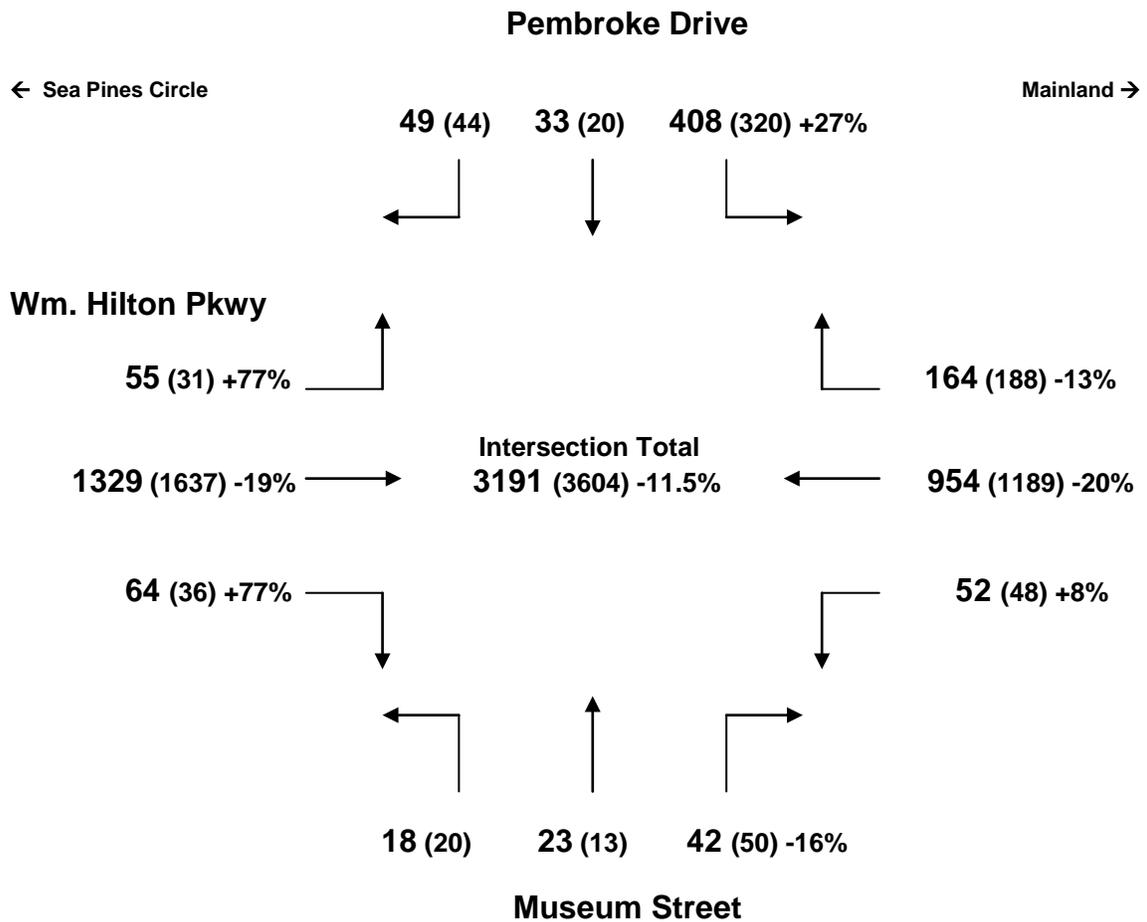






# William Hilton Parkway with Pembroke Drive and Museum Street

P.M. PEAK HOUR (4:30 to 5:30 p.m. – Tue. 6/7/11)

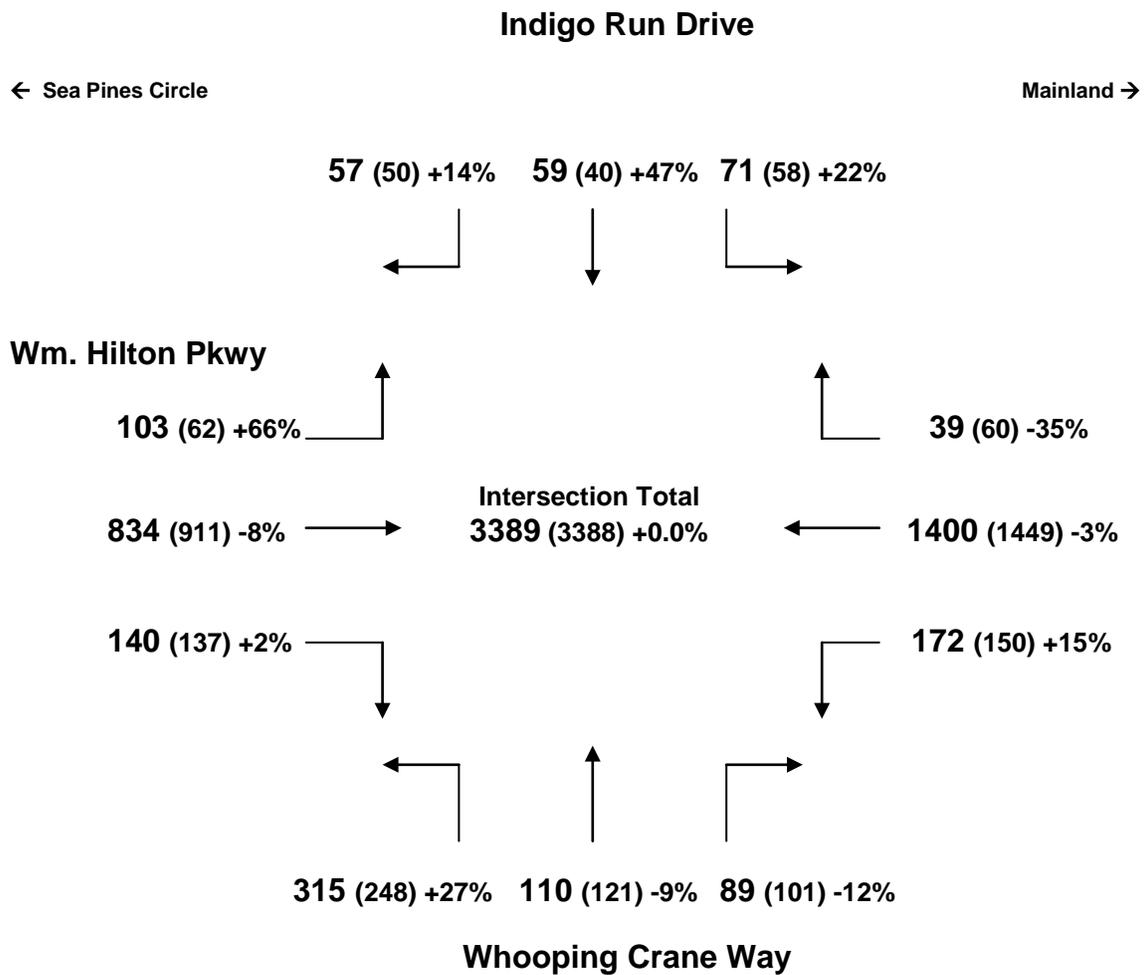


**NO PEDS  
RECORDED**

2011 (2010) %chg

# William Hilton Parkway with Indigo Run Drive and Whooping Crane Way

A.M. PEAK HOUR (8:00 to 9:00 a.m. – Tue. 6/7/11)



**NO PEDS  
RECORDED**

2011 (2010) %chg



# William Hilton Parkway with Beach City Road and Gardner Drive

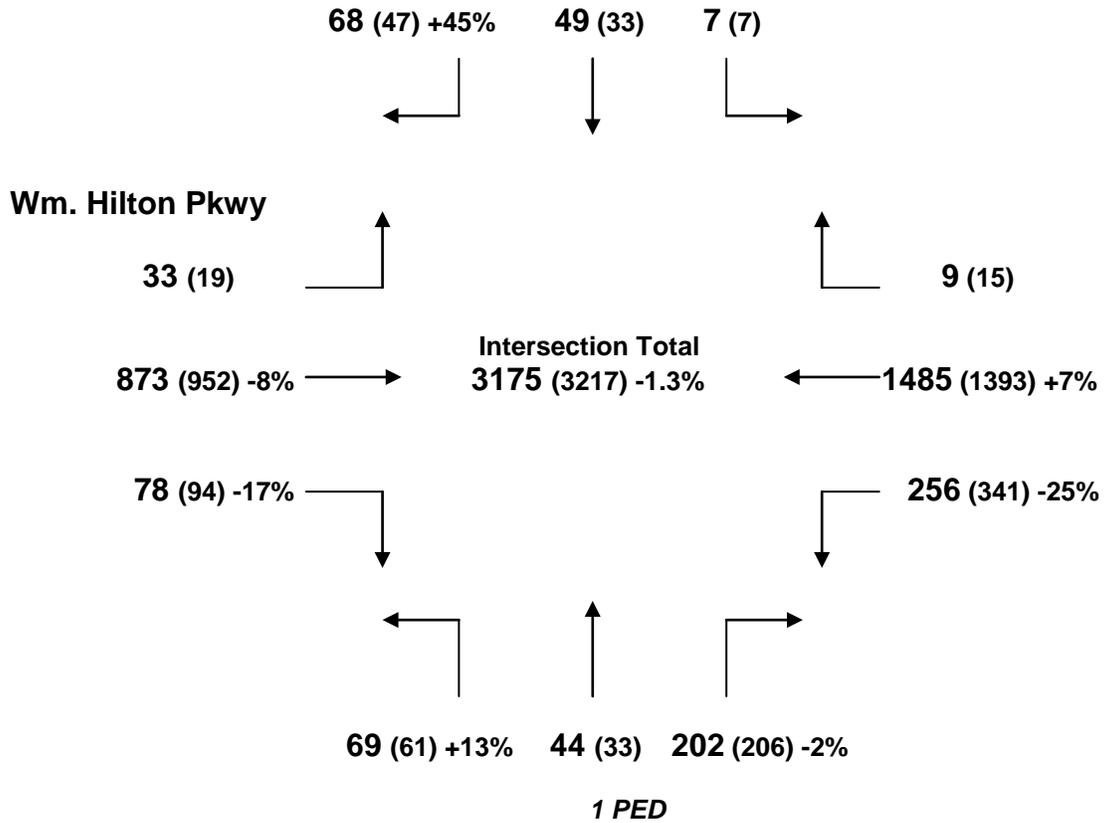
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)

## Gardner Drive

← Sea Pines Circle

Mainland →

1 PED



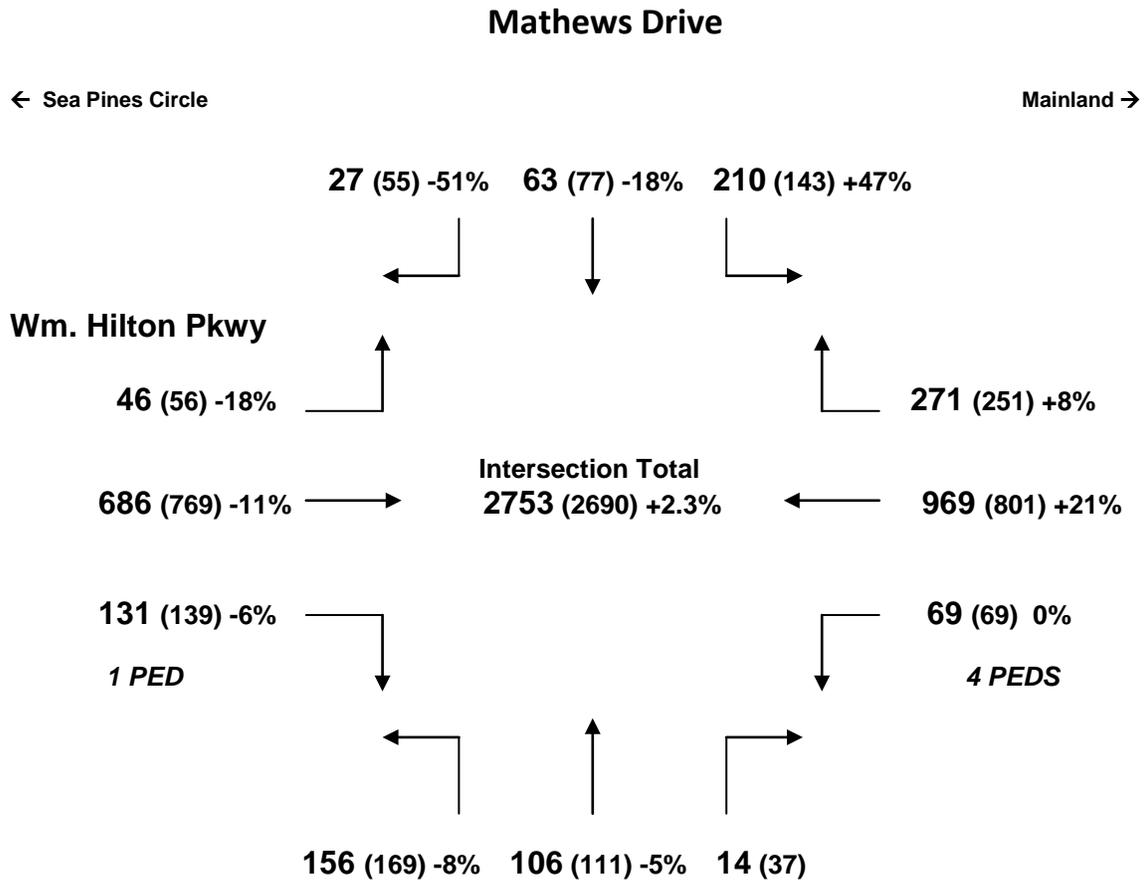
## Beach City Road

2011 (2010) %chg

A-13



**William Hilton Parkway with Mathews Drive  
(NORTHERN INTERSECTION)  
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)**



**Mathews Drive**

2011 (2010) %chg







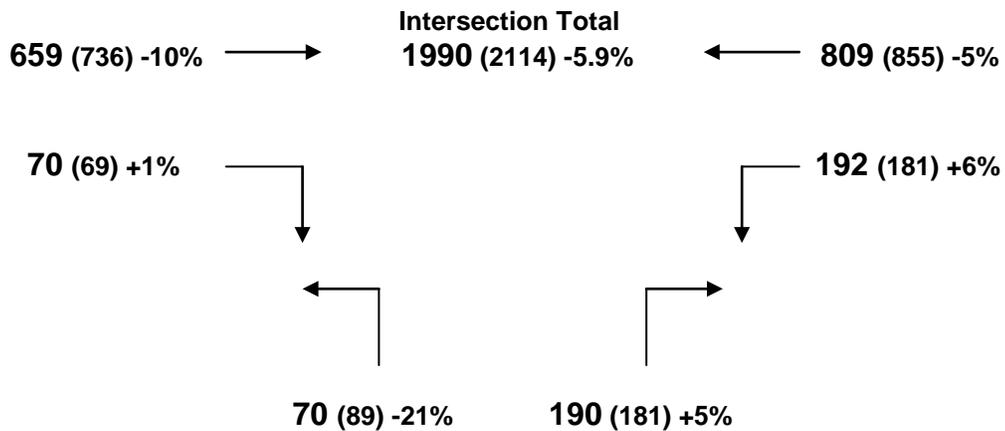
# William Hilton Parkway with Coggins Point Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy



## Coggins Point Road

2011 (2010) %chg

**NO PEDS  
RECORDED**

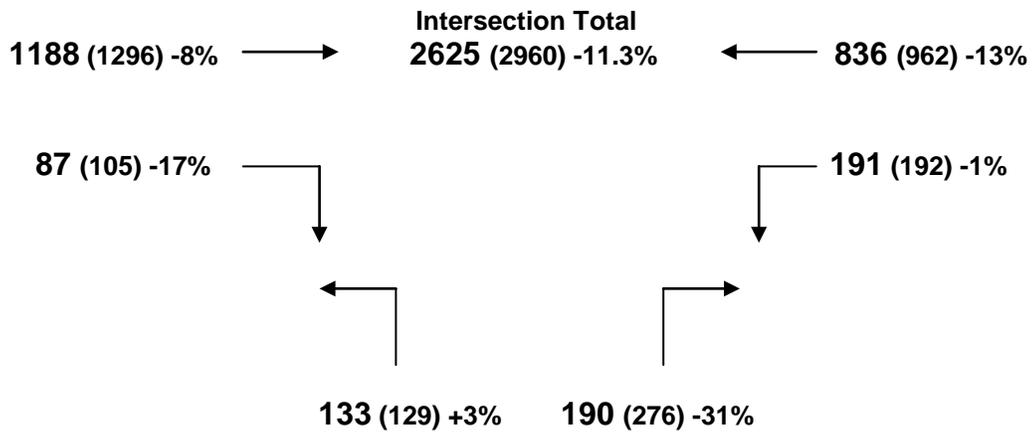
# William Hilton Parkway with Coggins Point Road

P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/7/11)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy



## Coggins Point Road

**NO PEDS  
RECORDED**

2011 (2010) %chg









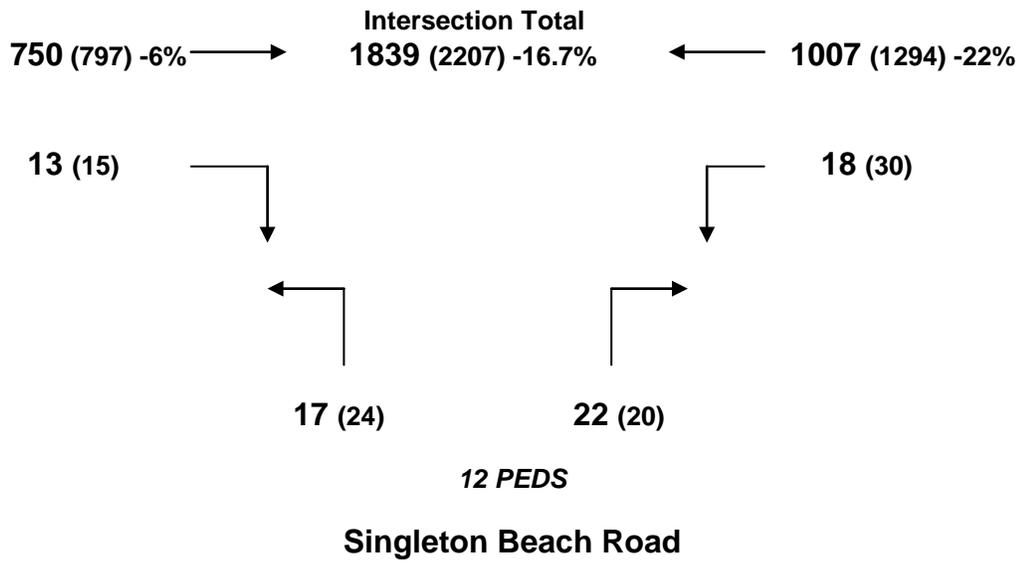
# William Hilton Parkway with Singleton Beach Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)

← Sea Pines Circle

Mainland →

## Wm. Hilton Pkwy



2011 (2010) %chg

# William Hilton Parkway with Singleton Beach Road

P.M. PEAK HOUR - (4:00 to 5:00 p.m. – Wed. 6/7/11)

← Sea Pines Circle

Mainland →

**Wm. Hilton Pkwy**

1433 (1638) -13% →      **Intersection Total**      ← 1050 (1410) -26%  
**2578 (3229) -20.2%**

16 (27)

23 (27)



23 (36)

33 (29)

**Singleton Beach Road**

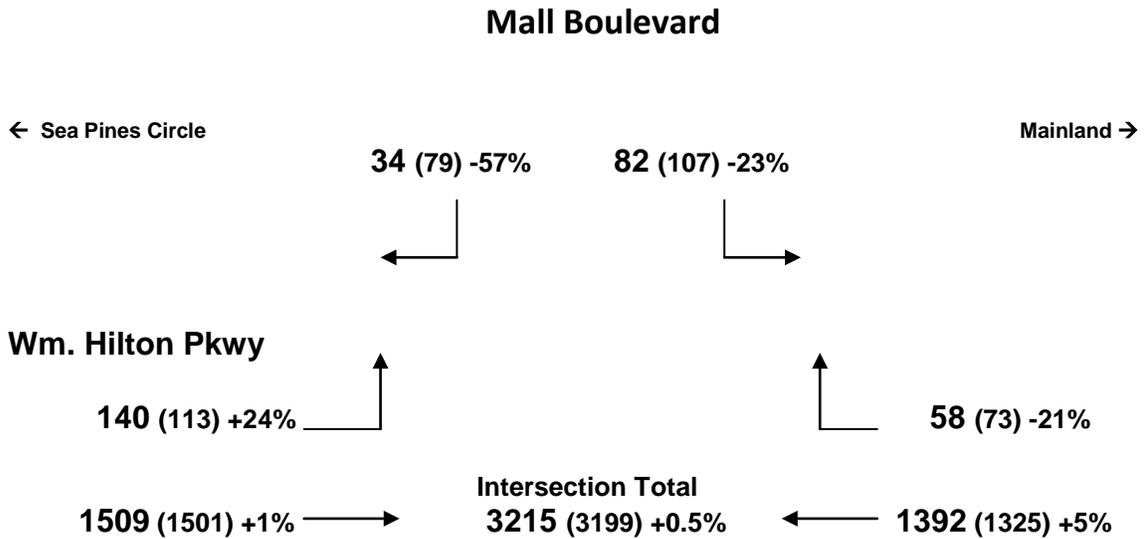
**NO PEDS  
RECORDED**

**2011 (2010) %chg**



# William Hilton Parkway with Mall Boulevard

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



**NO PEDS  
RECORDED**

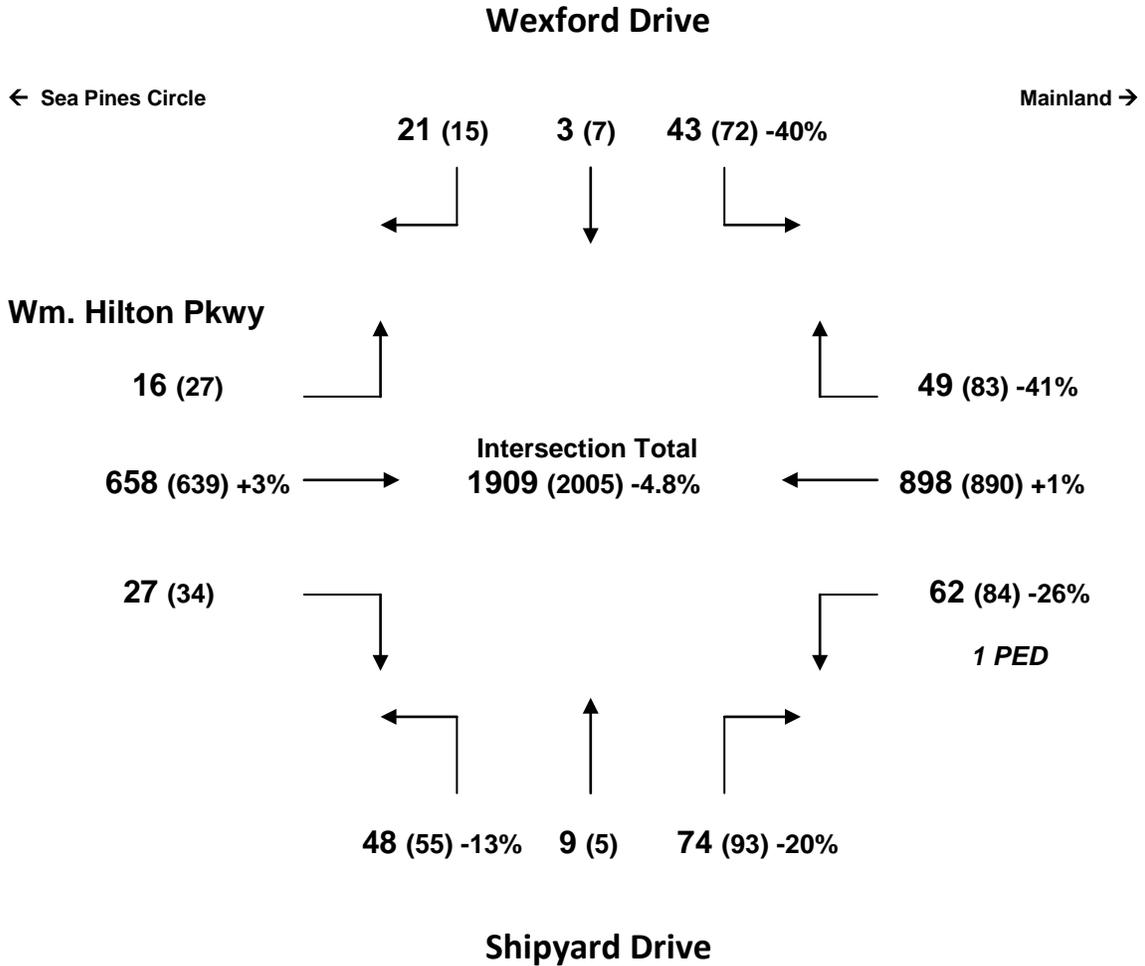
**2011 (2010) %chg**





# William Hilton Parkway with Shipyard Drive and Wexford Drive

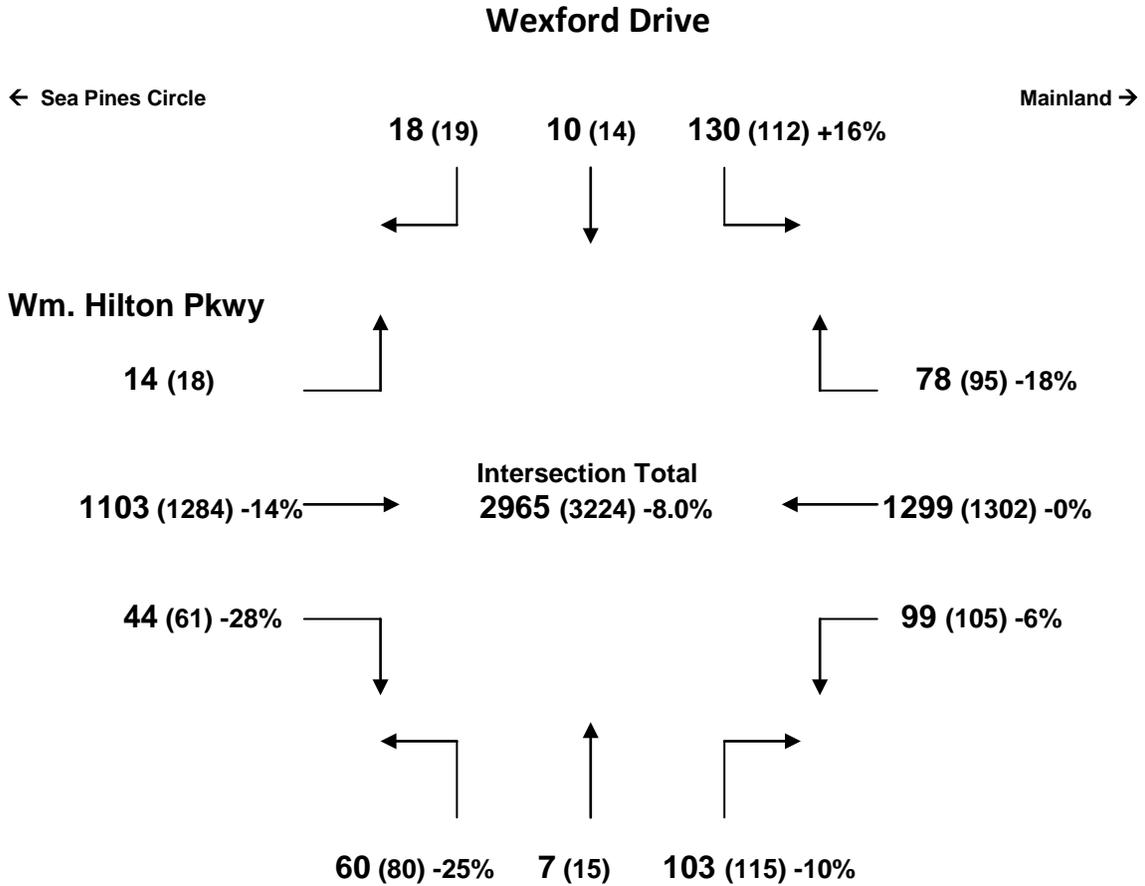
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)



2011 (2010) %chg

# William Hilton Parkway with Shipyard Drive and Wexford Drive

P.M. PEAK HOUR - (4:30 to 5:30 p.m. – Tue. 6/7/11)



**Shipyard Drive**

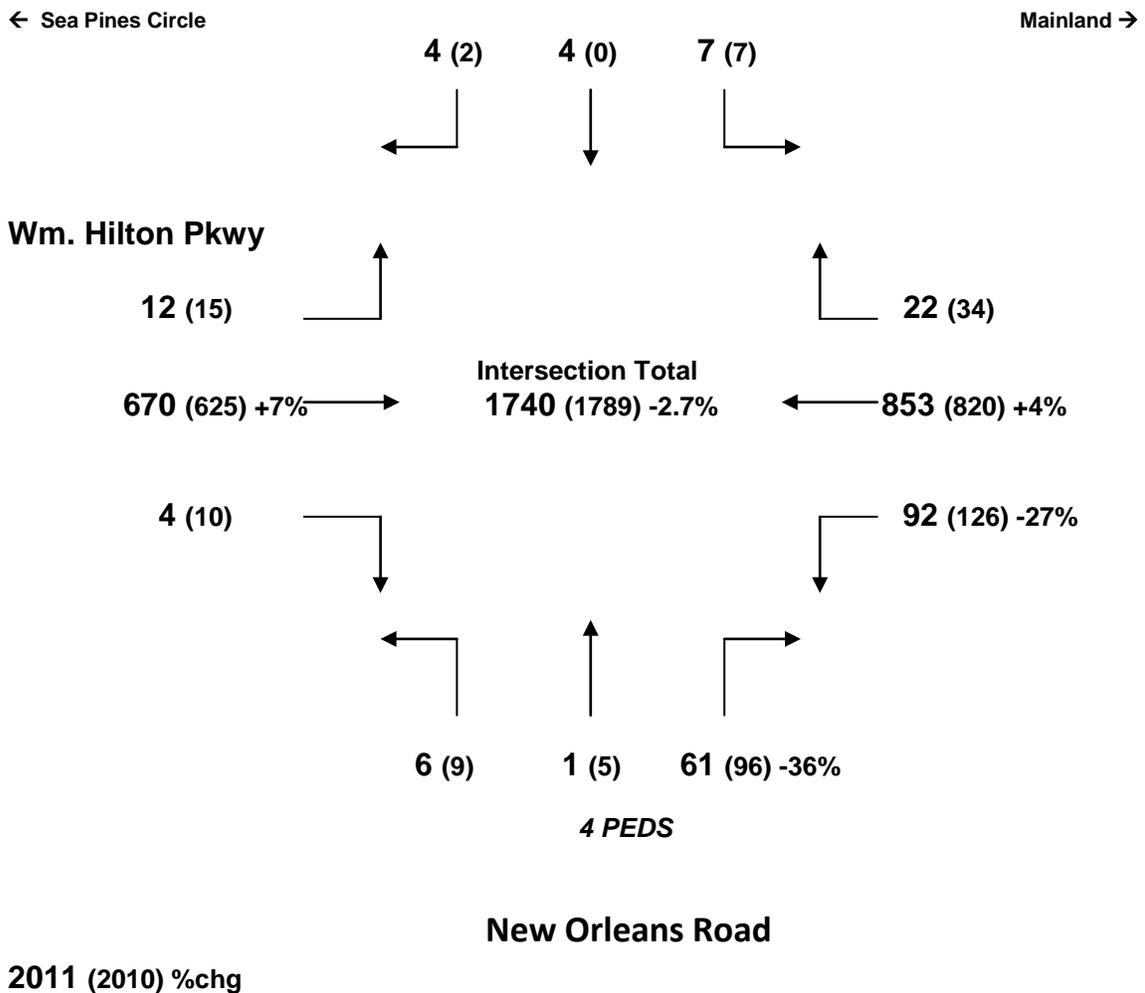
**NO PEDS  
RECORDED**

2011 (2010) %chg

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

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)

## Village at Wexford



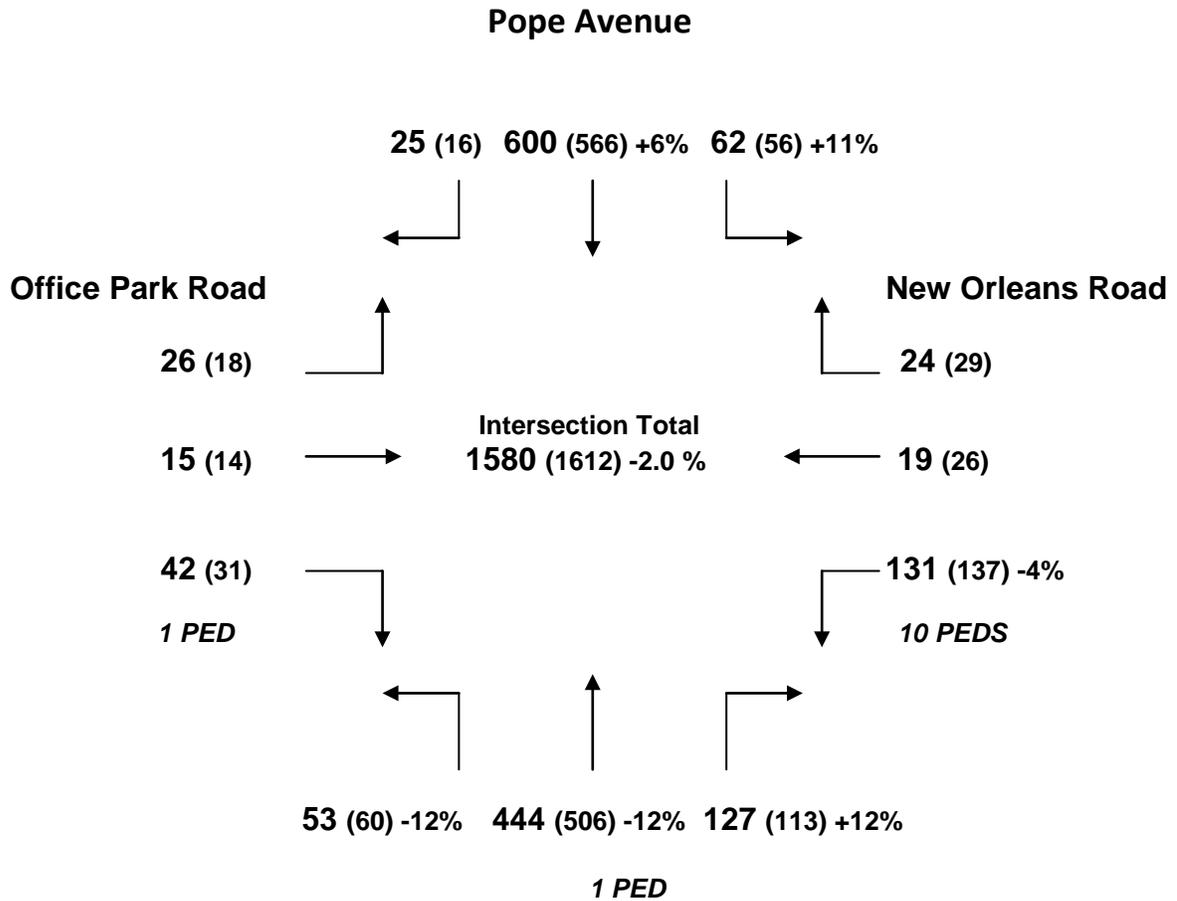






# Pope Avenue with New Orleans Road and Office Park Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)



2011 (2010) %chg

# Pope Avenue with New Orleans Road and Office Park Road

P.M. PEAK HOUR - (5:00 to 6:00 p.m. – Tue. 6/7/11)

## Pope Avenue

2 PEDS

22 (31)    627 (713) -12%    54 (64) -16%



## Office Park Road

48 (60) -20%



## New Orleans Road

57 (61) -7%



22 (55) -60%



**Intersection Total**  
**2590 (2982) -13.1%**

42 (55) -24%



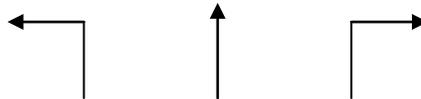
105 (98) +7%  
16 PEDS



276 (388) -29%  
17 PEDS



85 (112) -24%    1027 (1037) -1%    183 (264) -31%



7 PEDS

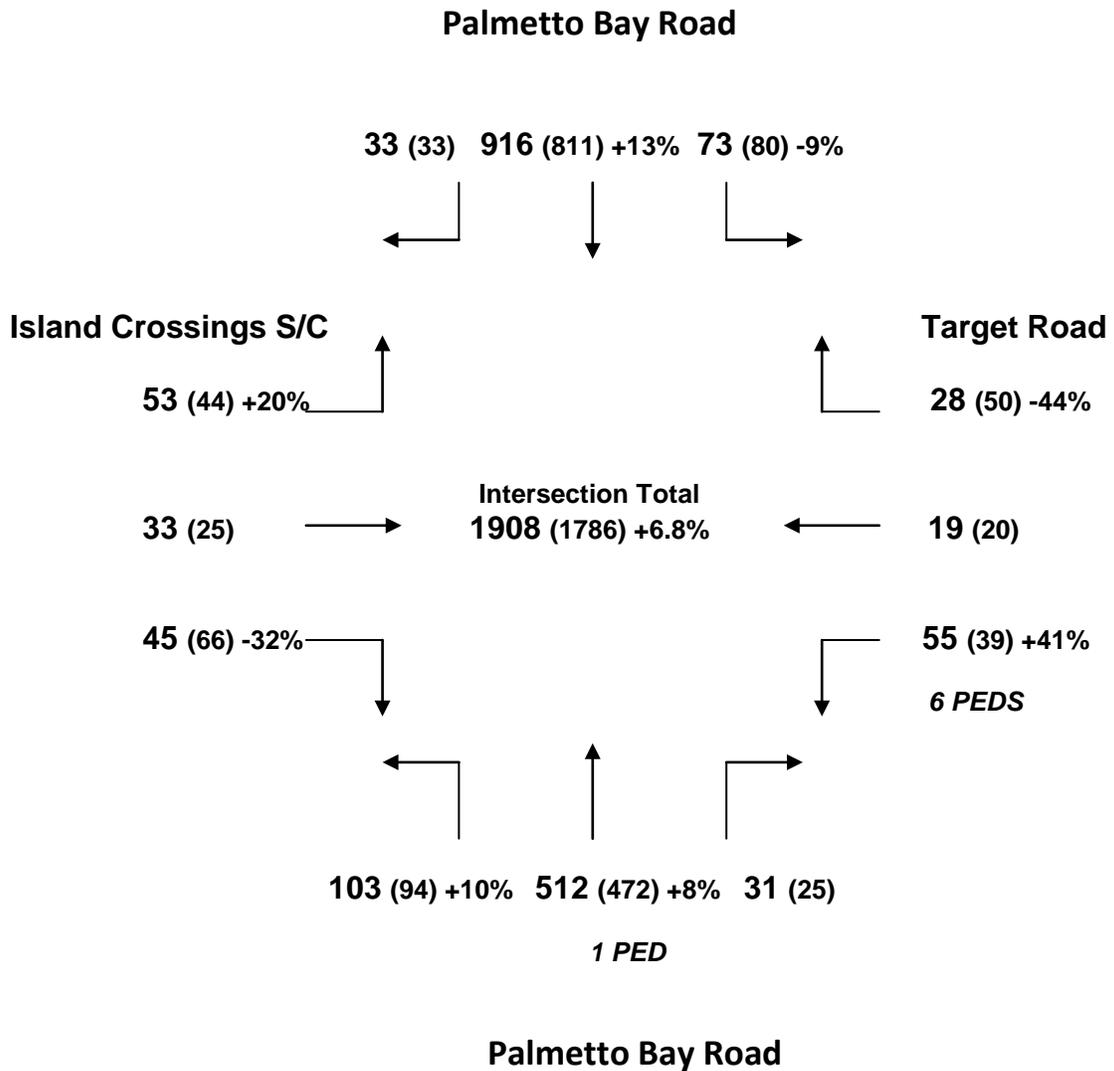
## Pope Avenue

2011 (2010) %chg





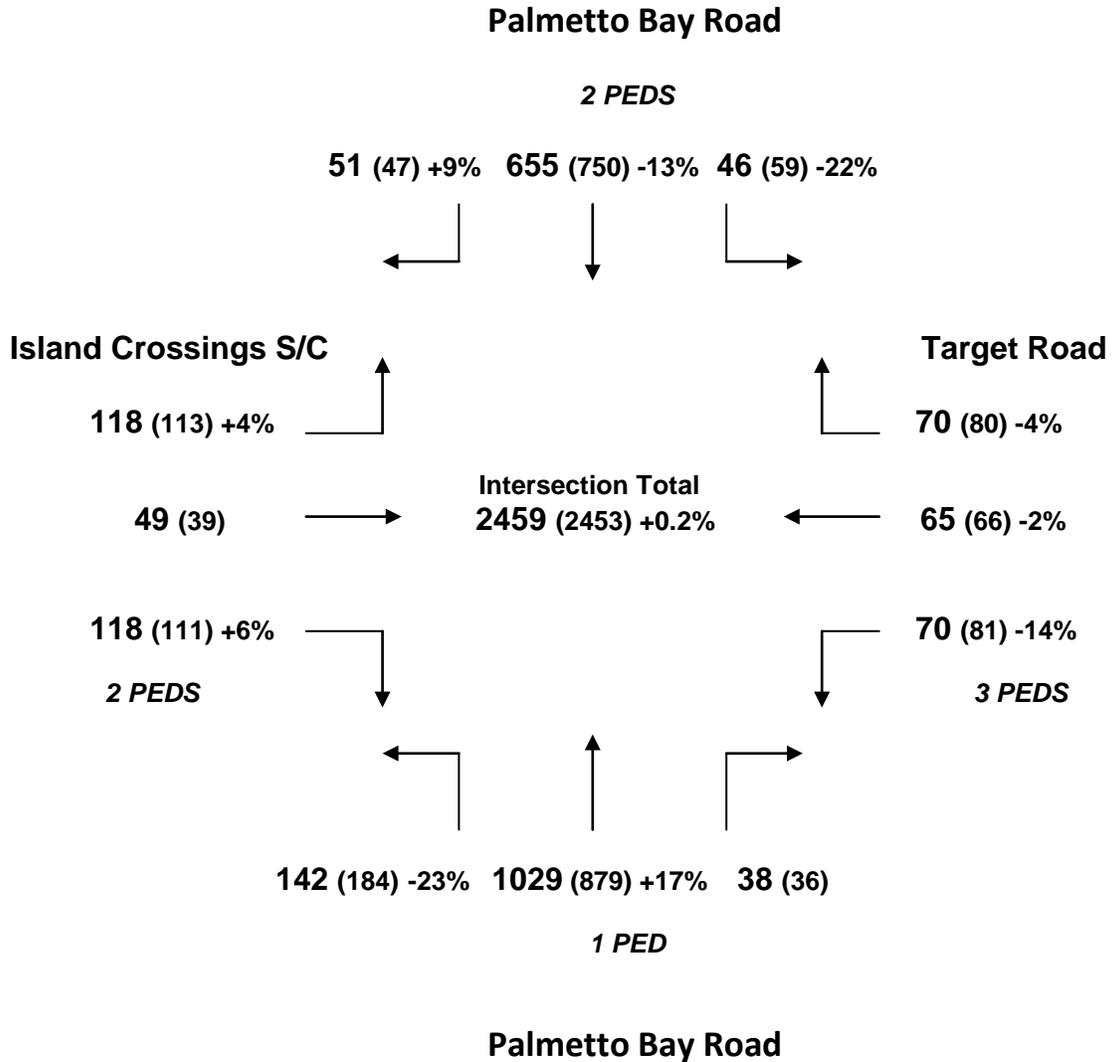
**Palmetto Bay Road with Target Road  
and Entrance to Island Crossings S/C**  
A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)



2011 (2010) %chg

A-41

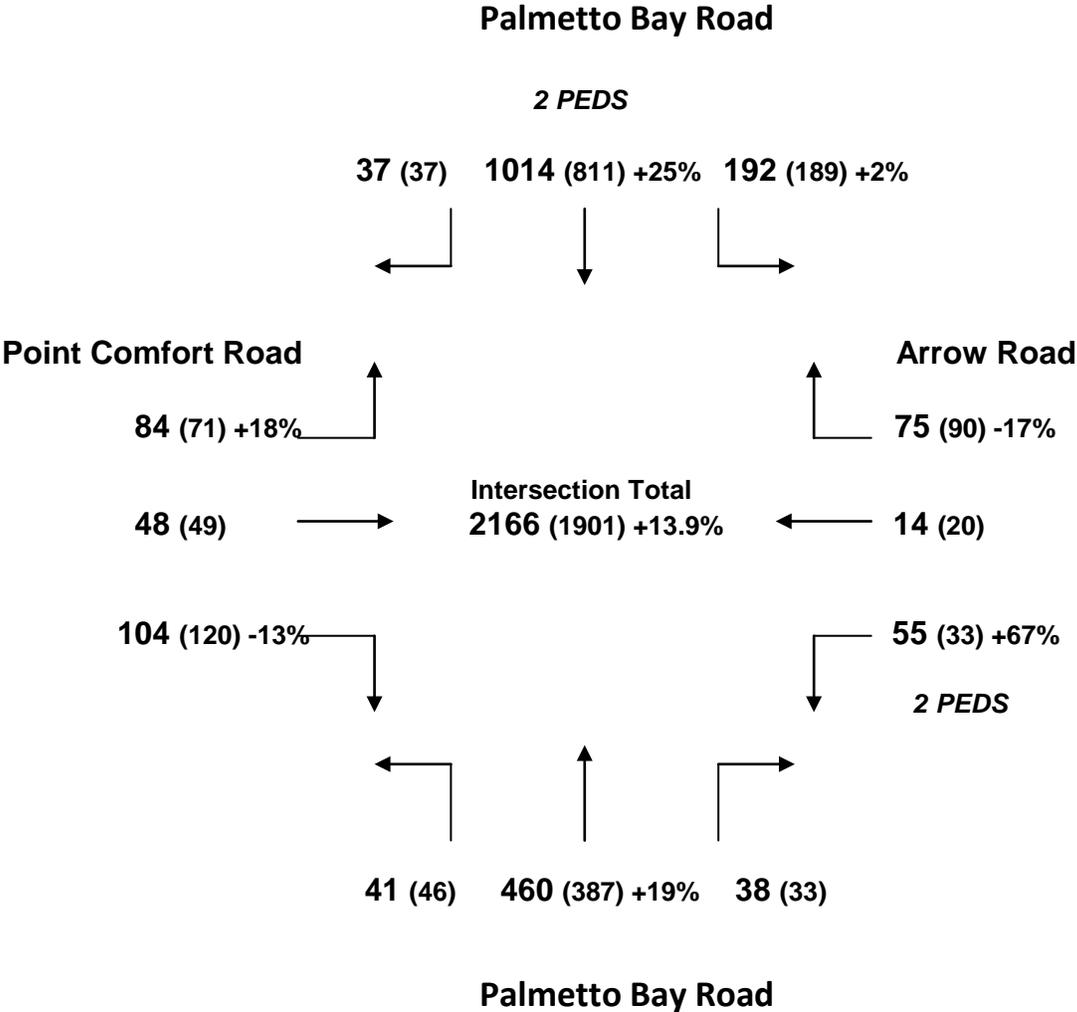
**Palmetto Bay Road with Target Road  
and Entrance to Island Crossings S/C**  
P.M. PEAK HOUR - (4:45 to 5:45 p.m. – Tue. 6/7/11)



2011 (2010) %chg

# Palmetto Bay Road with Arrow Road and Point Comfort Road

A.M. PEAK HOUR - (8:00 to 9:00 a.m. – Tue. 6/7/11)



2011 (2010) %chg



**APPENDIX B**

LOCATIONS OF 24-HOUR MACHINE COUNTS SUMMARIZED  
IN TABLE ONE

**HIGHWAY CAPACITY MANUAL**  
**ANALYSES**

**NOT PART OF REPORT**



**APPENDIX C**

FEDERAL HIGHWAY ADMINISTRATION REPORT ON  
NATIONAL TRAFFIC VOLUME TRENDS IN 2012



U. S. Department  
of Transportation  
**Federal Highway  
Administration**

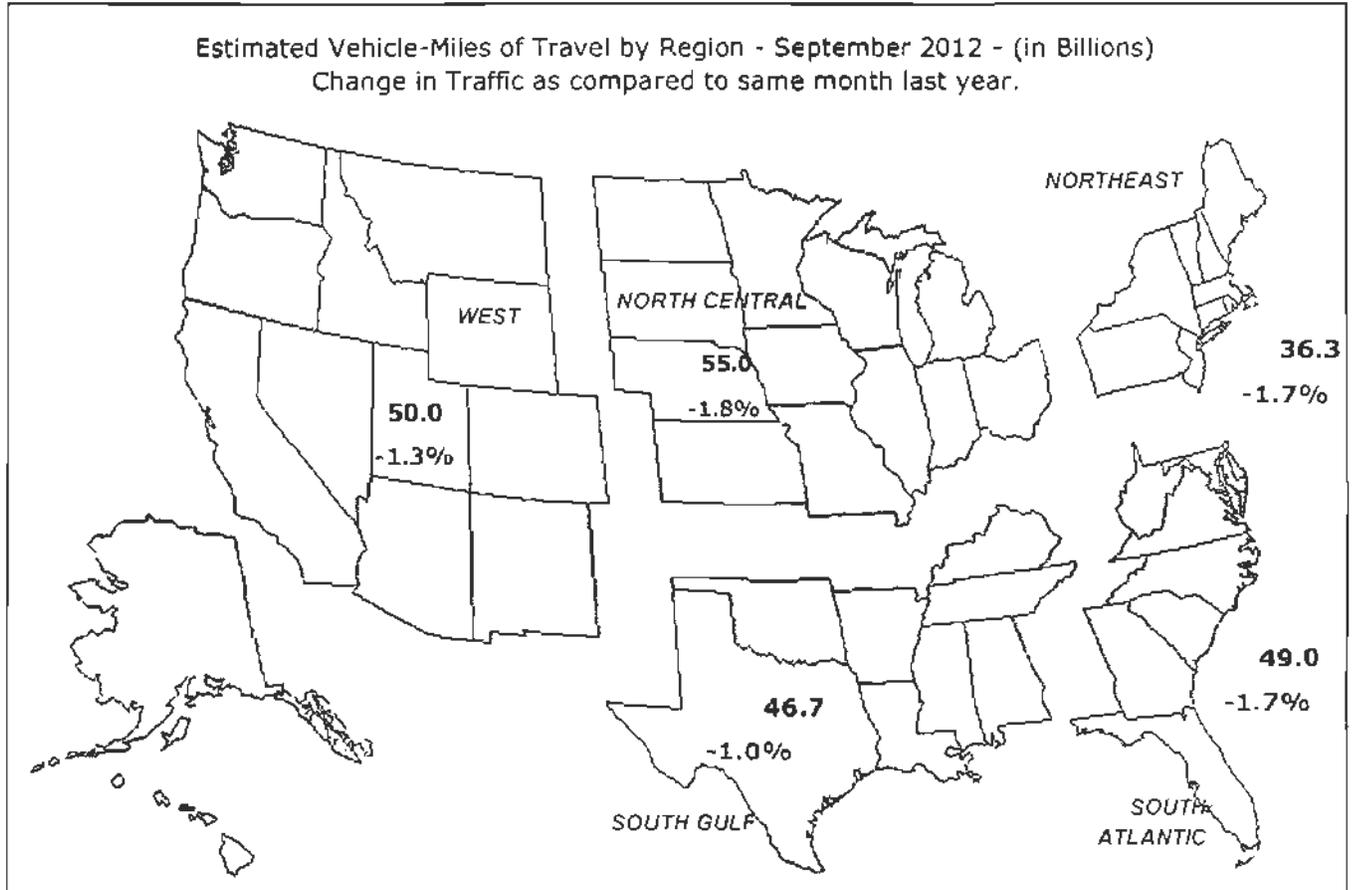
Office of Highway  
Policy Information

# TRAFFIC VOLUME TRENDS

## September 2012

Travel on all roads and streets changed by **-1.5%** (-3.6 billion vehicle miles) for September 2012 as compared with September 2011. Travel for the month is estimated to be 237.1 billion vehicle miles.

Cumulative Travel for 2012 changed by **+0.6%** (14.2 billion vehicle miles). The Cumulative estimate for the year is 2,213.4 billion vehicle miles of travel.



Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2

All vehicle-miles of travel computed with 2010 Table VM-2 as a base.

Compiled with data on hand as of November 07, 2012.

Some historical data were revised based on HPMS and amended TVT data as of December 2009.

For information on total licensed drivers in the U.S., visit <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>.

Select the year of interest then Section III (Driver Licensing).

For information on total registered motor vehicles in the U.S., visit <http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.htm>

Select the year of interest and Section II (Motor Vehicles).

## Traffic Volume Trends - September 2012

Based on preliminary reports from the State Highway Agencies, travel during September 2012 on all roads and streets in the nation changed by -1.5 percent (-3.6 billion vehicle miles) resulting in estimated travel for the month at **237.1\*\*** billion vehicle-miles.

This total includes **79.8** billion vehicle-miles on rural roads and **157.3** billion vehicle-miles on urban roads and streets.

Cumulative Travel changed by **+0.6** percent (14.2 billion vehicle miles).

The larger changes to rural and urban travel are primarily because of the expansion in urban boundaries reflected in the 2000 census. Travel estimates for 2004 and beyond will also reflect this adjustment.

Travel for the current month, the cumulative yearly total, as well as the moving 12-month total on all roads and streets is shown below. Similar totals for each year since 1987 are also included.

### Travel in Millions of Vehicle Miles

#### All Roads and Streets

Year	September	Year to Date	Moving 12-Month
1987	164,184	1,446,236	1,903,111
1988	171,072	1,522,352	2,000,444
1989	177,326	1,587,193	2,090,426
1990	178,415	1,624,682	2,144,530
1991	183,594	1,641,294	2,164,112
1992	190,908	1,693,936	2,224,857
1993	193,765	1,729,762	2,282,978
1994	200,511	1,771,563	2,338,506
1995	203,866	1,828,558	2,414,582
1996	207,604	1,865,442	2,459,660
1997	213,547	1,929,411	2,546,170
1998	219,461	1,969,360	2,600,322
1999	224,306	2,002,507	2,658,510
2000	227,899	2,069,225	2,746,178
2001	226,312	2,094,466	2,772,166
2002	233,625	2,145,045	2,846,190
2003	237,451	2,163,938	2,874,402
2004	243,515	2,225,468	2,951,752
2005	242,240	2,249,168	2,988,489
2006	245,624	2,262,835	3,003,097
2007	246,050	2,283,247	3,034,783
2008	238,701	2,240,791	2,988,668
2009	242,034	2,226,963	2,962,700
2010	244,681	2,229,150	2,958,950
2011	240,654	2,199,186	2,936,522
2012	237,065	2,213,371	2,944,839

Traffic Volume Trends is a monthly report based on hourly traffic count data. These data, collected at approximately 4,000 continuous traffic counting locations nationwide, are used to determine the percent change in traffic for the current month compared to the same month in the previous year. This percent change is applied to the travel for the same month of the previous year to obtain an estimate of travel for the current month. Because of the limited sample sizes, caution should be used with these estimates. The Highway Performance Monitoring System provides more accurate information on an annual basis.

\*\* System entries may not add to give "All Systems" total due to rounding for Page 2 to 8.

Table - 1. Estimated Individual Monthly Motor Vehicle Travel in the United States\*\*

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2011 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.5	16.5	19.8	20.4	21.1	21.3	23.2	22.3	20.0	20.6	19.6	19.8
Rural Other Arterial	26.7	25.9	30.5	30.5	32.0	33.0	35.1	34.1	31.5	32.4	29.8	29.6
Other Rural	26.1	24.9	30.0	30.1	31.2	32.0	32.8	32.1	29.6	30.9	27.8	27.6
Urban Interstate	36.0	34.5	40.5	40.1	41.2	42.3	40.2	41.3	39.4	40.3	39.4	40.1
Urban Other Arterial	80.5	77.2	89.9	88.6	88.6	89.4	89.2	91.1	84.3	89.4	84.6	87.8
Other Urban	34.4	33.2	38.4	38.6	38.7	38.5	38.6	38.4	35.9	37.1	36.0	38.6
All Systems	221.3	212.2	249.1	248.2	252.7	256.5	259.1	259.4	240.7	250.7	237.2	243.6
2012 Individual Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.7	16.9	20.1	20.4	21.6	21.9	23.0	22.9	19.6			
Rural Other Arterial	27.2	26.5	31.2	30.5	33.0	33.3	34.7	34.6	30.9			
Other Rural	26.5	25.3	30.4	29.9	31.8	32.1	32.4	32.5	29.2			
Urban Interstate	36.8	35.5	40.6	40.1	42.3	42.6	40.3	42.2	39.0			
Urban Other Arterial	81.7	78.5	90.4	88.1	90.5	89.3	89.2	91.6	82.9			
Other Urban	35.1	33.7	38.5	38.1	39.3	38.4	38.5	38.6	35.3			
All Systems	225.0	216.3	251.2	247.2	258.4	257.6	258.2	262.4	237.1			
* Percent Change in Individual Monthly Travel 2011 vs. 2012												
Rural Interstate	1.0	2.2	1.1	-0.3	2.3	2.8	-1.0	2.7	-1.6			
Rural Other Arterial	1.7	2.0	2.0	0.2	3.0	0.8	-3.9	1.2	-1.9			
Other Rural	1.4	1.8	1.5	-0.4	2.0	0.1	-1.1	1.2	-1.3			
Urban Interstate	2.2	3.0	0.7	0.2	2.5	0.7	0.4	2.1	-0.7			
Urban Other Arterial	1.5	1.6	0.5	-0.6	2.2	-0.1	0.0	0.6	1.6			
Other Urban	1.8	1.5	0.3	-1.2	1.6	-0.1	-0.2	0.5	-1.4			
All Systems	1.6	1.9	0.9	-0.4	2.3	0.4	-0.3	1.2	-1.5			

Table - 2. Estimated Cumulative Monthly Motor Vehicle Travel in the United States\*\*

System	Month											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2011 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.5	34.0	53.8	74.2	95.3	116.6	139.8	162.1	182.1	202.7	222.3	242.1
Rural Other Arterial	26.7	52.7	83.2	113.7	145.7	178.7	213.8	247.9	279.4	311.8	341.6	371.2
Other Rural	26.1	51.0	81.0	111.1	142.3	174.3	207.1	239.3	268.9	299.7	327.6	355.4
Urban Interstate	36.0	70.5	111.0	151.0	192.3	234.6	274.8	316.1	355.4	395.8	435.1	475.2
Urban Other Arterial	80.5	157.7	247.6	336.2	424.8	514.2	603.4	694.5	778.8	868.1	952.7	1040.5
Other Urban	34.4	67.6	106.0	144.6	183.2	221.7	260.3	298.7	334.6	371.7	407.7	446.3
All Systems	221.3	433.5	682.6	930.8	1183.6	1440.1	1699.2	1958.5	2199.2	2449.8	2687.0	2930.7
2012 Cumulative Monthly Vehicle-Miles of Travel in Billions												
Rural Interstate	17.7	34.5	54.6	74.9	96.5	118.4	141.4	164.3	183.9			
Rural Other Arterial	27.2	53.6	84.8	115.3	148.3	181.6	216.4	250.9	281.8			
Other Rural	26.5	51.9	82.3	112.2	144.0	176.1	208.6	241.1	270.3			
Urban Interstate	36.8	72.3	113.1	153.2	195.4	238.0	278.4	320.6	359.6			
Urban Other Arterial	81.7	160.2	250.6	338.7	429.2	518.5	607.7	699.3	782.2			
Other Urban	35.1	68.8	107.2	145.3	184.6	223.1	261.6	300.2	335.5			
All Systems	225.0	441.3	692.5	939.7	1198.1	1455.7	1713.9	1976.3	2213.4			
* Percent Change in Cumulative Monthly Travel 2011 vs. 2012												
Rural Interstate	1.0	1.6	1.4	0.9	1.2	1.5	1.1	1.3	1.0			
Rural Other Arterial	1.7	1.8	1.9	1.5	1.8	1.6	1.2	1.2	0.9			
Other Rural	1.4	1.6	1.6	1.0	1.2	1.0	0.7	0.8	0.5			
Urban Interstate	2.2	2.6	1.9	1.4	1.6	1.5	1.3	1.4	1.2			
Urban Other Arterial	1.5	1.6	1.2	0.7	1.0	0.8	0.7	0.7	0.4			
Other Urban	1.8	1.7	1.2	0.5	0.8	0.6	0.5	0.5	0.3			
All Systems	1.6	1.8	1.5	1.0	1.2	1.1	0.9	0.9	0.6			

\*\*Percent change is based on vehicle travel in millions of miles.

Table - 3. Changes on Rural Arterial Roads by Region and State\*\*

Region and State	September				August			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2012 (Preliminary)	2011			2012 (Revised)	2011	
<b>Northeast</b>								
Connecticut	5	166	167	-0.5	5	179	170	5.4
Maine	41	485	493	-1.7	73	548	534	2.7
Massachusetts	9	206	212	-3.0	10	218	211	3.6
New Hampshire	27	299	304	-1.8	29	364	348	4.7
New Jersey	21	423	421	0.3	21	392	386	1.5
New York	1	1,195	1,205	-0.8	52	1,510	1,469	2.8
Pennsylvania	36	1,967	2,017	-2.5	36	2,263	2,233	1.3
Rhode Island	-	82	85	-3.1	-	71	70	2.6
Vermont	30	240	249	-3.5	33	288	277	3.9
Subtotal		5,063	5,153	-1.7		5,833	5,698	2.4
<b>South Atlantic</b>								
Delaware	25	145	143	1.4	26	148	138	7.4
District of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	-	1,764	1,791	-1.5	100	1,897	1,877	1.1
Georgia	75	1,611	1,637	-1.6	70	1,786	1,750	2.0
Maryland	26	795	809	-1.8	26	892	870	2.5
North Carolina	14	1,451	1,473	-1.4	15	1,625	1,557	4.4
South Carolina	65	1,285	1,308	-1.8	66	1,452	1,391	4.4
Virginia	257	1,674	1,685	-0.7	273	1,922	1,890	1.7
West Virginia	11	575	599	-3.9	14	643	630	2.1
Subtotal		9,300	9,445	-1.5		10,365	10,103	2.6
<b>North Central</b>								
Illinois	10	1,365	1,399	-2.4	9	1,569	1,580	-0.7
Indiana	24	1,208	1,245	-2.9	28	1,271	1,235	2.9
Iowa	67	1,134	1,150	-1.4	81	1,237	1,222	1.2
Kansas	59	849	887	-4.3	58	869	878	-1.0
Michigan	60	1,689	1,686	0.2	57	1,936	1,911	1.3
Minnesota	29	1,390	1,395	-0.3	32	1,569	1,552	1.1
Missouri	76	1,689	1,756	-3.9	77	1,841	1,843	-0.1
Nebraska	36	720	728	-1.0	34	770	760	1.3
North Dakota	31	392	381	2.9	31	434	411	5.8
Ohio	42	1,705	1,726	-1.2	43	1,886	1,843	2.3
South Dakota	27	412	408	0.9	25	462	446	3.6
Wisconsin	57	1,572	1,611	-2.4	62	1,765	1,765	0.0
Subtotal		14,125	14,372	-1.7		15,609	15,446	1.1
<b>South Gulf</b>								
Alabama	38	1,284	1,310	-1.9	46	1,537	1,496	2.7
Arkansas	26	878	927	5.3	29	1,079	1,078	0.1
Kentucky	25	1,348	1,388	-2.9	26	1,486	1,480	0.4
Louisiana	15	708	707	0.2	14	1,081	1,100	-1.7
Mississippi	39	1,038	1,036	0.2	36	1,103	1,073	2.8
Oklahoma	-	1,143	1,158	-1.2	38	1,373	1,334	2.9
Tennessee	21	1,552	1,648	-5.6	17	1,726	1,770	-2.5
Texas	110	3,924	3,910	0.3	110	4,417	4,154	6.3
Subtotal		11,875	12,084	-1.7		13,802	13,485	2.4
<b>West</b>								
Alaska	37	109	114	-4.1	37	136	133	2.9
Arizona	10	893	920	-3.0	18	924	904	2.2
California	22	3,132	3,289	-4.8	20	3,941	3,912	0.8
Colorado	16	922	921	0.1	63	979	973	0.6
Hawaii	8	112	116	-3.8	8	117	116	1.2
Idaho	95	471	477	-1.2	93	554	541	2.3
Montana	53	553	554	-0.1	51	693	665	4.2
Nevada	33	326	332	-1.8	30	373	370	0.6
New Mexico	37	757	785	-3.6	39	827	821	0.7
Oregon	102	963	979	-1.6	106	1,103	1,092	1.0
Utah	42	505	502	0.6	42	563	554	1.6
Washington	13	960	970	-1.0	39	1,090	1,098	-0.7
Wyoming	73	468	480	-2.4	64	511	500	2.3
Subtotal		10,171	10,439	-2.6		11,811	11,679	1.1
<b>TOTALS</b>	<b>1,976</b>	<b>50,534</b>	<b>51,493</b>	<b>-1.9</b>	<b>2,316</b>	<b>57,420</b>	<b>56,411</b>	<b>1.8</b>

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

Table - 4. Changes on Urban Arterial Roads by Region and State\*\*

Region and State	September				August			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2012 (Preliminary)	2011			2012 (Revised)	2011	
<b>Northeast</b>								
Connecticut	26	1,824	1,866	-2.4	25	1,974	1,913	3.2
Maine	13	205	216	-5.0	13	232	232	0.2
Massachusetts	51	3,117	3,184	-2.1	56	3,544	3,419	3.7
New Hampshire	26	451	462	-2.3	25	522	508	2.7
New Jersey	69	4,486	4,551	-1.4	72	4,443	4,284	3.7
New York	5	6,249	6,339	-1.4	87	6,586	6,322	4.2
Pennsylvania	20	4,250	4,323	-1.7	23	4,538	4,459	1.8
Rhode Island	42	705	727	-3.0	41	639	623	2.6
Vermont	14	101	102	-1.9	13	114	111	2.5
Subtotal		<b>21,388</b>	<b>21,772</b>	<b>-1.8</b>		<b>22,592</b>	<b>21,871</b>	<b>3.3</b>
<b>South Atlantic</b>								
Delaware	14	413	407	1.4	13	439	429	2.3
District of Columbia	-	210	214	-1.8	1	240	237	1.2
Florida	-	8,211	8,398	-2.2	136	8,791	8,715	0.9
Georgia	115	3,872	3,977	-2.6	110	4,397	4,353	1.0
Maryland	39	2,618	2,653	-1.3	39	3,280	3,207	2.3
North Carolina	19	3,485	3,513	-0.8	18	3,921	3,866	1.4
South Carolina	33	1,596	1,627	-1.9	34	1,684	1,631	3.2
Virginia	333	3,347	3,416	-2.0	337	3,691	3,672	0.5
West Virginia	6	529	540	-2.1	10	572	557	2.6
Subtotal		<b>24,281</b>	<b>24,745</b>	<b>-1.9</b>		<b>27,015</b>	<b>26,667</b>	<b>1.3</b>
<b>North Central</b>								
Illinois	19	4,976	4,951	0.5	21	5,162	5,010	3.0
Indiana	27	2,231	2,325	-4.0	28	2,405	2,442	1.5
Iowa	28	788	804	-2.0	30	830	832	-0.3
Kansas	13	910	896	1.5	17	975	962	1.4
Michigan	47	4,222	4,371	-3.4	48	4,501	4,588	-1.9
Minnesota	26	2,092	2,140	-2.3	26	2,327	2,328	-0.1
Missouri	63	2,356	2,431	-3.1	64	2,420	2,417	0.1
Nebraska	13	522	533	-2.1	13	568	568	0.1
North Dakota	8	133	139	-4.6	8	141	146	-3.2
Ohio	77	4,396	4,521	-2.8	70	4,766	4,811	-0.9
South Dakota	9	161	168	-3.8	10	178	178	-0.2
Wisconsin	53	2,033	2,059	-1.3	50	2,195	2,199	-0.2
Subtotal		<b>24,820</b>	<b>25,338</b>	<b>-2.0</b>		<b>26,468</b>	<b>26,481</b>	<b>0.0</b>
<b>South Gulf</b>								
Alabama	28	1,723	1,732	-0.5	30	1,885	1,864	1.1
Arkansas	9	858	908	-5.5	8	1,008	995	1.2
Kentucky	6	1,351	1,366	-1.1	5	1,529	1,479	3.4
Louisiana	15	1,745	1,672	4.4	8	1,917	1,872	2.4
Mississippi	24	851	858	-0.9	25	966	958	0.9
Oklahoma	-	1,622	1,634	-0.7	21	1,702	1,729	-1.6
Tennessee	8	2,609	2,639	-1.2	7	2,728	2,721	0.3
Texas	83	11,393	11,444	-0.4	83	11,937	11,737	1.7
Subtotal		<b>22,152</b>	<b>22,253</b>	<b>-0.5</b>		<b>23,672</b>	<b>23,356</b>	<b>1.4</b>
<b>West</b>								
Alaska	46	161	162	-0.9	46	180	176	2.0
Arizona	10	2,454	2,504	-2.0	8	2,377	2,285	4.0
California	47	16,586	16,710	-0.7	53	20,487	20,599	-0.5
Colorado	12	2,189	2,163	1.2	23	2,415	2,375	1.7
Hawaii	37	509	521	-2.3	36	390	391	-0.2
Idaho	70	426	430	-0.8	66	472	467	1.1
Montana	5	171	172	-0.6	5	230	226	1.9
Nevada	29	997	1,029	-3.1	32	1,045	1,058	-1.2
New Mexico	28	637	662	-3.8	29	655	659	-0.7
Oregon	44	1,180	1,192	-1.1	38	1,312	1,298	1.1
Utah	45	1,066	1,088	-2.0	44	1,254	1,250	0.3
Washington	13	2,799	2,788	0.4	24	3,086	3,058	0.9
Wyoming	25	140	146	-3.6	18	154	151	1.6
Subtotal		<b>29,315</b>	<b>29,567</b>	<b>-0.9</b>		<b>34,057</b>	<b>33,993</b>	<b>0.2</b>
<b>TOTALS</b>	<b>1,792</b>	<b>121,956</b>	<b>123,675</b>	<b>-1.4</b>	<b>2,047</b>	<b>133,804</b>	<b>132,367</b>	<b>1.1</b>

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT.

Table - 5. Changes on ALL\* Estimated Roads by Region and State\*\*

Region and State	September				August			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2012 (Preliminary)	2011			2012 (Revised)	2011	
<b>Northeast</b>								
Connecticut	32	2,556	2,613	-2.2	31	2,789	2,698	3.4
Maine	80	1,150	1,196	-3.8	115	1,292	1,278	1.1
Massachusetts	60	4,216	4,309	-2.2	66	4,733	4,565	3.7
New Hampshire	57	1,046	1,069	-2.1	58	1,233	1,189	3.7
New Jersey	93	6,331	6,347	-0.2	97	6,221	5,967	4.3
New York	6	10,953	11,099	-1.3	158	11,992	11,651	2.9
Pennsylvania	69	8,441	8,622	-2.1	72	9,401	9,315	0.9
Rhode Island	42	983	1,014	-3.1	41	865	843	2.6
Vermont	58	603	624	-3.3	61	704	681	3.3
Subtotal		<b>36,279</b>	<b>36,893</b>	<b>-1.7</b>		<b>39,230</b>	<b>38,187</b>	<b>2.7</b>
<b>South Atlantic</b>								
Delaware	64	811	804	0.9	65	864	835	3.4
District of Columbia	-	302	306	-1.3	1	337	333	1.2
Florida	-	15,049	15,387	-2.2	244	16,223	16,220	0.0
Georgia	230	8,274	8,505	-2.7	221	9,127	9,021	1.2
Maryland	67	4,360	4,409	-1.1	67	5,300	5,149	2.9
North Carolina	53	8,230	8,263	-0.4	55	8,612	8,494	1.4
South Carolina	106	3,911	3,984	-1.8	110	4,237	4,106	3.2
Virginia	604	6,586	6,682	-1.4	624	7,286	7,225	0.8
West Virginia	24	1,512	1,563	-3.2	32	1,715	1,682	2.0
Subtotal		<b>49,035</b>	<b>49,903</b>	<b>-1.7</b>		<b>53,701</b>	<b>53,065</b>	<b>1.2</b>
<b>North Central</b>								
Illinois	30	8,527	8,525	0.0	32	9,371	9,055	3.5
Indiana	65	5,910	6,087	-2.9	68	6,353	6,351	0.0
Iowa	118	2,703	2,755	-1.9	138	2,795	2,794	0.1
Kansas	81	2,350	2,387	-1.5	84	2,608	2,605	0.1
Michigan	109	7,678	7,872	-2.5	107	8,414	8,463	-0.6
Minnesota	63	4,819	4,815	0.1	67	5,319	5,273	0.9
Missouri	147	6,088	6,318	-3.6	149	6,273	6,290	-0.3
Nebraska	58	1,643	1,658	-0.9	56	1,788	1,785	0.2
North Dakota	44	723	710	1.8	44	835	789	5.9
Ohio	130	8,968	9,229	-2.6	124	9,563	9,625	-0.6
South Dakota	43	741	747	-0.7	41	851	838	1.5
Wisconsin	112	4,886	4,932	-0.9	118	5,478	5,483	-0.1
Subtotal		<b>55,036</b>	<b>56,035</b>	<b>-1.8</b>		<b>59,648</b>	<b>59,351</b>	<b>0.5</b>
<b>South Gulf</b>								
Alabama	70	4,903	4,948	-0.9	80	5,695	5,652	0.7
Arkansas	37	2,451	2,571	-4.7	42	2,871	2,860	0.4
Kentucky	43	3,887	3,977	-2.3	43	4,303	4,241	1.5
Louisiana	39	3,393	3,347	1.4	31	4,122	4,136	-0.3
Mississippi	70	3,030	3,062	-1.0	70	3,356	3,307	1.5
Oklahoma	-	3,994	4,026	-0.8	69	4,478	4,453	0.6
Tennessee	34	5,656	5,808	-2.6	30	6,080	6,125	-0.7
Texas	221	19,377	19,410	-0.2	222	20,714	20,101	3.1
Subtotal		<b>46,693</b>	<b>47,149</b>	<b>-1.0</b>		<b>51,619</b>	<b>50,875</b>	<b>1.5</b>
<b>West</b>								
Alaska	88	391	399	-2.0	88	461	448	2.9
Arizona	26	4,335	4,434	-2.2	33	4,356	4,229	3.0
California	69	23,394	23,728	-1.4	73	29,043	29,140	-0.3
Colorado	28	3,926	3,893	0.9	87	4,318	4,241	1.8
Hawaii	47	1,022	1,036	-1.4	46	844	831	1.5
Idaho	175	1,365	1,387	-1.6	170	1,548	1,522	1.7
Montana	70	1,036	1,046	-0.9	67	1,334	1,309	2.0
Nevada	75	1,697	1,745	-2.8	74	1,818	1,834	-0.9
New Mexico	71	1,925	1,994	-3.5	75	2,125	2,122	0.2
Oregon	154	2,888	2,926	-1.3	152	3,313	3,285	0.9
Utah	92	2,222	2,232	-0.5	92	2,574	2,538	1.4
Washington	27	4,942	4,950	-0.2	64	5,467	5,426	0.7
Wyoming	114	876	904	-3.1	92	974	955	2.0
Subtotal		<b>50,021</b>	<b>50,674</b>	<b>-1.3</b>		<b>58,175</b>	<b>57,880</b>	<b>0.5</b>
<b>TOTALS</b>	<b>4,195</b>	<b>237,065</b>	<b>240,654</b>	<b>-1.5</b>	<b>4,846</b>	<b>262,375</b>	<b>259,359</b>	<b>1.2</b>

Note: Where Number of Stations are shown as dashes, the values for the Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the nationwide average VMT. \* All Estimated roads include travel from Table 3 and 4 plus remaining roads.

**Table - 6. Estimated Rural Vehicle Miles (Millions) and Percent Change from Same Period Previous Year\*\***

<b>Year - 2011</b>														
	<u>Rural Interstate</u>	<u>%</u>	<u>Rural Other Arterial</u>	<u>%</u>	<u>Other Rural</u>	<u>%</u>	<u>Total Rural</u>	<u>%</u>	<u>All Systems</u>	<u>%</u>				
Jan	17,486	0.3	Jan	26,722	1.3	Jan	26,144	0.4	Jan	70,352	0.7	Jan	221,313	0.5
Feb	16,501	0.9	Feb	25,948	1.1	Feb	24,884	0.5	Feb	67,333	0.8	Feb	212,221	0.6
Mar	19,833	-0.5	Mar	30,537	-1.9	Mar	29,986	-1.7	Mar	80,357	-1.5	Mar	249,102	-2.1
<i>Q1</i>	<i>53,820</i>	<i>0.2</i>	<i>Q1</i>	<i>83,207</i>	<i>0.1</i>	<i>Q1</i>	<i>81,014</i>	<i>-0.4</i>	<i>Q1</i>	<i>218,041</i>	<i>-0.1</i>	<i>Q1</i>	<i>682,637</i>	<i>0.0</i>
Apr	20,430	-2.2	Apr	30,475	-3.2	Apr	30,072	-3.5	Apr	80,976	-3.1	Apr	248,207	-2.3
May	21,077	-2.6	May	31,999	-2.5	May	31,196	-2.9	May	84,272	-2.6	May	252,738	-1.8
Jun	21,287	-2.2	Jun	33,031	-1.7	Jun	32,034	-2.1	Jun	86,352	-2.0	Jun	256,542	-1.4
<i>Q2</i>	<i>62,794</i>	<i>-2.3</i>	<i>Q2</i>	<i>95,505</i>	<i>-2.4</i>	<i>Q2</i>	<i>93,301</i>	<i>-2.8</i>	<i>Q2</i>	<i>251,600</i>	<i>-2.6</i>	<i>Q2</i>	<i>757,487</i>	<i>-1.8</i>
1st Half	116,614	-1.2	1st Half	178,712	-1.3	1st Half	174,315	-1.7	1st Half	469,641	-1.4	1st Half	1,440,123	-1.0
Jul	23,230	-2.3	Jul	35,068	-2.6	Jul	32,804	-2.9	Jul	91,102	-2.6	Jul	259,051	-2.5
Aug	22,272	-3.0	Aug	34,138	-2.2	Aug	32,141	-2.4	Aug	88,551	-2.4	Aug	259,359	-1.9
Sep	19,969	-1.3	Sep	31,525	-1.7	Sep	29,627	-2.5	Sep	81,121	-1.9	Sep	240,654	-1.6
<i>Q3</i>	<i>65,470</i>	<i>-2.2</i>	<i>Q3</i>	<i>100,730</i>	<i>-2.2</i>	<i>Q3</i>	<i>94,572</i>	<i>-2.6</i>	<i>Q3</i>	<i>260,773</i>	<i>-2.3</i>	<i>Q3</i>	<i>759,063</i>	<i>-2.0</i>
Oct	20,623	-2.8	Oct	32,362	-2.3	Oct	30,862	-3.0	Oct	83,846	-2.7	Oct	250,653	-2.4
Nov	19,582	-1.1	Nov	29,808	-1.0	Nov	27,839	-1.7	Nov	77,228	-1.3	Nov	237,202	-1.0
Dec	19,819	0.9	Dec	29,606	1.5	Dec	27,814	1.1	Dec	77,239	1.2	Dec	243,612	1.1
<i>Q4</i>	<i>60,023</i>	<i>-1.0</i>	<i>Q4</i>	<i>91,776</i>	<i>-0.7</i>	<i>Q4</i>	<i>86,514</i>	<i>-1.3</i>	<i>Q4</i>	<i>238,313</i>	<i>-1.0</i>	<i>Q4</i>	<i>731,468</i>	<i>-0.8</i>
2nd Half	125,494	-1.7	2nd Half	192,506	-1.5	2nd Half	181,087	-2.0	2nd Half	499,086	-1.7	2nd Half	1,490,531	-1.4
<b>Year</b>	<b>242,107</b>	<b>-1.4</b>	<b>Year</b>	<b>371,218</b>	<b>-1.4</b>	<b>Year</b>	<b>355,402</b>	<b>-1.8</b>	<b>Year</b>	<b>968,727</b>	<b>-1.6</b>	<b>Year</b>	<b>2,930,654</b>	<b>-1.2</b>

<b>Year - 2012</b>														
	<u>Rural Interstate</u>	<u>%</u>	<u>Rural Other Arterial</u>	<u>%</u>	<u>Other Rural</u>	<u>%</u>	<u>Total Rural</u>	<u>%</u>	<u>All Systems</u>	<u>%</u>				
Jan	17,656	1.0	Jan	27,167	1.7	Jan	26,518	1.4	Jan	71,341	1.4	Jan	224,965	1.6
Feb	16,866	2.2	Feb	26,469	2.0	Feb	25,334	1.8	Feb	68,669	2.0	Feb	216,340	1.9
Mar	20,053	1.1	Mar	31,156	2.0	Mar	30,429	1.5	Mar	81,638	1.6	Mar	251,232	0.9
<i>Q1</i>	<i>54,574</i>	<i>1.4</i>	<i>Q1</i>	<i>84,793</i>	<i>1.9</i>	<i>Q1</i>	<i>82,281</i>	<i>1.6</i>	<i>Q1</i>	<i>221,648</i>	<i>1.7</i>	<i>Q1</i>	<i>692,537</i>	<i>1.5</i>
Apr	20,370	-0.3	Apr	30,541	0.2	Apr	29,939	-0.4	Apr	80,851	-0.2	Apr	247,160	-0.4
May	21,572	2.3	May	32,975	3.0	May	31,830	2.0	May	86,377	2.5	May	258,428	2.3
Jun	21,879	2.8	Jun	33,308	0.8	Jun	32,077	0.1	Jun	87,264	1.1	Jun	257,596	0.4
<i>Q2</i>	<i>63,821</i>	<i>1.6</i>	<i>Q2</i>	<i>96,825</i>	<i>1.4</i>	<i>Q2</i>	<i>93,846</i>	<i>0.6</i>	<i>Q2</i>	<i>254,492</i>	<i>1.1</i>	<i>Q2</i>	<i>763,184</i>	<i>0.8</i>
1st Half	118,395	1.5	1st Half	181,618	1.6	1st Half	176,127	1.0	1st Half	476,140	1.4	1st Half	1,455,721	1.1
Jul	23,008	-1.0	Jul	34,744	-0.9	Jul	32,427	-1.1	Jul	90,179	-1.0	Jul	258,211	-0.3
Aug	22,867	2.7	Aug	34,554	1.2	Aug	32,530	1.2	Aug	89,950	1.6	Aug	262,375	1.2
Sep	19,614	-1.8	Sep	30,922	-1.9	Sep	29,232	-1.3	Sep	79,767	-1.7	Sep	237,065	-1.5
<i>Q3</i>	<i>65,489</i>	<i>0.0</i>	<i>Q3</i>	<i>100,220</i>	<i>-0.5</i>	<i>Q3</i>	<i>94,189</i>	<i>-0.4</i>	<i>Q3</i>	<i>259,897</i>	<i>-0.3</i>	<i>Q3</i>	<i>757,650</i>	<i>-0.2</i>
Oct			Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec			Dec		
<i>Q4</i>	<i>0.0</i>	<i>0.0</i>	<i>Q4</i>	<i>0.0</i>	<i>0.0</i>	<i>Q4</i>	<i>0.0</i>	<i>0.0</i>	<i>Q4</i>	<i>0.0</i>	<i>0.0</i>	<i>Q4</i>	<i>0.0</i>	<i>0.0</i>
2nd Half	65,489	0.0	2nd Half	100,220	-0.5	2nd Half	94,189	-0.4	2nd Half	259,897	-0.3	2nd Half	757,650	-0.2
<b>Year</b>	<b>183,884</b>	<b>1.0</b>	<b>Year</b>	<b>281,837</b>	<b>0.9</b>	<b>Year</b>	<b>270,316</b>	<b>0.5</b>	<b>Year</b>	<b>736,037</b>	<b>0.8</b>	<b>Year</b>	<b>2,213,371</b>	<b>0.6</b>

Table - 7. Estimated Urban Vehicle Miles (Millions) and Percent Change from Same Period Previous Year\*\*

Year - 2011														
Urban Interstate %			Urban Other Arterial %			Other Urban %			Total Urban %			All Systems %		
Jan	36,018	0.5	Jan	80,506	0.5	Jan	34,436	0.4	Jan	150,962	0.5	Jan	221,313	0.5
Feb	34,480	0.7	Feb	77,215	0.1	Feb	33,193	1.3	Feb	144,888	0.5	Feb	212,221	0.6
Mar	40,497	0.1	Mar	89,693	-1.3	Mar	38,355	-0.9	Mar	168,746	-0.9	Mar	249,102	-1.1
Q1	110,995	0.4	Q1	247,615	-0.3	Q1	105,985	0.2	Q1	464,595	0.0	Q1	682,637	0.0
Apr	40,053	1.0	Apr	88,589	-2.0	Apr	38,589	-2.4	Apr	167,231	-1.9	Apr	248,207	-2.3
May	41,242	-1.6	May	88,554	-1.7	May	38,671	-1.4	May	168,466	-1.4	May	252,738	-1.8
Jun	42,277	-0.1	Jun	89,427	-1.2	Jun	38,486	-1.9	Jun	170,190	-1.1	Jun	256,542	-1.4
Q2	123,571	-0.6	Q2	266,570	-1.6	Q2	115,745	-1.9	Q2	505,887	-1.4	Q2	757,487	-1.8
1st Half	234,566	-0.1	1st Half	514,185	-1.0	1st Half	221,731	-0.9	1st Half	970,482	-0.8	1st Half	1,440,123	-1.0
Jul	40,186	-2.2	Jul	89,212	-2.5	Jul	38,551	-2.8	Jul	167,949	-2.5	Jul	259,051	-2.5
Aug	41,311	-1.6	Aug	91,055	-1.6	Aug	38,441	-1.4	Aug	170,808	-1.6	Aug	259,359	-1.9
Sep	39,371	-1.1	Sep	84,304	-1.5	Sep	35,857	-2.0	Sep	159,533	-1.5	Sep	240,654	-1.6
Q3	120,868	-1.6	Q3	264,572	-1.9	Q3	112,850	-2.1	Q3	498,290	-1.9	Q3	759,063	-2.0
Oct	40,316	-1.7	Oct	89,385	-2.1	Oct	37,106	-3.3	Oct	166,807	-2.3	Oct	250,653	-2.4
Nov	39,354	-0.7	Nov	84,574	-0.7	Nov	36,046	-1.5	Nov	159,974	-0.9	Nov	237,202	-1.0
Dec	40,061	1.6	Dec	87,754	0.9	Dec	38,559	1.1	Dec	166,374	1.1	Dec	243,612	1.1
Q4	119,731	-0.3	Q4	261,712	-0.7	Q4	111,711	-1.2	Q4	493,155	-0.7	Q4	731,468	-1.1
2nd Half	240,600	-0.9	2nd Half	526,284	-1.3	2nd Half	224,561	-1.7	2nd Half	991,445	-1.3	2nd Half	1,490,531	-1.4
Year	475,166	-0.5	Year	1,040,469	-1.1	Year	446,291	-1.3	Year	1,961,927	-1.0	Year	2,930,654	-1.2

Year - 2012														
Urban Interstate %			Urban Other Arterial %			Other Urban %			Total Urban %			All Systems %		
Jan	36,809	2.2	Jan	81,748	1.5	Jan	35,068	1.6	Jan	153,624	1.8	Jan	224,965	1.7
Feb	35,510	3.0	Feb	78,475	1.6	Feb	33,685	1.5	Feb	147,671	1.9	Feb	216,340	1.9
Mar	40,762	0.7	Mar	90,380	0.5	Mar	38,451	0.3	Mar	169,594	0.5	Mar	251,232	0.9
Q1	113,081	1.9	Q1	250,604	1.2	Q1	106,289	0.3	Q1	470,889	1.4	Q1	692,537	1.5
Apr	40,114	0.2	Apr	88,060	0.6	Apr	38,136	-1.2	Apr	166,309	-0.6	Apr	247,160	-0.4
May	42,253	2.5	May	90,490	2.2	May	39,308	1.6	May	172,051	2.1	May	258,428	2.3
Jun	42,582	0.7	Jun	89,302	-0.1	Jun	38,448	-0.1	Jun	170,332	0.1	Jun	257,596	0.4
Q2	124,948	1.1	Q2	267,852	0.5	Q2	114,887	-0.7	Q2	508,692	0.6	Q2	763,184	0.8
1st Half	238,029	1.5	1st Half	518,455	0.8	1st Half	223,096	0.6	1st Half	979,581	0.9	1st Half	1,455,721	1.1
Jul	40,343	0.4	Jul	89,227	0.0	Jul	38,462	-0.2	Jul	168,032	0.0	Jul	258,211	-0.3
Aug	42,190	2.1	Aug	91,611	0.6	Aug	38,623	0.5	Aug	172,424	0.9	Aug	262,375	1.2
Sep	39,008	-0.9	Sep	82,946	-1.6	Sep	35,344	-1.4	Sep	157,297	-1.4	Sep	237,065	-1.5
Q3	121,541	0.6	Q3	263,784	-0.3	Q3	111,479	-1.2	Q3	497,753	-0.1	Q3	757,650	-0.2
Oct			Oct			Oct			Oct			Oct		
Nov			Nov			Nov			Nov			Nov		
Dec			Dec			Dec			Dec			Dec		
Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0	Q4		0.0
2nd Half	121,541	0.6	2nd Half	263,784	-0.3	2nd Half	112,429	-0.4	2nd Half	497,753	-0.1	2nd Half	757,650	-0.2
Year	359,570	1.2	Year	782,239	0.4	Year	335,525	0.3	Year	1,477,334	0.6	Year	2,213,371	0.6

**Figure - 1. Moving 12-Month Total on ALL Roads**

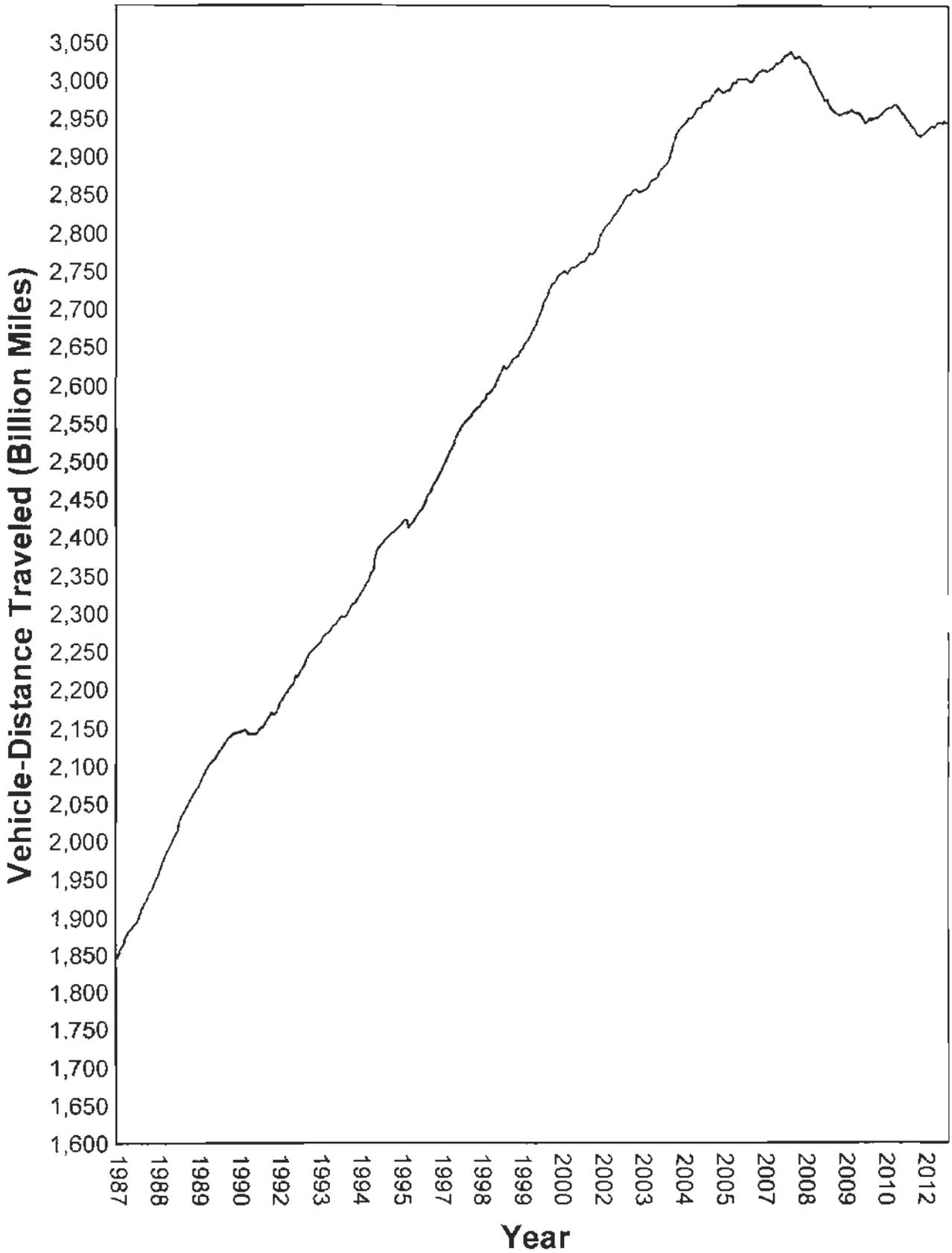
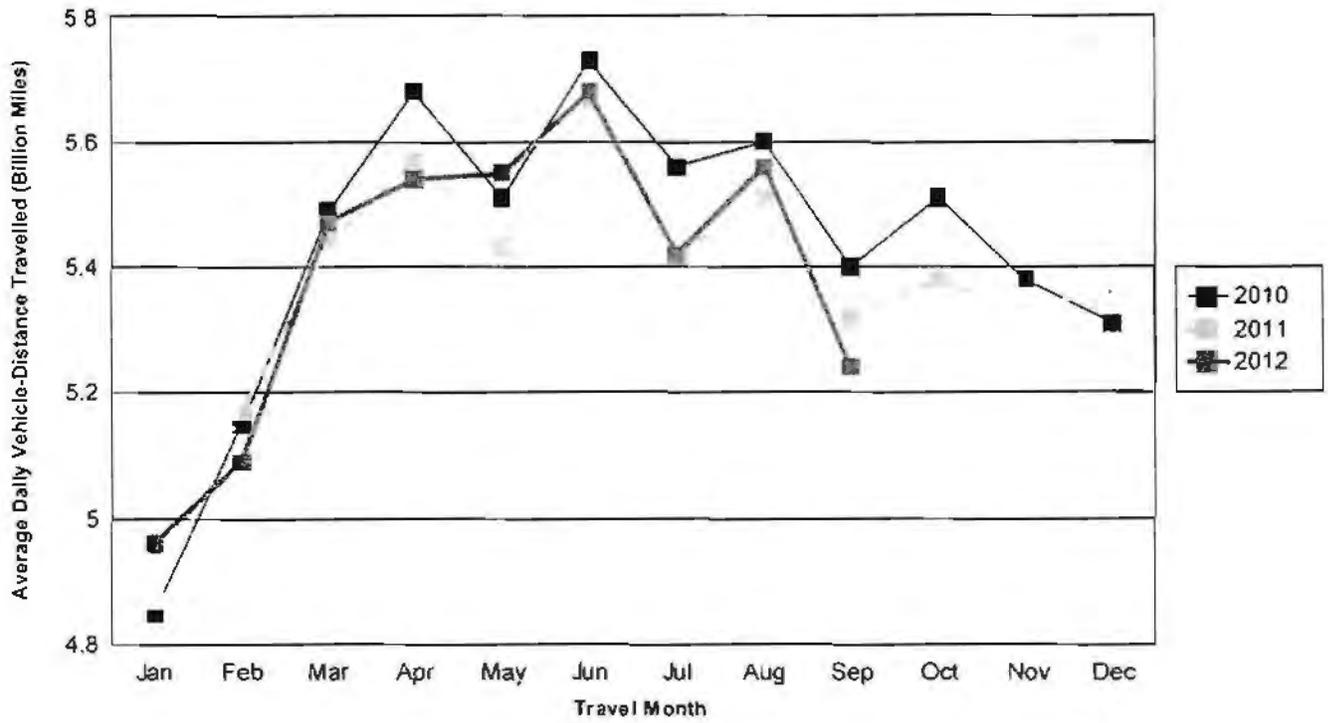
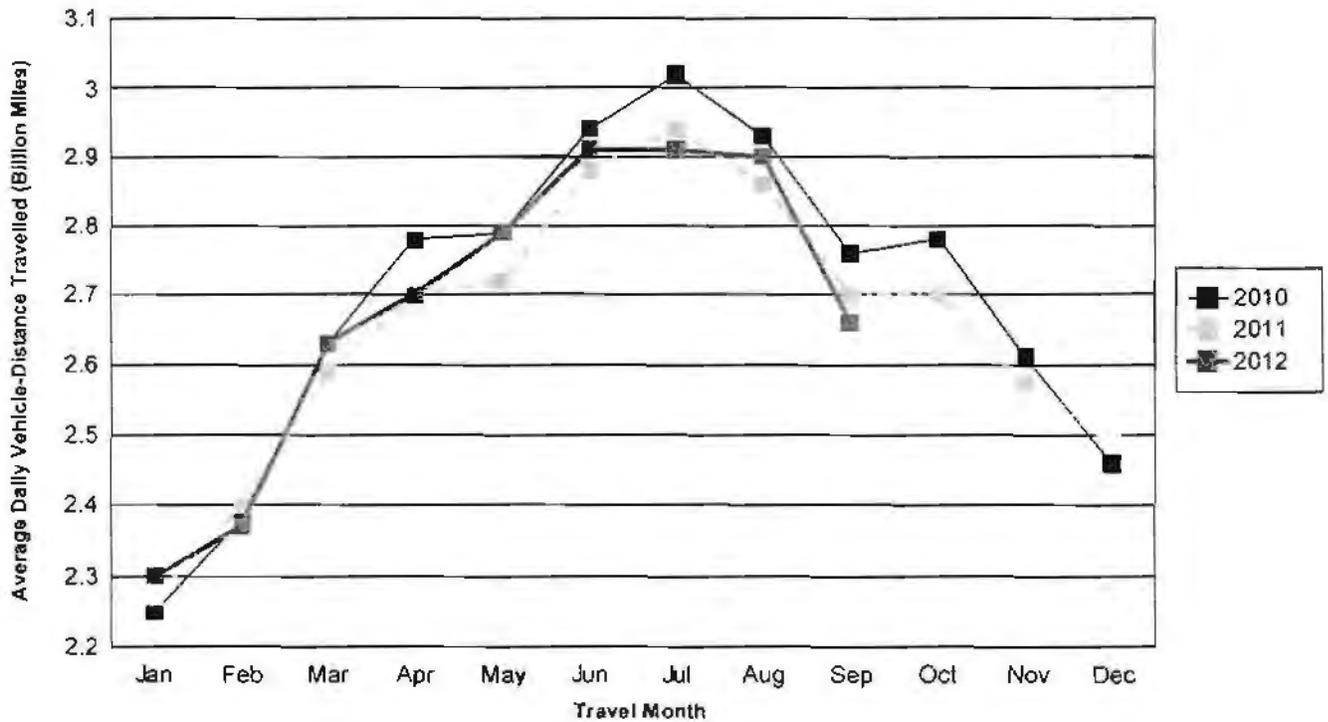


Figure - 2. Travel on U.S. Highways by Month

Urban Highways



Rural Highways



## APPENDIX D

COMMENTS REGARDING CONTINUED USE OF  
INTERSECTION VOLUME-TO-CAPACITY RATIO AS AN  
LMO-MANDATED OPERATIONAL GOAL FROM  
STAFF AND MR. BILL SAMPSON, P.E. –  
UNIVERSITY OF FLORIDA

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**From:** Shoemaker Darrin  
**Sent:** Monday, February 13, 2012 9:47 AM  
**To:** Lewis Teri  
**Subject:** FW: HCS2010 - X sub C

Good morning, Teri. At far below is the "official" response from Mr. Sampson of the McTrans Center for Highway Capacity Research at the University of Florida.

I have researched the matter further and studied the pages in the Highway Capacity Manual that are cited, without any "Eureka" moments. I have concluded that Dr. Sampson is stating that the random nature of arrivals at actuated signals that may extend the green in response to a late-arriving vehicle entering the vehicle detection area makes the methodology on which the intersection volume-to-capacity ratio is calculated significantly less accurate. Despite this inate "margin of error," I believe that we've always interpreted our analysis results of signalized intersections to be an estimate based on a model of the intersection's operation and feel that it remains a useful tool for evaluation purposes.

Signals timed with short green signals and cycle lengths tend to decrease delay and capacity simultaneously, while longer green signals/cycle lengths increase capacity and delay. Since intersection v/c ratio goes down when "c" (capacity) goes up, this is an inverse relationship. Hence, shorter-timed signals tend to decrease delay and *increase* intersection v/c ratio, while longer signals increase delay and *decrease* intersection v/c ratio. I have stated this in the narrative of the TM&E report for years now. It is worthy to note that page 18-58 of the 2010 *Highway Capacity Manual* states that most optimally-timed traffic-actuated signals will have an intersection v/c ratio of between 0.85 and 0.95, and that intersections with an intersection v/c ratio that is lower than this range should have their green signal lengths/cycle length adjusted downward in order to bring the v/c ratio into this range, thereby reducing delay. Therefore, an intersection v/c ratio between 0.85 and 0.95 is *desirable*.

Based on this language, I recommend that one of two LMO amendments be considered:

- 1) Increase the critical intersection v/c ratio in Section 16-5-1103 from 0.9 to 0.95, OR
- 2) modify 16-5-1103 to state that an intersection is judged deficient in response to an intersection v/c ratio exceeding 1.0 for a single year or 0.9 for three consecutive years.

Thanks, DAS/

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**From:** Bill Sampson [<mailto:bsampson@ce.ufl.edu>]  
**Sent:** Friday, February 10, 2012 6:48 PM  
**To:** Shoemaker Darrin  
**Subject:** RE: HCS2010 - X sub C

(OVER)

Hi Darrin,

We did bring this issue up in our efforts to compute the critical intersection volume-to-capacity ratio ( $X_c$ ) within *HCS 2010*.

There was some discussion about HCM Equation 18-17 (where  $X_c$  is computed) assuming an effective green duration for an actuated phase being determined solely by the flow ( $v/s$ ) ratio. However, it is determined by queue clearance time (which is related to  $v/s$ ) and green extension time (which is not related to  $v/s$ ). This apparent inconsistency appears to be addressed somewhat on HCM Pages 18-41 thru 18-45 and on HCM Pages 18-58 thru 18-59, indicating that  $X_c$  is less informative for actuated situations because of some variability that exists, but is not modeled. This apparent limitation seems to have prevented the  $X_c$  implementation within the HCM computational engine.

This situation leaves  $X_c$  undefined at the level necessary to build this into *HCS 2010* from the software development side.

Thanks, Bill

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**From:** Shoemaker Darrin [<mailto:DarrinS@hiltonheadislandsc.gov>]  
**Sent:** Friday, February 10, 2012 3:35 PM  
**To:** [wsampson@ce.ufl.edu](mailto:wsampson@ce.ufl.edu)  
**Subject:** HCS2010 - X sub C

Good day. I very much enjoyed the HCM/HCS2010 workshop you facilitated in Marietta, GA on Tuesday, February 8<sup>th</sup>. You may recall our conversation where I indicated that I am required by our Town codes to analyze our signalized intersections and compile the results for *average total delay per vehicle* and *intersection v/c ratio* into a report. I inquired as to why the intersection v/c ratio had been deleted from the software analysis results, and you advised me that changes to the methodology made to more accurately model actuated, semi-actuated and coordinated signal operations had made the intersection v/c ratio less accurate, less relevant, and potentially more difficult to calculate. You invited me to send you an e-mail to request a more detailed "official" response in writing.

We are just embarking on a comprehensive effort to revise our Town codes and have retained a consultant to assist us with this effort, so now is a particularly convenient time for us to be having this conversation. If you can provide a written response, I will forward it to our top code official for discussions with our newly-retained consultant toward deleting references to this operational measure-of-effectiveness from our land management codes and/or replacing it with something different. Thanks, DAS/

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