Town of Hilton Head Island

PUBLIC PLANNING COMMITTEE MEETING

Thursday, May 11, 2023, 10:00 AM

AGENDA

The Public Planning Committee meeting will be held in-person at Town Hall in the Benjamin M. Racusin Council Chambers. The meeting can be viewed on the Town's YouTube page, the Beaufort County Channel, and Spectrum Channel 1304.

1. **Call to Order**
2. **FOIA Compliance:** Public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the requirements of the Town of Hilton Head Island.
3. **Roll Call**
4. **Approval of Minutes**
    a. Regular Meeting - April 10, 2023
5. **Appearance by Citizens:** Citizens who wish to address the Committee may do so by contacting the Town Clerk at 843.341.4646, no later than 4:30 p.m., Wednesday, May 10, 2023. Citizens may also submit written comments on the agenda item via the Open Town Hall Portal.
6. **New Business**
    a. Discussion and Presentation of the Short-Term Rental Program- Phase 1
    b. Consideration of a Resolution Supporting the Proposed Approach to Complete a Strengths, Weaknesses, Opportunities & Threats (SWOT) and Resilience Plan for Hilton Head Island.
    c. Consideration of a Proposed Ordinance 2023-07 to Amend Sections of the Land Management Ordinance so as to Create a New Use Identified as Islanders Mixed-Use within the Sea Pines Circle District.
    d. Presentation and Discussion on the Creation of Hilton Head Island District Plans and Land Management Ordinance (LMO) Updates.
7. **Adjournment**

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

Town of Hilton Head Island

PUBLIC PLANNING COMMITTEE SPECIAL MEETING

Thursday, April 10, 2023, 10:00 AM

MINUTES

Present from the Committee: David Ames, *Chairman;* Patsy Brison, Tamara Becker, Glenn Stanford, *Members*

Present from Town Council: Steve Alfred

Present from Town Staff: Josh Gruber, *Deputy Town Manager,* Shawn Colin, *Assistant Town Manager-Community Development;* Brian Eber, *Development Services Manager*; Aaron Black, *Facilities Manager,* Kevin Tylus*, Public Space Programming and Events Manager; Project Manager;* Ashley Goodrich*, Principal Planner;* Bob Bromage*, Public Safety Director;* Cindaia Ervin, *Interim Town Clerk*

1. **Call to Order**
2. **FOIA Compliance**

   Compliance with the Freedom of Information Act was confirmed by the Interim Town Clerk
3. **Roll Call**
4. Attendance was confirmed by way of roll call.
5. **Approval of Minutes**
   - **a.** Regular Meeting - October 27, 2022
   - **b.** Regular Meeting - February 23, 2023
   - **c.** Regular Meeting - March 9, 2023

   Ms. Becker moved to approve. Mr. Stanford seconded. Ms. Brison stated she was not a member of the Committee in October so she would abstain from the vote regarding such. She also asked that the following statement be added to the March 9, 2023 minutes Item 5.a.: *Council members Stanford and Brison requested that standards regarding mass, scale, density, height and floor area ratio be focused on as the first part of Phase 4.* The Committee concurred. Without objection, the minutes were approved.
6. **Appearance by Citizens**

   None.

7. New Business

a. Growth Framework and District Planning Initiative Presentation and Overview

i. Review of draft Growth Framework Map
ii. Review of draft Districts Map

Shawn Colin conducted a detailed presentation regarding the Initiative. He noted the result will be a growth management strategy to include district plans and an Island-wide master plan. He added it will include creation of district plans focusing on conservation and growth, calibration of a future land use map, and amendments to the Town's Land Management Ordinance. He reviewed the background, growth framework and the plans for district planning. It was confirmed that this is just an introduction to the initiative and input from the Committee and Council will assist in the process and direction. The Committee asked questions and provided input regarding: the initiative and provided timeline; the need to take other gathered data points into consideration; that all residential neighborhoods that have been established, including those behind the gates will need to be protected; caution when the use of the active verb "grow" as it doesn't convey Council's goal of "growth management"; the need to include protection and inclusion of historic Gullah neighborhoods in district planning and growth framework; and the need for an answer regarding whether growth in population is necessary for the community to grow.

Mr. Colin conducted a review of the draft Districts Map identifying eight proposed districts. He stated the next steps will be to refine the district boundaries and begin to develop a plan for each district. He clarified there will be modifications to the draft as the process continues. Mr. Colin stated the draft will be refined throughout the process based on input from the Committee, Town Council and stakeholders. The Committee asked questions and provided input regarding: clarification the neighborhoods within the districts map are the neighborhoods outside the gated communities; confirmation of the timeline of presentations to the Planning Commission and Gullah Geechee Preservation Task Force; characteristics of the districts and the need to define and develop them; explanation for and consideration of conservation areas within districts; clarification that this is not the final draft but the beginning of creating the boundaries regarding the districts; the need to protect and conserve various areas; the need for consideration in naming the districts; the need to focus on the high traffic areas when creating districts; the need for the corridor study and this initiative to work together; and the need for focus on preservation of the space and the creation of public spaces for the benefit of residents. It was the consensus of the Committee that staff move forward on the framework and districts.

b. Consideration of Proposed Ordinance 2023-09 Amending Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to Remove Divisible Dwelling Units as an Accessory use and to Modify Multifamily and Single-Family Definitions

Shawn Colin provided a detailed presentation regarding the Proposed Ordinance and answered questions regarding the changes. Following discussion, Mr. Stanford moved to forward Proposed Ordinance 2023-09 to Town Council for consideration as presented. Ms. Brison seconded. Public comments were provided and can be viewed through the website listed below. Motion carried 4-0.

c. Report on Annual Service Plan from Palmetto Breeze

i. Hilton Head Island Airport Service
ii. Trolley Service
iii. Beach Shuttle Service

Mary Lou Franzoni, Executive Director and General Manager introduced Rachel Hatcher to provide an update on the study completed regarding services at the Hilton Head Island Airport. She provided a brief overview of the study which can be viewed on the website listed below. The Committee asked questions and provided input regarding: times of operation and the inbound and outbound flight schedule; funding sources; routes and stop locations; the need for the Town to participate in the cost of the program; the need for a breakdown of residents versus tourists using the service; the reduction of incoming flights to Hilton Head Island; the need to define future funding for all transportation programs. Ms. Franzoni noted that with the decrease in flights, 2023 may not be the year to implement the airport service but due to the study, there is a plan in place if needed.

Aaron Black and Kevin Tylus provided an update on the beach shuttle service provided from USCB Campus to Coligny Beach Park. The Committee asked questions and provided input regarding: the ambassador program; rider participation; the size of the vehicles utilized; and hours of operation.

8. Adjournment

The meeting was adjourned at 12:11 p.m.

Drafted and Submitted by:
Vicki L. Pfannenschmidt
Temporary Administrative Assistant

Approved:

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

TOWN OF HILTON HEAD ISLAND

Public Planning Committee

TO:	Public Planning Committee
FROM:	Barbara Wooster, Revenue Customer Service Manager
VIA:	John Troyer, Finance Director April Akins, Revenue Services Manager
CC:	Marc Orlando, Town Manager
DATE:	May 11, 2023
SUBJECT:	Discussion and Presentation of the Short-Term Rental Program- Phase 1

BACKGROUND:

The Town Council approved the Short-Term Rental (STR) Ordinance on May 19, 2022, with an effective date of January 1, 2023. The Town executed a contract with a STR Monitoring Software vendor, GovOS, on August 17, 2022, to provide a variety of services related to short-term rentals, including verification and monitoring, permitting, and complaint collection and tracking. On September 1, 2022, Town staff began implementation of the STR Monitoring software and the Town's Short-Term Rental Program. The Short-Term Rental Program- Phase 1 launched January 3, 2023.

SUMMARY:

To prepare for the implementation of the Town's Short-Term Rental Program, staff formed an STR Implementation Team to execute and enforce the requirements of the Short-Term Rental Ordinance. The STR Implementation Team has completed the following:

- Hired Revenue Customer Service Manager, Director of Public Safety, Code Enforcement Officers, and temporary administrative assistants.
- Developed and implemented STR solution software with GovOS.
- Launched a comprehensive STR Communication Plan.
- GovOS identified thousands of potential STR operators by researching and investigating over 30,000 advertisements and mailed 4,843 registration letters in late December 2022.
- January 3, 2023, launched STR Permitting Portal.
- GovOS mailed 2,700 additional registration letters to potential STR operators in February 2023.
- As of April 28, 2023, GovOS has identified 5,997 short-term rentals.
- Staff review and issuance of 5,836 STR Permit Applications.

The STR Implementation Team is currently working on:

- GovOS continues to monitor and identify potential STR operators through advertisements.
- Data analysis of STR Permit inventory and advertisements.
- Complaint tracking through GovOS hotline and online complaint form.
- Code Enforcement response and resolution to complaints.
- Launch STR Permit Dashboard that is hosted on Town's website.
- Continue the comprehensive Communication Plan to educate and assist public.
- GovOS will mail registration letters to potential STR operators in May 2023.
- Review and issuance of STR Permit Applications.

ATTACHMENTS:

1. Short-Term Rental Program Presentation

TOWN OF HILTON HEAD ISLAND

SHORT-TERM RENTAL PROGRAM UPDATE

Public Planning Committee | May 11, 2023

Key Dates:

- **May 19, 2022** - Town Council approved the Short-Term Rental Ordinance.
- **August 15, 2022** - The Town hired the Revenue Customer Service Manager and the Director of Public Safety.
- **August 17, 2022** - The Town executed a contract with STR Monitoring Software Vendor, GovOS.
- **September 1, 2022** - Kick Off Meeting with GovOS.
- **October/November 2022** – Town staff worked with GovOS to test and develop STR solution software, create workflows and procedures for several departments, launched comprehensive STR Public Communication Plan, and hired three full time temporary administrative assistants.
- **December 2022** – GovOS mailed out 4,843 registration letters to potential STR operators. Town staff completed training on GovOS software.
- **January 3, 2023** – Go “live” date for the STR Permitting Portal.
- **February 2023** – GovOS mailed out 2700 registration letters to potential STR operators.

Short-Term Rentals by the Numbers as of April 28, 2023

- **30,747** total advertised listings (includes hotels, timeshares, multiple listings for same property, etc.).
- **14,548** total active STR advertised listings verified by GovOS.
- **75%** of STR listings have been identified by GovOS.
- **5,997** STRs identified by GovOS through advertisements.
- **5,836** STR Permit applications received.
- **1058** STR new business licenses processed.
- **$422.50** STR average daily rental rate.
- **$379** hotel average daily rental rate (based on Expedia data)

Short-Term Rentals Permit Inventory Data as of April 28, 2023

- **1,601** of the STR Permit inventory are single family homes.
- **4,235** of the STR Permit inventory are villas.
- **56%** of the villas are 2 bedrooms units.
- **6.1** is the average maximum occupancy for 2-bedroom villas.
- **350** STR Permits issued that have more than 5 bedrooms.
- **3,132** is the average square footage of the single-family home.
- **4.25** is the average number of designated parking spots at the single-family homes (includes garage parking).

Short-Term Rentals Enforcement data as of April 28, 2023

51 total number of complaints through hotline and online.

- **33%** (17) total number of noise complaints
- **44%** (20) total number of parking complaints
- **6%** (3) total number of trash complaints
- **17%** (11) other complaints such as illegal rental

Director of Public Safety is in partnership with local security teams as well as Beaufort County Sheriff's Office for enforcement and data collection.

GovOS Short-Term Rentals Nuisance Hotline

- GovOS hotline agents answer the calls in the order they are received.
- The calls are routed to multiple agents/teams to try to get a live agent first before other options are offered to the caller.
- The agents are answering calls for all GovOS clients.
- The average wait time for a caller is 2-8 minutes.
- The caller has an option to leave a voice message after 10 minutes.
- If voice message is left, an agent will return the call when they are next available.
- The hotline agent will contact the STR Agent on record to resolve complaint.
- If STR Agent does not answer call, a detail voice message is left.
- Code Enforcement follows up on the complaint to ensure resolution.
- Any unsolved resolutions are addressed by the Town's Public Safety Director.

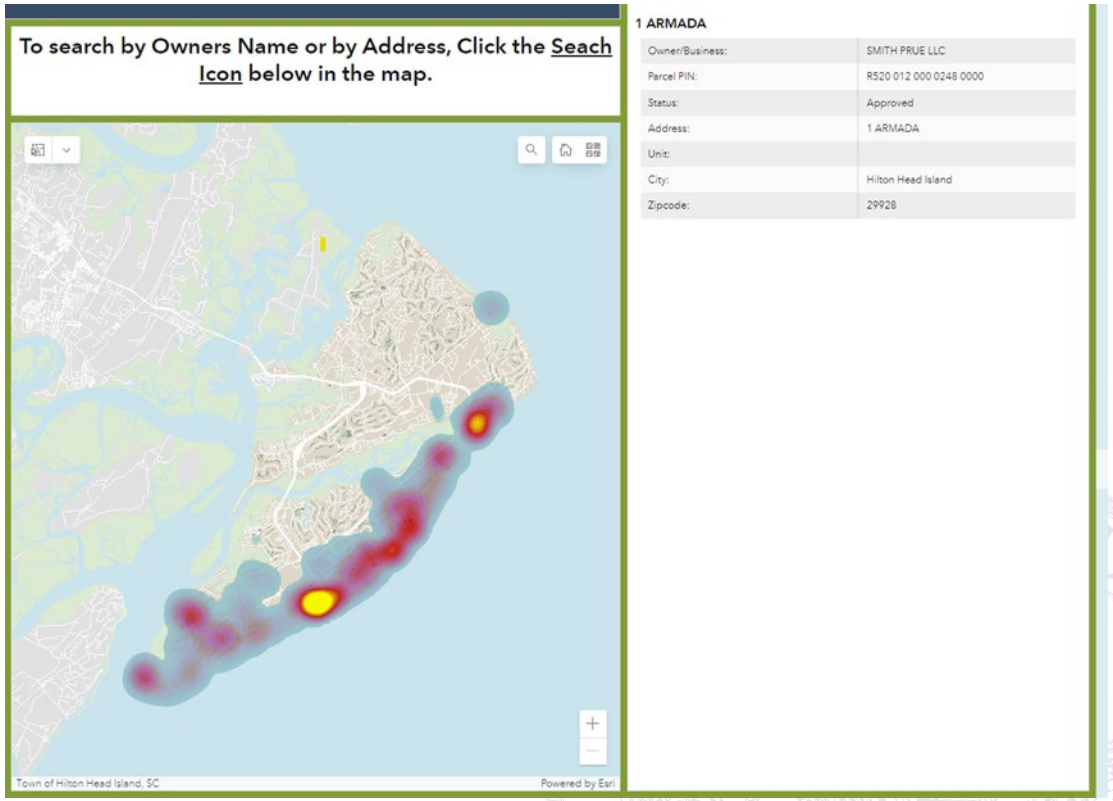
Short-Term Rentals Online Complaint

- Online complaint form available on the Town's website https://hiltonheadislandsc.gov/short-termrentals/renter/
- Complaints received online will be reviewed by Code Enforcement during normal business hours.
- Code Enforcement Officers are scheduled for weekends.
- Code Enforcement Officers monitor the online complaints daily to ensure resolution.
- Any unsolved resolutions are addressed by the Town's Public Safety Director.

Short-Term Rentals Permit Dashboard

- Public dashboard will show permitted properties as well as total number of complaints.

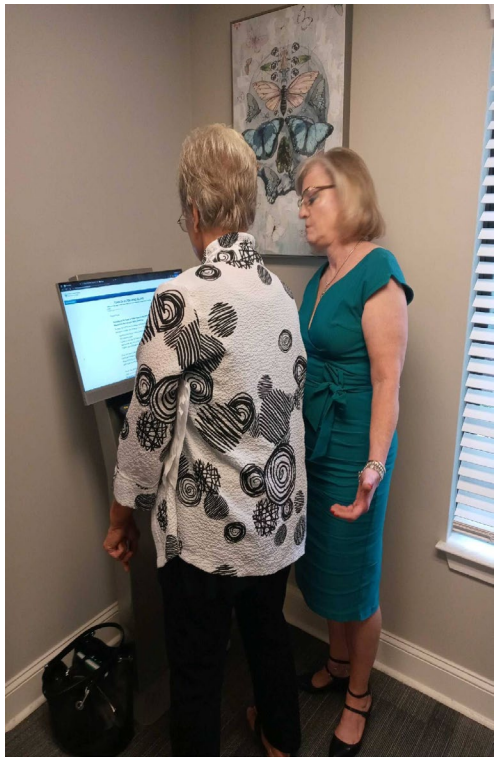
- Staff dashboard will show:
  - Number of Bedrooms
  - Square Footage
  - Number of Parking Spots
  - Maximum Occupancy
  - Hotspots
  - Number of STR in each Neighborhood
  - Complaints
    - Number of each Type Complaint
    - Address

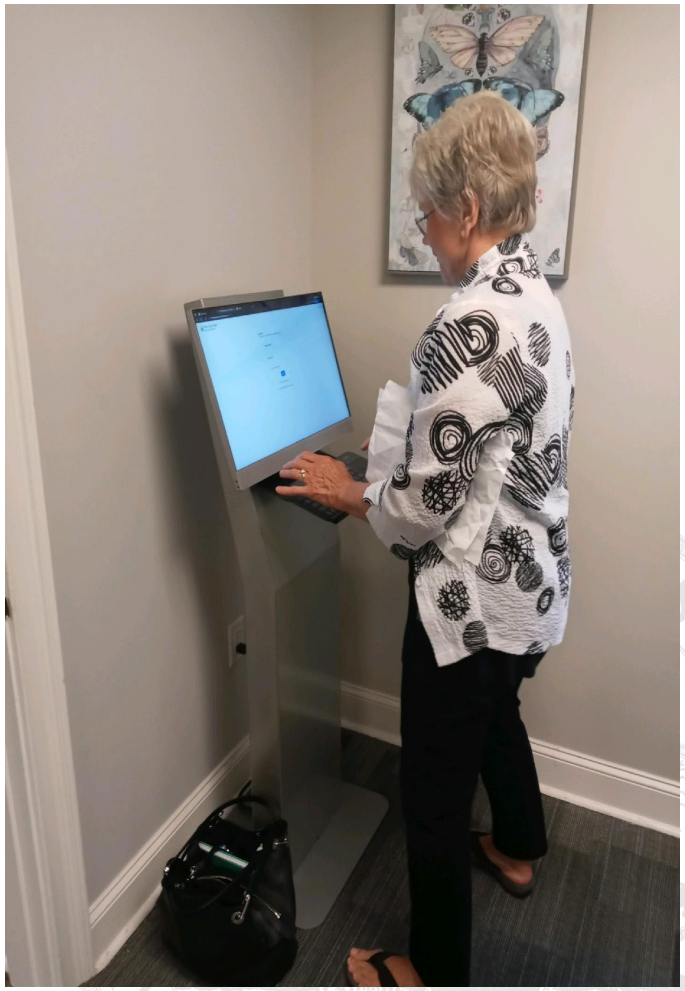


Town of Hilton Head Island

We've only just begun…….

- Next mailing of registration letters to potential STR operators late May 2023.
- Staff training is an ongoing process.
- Continued analysis and collection of data.
- Finding new ways to assist public.
- Continue updates to website and social media from Communications Team.
- Continue to educate and reach out to public.





SHORT-TERM RENTAL PROGRAM

QUESTIONS?

Public Planning Committee | May 11, 2023

TOWN OF HILTON HEAD ISLAND

Public Planning Committee

TO:	Public Planning Committee
FROM:	Jeff Buckalew, PE, Town Engineer
VIA:	Bryan McIlwee, PE, Assistant Community Development Director Shawn Colin, AICP, Assistant Town Manager – Community Development
CC:	Marc Orlando, Town Manager
DATE:	May 11, 2023
SUBJECT:	Consideration of a Resolution Supporting the Proposed Approach to Complete a Strengths, Weaknesses, Opportunities & Threats (SWOT) and Resilience Plan for Hilton Head Island.

RECOMMENDATION:

Consideration of a Resolution supporting the proposed approach to complete a Strengths, Weaknesses, Opportunities & Threats (SWOT) and Resilience Plan for Hilton Head Island (Attachment 1).

BACKGROUND:

As a barrier island subject to the impacts of sea level rise and other climate related effects, it is vital that a thorough plan be developed to enhance the resilience of the island's infrastructure and developed areas against severe storm events and potential sea level rise. In order to improve the resilience of the island, the prudent application of climate change science and appropriate data to inform our administrative decisions, public policy, and infrastructure investments is critical. By using the most up to date models and sound information on future climate projections, we should assess vulnerabilities and enhance our adaptive capacities with policies, tools and actions, smartly designed to protect the near, mid, and long-term interests of our residents, businesses and public infrastructure.

The Strategic Action Plan contains an initiative to identify Strengths, Weaknesses, Opportunities and Threats (SWOT) of Hilton Head Island resilience (Attachment 2). A key element of this initiative is to procure a consultant(s) to model future impact scenarios to identify inundation impacts and a menu of mitigation actions, each with benefit costs analysis associated with varying levels of protection. Working with a highly qualified consultant, applicable public agencies, and stakeholders to develop a Hilton Head Island Resilience Plan for Climate Adaption and Sea Level Rise will guide future decisions on policy, projects, and protections.

SUMMARY:

Staff has prepared an approach and general scope of services to be included in the Request for Qualifications (RFQ) (Attachment 3) for consulting services to develop a Resilience Plan for Sea Level Rise and Climate Adaptation for the Town.

Committee recommendation and Council approval of a Resolution supporting the proposed approach and scope of services would allow staff to advertise the RFQ and proceed with consultant procurement.

ATTACHMENTS:

1. Resolution
2. Strategic Action Plan – Excerpt on Hilton Head Island Resiliency
3. Draft Request for Qualifications

RESOLUTION 2023-_____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, TO ENDORSE THE PROPOSED APPROACH AND GENERAL CONTENT OF THE STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS (SWOT) AND RESILIENCE PLAN FOR HILTON HEAD ISLAND.

WHEREAS, the Town's Strategic Action Plan includes an environmental sustainability initiative to Identify the Strengths, Weaknesses, Opportunities, and Threats (SWOT) of Hilton Head Island Resiliency; and

WHEREAS, the proposed Request for Qualifications as described in Exhibit A provides a solicitation to qualified experts in the field and an outline for the general scope of services to conduct the SWOT Analysis.

NOW, THEREFORE, BE IT RESOLVED, AND IT HEREBY IS RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, THAT:

1. The Town Manager is authorized to issue the Request for Qualifications related to the "Resilience Plant for Sea Level Rise and Climate Adaptation" in a form and substance similar to the document attached as Exhibit "A" to this Resolution.

MOVED, APPROVED, AND ADOPTED ON THIS_____DAY OF _____, 2023.

_____
Alan R. Perry, Mayor

ATTEST:

_____
Kimberly Gammon, Town Clerk

APPROVED AS TO FORM

_____
Curtis L. Coltrane, Town Attorney

Introduced by Council Member:_____

Identify Strengths, Weaknesses, Opportunities & Threats (SWOT) of Hilton Head Island Resiliency

Start Date: FY 2022

Project Manager: Jeff Buckalew, *Interim Infrastructure Services Director*

Department: Infrastructure Services

~~Description~~

Purpose:

As Hilton Head Island is a barrier island subject to the impacts of sea level rise and other climate related affects, it is vital that a plan be developed to enhance resiliency of the island's infrastructure and developed areas against future storm events and potential sea level rise. In order to improve the resiliency of the island, the prudent application of climate change science and data to inform our administrative decisions, public policy, and infrastructure investments is critical. By using the most up to date models and sound information on future projections, we can assess vulnerabilities and enhance our adaptive capacity with tools and actions designed to protect the short and long-term interests of our residents and businesses and public infrastructure.

Phase 1: 3rd Quarter 2022 – 2nd Quarter 2023

- Evaluate similar existing plans from other entities and agencies.
- Outline the goals, objectives, extents, schedule, and stakeholders of the plan
- Compile existing data and studies, local, regional and national, relevant to the plan.
- Establish HHI tide gage and participate in statewide sea level monitoring program
- Facilitate partnership discussions with local, state and federal agencies regarding data sharing, grant funding,
- Identify critical infrastructure, facilities,
- Identify all Town ordinances and regulations that could be modified to increase future protections of property, infrastructure, and buildings.

Phase 2: 2nd Quarter 2023 – 1st Quarter 2024

- Procure consultant(s) to model future sea level rise and storm scenarios to identify inundation impacts and a menu of mitigation actions, each with benefit costs analysis associated with varying levels of protection.
- Evaluate and consider changes to zoning and building codes and other ordinance and regulatory changes that will better protect property, infrastructure and buildings against future impacts from sea level rise and climate change.
- Develop recommendations and projected budget needs for future mitigation and protection projects, based on near, mid and long-term implementation schedule.

(continued back page)

(SWOT) of Hilton Head Island Resiliency

- Identify and fund proactive investments in public actions which enhance resistance to and recovery from environmental challenges.
- Continuing to maintain and replenish appropriate levels of Town disaster relief funds.
- The Town Comprehensive Plan includes Goal No. 6 regarding Resilience -To prepare a plan for and to mitigate the effects of climate change and natural disasters.
    - 6.1 Develop and implement a resiliency or adaptation plan to address coastal flooding, sea level rise, and other issues the Island could face due to climate change.
    - 6.2 Adjust Town codes as appropriate to minimize the impacts of climate change and sea level rise on private property.
    - 6.3 Maintain all programs required to support and continue the beach renourishment program and dune reconstruction and protection projects.
    - 6.4 Continue to acquire or protect wetlands and other low-lying and flood-prone pieces of land in order to decrease development in flood-prone areas.
    - 6.5 Use Town communications and sustainability outreach resources to educate residents and visitors about climate change and how it will affect the Island.
    - 6.6 Develop and implement a resiliency plan to address all types of natural disasters or states of emergency that can impact the Island residents, visitors, and businesses.

Attachment 3
TOWN OF HILTON HEAD ISLAND
RFQ Transmittal Page

Date Advertised: _____, 2023

Offerors Shall Complete All Information Requested On This Page and Submit It With Their Qualifications

REQUEST FOR QUALIFICATIONS (RFQ)	**Qualifications Submission:** Qualifications will ONLY be accepted electronically via the Town's Procurement Portal which can be accessed using the link below: *hiltonheadislandsc.bonfirehub.com*
Solicitation Number: RFQ 2023-## **Description/Title:** Resilience Plan for Sea Level Rise and Climate Adaptation	* **Qualifications Submittal Deadline:** **3:00 PM EST on _____, 2023** *Submittals will not be accepted after the stated time and date. Submittals will be publically opened via virtual conference at 3:15 PM EST on _____, 2023. The link to participate in the virtual opening is provided in Section I of this RFQ.
Pre-Submittal Conference Information: Not applicable for this solicitation	
Town Contact: Richard Groth, Procurement Officer richg@hiltonheadislandsc.gov (843) 341-4711	**Deadline For Questions:** **2:00 PM EST on _____, 2023** Questions must be submitted through the Town's Procurement Portal using the "Opportunity Q&A" feature in the "Messages" Section of the Portal.
Offeror Name:	**Offeror Contact Name:**
Offeror Mailing Address:	**Offeror Contact Phone:**
City-State-Zip-Code:	**Offeror Contact Email Address:**
By signature below, I certify that this submission is made and submitted without prior understanding, agreement, or connection with any corporation, firm or any corporation, firm, or person submitting qualifications for the same materials, supplies, equipment or services, and is in all respects fair and without collusion or fraud. I agree that this submittal shall be good and held open for a period of at least sixty (60) days from the Submittal Deadline. I agree to abide by all conditions of this solicitation and certify that I am authorized to sign this document on behalf of the Offeror.	
Offeror Authorized Signature: _____ Signature Date	**Name and Title of Signator:** Name:_____ Title:_____

TOWN OF HILTON HEAD ISLAND
RFQ 2023-##
Resilience Plan for Sea Level Rise and Climate Adaptation

I. GENERAL INFORMATION AND SUBMITTAL INSTRUCTIONS

The Town of Hilton Head Island is soliciting statements of qualifications from highly-qualified firms ("Offerors" or "Consultants") licensed in South Carolina to provide consulting services to develop a Resilience Plan for Sea Level Rise and Climate Adaptation for the Town in accordance with the general scope of work provided herein. The successful offeror shall

Qualifications must be submitted by the Qualifications Submittal Deadline shown on the Transmittal Page. Qualifications will ONLY be accepted electronically via the Town's Procurement Portal which can be accessed using the following link *hiltonheadislandsc.bonfirehub.com.* If electronic submittal poses a hardship, please notify the Town Contact person identified on the Transmittal Page.

Submittals will be publically opened via virtual conference at the date and time indicated on the Transmittal Page. Only the names of Offerors will be provided at the opening. No other information will be shared at that time. To participate, please use the following meeting link and information.

Virtual Opening of Submittals Link and Information
3:15 PM EST on _____, 2023

To join the meeting on a computer or mobile phone: https://_____

Meeting ID: _____

Want to test your video connection?
https://_____

All questions regarding this solicitation must be submitted in writing via the Town's Procurement Portal using the "Opportunity Q&A" feature in the "Messages" Section. Questions will be answered via the Procurement Portal as well. Offeror's who have downloaded an original solicitation will receive email notification if any addendums have been issued for that solicitation. **However, it is still the Offeror's responsibility to check the procurement portal for any issued addendums prior to submitting their qualifications.**

The Town reserves the right to accept or reject any or all submittals received as a result of this solicitation, to negotiate with all qualified Offerors, to award multiple contracts for all or part of the scope of work, or to cancel in part or in whole this solicitation, if in the best interests of the Town. The Town reserves the right to refuse any and all submittals and to waive any technicalities and formalities. The Town

reserves the right to waive any requirement in this solicitation, including material requirements, if such requirement is unmet by all Offerors, and, such a waiver is determined to be in the best interests of the Town.

This solicitation does not commit the Town to award a contract or to procure for any articles of goods or services. The Town shall not incur or pay for any costs associated with the preparation of Offeror submittals.

Submittals must be signed by an official of Offeror authorized to bind Offeror. Electronic signature using secure signature software is acceptable. By submitting, Offeror agrees that its submittal shall be good and held open for a period of at least sixty (60) days from the Due Date.

The Town does not discriminate on the basis of race, color, national origin, sex [including pregnancy and childbirth (or related medical conditions)], religion, age or disability in employment or in the provision of goods and services.

The Town recognizes that small businesses enterprises as well as businesses enterprises owned and operated by women and/or minority persons (collectively "disadvantaged business") have historically faced challenges resulting in less than full participation in the free enterprise system to a degree disproportionate to other businesses. Therefore, the Town is committed to ensuring that such disadvantaged business enterprises are afforded every opportunity to fully and fairly participate in the Town's procurement process for goods and services. In the event of a tie after the scoring of responses involving a certified disadvantaged Offeror and a non-disadvantaged Offeror, the Town will award the contract to the certified disadvantaged Offeror. Tied responses involving two certified disadvantaged Offerors will be settled by selecting the Offeror having the lowest total cost to the Town. It is the obligation of the disadvantaged Offeror to submit proof of current certification from a governmental entity in the United States at the time they submit their response in order for the certification to be considered by the Town in determining an award as described above. Tied responses involving two non-disadvantaged Offerors will be settled by selecting the Offeror having the lowest total cost to the Town.

II. SCOPE OF WORK

The Town desires to contract with a highly qualified firm to develop a Resilience Plan for Sea Level Rise and Climate Adaptation specific to Hilton Head Island. The Town has no existing plan specific to this need, and intends future expansion of this plan being developed, to consider other threats. This first phase of this project shall be to collect and compile information and conduct an analysis of the strengths, weaknesses, opportunities, and threats (SWOT) that the Town possesses and faces with respect to sea level rise and climate adaptation. The specific contract scope, schedule, and fee for the services necessary to develop the plan will be negotiated once the firm is selected. The desired schedule is to have the draft SWOT analysis

and detailed scope for the plan completion, completed and reviewed within 9 months of contract execution. The project is to be funded by the Town, with a budget of $250,000, plus a FEMA BRIC grant amount of $42,187.50. The plan shall consider the near-, mid-, and long-term impact and mitigation scenarios. Those end-time milestones proposed for this plan shall be 2030, 2050 and 2100. The plan shall take into account the Urban Land Institute's Principles for Building Resilience. Anticipated services and tasks associated with the development of the plan may be generally derived from, but are not necessarily limited to, the following:

Phase 1

- Compilation and assessment of existing relative data and programs
- Sea Level Rise forecast analysis and selection of design forecast
- Public outreach and solicitation of stakeholder input
- Public policy and regulation assessment and identify those for change
- recommendations related to floodplain management and future development
- Storm Drainage System assessment (tidal backflow prevention at tidal culverts and outfalls, pump stations, hydraulic capacity, design standards)
- Beach Renourishment program (including sustainability analysis)
- Flood Inundation Mapping
- SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis

Phase 2

- Detailed Flood inundation modeling and mapping (SLR, storms, and surge)
- Public outreach and solicitation of stakeholder input
- Public policy and regulation recommendations related to floodplain management and future development
- Socio-economic Systems – Diversity of Housing and Jobs
- Structural and Nonstructural Mitigation Recommendations
- Economic (B/C) analysis and construction cost estimating for implementation

The anticipated Table of Contents for the plan is provided below and shall be used as a guide to help depict the qualifications and experience needed for this project and the general sections by which the detailed scope of work shall be derived. This may be modified during contract negotiations, but outlines the framework of the desired plan.

Hilton Head Island Resilience Plan for Sea Level Rise and Climate Adaptation

Proposed Table of Contents

(Phase 1 – Proposed SWOT analysis work under initial Contract)

1. Executive Summary
2. Introduction

3. Plan Objectives
4. Benchmarking and Relativity to Other Plans
    a. SC Office of Resilience
    b. Beaufort County
    c. SC Sea Grant Consortium
    d. Other relevant plans (as identified through stakeholder engagement)
5. Selection of SLR Projections (Near, Mid and Long-term)
6. Changing Forecasts for Rainfall, Hurricanes, and other Climate threats
7. Data Sources and Needs
    a. Public Infrastructure Inventory and Assessments
    b. Critical Facilities
8. Town, County and State Regulations – Recommended modifications
9. Stakeholder Involvement
    a. Steering Committee
    b. Stakeholder Identification
    c. Public Outreach
    d. Documentation of stakeholders needs and desires
    e. Develop Web Page on Town's efforts and other links
10. General Inundation Mapping (SLR, Surge, Storm as available)
    a. Open-Source Model Selection(s)
    b. Assumptions and Methodologies
    c. Purpose and use of mapping results
11. Vulnerability Assessment (Near, Mid and Long-term, and for both Shocks (sudden and extreme climate related events and disasters and Stresses (long-term social, economic and environmental impacts that undermine responses to Shocks))
    a. Public Infrastructure
    b. Critical Facilities
    c. Natural Resources
    d. Coastal Erosion
    e. Private Property
    f. Geographical Areas/Communities
    g. Businesses
12. SWOT Analysis – Resilience for Sea Level Rise and Climate Adaptation
    a. Strengths
    b. Weaknesses
    c. Opportunities
    d. Threats
    e. Summary

(Phase 2 – Contract Amendment anticipated to complete the sections below)

13. Detailed Modeling and Flood Inundation Mapping (SLR, Storm, Surge)
    a. Data Sources
    b. Open-Source Model Selection(s)
    c. Assumptions and Methodologies
    d. Purpose and use of mapping results

14. Impacts of Action versus Inaction
    a. Cultural Impacts
    b. Economic Impacts
    c. Environmental Impacts
15. Prioritized Adaptation Strategies and Key Projects for Mitigation (Near, Mid and Long-term)
    a. Scope and Extents
    b. Natural System Designs
    c. Cost Estimates
    d. Benefit / Cost Analyses
    e. Leverage Existing Community Assets (Environmental, Economic, Social, Cultural, Workforce)
    f. Link to Opportunities to Improve Quality of Life
    g. Include New Innovations and Technology (information, mapping, warnings, etc.)
16. Implementation of Strategies and Key Projects
    a. Roles and Responsibilities
    b. Prioritization Scheme
    c. Funding Options
    d. Schedule
17. Public policy and regulation recommendations related to floodplain management and future development
    a. Define How and Where to Build via zoning overlays, building code, development standards,
    b.
18. Socio-economic Systems – Diversity of Housing and Jobs, ROI from Resilience Plan Implementation
19. Recommendations for Future Plan Updates
    a. Periodic based on updated SLR forecasts
    b. Other Threats (Heat Islands, Forest Fires, Earthquakes, Housing shortage)
20. Glossary - Acronyms and Terms
21. References
22. List of Figures and Tables
23. Appendices
    a. SLR Projections
    b. Flood Inundation Maps (SLR, Storm, Surge)
    c. Storm Water Systems (inventory, responsibility)
    d. Stakeholder Input
    e. Laws, Regulations, Codes, and Ordinances
    f. Benefit-Cost Analyses

III. SUBMITTAL REQUIREMENTS AND FORMATTING

Offerors are REQUIRED to submit all requested information and/or documentation outlined in this RFQ. Any Offeror failing to do so may have their response rejected as being non-responsive and making them ineligible for contract award. Offeror must complete and return with their response the "Checklist of Submittal Requirements", a copy of which is included in this solicitation as Exhibit A. Offerors shall submit their responses in a format and sequence that follows the section numbering and layout provided in this solicitation to assist the Town in its evaluation of responses.

A. QUALIFICATIONS SUBMITTAL:

Section 1 - General firm background and experience to include at a minimum in 20 pages or less:

- Location of primary operations/office (address) for work on this project and number of years at this location
- Number of years firm has performed similar work (Studies and Resilience Plans for Sea Level Rise and Climate Adaptation)
- State the total number of similar projects completed in the last 5 years and for each provide whether your firm was the prime or a sub-consultant;
- Identify Experience with US Southeast Atlantic coastal – list all similar projects performed (project name, year, location, contract amount) in the last 5 years
- Provide client reference information, to include client name, location of the contract work (highlight US Southeast Atlantic coastal work), and reachable contact person's name, telephone number and e-mail address.
- Any additional related information deemed pertinent.

Section 2 - Qualifications and Organization of Key Personnel/Project Team. Provide at a minimum in 20 pages or less:

- An organizational chart of the project team that will be assigned for the work on this contract with a name and role for each team member, including support personnel;
- A resume for each key team member to be assigned to this contract;
- Sub-consultant('s) roles and key personnel
- The office location for each team member to be assigned to this contract.

Section 3 - Summary of firm's technical capabilities related to the Scope of Work described in Section II. Identify any unique qualifications, knowledge, tools, software, or methodologies to be employed under this contract in 20 pages or less.

Section 4 - List of any litigation history of the firm for the past 5 years

Section 5 - Any additional relevant information not provided above in 10 pages or less.

B. QUESTIONNAIRE

Offerors shall complete the Questionnaire provided in Exhibit D.

C. REQUIRED FORMS

- Exhibit A - Checklist of Submittal Requirements
- Exhibit C - Illegal Immigration Reform Act Affidavit
- Certificate of Insurance as evidence that Consultant meets the insurance requirements specified in Exhibit B of this RFQ.

V. EVALUATION CRITERIA

If a contract is awarded as result of this solicitation, such award shall be made to the responsive and responsible Offeror with the highest rated response based on the stated evaluation criteria.

Evaluation Criteria

1. **Nature/Comparability/Quality of previously completed projects of similar scope (40%)**

2. **Qualifications/abilities/experience of personnel (40%)**

3. **Proven Community Engagement and Consensus Building (10%)**

4. **Project team local experience (Southeast US Atlantic coast) (10%)**

After initial scoring of the above criteria, the Town reserves the right to select a short list of finalists for a presentation/interview. Results of the interview process shall factor into the final scoring for contract award.

VI. CONTRACT AWARD

If a contract is awarded as result of this solicitation, such award shall be made to the most qualified respondent(s). In the event that contract negotiations with the most qualified respondent(s) are unsuccessful, the Town reserves the right to begin contract negotiations with next most qualified respondent(s). The Town reserves the right to award multiple contracts if it desires.

Contract award, as well as any amendments of the contract in subsequent fiscal periods, is subject to availability of Town funds.

VII. STANDARD CONTRACT TERMS AND CONDITIONS

Offeror acknowledges it has read and understands the terms and conditions provided in the Town's standard contract clauses attached hereto as Exhibit B, and Offeror also agrees that such clauses shall substantially form the basis for a contract between Offeror and Town. Offeror also acknowledges that terms and conditions provided in this RFQ, either in their entirety or relevant portions thereof, may be included and become part of any resulting contract. The anticipated term of the resulting contract shall be one year with the option to amend as mutually agreed.

EXHIBIT A

RFQ 2023-##

Resilience Plan for Sea Level Rise and Climate Adaptation

Checklist of Submittal Requirements

The following checklist is intended to advise the Offeror of all items or information that must be included with their submittal. Offerors shall provide:

1. Completed Submittal Transmittal Page (page 1 of RFQ)
2. A Qualifications Submittal that addresses all the required elements and formatting as specified in this RFQ.
3. Completed Questionnaire (Exhibit D)
4. Copy of SC License
5. Fee Schedule (must be submitted separate from the main qualifications submittal of qualifications)
6. Signed Offeror Acknowledgement on this Exhibit A below.
7. Completed Affidavit acknowledging the requirements of the South Carolina Illegal Immigration Reform Act, Exhibit C.
8. Certificate of Insurance as evidence that Consultant meets the insurance requirements specified in Exhibit B of this RFQ. Town of Hilton Head Island shall be added as an Additional Insured on Consultant's Insurance upon contract award.
9. Offeror should include current Town business license with their submittal if they have one. If not, Offeror will be required to obtain one prior to commencing any work if awarded the contract.

Offeror Acknowledgements:

In the space provided, Offeror shall acknowledge receipt and review of the following addendums issued for this solicitation.

Addendum #'s: _____

I have read the above checklist of submittal requirements as well as this solicitation in its entirety, and understand that failure to submit any item, document, form or information identified as being required in either document, may result in the rejection of our submittal and eliminate our company from consideration for contract award.

Offeror/Firm: _____

Signature: _____

Name: _____

Title: _____

EXHIBIT B

STATE OF SOUTH CAROLINA)
)
COUNTY OF BEAUFORT)

AGREEMENT

THIS AGREEMENT ("Agreement") is made this <<Date>> between <<Company Name>> (hereinafter called "Consultant") and the Town of Hilton Head Island (hereinafter called "Town"), a municipal corporation organized and existing under the laws of the State of South Carolina.

WHEREAS, the Town has a need for a qualified consultant to provide Resilience Plan for Sea Level Rise and Climate Adaptation on an as-needed basis; and

WHEREAS, the Town and the Consultant desire to enter into an Agreement wherein the Consultant shall provide such services as set forth herein below.

NOW, THEREFORE, for and in consideration of the mutual promises, undertakings and covenants set forth herein, the receipt and sufficiency of which is acknowledged and affirmed by the Town and the Consultant, the parties hereto agree as follows:

1. The Consultant shall provide Resilience Plan for Sea Level Rise and Climate Adaptation in accordance with the scope of work attached hereto as Exhibit ____, and made part of this Agreement.

2. Consultant shall be compensated in accordance with the itemized Fee Schedule attached hereto as Exhibit __, and made part of this Agreement.

3. The term of this Agreement shall be for a period of one (1) year commencing on the date of execution.

4. The Consultant is required to maintain appropriate levels of insurance for both workers compensation coverage and for auto liability. The Consultant is required to maintain one million dollars ($1,000,000) of general liability insurance and one million dollars ($1,000,000) of professional liability insurance. The Consultant must provide the Town with a Certificate of Insurance evidencing that they have the required insurance coverages. The Town shall be named as an additional insured with respect to liability coverages. The Consultant is required to immediately contact the Town should any change to these policies occur during the course of the performance of this contract. Failure to maintain these policies is grounds for termination.

5. Termination.

   5.1 The Town may terminate this Agreement in whole or in part at any time for the convenience of the Town by delivery of a written notice to the Consultant of the Town's election to terminate this Agreement for the convenience of the Town. If this Agreement is terminated for the convenience of the Town, the Town will pay the Consultant only for those services rendered by the Consultant up to the date of termination, based on the existing rates of this Agreement, and prorated to the date of termination.

5.2 The Town may also terminate this Agreement if funds are not appropriated or otherwise made available to support continuation of this Agreement in subsequent fiscal years. In such event, the Town shall deliver a written notice to the Consultant that this Agreement is terminated effective the last day of the then current fiscal year due to the lack of appropriated funds, and the Town will pay the Consultant only through the end of the then current fiscal year at the existing rates in this Agreement.

6. Should any part of this Agreement be rendered void, invalid, or unenforceable by any court of law, such a determination shall not render void, invalid, or unenforceable any other part of this Agreement.

7. This Agreement has been made and entered into in the State of South Carolina, and the laws of South Carolina shall govern the validity and interpretation of this Agreement in the performance due hereunder.

8. This Agreement may not be modified unless such modification is in writing and signed by both parties.

9. The Consultant may not assign this Agreement without the prior written approval of the Town.

10. The Consultant shall defend, indemnify, and hold harmless the Town, its officers, directors, agents, and employees from and against any and all actions, costs, claims, losses, expenses, and/or damages, including attorney's fees, whether incurred prior to the institution of litigation, during litigation, or on appeal arising out of or resulting from the conduct of any activity hereby authorized or the performance of any requirement imposed pursuant by this Agreement, however caused or occasioned, unless caused by the willful misconduct or gross negligence of the Town.

11. The parties hereto intend that no master/servant, employer/employee, or principal/agent relationship will be created by this Agreement. Nothing contained herein creates any relationship between the Town and the Consultant other than that which is expressly stated herein. The Town is interested only in the results to be achieved under this Agreement, and the conduct and control of the agents and employees of the Consultant and the methods utilized by the Consultant in fulfilling its obligations hereunder shall lie solely and exclusively with the Consultant and its agents and employees shall not be considered agents or employees of the Town for any purpose. No person employed by the Consultant shall have any benefits, status, or right of employment with the Town.

12. The Consultant, by signing this Agreement, hereby certifies that Consultant shall comply with all applicable requirements of the South Carolina Illegal Immigration Reform Act, S.C. Code Ann. §41-8-10 (2007) et seq., (the "Act"), and that Consultant covenants and agrees as follows:

12.1. Consultant shall not knowingly or intentionally employ any unauthorized alien and, unless excluded from coverage of the "Act", shall verify the work authorization of newly hired employees performing work under the Agreement by registering and participating in the Federal Work Authorization Program (E- verify) and verifying the work authorization of every new hired employee within three (3) business days after employing employee.

EXHIBIT B

12.2. Consultant agrees to provide to the Town all documentation requested by it to establish either:

(a) the applicability of the South Carolina Illegal Immigration Reform Act to Consultant; or

(b) compliance with the South Carolina Illegal Immigration Reform Act by Consultant.

12.3. Consultant agrees to include in any contracts with its sub-consultants language requiring its sub-consultants to:

(a) comply with the applicable requirements of Title 8, Chapter 14 of the South Carolina Code of Laws; and

(b) include in their contracts with the sub-subconsultants language requiring the sub-subconsultants to comply with the applicable requirements of Title 8, Chapter 14 of the South Carolina Code of Laws.

12.4. Consultant acknowledges and agrees that it shall comply with requirements of the Immigration Reform and Control Act of 1986 including the non-discrimination provisions thereof, and shall complete all required I-9 documentation for all workers employed by it.

12.5. Consultant certifies it shall comply with all state, federal, and local laws, rules, regulations and orders applicable to it in performance of work under the contract.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures hereto the date first written hereinabove.

WITNESSES: **<< CONSULTANT'S FULL NAME>>**

_____ **By:** _____

_____ **Its:** _____

WITNESSES: **TOWN OF HILTON HEAD ISLAND**

_____ **By:** _____

Marc Orlando

_____ **Its: Town Manager**

EXHIBIT C

CONSULTANT AFFIDAVIT
SOUTH CAROLINA ILLEGAL IMMIGRATION REFORM ACT

In accordance with the requirements of the South Carolina Illegal Immigration Reform Act, _____ ("Consultant") hereby certifies that it is currently in compliance with the requirements of Title 8, Chapter 14 of the South Carolina Code Annotated and will remain in compliance with such requirements throughout the term of its contract with the Town of Hilton Head Island, South Carolina

The Consultant hereby acknowledges that in order to comply with requirements of S. C. Code Annotated Section 8-14-20(B), it will register and participate in the federal work authorization program (E-verify) to verify the employment authorization of all new employees; and require agreement from its subconsultants, and through the subconsultants, the sub-subconsultants, to register and participate in the federal verification employment authorization of all new employees.

The Consultant agrees to provide to the Town of Hilton Head Island upon request any documentation required to establish the applicability of the South Carolina Illegal Immigration Reform Act to the consultant, subconsultant or sub-subconsultant. The Consultant further agrees that it will, upon request, provide the Town of Hilton Head Island with any documentation required to establish that the consultant and any subconsultants or sub-subconsultants are in compliance with the requirements of Title 8, Chapter 14 of the S. C. Code Annotated.

Date: _____ By: _____

Name: _____

Title: _____

Construction

By signing its bid or proposal, Consultant certifies that it will comply with the applicable requirements of Title 8, Chapter 14 of the South Carolina Code of Laws and agrees to provide to the Town of Hilton Head Island upon request any documentation required to establish either: (a) that Title 8, Chapter 14 is inapplicable both to Consultant and its subconsultants or sub-subconsultants; or (b) that Consultant and its subconsultants or sub-subconsultants are in compliance with Title 8, Chapter 14. Pursuant to Section 8-14-60, "A person who knowingly makes or files any false, fictitious, or fraudulent document, statement, or report pursuant to this chapter is guilty of a felony, and, upon conviction, must be fined within the discretion of the court or imprisoned for not more than five years, or both." Consultant agrees to include in any contracts with its subconsultants language requiring its subconsultants to (a) comply with the applicable requirements of Title 8, Chapter 14, and (b) include in their contracts with the sub-subconsultants language requiring the sub-subconsultants to comply with the applicable requirements of Title 8, Chapter 14.

Non-Construction

By signing your offer, you certify that you will comply with the applicable requirements of Title 8, Chapter 14 of the South Carolina Code of Laws and agree to provide to the Town of Hilton Head Island upon request any documentation required to establish either: (a) that Title 8, Chapter 14 is inapplicable to you and your subconsultants or sub-subconsultants; or (b) that you and your subconsultants or sub-subconsultants are in compliance with Title 8, Chapter 14. Pursuant to Section 8-14-60, "A person who knowingly makes or files any false, fictitious, or fraudulent document, statement, or report pursuant to this chapter is guilty of a felony, and, upon conviction, must be fined within the discretion of the court or imprisoned for not more than five years, or both." You agree to include in any contracts with your subconsultants language requiring your subconsultants to (a) comply with the applicable requirements of Title 8, Chapter 14, and (b) include in their contracts with the sub-subconsultants language requiring the sub-subconsultants to comply with the applicable requirements of Title 8, Chapter 14.

EXHIBIT D

TOWN OF HILTON HEAD ISLAND
RFQ 2023-##

QUESTIONNAIRE - RESILIENCE PLAN FOR SEA LEVEL RISE AND CLIMATE ADAPTATION

INSTRUCTIONS FOR COMPLETION OF THE QUESTIONNAIRE

Please read the enclosed Questionnaire carefully. "The firm" referred to in this Questionnaire is the business entity offering qualifications for the referenced project for the Town. DO NOT leave any questions unanswered, nor OMIT any required signatures. All questions must be answered. If there is truly a question that does not apply, please enter "Not Applicable" or "N/A".

In the event additional space is required to complete an answer, you may supplement with additional pages that shall be securely attached to this Questionnaire. If information is provided on other typed or preprinted sheets, they must include all the requested information, be properly referenced, and securely attached to this Questionnaire. Said supplements or attachments shall be considered a part of this Affidavit and its oath.

Begin Questionnaire below

NOTE: In order for the response to be considered, it is necessary for an authorized individual of the firm, and on behalf of the firm, to furnish the information requested below.

Date Prepared: _____

Submitted To: Town of Hilton Head Island. ATTN: Engineering Division, One Town Center Court, Hilton Head Island, SC 29928.

Submitted By:

_____
(Complete Firm Name: Must be the same as on Submittal Transmittal Page)

_____
(Complete Street Address and Suite Number, if applicable)

_____
(P. O. Box Number, if applicable) (Zip Code for P. O. Box Number)

_____
(City) (County) (State) (Zip Code for Street Address)

Telephone Number: (_____) _____

Fax Number: (_____) _____

Federal Employer Identification Number:_____

1. How is the firm presently organized? (I.e. Corporation, Company, Partnership, Sole Proprietorship, etc.)

_____

2. Date of Organization: _____
3. Organized under the Laws of which State? _____
4. Date Commenced Business: _____
5. If the firm is a corporation, is it registered with the Secretary of State, to do business in South Carolina?_____If yes, give date of Certificate of Existence or Authority.

_____

6. If the firm is a corporation not organized under the laws of South Carolina, provide the complete name and address of its Registered Agent in South Carolina.

_____

_____

_____

7. Is the firm licensed with South Carolina State Board of Registration for Professional Engineers?_____License Number: _____
8. How many years has the firm been in business under the present name? _____
9. What is the location of the base of operations? _____
10. How many years has the firm been at this location? _____
11. How many years has the firm had Climate Adaptation and Sea Level Rise Resilience Planning related services? _____
12. List the present officers of the firm and their titles:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

13. Indicate below the Resilience Plan for Sea Level Rise and Climate Adaptation experience of key individuals and technical support presently employed by the firm who will work on Town projects. Please attach resumes and an organizational chart.

Name	License or Cert.	Present Position	Years Employed By The Firm	Total Years of Experience

14. Provide a summary of technical capabilities and experience related to the anticipated services and tasks bulleted in the RFQ (add space if necessary):

- Sea Level Rise forecast analysis
- Flood inundation modeling and mapping
- GIS data management
- Flood mitigation recommendations
- Construction cost estimating
- Economic analysis of flood impacts
- Stakeholder engagement

15. List recently completed, similar projects/contracts preferably in US southeast coast (add space if necessary):

Contract Amount	Project Name and Type of Work	Date Completed	Reference Name, Address, & Phone Number
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

16. List any existing data or relevant information your firm may possess on HHI that could be utilized as a resource under this contract at no additional cost to the Town (add space if necessary):

Data Name and Type	Date Acquired
1.	
2.	
3.	
4.	
5.	

17. Identify any unique qualifications, knowledge, abilities, tools, software, or methodologies used by the firm.

18. The individuals listed below are authorized to approve, sign and/or execute on the firm's behalf, the following documents:

Document Code Nos.: 1 - Organization's Statement of Experience and Equipment.

2 - Proposals and Contracts

3 - Change Order(s)/Supplemental Agreement(s)

NAME	TITLE	DOCUMENT CODE NO.

It is the sole responsibility of the submitting firm to notify the Town of any changes to this list, post preparation date. Notification shall be by certified original documents.

19. Has the firm, its parent or subsidiary ever been suspended, disqualified, or debarred by any Municipality, State or the Federal Government?_____If yes, provide complete details, including when, where and why.

_____

_____

_____

20. Has any owner, stockholder, officer, partner, or employee(s) of the firm been suspended, disqualified, or debarred from doing business by South Carolina, any other State or the Federal Government?_____If yes, provide complete details, including when, where and why.

_____

_____

_____

21. Have you or any of the individuals or entities referred to above, in the past six years, been indicted, pled guilty, pled *nolo contendere*, or been convicted of embezzlement, theft, forgery, bribery, receiving stolen property, or any other offense indicating a lack of business integrity, or business honesty which seriously and directly affects the question of present responsibility as a consultant in any jurisdiction in the United States? _____ If yes, give complete details.

22. Has the firm, its subsidiaries, affiliates or parent companies ever defaulted on a contract with any Local, State or Federal Government?_____If yes, give complete details.

23. List the firm's subsidiaries, affiliates and parent companies.

24. Is the firm herein offering the submittal, including owners, corporate officers or stockholders, either collectively or individually, currently suspended, disqualified or debarred from doing business with any Local, State or with the Federal Government? If so, list the agency and circumstance.

AFFIDAVIT

_____ BEING DULY SWORN DEPOSES AND SAYS THAT HE/SHE IS AUTHORIZED TO EXECUTE THIS AFFIDAVIT FOR AND ON BEHALF OF THE APPLICANT FIRM, AND THE ANSWERS TO THE FOREGOING QUESTIONS AND ALL STATEMENTS HEREIN CONTAINED ARE TRUE AND CORRECT TO THE BEST OF HIS/HER KNOWLEDGE.

Sworn and subscribed to before this_____day of _____, _____

_____
(Notary Public)
(Not an Officer of the firm)

_____ me on
(Name of Applicant Firm)

_____
(Authorized Signature)

_____
(Print or Type Name)

_____
(Title)

AFFIX
CORPO
RATE
SEAL
HERE

NOTICE: THE TOWN MUST BE NOTIFIED OF ANY SIGNIFICANT CHANGE IN THE INFORMATION FURNISHED IN THIS QUESTIONNAIRE WITHIN FIFTEEN (15) DAYS OF THE OCCURRENCE OF SUCH CHANGE.

TOWN OF HILTON HEAD ISLAND

Public Planning Committee

TO:	Public Planning Committee
FROM:	Missy Luick, Assistant Community Development Director
VIA:	Shawn Colin, AICP, Assistant Town Manager – Community Development
CC:	Marc Orlando, Town Manager
DATE:	May 11, 2023
SUBJECT:	Consideration of Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance so as to create a new use identified as Islander Mixed-Use within the Sea Pines Circle District

RECOMMENDATION:

That the Public Planning Committee review and consider Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance (LMO) so as to create a new use identified as Islander Mixed-Use within the Sea Pines Circle District and forward a recommendation to Town Council.

BACKGROUND:

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

The Planning Commission's LMO Committee met on September 1, 2022 and November 1, 2022 and reviewed the requested LMO amendments for Islander Mixed-Use. On November 1, 2022, the LMO Committee motioned that the amendment be forwarded to the Planning Commission for consideration. The Planning Commission held a public hearing on December 21, 2022 and motioned that the amendment be recommended for approval to Town Council. The Public Planning Committee met on January 26, 2023 to review the Islander Mixed Use LMO Amendment and deferred committee action until more information was obtained for consideration specific to a Traffic Impact Analysis and a Mass/Scale/Density Visual that illustrated the proposed policy.

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

1. 15% Workforce Housing units earning up to 130% Area Median Income for a period of 10 years.

2. Floor Area Ratio shall not exceed 0.68
3. 10% functional open space requirement or common amenity space
4. Adjacent street setback average of 35' feet
5. The allowable building height was reduced from 55' to 45' feet, which is the maximum within the SPC district

The proposed amendments would create a new use called Islander Mixed-Use to be permitted with conditions in the Sea Pines Circle (SPC) District and includes amendments to LMO Sections 16-3-105.M, Sea Pines Circle District, 16-4-102.A, Principal Uses, 16-4-102.B, Use-Specific Conditions and 16-10-103.A, Use Classifications, Use Types, and Definitions, to allow for a new use to be established called Islander Mixed-Use within the Sea Pines Circle (SPC) District, establish a definition for the use, establish use-specific conditions and exceptions to development form standards. (Refer to Attachments 1 & 2, Proposed Ordinance and Proposed Islander Mixed-Use LMO Amendments.)

The proposal includes:

1. Creation of a new use called "Islander Mixed-Use" with a definition proposed in 16-10-103.A that states: "***Development*** that includes two or more different ***uses***, which shall include ***multifamily or workforce housing use*** and one or more of the Office **uses,** as described in Sec. 16-10-103.F or one or more of the Commercial Services ***uses***, as described in Sec. 16-10-103.G or some combination thereof. Such ***uses*** should be functionally integrated and share vehicular use areas, ingress/egress, and pedestrian ***access***."
2. Islander Mixed-Use is proposed at a density that is "undefined density but limited by applicable design and performance standards such as height and parking" as proposed in the development form standards in Section 16-3-105.M, SPC District.
3. Parking for the new use is proposed as requiring separate parking spaces for residential use at 1.5 spaces per dwelling unit and separate parking spaces required for nonresidential use at 1 per 500 gross floor area as proposed in Section 16-3-105.M
4. The use is proposed to be permitted with conditions per 16-4-102.B.1.g. The conditions proposed are as follows:
    i. ***Islander Mixed-Use development*** shall designate separate parking spaces for ***use*** by the residential units. The parking spaces designated for residential ***use*** are eligible to be included as part of a ***shared parking*** plan meeting the requirements in Section 16-5-107.H.3.
    ii. ***Islander Mixed-Use development*** may utilize ***shared parking*** on ***Education Use*** property if the development provides student housing.
    iii. ***Islander Mixed-Use development*** must be on property which is within 500 feet (measured at nearest property line to property line) of ***Education Uses***.
    iv. ***Islander Mixed-Use*** shall not be a *Short-Term Rental Property* as defined in the Municipal Code, Section 10-2-20.(6).
    v. 15% of ***Islander Mixed-Use*** units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the

WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.

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

vii. ***Islander Mixed-Use*** shall have a 10% requirement of functional open space or common amenity space.

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

The applicant's text amendment submittal also included letters of support from Shore Beach Services, Beach House Resort, SERG Restaurant Group, Browndog, Inc., and University of South Carolina Beaufort. The applicant provided a Traffic Impact Analysis prepared by Kimley Horn. The applicant also submitted a floor area ratio exhibit. (Refer to Attachments 3-5, Applicant Provided Letters of Support, Applicant Provided Traffic Impact Analysis, Applicant Provided Floor Area Ratio Exhibit.)

STAFF ANALYSIS:

The concept of the Islander Mixed-use development type is worthy of review and consideration by the Public Planning Committee. An Islander Mixed-Use assessment table was prepared by staff to analyze the proposed text amendment policy and compare possible development proposals. (Refer to Attachment 6, Islander Mixed-Use Assessment Table). The assessment considered use, use-specific conditions, density, parking, height, impervious coverage, open space, setbacks, buffers and workforce housing.

1. Use

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

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

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

   The Sea Pines Circle District allows a range of uses permitted by right, permitted with conditions and by special exception. SPC allows residential uses; public, civic, institutional and education uses; health services; commercial recreation; office uses; commercial services; vehicle sales and services; and industrial uses. (Refer to Attachment 7, Sea Pines Circle District.)

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

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

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

    - Proximity requirement to Education Use- Islander Mixed-Use is proposed to be within 500 feet of an Education Use. Based on walking and biking tolerances from a residential unit to a primary destination, it is reasonable to walk or bike 500-1,500 feet from a residential unit to a primary destination. Per Attachment 8, Education Use Proximity Map, there are 23 parcels within 500 feet within the Sea Pines Circle district that the proposed Islander Mixed-Use could be eligible for.

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

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

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

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

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

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

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

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

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

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

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

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

Development	**Floor Area Ratio**
32 Office Park (3-story building)	0.36

The Seabrook	0.76
Aquaterra	0.82
Courtyard by Marriott (79 Pope)	1.36
Waterwalk 1	1.82
Waterwalk 2	2.04
The Cypress in HHP	2.79
Bayshore	3.69

- Open Space- Islander Mixed-Use is proposing a required 10% functional open space or common amenity space. The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required.

- Average Setback- Islander Mixed-Use proposes requiring an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per LMO Table 16-5-102.C whichever is greater. The SPC district uses must meet the setbacks per LMO Table 16-5-102.C. which require:
  Other Street- 20'
  Minor Arterial- 40'
  Major Arterial- 50'

  As proposed, a greater adjacent street setback average of 35' would be required for Islander Mixed-Use developments on an Other Street, but existing setback requirements would apply for properties adjacent to Minor or Major Arterials.

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

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

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

density limit and is limited by required design standards. (Refer to Attachment 9, Coligny Resort District.)

In the Islander Mixed-Use Assessment Table (Attachment 6), pages 4 & 5 compare possible conceptual developments. A workforce housing commercial conversion, Mixed-Use development and Islander Mixed-Use development were compared. Each development concept included 5,623 square feet of retail.

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

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

For a point of reference, the Waterwalk apartments in Shelter Cover are 23 and 27 DU/acre effective density, Aquaterra on Garnder Road is 19 DU/acre effective density and Harbour Town is 22 DU/acre effective density.

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

Staff recommended a maximum of 4 bedrooms per unit for Islander Mixed-Use, but the applicant team did not support this recommendation.

4. Parking

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

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

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

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

Shared parking plans allow up to 50 percent of the number of parking spaces required for a use be used to satisfy the number of parking spaces required for

other uses, provided the uses generate parking demands during different times of the day or different days of the week.

Shared parking and/or Off-Site Parking must meet the requirements of LMO Section 16-5-107.H.3 and/or 16-5-107.H.4 which includes the requirement of a parking agreement that would be reviewed and approved among all owners of lands containing the uses proposed to share off-street parking spaces and be recorded with the Beaufort County Register of Deeds. (Refer to Attachment 10, Off-Street Parking Alternatives.)

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

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

7. Open Space
   Islander Mixed-Use is proposing a required 10% functional open space or common amenity space. The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required.

8. Setbacks
   Islander Mixed-Use proposes requiring an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater. The SPC district uses must meet the setbacks per LMO Tables 16-5-102.C. and 16-5-102.D.

   As proposed, a greater adjacent street setback average of 35' would be required for Islander Mixed-Use developments on an Other Street, but existing setback requirements would apply for properties adjacent to Minor or Major Arterials.

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

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

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

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

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

In conclusion, the Islander Mixed-Use text amendment provides policy for a new use with a workforce housing requirement. Workforce housing is supported by the following documents:

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

Final Staff Analysis Comments:
The policy's undefined density may result in developments with higher densities than what is typical on the Island. However, the height limit of 45 feet, floor area ratio, increased adjacent street setback, and 10% open space requirements will provide additional guardrails to control the overall building mass in relationship to the site.

Staff recommends a 4 bedroom per dwelling unit maximum and a minimum average unit size of 900 square feet per dwelling unit as use-specific conditions.

SUMMARY:
The Planning Commission's LMO Committee met on September 1, 2022 and November 1, 2022 and reviewed the requested LMO amendments for Islander Mixed-Use. On November 1, 2022, the LMO Committee motioned that the amendment be forwarded to the Planning Commission for consideration. The Planning Commission held a public hearing on December 21, 2022 and motioned that the amendment be recommended for approval to Town Council. Public Planning Committee met on January 26, 2023, to review the Islander Mixed Use LMO Amendment and deferred committee action until more information was obtained for consideration. The LMO Amendment for Islander Mixed-Use

was revised by staff and the applicant team after the January Public Planning Committee meeting.

ATTACHMENTS:

1. Proposed Ordinance 2023-07
2. Proposed Islander Mixed-Use LMO Amendments
3. Applicant Provided Letters of Support
4. Applicant Provided Traffic Impact Analysis
5. Applicant Provided Floor Area Ratio Exhibit
6. Islander Mixed-Use Assessment Table
7. Sea Pines Circle District, Section 16-3-105.M
8. Educational Use Proximity Map
9. Coligny Resort District, Section 16-3-105.B
10. Off-Street Parking Alternatives, Section 16-5-107.H
11. Presentation

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND

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

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

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

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

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

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

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

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

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

WHEREAS, after consideration of the Staff presentation and public comments, the Public Planning Committee voted XX to recommend approval/disapproval of the proposed Islander Mixed-Use LMO amendments; and

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

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

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

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

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

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

THE TOWN OF HILTON HEAD
ISLAND, SOUTH CAROLINA

_____
Alan R. Perry, Mayor

ATTEST:

_____
Kimberly Gammon, Town Council Clerk

Public Hearing: December 21, 2022
First Reading:

Second Reading:

APPROVED AS TO FORM:

_____
Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____

Chapter 16-4:
Use Standards

Sec.16-4-102. Principal Uses

A. Principal Use Table

6. Principal Use Table

TABLE 16-4-102.A.6: PRINCIPAL USE TABLE P = Permitted by Right PC = Permitted Subject to Use-Specific Conditions SE = Allowed as a Special Exception Blank Cell = Prohibited																							
USE CLASSIFICATION/ USE TYPE	**SPECIAL DISTRICTS**		**RESIDENTIAL DISTRICTS**						**MIXED-USE AND BUSINESS DISTRICTS**														**USE-SPECIFIC CONDITIONS**
	CON	**PR**	**RSF-**	**RSF-**	**RSF-**	**RM-**	**RM-**	**RM-**	**CR**	**SPC**	**CC**	**MS**	**WM**	**S**	**MF**	**MV**	**NC**	**LC**	**RD**	**MED**	**IL**	
RESIDENTIAL USES																							
Group Living						P	P	P				P						P		P		
Mixed-Use									PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC	PC		Sec. 16-4-102.B.1.a
Multifamily						P	P	P	PC	P	PC	P	P	P	P	P	P	P	P	P		Sec. 16-4-102.B.1.b
Recreational Vehicle						PC	PC	PC					PC	PC	PC	PC	PC	PC				
Recreation Vehicle (RV) Parks																		P				Sec. 16-4-102.B.1.c
Single-Family			P	P	P	P	P	P					P	P	P	P	P	P	P			

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

Towers, Monopole																					102.B.2.e
HEALTH SERVICES																					
Hospitals																			P		
Nursing Homes																			P		
Other Health Services										P	P	P					P	P		P		
RESORT ACCOMMODATIONS																					
Bed and Breakfasts						P C			P C			P C	P C	P C	P C	P C			P C			Sec. 16-4-102.B.4.a
Hotels									P C			P	P	P C		P		P	P			Sec. 16-4-102.B.4.b
Interval Occupancy									P				P			P			P			
COMMERCIAL RECREATION USES																					
Indoor Commercial Recreation Uses									P	P	P	P	P	P C	P	P		P	P			Sec. 16-4-102.B.5.a
Outdoor Commercial Recreation Uses*Other than****Water Parks***									S E				S E			S E		S E	S E			Sec. 16-4-102.B.5.b
Water Parks									P				P			P			P			
OFFICE USES																					
Contractor's Office									P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C		P	Sec. 16-4-102.B.6.a
Other Office Uses									P	P	P	P	P	P	P	P	P	P	P	P	P	

COMMERCIAL SERVICES																					
Adult entertainment uses										SE											Sec. 16-4-102.B.7.a
Animal Services										PC	PC			PC				PC			PC	Sec. 16-4-102.B.7.b
Bicycle Shops									PC	PC	PC	PC	PC	PC	PC	PC		PC	PC			Sec. 16-4-102.B.7.c
Convenience Stores						PC			PC	PC	PC		PC	PC	PC	PC	PC	PC			PC	Sec. 16-4-102.B.7.d
Eating Establishments									PC	P	P	PC	PC	PC	PC	PC	PC	P	PC		PC	Sec. 16-4-102.B.7.e
Grocery Stores									P	P	P	P		P				P				
Landscape Businesses														PC				PC			P	Sec. 16-4-102.B.7.f
Liquor Stores									SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE			Sec. 16-4-102.B.7.g
Nightclubs or Bars									PC	PC	PC		PC	PC	PC	PC		PC	PC			Sec. 16-4-102.B.7.h
Open Air Sales		PC				PC			PC	PC		PC	PC	PC	PC	PC	PC	PC	P			Sec. 16-4-102.B.7.i
Shopping Centers									PC	PC	PC	PC		PC	PC			PC				Sec. 16-4-102.B.7.j

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

Grinding																				S E	Sec. 16-4-102.B.9.a

TABLE 16-4-102.A.6: PRINCIPAL USE TABLE																						
P = Permitted by Right PC = Permitted Subject to Use-Specific Conditions																						
SE = Allowed as a Special Exception Blank Cell = Prohibited																						
USE CLASSIFICATION / USE TYPE	**SPECIAL DISTRICTS**		**RESIDENTIAL DISTRICTS**						**MIXED-USE AND BUSINESS DISTRICTS**													**USE-SPECIFIC CONDITIONS**
	CON	**PR**	**RSF-3**	**RSF-5**	**RSF-6**	**RM-4**	**RM-8**	**RM-12**	**CR**	**SPC**	**CC**	**MS**	**WMU**	**S**	**MF**	**MV**	**NC**	**LC**	**RD**	**MED**	**IL**	
Light Industrial, Manufacturing, and Warehouse Uses																		PC			P	Sec. 16-4-102.B.9.a
Seafood Processing Facilities													PC	PC		PC						Sec. 16-4-102.B.9.b
Self-Service Storage										PC								PC			PC	Sec. 16-4-102.B.9.c
Waste-Related Services Other than ***Waste Treatment Plants***																					P	
Waste Treatment Plants																		SE				
Wholesale Sales																		P			P	
OTHER USES																						

Agriculture Uses		P	P	P	P	P	P	P					P	P	P	P	P	P				
Boat Ramps, Docking Facilities, and ***Marinas***	P C	P	P C	P C		P C	P C						P			P						Sec. 16-4-102.B.10.a

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

B. Use-Specific Conditions for Principal Uses

1. Residential Uses

g. Islander Mixed-Use

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

ii. ***Islander Mixed-Use development*** may utilize ***shared parking*** on ***Education Use*** property if the development provides student housing.

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

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

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

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

vii. ***Islander Mixed-Use*** shall have a 10% requirement of functional open space or common amenity space.

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

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

M. Sea Pines Circle (SPC) District

SPC
Sea Pines Circle District

1. Purpose

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

2. Allowable Principal Uses

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

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

3. Development Form Standards

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

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

USE AND OTHER DEVELOPMENT STANDARDS

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

TABLE NOTES:

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

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

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

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

A. Residential Uses

2. Use Types and Definitions

Islander Mixed-Use

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

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

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

March 5, 2023

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

Dear Mr. Wagner:

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

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

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

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

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

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

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

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

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

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

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

Very truly yours,

David DeSpain

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

AGREED:

SHORE BEACH SERVICES, INC.

By: _____
Its: PRESIDENT

Date: 3/6/23, 2023

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

March 5, 2023

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

Dear Mr. Wiendl:

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

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

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

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

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

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

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

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

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

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

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

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

Very truly yours,

David DeSpain

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

AGREED:

BEACH HOUSE RESORT OWNER, LLC

By: _____
Its: GENERAL MANAGER

Date: MARCH 6TH, 2023

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

March 5, 2023

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

Dear Mr. Wolf:

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

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

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

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

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

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

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

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

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

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

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

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

Very truly yours,

David DeSpain

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

AGREED:

SERG RESTAURANT GROUP, LLC

By: _____
Its: President

Date: 3/17, 2023

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

March 5, 2023

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

Dear Patrick:

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

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

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

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

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

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

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

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

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

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

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

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

Very truly yours,

David DeSpain

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

AGREED:

BROWNDOG, INC.

By: _____

Its: President

Date: 3/17, 2023

USCB
UNIVERSITY OF SOUTH CAROLINA BEAUFORT

Al M. Panu, Ph.D.
Chancellor

March 16, 2023

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

Dear Mr. Mayor:

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

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

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

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

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

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

Sincerely,

Al Panu, Ph.D.
Chancellor

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

April 3, 2023

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

Dear Chancellor Panu:

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

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

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

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

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

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

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

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

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

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

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

Very truly yours,

David DeSpain

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

AGREED:

ON BEHALF OF THE UNIVERSITY OF SOUTH CAROLINA - BEAUFORT

By: _____

Its: Al M. Panu, Chancellor

Date: April 3, 2023

Attachment 4 - Applicant Traffic Impact Study

Office Way Mixed-Use Development TIA

Traffic Impact Analysis

Hilton Head Island, South Carolina

Prepared for

Double D Office Way, LLC

Prepared by

Kimley»Horn

January 2023

Updated April 2023

Office Way Mixed-Use Development TIA

Traffic Impact Analysis

Hilton Head Island, South Carolina

Prepared for

Double D Office Way, LLC

Prepared by

Kimley»Horn

SOUTH CAROLINA
KIMLEY-HORN AND ASSOCIATES, INC.
No. C00166
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
No. 33615
DILLON BRENT TURNER

April 19, 2023

January 2023

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

Updated April 2023

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List of Appendices

Executive Summary

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

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

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

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

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

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

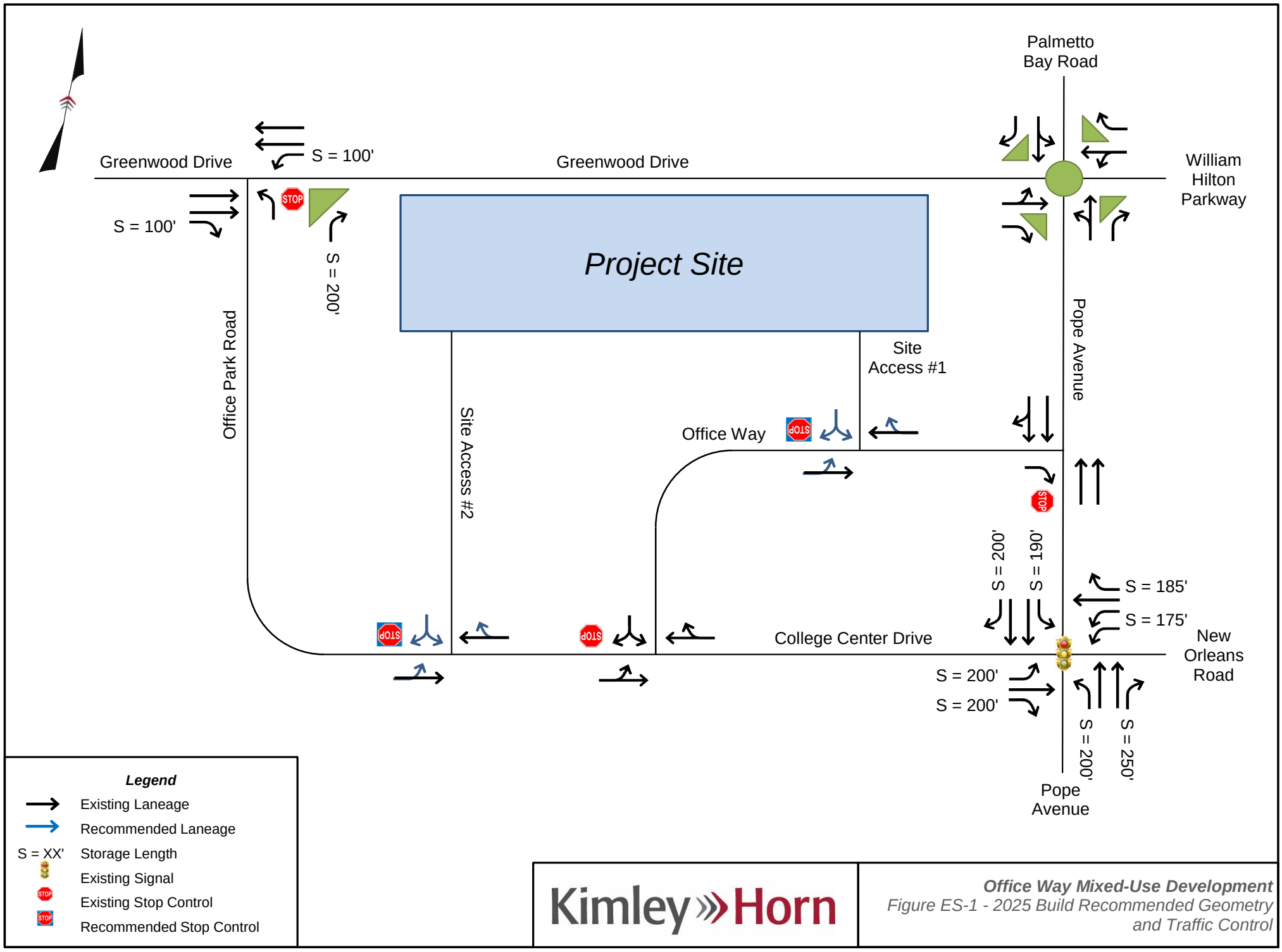
Office Way at Site Access #1

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

Office Park Road at Site Access #2

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

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


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

1 Introduction

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

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

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

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

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

Study Intersections

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

Kimley»Horn

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

2 Existing Conditions

2.1 Study Area

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

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

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

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

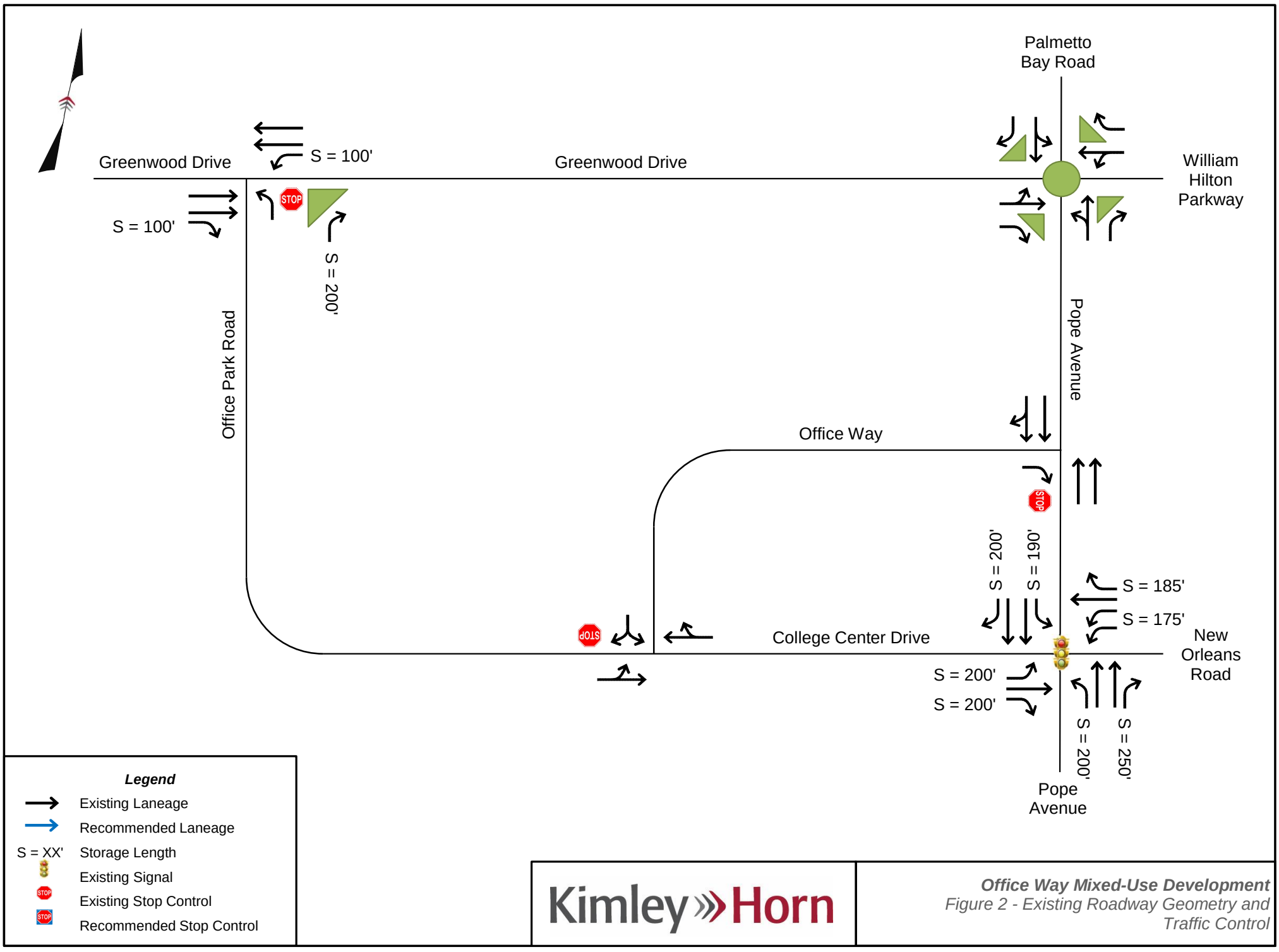
Greenwood Drive (L-1448) is a four-lane, divided, urban local road with a posted speed limit of 25 mph within the vicinity of the proposed development. SCDOT does not provide daily traffic data for Greenwood Drive.

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

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

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

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



Office Way Mixed-Use Development

Figure 2 - Existing Roadway Geometry and Traffic Control

3 Existing and Future No-Build Traffic Volume Development

3.1 Existing Traffic Development

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

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

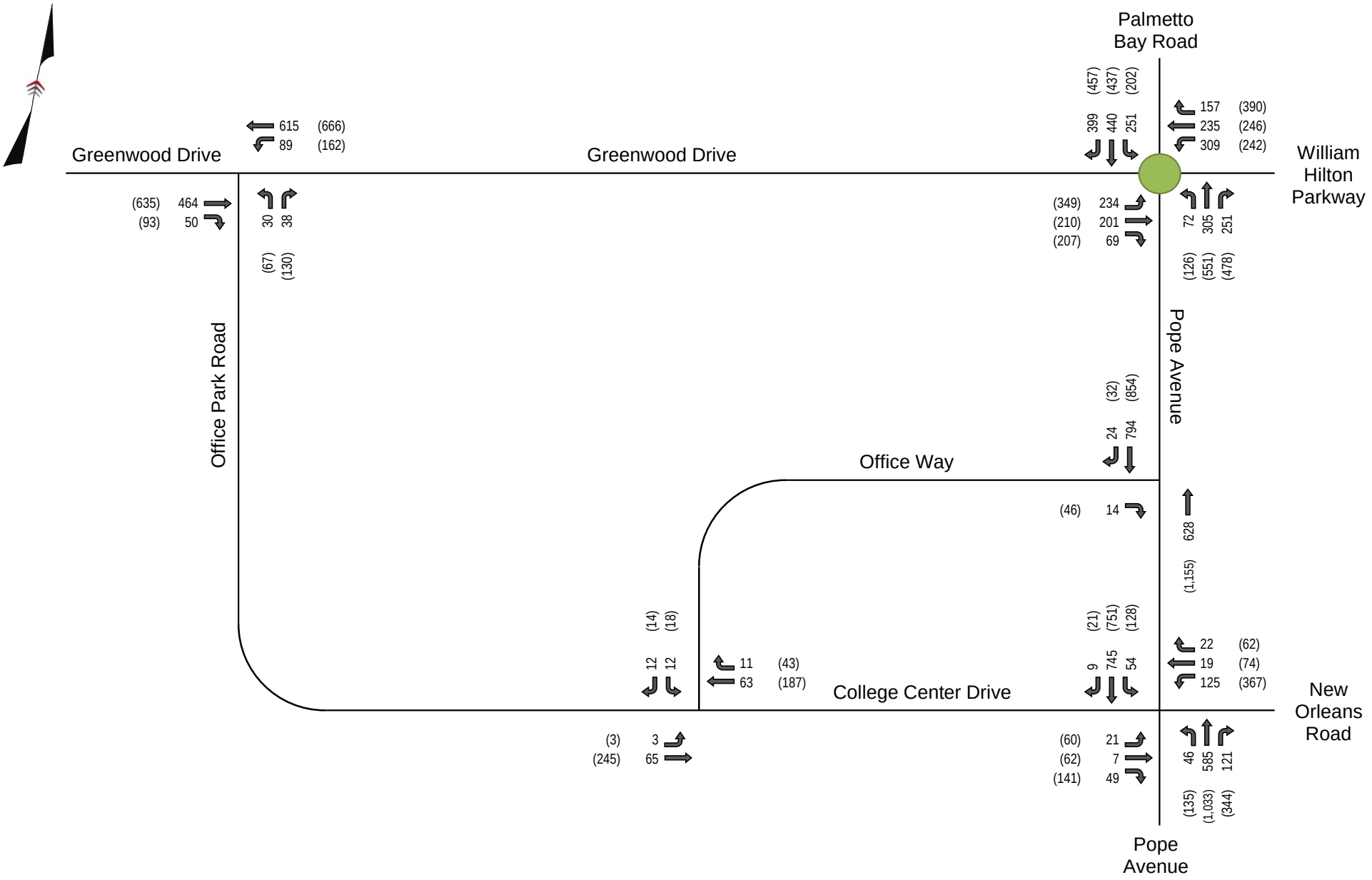
The remaining existing study intersection volumes were obtained from previously collected traffic counts provided by the Town of Hilton Head Island. Although the counts listed above were not collected on an average June weekday they were balanced upwards to intersections that were collected on an average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

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

3.2 Future-Year No-Build Traffic Volume Development

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

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



Legend

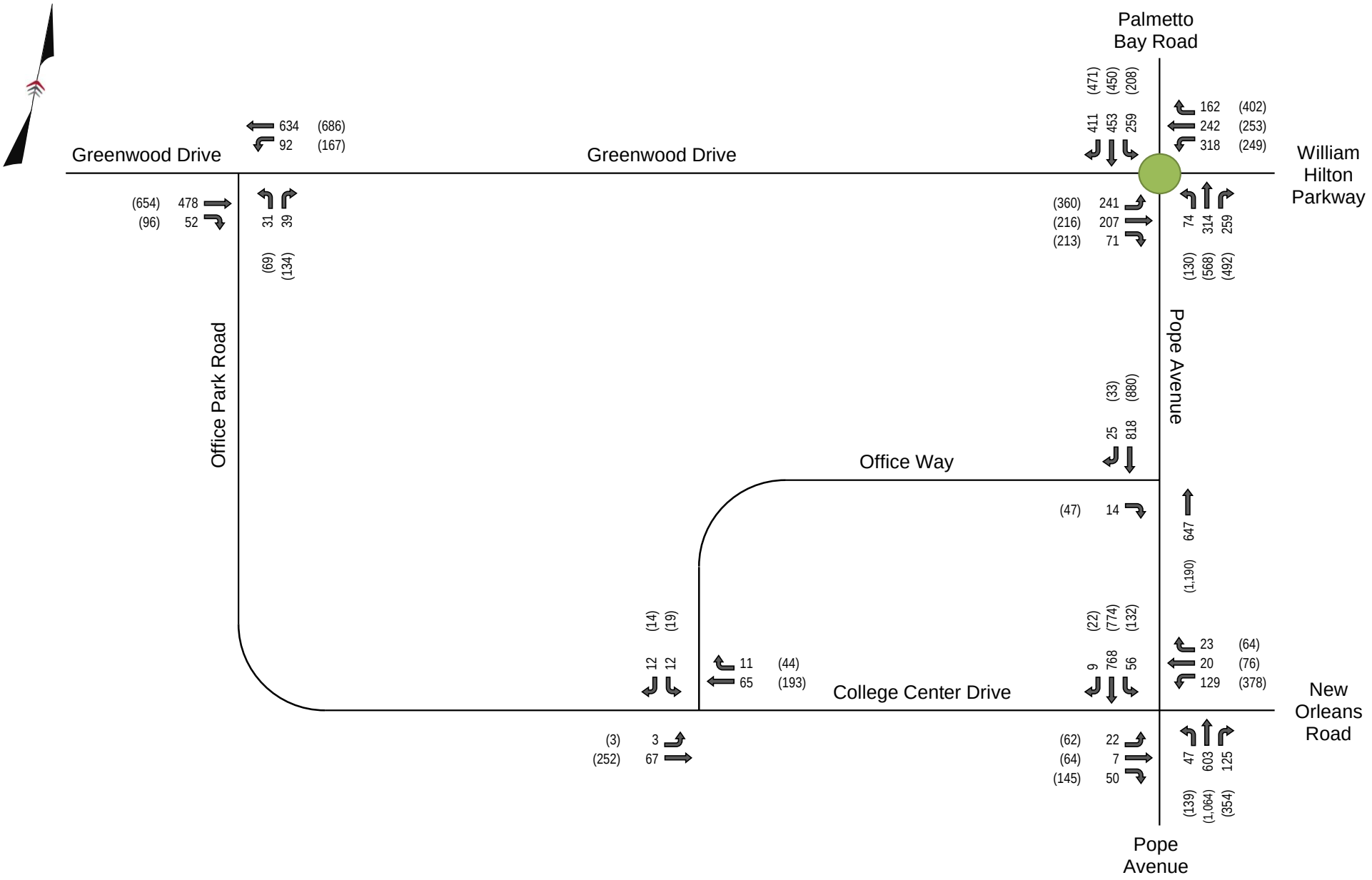
xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

Kimley»Horn

Office Way Mixed-Use Development

Figure 3 - 2022 Existing Peak Hour Traffic Volumes



Legend

xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

Kimley»Horn

Office Way Mixed-Use Development

Figure 4 - 2025 No-Build Peak Hour Traffic Volumes

4 Project Traffic

4.1 Trip Generation

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

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

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

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

Table 1 – Trip Generation Summary

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

4.2 Trip Distribution & Assignment

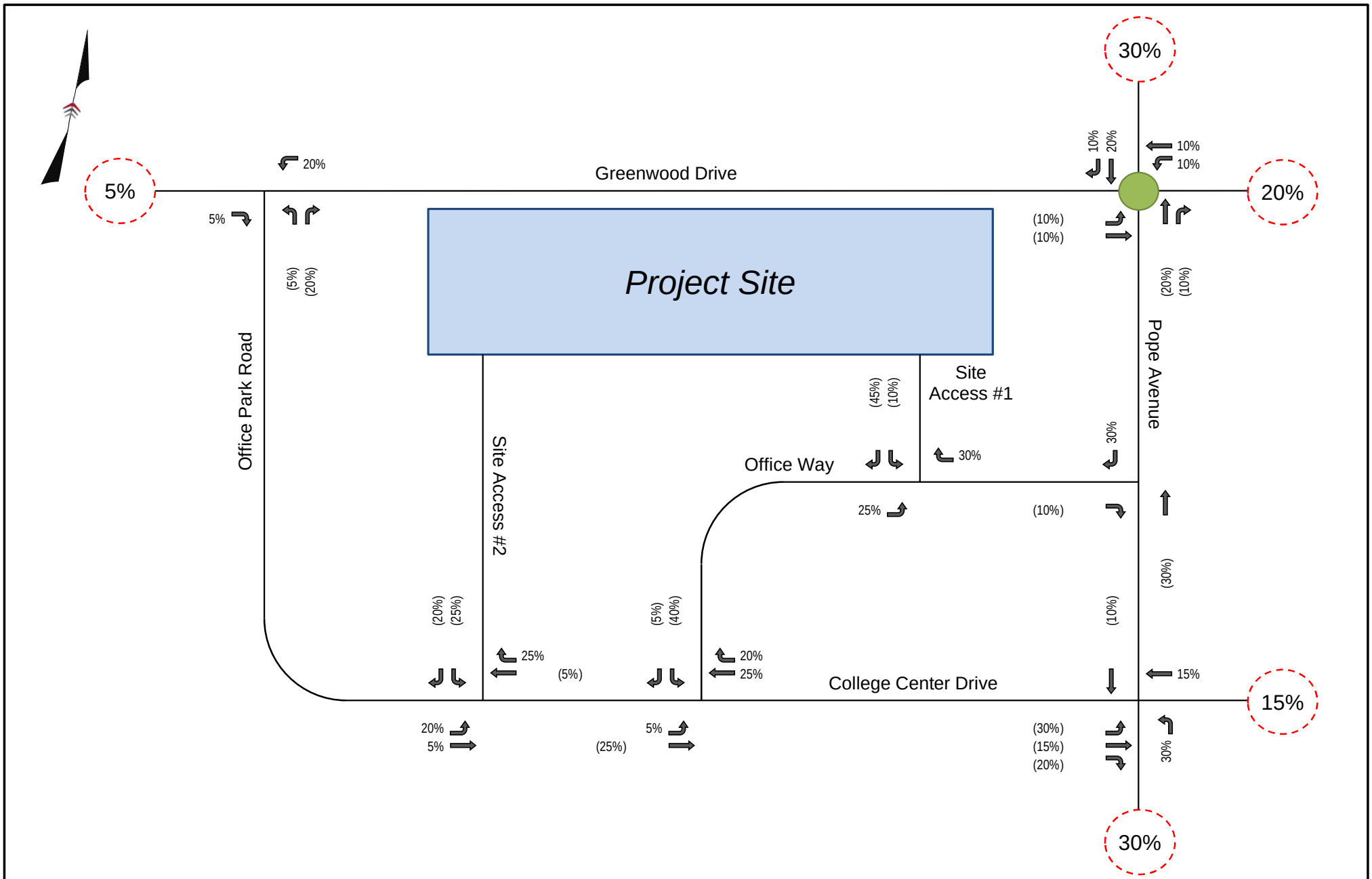
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are illustrated in **Figure 5** and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

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

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

4.3 Future Build Traffic Development

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



Legend

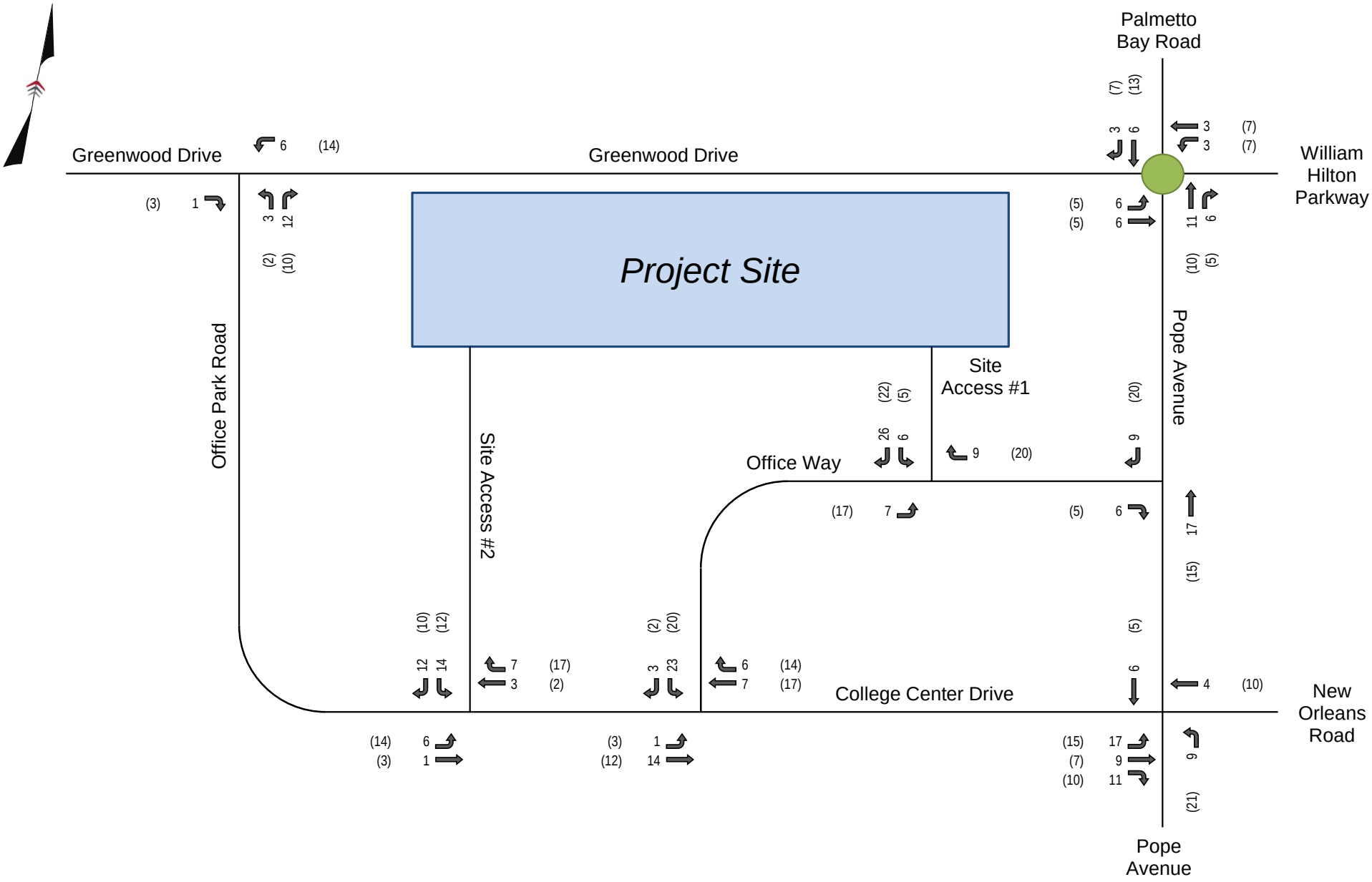
xx% Inbound Trip Distribution

(xx%) Outbound Trip Distribution

Kimley»Horn

Office Way Mixed-Use Development

Figure 5 - Project Trip Distribution and Assignment



Legend

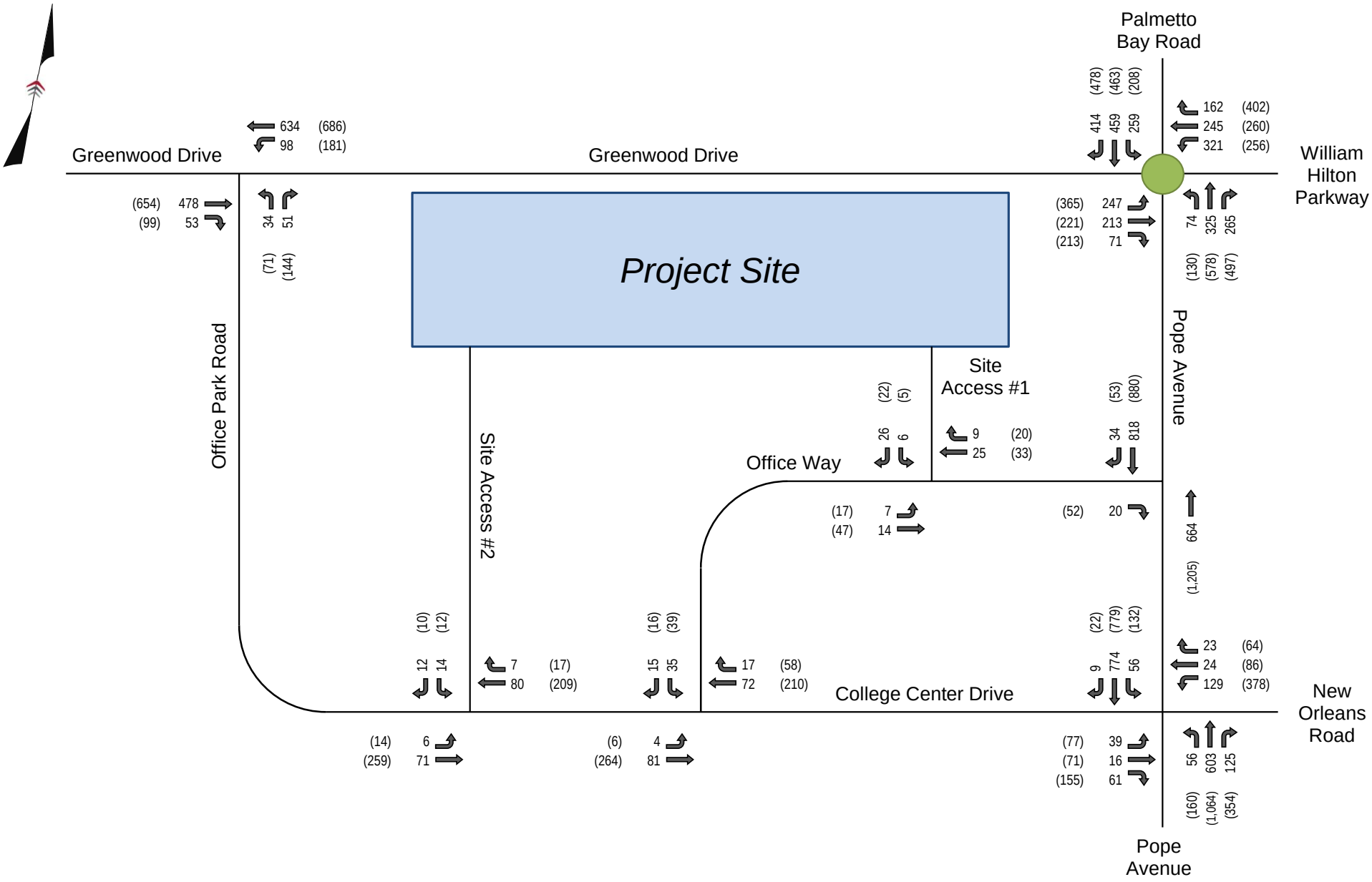
xx AM Peak-Hour Project Trips

(xx) PM Peak-Hour Project Trips

Kimley»Horn

Office Way Mixed-Use Development

Figure 6 - 2025 Build Peak Hour Site Trips



Legend

xx AM Peak-Hour Traffic Volumes

(xx) PM Peak-Hour Traffic Volumes

Kimley»Horn

Office Way Mixed-Use Development

Figure 7 - 2025 Build Peak Hour Traffic Volumes

5 Capacity Analysis

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

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

Table 2 – *HCM* Level of Service Criteria

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

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

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

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

Table 3 – Sea Pines Circle Capacity Analysis Results

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

Results

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

Recommendations

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

5.2 Office Way at Pope Avenue

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

Table 4 – Office Way at Pope Avenue Capacity Analysis Results

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

Results

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

Recommendations

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

5.3 Pope Avenue at College Center Drive/New Orleans Road

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

Results

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

Recommendations

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

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

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

5.4 Office Park Road at Greenwood Drive

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

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

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

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

Results

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

Recommendations

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

5.5 Office Park Road/College Center Drive at Office Way

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

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

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

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

Results

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

Recommendations

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

5.6 Office Way at Site Access #1

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

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

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

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

Results

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

Recommendations

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

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

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

5.7 Office Park Road at Site Access #2

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

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

Condition	Measure	Office Park Road	Office Park Road	Site Access #2
		EBTL	WBTR	SBLR
AM Peak Hour				
2025 Build	LOS (Delay)	A (7.4)	A (0.0)	A (9.3)
	HCM6 95th Q	0'	0'	3'
PM Peak Hour				
2025 Build	LOS (Delay)	A (7.8)	A (0.0)	B (11.4)
	HCM6 95th Q	0'	0'	3'

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

Results

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

Recommendations

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

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

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

6 SCDOT Turn Lane Warrants

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

Office Way at Site Access #1

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

Office Park Road at Site Access #2

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

7 Conclusion

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

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

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

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

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

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

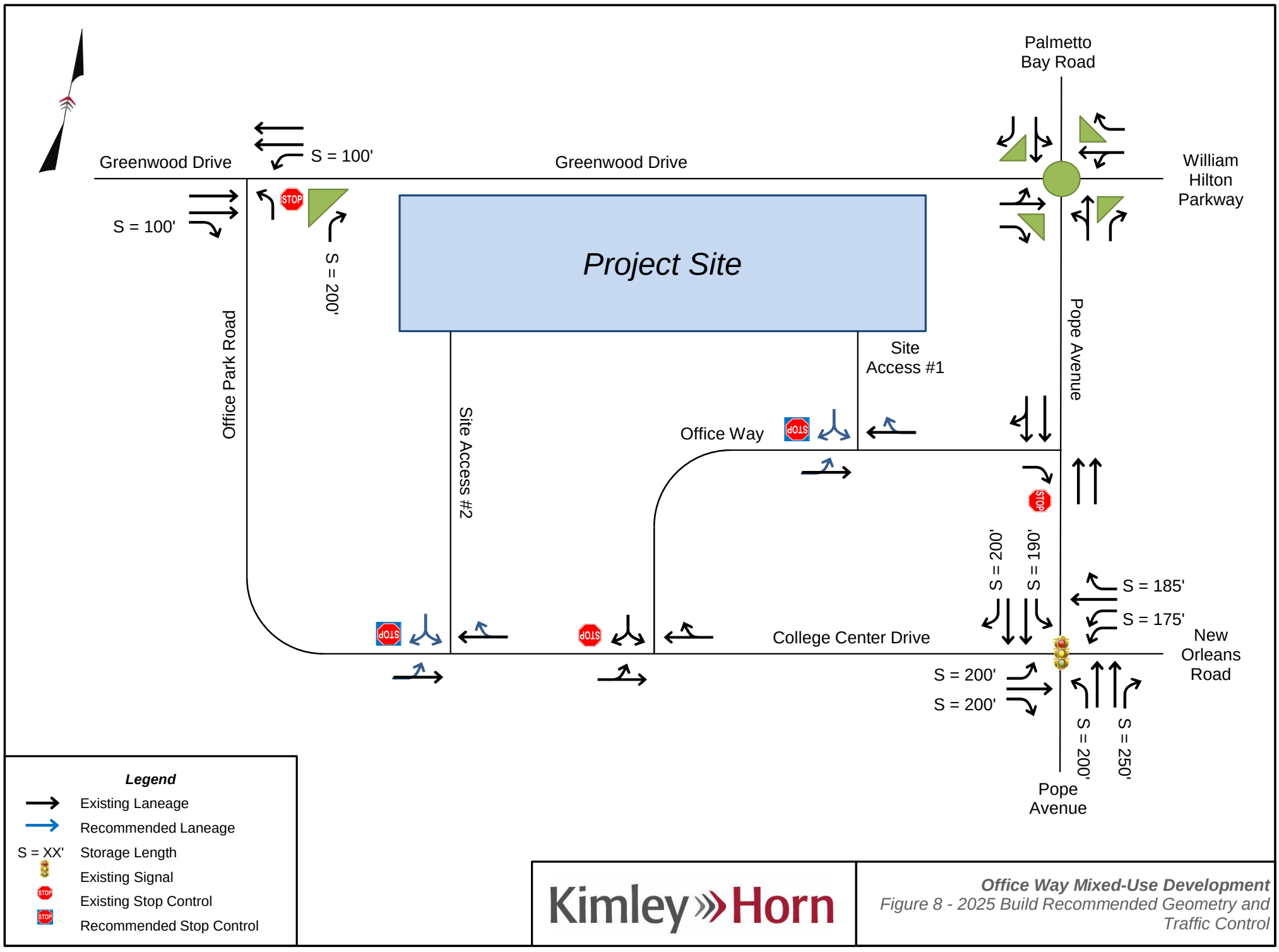
Office Way at Site Access #1

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

Office Park Road at Site Access #2

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

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


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

Appendix A – Conceptual Site Plan

SITE INFORMATION

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

PROPOSED MIXED USE

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

PARKING

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

TOHH LMO REQUIREMENTS

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

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

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

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

NORTH
GRAPHIC SCALE 0 30' 60' 90'

JKT Job Number: 202114-01

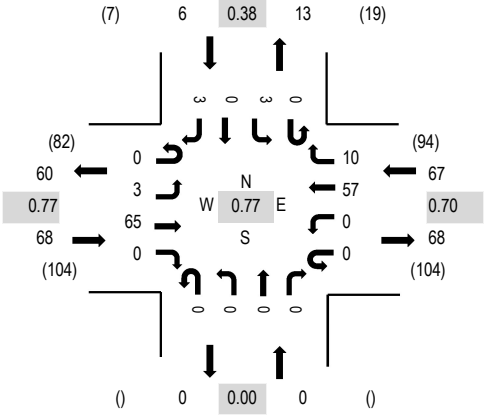
S:\Projects\202114-01\-DWG\Preliminary\10262022-Concept.dwg, 24x36, TITLE, 10/26/2022 1:38:33 PM

Appendix B – Turning Movement Counts

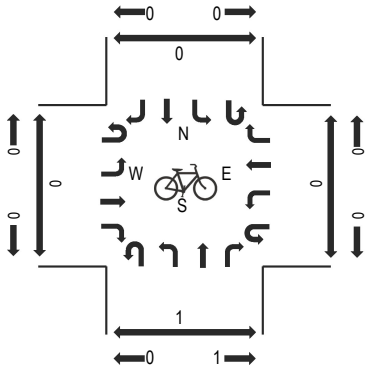
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

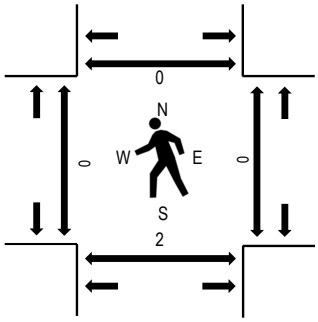
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

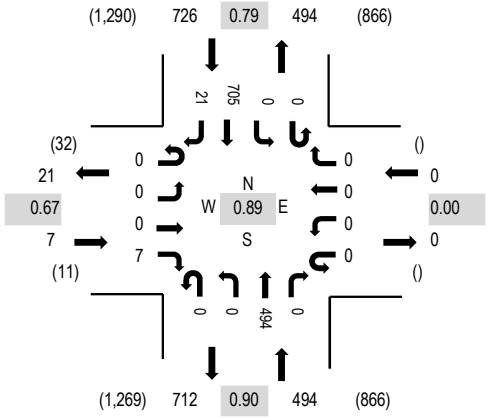
Heavy Vehicle Percentage and Peak Hour Factor

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

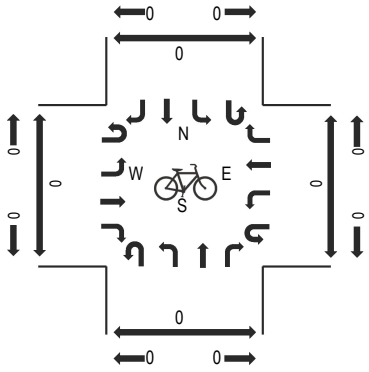
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

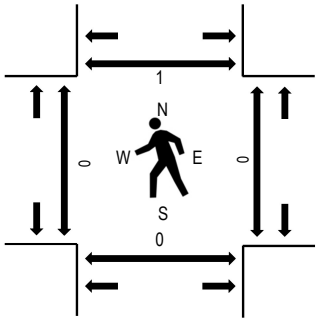
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

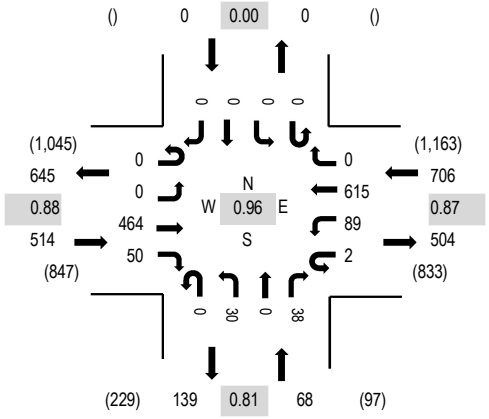
Heavy Vehicle Percentage and Peak Hour Factor

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

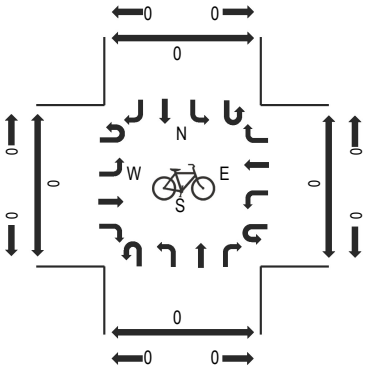
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

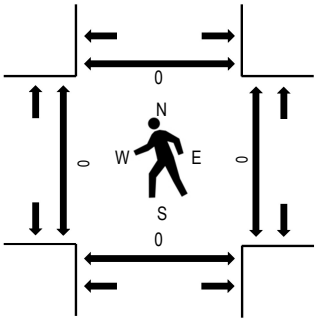
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

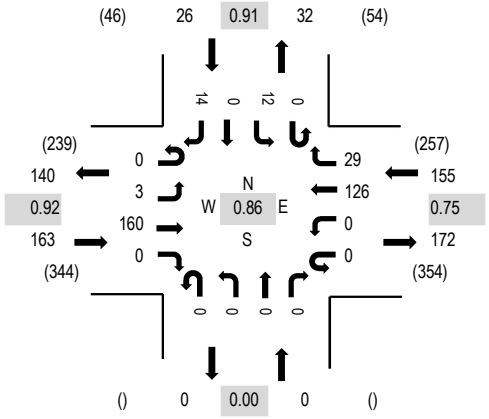
Heavy Vehicle Percentage and Peak Hour Factor

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

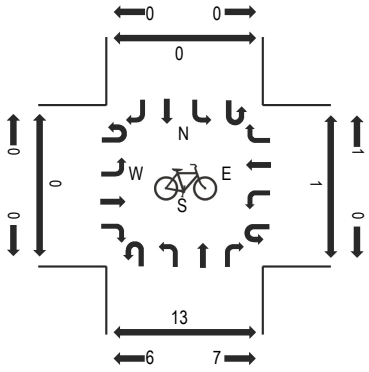
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

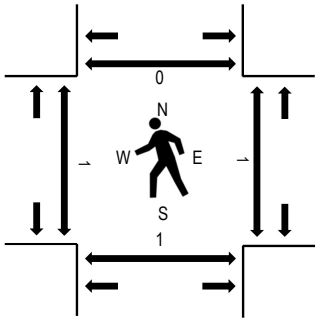
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

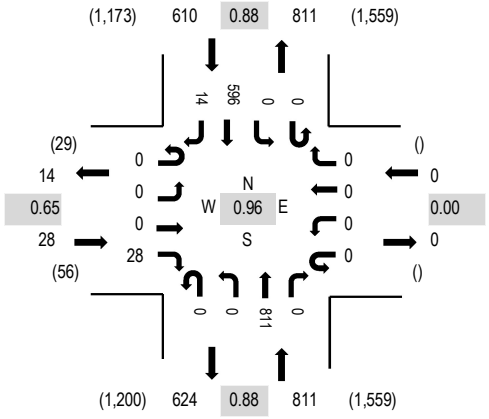
Heavy Vehicle Percentage and Peak Hour Factor

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

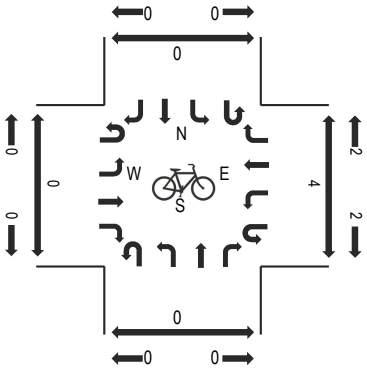
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

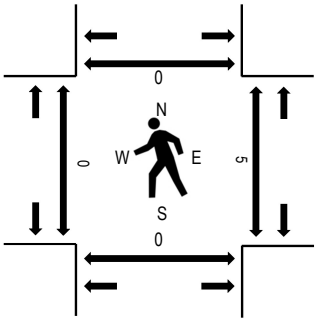
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

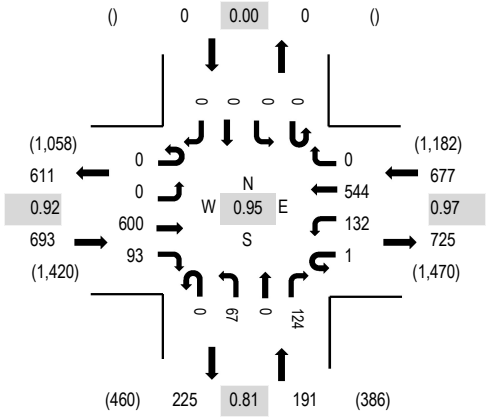
Heavy Vehicle Percentage and Peak Hour Factor

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

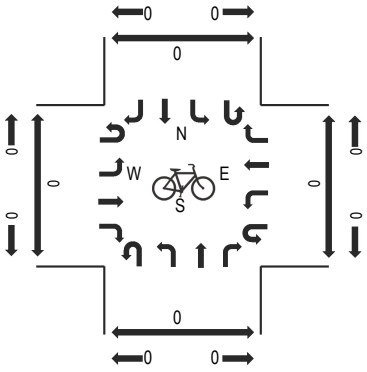
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

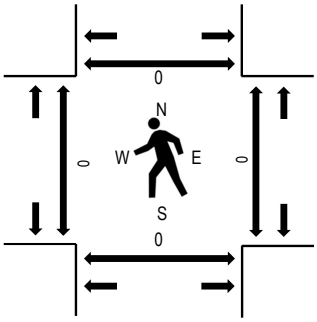
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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

Appendix C – Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"AM PROJECT TRIPS"

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

PM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"PM PROJECT TRIPS"

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"AM PROJECT TRIPS"

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

PM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"PM PROJECT TRIPS"

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"AM PROJECT TRIPS"

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

PM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"PM PROJECT TRIPS"

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"AM PROJECT TRIPS"

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

PM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"PM PROJECT TRIPS"

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"AM PROJECT TRIPS"

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

PM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"PM PROJECT TRIPS"

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"AM PROJECT TRIPS"

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

PM Peak Hour

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

"SITE TRAFFIC DISTRUBUTION"

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

"PM PROJECT TRIPS"

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

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

"SITE TRAFFIC DISTRUBUTION"

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

"AM PROJECT TRIPS"

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

PM Peak Hour

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

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

"SITE TRAFFIC DISTRUBUTION"

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

"PM PROJECT TRIPS"

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

Appendix D – Capacity Analysis Worksheets

2022 EXISTING CONDITIONS

MOVEMENT SUMMARY

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

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

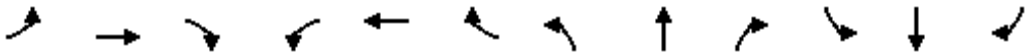
Intersection	
Int Delay, s/veh	0.1

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

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

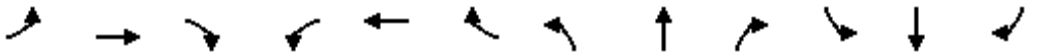
Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

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



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

Intersection Summary



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

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

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

Intersection	
Int Delay, s/veh	1

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

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

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

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

Intersection	
Int Delay, s/veh	1.5

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

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

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

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

MOVEMENT SUMMARY

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

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

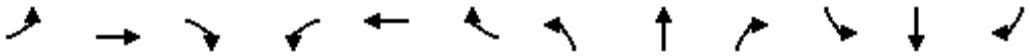
Intersection	
Int Delay, s/veh	0.3

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

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

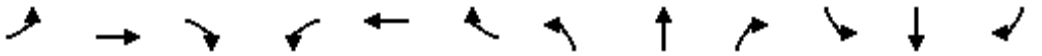
Approach	EB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

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



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

Intersection Summary



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

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

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

Intersection	
Int Delay, s/veh	1.8

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

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

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

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

Intersection	
Int Delay, s/veh	0.8

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

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

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

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

2025 NO BUILD CONDITIONS

MOVEMENT SUMMARY

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

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

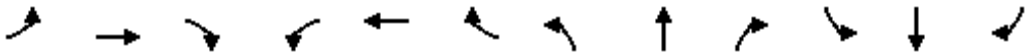
Intersection	
Int Delay, s/veh	0.1

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

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

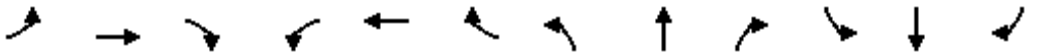
Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

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



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

Intersection Summary



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

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

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

Intersection	
Int Delay, s/veh	1

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

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

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

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

Intersection	
Int Delay, s/veh	1.4

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

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

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

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

MOVEMENT SUMMARY

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

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

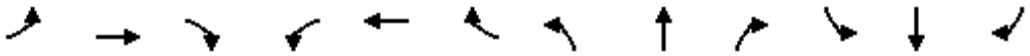
Intersection	
Int Delay, s/veh	0.3

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

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

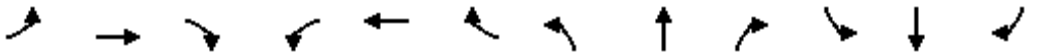
Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

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



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

Intersection Summary



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

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

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

Intersection	
Int Delay, s/veh	1.9

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

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

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

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

Intersection	
Int Delay, s/veh	0.8

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

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

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

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

2025 BUILD CONDITIONS

MOVEMENT SUMMARY

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

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

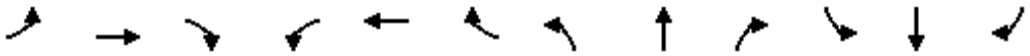
Intersection	
Int Delay, s/veh	0.2

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

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

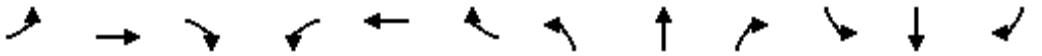
Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

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



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

Intersection Summary



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

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

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

Intersection	
Int Delay, s/veh	1.1

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

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

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

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

Intersection	
Int Delay, s/veh	2.3

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

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

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

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

Intersection	
Int Delay, s/veh	3.8

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

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

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

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

Intersection	
Int Delay, s/veh	1.5

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

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

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

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

MOVEMENT SUMMARY

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

Sea Pine Circle
Site Category: (None)
Roundabout

Vehicle Movement Performance

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

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

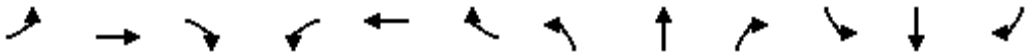
Intersection	
Int Delay, s/veh	0.3

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

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

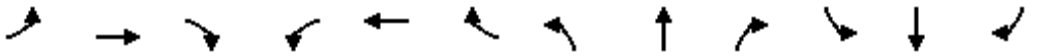
Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

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



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

Intersection Summary



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

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

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

Intersection	
Int Delay, s/veh	2

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

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

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

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

Intersection	
Int Delay, s/veh	1.3

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

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

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

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

Intersection	
Int Delay, s/veh	2.5

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

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

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

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

Intersection	
Int Delay, s/veh	0.7

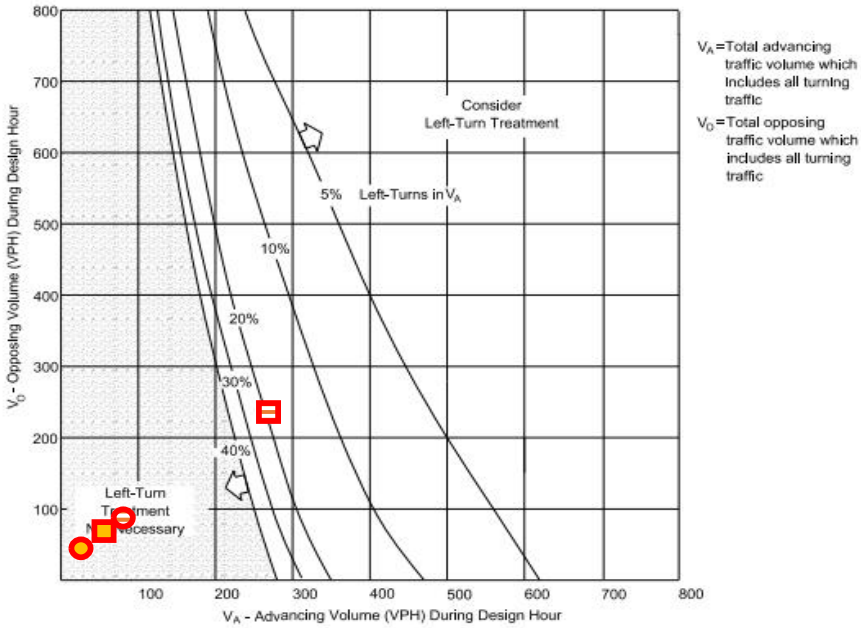
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	259	209	17	12	10
Future Vol, veh/h	14	259	209	17	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #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

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

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

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

Appendix E – Turn Lane Warrant Analyses



Instructions:

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

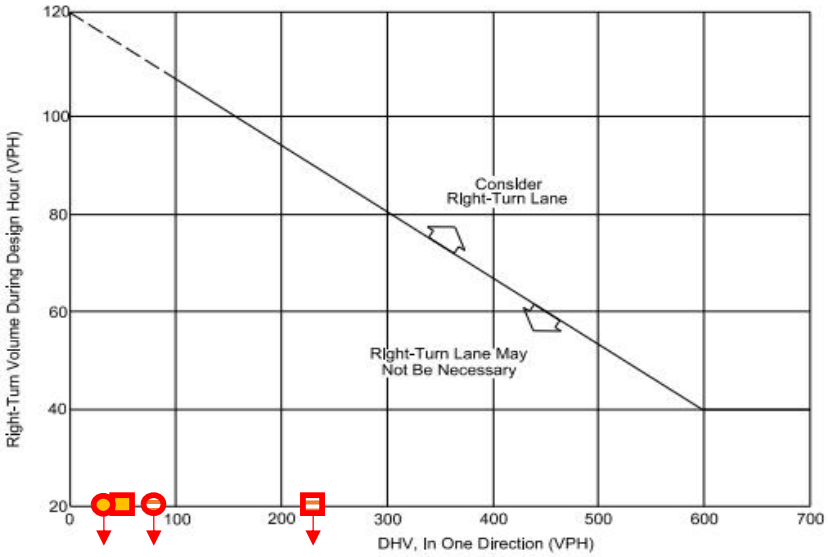
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Office Way at Site Access #1

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

Office Park Road at Site Access #2

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



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

Example

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

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

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

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

Office Way at Site Access #1

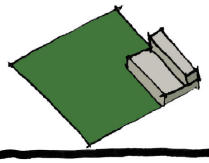
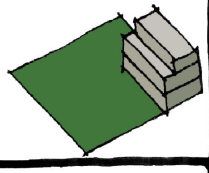
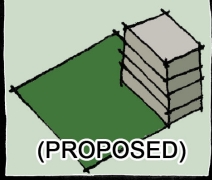
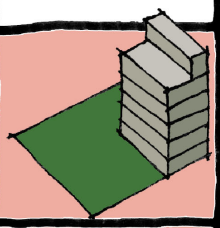
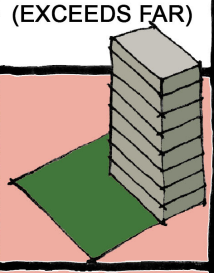
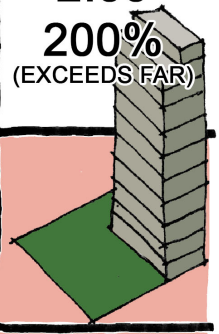
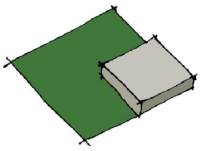
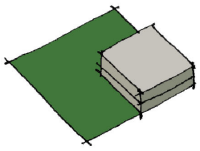
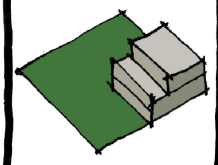
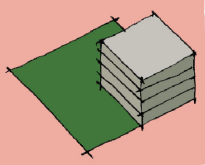
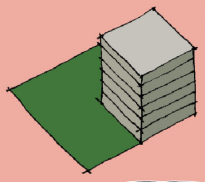
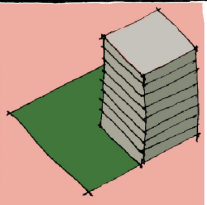
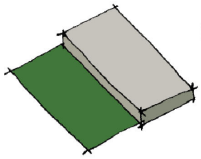
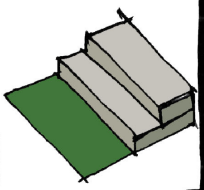
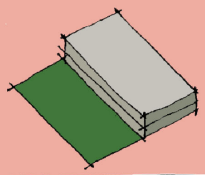
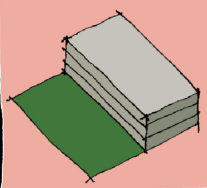
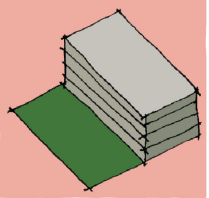
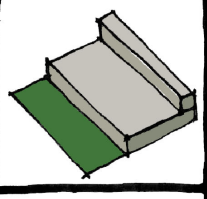
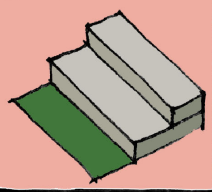
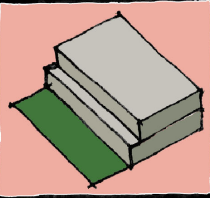
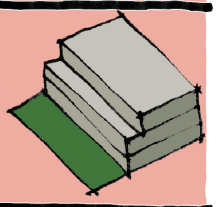
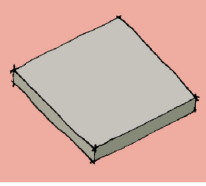
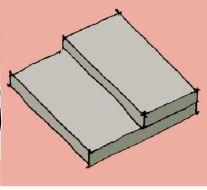
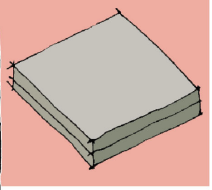
Eastbound	Right	DHV	RTs
	2025 Build AM	34	9
	2025 Build PM	53	20

Office Park Road at Site Access #2

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

ISLANDER MIXED USE

BUILDING MASSING AND SCALE EXHIBIT

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

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

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

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

	Workforce Housing Concept	SPC District Allows	Islander Mixed-Use Proposed	Town Recommendations
Use-specific conditions	Any development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105. Per agreement and private covenants requirements, rental units are between 60 and 80% AMI and owner occupied units are between 80 and 100% AMI. Rental workforce housing units shall remain in the WFH Program for a minimum of 30 years from the date of the initial certificate of occupancy. Rental workforce housing units shall not be occupied for a period less than 90 days. Commercial conversion projects that include at least 20% workforce housing units will be eligible for incentives as described in Sec. 16-10-102B.1, including: a. A reduction in minimum unit sizes by 30% and; b. Up to 50% of the units in the development may be micro-efficiency and/or studio units.	For Mixed-Use Development: Does not allow parking spaces for residential use to be included as part of a shared parking plan. Density for redevelopment/conversion of existing nonresidential structure to mixed-use is based on existing GFA and minimum unit sizes as described in Sec. 16-10-102.B.1. Mixed-use development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105.	Allows parking spaces for residential use are eligible to be included as part of a shared parking plan. Shared parking on Education Use property allowed if student housing is provided. Must be on property which is within 500 feet of Education Uses. Shall not be a Short-Term Rental Property. 15% of units shall be workforce housing up to 130% of the AMI per Workforce Housing Agreement requirement for a minimum of 10 years. Floor area ratio of 0.68 10% functional open space or common amenity space 35’ average adjacent street setback or the minimum adjacent street setback required, whichever is greater	Agree with proposed use-specific conditions proposed with the addition of: Maximum of 4 bedrooms per dwelling unit.

	Workforce Housing Concept	SPC District Allows	Islander Mixed-Use Proposed	Town Recommendations
Density	For conversion of non-residential square footage (commercial conversion) to residential or mixed-use development, density shall be based on the existing gross floor area and the minimum unit sizes established in Sec. 16-10-102.B.	12 du/net acre for residential and/or 10,000 GFA/net acre for nonresidential	Undefined density, but limited by applicable design and performance standards such as height, impervious coverage and parking	
Parking	Residential 1.5 per du Nonresidential 1 per 500 GFA	Residential 1.5 per du Nonresidential 1 per 500 GFA	Residential 1.5 per du Nonresidential 1 per 500 GFA	Residential 1.5 per du Nonresidential 1 per 500 GFA
Height	45’	45’	45’	45’
Impervious Coverage	60% maximum	60% maximum	60% maximum	60% maximum
Open Space	Only required for Major Residential Subdivisions	Only required for Major Residential Subdivisions		10% functional open space or common amenity space required for Islander Mixed-Use
Floor Area Ratio	n/a	n/a	0.68	0.68
Setbacks	20’ Adjacent Street 25’ Adjacent Use	20’ Adjacent Street 25’ Adjacent Use	20’ Adjacent Street 25’ Adjacent Use	20’ Adjacent Street 25’ Adjacent Use
Buffers	Type A Adjacent Street Buffer Type B Adjacent Use Buffer	Type A Adjacent Street Buffer Type B Adjacent Use Buffer	Type A Adjacent Street Buffer Type B Adjacent Use Buffer	Type A Adjacent Street Buffer Type B Adjacent Use Buffer
Workforce Housing?	Yes	No	Yes, but with different terms than Town WFH regulations	Yes, but with different terms than Town WFH regulations

Islander Mixed-Use Assessment Table- *Proposed Development Comparison*				
	Workforce Housing – Commercial Conversion Concept	**Mixed-Use Proposed Development (By Right)**	**Islander Mixed-Use Proposed Development (Per Proposed Amendment)**	**Town Recommendations**
Use	Workforce Housing Commercial Conversion (permitted with conditions)	Mixed-Use (permitted with conditions)	Islander Mixed-Use (permitted with conditions)	Islander Mixed-Use (permitted with conditions)
Use Specific Conditions	Any development that includes workforce housing shall comply with Workforce Housing Program as outlined in Sec. 16-4-105. Rental units are between 60 and 80% AMI and owner occupied units are between 80 and 100% AMI. Rental workforce housing units shall remain in the WFH Program for a minimum of 30 years from the date of the initial certificate of occupancy. Rental workforce housing units shall not be occupied for a period less than 90 days. Commercial conversion projects that include at least 20% workforce housing units will be eligible for incentives as described in Sec. 16-10-102B.1, including a reduction in minimum unit sizes by 30% and up to 50% of the units in the development may be micro-efficiency and/or studio units.	Does not allow parking spaces for residential use to be included as part of a shared parking plan. Density for redevelopment/conversion of existing nonresidential structure to mixed-use is based on existing GFA and minimum unit sizes as described in Sec. 16-10-102.B.1. Mixed-use development that includes workforce housing shall comply with the Workforce Housing Program as outlined in Sec. 16-4-105.	15% of units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy. Allows parking spaces for residential use are eligible to be included as part of a shared parking plan**.** Must be on property which is within 500 feet (measured at nearest property line to property line) of Education Use. Shall not be a Short-Term Rental Property as defined in the Municipal Code, Section 10-2-20.(6).	Agree with proposed use-specific conditions proposed with the addition of: Maximum of 4 bedrooms per dwelling unit.

	Workforce Housing – Commercial Conversion Concept	**Mixed-Use Proposed Development (By Right)**	**Islander Mixed-Use Proposed Development (Per Proposed Amendment)**	**Town Recommendations**
Density	39,397 sq ft existing commercial space used for conversion. 4 – studios (1,600 sq ft) 8 – 1 bedroom units (4,480 sq ft) 12- 2 bedroom units (9,000 sq ft) 20 - 3 bedroom units (18,600 sq ft) 44 total units 5,623 sq ft of retail **Effective residential density is 11 du/ac**	25 – 8 bedroom units 20 – 12 bedroom units 45 total units 5,623 sq ft of retail **Concept of 440 Bedrooms** **37,671 GFA/net acre for residential and nonresidential uses.** ***Building footprint of 41,250 sq ft based on concept.** **Effective residential density is 10 du/ac**	12 student DU- 4 beds each 121 Islander units 133 total units 5,623 sq ft of retail **Concept of 440 Bedrooms**** **29,098 GFA/net acre for residential and nonresidential uses.** ***Building footprint of 31,863 sq ft based on concept.** **Effective residential density is 31 du/ac**	
Parking	Retail- 11 spaces Residential- 66 spaces Total- 77 spaces	Retail- 11 spaces Residential- 68 spaces Total- 79 spaces	Retail- 11 spaces Residential- 200 spaces Total Required- 211 spaces Total Proposed- 136 spaces Proposed Shared with USCB- 75 spaces	
Height	45’	45’	45’	45’
Impervious Coverage	60% maximum	60% maximum	60% maximum	60% maximum
Open Space	Only required for Major Residential Subdivisions	Only required for Major Residential Subdivisions	Only required for Major Residential Subdivisions	10% functional open space or common amenity space required
Floor Area Ratio	Not known	0.86	0.68	
Setbacks	20’ Adjacent Street 25’ Adjacent Use	20’ Adjacent Street 25’ Adjacent Use	20’ Adjacent Street 25’ Adjacent Use	20’ Adjacent Street 25’ Adjacent Use
Buffers	Type A Adjacent Street Buffer Type B Adjacent Use Buffer	Type A Adjacent Street Buffer Type B Adjacent Use Buffer	Type A Adjacent St Buffer Type B Adjacent Use Buffer	Type A Adjacent Street Buffer Type B Adjacent Use Buffer
Workforce Housing	Yes	No	Yes	Yes

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

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

M. Sea Pines Circle (SPC) District

SPC
Sea Pines Circle District

1. Purpose

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

2. Allowable Principal Uses

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

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

3. Development Form Standards

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

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

USE AND OTHER DEVELOPMENT STANDARDS

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

TABLE NOTES:

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

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

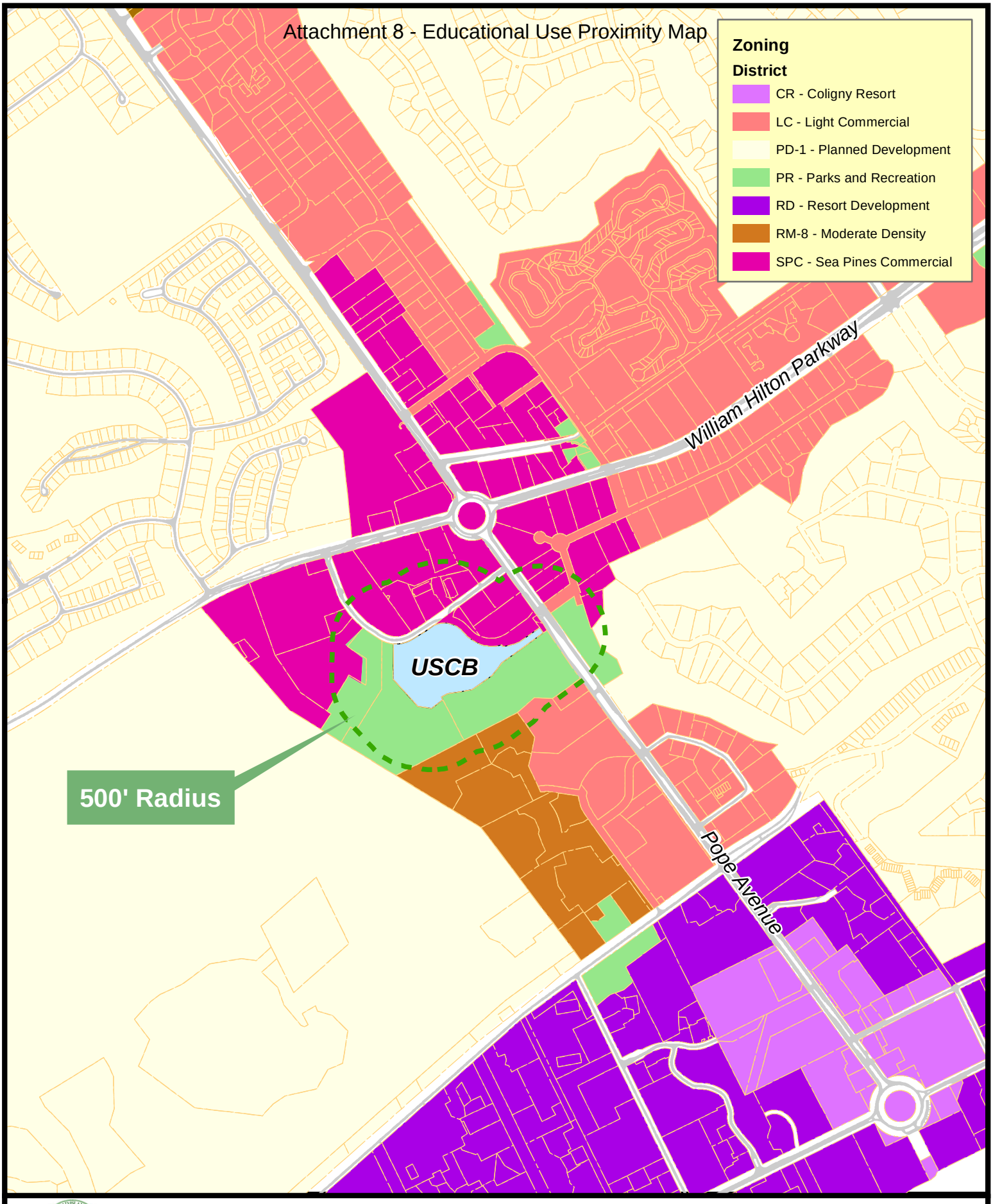
a. The increase is consistent with the character of ***development*** on surrounding ***land***;

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

c. The increase either (a) is required to compensate for some unusual aspect of the site or the proposed ***development***, or (b) results in improved site conditions for a ***development*** with ***nonconforming site features***;
d. The increase will not pose a danger to the public health or safety;
e. Any adverse impacts directly attributable to the increase are mitigated; and
f. The increase, when combined with all previous increases allowed under this provision, does not result in a cumulative increase greater than ten percent.

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

Attachment 8 - Educational Use Proximity Map



TOWN OF HILTON HEAD ISLAND
ONE TOWN CENTER COURT
HILTON HEAD ISLAND, S.C. 29928
PHONE (843) 341 - 4600
Date Created:
Project - map.mxd

Town of Hilton Head Island

Educational Use Proximity

December, 2022

500 250 0 500 1,000 1,500 Feet

1 inch = 1,000 feet

N W E S

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

B. Coligny Resort (CR) District

CR
Coligny Resort District

1. Purpose

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

2. Allowable Principal Uses

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

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

3. Development Form Standards

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

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

USE AND OTHER DEVELOPMENT STANDARDS

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

TABLE NOTES:

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

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

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

H. Off-Street Parking Alternatives

1. General; Alternative Parking Plan

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

2. Provision over Maximum Allowed

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

a. Parking Demand Study

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

b. Limited to Minimum Amount Required

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

c. Extra Parking to Have Pervious Surfacing

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

3. Shared Parking

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

a. Maximum Shared Spaces

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

b. Location and Pedestrian Access

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

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

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

c. Justification

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

d. Shared Parking Agreement

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

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

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

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

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

4. Off-Site Parking

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

a. Maximum Off-Site Spaces

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

b. Zoning

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

c. Location and Pedestrian Access

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

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

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

d. Off-Site Parking Agreement

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

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

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

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

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

5. Deferred Parking

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

a. Justification

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

b. Reserve Parking Plan

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

c. Parking Demand Study

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

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

d. Maintenance of Reserve Areas as Open Space

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

e. Deferred Parking Agreement

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

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

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

6. On-Street Parking

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

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

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

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

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

7. Bicycle Parking

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

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

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

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

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

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

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

8. Loading Areas

a. Minimum Number of Off-Street Loading Spaces

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

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

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

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

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

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

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

b. Dimensional Standards for Loading Areas

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

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

c. Location and Design of Loading Areas

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

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

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

d. Buffering of Loading Areas

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

Public Planning Committee
Islander Mixed-Use
LMO Text Amendment Request

Public Planning Committee
May 11, 2023

Text Amendment Request

Request by Josh Tiller of J. K. Tiller Associates, Inc. for a text amendment to allow for a new use to be established called Islander Mixed-Use within the Sea Pines Circle District, establish a definition for the use, establish use-specific conditions and exceptions to development form standards.

Request to amend Land Management Ordinance Sections:

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

Recommendation

That the Public Planning Committee review and consider Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance (LMO) so as to create a new use identified as Islander Mixed-Use within the Sea Pines Circle District and forward a recommendation to Town Council.

Background

Public Process

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

Revisions since the January Public Planning Committee include the following requirements:

1. 15% Workforce Housing units earning up to 130% Area Median Income for a period of 10 years.
2. Floor Area Ratio shall not exceed 0.68.
3. 10% functional open space requirement or common amenity space.
4. Adjacent street setback average of 35’ feet.
5. The allowable building height was reduced from 55’ to 45’ feet, which is the maximum within the Sea Pines Circle District.

Text Amendment Request

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

Islander Mixed-Use Definition

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

Text Amendment Request

- Proposed at a density that is “undefined density but limited by applicable design and performance standards such as height and parking”
- Parking requiring separate parking spaces for residential use at 1.5 spaces per dwelling unit and separate parking spaces required for nonresidential use at 1 per 500 gross floor area
- The use is proposed to be permitted with conditions:
  - Eligible to be included as part of a shared parking plan meeting the requirements in Section 16-5-107.H.3.
  - May utilize shared parking on Education Use property if the development provides student housing.
  - Must be on property which is within 500 feet.
  - Shall not be a Short-Term Rental Property.
  - 15% of Islander Mixed-Use units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.
  - Shall not exceed a floor area ratio of 0.68.
  - Shall have a 10% requirement of functional open space or common amenity space.
  - Requires an adjacent street setback that shall meet or exceed an average of 35 feet, or the minimum setback distance required whichever is greater.

Text Amendment Request

The applicant's text amendment submittal also included:

- Letters of support from:
  - Shore Beach Services
  - Beach House Resort
  - SERG Restaurant Group
  - Browndog, Inc.
  - University of South Carolina Beaufort

- Traffic Impact Analysis prepared by Kimley Horn

- Floor Area Ratio exhibit

Analysis

Use

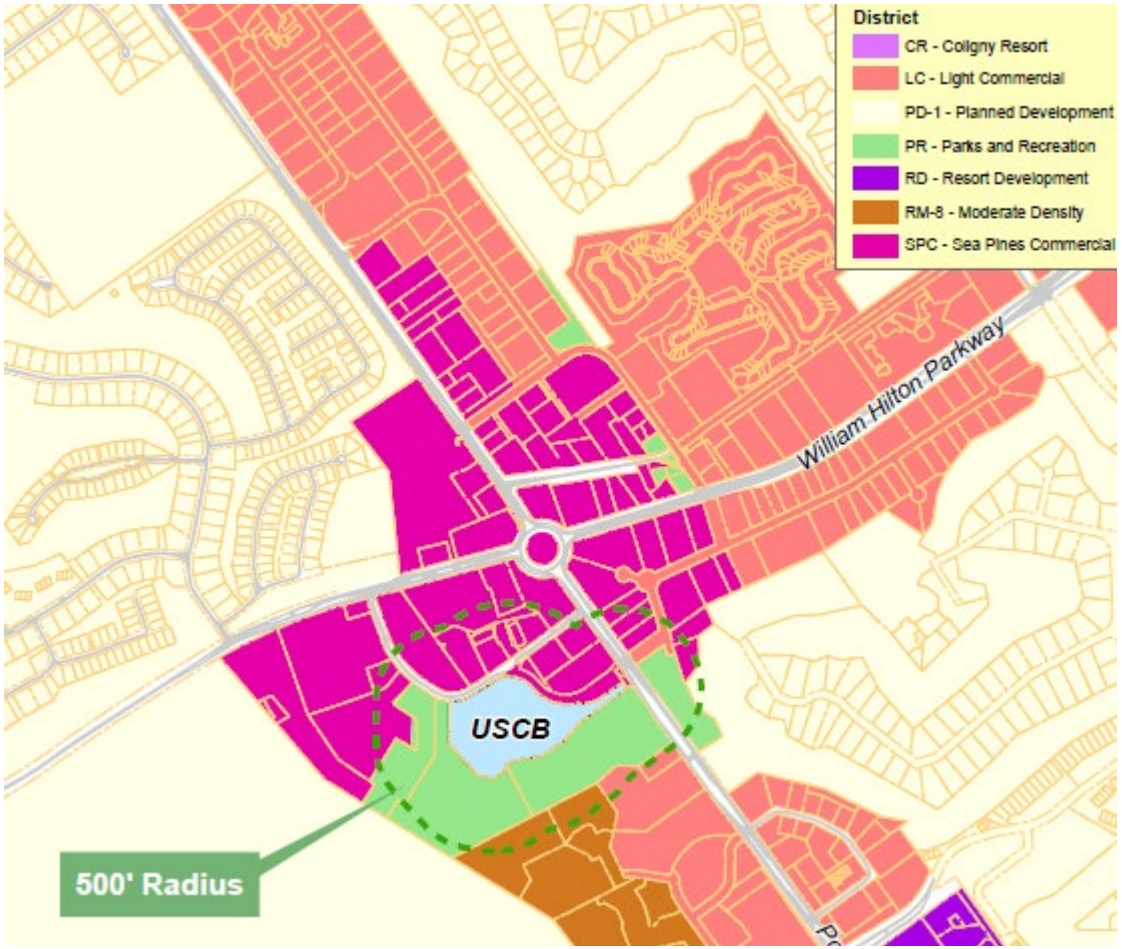
- The use definition proposed for Islander Mixed-Use is the same as the definition of Mixed-Use.
- The difference between Mixed-Use and Islander Mixed-Use are the use-specific conditions proposed.
- The Sea Pines Circle District allows a range of uses permitted by right, permitted with conditions and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

Analysis

Use Specific Conditions- Shared Parking

- SPC district currently allows mixed-use development to be permitted if the use-specific conditions can be met.
- The use-specific conditions for mixed-use development do not allow parking spaces for residential use to be included as part of a shared parking plan
- Islander Mixed-Use conditions state that parking spaces designated for residential use *are eligible* to be included as part of a shared parking plan.
- Islander Mixed-Use may utilize shared parking on an Education Use property if the development provides student housing.
- Shared parking allowance serves public purpose as the use provides workforce housing and student housing.

Analysis



Use Specific Conditions- Proximity to Education use

- Proposal is to allow use within 500 feet of Education use.
- 23 parcels are within 500 feet.
- Based on walking and biking tolerances from a residential unit to a primary destination, it is reasonable to walk or bike 500-1,500 feet from a residential unit to a primary destination.

Analysis

Use Specific Conditions- Short-term Rental

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

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

Analysis

Use Specific Conditions- Workforce Housing

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

Analysis

Use Specific Conditions- Floor Area Ratio

- Floor Area Ratio (FAR) is the measurement of a building's total floor area (gross floor area) in relation to the size of the lot/parcel that the building is located on.
- FAR ratio is a calculation for maximum building size to the land area of the lot square footage.
- FAR is a separate calculation to density, dwelling units per net acreage of the parcel.
- Proposal requires a maximum Floor Area Ratio of 0.68.
- A FAR is not required for any other uses in the SPC district.

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

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

Analysis

Use Specific Conditions-
Open Space, Adjacent Street Setback

Open Space

- Islander Mixed-Use is proposing a required 10% functional open space or common amenity space.
- The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required.

Adjacent Street Setback

- Proposal requires an adjacent street setback that shall meet or exceed an average of 35 feet, or the minimum setback distance required whichever is greater.
    - Pope Avenue has higher setback within 500 feet IMU radius.

Analysis

Density

- Density is a measurement of intensity of the development of a parcel of land.
  - For residential, it is calculated by dividing the total number of dwelling units by the net acreage of the parcel.
- Sea Pines Circle district density
  - 12 dwelling units per net acre for residential, and/or
  - 10,000 gross floor area per net acre for nonresidential
- Proposal is for undefined density limited by applicable design and performance standards such as height, parking, lot coverage, setbacks and buffers.
- Coligny Resort district does not have a defined density limit and is limited by required design standards.
- In mixed-use developments, acreage allocated to residential use shall not be used to calculate nonresidential density, and acreage allocated for nonresidential uses shall not be used to calculate residential density.

Analysis

Density

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

Analysis

Density

- Waterwalk apartments in Shelter Cover are 23 and 27 DU/acre effective density
- Aquaterra on Garnder Road is 19 DU/acre effective density
- Harbour Town is 22 DU/acre effective density.

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

- Staff recommended a maximum of 4 bedrooms per unit for Islander Mixed-Use, but the applicant team did not support this recommendation.

Analysis

Parking

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

- Per the proposed use-specific conditions, Islander Mixed-Use will allow:
  - The parking spaces designated for residential use are eligible to be included as part of a shared parking plan.
  - May utilize shared parking on an Education Use property if the development provides student housing.

- Shared parking plans are currently allowed for other uses (not allowed for mixed-use).
  - Shared parking plans allow up to 50% of parking spaces required for a use be used to satisfy the number of parking spaces required for other uses, provided the uses generate parking demands during different times of day/ different days of week.
  - A parking agreement is required that would be reviewed and approved among all owners of lands containing the uses proposed to share off-street parking spaces and recorded with the Beaufort County Register of Deeds.

Analysis

Height, Impervious Coverage, Open Space

Height

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

Impervious Coverage

- The maximum impervious coverage for all development within Sea Pines Circle District is 60%
- The SPC district uses must meet the buffer tables per LMO, including wetland buffers.

Open Space

- Islander Mixed-Use is proposing a required 10% functional open space or common amenity space.
- The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required.

Analysis

Setbacks, Buffers

Setbacks

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

Buffers

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

Analysis

Workforce Housing

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

Review Standards

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

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

Recommendation

That the Public Planning Committee review and consider Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance (LMO) so as to create a new use identified as Islander Mixed-Use within the Sea Pines Circle District and forward a recommendation to Town Council.

Questions?

Public Planning Committee
May 11, 2023

TOWN OF HILTON HEAD ISLAND

Public Planning Committee

TO:	Public Planning Committee
FROM:	Ashley Goodrich, Principal Planner
VIA:	Missy Luick, Assistant Community Development Director
VIA:	Shawn Colin, Assistant Town Manager – Community Development
CC:	Marc Orlando, Town Manager
DATE:	May 11, 2023
SUBJECT:	Presentation and Discussion on the Creation of Hilton Head Island District Plans and Land Management Ordinance (LMO) Updates

SUMMARY:

The Town of Hilton Head Island has committed to implementing its Strategic Action Plan of which a Land Management Ordinance (LMO) amendments project has been identified as a priority project. The Town conducted a critical review of the LMO and plans to amend the LMO to incorporate policy changes to address administrative processes, residential and commercial development, design standards, natural resource regulations, and to bring the LMO into alignment with the comprehensive plan, *Our Plan*, while incorporating the future District Plans recommendations.

Town staff is presenting a revised timeline for Phase 4 LMO text amendments. Phase 5 will build on the proceeding community engagement activities from the District Plans initiative. The future Phase 5 set will incorporate a comprehensive overview of all chapters within the LMO.

BACKGROUND:

The LMO Amendments Plan is comprised of five phases. Attachment 1 provides a detailed review of what will be included in each phase. On March 9, 2023, Public Planning Committee reviewed the proposed LMO Assessment and Amendments Timeline as presented with staff research. The amendment content presented in the first four phases correlates directly with input received from the Island community and neighborhoods. Phase 4 LMO Amendment set is currently in staff review.

At the first reading of the Phase 3 Amendment set at the April 18, 2023, Town Council meeting, there was a request by a council member to include Family Subdivision and Family Compound as a priority to the Phase 4 amendment set.

Ordinance 2021-15 was approved by Town Council on July 20, 2021, to establish Family Compounds and Family Subdivisions as recommended by the Gullah Geechee Land and Preservation Task Force.

A **Family Compound** is a single parcel of land that allows multiple homes to be built with reduced buffers, setbacks, and access widths. Access to the property and infrastructure, such as water and sewer, can be installed at the time of development.

A **Family Subdivision** allows lots to be subdivided with reduced buffers, setbacks, and access widths. Access to the property and infrastructure can be installed at the time of development.

To qualify for a Family Compound or a Family Subdivision, applicants must meet the following criteria:

1. Property must be in the same family, which is defined as spouse, parent(s), biologically or legally adopted child(ren), group of persons related by blood, and descended from a common ancestor (as in extended family).

2. Property must be located in a historic neighborhood.

3. Property must be owned by the same family since 1956 or sold to a family who has owned property on Hilton Head Island since 1956 or earlier.

It is expected that the addition of Family Compound and Family Subdivision to the Phase 4 LMO Amendment set will require additional time for staff and consultant research prior to public hearing at Planning Commission. We anticipate the legal ad for Phase 4 to be published in May 2023. The Planning Commission public hearing must be at least 30 days after the legal ad is published. A revised summary of the critical path is below:

- Phase 1 and 2 – November 2022 – March 2023 (Complete)
- Phase 3 – March 2023 – May 2023
- Phase 4 – July 2023 – September 2023
- Phase 5 – December 2023 – April 2024

ATTACHMENTS:

1. LMO Amendment Plan Details by Phase and Critical Path

LMO Amendment Plan: Details by Phase

Phase	Details
1	PHASE 1 •Remove staff granted waivers and amend some standards. •Allow variances from all sections of the LMO other than use, density or height. •Allow outdoor screened bike storage in the Light Commercial and Community Commercial zoning districts and provide more specificity related to screening. •Provide clarification in the Manufacturing use classification as it relates to the size of a brewery. •Replace using June traffic counts with July traffic counts for Traffic Impact Analysis Plan Standards. •Change when/how plantings are required on single family lots in buffers as part of a subdivision Certificate of Compliance. •Amend the definition of changeable copy to allow signs to be changed electronically with limitations on frequency and timing. •Amend the measurement for height calculation. •Add that owners' consent is required for minor subdivisions as it is currently listed as being exempt. •Require a public hearing for subdivision amendments.
2	PHASE 2 •Section 16-2-103.F: Provide standards for deviations from previously platted subdivisions.
3	PHASE 3 •Definition for single-family. •Definition for multifamily. •Eliminate divisible dwelling units.
4	PHASE 4 •Administrative application and procedural changes. •Family Compound/Subdivision •Updated residential site design standards including: oPedestrian connectivity. oFloor area ratio. oParking. oOpen Space. oSetback angles. •Modified traffic impact analysis methodology. •Signage standard updates. •Best-in-class stormwater requirements. •Construction management plan requirements. •Strengthening of Tree Regulation, Tree Preservation, and Tree Mitigation lists.
5	PHASE 5 •Comprehensive review of all LMO chapters. •Review of overall organization. •Review of user-friendliness of the code. •Application Process evaluation and Applications Manual. •Sustainable Development incentives. •Addition of design guidance graphics. •Alignment with Our Plan. •Integration of outcomes from Growth Framework and District Plan initiative.

LMO Amendment Plan: Critical Path

04/28/2023

Phase	2022			2023												2024					
	Q4			Q1			Q2			Q3			Q4			Q1			Q2		
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
1		11/1: LMO of PC	12/21: PC-PH	01/26: PPC	02/14: TC WKSP 02/21: TC1	03/07: TC2															
2		11/1: LMO of PC	12/21: PC-PH	01/26: PPC	02/14: TC WKSP	03/07: TC1 03/08: PC 03/21: TC2															
3						03/15: PC 03/29: PC	04/10: PPC 04/18: TC1	05/02: TC2													
4										PC	PPC TC1	TC2									
5											GROWTH FRAMEWORK AND DISTRICT PLAN INITIATIVE		TCW						PC-PH	PPC	TC1 TC2

Dates for future meetings are subject to change.