Town of Hilton Head Island

PUBLIC PLANNING COMMITTEE MEETING

Thursday, June 8, 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. **Adoption of the Agenda**
4. **Approval of Minutes**
    a. Regular Meeting Minutes of May 11, 2023
5. **Appearance by Citizens:** Citizens who wish to address the Town Council on the matters being discussed during the meeting may do so by submitting the Request to Speak form or by calling the Town Clerk at 843-341-4701 no later than 4:30 PM the day prior to the meeting. Written comments concerning items on the agenda may be submitted at the Open Town Hall Portal.
6. **Unfinished Business**
    a. Presentation and Discussion on the Creation of Hilton Head Island District Plans and Land Management Ordinance (LMO) Updates – Shawn Colin, Assistant Town Manager, Community Development
    b. Consideration of Proposed Ordinance 2023-07 Amending Sections Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to Create a New Use Called Islander Mixed-Use within the Sea Pines Circle District – Shawn Colin, Assistant Town Manager, Community Development
7. **Adjournment**

Town of Hilton Head Island

PUBLIC PLANNING COMMITTEE SPECIAL MEETING

Thursday, May 11, 2023, 10:00 AM

MINUTES

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

Present from Town Council: Mayor Alan Perry, Alex Brown

Present from Town Staff: Shawn Colin, *Assistant Town Manager-Community Development;* Bryan McIlwee*, Assistant Community Development Director;* Missy Luick*, Assistant Community Development Director;* Jeff Buckalew*, Town Engineer;* Barbara Wooster*, Revenue Customer Service Manager;* Bob Bromage*, Public Safety Director;* Kimberly Gammon*, Town Clerk;* Cindaia Ervin, Assistant Town Clerk

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

   Ms. Ervin confirmed Compliance with the Freedom of Information Act.
3. **Roll Call**
4. Attendance was confirmed by way of roll call.
5. **Approval of Minutes**

   a. Regular Meeting - April 10, 2023

   Mr. Stanford moved to approve. Ms. Becker seconded. Motion carried 4-0.
6. **Appearance by Citizens**

   Diederik Advocaat addressed the Committee regarding Item 11.b. He cautioned that when the process begins to reach out for public comment later in the phase. He added that this is just the beginning of the process and additional factors are required to define resilience such as workforce housing, energy, and water retention methods.
7. **New Business**

   a. Discussion and Presentation of the Short-Term Rental Program- Phase 1

   Barbara Wooster conducted a presentation with the following information:

   She explained that 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. She stated 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.

Ms. Wooster reviewed the short-term rentals by numbers, inventory data, and enforcement data. She explained the process for the hotline and referenced the dashboard on the Town Website. Mr. Ames noted the importance of gathering additional data to help set policy. Ms. Becker noted the differential in occupancy reporting for property owners and the need to get accurate information. Ms. Wooster stated the importance of the need for direction as to the data the Committee I would like collected in order to develop policy. She stated once staff has that defined, they can redevelop the application and pass the information on to Council. Ms. Becker voiced concern over the reporting process on the number of bedrooms and beds within each unit. Ms. Brison asked if Fire Rescue is involved and completes inspections of the property to ensure safety measures have been met. Ms. Wooster stated they have not yet begun that process but if there are issues Fire Recue assists the owner in what needs to be done. Ms. Brison suggested a random inspection process may be helpful, especially in the higher occupancy units. Ms. Becker added occupancy per room may be a better way to collect the data needed for review. Mr. Ames noted the items discussed point to Phase 2 and how Town Council is going to craft the ordinance. Ms. Becker stated she would like to see the range for data rather than average. She referenced parking spots as an example, noting specific data will help produce better information on all aspects of the reporting, Ms. Wooster stated that data can be obtained.

Shawn Colin addressed the Committee and said they will research what changes they can make in the reporting aspect through GovOS and make them. He stated this information will lead to policy discussion for Phase 2 of the program and how short-term rentals are addressed going forward.

Ms. Wooster reviewed the complaints recorded through the hotline. Ms. Becker asked if the list included complaints from gated communities and the Sheriff's Department as opposed to GovOS. She suggested these numbers need to be included in reporting. Ms. Becker suggested the hotline number be placed on front page of the website and stated the need to make it readily available to all concerned.

Ms. Wooster proceeded to review the dashboard located on the Town website and answered questions from the Committee. She informed The Committee the next mailing of registration letters to potential STR operators will be sent late May, 2023. She added that staff training is ongoing an there is a continued analysis and collection of data. Ms. Wooster announced there is now a kiosk at Town Hall for citizens to utilize when applying for permits noting staff is always present and ready to assist.

Discussion ensued regarding enforcement and penalties for noncompliance. It was the consensus of the Committee for staff to follow up with the Town attorney regarding enforcement issues.

Patty Corey addressed Council regarding the number of vacation rentals the need for the properties to be in compliance and the residents concerns are quantified and addressed. She suggested the creation of a committee with members of the community, business owners and residents to address the issues.

Daniel Anthony, Jonesville Preservation Society addressed the Committee regarding the need for a Short-Term Rental Advisory Committee and asked them to forward a motion on to Town Council for the formation of such.

b. Consideration of a Resolution Supporting the Proposed Approach to Complete a Strengths, Weaknesses, Opportunities & Threats (SWOT) and Resilience Plan for Hilton Head Island.

Jeff Buckalew conducted a presentation regarding the resolution. He stated The Strategic Action Plan contains an initiative to identify Strengths, Weaknesses, Opportunities and Threats (SWOT) of Hilton Head Island resilience. Mr. Buckalew 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. He said working with a highly qualified consultant, applicable public agencies, and stakeholders to develop a Hilton Head Island Resilience Plan for Climate Adaption and Sea Level Rise will guide future decisions on policy, projects, and protections. Mr. Buckalew reviewed the goals, objectives, extents, schedule and stakeholders of the plan in detail.

Committee members asked questions and made comments regarding: the need to communicate with the residents and provide education as to why this is needed; the need to gather information on fresh water capacity and add it to Phase 1; clarification as to when building code requirements land management code provisions would be reviewed; the need to study overdevelopment, impervious percentage of the land, and infrastructure on property not owned by the Town; the suggesting to look outside South Carolina when reviewing other plans; the need for local data collection; the need to provide information and data to the public as to identification of the problem and the purpose in moving forward.

Mr. Buckalew reviewed the timeline for the plan and answered questions from the Committee. Ms. Brison moved to forward the resolution to Town Council for consideration of approval. Mr. Stanford seconded. Motion carried 4-0.

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.

Mr. Ames announced the item above would be postponed and will be reviewed at a later date and removed it from the agenda.

d. Presentation and Discussion on the Creation of Hilton Head Island District Plans and Land Management Ordinance (LMO) Updates.

Missy Luick presented a revised timeline for Phase 4 LMO text amendments. She informed the Committee 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. She stated it is anticipated the legal ad for Phase 4 will be published in July, 2023 and the Planning Commission public hearing must be at least 30 days after the legal ad is published. She stated the new timeline would be the following:

Phase 4 – July 2023 – September 2023
Phase 5 – December 2023 – April 2024

She said that Phase 5 will build on the proceeding community engagement activities from the District Plans initiative. She noted the future Phase 5 set will incorporate a comprehensive overview of all chapters within the LMO with a timeline change

It was the consensus of the Committee that staff prioritize the following amendments: Floor Area Ratio and Parking. Mr. Colin addressed the Committee and stated staff will work to advance those key items at a quicker pace and will continue with the other items in Phase 4 with the revised timeline.

8. Adjournment

The meeting was adjourned at 11:28 a.m.

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:	Missy Luick, Assistant Community Development Director
VIA:	Shawn Colin, Assistant Town Manager – Community Development
CC:	Marc Orlando, Town Manager
DATE:	June 8, 2023
SUBJECT:	Presentation and Discussion on the Creation of Hilton Head Island District Plans and Land Management Ordinance (LMO) Updates

SUMMARY:

The Growth Framework and District Planning initiative is a priority strategic action item of Town Council. The result will be a growth management strategy to include district plans and an Island-wide master plan. More specifically, this includes supplementing the land use element of Our Plan, the Town of Hilton Head Island Comprehensive Plan, and adoption of an Island-wide master plan that includes creation of district plans focusing on conservation and growth, calibration of a future land use map, and major text amendments to the Town's Land Management Ordinance. This will establish a clear vision for future investment on the Island as a pattern framework for growth and conservation.

The Land Management Ordinance (LMO) amendments project has also been identified as a priority strategic action item 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.

The planned update is regarding prioritization and timing of the District Planning initiative.

BACKGROUND:

The Hilton Head Island Town Council held a two-day strategic plan workshop on January 24 and 25 to discuss and identify priorities for inclusion in the fiscal year 2023-2025 Strategic Action Plan. The establishment of a growth management strategy including creation and adoption of Island-wide district plans was identified within the top 15 priority projects.

On April 10, 2023, Town Staff presented the draft Growth Framework Map and draft District maps to the Public Planning Committee.

DISTRICT PLANNING:

Similar to the Mid-Island District Plan, additional districts will be created to guide land uses, intensities and public and private investment to achieve the desired patterns identified within the district plans.

A working draft of the districts map was presented to Public Planning Committee for review on April 10, 2023. Visually, this is a series of maps identifying eight proposed districts. Based on correlation with the Growth Framework Map they are identified as districts where we will:

- **Conserve** and protect neighborhoods, environmentally sensitive areas, and the cultural legacy of the Island. Areas identified as “Conserve Districts,” such as those including the Jonesville and Folly Field areas, will be prioritized.
- **Consider** the future of commercial, civic, and institutional areas as they adapt to new market forces and evolve to meet the future needs of residents, business owners, and visitors.

Immediate next steps will be to expedite the Marshes and Bridge to Beach Districts. Staff and the consultant team will begin to develop a plan for each prioritized district that reflects its underlying conditions and addresses identified challenges.

It is expected that district analysis and draft recommendations will be presented to the Public Planning Committee as follows:

- Marshes District – July 13, 2023
- Bridge to Beach District – August 10, 2023

The draft district land use plan findings and recommendations will then be reviewed and further refined through a public engagement process to expand knowledge and understanding of the district to that will result in recommendation enhancement.

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:	June 8, 2023
SUBJECT:	Consideration of Proposed Ordinance 2023-07 Amending Sections Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to Create a New Use Called Islander Mixed-Use within the Sea Pines Circle District

RECOMMENDATION:

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

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

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 use-specific conditions per 16-4-102.B.1.g. The conditions proposed are as follows:

    i. ***Islander Mixed-Use development*** shall designate separate parking spaces for ***use*** by the residential units. The parking spaces designated for

residential ***use*** are eligible to be included as part of a ***shared parking*** plan meeting the requirements in Section 16-5-107.H.3.

ii. ***Islander Mixed-Use development*** may use shared parking on Education Use owned property if the proposed ***Islander Mixed-Use development*** provides student housing and a shared parking agreement between the educational institution and the developer. The shared parking agreement must be in place at the time the developer applies for a development permit.

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

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

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

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

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

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

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

x. ***Islander Mixed-Use*** requires an adjacent street setback that shall meet or exceed an average of 35 feet.

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

STAFF ANALYSIS:

The concept of the Islander Mixed-Use development type is worthy of review and consideration by the Public Planning Committee. Staff analysis includes broad review and analysis of the proposed text amendment in the areas of traffic impact analysis, student housing, district planning, use, density, use-specific conditions including shared parking, proximity to education use, short-term rentals, workforce housing, minimum unit size, floor area ratio, site coverage index, open space and street setbacks.

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

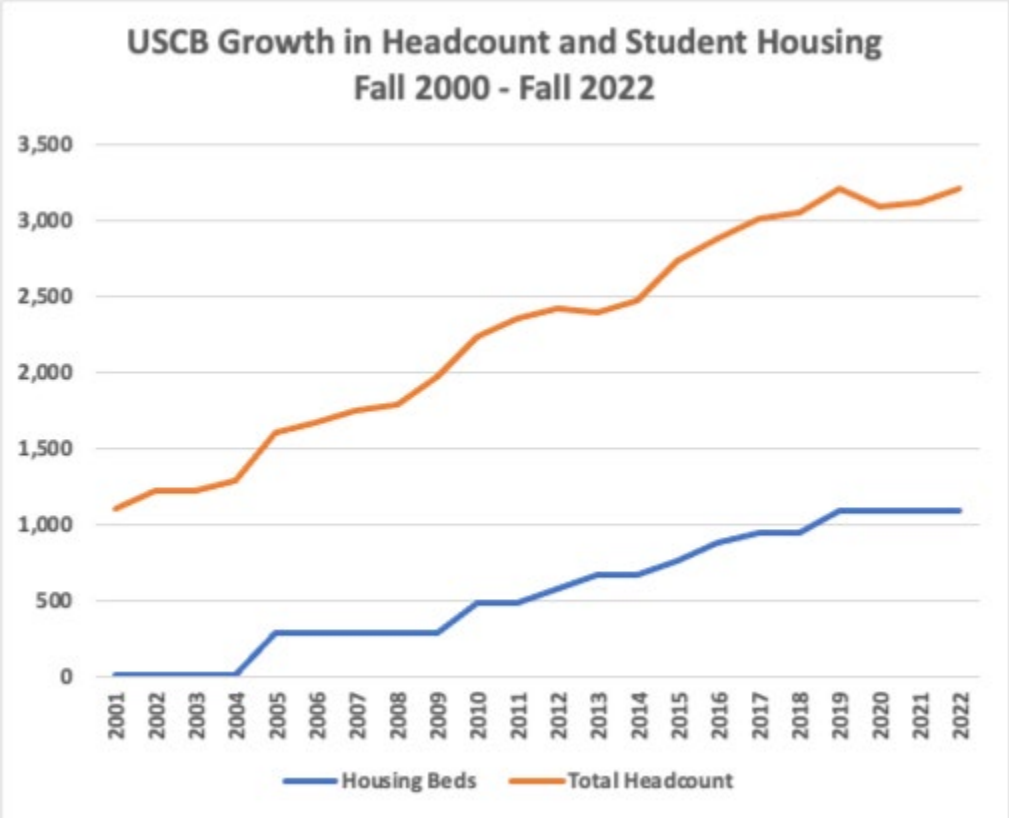
Additionally, Engineering staff provided the Sea Pines Circle traffic count summary from 2005-2022 which is summarized on the table below. (Refer to Attachment 12, Sea Pines Circle Traffic Count Summary.)

Sea Pines Circle
Traffic Count Summary

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

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

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



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

Mid-Island District

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

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

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

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

Mixed-Use

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

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

Excerpt from Mid-Island District Plan

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

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

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

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

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

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

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

2. Use-specific conditions-

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

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

It is recommended that the condition language in proposed use-specific condition ii be changed to:

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

The purpose of this modification is to streamline the regulatory language as the requirements for a shared parking in Section 16-5-107.H.3 already requires an agreement.

- 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.

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

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

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

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

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

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

- Open Space- Islander Mixed-Use is proposing a required 10% functional open space or common amenity space. 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.

  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 lesser setbacks would apply for properties adjacent to Minor or Major Arterials.

  It is recommended that the condition language in proposed use-specific condition x be changed to:

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

  If staff's amendment language modification is made then a greater adjacent street setback average would be required adjacent to an Other Street, but existing setback requirements would apply adjacent to Minor or Major Arterials.

3. Density

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

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

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, several existing Hilton Head Island development effective residential densities are listed below:

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

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

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

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

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

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

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

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

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

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

7. Open Space
   Islander Mixed-Use is proposing a required 10% functional open space or common amenity space. 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. The SPC district uses must meet the setbacks per LMO Tables 16-5-102.C. and 16-5-102.D.

Staff is recommending 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.

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

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

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

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

Staff recommends modifications to two use-specific conditions:

1. ***Islander Mixed-Use development*** may utilize ***shared parking*** on ***Education Use*** property if the development provides student housing. (Use-Specific Condition ii)
   The purpose of this modification is to streamline the regulatory language.
2. ***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. (Use-Specific Condition x)
   The purpose of this modification is to account for a greater required setback than 35 feet per Table 16-5-102.C.

Staff recommends an additional use-specific condition:

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

RECOMMENDATION:
That the Public Planning Committee review and consider Proposed Ordinance 2023-07 to amend sections of the Land Management Ordinance (LMO) to create a new use called

Islander Mixed-Use within the Sea Pines Circle District and forward a recommendation to Town Council.

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
2. Proposed Islander Mixed-Use LMO Amendments
3. Applicant Provided Letters of Support
4. Applicant Provided Traffic Impact Analysis
5. Applicant Provided Building Mass and Scale Exhibit
6. Islander Mixed-Use Assessment Table
7. Sea Pines Circle District, Section 16-3-105.M
8. Educational Use Proximity Map
9. Coligny Resort District, Section 16-3-105.B
10. Off-Street Parking Alternatives, Section 16-5-107.H
11. Sea Pines Circle Traffic Count Summary
12. 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 use shared parking on Education Use owned property if the proposed ***Islander Mixed-Use development*** provides student housing and a shared parking agreement between the educational institution and the developer. The shared parking agreement must be in place at the time the developer applies for a development permit.

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

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

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

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

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

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

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

x. ***Islander Mixed-Use*** requires an adjacent street setback that shall meet or exceed an average of 35 feet.

(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

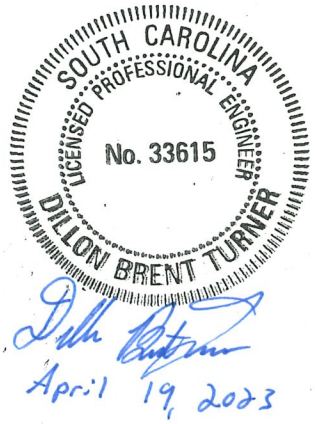
Hilton Head Island, South Carolina

Prepared for

Double D Office Way, LLC

Prepared by

Kimley»Horn



January 2023

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

Updated April 2023

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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:

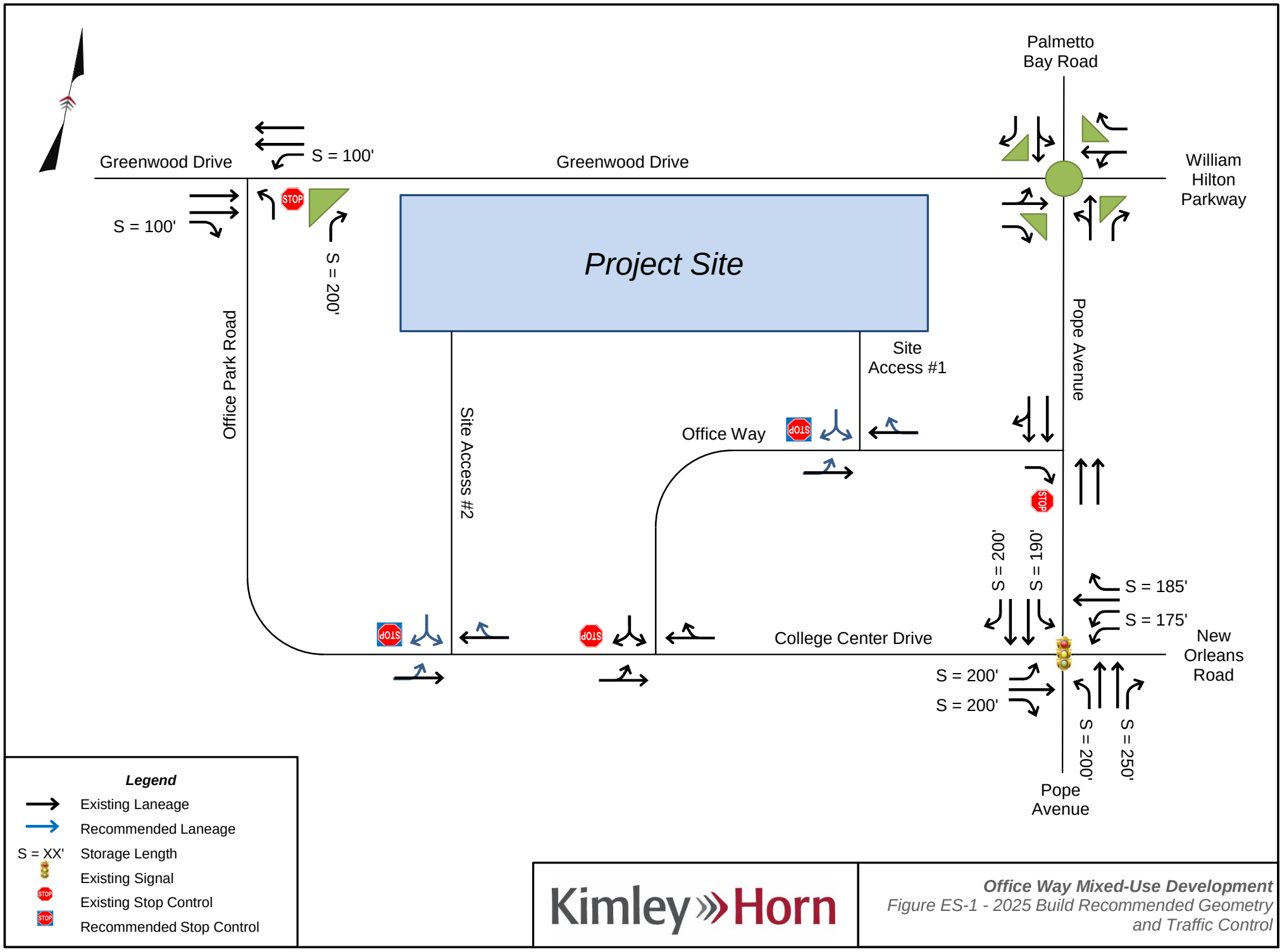
Office Way at Site Access #1

- 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.

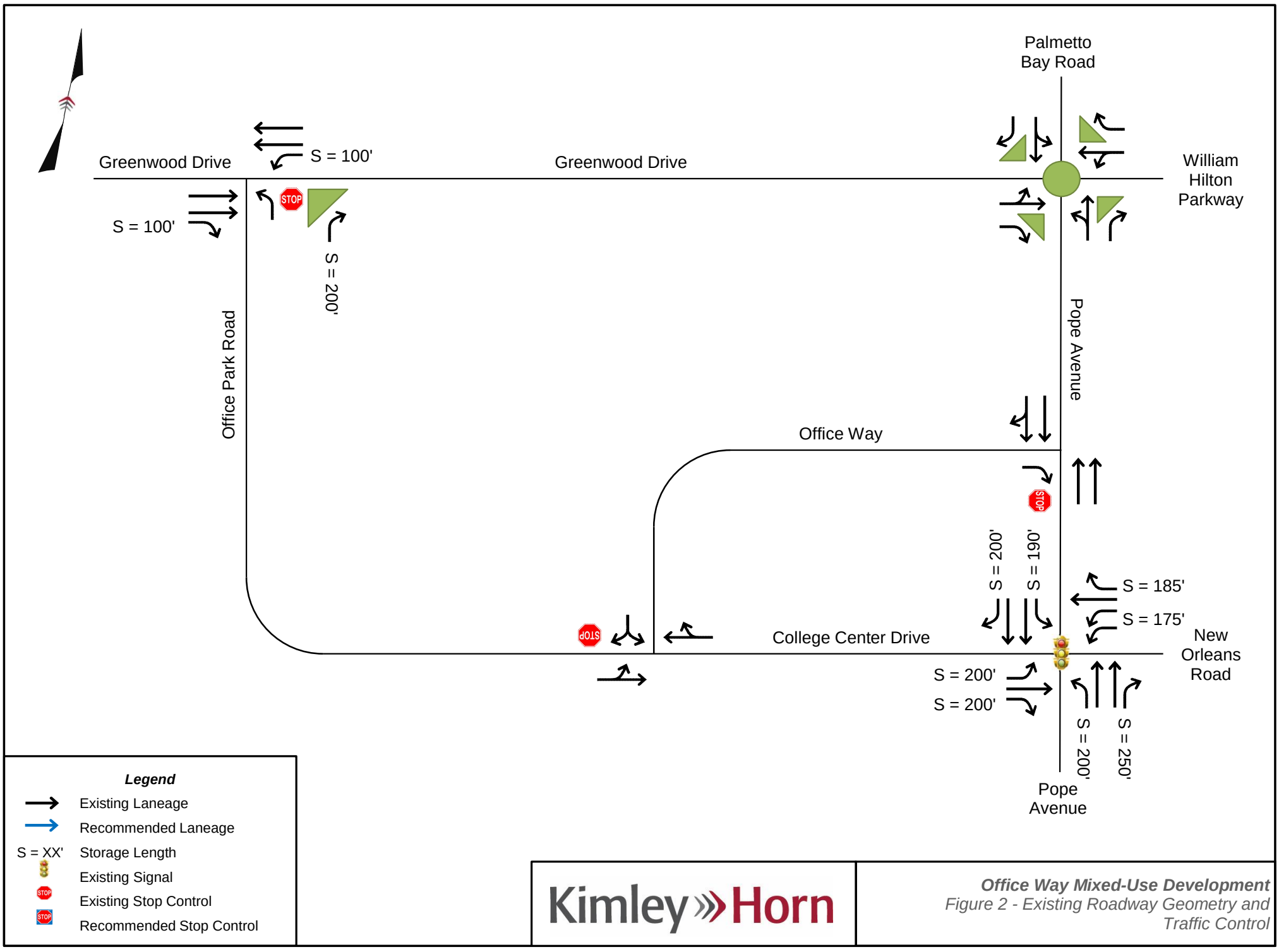
Greenwood Drive (L-1448) is a four-lane, divided, urban local road with a posted speed limit of 25 mph within the vicinity of the proposed development. SCDOT does not provide daily traffic data for Greenwood Drive.

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

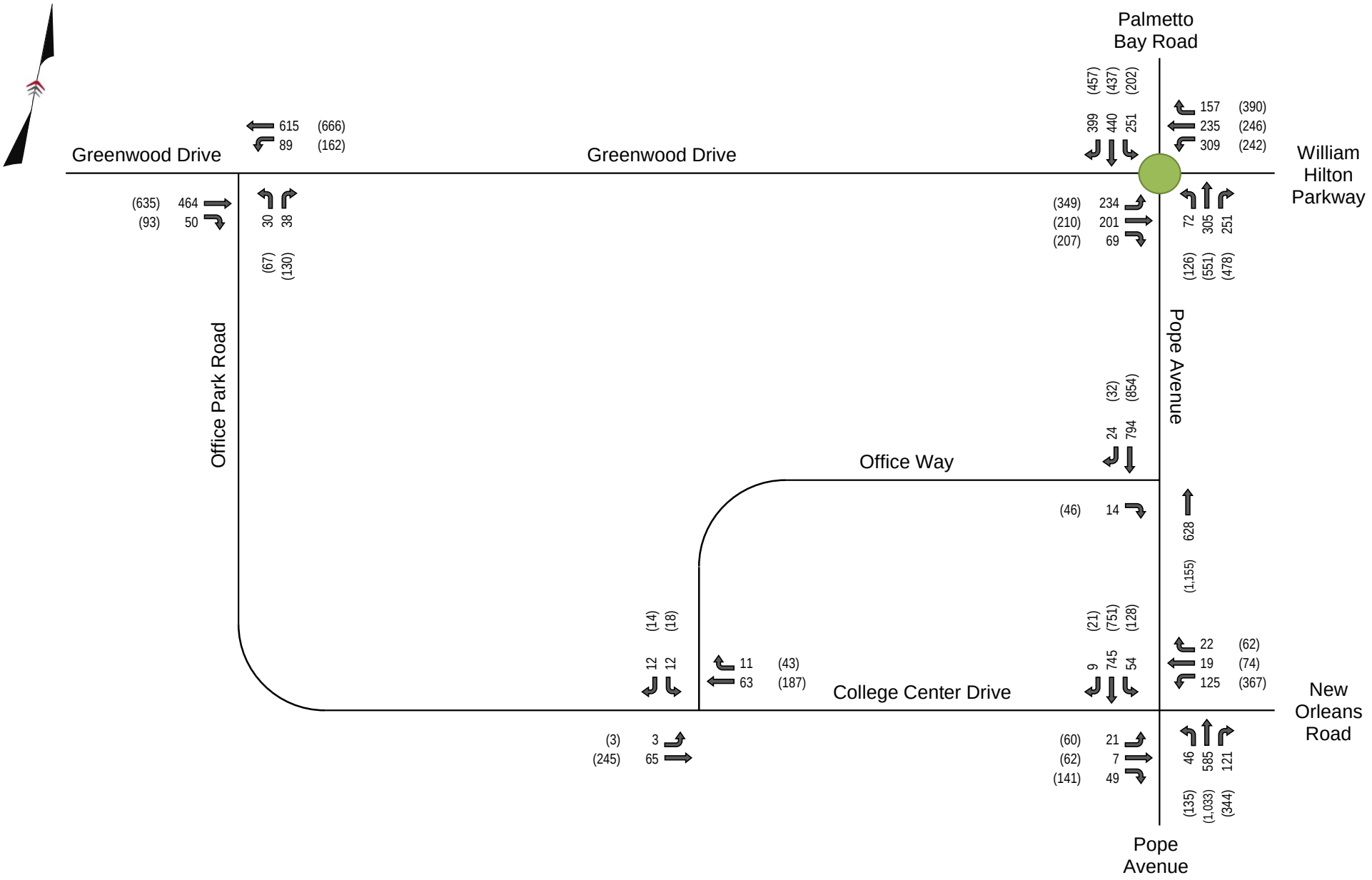
The remaining existing study intersection volumes were obtained from previously collected traffic counts provided by the Town of Hilton Head Island. Although the counts listed above were not collected on an average June weekday they were balanced upwards to intersections that were collected on an average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

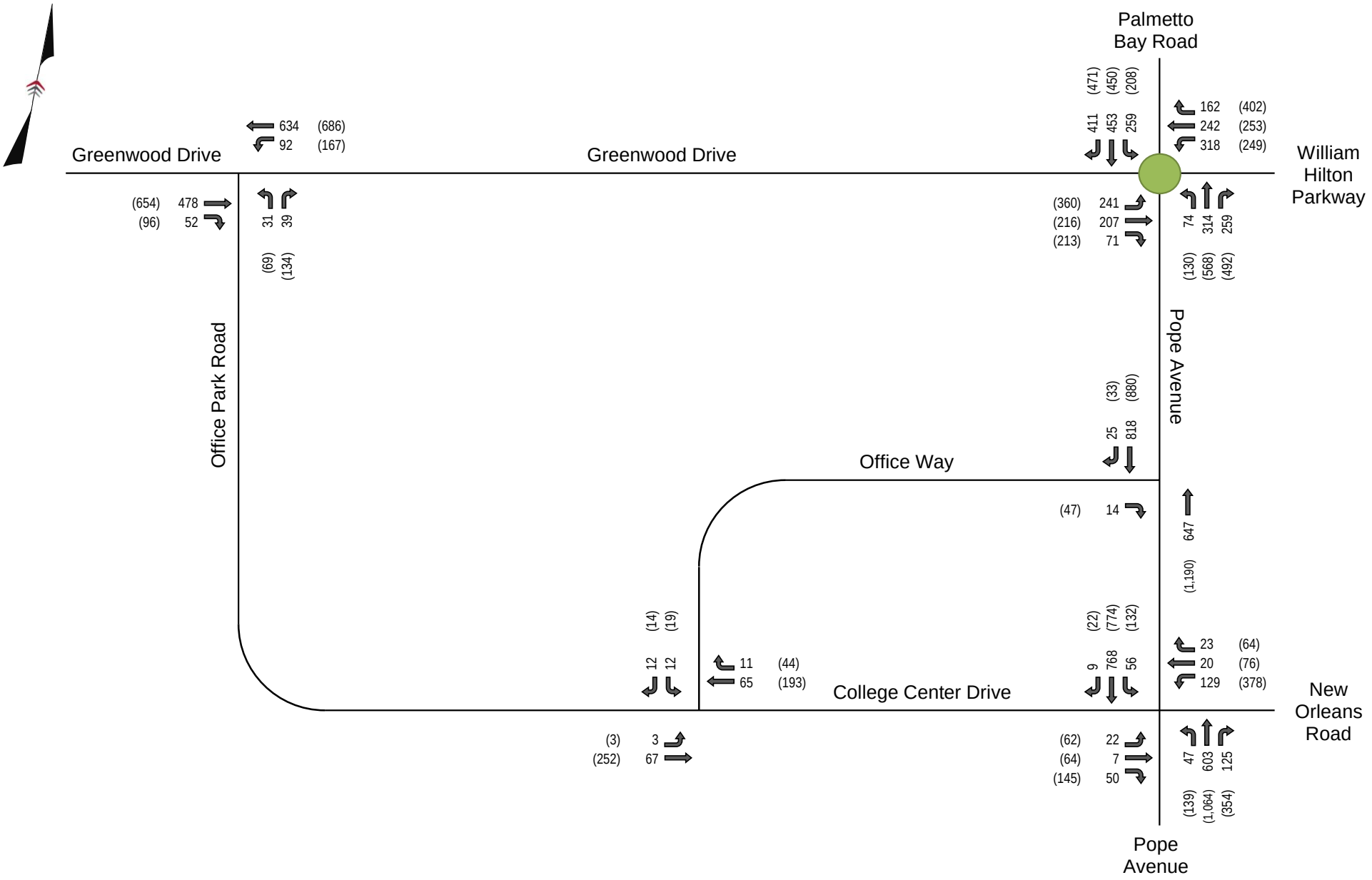
xx AM Peak-Hour Traffic Volumes

(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

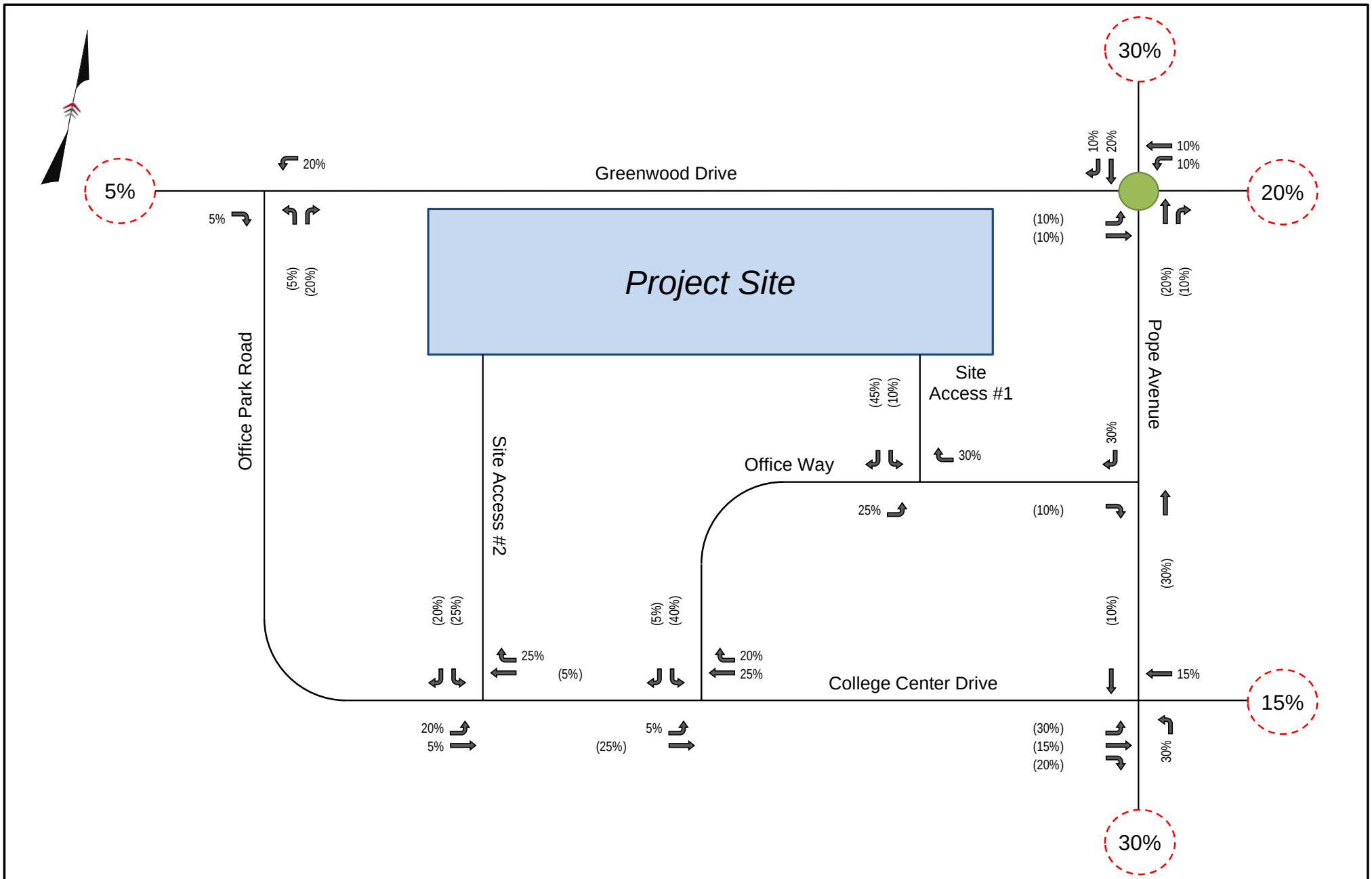
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are illustrated in **Figure 5** and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

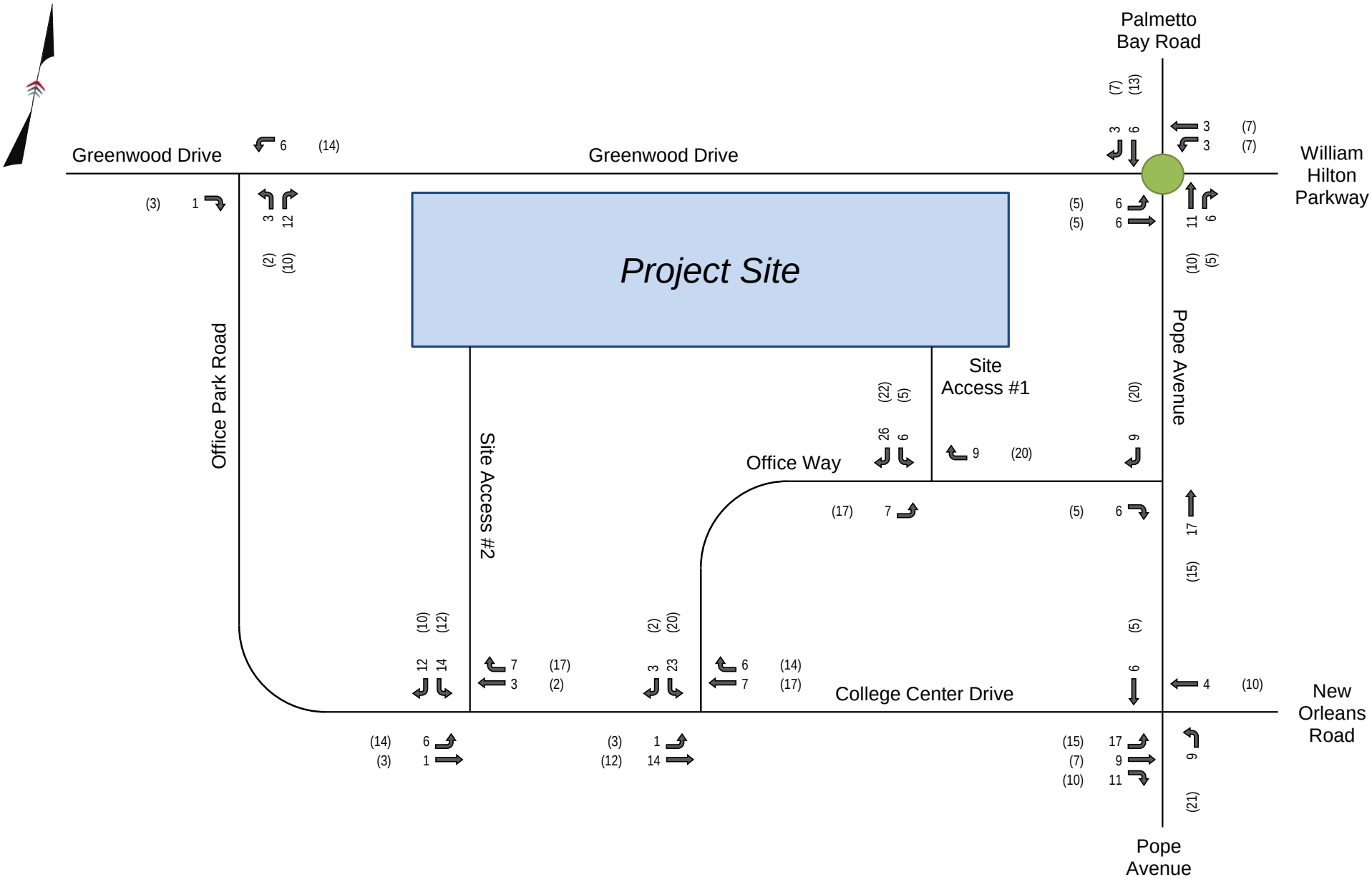
xx% Inbound Trip Distribution

(xx%) Outbound Trip Distribution

Kimley»Horn

Office Way Mixed-Use Development

Figure 5 - Project Trip Distribution and Assignment



Legend

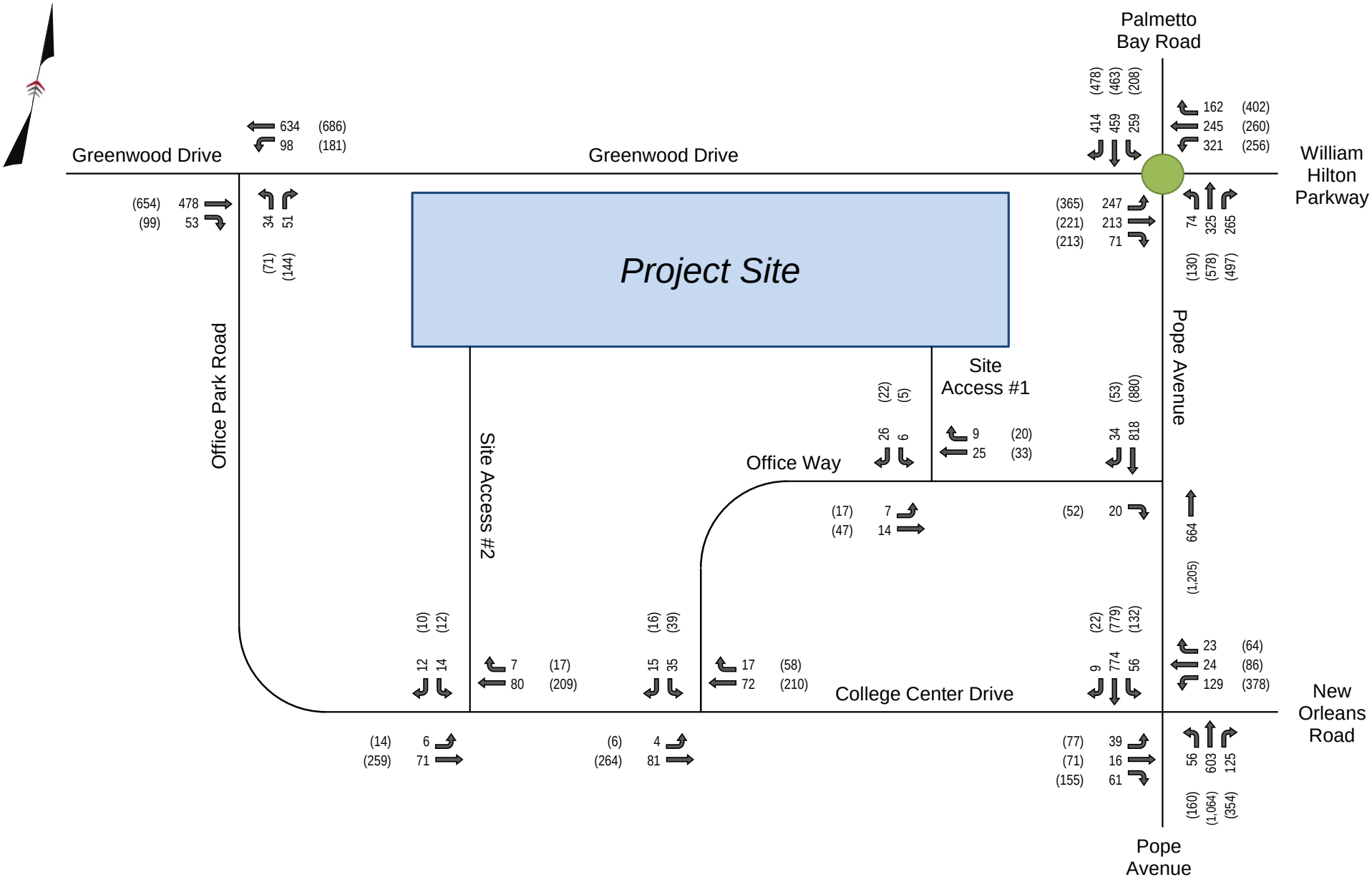
xx AM Peak-Hour Project Trips

(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:

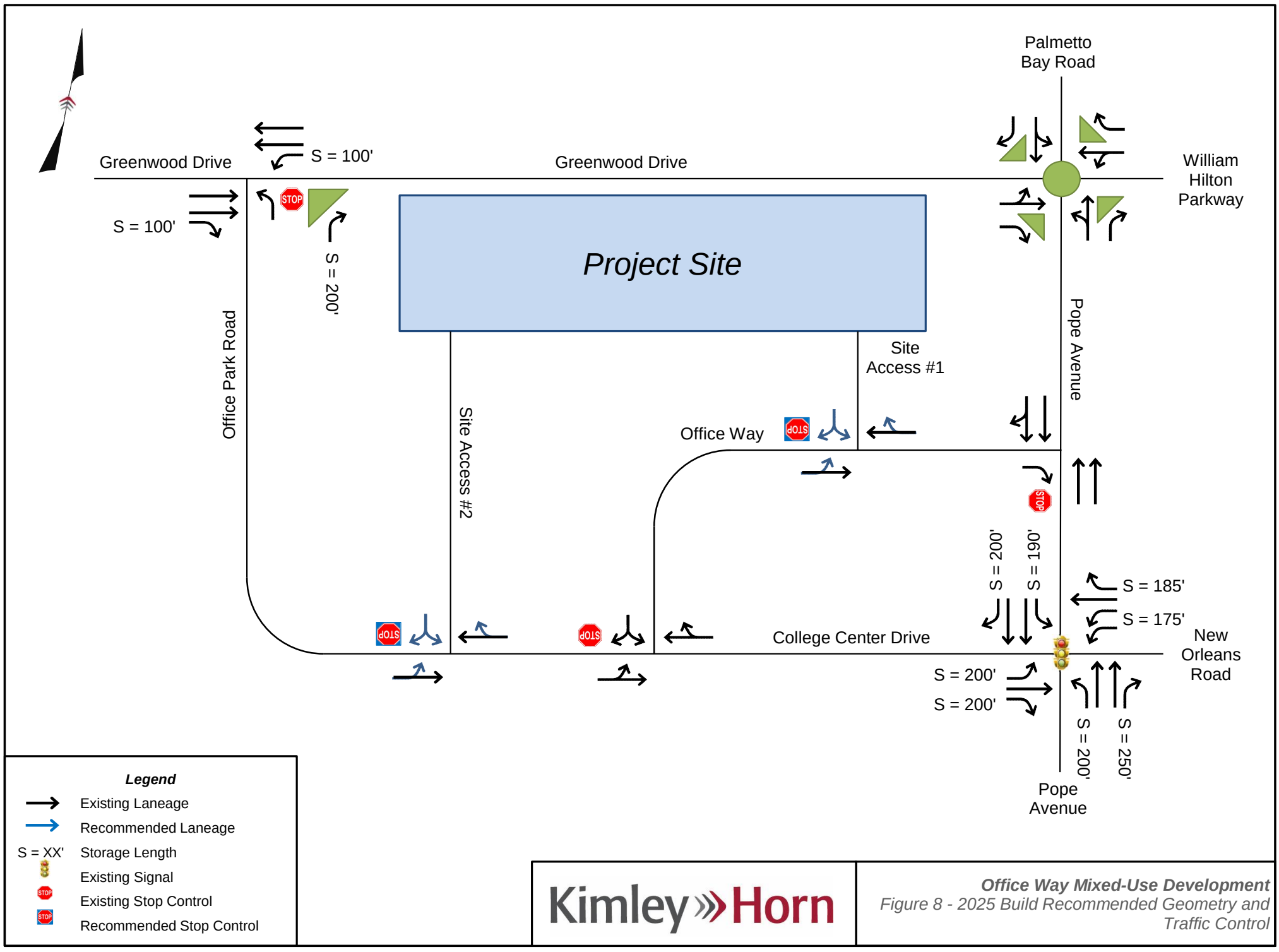
Office Way at Site Access #1

- 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

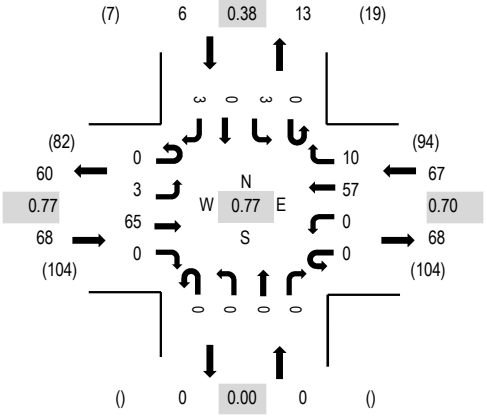
S:\Projects\202114-01\-DWG\Preliminary\10262022-Concept.dwg, 24x36, TITLE, 10/26/2022 1:38:33 PM

Appendix B – Turning Movement Counts

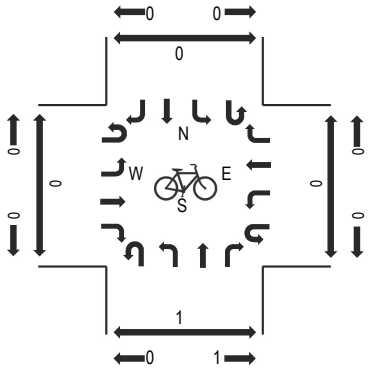
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

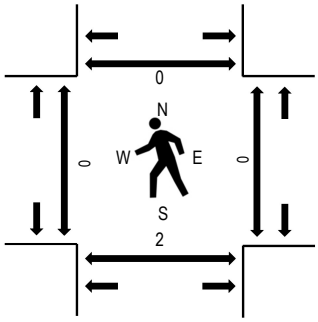
Peak Hour - Motorized Vehicles



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

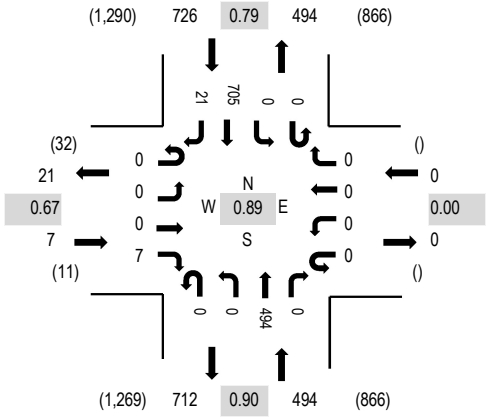
Heavy Vehicle Percentage and Peak Hour Factor

	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

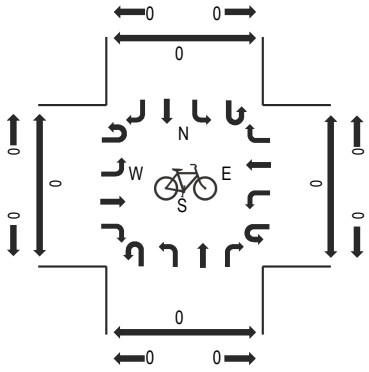
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

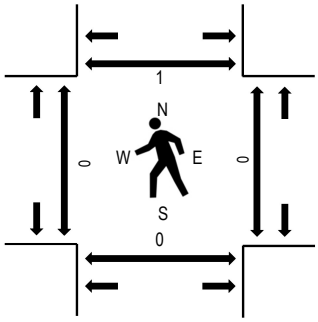
Peak Hour - Motorized Vehicles



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

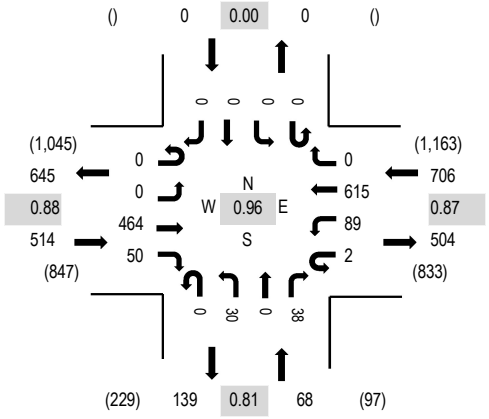
Heavy Vehicle Percentage and Peak Hour Factor

	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

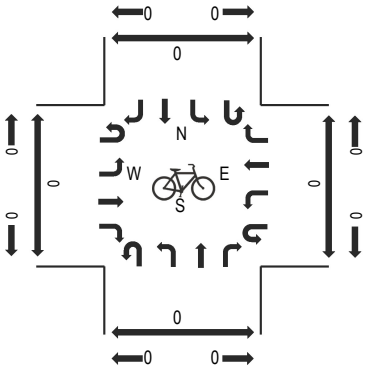
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

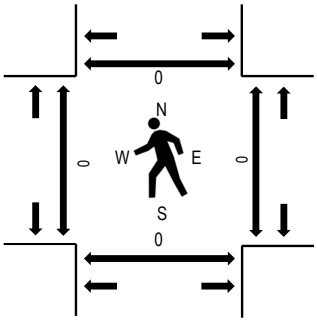
Peak Hour - Motorized Vehicles



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

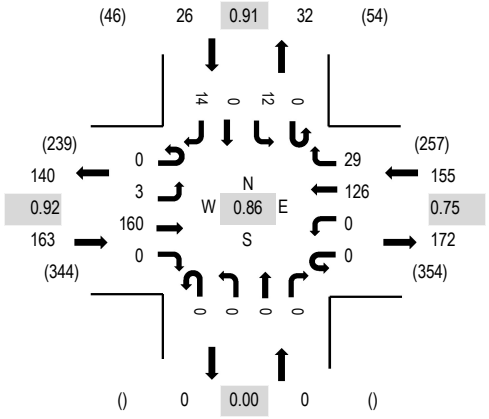
Heavy Vehicle Percentage and Peak Hour Factor

	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

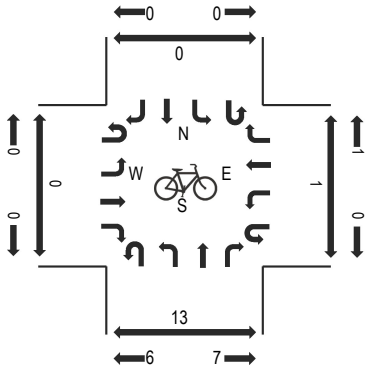
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

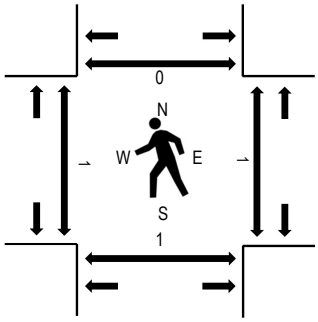
Peak Hour - Motorized Vehicles



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

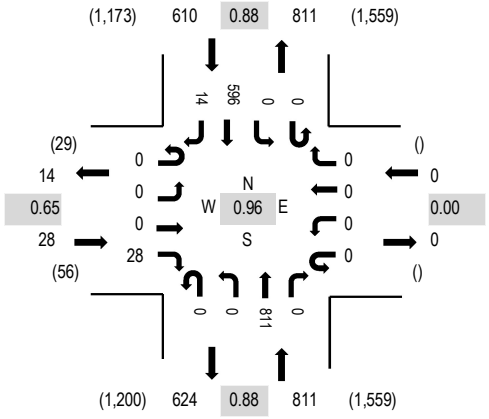
Heavy Vehicle Percentage and Peak Hour Factor

	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

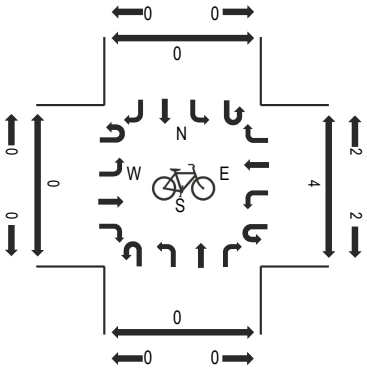
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

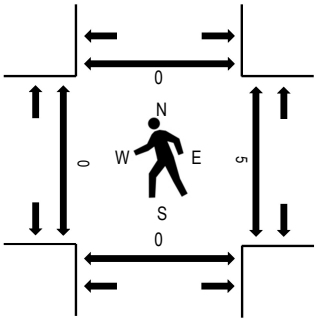
Peak Hour - Motorized Vehicles



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

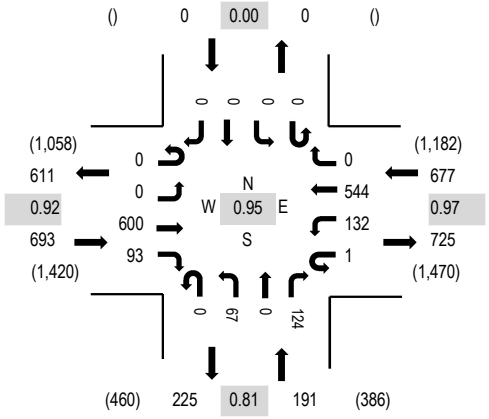
Heavy Vehicle Percentage and Peak Hour Factor

	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

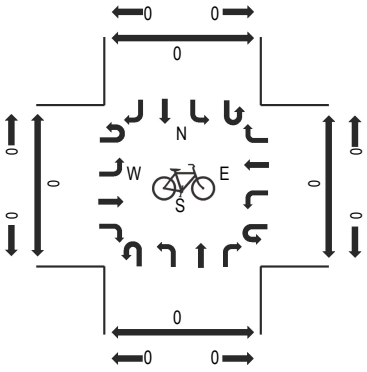
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

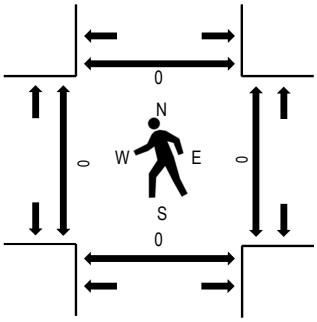
Peak Hour - Motorized Vehicles



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.

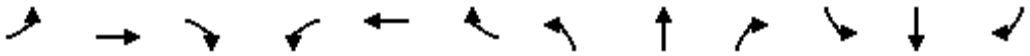
Intersection	
Int Delay, s/veh	0.1

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	-	-	-	-	-	-

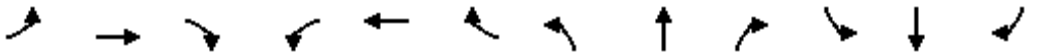
Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

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.

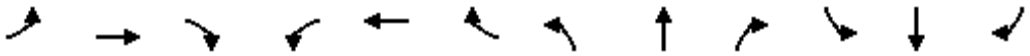
Intersection	
Int Delay, s/veh	0.3

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	-	-	-	-	-	-

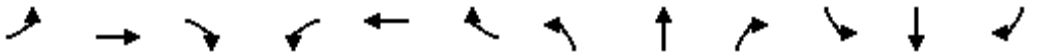
Approach	EB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

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.

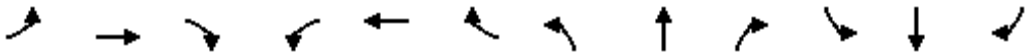
Intersection	
Int Delay, s/veh	0.1

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	-	-	-	-	-	-

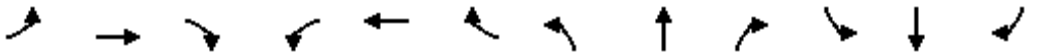
Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

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.

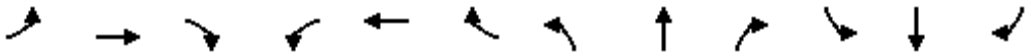
Intersection	
Int Delay, s/veh	0.3

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	-	-	-	-	-	-

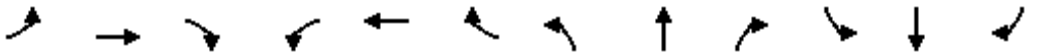
Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

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.

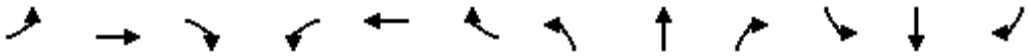
Intersection	
Int Delay, s/veh	0.2

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	-	-	-	-	-	-

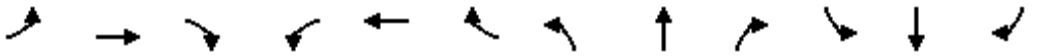
Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

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.

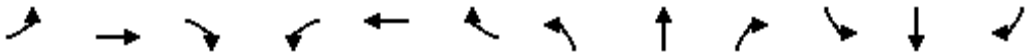
Intersection	
Int Delay, s/veh	0.3

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	-	-	-	-	-	-

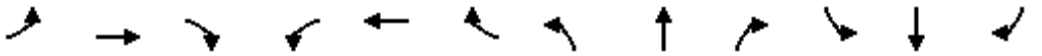
Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

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

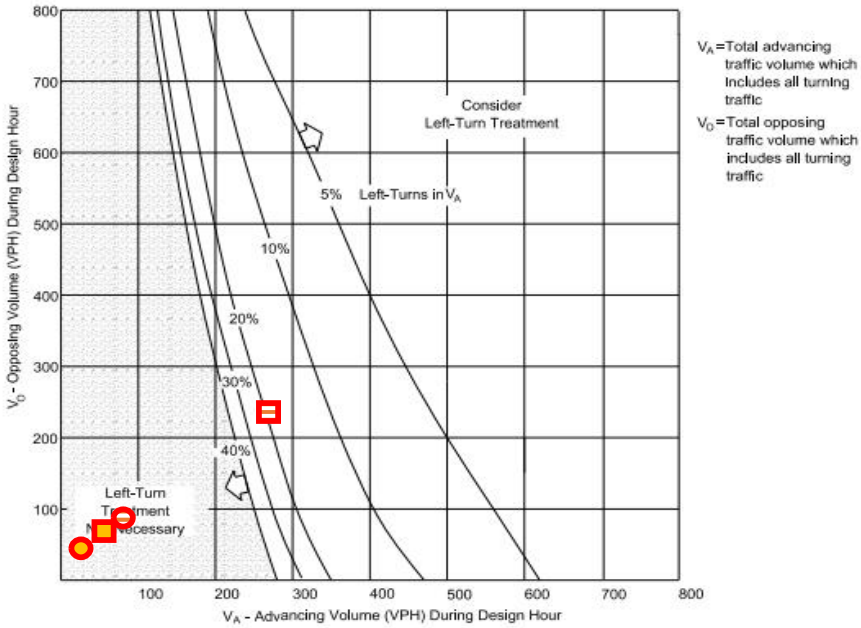
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	259	209	17	12	10
Future Vol, veh/h	14	259	209	17	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	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.*

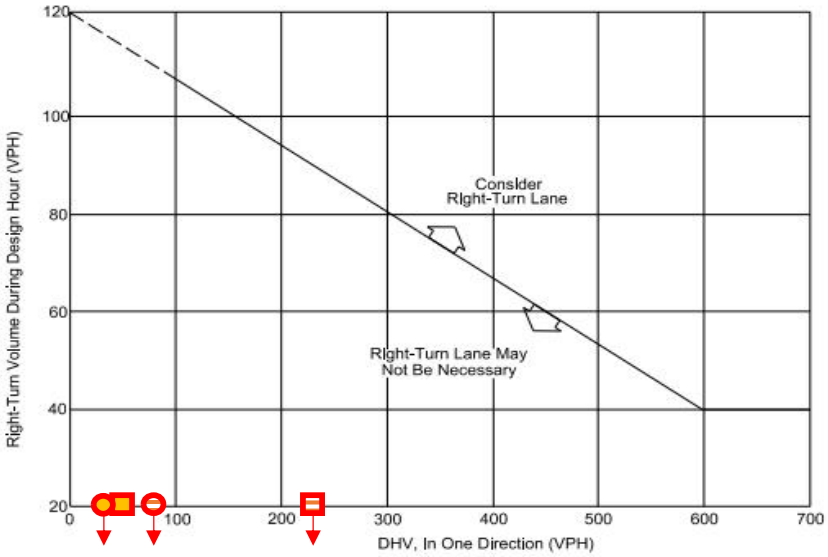
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

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

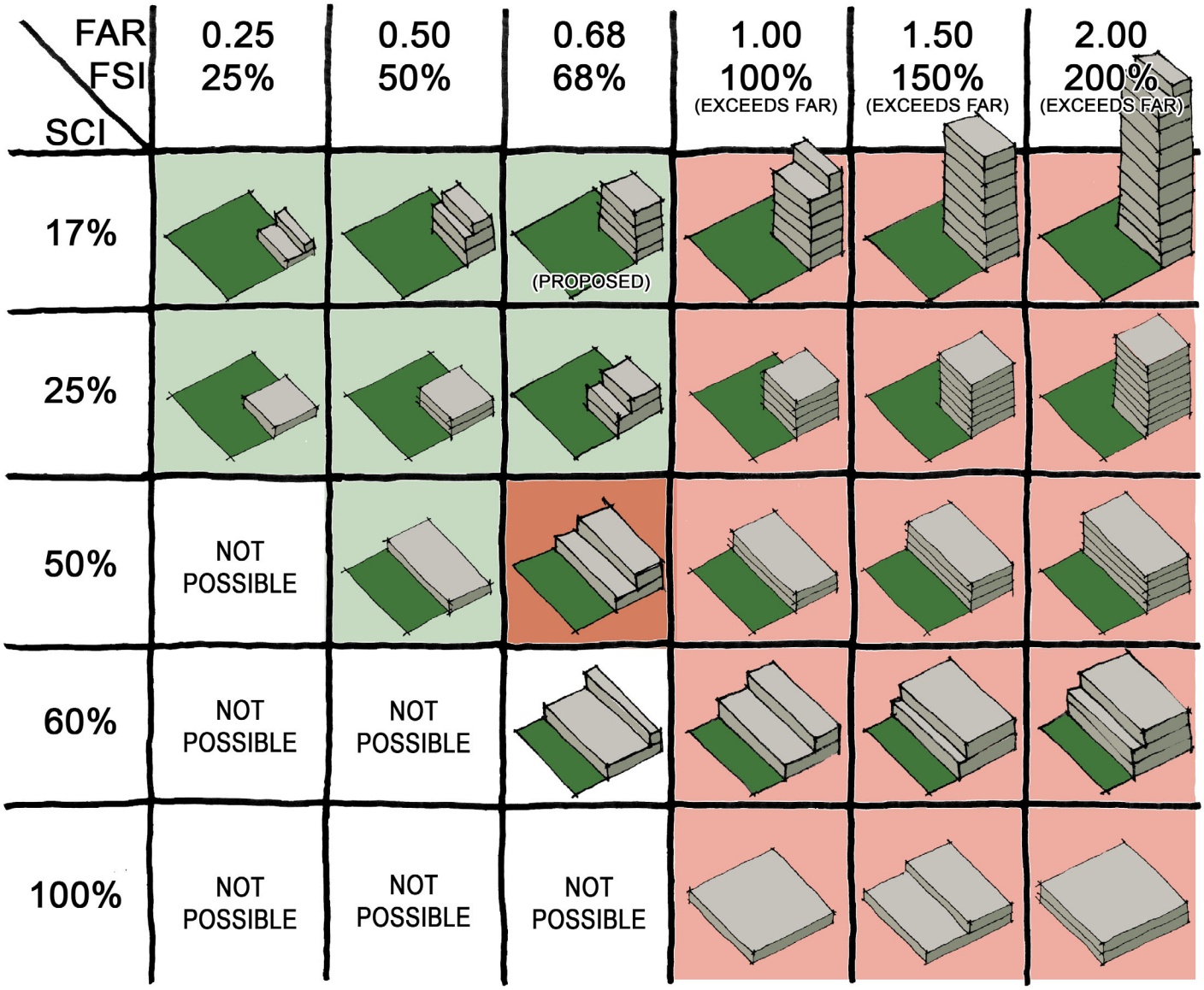
Eastbound	Right	DHV	RTs
	2025 Build AM	34	9
	2025 Build PM	53	20

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

Other HHI Developments (Comparable FARs):

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

ISLANDER HOUSING DENSITY RANGE

ISLANDER HOUSING WILL NOT EXCEED

EXCEEDS MAX FAR/FSI

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

Islander Mixed-Use Assessment Table- *Text Amendment*				
	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:

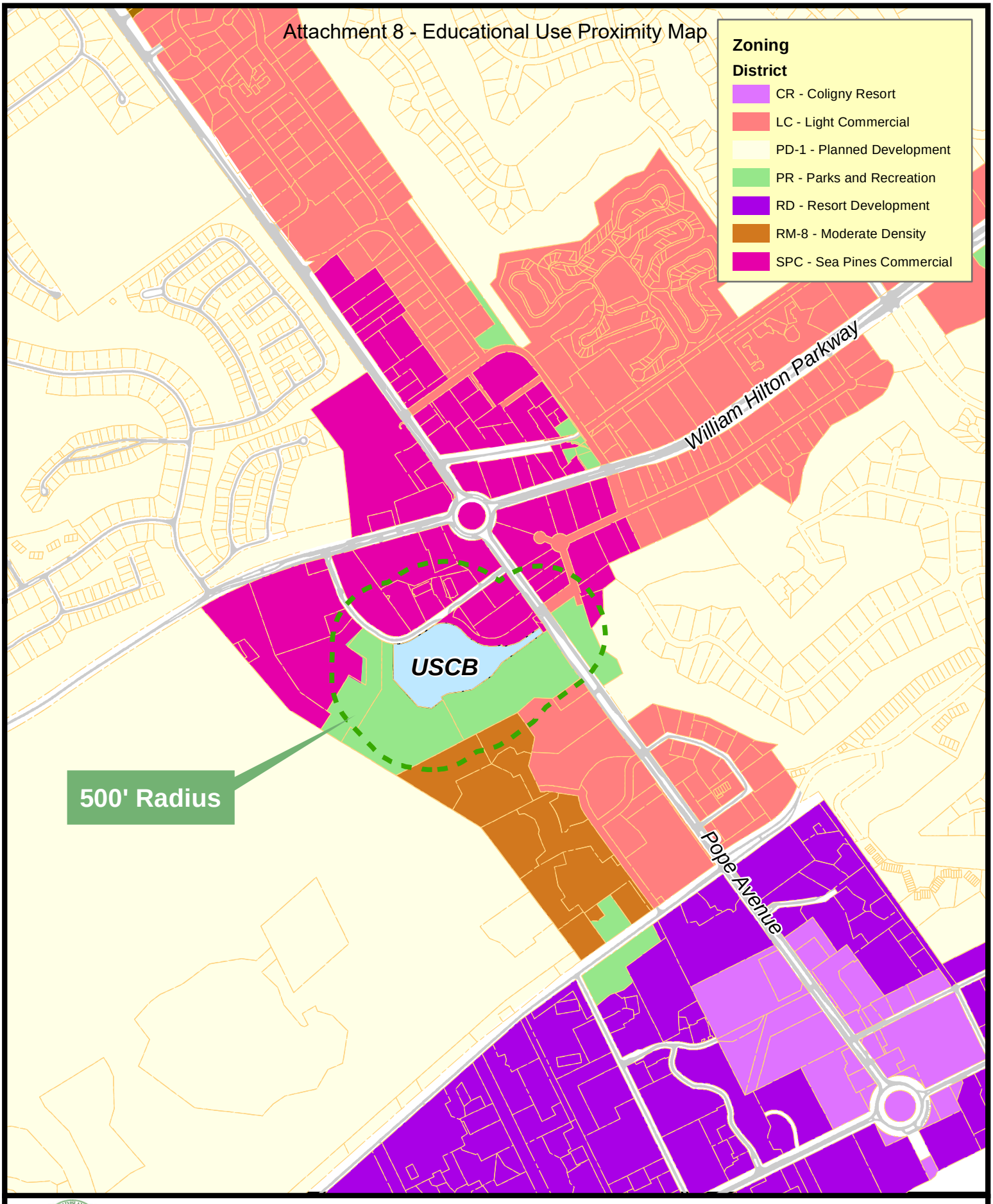
a. The increase is consistent with the character of ***development*** on surrounding ***land***;

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.

Attachment 11- Sea Pines Circle Traffic Count Summary

Sea Pines Circle

Traffic Count Summary

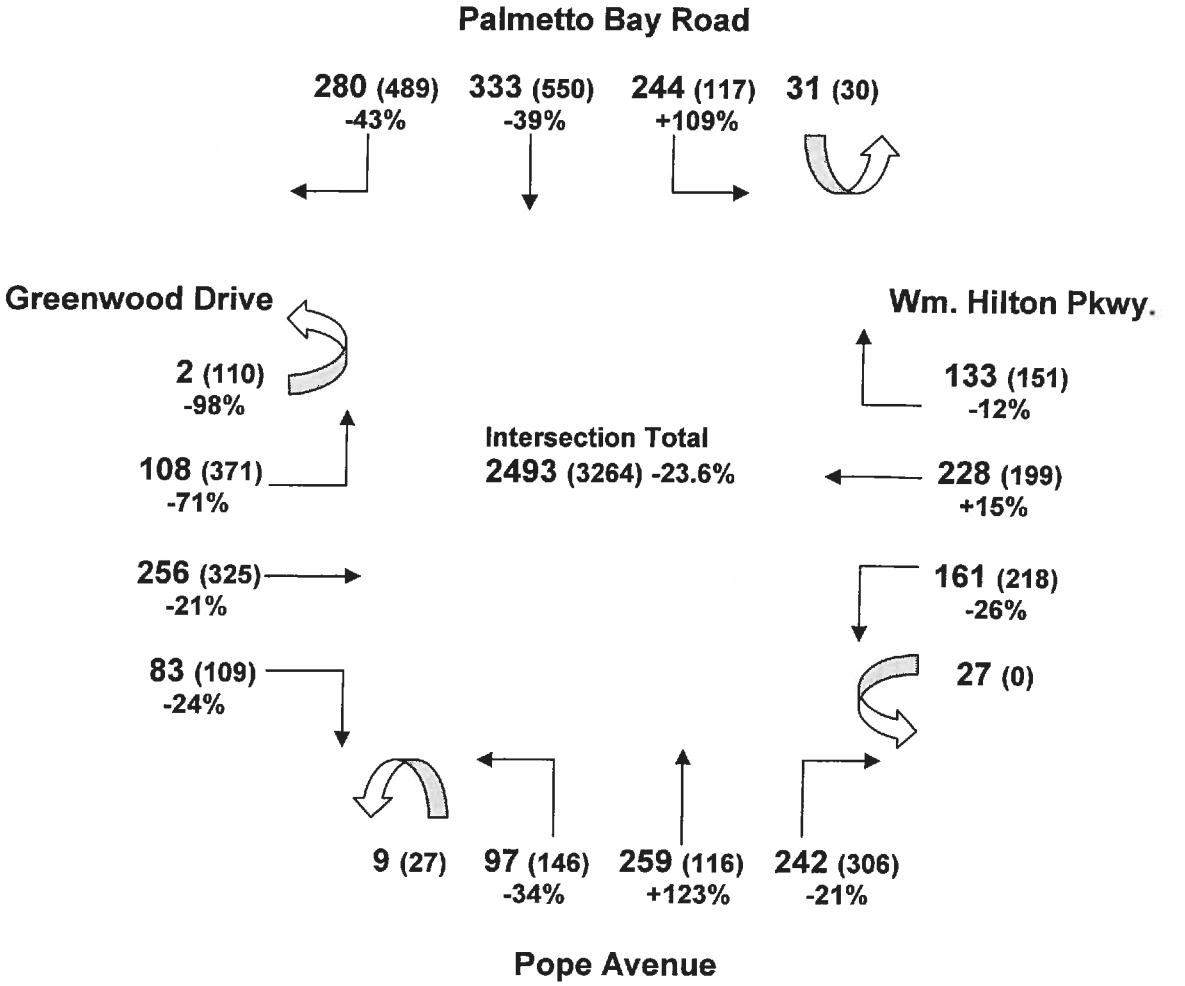
Year	A.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour
2005	3264	4026	4199
2010	2493	3508	3525
2015	2791	3748	3930
2016	3072	3696	4168
2018	3028	3510	3559
2020	2841	3637	3818
2022	3008	3713	3828

2010 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

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

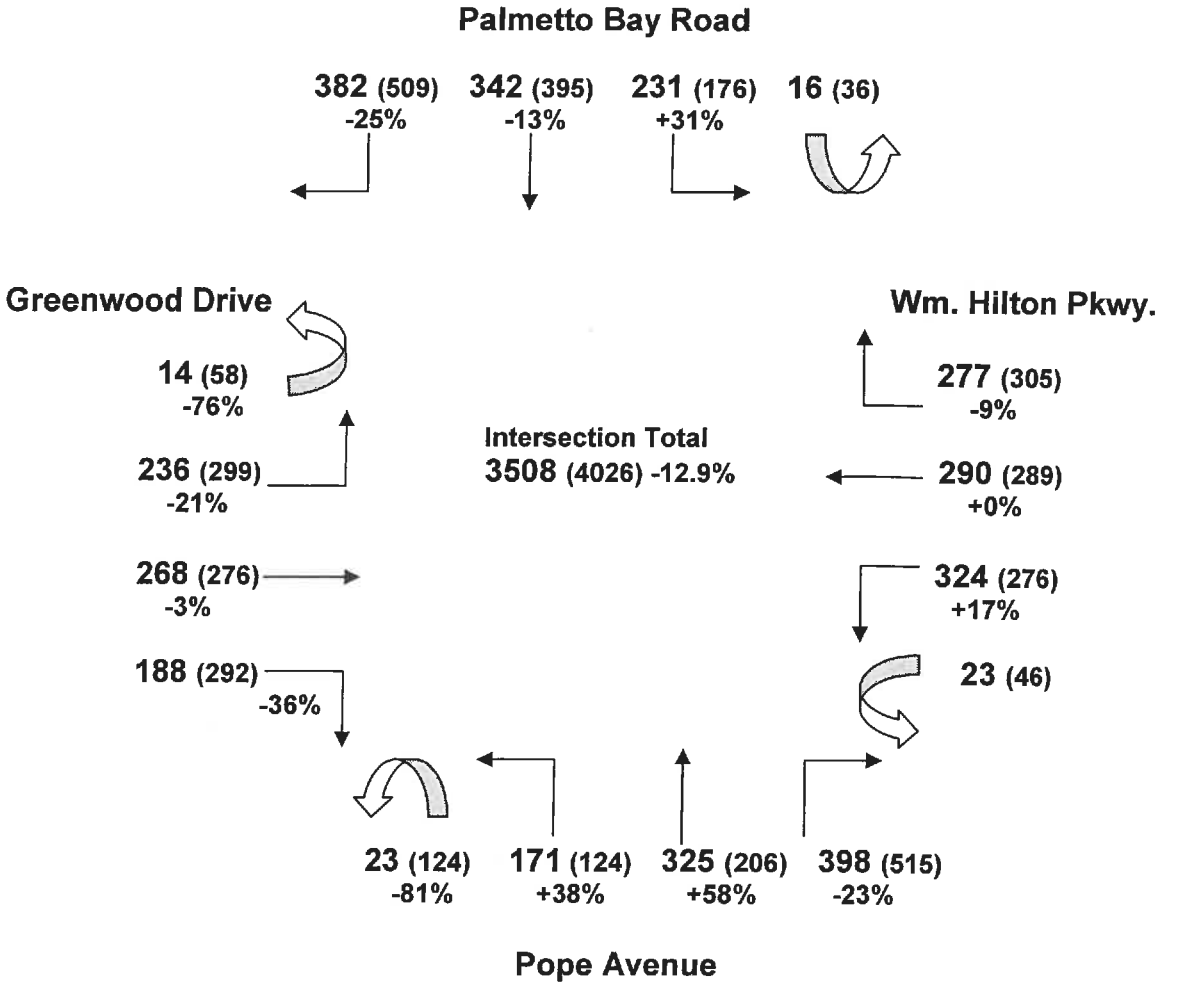


NO PEDS RECORDED

2010 (2005) 5-year %chg

Sea Pines Circle

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

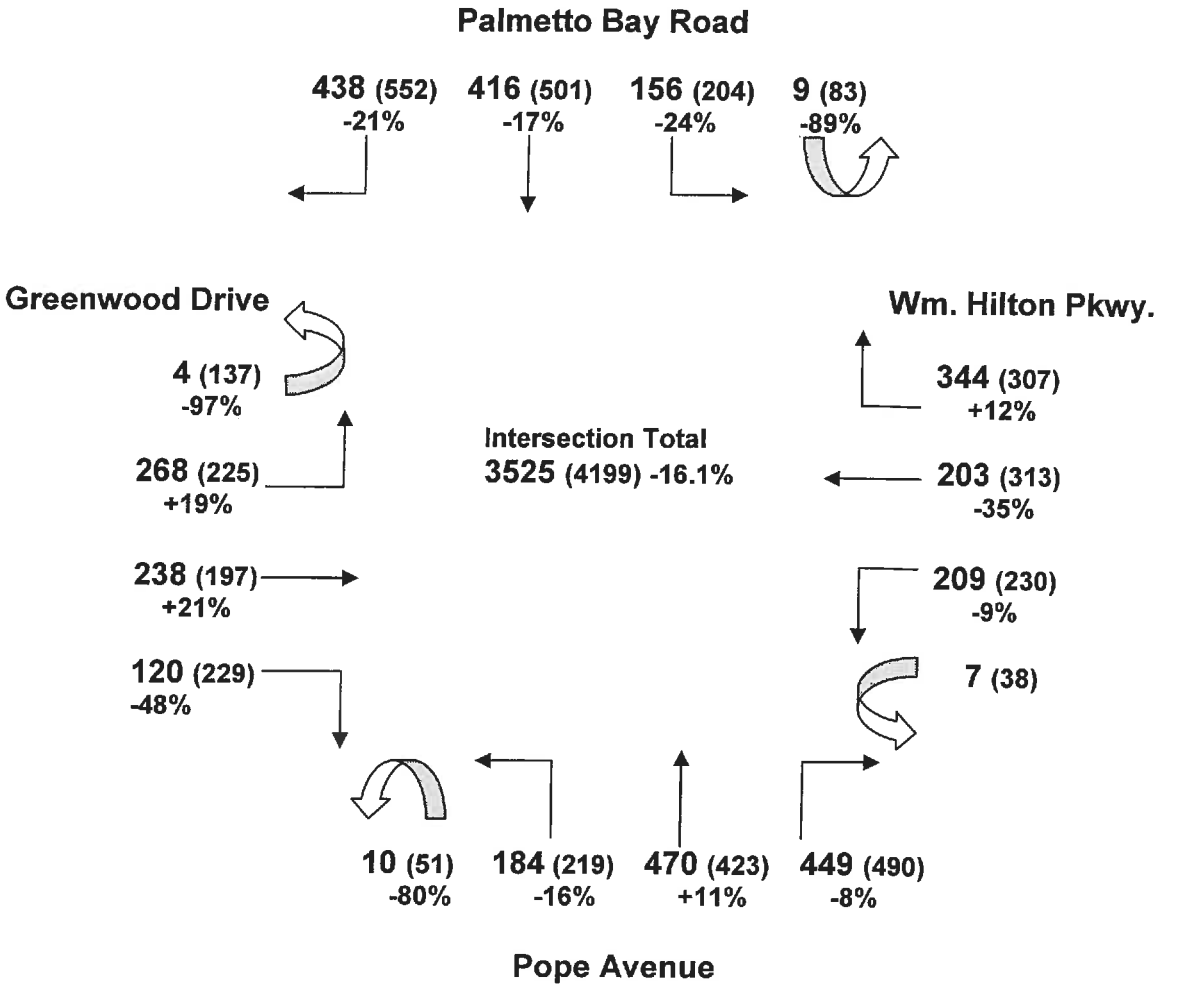


NO PEDS RECORDED

2010 (2005) 5-year %chg

Sea Pines Circle

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



NO PEDS RECORDED

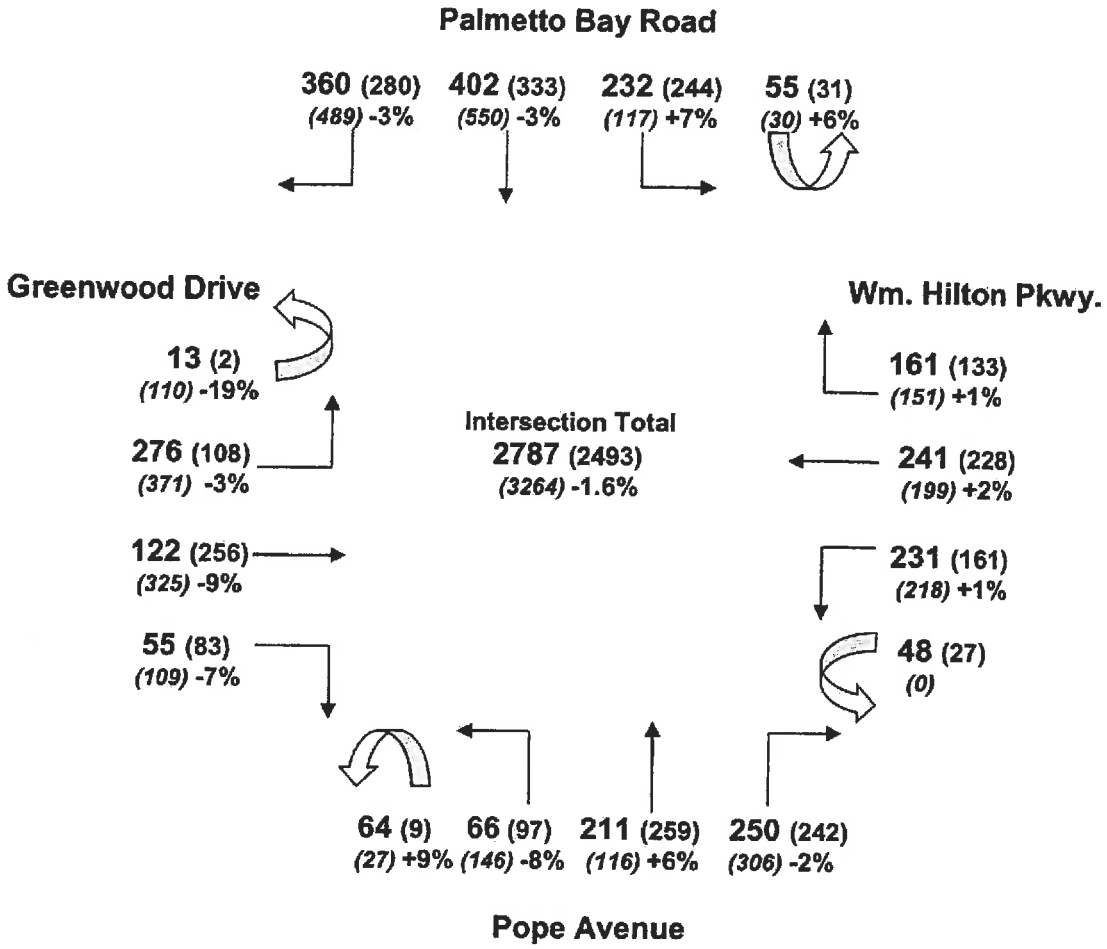
2010 (2005) 5-year %chg

2015 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

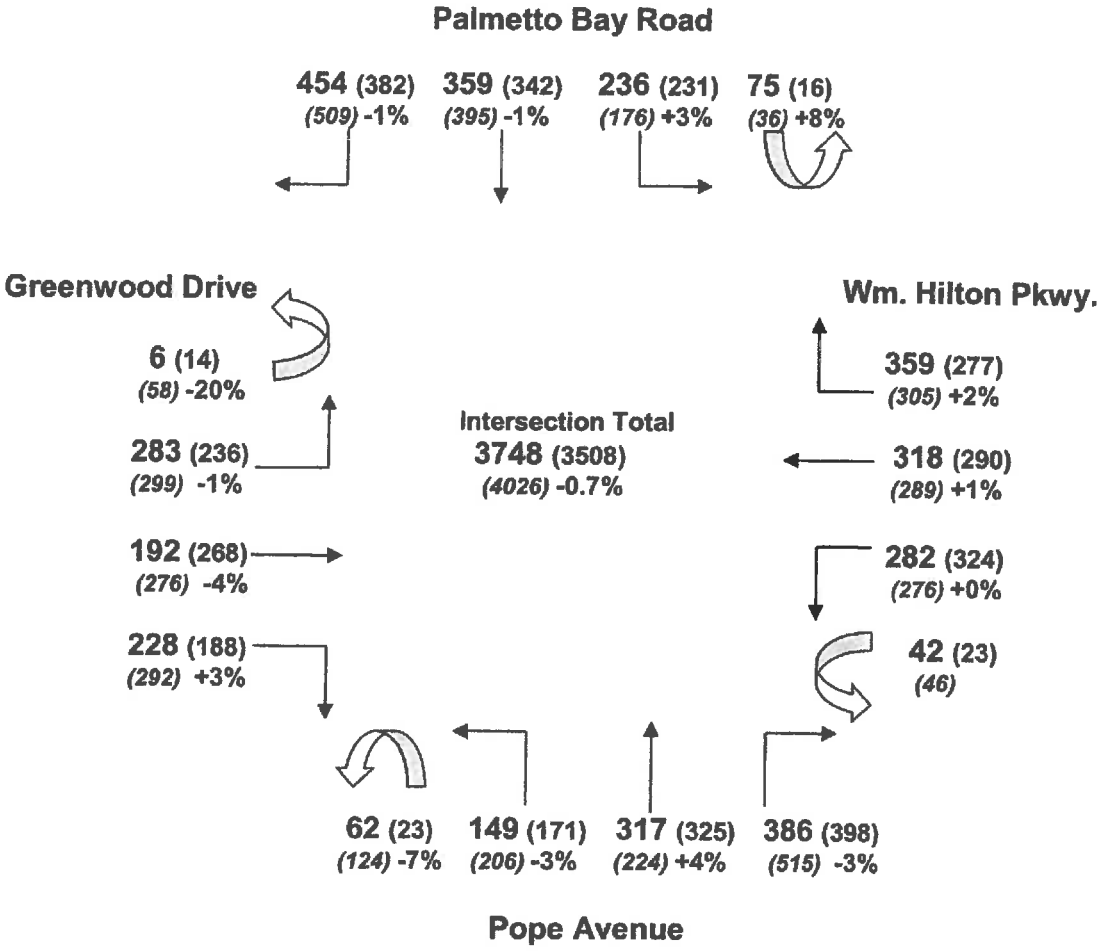
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/17/15)



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

Sea Pines Circle

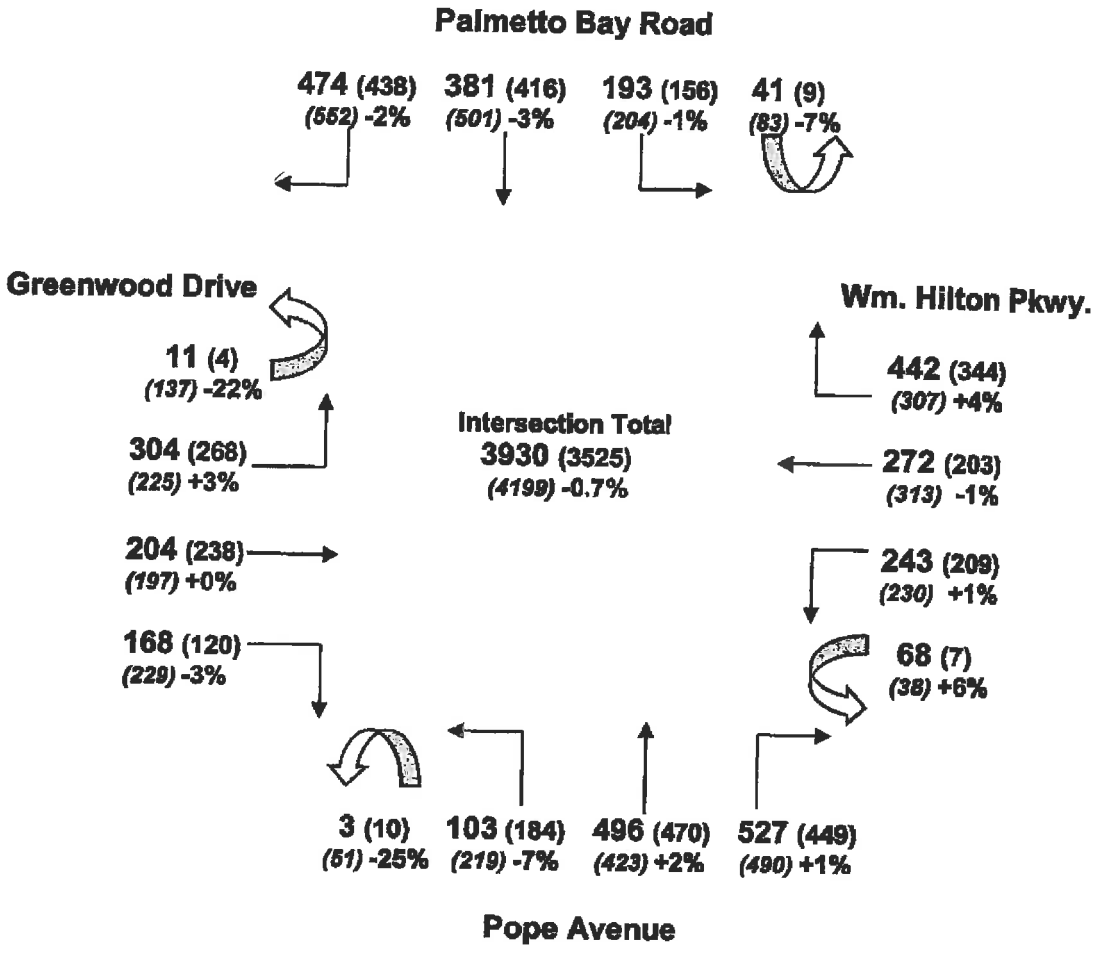
MIDDAY PEAK HOUR (12:00 to 1:00 p.m. – Wed. 6/17/15)



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

Sea Pines Circle

P.M. PEAK HOUR (5:00 p.m. to 6:00 p.m. – Wed. 6/17/15)



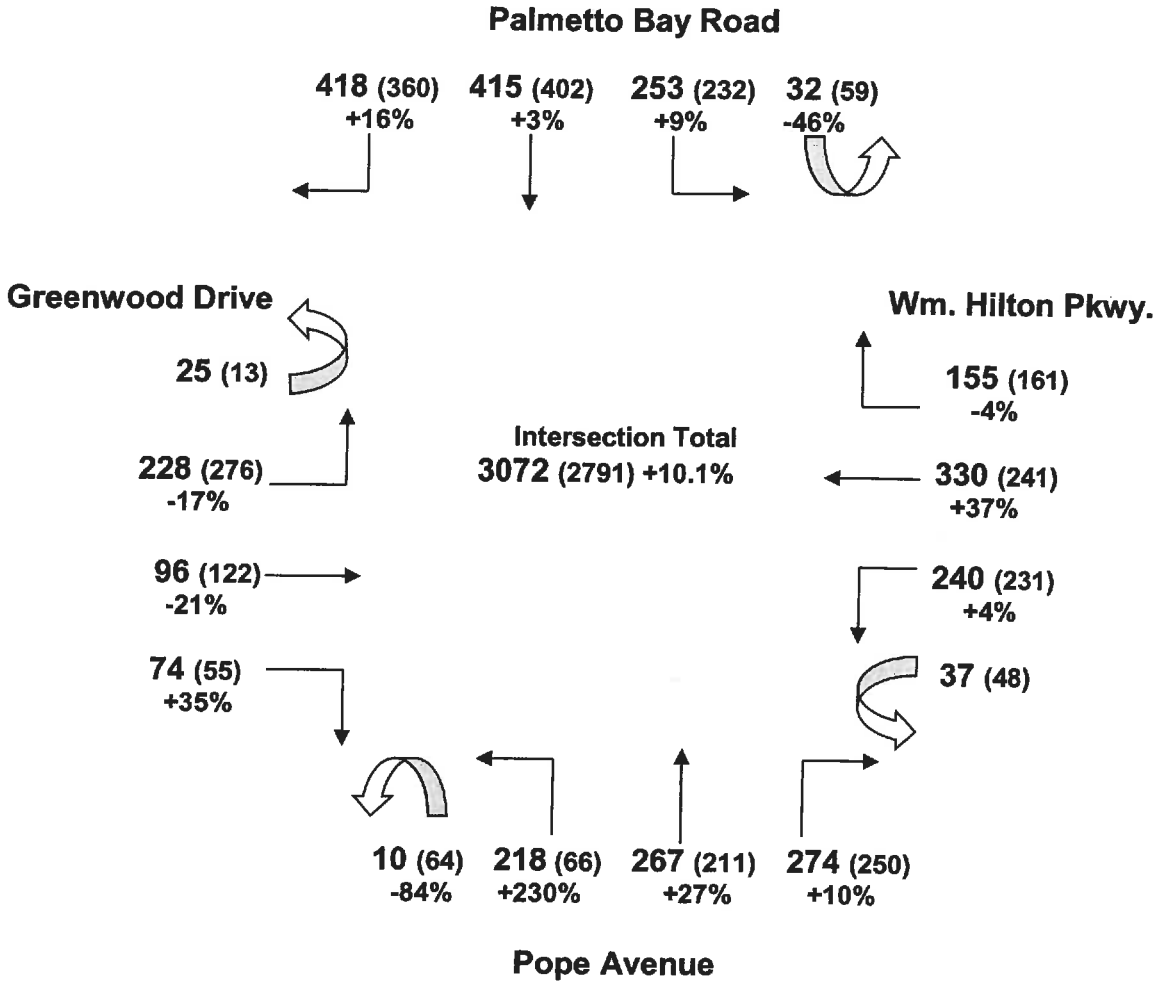
2015 (2010)
(2005) **10-yr Effective Annual Change**

2016 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

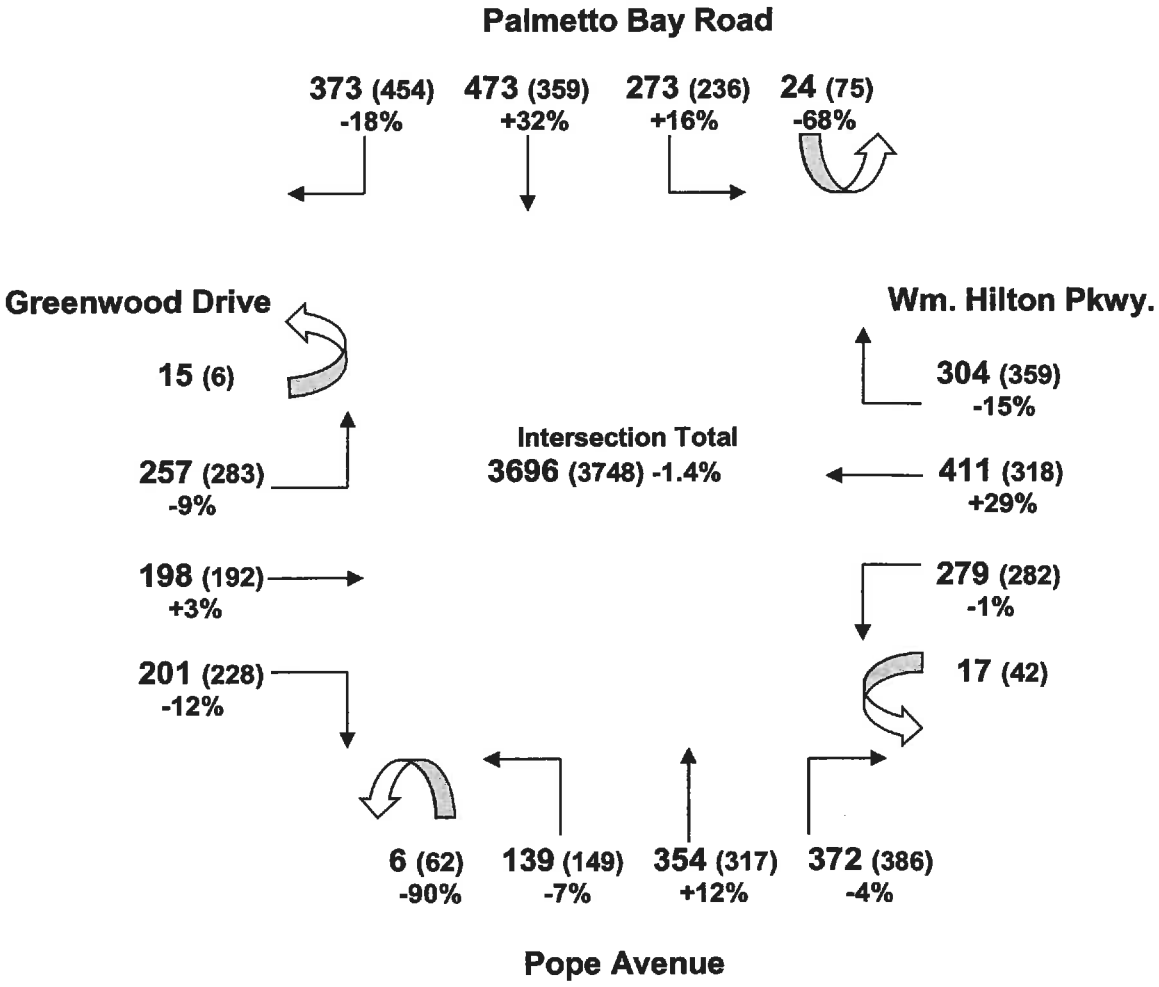
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/8/16)



2016 (2015) %chg

Sea Pines Circle

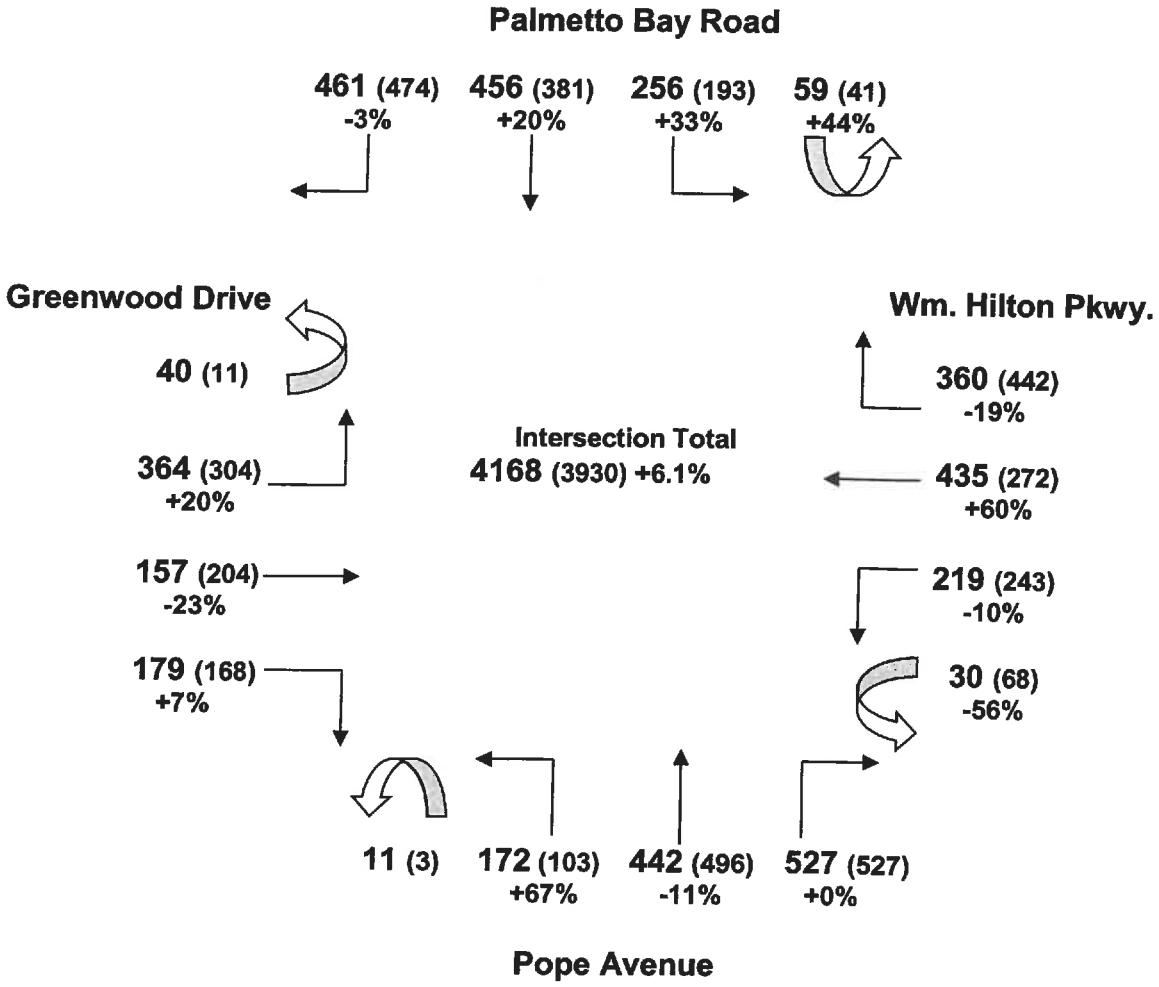
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/8/16)



2016 (2015) %chg

Sea Pines Circle

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



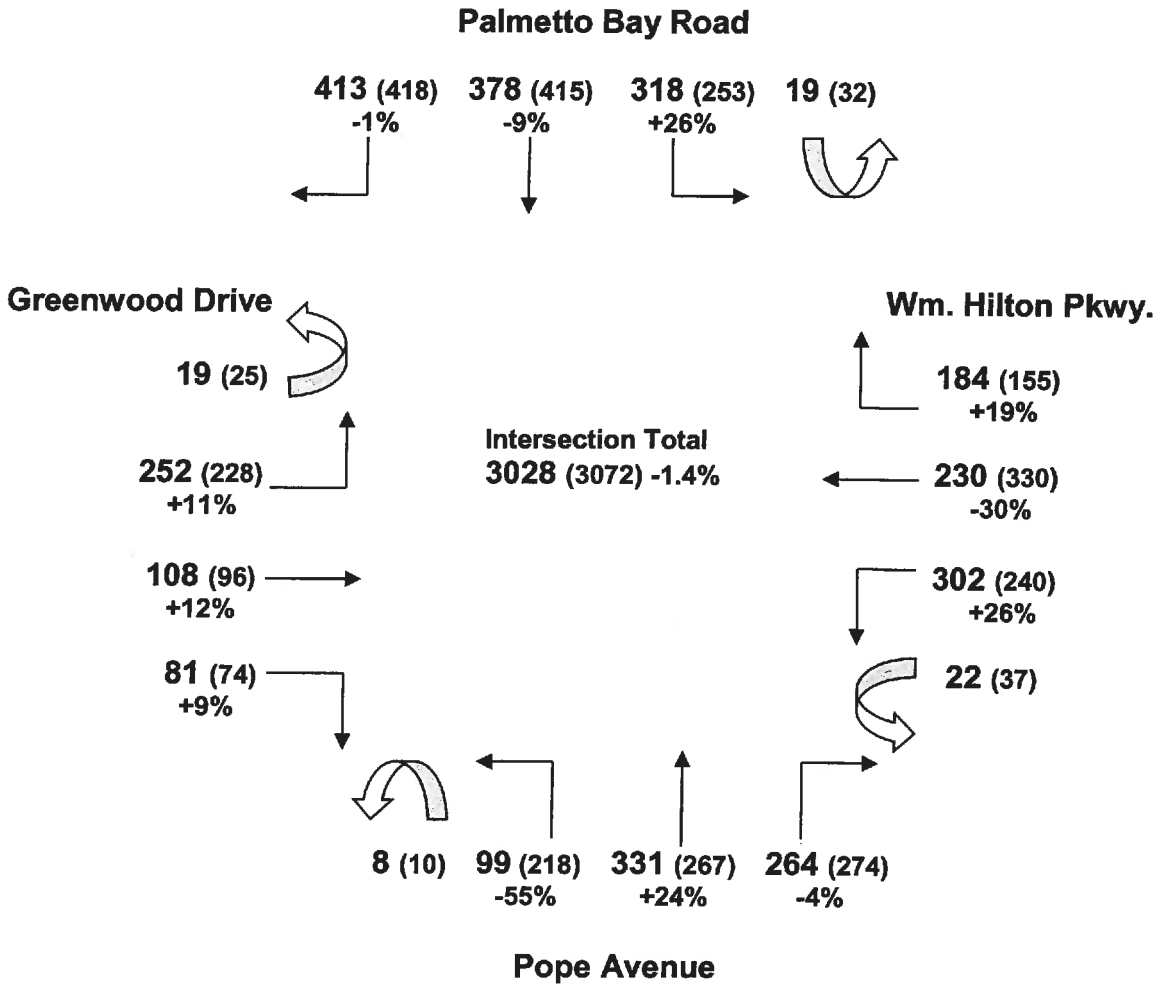
2016 (2015) %chg

2018 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

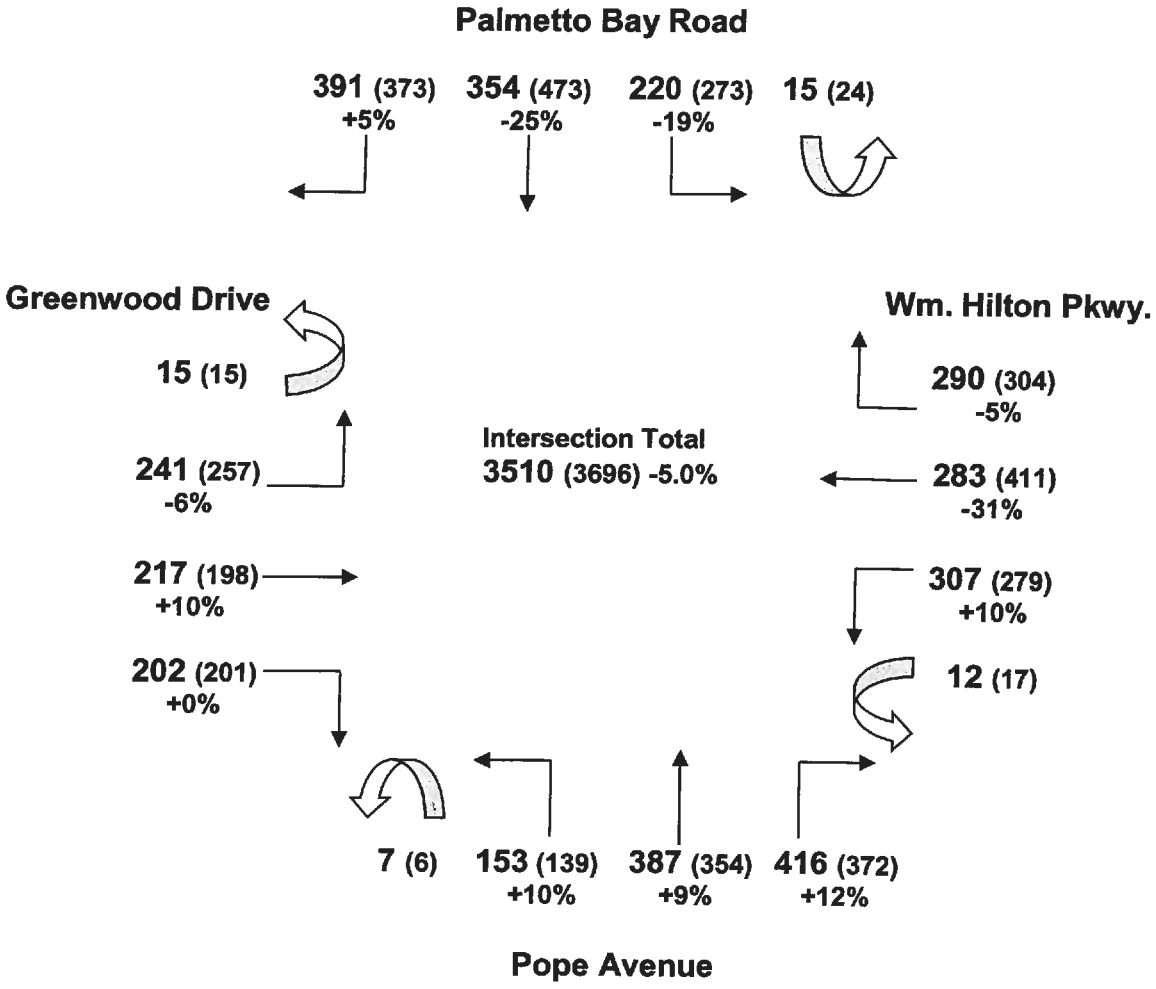
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/6/18)



2018 (2016) %chg

Sea Pines Circle

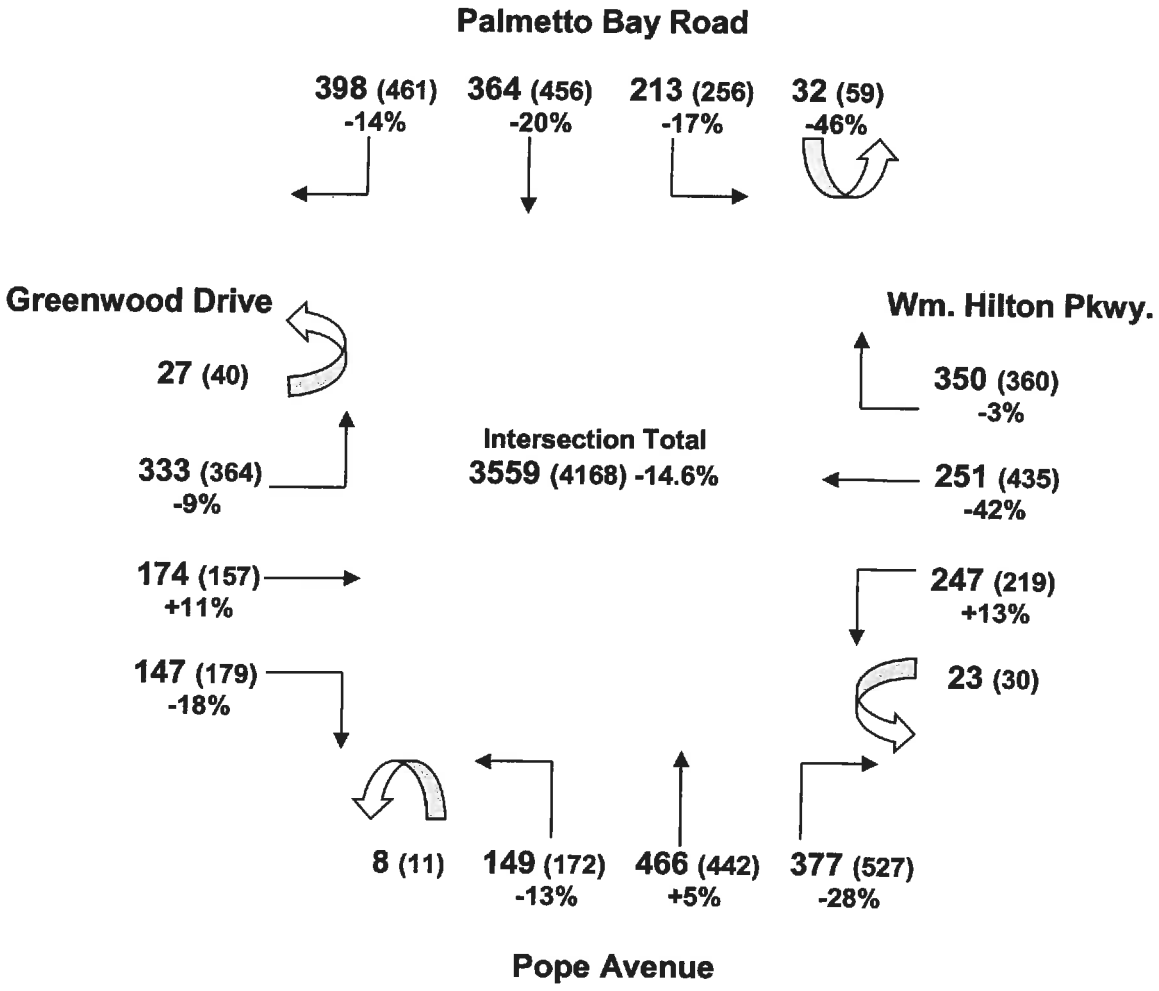
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/6/18)



2018 (2016) %chg

Sea Pines Circle

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



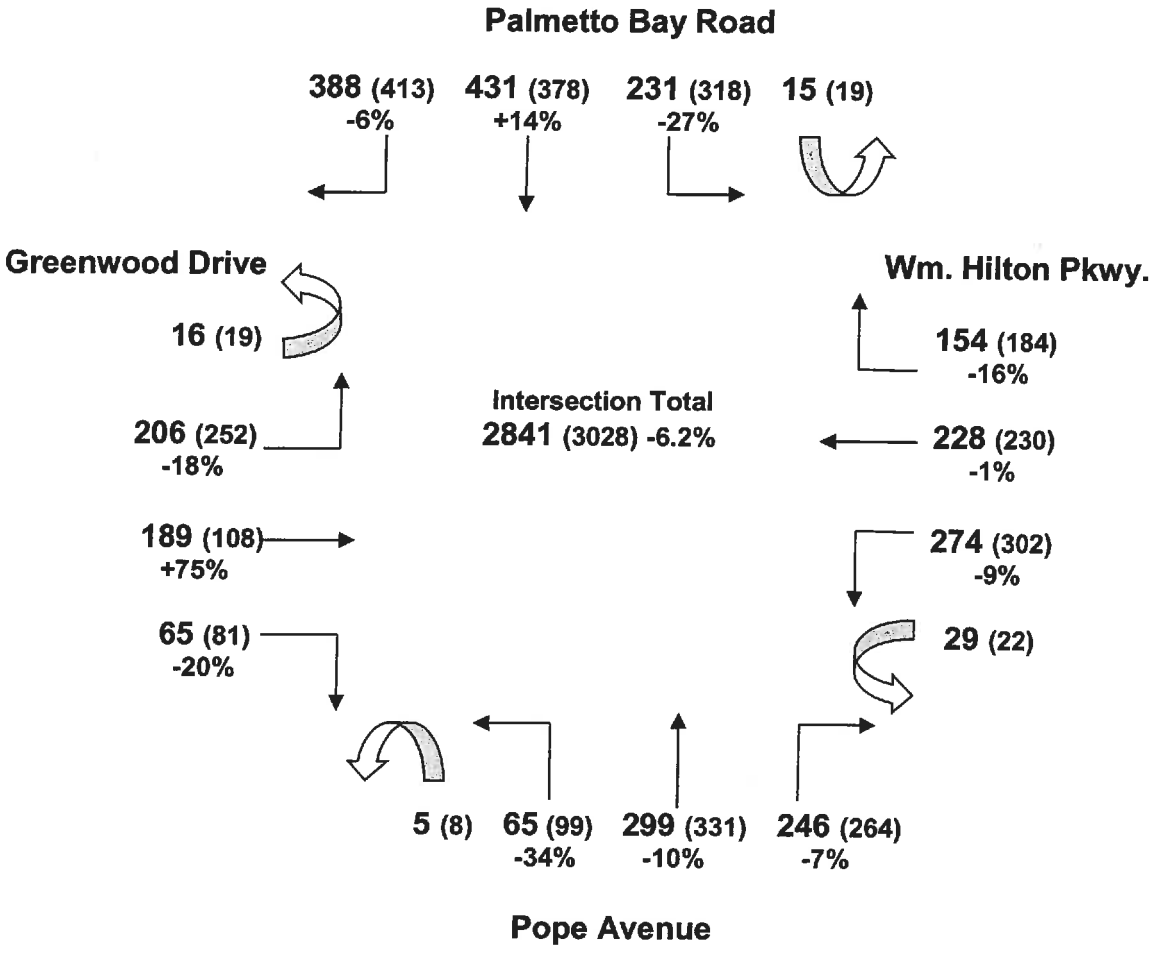
2018 (2016) %chg

2020 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

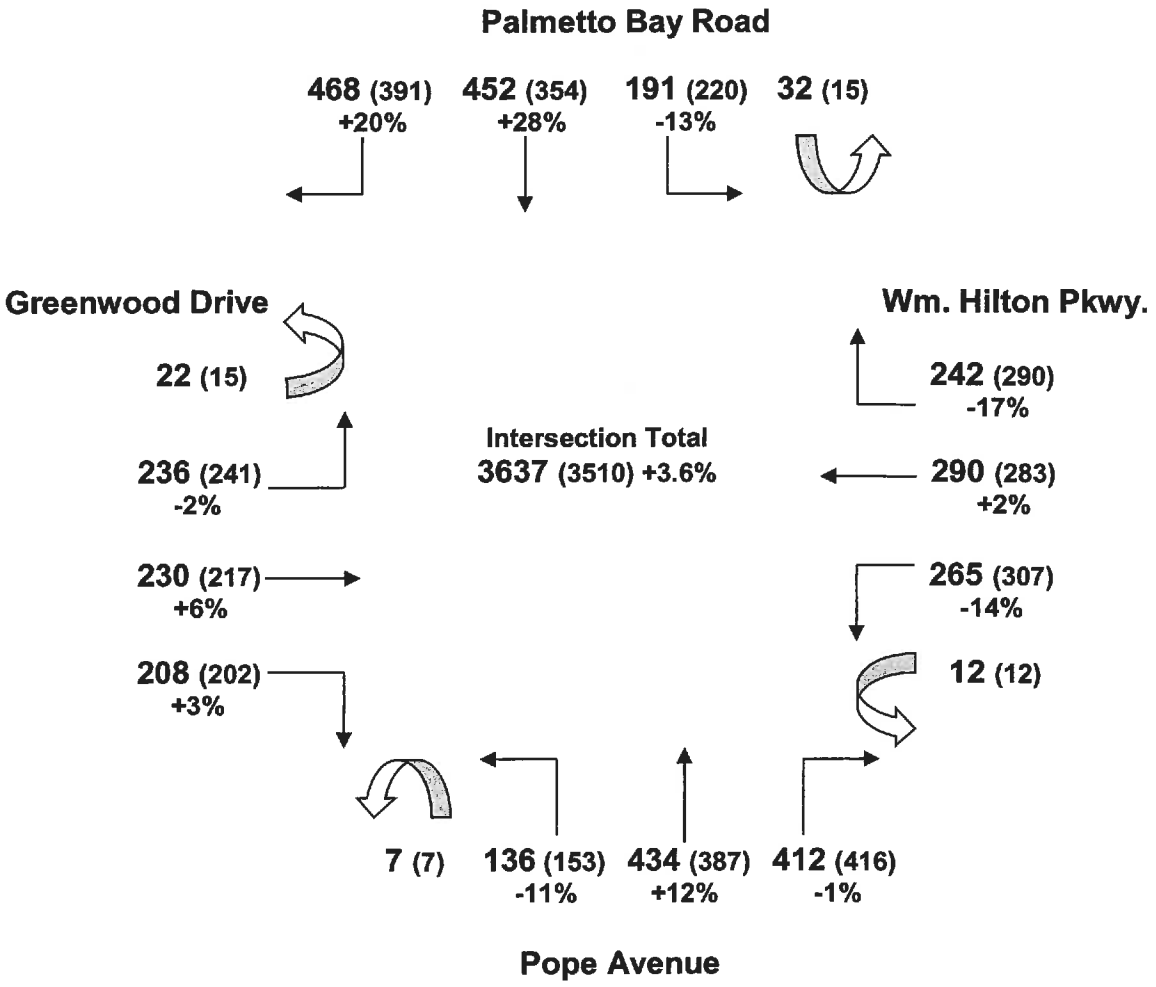
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Tue. 6/23/20)



2020 (2018) %chg

Sea Pines Circle

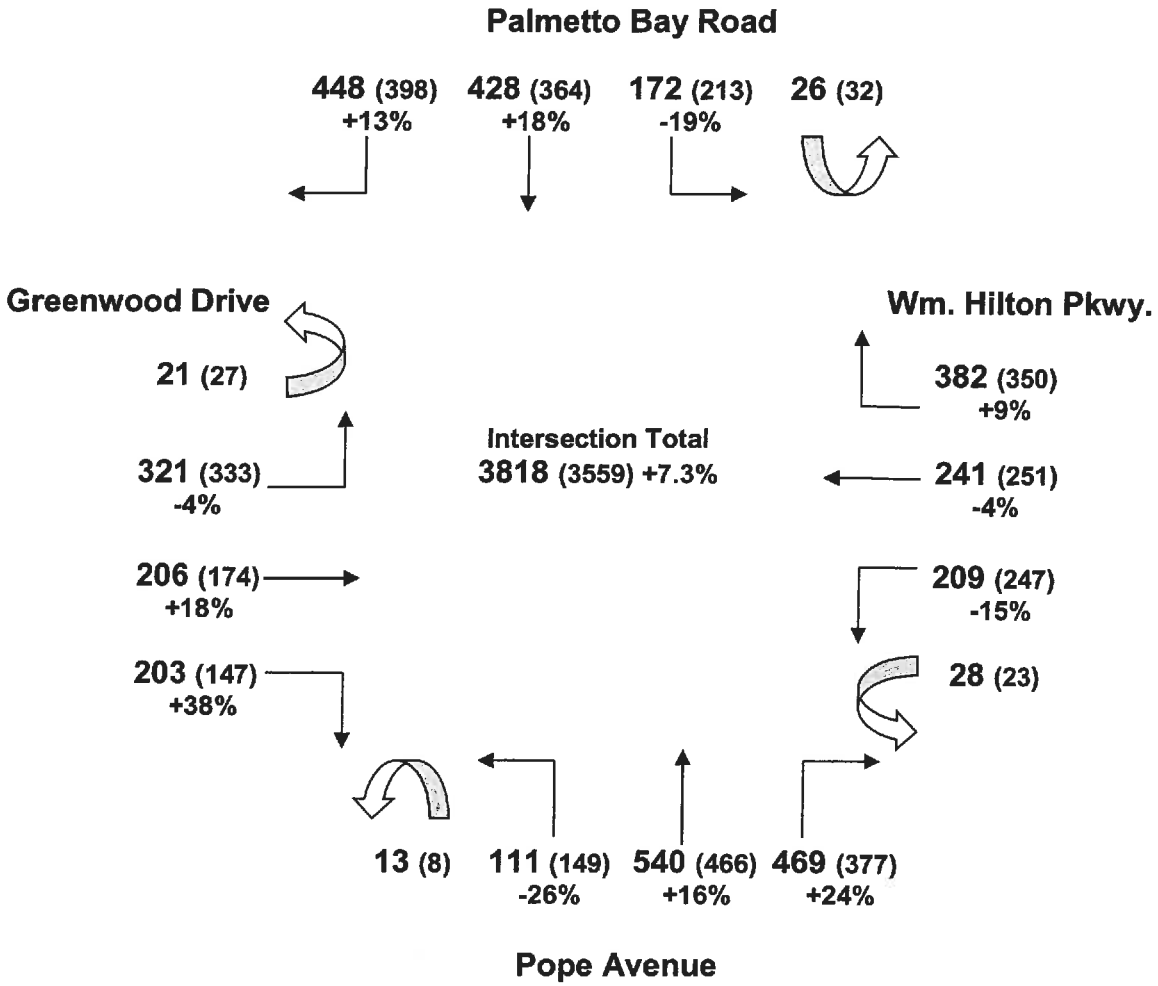
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Tue. 6/23/20)



2020 (2018) %chg

Sea Pines Circle

P.M. PEAK HOUR (4:15 p.m. to 5:15 p.m. – Tue. 6/23/20)



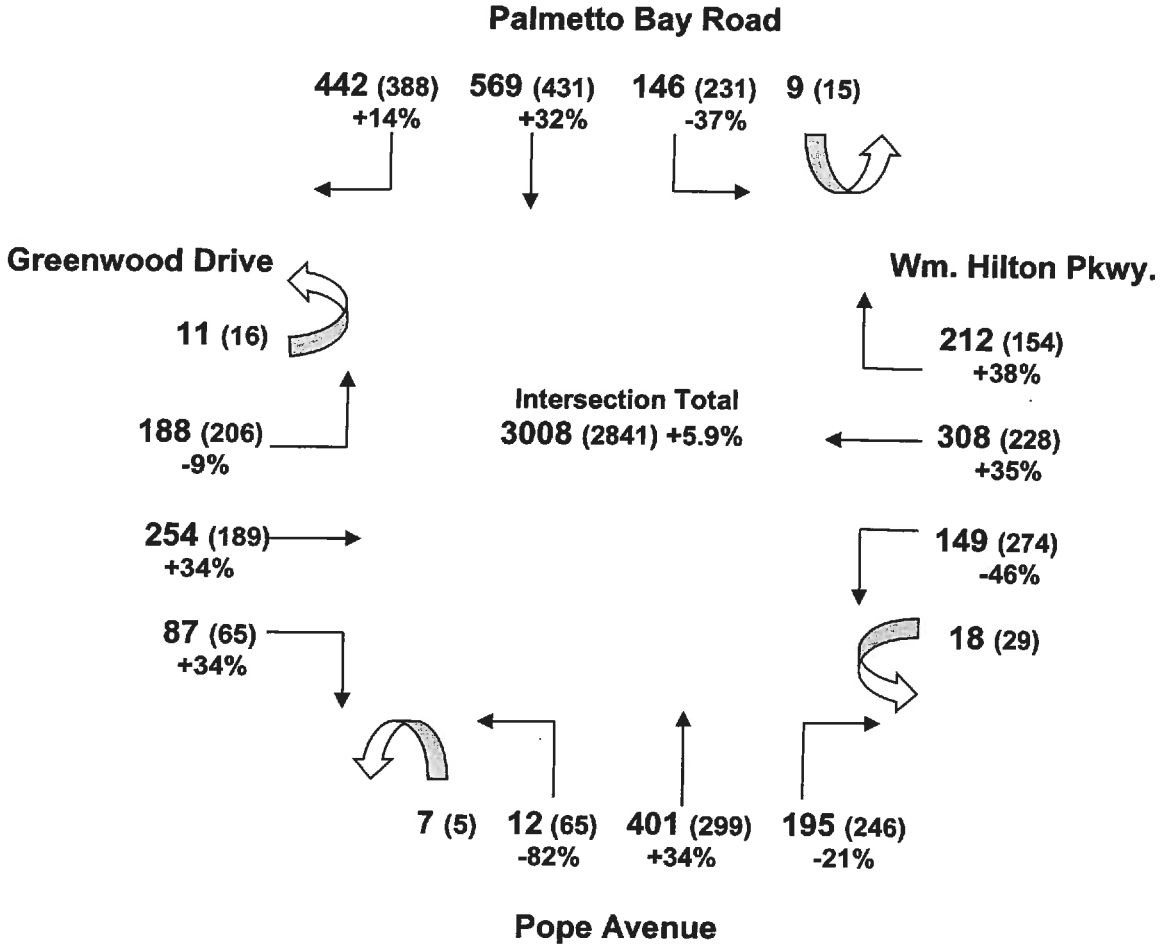
2020 (2018) %chg

2022 Sea Pines Circle

Traffic Count Information

Sea Pines Circle

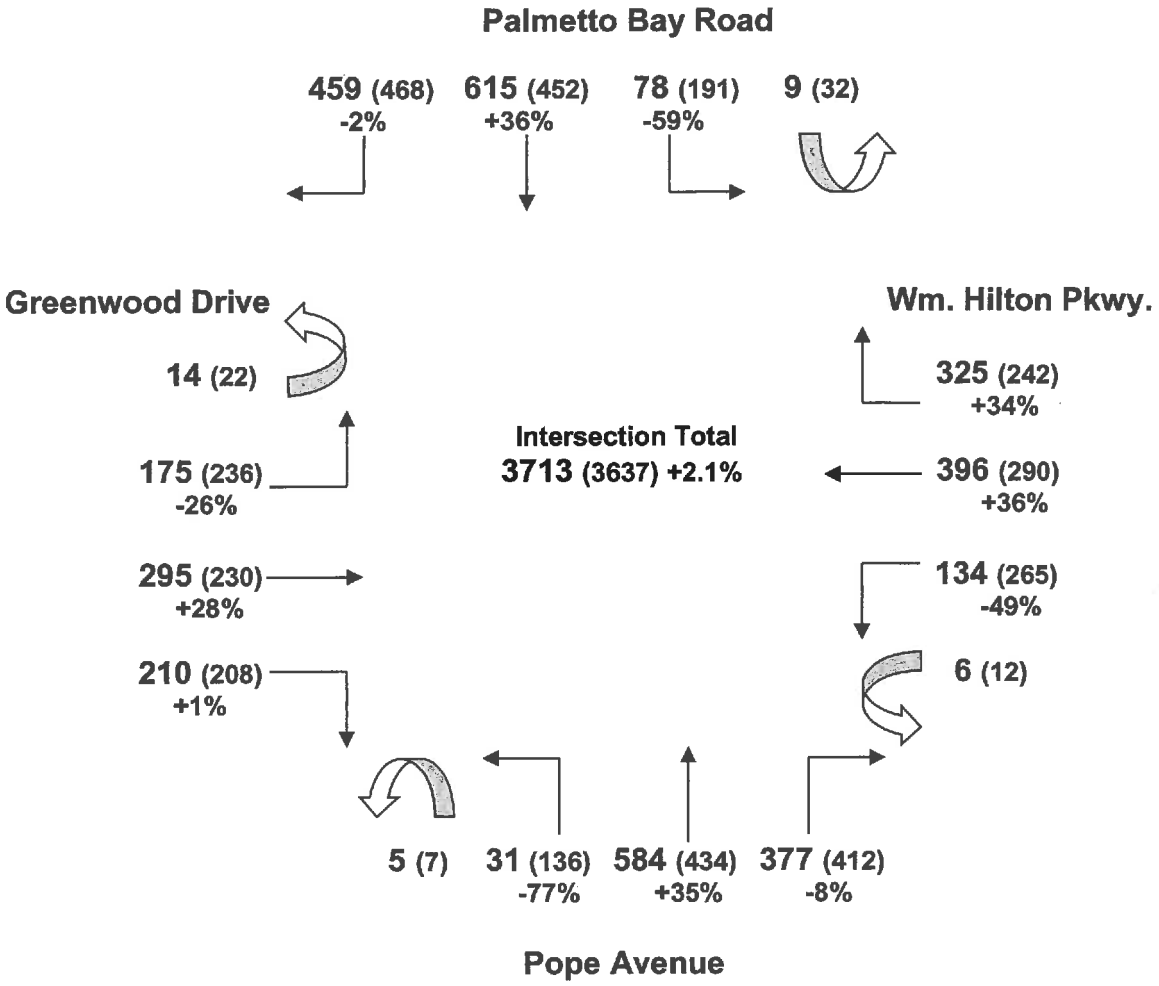
A.M. PEAK HOUR (8:00 to 9:00 a.m. – Wed. 6/8/22)



2022 (2020) %chg

Sea Pines Circle

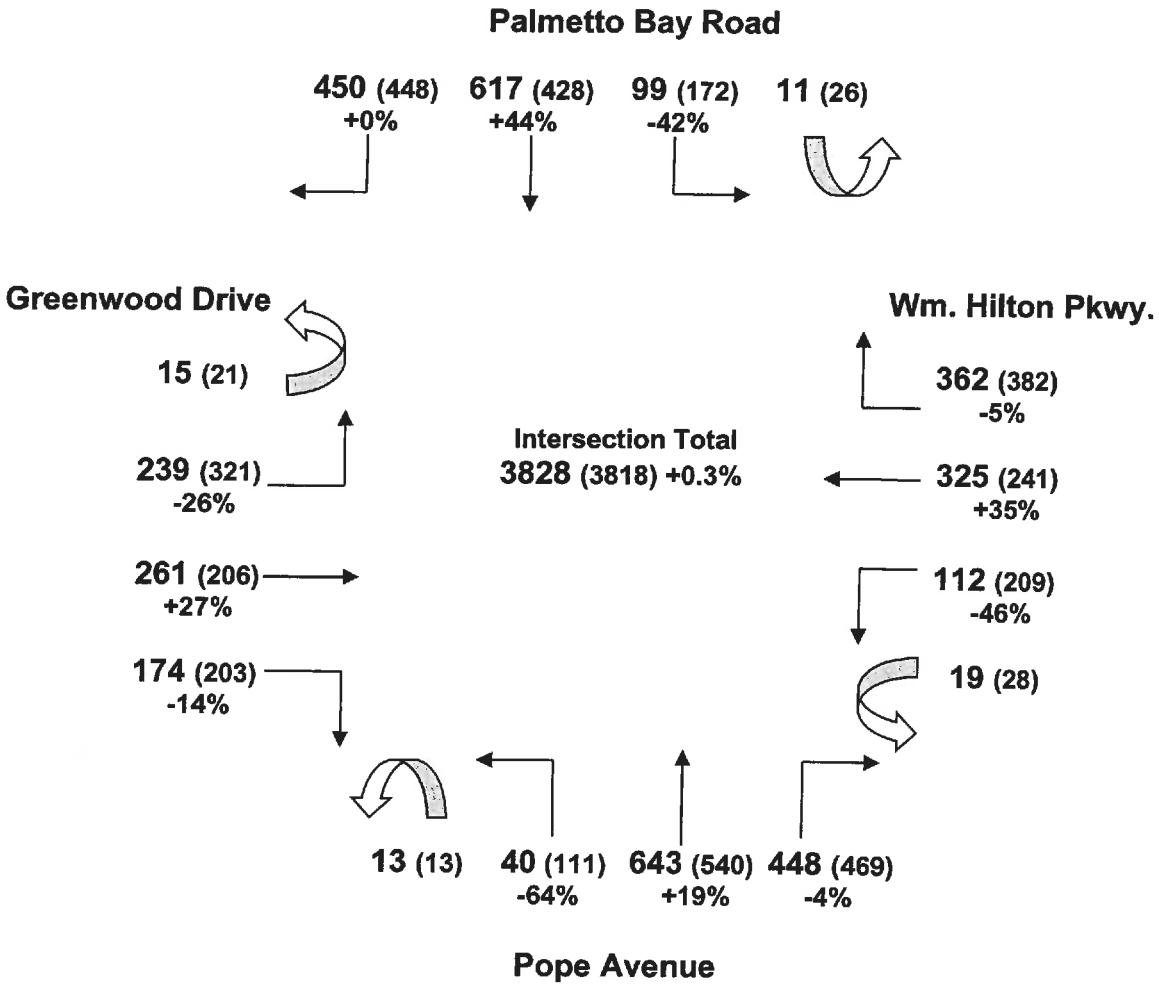
MIDDAY PEAK HOUR (11:45 a.m. to 12:45 p.m. – Wed. 6/8/22)



2022 (2020) %chg

Sea Pines Circle

P.M. PEAK HOUR (4:00 p.m. to 5:00 p.m. – Wed. 6/8/22)



2022 (2020) %chg

Public Planning Committee
Islander Mixed-Use
LMO Text Amendment Request

Public Planning Committee
June 8, 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) to create a new use called 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:

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

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:
  - Separate parking spaces for use by residential units that 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 use shared parking on Education Use owned property if the proposed Islander Mixed-Use development provides student housing and a shared parking agreement between the educational institution and the developer. The shared parking agreement must be in place at the time the developer applies for a development permit.
  - Must be on a property which is within 500 feet of Education Uses.
  - 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.
  - A minimum average unit size of 750 square feet per dwelling unit is required. Minimum average unit size is calculated by taking the building’s total gross floor area without commercial use less the non-habitable areas (hallways, lobbies, mechanical rooms, etc.) divided by the total number of dwelling units.
  - Shall not exceed a floor area ratio of 0.68.
  - Islander Mixed-Use shall not exceed a Site Coverage Index (SCI) of 50%. The Site Coverage Index is defined as the percentage of lot coverage by the building’s footprint square footage.
  - 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.

Text Amendment Request

The applicant's text amendment submittal also included:

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

Analysis

Traffic Analysis

- Analysis prepared by Kimley Horn
- *The following improvements are recommended to be constructed by the Office Way Mixed-Use development:*
  - *Office Way at Site Access #1*
    - *Construct the proposed Site Access #1 with one ingress lane and one egress lane and operate under minor street stop control*
  - *Office Park Road at Site Access #2*
    - *Construct the proposed Site Access #2 with one ingress lane and one egress lane and operate under minor street stop control.*
- Reviewed by Town Engineering
- Engineering provided traffic counts from Sea Pines Circle 2005-2022:

Sea Pines Circle

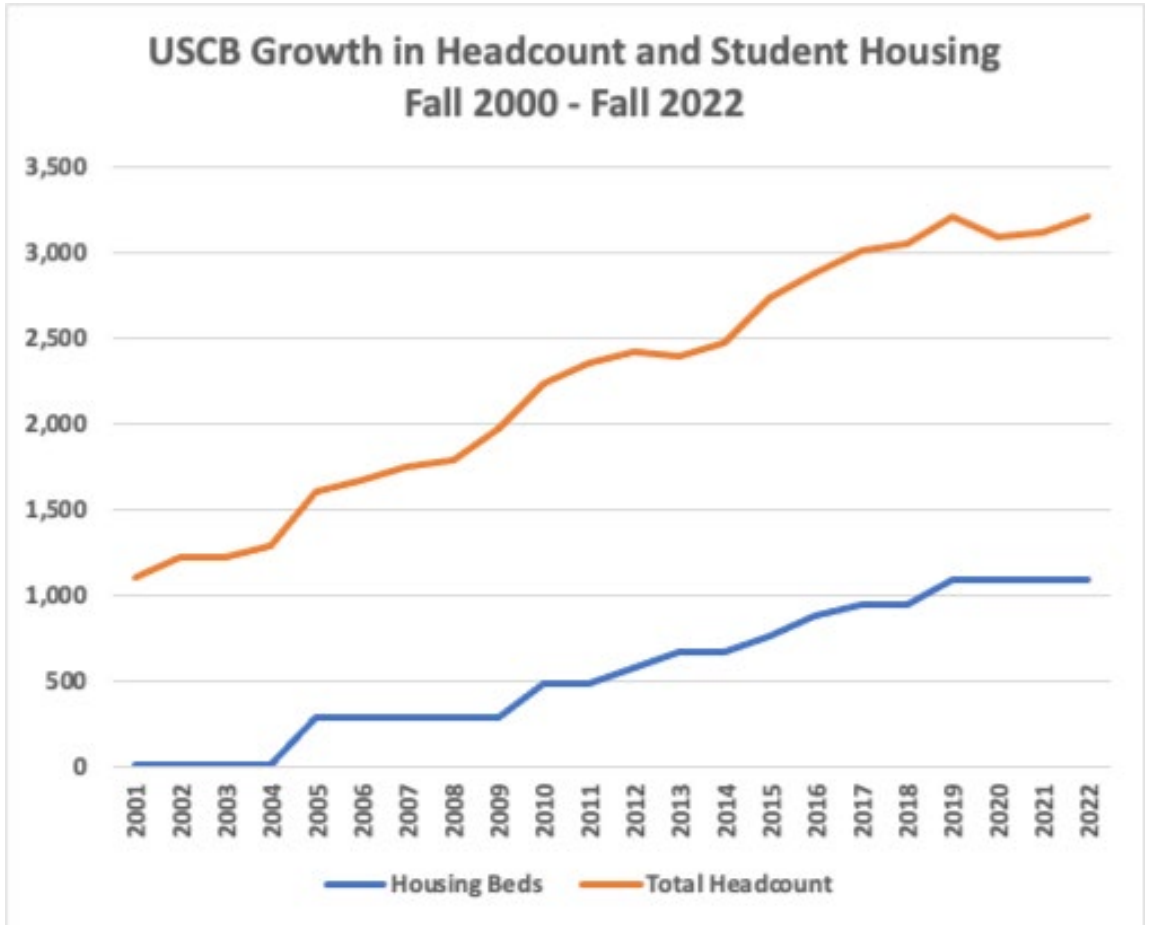
Traffic Count Summary

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

Analysis

Student Housing

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



Analysis

Mid-Island District

The plan included recommendations to:

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

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

Mixed-Use

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

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

Analysis

Use Definition

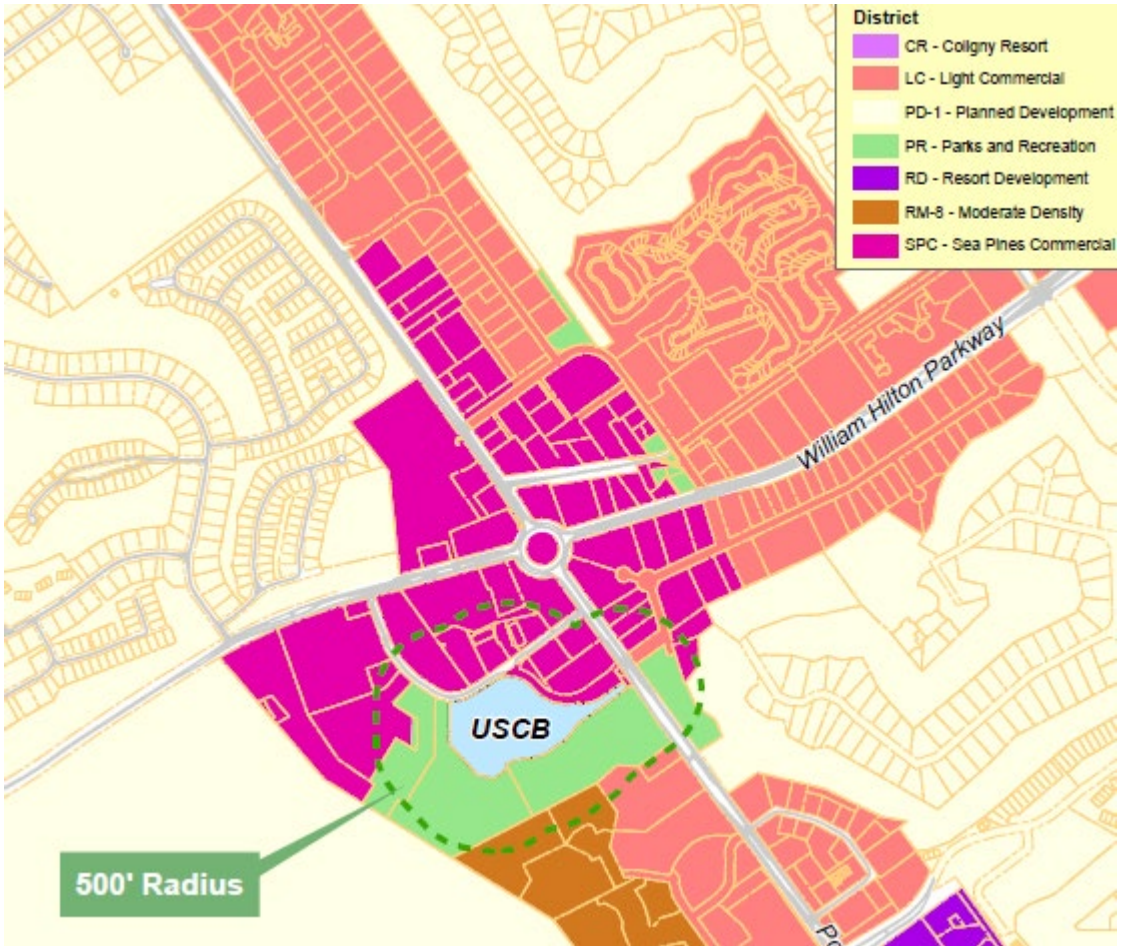
- The use definition proposed for Islander Mixed-Use is the same as the definition of Mixed-Use.
- The difference between Mixed-Use and Islander Mixed-Use are the use-specific conditions proposed.
- The Sea Pines Circle District allows a range of uses permitted by right, permitted with conditions and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

Analysis

Use Specific Conditions - Shared Parking

- SPC district currently allows mixed-use development to be permitted if the use-specific conditions can be met.
  - The use-specific conditions for mixed-use development ***do not*** allow parking spaces for residential use to be included as part of a shared parking plan.
- Islander Mixed-Use conditions state that parking spaces designated for residential use ***are eligible*** to be included as part of a shared parking plan.
- Islander Mixed-Use development may use shared parking on Education Use owned property if the proposed Islander Mixed-Use development provides student housing and a shared parking agreement between the educational institution and the developer. The shared parking agreement must be in place at the time the developer applies for a development permit.
- Shared parking allowance serves public purpose as the use provides workforce housing and student housing.
- It is recommended that the condition language in proposed use-specific condition ii be changed to:
- Islander Mixed-Use development may utilize shared parking on Education Use property if the development provides student housing.
- The purpose of this modification is to streamline the regulatory language as the requirements for a shared parking in Section 16-5-107.H.3 already requires an agreement.

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 Rentals

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

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

Analysis

Use Specific Conditions- Workforce Housing

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

Analysis

Use Specific Conditions – Minimum Average Unit Size

- A minimum average unit size of 750 square feet per dwelling unit is required. Minimum average unit size is calculated by taking the building's total gross floor area without commercial use less the non-habitable areas (hallways, lobbies, mechanical rooms, etc.) divided by the total number of dwelling units.
- This condition regulates the average unit sizes in the development. It prevents a development with a large quantity of micro-units.

Analysis

Use Specific Conditions - Floor Area Ratio

- Floor Area Ratio (FAR) is the measurement of a building's total floor area (gross floor area) in relation to the size of the lot/parcel that the building is located on.
- FAR ratio is a calculation for maximum building size to the land area of the lot square footage.
- FAR is a separate calculation to density, dwelling units per net acreage of the parcel.
- Proposal requires a maximum Floor Area Ratio of 0.68.
- A FAR is not required for any other uses in the SPC district.

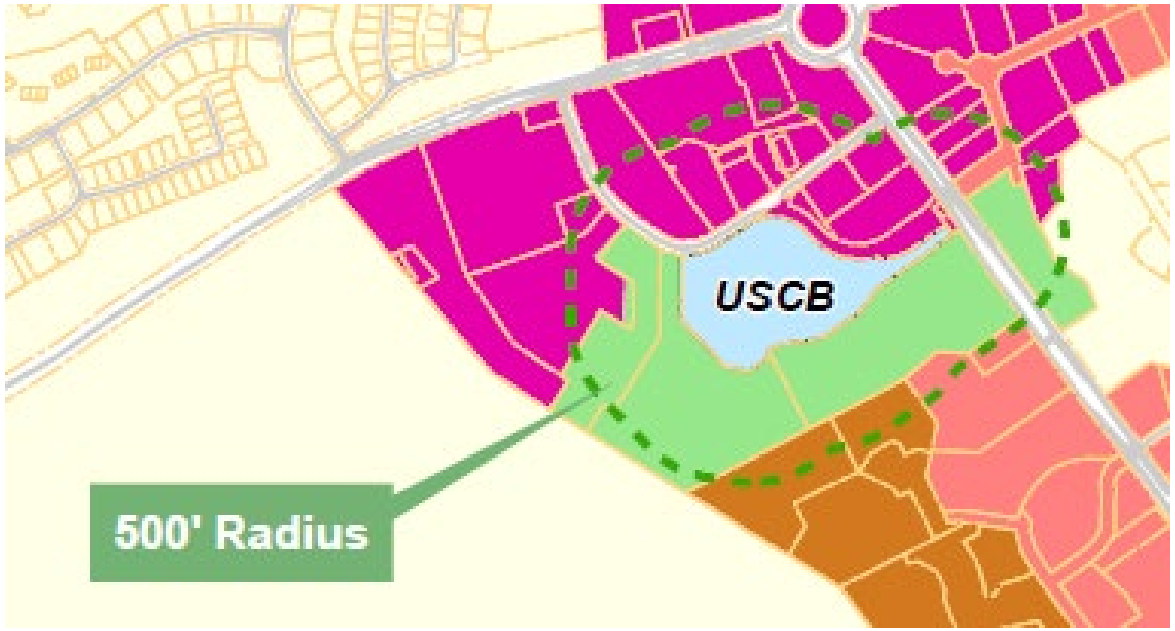
- For context, staff researched floor area ratios of existing Island-wide developments and found:

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

Analysis

Use Specific Conditions - Floor Area Ratio

Additionally, staff researched each FAR of the building structure average as contained within the 23 parcels in the 500-foot potential educational use boundary in Islander Mixed-Use.



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

FAR Analysis

Existing Property within 500ft IMU

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

Building 12

Building 10

Building 6

0.27

FAR Analysis

Existing Property within 500ft IMU

Development - 32 Office Park

FAR - 0.36

FAR Analysis

Existing Property Island-wide

Development - The Seabrook

FAR - 0.76

FAR Analysis

Existing Property Island-wide

Development - Aquaterra

FAR - 0.82

FAR Analysis

Existing Property Island-wide

Development - Courtyard by Marriott **FAR –** 1.36

FAR Analysis

Existing Property Island-wide

Development - Waterwalk 1

FAR - 1.82

FAR Analysis

Existing Property Island-wide

Development - Waterwalk 2

FAR – 2.04

FAR Analysis

Existing Property Island-wide

Development - The Cypress in HH **FAR –** 2.79

FAR Analysis

Existing Property Island-wide

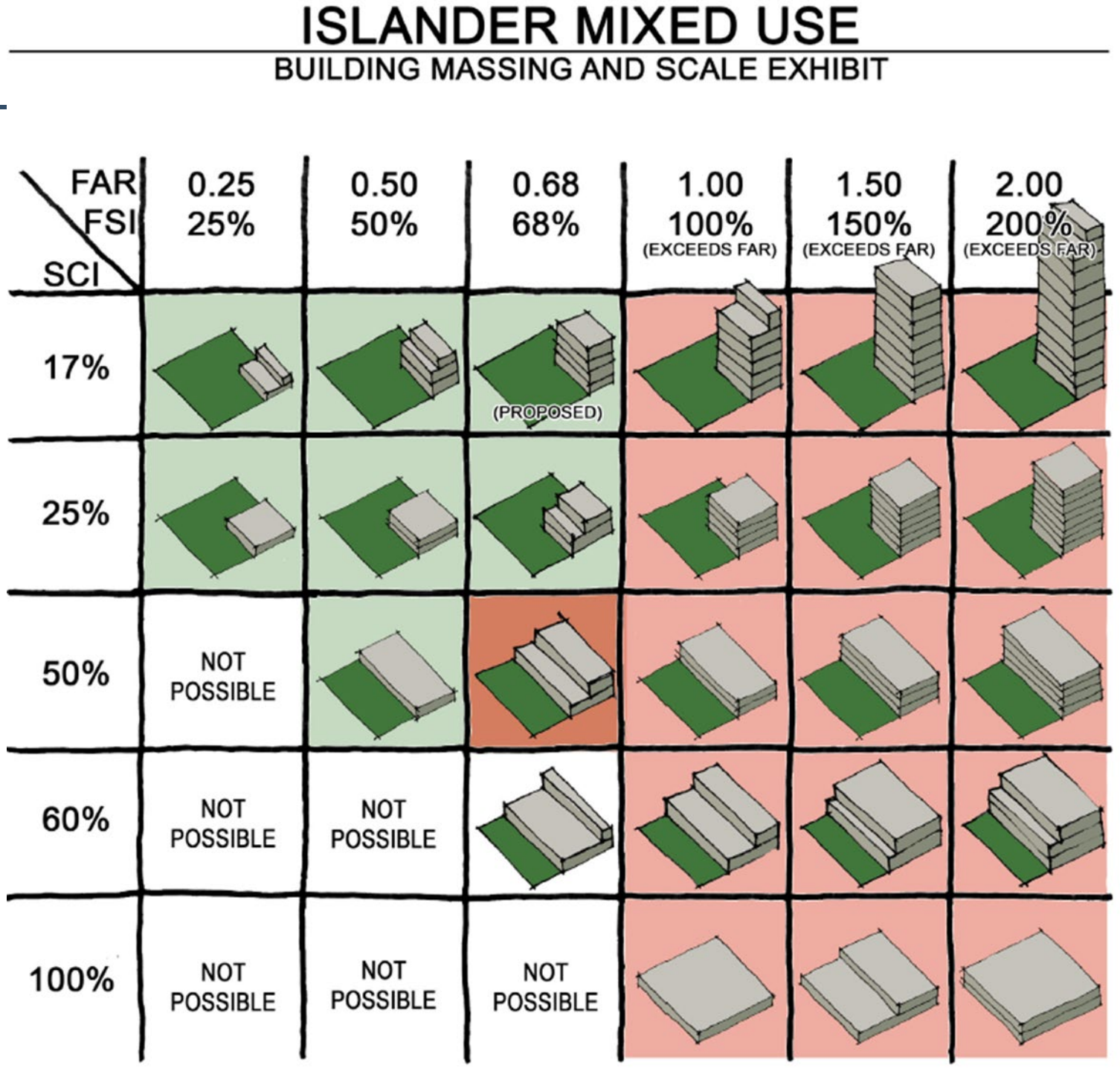
Development - Bayshore

FAR – 3.69

Analysis

Use Specific Conditions - Site Coverage Index

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



Analysis

Use Specific Conditions- Open Space

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

Use Specific Conditions- Adjacent Street Setback

Adjacent Street Setback

- Proposal requires an adjacent street setback that shall meet or exceed an average of 35 feet.
- The SPC district uses must meet the setbacks per LMO Table 16-5-102.C. which require:
    - Other Street- 20’
    - Minor Arterial- 40’
    - Major Arterial- 50’

Staff recommends condition language be changed to:

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

If staff’s amendment language modification is made then a greater adjacent street setback average would be required adjacent to an Other Street, but existing setback requirements would apply adjacent to Minor or Major Arterials.

Analysis

Density

- Density is a measurement of intensity of the development of a parcel of land.
  - For residential, it is calculated by dividing the total number of dwelling units by the net acreage of the parcel.
  - For nonresidential development, it is calculated by dividing the total number of square feet of gross floor area by the net acreage of the parcel.
  - In mixed-use developments, acreage allocated to residential use shall not be used to calculate nonresidential density, and acreage allocated for nonresidential uses shall not be used to calculate residential density.
- Sea Pines Circle district density
  - 12 dwelling units per net acre for residential, and/or
  - 10,000 gross floor area per net acre for nonresidential
- Proposal is for **undefined density** limited by applicable design and performance standards such as height, parking, lot coverage, setbacks and buffers.
- Coligny Resort district does not have a defined density limit and is limited by required design standards.

Analysis

Density

- In the Islander Mixed-Use Assessment Table, a comparison of possible conceptual developments was analyzed:
  - Each development concept included 5,623 square feet of 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

Existing Hilton Head Island effective residential densities are listed below:

- Waterwalk apartments in Shelter Cover are 23 and 27 DU/acre
- Aquaterra on Gardner Drive is 19 DU/acre
- Harbour Town is 22 DU/acre

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

- Staff recommends a maximum of 4 bedrooms per unit for Islander Mixed-Use

Analysis

Parking Requirements

- Mixed-use and Islander Mixed-Use require 1.5 spaces per dwelling unit for residential and 1 per 500 gross floor area for nonresidential.
- Per the proposed use-specific conditions, Islander Mixed-Use will allow:
  - The parking spaces designated for residential to be eligible to be included as part of a shared parking agreement.
  - Islander Mixed-Use development may use shared parking on Education Use owned property if the proposed Islander Mixed-Use development provides student housing and a shared parking agreement between the educational institution and the developer. The shared parking agreement must be in place at the time the developer applies for a development permit. (Staff recommends language modification explained previously)
- Shared parking plans are currently allowed for other uses (not allowed for mixed-use).
  - Shared parking plans allow up to 50% of parking spaces required for a use be used to satisfy the number of parking spaces required for other uses, provided the uses generate parking demands during different times of day/ different days of week.
  - A parking agreement is required that would be reviewed and approved among all owners of lands containing the uses proposed to share off-street parking spaces and recorded with the Beaufort County Register of Deeds.

Analysis

Height, Impervious Coverage, Open Space

Height

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

Impervious Coverage

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

Open Space

- Islander Mixed-Use is proposing a required 10% functional open space or common amenity space.
- The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required.
    - A Mixed-Use project would not be required to provide open space.

Analysis

Setbacks, Buffers

Setbacks

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

Buffers

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

Analysis

Workforce Housing

- As proposed, 15% of Islander-Mixed Use units shall be workforce housing units rented to households earning up to 130% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 10 years from the date of the initial certificate of occupancy.
- The proposed Islander Mixed-Use text amendment provides a workforce housing. Workforce housing is supported by the following documents:
  - 2019 Workforce Housing Strategic Plan prepared by Lisa Sturtevant & Associates, LLC which includes housing recommendations.
  - 2022 Workforce Housing Framework- Finding Home which includes a policy framework for a workforce housing program on the Island.
  - Our Plan 2020-2040, the Town of Hilton Head Island Comprehensive Plan, which includes Housing Goals, Strategies, and Tactics.

Analysis

Final Staff Recommendations

Staff recommends modifications to two use-specific conditions:

1. Islander Mixed-Use development may utilize shared parking on Education Use property if the development provides student housing. (Use-Specific Condition ii)
   - The purpose of this modification is to streamline the regulatory language.
2. 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. (Use-Specific Condition x)
   - The purpose of this modification is to account for a greater required setback than 35 feet per Table 16-5-102.C.

Staff recommends an additional use-specific condition:

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

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) to create a new use called Islander Mixed-Use within the Sea Pines Circle District and forward a recommendation to Town Council.

Questions?

Public Planning Committee
June 8, 2023