



Town of Hilton Head Island

Town Council Meeting

Tuesday, October 3, 2023, 3:00 PM

**1 Town Center Court, Hilton Head Island, SC
Benjamin M. Racusin Council Chambers**

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

- 1. Call to Order**
- 2. Pledge to the Flag**
- 3. Invocation – Senior Pastor Nathan Futrell, Central Church of Hilton Head Island**
- 4. Adoption of the Agenda**
- 5. Presentations and Recognitions**
 - a. Report of the Town Manager
 - b. Fire Safety Week Proclamation - Mayor Perry
- 6. Appearance by Citizens:** Citizens who wish to speak on the matters not being discussed during the meeting may do so by submitting the [Request to Speak form](#) no later than 12 PM the day of the meeting.
- 7. Unfinished Business**
 - a. Consideration of a Proposed Ordinance 2023-07 Amending Section Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to Create a New Use Called Island Mixed-Use with the Sea Pines Circle District - Second and Final Reading - Shawn Colin, Assistant Town Manager, Community Development
- 8. New Business**
 - a. Consideration of Proposed Ordinance 2023-16 Amending Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance (LMO) to Amend Single - Family Dwelling Parking Requirements

and to Establish Regulations for Single Family Dwelling Floor Area Ratio Requirements - First Reading - Missy Luick, Director of Planning

- b. Consideration of an Ordinance for the Town of Hilton Head, for the Fiscal Year Ending June 30, 2024; to Provide for the Expenditures of Certain Funds; to Allocate the Sources of Revenue for the Said Funds; and to Provide for Severability and an Effective Date - First Reading - John Troyer, Director of Finance
- c. Consideration of an Ordinance Amending the Business License Ordinance of the Town of Hilton Head Island to Update the Class Schedule as Required by Act 176 of 2020, South Carolina Business License Tax Standardization Act § 6-1-400 -420 – First Reading– John Troyer, Director of Finance

9. Executive Session

- a. Receipt of Legal Advice from the Town Attorney on Matters Covered Under the Attorney-Client Privilege [pursuant to the South Carolina Freedom of Information Act Section 30-4-70(a)(2)] related to: Application of the Pending Ordinance Doctrine

10. Action from Executive Session

11. Adjournment

FOIA Compliance: Public notification of this workshop has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the requirements of the Town of Hilton Head Island.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Town of Hilton Head Island will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. Auditory accommodations are available. Any person requiring further accommodation should contact the Town of Hilton Head Island ADA Coordinator as soon as possible but no later than 48 hours before the scheduled event.

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

The Town of Hilton Head Island



Proclamation

WHEREAS, the Town of Hilton Head Island is committed to ensuring the safety and security of all those living in and visiting our Town; and

WHEREAS, cooking is the leading cause of home fires in the United States and two of every five home fires start in the kitchen with 31% of these fires resulting from unattended cooking; and

WHEREAS, Hilton Head Island residents should turn pot handles toward the back of the stove; always keep a lid nearby when cooking; keep a three-foot kid-free zone around the stove, oven, and other things that could get hot; watch what they heat; and set a timer to remind them that they are cooking; and

WHEREAS, residents who have planned and practiced a home fire escape plan are more prepared and will therefore be more likely to survive a fire; and

WHEREAS, working smoke alarms cut the risk of dying in reported home fires almost in half; and

WHEREAS, Hilton Head Island Fire Rescue first responders are dedicated to reducing the occurrence of home fires and home fire injuries through prevention and protection education;

WHEREAS, the 2023 Fire Prevention Week theme, “Cooking safety starts with YOU. Pay attention to fire prevention.”, effectively serves to remind us to stay alert and use caution when cooking to reduce the risk of kitchen fires.

NOW. THEREFORE, I, Alan R. Perry, Mayor of the Town of Hilton Head Island, South Carolina, do hereby proclaim October 8–14, 2023, as

Fire Prevention Week

and I urge all the people of Hilton Head Island to check their kitchens for fire hazards and use safe cooking practices during Fire Prevention Week 2023, and to support the many public safety activities and efforts of Hilton Head Island Fire Rescue.

IN, TESTIMONY WHEREOF, I have hereunto set my hand and caused this seal of the Town of Hilton Head Island to be affixed on this third day of October, in the year of our Lord, two thousand and twenty-three.

Alan R. Perry, Mayor

Attest:

Kimberly Gammon, Town Clerk



TOWN OF HILTON HEAD ISLAND

Community Development

TO: Town Council
FROM: Missy Luick, Director of Planning
VIA: Shawn Colin, Assistant Town Manager – Community Development
CC: Marc Orlando, Town Manager
DATE: October 3, 2023
SUBJECT: Consideration of Proposed Ordinance 2023-07 Amending Sections Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to Create a New Use Called Islander Mixed-Use within the Sea Pines Circle District

RECOMMENDATION:

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

BACKGROUND:

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

The text amendment request that is subject to this review includes proposed amendments to the following sections within the LMO:

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

The public review process for the proposed amendment includes the following actions:

LMO Committee: 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.

Planning Commission: 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: 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 Public Planning Committee met again on June 8, 2023 and voted 4-0 to advance the proposed Islander Mixed-Use LMO amendments to Town Council for consideration without a recommendation of approval or denial.

Town Council:

July 18, 2023- Town Council heard the Islander Mixed-Use Text Amendment request at their July 18, 2023 meeting and voted 7-0 to approve the text amendment to the Land Management Ordinance as set out in Proposed Ordinance 2023-27 subject to the following amendments:

- (1) A four (4) bedroom per dwelling unit maximum as recommended by the staff.
- (2) Clarification of definitions of “functional open space or “common amenity space” in the 10% open space requirement
- (3) Increase the workforce housing standards to 20% of Islander Mixed-Use units shall be workforce house units, excluding any units for student housing for USCB; for households earning up to 90% of the AMI per the Town’s Workforce Housing Agreement requirements; and rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town’s Workforce Housing Agreement for a minimum of 20 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant document recorded in the Office of the Beaufort County Register of Deeds.
- (4) Islander Mixed-Use development may utilize shared parking on Education Use property for so long as the property is used for Education Use and that shared parking is limited to the same number of parking spaces as the number of beds provided in student housing for the Education Use.

An amendment to the motion was made to add that a workforce housing provision be attached within the text amendment with the intent that if the property is sold it remains workforce housing and does not become an apartment complex.

August 15, 2023- Town Council heard the Islander Mixed-Use Text Amendment request at their August 15, 2023 meeting and voted 4-3 to approve the text amendment to the Land Management Ordinance as set out on Proposed Ordinance 2023-27 subject to the following amendments:

- (1) Increase the workforce housing standards to 20% of Islander Mixed-Use units shall be workforce house units, excluding any units for student housing for USCB; for households earning 60% to 120% of the AMI per the Town’s Workforce Housing Agreement requirements; and rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town’s Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction

of the last workforce housing units as evidenced by restrictive covenants or other compliant document recorded in the Office of the Beaufort County Register of Deeds.
(2) A four (4) bedroom per dwelling unit maximum.

Planning Commission: The Planning Commission met on September 20, 2023 to review deviations from the proposal made following their December 2022 public hearing and voted unanimously to recommend acceptance of the changes to Town Council.

TEXT AMENDMENT

The applicant's text amendment submittal includes:

- Text Amendment
- Letters of support from Shore Beach Services, Beach House Resort, SERG Restaurant Group, Browndog, Inc., and University of South Carolina Beaufort.
- Traffic Impact Analysis prepared by Kimley Horn.
- Building, massing, and scale exhibit that displays floor area ratio and site coverage index.

The current Text Amendment per Town Council Action of 8-15-23 is as follows:

- 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.
 - I. **Islander Mixed-Use Definition:** "Development that includes two or more different uses, which shall include 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."
 - II. **Density:** Proposed at a density that is "undefined density but limited by applicable design and performance standards such as height and parking"
 - III. **Parking:** Requires 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 and may utilize shared parking on Education Use property if the development provides student housing, and for so long as the property is used for Education Use. The shared parking on Education Use property is limited to 75 parking spaces.
- The use is proposed to be permitted with use-specific conditions per 16-4-102.B.1.g. The conditions proposed are as follows:
 - I. **Islander Mixed-Use development** shall designate separate parking spaces for **use** by the residential units. The parking spaces designated for residential **use** are eligible to be included as part of

a **shared parking** plan meeting the requirements in Section 16-5-107.H.3.

- II. **Islander Mixed-Use development** may utilize **shared parking** on **Education Use** property if the development provides student housing, and for so long as the property is used for Education Use. The **shared parking** on **Education Use** property is limited to 75 parking spaces.
- 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. 20% of **Islander Mixed-Use** units shall be workforce housing units, excluding any units for student housing for USCB; for households earning 60% to 120% of the Area Median Income (AMI) per the Town's Workforce Housing Agreement requirements. Rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant documents recorded in the Office of Beaufort County Register of Deeds.
- 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 (FAR) of 0.68.
- VIII. **Islander Mixed-Use** shall not exceed a Site Coverage Index (SCI) of 50%. The Site Coverage Index is defined as the percentage of lot coverage by the building's footprint square footage.
- IX. **Islander Mixed-Use** shall have a 10% requirement of functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.
- X. **Islander Mixed-Use** requires an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater.
- XI. **Islander Mixed-Use** shall require a 4 bedroom per dwelling unit maximum.

(Refer to Attachments 1-5, Proposed Ordinance and Proposed Islander Mixed-Use LMO Amendments, Applicant Provided Letters of Support, Applicant Provided Traffic Impact Analysis, Applicant Provided Building Mass and Scale Exhibit.)

STAFF ANALYSIS:

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

Sea Pines Circle District-

The Islander Mixed-Use text amendment is proposed within the Sea Pines Circle (SPC) District. The purpose of the 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.”

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

SPC District uses organized by use type and whether the use is permitted, permitted with conditions or by special exception are noted below:

- Residential use type:
 - Permitted- multifamily
 - Permitted with conditions- workforce housing
- Public, civic, institutional and education use type:
 - Permitted- community service uses, education uses, government uses, minor utilities, public parks, religious institutions
 - Permitted with conditions- telecommunication antenna and telecommunication towers
 - Special Exception- major utilities
- Health services use type:
 - Permitted- other health services
- Commercial recreation use type:
 - Permitted- indoor commercial recreation uses
- Office use type:
 - Permitted- other office uses
 - Permitted with conditions- contractor's offices

- Commercial services use type:
 - Permitted- eating establishments, grocery stores and other commercial services
 - Permitted with conditions- animal services, bicycle shops, convenience stores, nightclubs or bars, open air sales, and shopping centers
 - Special Exception- adult entertainment use and liquor stores
- Vehicle sales and services use type:
 - Permitted- car washes
 - Permitted with conditions- auto rentals, commercial parking lots and gas sales
- Industrial use type:
 - Permitted with conditions- self-service storage

Use-

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

Development that includes two or more different ***uses***, which shall include ***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 main difference between Islander Mixed-Use and Mixed-Use are the use-specific conditions required.

As explained above, the SPC District allows a range of uses permitted by right, permitted with conditions and by special exception. SPC allows residential uses; public, civic, institutional and education uses; health services; commercial recreation; office uses; commercial services; vehicle sales and services; and industrial uses.

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

Use-Specific Condition- Proximity requirement to Education Use-

Islander Mixed-Use is proposed to be located within 500 feet of an Education Use in the SPC District. 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.

The distance requirement coincides with a shared parking requirement which states, "Shared parking spaces ... shall be located no more than 500 feet walking distance from the primary pedestrian entrance(s) to the uses served by the parking, as measured along sidewalks or other pedestrian accessways connecting the shared spaces and such entrance(s)."

There are a total of 76 properties within the SPC District. (Refer to Attachments 8-10, Islander Mixed-Use Affected Area, Islander Mixed-Use Radius Study, and Islander Mixed-Use Radius Comparison Table). There are 23 parcels within 500 feet of the Education Use in the SPC district that are eligible for the proposed Islander Mixed-Use. Six of the 23 parcels are subject to the proposed project.

An analysis of eligible properties subject to the proposed use at various radius requirements from an Education Use was reviewed. The radius comparison is as follows:

Radius (FT)	Properties	Total (AC)	Min. (AC)	Max. (AC)
250	Properties 1-12	18.81	0.23	6.28
300	Property 13	1.87	0.79	1.08
350	Properties 14-15	5.56	0.84	4.72
400	Properties 16-20	6.15	0.66	2.28
450	Properties 21-22	10.27	1.97	8.3
500	Property 23	2.05	2.05	2.05

Density

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

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

It should be noted that the calculation of dwelling unit density does not consider dwelling unit size, meaning that a 400 square foot unit and a 5,000 square foot unit both equal 1 dwelling unit.

The Islander Mixed-use development use proposes undefined density and the allowance of residential use parking spaces to be part of a shared parking plan. The undefined density would be limited by applicable design and performance standards such as height, parking, lot coverage, setbacks and buffers. Similarly, the Coligny Resort district, Section 16-3-105.B, also does not have a defined density limit and is limited by required design standards. (Refer to Attachment 11, Coligny Resort District.)

In the Islander Mixed-Use Assessment Table (Attachment 6), pages 4 & 5 compare possible conceptual developments. A workforce housing commercial conversion, Mixed-

Use development and Islander Mixed-Use development were compared. Each development concept included 5,623 square feet of commercial service use.

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

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

For a point of reference, several existing Hilton Head Island development effective residential densities are listed below:

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

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

Additional information was requested for possible build-out scenarios related to density and potential traffic impacts. The 23 properties within the affected area were analyzed for commercial and residential build-out and are summarized in the chart below.

Six properties are overbuilt per current commercial allowable commercial densities and are considered legal nonconformities. They are Wells Fargo, Spinnaker, 32 Office Park, PNC Bank, TND Bank and Fountain Center. These properties would not be able to add additional commercial development. The remaining properties have additional by right density as indicated in the chart.

Residential development potential was also analyzed. In the by right residential units column, it assumes that the parcel is developed fully as a residential development per the 12 dwelling units/acre allowed within the Sea Pines Circle District. The proposed IMU column, indicates how many additional residential units could be added should the property develop as Islander Mixed-Use (assuming a density of 31 dwelling units/net acre.) This calculation does not assume the density allotment of the required non-residential as part of Islander Mixed-Use.

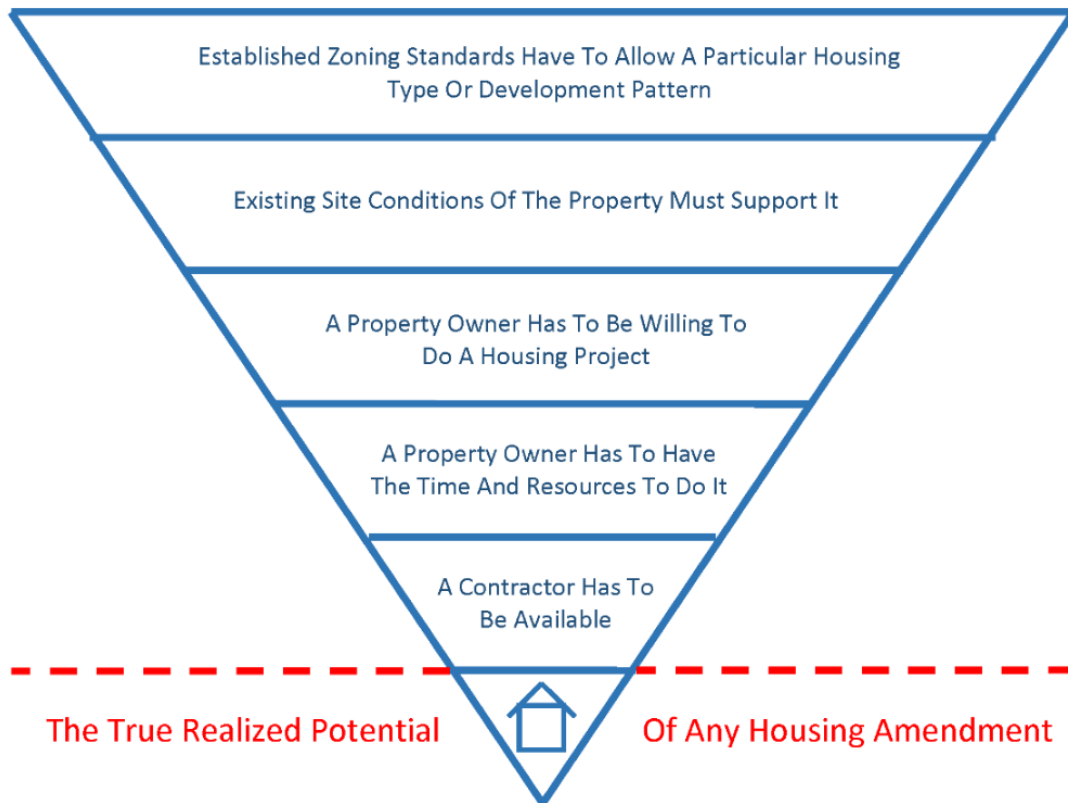
The chart also illustrates an estimate of the potential total daily trips for the existing, by right commercial, by right residential, and Islander Mixed-Use development scenarios.

According to the Traffic Impact Analysis provided for the proposed development, the proposed project for Islander Mixed-Use would generate 1427 daily trips. Of those, 960 trips are affiliated with the residential uses and 467 trips are affiliated with the non-residential use proposed.

Utilizing a similar methodology based on data provided in the Institute of Transportation Engineers' (ITE) Trip Generation informational report for daily trips, the following table was presented with the associated respective uses.

Location	Acreage	Existing Development Square Feet	By Right Commercial Square Feet	By Right Residential Units	Proposed IMU - 31 DU/AC	Existing Development Daily Trips	By Right Commercial Daily Trips	By Right Residential Daily Trips	Proposed IMU Daily Trips
Reilley's	4.72	31,286	47,200	57	146	2814	4246	379	971
Wells Fargo	1.47	25,000	14,700	18	46	303	178	120	306
Spinnaker	1.07	37,692	10,700	13	33	415	118	86	219
Harris Teeter	9.34	73,269	93,400	112	290	7491	9549	745	1929
Harris Teeter Gas	0.70	4,473	7,000	8	22	1686	1686	53	146
32 Office Park	4.31	67,803	43,100	52	134	747	475	346	891
PNC	2.28	24,700	22,800	27	71	300	277	180	472
Visitor's Center	1.10	9,558	11,000	13	34	105	121	86	226
CVS	2.07	12,023	20,700	25	64	1060	1825	166	426
TND Bank	2.36	35,196	23,600	28	73	427	286	186	485
Fountain Center	1.97	37,237	19,700	24	61	410	217	160	406
Chronic Golf	0.89	8,436	8,900	11	28	759	801	73	186
IMU Properties	4.34	42,000	43,400	52	82	462	478	346	960*

Although all 23 properties (45 AC) could be redeveloped with Islander Mixed-Use should this amendment be approved, a number of factors impact the likelihood, which is exhibited in the below graphic.



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

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

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

Additionally, staff researched floor area ratio of the building structure averages as contained within the 23 parcels within 500-feet of an education use (or the proposed boundary of Islander Mixed-Use eligibility) and found the following:

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

Based on the FAR data above, it is observed that the FAR's tend to be higher for mixed-use or residential developments than for office or commercial developments. The FAR's within the proposed boundary of Islander Mixed-Use eligibility are mostly lower and range from 0.09-0.78.

Use-Specific Condition- 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 Education Use property if the development provides student housing for so long as the property is used for Education Use. The shared parking on Education Use property is limited to 75 parking spaces.

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 12, Off-Street Parking Alternatives.)

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. Islander Mixed-Use development may utilize shared parking on Education Use property if the development provides student housing, and for so long as the property is used for Education Use. The shared parking on Education Use property is limited to 75 parking spaces.

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

Use-Specific Condition- 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.

Use-Specific Condition- Open Space- Islander Mixed-Use is proposing a required 10% functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.

The SPC district only requires open space (16%) if it is a major single-family residential development. For all other development, no open space is required.

Use-Specific Condition- Average Setback- Islander Mixed-Use proposes requiring an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater.

The SPC district uses must meet the setbacks per LMO Table 16-5-102.C. which require:

Other Street- 20' (i.e. Office Way, Office Park Road)

Minor Arterial- 40' (i.e. Greenwood Drive)

Major Arterial- 50' (i.e. Pope Avenue)

As proposed, a greater adjacent street setback average would be required adjacent to an Other Street, but existing setback requirements would apply adjacent to Minor or Major Arterials.

Use-Specific Condition- 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.

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

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

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

As proposed, the short-term rental prohibition will not sunset (like the workforce housing requirement), so the Islander Mixed-Use development units will remain in the long-term rental inventory.

Use-Specific Condition- 4 bedroom maximum-

Islander Mixed-Use shall require a 4 bedroom per dwelling unit maximum.

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

The maximum of 4 bedrooms per unit for Islander Mixed-Use limits the maximum number of bedrooms such that the dwelling unit to bedroom count are appropriately sized for this use.

Use-Specific Condition- Workforce Housing- 20% of Islander Mixed-Use units shall be workforce housing units, excluding any units for student housing for USCB; for households earning 60% to 120% of the Area Median Income (AMI) per the Town's Workforce Housing Agreement requirements. Rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant documents recorded in the Office of Beaufort County Register of Deeds.

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.

The proposed Islander Mixed-Use text amendment does provide a workforce housing provision. Workforce housing is supported by the following documents:

- 2019 Workforce Housing Strategic Plan prepared by Lisa Sturtevant & Associates, LLC which includes housing recommendations.
- 2022 Workforce Housing Framework- Finding Home which includes a policy framework for a workforce housing program on the Island.
- Our Plan 2020-2040, the Town of Hilton Head Island Comprehensive Plan, which includes Housing Goals, Strategies, and Tactics.
- Strategic Action Plan 2023-2025, includes within the Top 15 Strategies, Implementation of the Workforce Housing Framework: *Finding Home*

(Refer to Attachment 13, Sample Islanders Mixed-Use Workforce Housing Agreement.)

Area Median Income

The 2023 Area Median Income (AMI) for Beaufort County per HUD is \$111,300 based on a family of 4.

AMI	2023 Area Median Income (AMI)							
	Family Size							
	1	2	3	4	5	6	7	8
30% AMI	\$ 23,400	\$ 26,750	\$ 30,100	\$ 33,400	\$ 36,100	\$ 38,750	\$ 41,450	\$ 44,100
50% AMI	\$ 39,000	\$ 44,550	\$ 50,100	\$ 55,650	\$ 60,150	\$ 64,600	\$ 69,050	\$ 73,500
60% AMI	\$ 46,800	\$ 53,450	\$ 60,150	\$ 66,800	\$ 72,150	\$ 77,500	\$ 82,850	\$ 88,200
80% AMI	\$ 62,350	\$ 71,250	\$ 80,150	\$ 89,050	\$ 96,200	\$ 103,300	\$ 110,450	\$ 117,550
90% AMI	\$ 70,150	\$ 80,200	\$ 90,200	\$ 100,200	\$ 108,250	\$ 116,250	\$ 124,250	\$ 132,300
100% AMI	\$ 77,950	\$ 89,050	\$ 100,200	\$ 111,300	\$ 120,250	\$ 129,150	\$ 138,050	\$ 146,950
110% AMI	\$ 85,800	\$ 98,000	\$ 110,300	\$ 122,500	\$ 132,300	\$ 142,100	\$ 151,900	\$ 161,700
120% AMI	\$ 93,600	\$ 106,900	\$ 120,300	\$ 133,600	\$ 144,300	\$ 155,000	\$ 165,700	\$ 176,400
130% AMI	\$ 101,300	\$ 115,800	\$ 130,300	\$ 144,700	\$ 156,300	\$ 167,900	\$ 179,500	\$ 191,100
140% AMI	\$ 109,200	\$ 124,800	\$ 140,400	\$ 155,900	\$ 168,400	\$ 180,900	\$ 193,400	\$ 205,800
150% AMI	\$ 116,900	\$ 133,600	\$ 150,300	\$ 167,000	\$ 180,400	\$ 193,800	\$ 207,100	\$ 220,500

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

Utilized the HUD recommended calculation based on family size and % of increase for those above 100% AMI

Calculation over 100% are rounded to the nearest 100 based on the HUD formula below.

****Calculated based on the HUD Median Income, which is assigned to a family of four at 100% AMI. The 1-person family income limit is 70% of limit. The 2-person family income limit is 80% of the 4-person income limit, the 3-person family income limit is 90% of the 4-person income limit, the 5-person family income limit is 108% of the 4-person income limit, the 6-person family income limit is 116% of the 4-person income limit, the 7-person family income limit is 124% of the 4-person income limit, and the 8-person family income limit is 132% of the 4-person income limit. Limits are rounded up to the nearest 50 below 100% AMI and 100 above 100% AMI. Disclaimer: 2023 Area Median Incomes per household may differ slightly depending on the different federal, state or local funding and/or tax credit programs. For purposes of the Town of Hilton Head Island programs please use the 2023 AMI Chart provided. For all other programs please verify AMIs based on a specific program parameters, to include but not limited to CDBG, HOME, IRS Sec 42 Tax Credit and/or Bond Programs.**

The affordable rents (not exceeding 30% of annual salary) for households of 1, 2 and 3 occupants between 60-120% AMI have been calculated in the chart below.

AMI	1	2	3
60% AMI	\$ 1,170	\$ 1,336	\$ 1,504
80% AMI	\$ 1,559	\$ 1,781	\$ 2,004
90% AMI	\$ 1,779	\$ 2,005	\$ 2,255
100% AMI	\$ 1,949	\$ 2,226	\$ 2,505
110% AMI	\$ 2,145	\$ 2,450	\$ 2,758
120% AMI	\$ 2,340	\$ 2,673	\$ 3,008

Households are considered cost burdened when they spend more than 30% of their income on rent, mortgage, and other housing needs. Households are considered severely cost burdened when they spend more than 50% of their income on rent, mortgage, and other housing needs.

Traffic Impact Analysis-

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

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

- Office Way at Site Access #1
Construct the proposed Site Access #1 with one ingress lane and one egress lane and operate under minor street stop control
- Office Park Road at Site Access #2
Construct the proposed Site Access #2 with one ingress lane and one egress lane and operate under minor street stop control

Additionally, Town Engineering staff provided the Sea Pines Circle traffic count summary from 2005-2022 which is summarized in the table below. (Refer to Attachment 15, Sea Pines Circle Traffic Count Summary.)

Sea Pines Circle
Traffic Count Summary

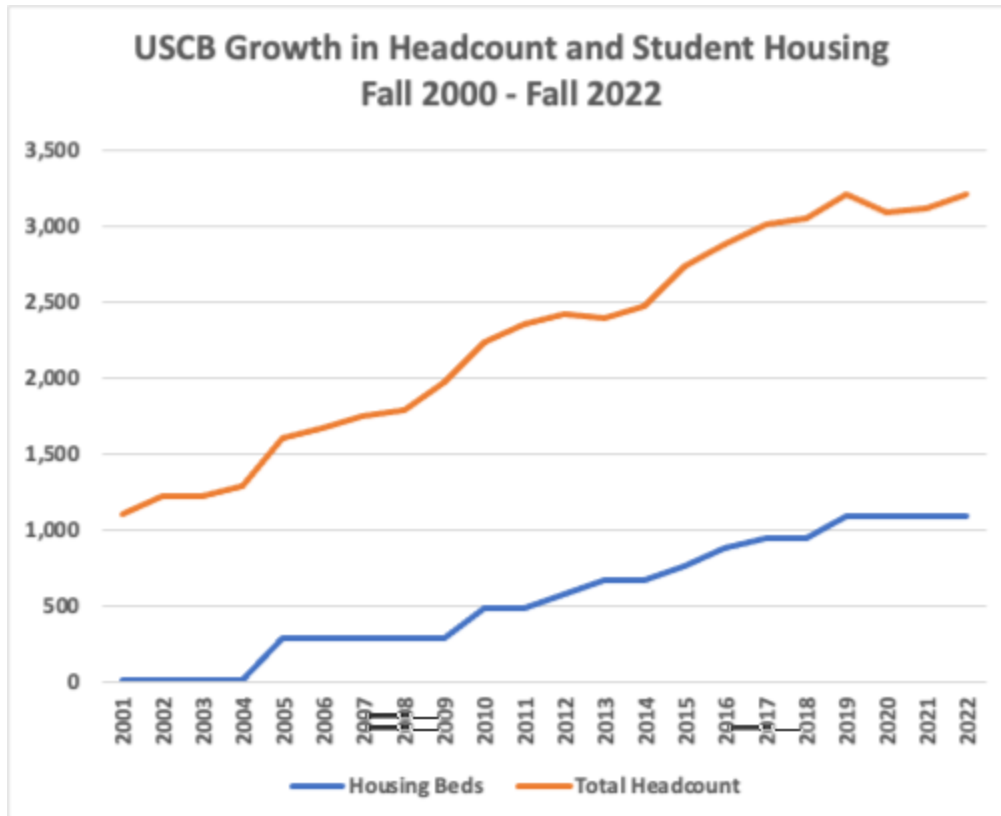
Year	A.M. Peak Hour	Midday Peak Hour	P.M. Peak Hour
2005	3264	4026	4199
2010	2493	3508	3525
2015	2791	3748	3930
2016	3072	3696	4168
2018	3028	3510	3559
2020	2841	3637	3818
2022	3008	3713	3828

The traffic impact analysis assumed that the proposed Islander Mixed-Use development on Office Way to be built out by 2025. It anticipated 44 new trips to the Sea Pines Circle AM peak hour (an increase of 2.9 seconds) and 59 new trips to the PM peak hour (an increase of 4.6 seconds).

Student Housing-

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

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



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

Mid-Island District-

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

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

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

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

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

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

draft Bridge to Beach District Plan were presented to the Public Planning Committee in September 2023.

RECOMMENDATION:

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

ATTACHMENTS:

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

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND

ORDINANCE NO. 2023-

PROPOSED ORDINANCE NO. 2023-07

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

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

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

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

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

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

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

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

WHEREAS, the Public Planning Committee held a public meeting on June 8, 2023 and consideration of the Staff presentation, applicant presentation and public comments was given, and the Public Planning Committee voted 4-0 to advance the proposed Islander Mixed-Use LMO amendments to Town Council for consideration without a recommendation of approval or denial; and

WHEREAS, The Planning Commission met on September 20, 2023 to review deviations from the proposal made following their December 2022 public hearing and voted unanimously to recommend acceptance of the changes to Town Council; 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									P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C		Sec. 16-4-102.B. 1.a	
Multifamily						P	P	P	P C	P	P C	P	P	P	P	P	P	P	P	P		Sec. 16-4-102.B. 1.b	
Recreational Vehicle						P C	P C	P C					P C	P C	P C	P C	P C	P C					
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						P C					P C	P C	P C	P C	P C		P C		P C		P C		Sec 16-4- 102.B. 1.d
Islander Mixed-Use											P C												Sec. 16-4- 102.B. 1.g
PUBLIC, CIVIC, INSTITUTIONAL, AND EDUCATIONAL USES																							
Aviation and Surface Transportation Uses																					P C	Sec. 16-4- 102.B. 2.a	
Aviation Services Uses																					P C	Sec. 16-4- 102.B. 2.b	
Cemeteries		P				P							P			P	P						
Community Service Uses		P				P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 16-4- 102.B. 2.c	
Education Uses						P			P	P	P	P						P		P			
Government Uses		P C	P C	P C	P C	P C	P C	P C	P	P	P	P		P	P		P	P	P	P	P	Sec. 16-4- 102.B. 2.d	
Major Utilities		S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	P		
Minor Utilities		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
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			
Telecommunication Antenna, Collocated or		P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	Sec. 16-4- 102.B. 2.e	

Building Mounted																							
Telecommunication Towers, Monopole		P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	Sec. 16-4-102.B. 2.e
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									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	Sec. 16-4- 102.B. 6.a
Other Office Uses									P	P	P	P	P	P	P	P	P	P	
COMMERCIAL SERVICES																			
Adult entertainment uses										S E									Sec. 16-4- 102.B. 7.a
Animal Services										P C	P C			P C			P C	P C	Sec. 16-4- 102.B. 7.b
Bicycle Shops									P C	P C	P C	P C	P C	P C	P C		P C	P C	Sec. 16-4- 102.B. 7.c
Convenience Stores						P C			P C	P C	P C		P C	P C	P C	P C	P C	P C	Sec. 16-4- 102.B. 7.d
Eating Establishments									P C	P C	P C	P C	P C	P C	P C	P C	P C	P C	Sec. 16-4- 102.B. 7.e
Grocery Stores									P	P	P	P		P			P		
Landscape Businesses														P C			P C	P	Sec. 16-4- 102.B. 7.f
Liquor Stores									S E	S E	S E	S E	S E	S E	S E	S E	S E	S E	Sec. 16-4- 102.B. 7.g
Nightclubs or Bars									P C	P C	P C		P C	P C	P C		P C	P C	Sec. 16-4- 102.B. 7.h

Open Air Sales		P C				P C			P C	P C		P C	P C	P C	P C	P C	P C	P				Sec. 16-4- 102.B. 7.i
Shopping Centers									P C	P C	P C	P C		P C	P C			P C				Sec. 16-4- 102.B. 7.j
Tattoo Facilities																		P C				Sec. 16-4- 102.B. 7.k
Other Commercial Services Uses						P C	P C		P	P	P	P	P	P	P	P	P	P	P	P	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 16-4- 102.B. 8.d
Taxicab Services											P			P				P			P	
Towing Services or Truck																				P		

or Trailer Rentals																					
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 CLASSIFI CATION / USE TYPE	SPECI AL DISTR ICTS		RESIDENTIAL DISTRICTS						MIXED-USE AND BUSINESS DISTRICTS											USE-SPECI FIC COND ITION S		
	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				
Boat Ramps, Docking Facilities, and Marinas	P C	P	P C	P C		P C	P C						P			P					Sec. 16-4- 102.B. 10.a

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

B. Use-Specific Conditions for Principal Uses

1. Residential Uses

g. Islander Mixed-Use

- i. **Islander Mixed-use development** shall designate separate parking spaces for **use** by the residential units. The parking spaces designated for residential **use** are eligible to be included as part of a **shared parking** plan meeting the requirements in Section 16-5-107.H.3.
- ii. **Islander Mixed-Use development** may utilize **shared parking** on **Education Use** property if the development provides student housing, and for so long as the property is used for Education Use. The **shared parking** on **Education Use** property is limited to 75 parking spaces.
- 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. 20% of **Islander Mixed-Use** units shall be workforce housing units, excluding any units for student housing for USCB; for households earning between 60% to 120% of the Area Median Income (AMI) per the Town's Workforce Housing Agreement requirements. Rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant documents recorded in the Office of Beaufort County Register of Deeds.
- vi. A minimum average unit size of 750 square feet per dwelling unit is required. Minimum average unit size is calculated by taking the building's total gross floor area without

commercial use less the non-habitable areas (hallways, lobbies, mechanical rooms, etc.) divided by the total number of dwelling units.

- vii. **Islander Mixed-Use** shall not exceed a floor area ratio of 0.68.
- viii. **Islander Mixed-Use** shall not exceed a Site Coverage Index (SCI) of 50%. The Site Coverage Index is defined as the percentage of lot coverage by the building's footprint square footage.
- ix. **Islander Mixed-Use** shall have a 10% requirement of functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.
- x. **Islander Mixed-Use** requires an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater.
- xi. **Islander Mixed-Use** shall require a 4 bedroom per dwelling unit maximum.

(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

Created: 2022-04-07 15:54:15 [EST]

(Supp. No. 7)

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 (PERNET ACRE) ²			LOT COVERAGE	
Residential	12 du		Max. Impervious Cover	60%
Nonresidential	10,000 GFA		Min. Open Space for Major Residential Subdivisions	16%
MAX. BUILDING HEIGHT				
All Development	45 ft			
USE AND OTHER DEVELOPMENT STANDARDS				
See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.				
TABLE NOTES:				
P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = dwelling units ; sf = square feet; GFA = gross floor area in square feet; ft = feet; n/a = not applicable				
1. May be increased by up to ten percent on demonstration to the Official that:				
a. The increase is consistent with the character of development on surrounding land ;				
b. Development resulting from the increase is consistent with the purpose and intent of the building height standards;				
c. The increase either (a) is required to compensate for some unusual aspect of the site or the proposed development , or (b) results in improved site conditions for a development with nonconforming site features ;				
d. The increase will not pose a danger to the public health or safety;				
e. Any adverse impacts directly attributable to the increase are mitigated; and				
f. The increase, when combined with all previous increases allowed under this provision, does not result in a cumulative increase greater than ten percent.				
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 **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:

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

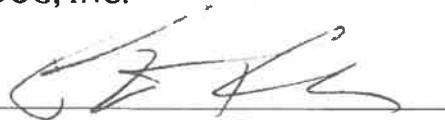
David DeSpain
Manager of College Acres Development, LLC,
the Manager of Double D Office Way, LLC

AGREED:

BROWND OG, INC.

By:

Its:


President

Date:

3/17

, 2023



March 16, 2023

Al M. Panu, Ph.D.
Chancellor

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

Dear Mr. Mayor:

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

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

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

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

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 Shark Drive
Hilton Head Island, SC 29928

Dear Chancellor Panu:

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

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

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

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

- (a) USCB will lease to the Company the exclusive usage rights for seventy-five (75) parking spaces on the Campus, the size and locations of the parking spaces to be identified in the Lease.
- (b) Company will provide enrolled USCB students first-refusal rights to lease 16 student apartments (64 bedrooms total) from a building on the Property to be designed and constructed for university housing at a rate comparable to housing rates on other USCB campuses.

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

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

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

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

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

Very truly yours,

David DeSpain

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

AGREED:

ON BEHALF OF THE UNIVERSITY OF SOUTH CAROLINA - BEAUFORT

By: 
Its: Al M. Panu, Chancellor

Date: April 3, 2023

Office Way Mixed-Use Development TIA

Traffic Impact Analysis

Hilton Head Island, South Carolina

Prepared for

Double D Office Way, LLC

Prepared by

Kimley»Horn

January 2023

© Kimley-Horn and Associates, Inc.

Updated April 2023

Office Way Mixed-Use Development TIA

Traffic Impact Analysis

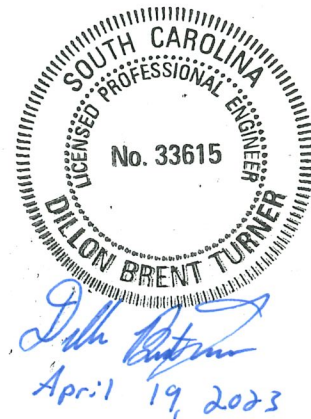
Hilton Head Island, South Carolina

Prepared for

Double D Office Way, LLC

Prepared by

Kimley»Horn



January 2023

© Kimley-Horn and Associates, Inc.
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:

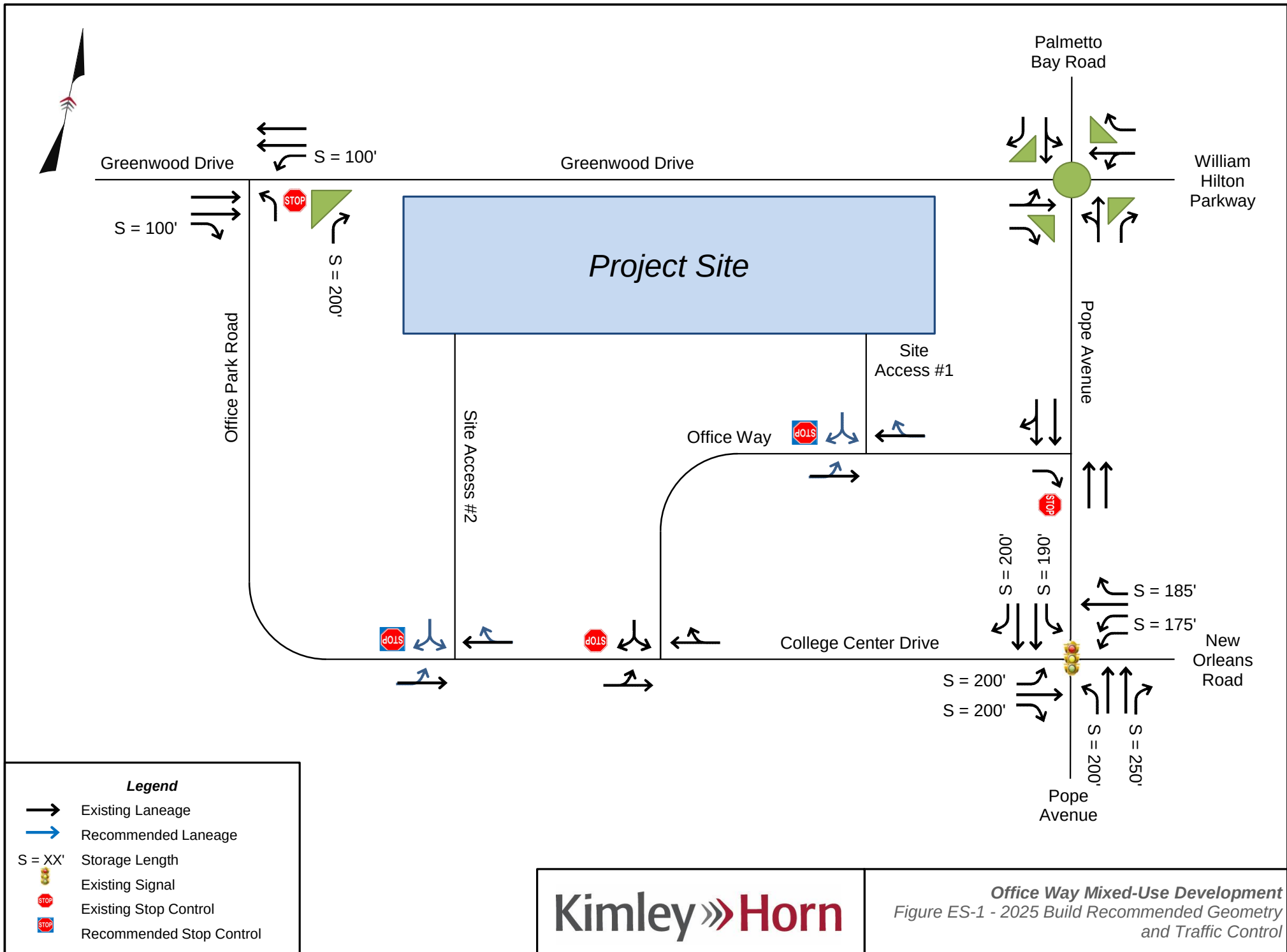
Office Way at Site Access #1

- 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**.



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.

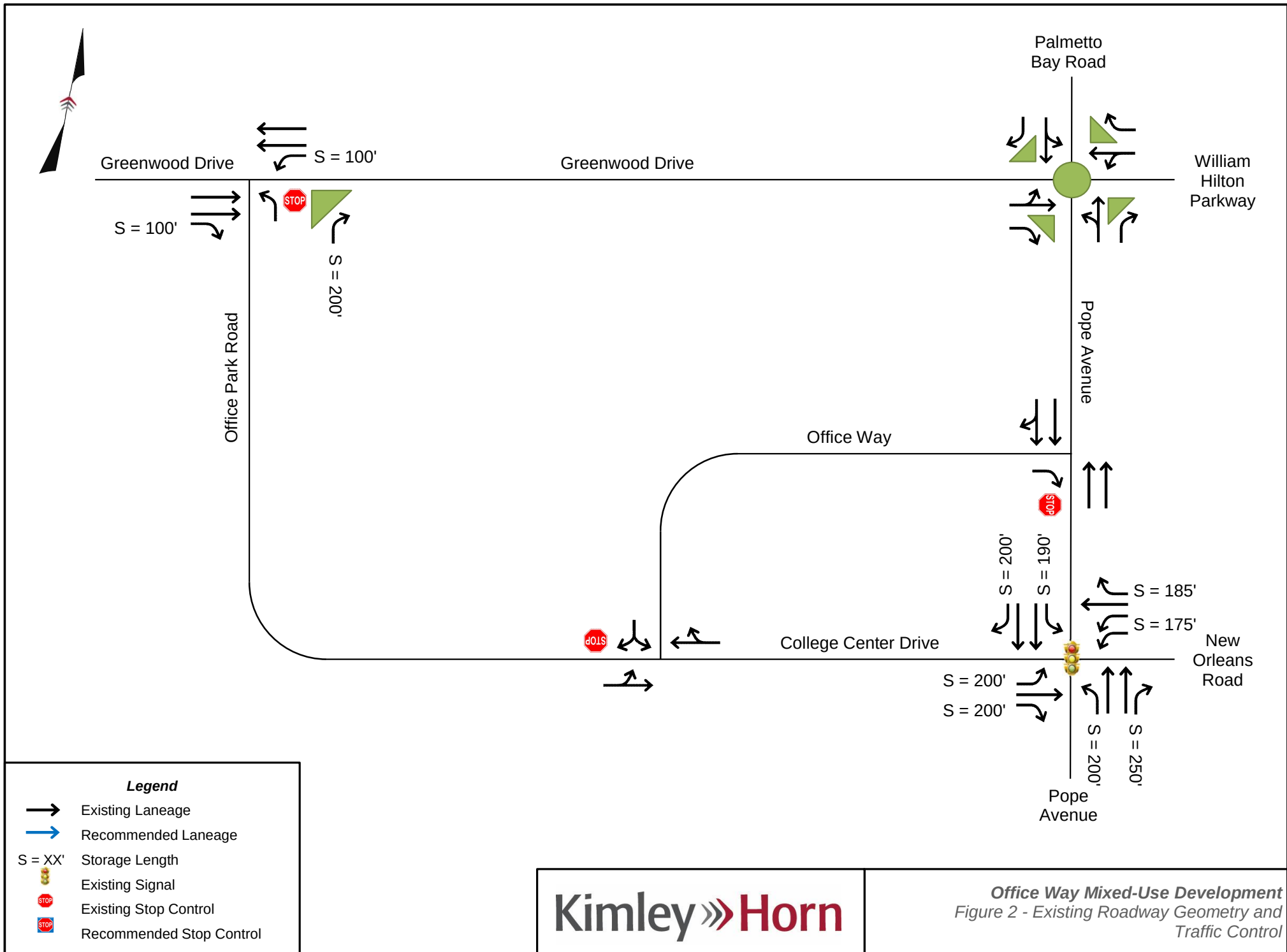
Greenwood Drive (L-1448) is a four-lane, divided, urban local road with a posted speed limit of 25 mph within the vicinity of the proposed development. SCDOT does not provide daily traffic data for Greenwood Drive.

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**.



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

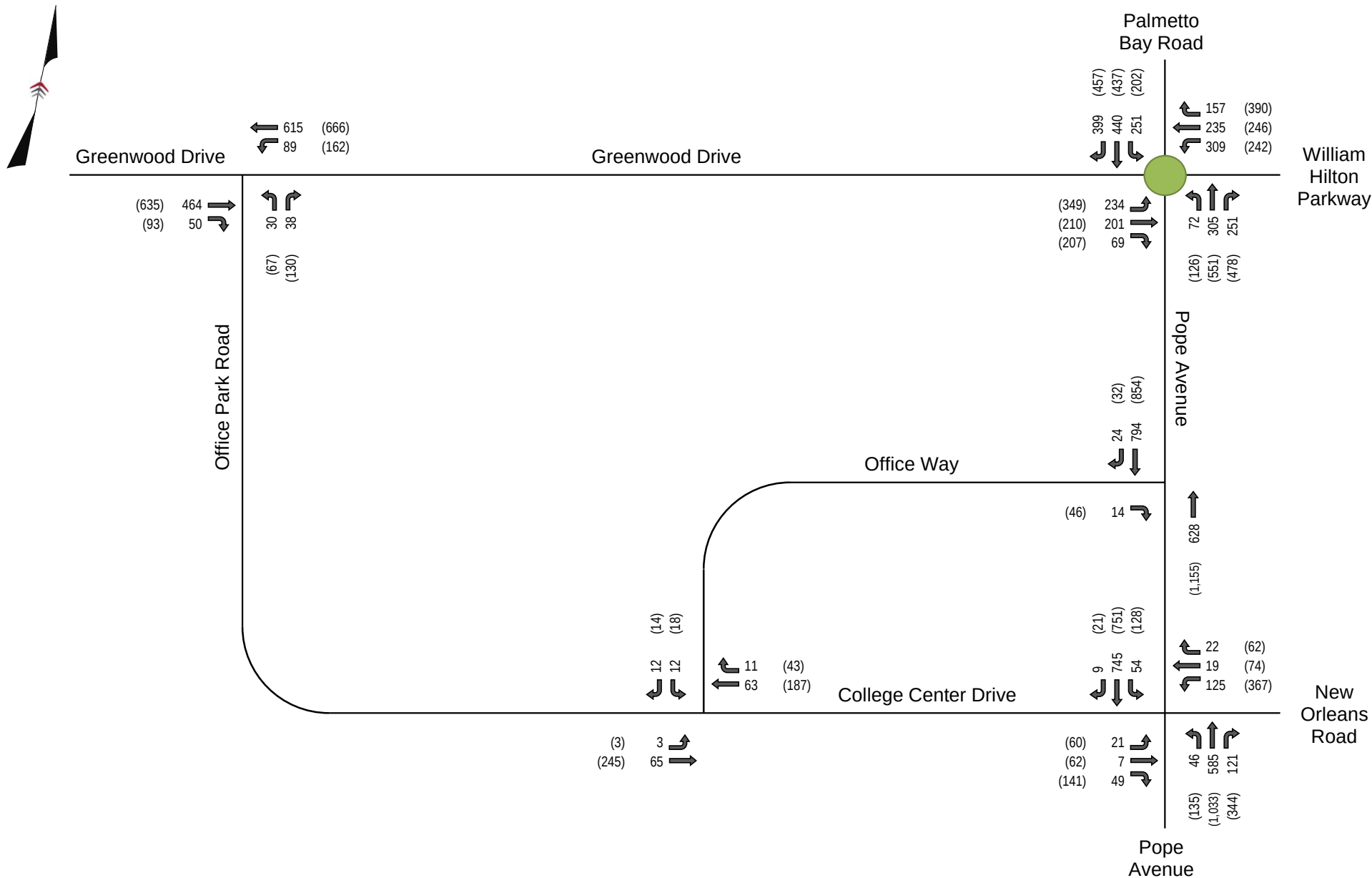
The remaining existing study intersection volumes were obtained from previously collected traffic counts provided by the Town of Hilton Head Island. Although the counts listed above were not collected on an average June weekday they were balanced upwards to intersections that were collected on an average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

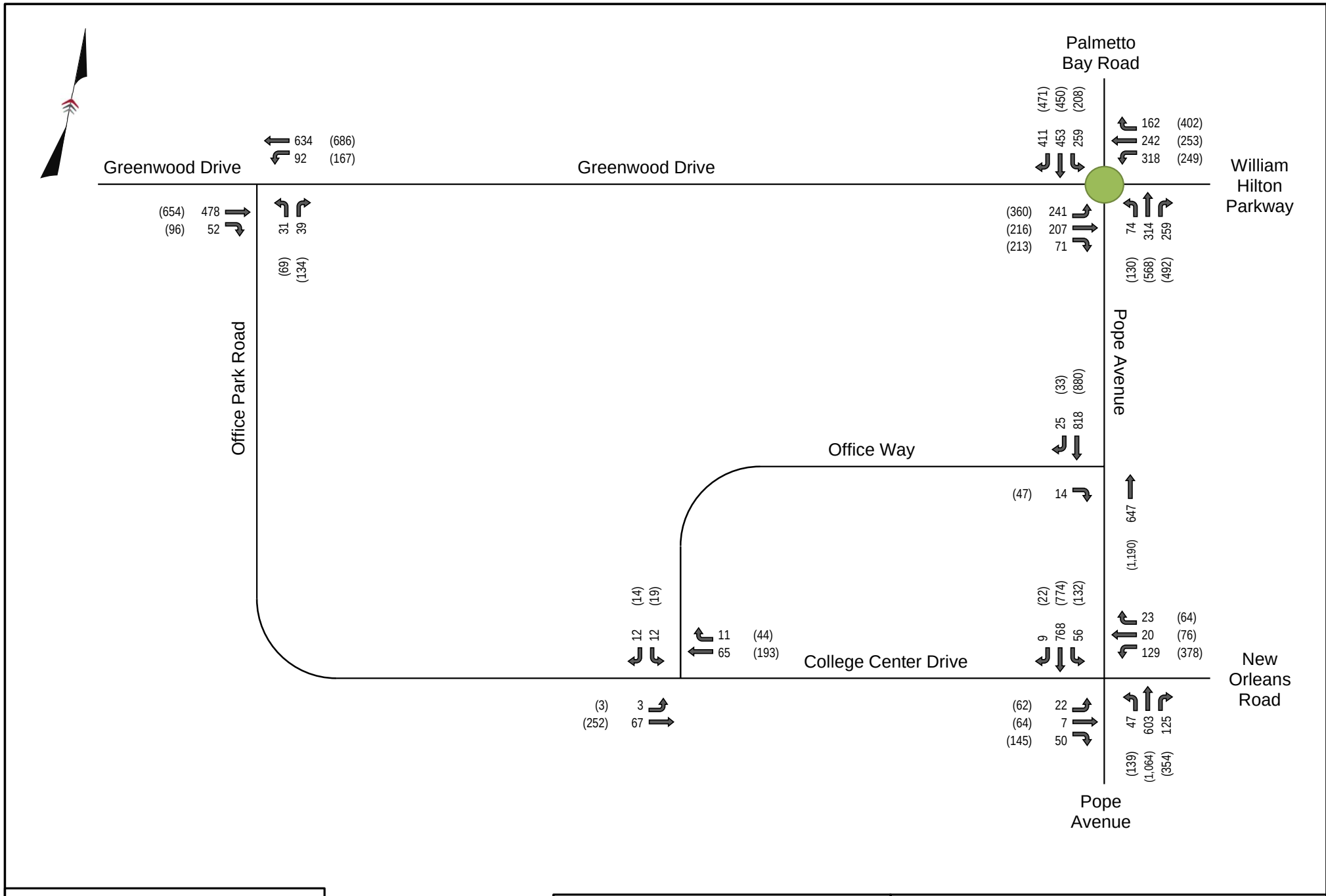
Figure 3 shows the 2022 Existing AM and PM peak hour traffic volumes. The raw turning-movement count data is included in **Appendix B**.

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**.





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

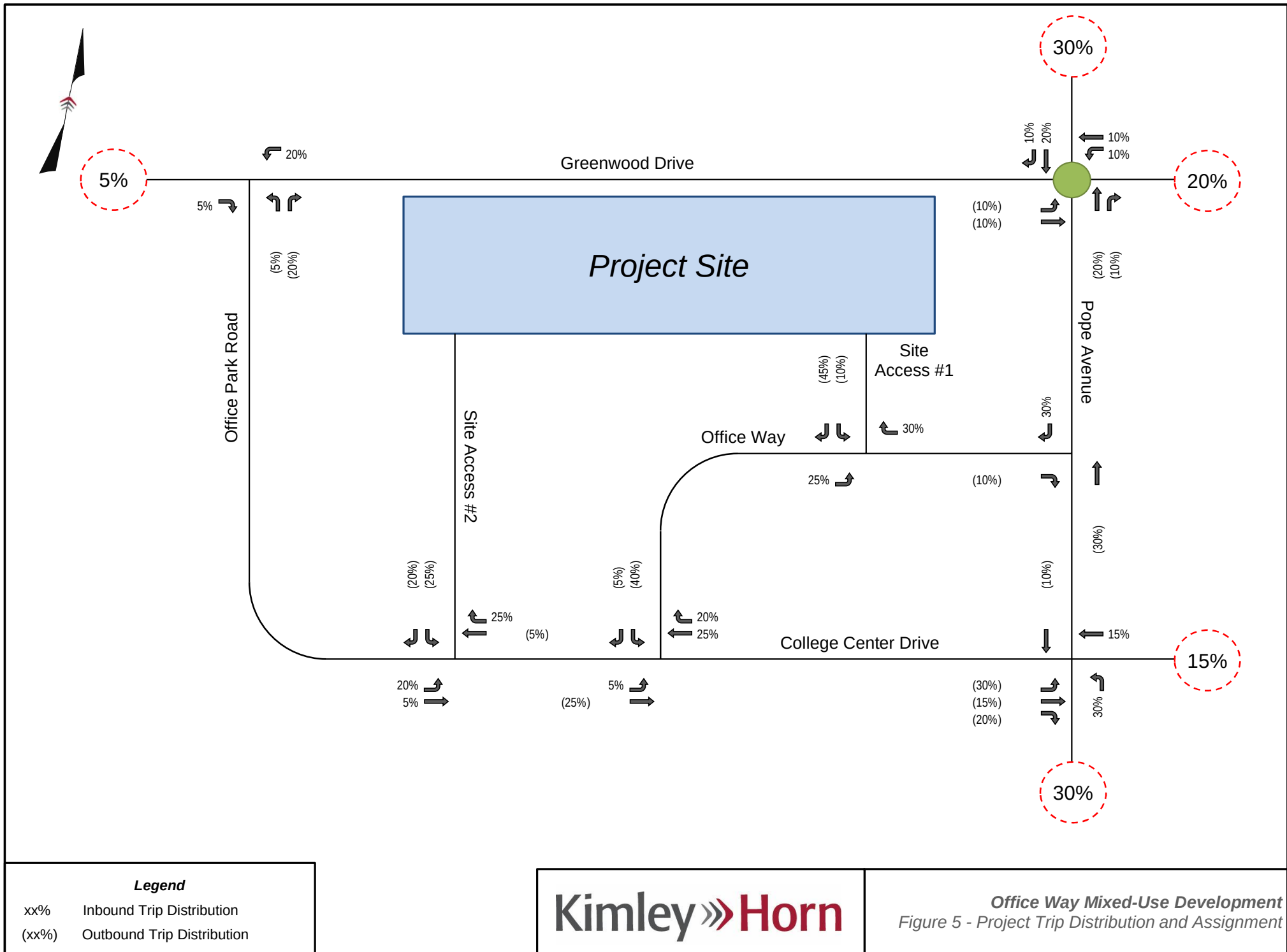
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are illustrated in **Figure 5** and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

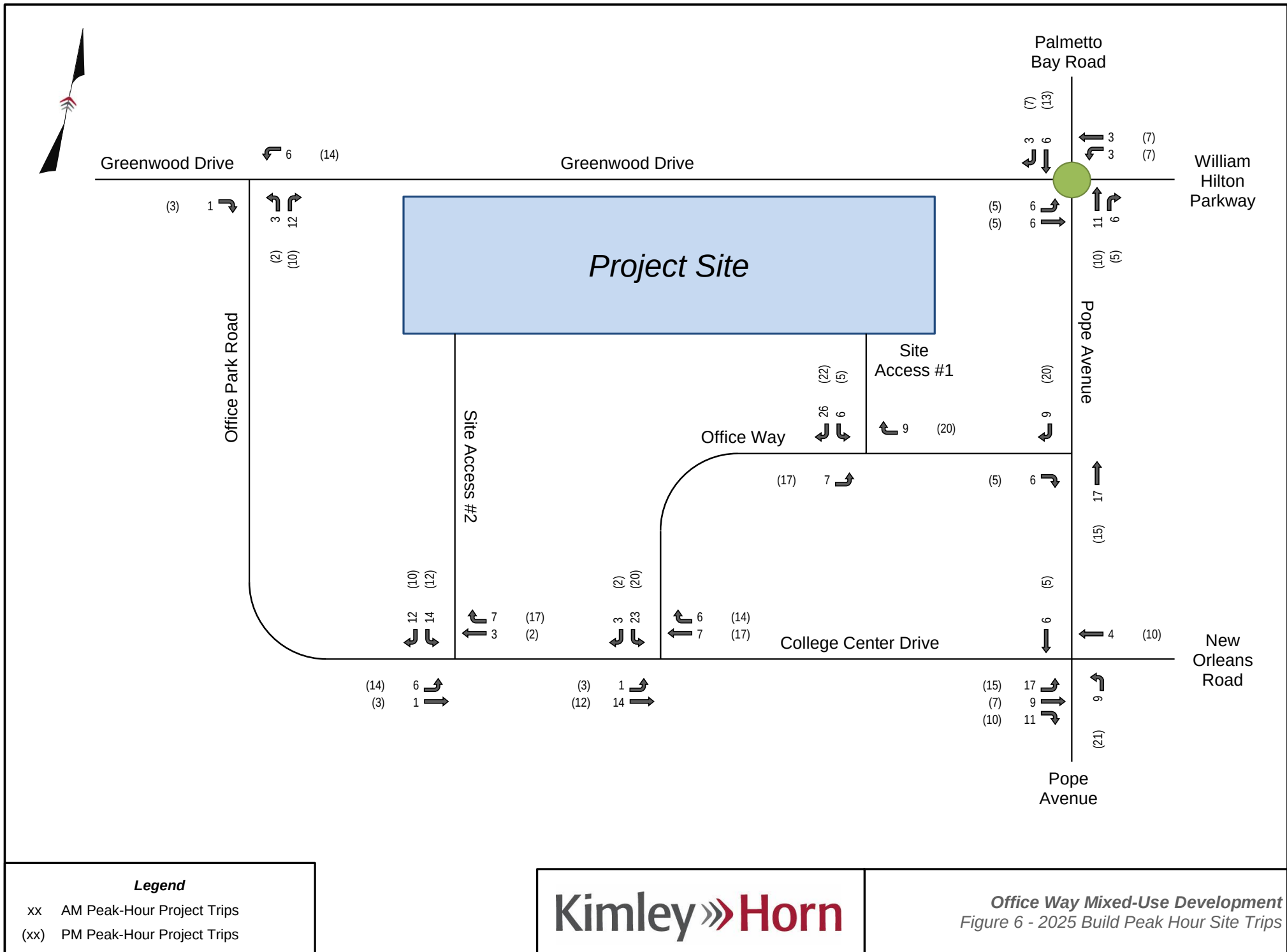
- 30% to/from the North via Palmetto Bay Road
- 30% to/from the South via Pope Avenue
- 20% to/from the East via William Hilton Parkway
- 15% to/from the East via New Orleans Road
- 5% to/from the West via Greenwood Drive

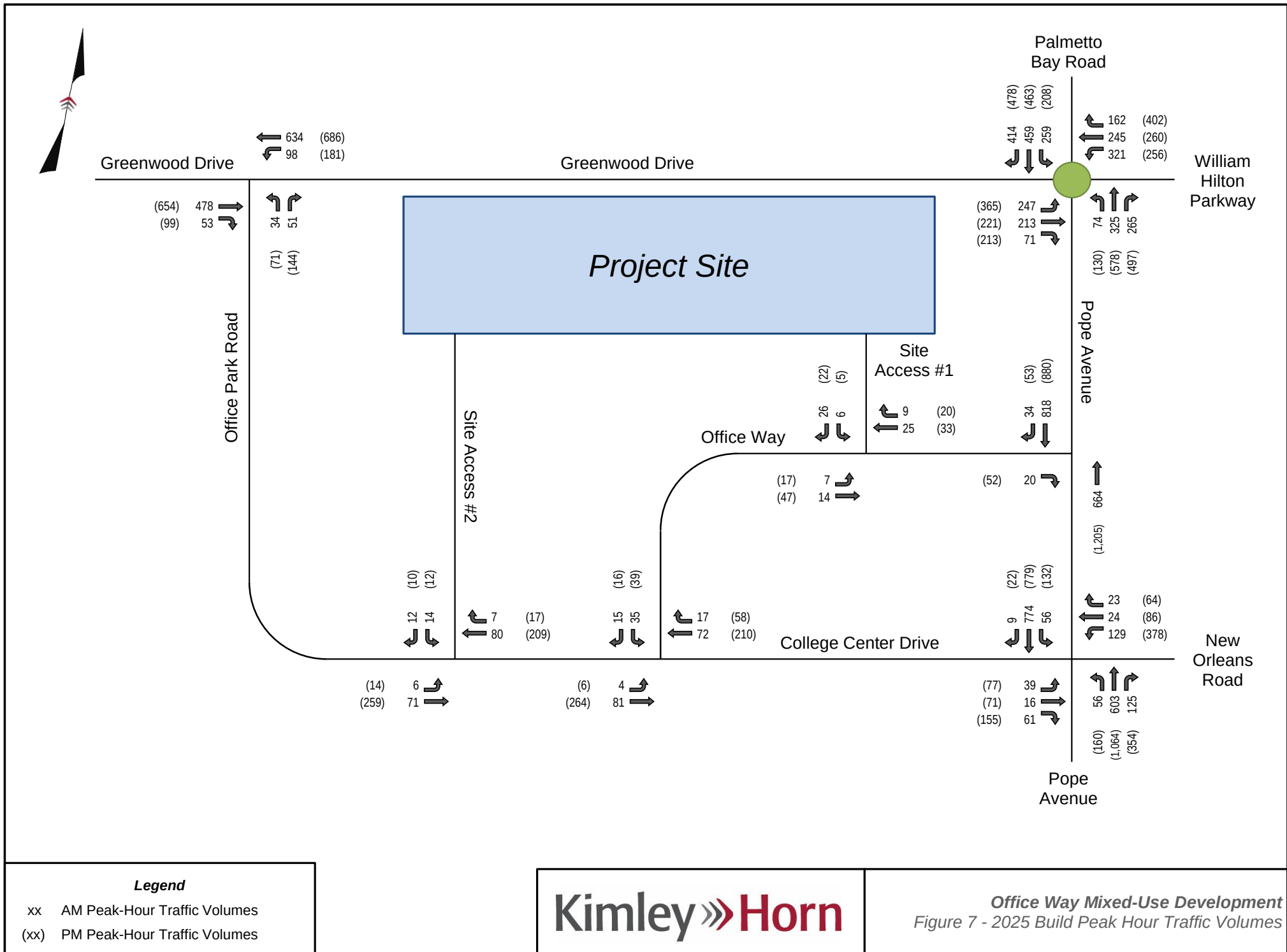
The projected trips for the proposed development are presented in **Figure 6**.

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**.







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'
<u>Notes:</u> 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	Office Way	Site Access #1
		EBTL	WBTR	SBLR
AM Peak Hour				
2025 Build	LOS (Delay)	A (7.3)	A (0.0)	A (8.7)
	HCM6 95th Q	0'	0'	3'
PM Peak Hour				
2025 Build	LOS (Delay)	A (7.4)	A (0.0)	A (8.8)
	HCM6 95th Q	0'	0'	3'
<u>Notes:</u> Left-turn movement delay reported for the major street approaches.				

Results

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

Recommendations

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

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

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

5.7 Office Park Road at Site Access #2

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

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

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

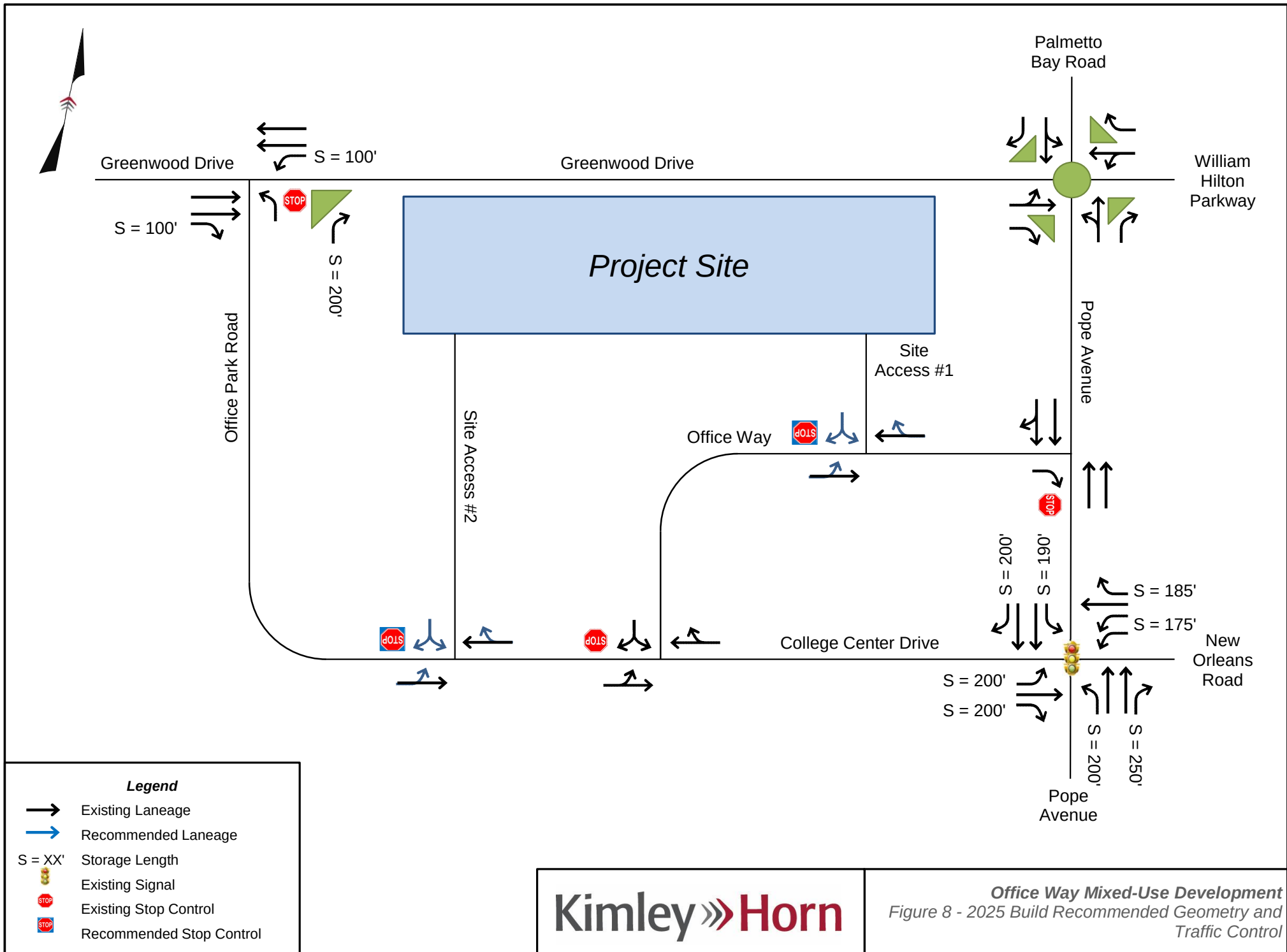
Office Way at Site Access #1

- 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**.



Appendix A – Conceptual Site Plan

PARCEL PINS	R552 015 000 0355 0000 R552 015 000 0354 0000 R552 015 000 0357 0000 R552 015 000 1644 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

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

ORDINANCE	REQUIREMENT
SEC. 16-3-105.M.3 RES. DENSITY	12 DU PER ACRE
SEC. 16-3-105.M.3 NON RES. DENSITY	10,000 GFA
SEC. 16-3-105.M.3 IMPERVIOUS COVER	60%
SEC. 16-3-105.M.3 BLDG. HEIGHT	45'
SEC. 16-3-105.M.2 SPC PARKING	1.5/ DU - RESIDENTIAL 1/500 GEA- NON RES.
SEC. 16-5-107.D.6 ACCESSIBLE PKG.	5 CAR (INCL. 1 VAN)
SEC. 16-5-107.D.10 EV CHARGING	1 STATION
SEC. 16-5-103.C.3.A SHARED PKG.	50% OF REQ. PARKING
SEC.16-5-107.H.7.A BIKE PARKING	4 PER 10 CAR SPACES
SEC.16-5-107.H.8 LAODING 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'



J. K. TILLER ASSOCIATES, INC.

LAND PLANNING	LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE F203	BLUFFTON, SC 29910
Voice 843.815.4800	Fax 843.815.4802

jtiller@jtiller.com

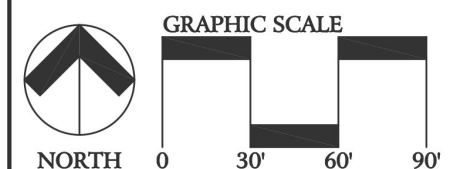
THIS IS A CONCEPTUAL PLAN AND IS SUBJECT TO CHANGE. ALL SURVEY INFORMATION AND SITE BOUNDARIES WERE OBTAINED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES AND AS SUCH ARE INTENDED TO BE ONLY AS A GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND NARRATIVE DESCRIPTIONS ARE FOR GRAPHIC REPRESENTATION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

OFFICE WAY MIXED-USE CONCEPT PLAN

SEA PINES CIRCLE DISTRICT

TOWN OF HILTON HEAD, SOUTH CAROLINA

OCTOBER 26, 2022



JKT Job Number: 202114-01

Appendix B – Turning Movement Counts



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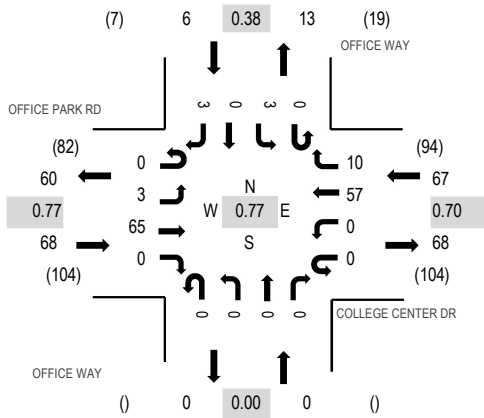
Location: 1 OFFICE WAY & COLLEGE CENTER DR AM

Date: Tuesday, November 15, 2022

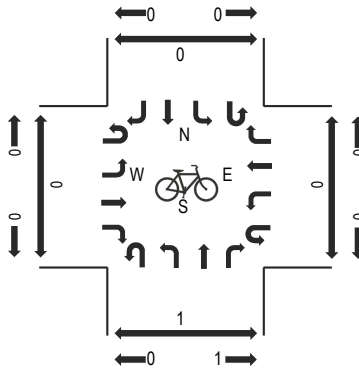
Peak Hour: 08:00 AM - 09:00 AM

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

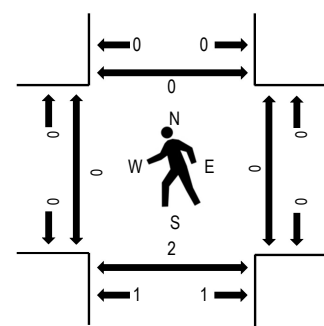
Peak Hour - Motorized Vehicles



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				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	3	0	0	0	7	1	0	0	0	0	0	0	0	0	11	64	0	0	0	0
7:15 AM	0	0	9	0	0	0	3	2	0	0	0	0	0	0	0	0	14	80	0	0	0	0
7:30 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	1	0	0	13	99	0	0	0	0
7:45 AM	0	1	15	0	0	0	8	2	0	0	0	0	0	0	0	0	26	121	0	0	0	0
8:00 AM	0	0	10	0	0	0	16	1	0	0	0	0	0	0	0	0	27	141	0	0	0	0
8:15 AM	0	2	20	0	0	0	9	2	0	0	0	0	0	0	0	0	33		0	0	0	0
8:30 AM	0	0	18	0	0	0	12	3	0	0	0	0	0	1	0	1	35		0	0	1	0
8:45 AM	0	1	17	0	0	0	20	4	0	0	0	0	0	2	0	2	46		0	0	1	0

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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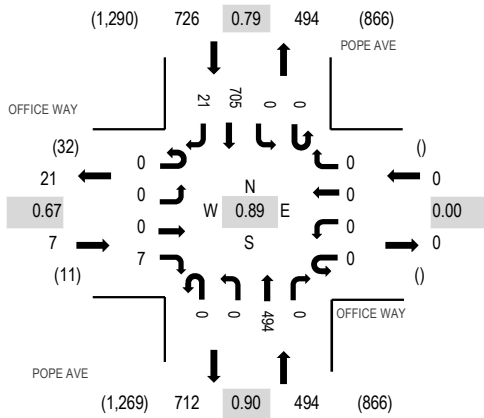
Location: 2 POPE AVE & OFFICE WAY AM

Date: Tuesday, November 15, 2022

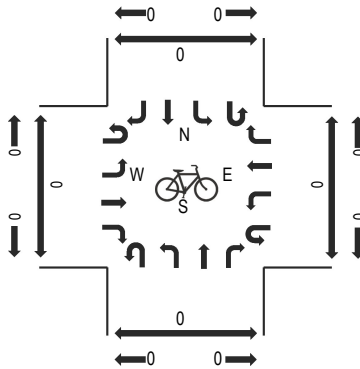
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

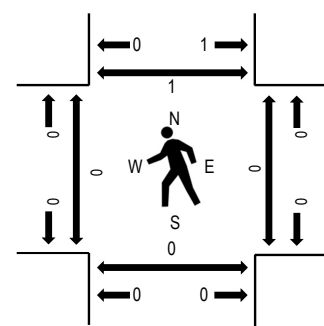
Peak Hour - Motorized Vehicles



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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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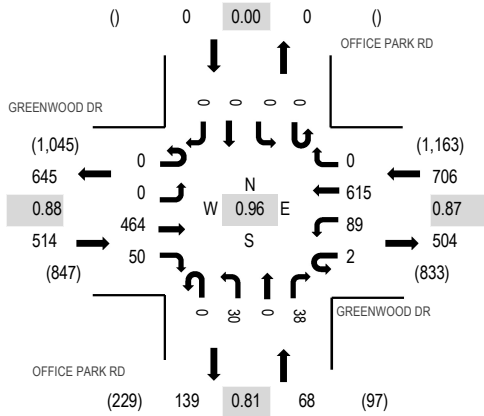
Location: 3 OFFICE PARK RD & GREENWOOD DR AM

Date: Tuesday, November 15, 2022

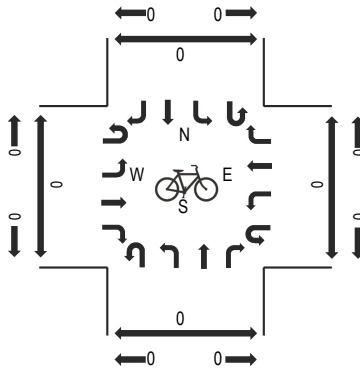
Peak Hour: 08:00 AM - 09:00 AM

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

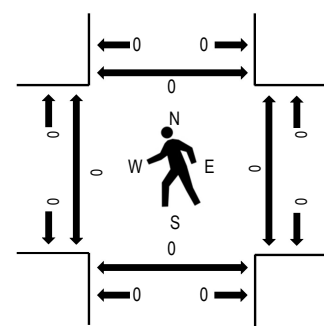
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	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%
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



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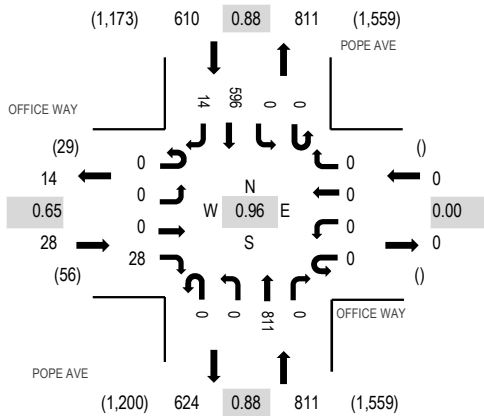
Location: 2 POPE AVE & OFFICE WAY PM

Date: Tuesday, November 15, 2022

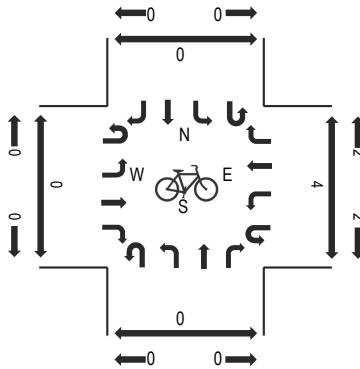
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

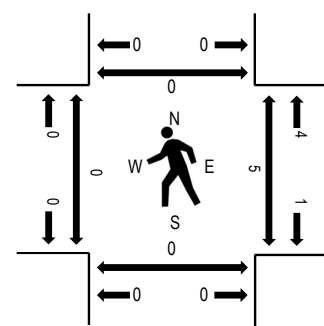
Peak Hour - Motorized Vehicles



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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	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%
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



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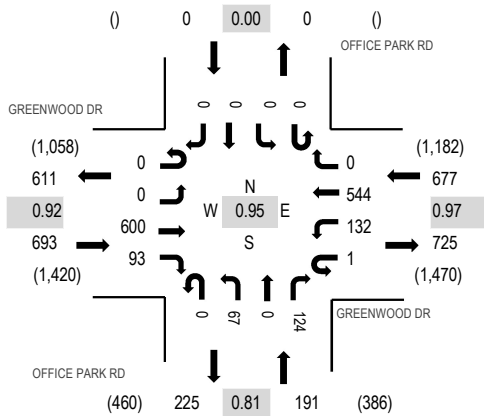
Location: 3 OFFICE PARK RD & GREENWOOD DR PM

Date: Tuesday, November 15, 2022

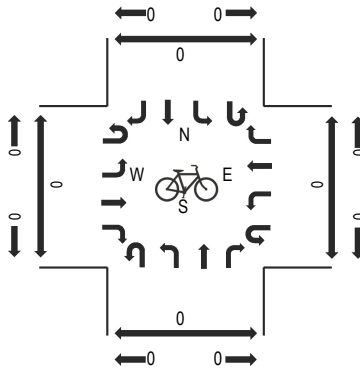
Peak Hour: 04:00 PM - 05:00 PM

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

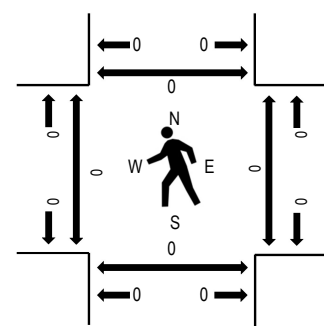
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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

Appendix C – Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	226	193	66	0	309	233	157	0	71	305	251	0	251	440	396	
AM Volume Balancing	0	8	8	3	0	0	2	0	0	1	0	0	0	0	0	3	
AM 2022 EXISTING TRAFFIC	0	234	201	69	0	309	235	157	0	72	305	251	0	251	440	399	
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
AM 2025 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	7	6	2	0	9	7	5	0	2	9	8	0	8	13	12	
AM 2025 NO-BUILD TRAFFIC	0	241	207	71	0	318	242	162	0	74	314	259	0	259	453	411	
"SITE TRAFFIC DISTRUBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering						10%	10%							20%	10%	
	Exiting		10%	10%							20%	10%					
"AM PROJECT TRIPS"																	
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 Distribution	Entering						10%	10%							20%	10%	
	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 DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering																30%
	Exiting				10%							30%					
"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	6	0	0	0	0	0	0	17	0	0	0	0	9
		0	0	0	6	0	0	0	0	0	0	17	0	0	0	0	9
AM 2025 BUILD-OUT TRAFFIC		0	0	0	20	0	0	0	0	0	0	664	0	0	0	818	34

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	0	0	28	0	0	0	0	0	0	811	0	0	0	596	14
PM Volume Balancing		0	0	0	18	0	0	0	0	0	0	344	0	0	0	258	18
PM 2022 EXISTING TRAFFIC		0	0	0	46	0	0	0	0	0	0	1,155	0	0	0	854	32
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	2%	0%	2%
PM 2025 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH		0	0	0	1	0	0	0	0	0	0	35	0	0	0	26	1
PM 2025 NO-BUILD TRAFFIC		0	0	0	47	0	0	0	0	0	0	1,190	0	0	0	880	33
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering																30%
	Exiting				10%							30%					
"PM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	5	0	0	0	0	0	0	15	0	0	0	0	20
		0	0	0	5	0	0	0	0	0	0	15	0	0	0	0	20
PM 2025 BUILD-OUT TRAFFIC		0	0	0	52	0	0	0	0	0	0	1,205	0	0	0	880	53

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	17	6	40	0	125	19	22	0	46	579	121	0	52	722	9	
AM Volume Balancing	0	4	1	9	0	0	0	0	0	0	6	0	0	2	23	0	
AM 2022 EXISTING TRAFFIC	0	21	7	49	0	125	19	22	0	46	585	121	0	54	745	9	
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
AM 2025 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	1	0	1	0	4	1	1	0	1	18	4	0	2	23	0	
AM 2025 NO-BUILD TRAFFIC	0	22	7	50	0	129	20	23	0	47	603	125	0	56	768	9	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering						15%				30%						
	Exiting		30%	15%	20%										10%		
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	17	9	11	0	0	4	0	0	9	0	0	0	0	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 Distribution	Entering						15%				30%				10%		
	Exiting		30%	15%	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	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 DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				5%		20%										
	Exiting										5%	20%					
"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	1	0	6	0	0	0	3	0	12	0	0	0	0
		0	0	0	1	0	6	0	0	0	3	0	12	0	0	0	0
AM 2025 BUILD-OUT TRAFFIC		0	0	478	53	2	98	634	0	0	34	0	51	0	0	0	0

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	0	600	93	1	132	544	0	0	67	0	124	0	0	0	0
PM Volume Balancing		0	0	35	0	0	30	122	0	0	0	0	6	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	635	93	1	162	666	0	0	67	0	130	0	0	0	0
PM Heavy Vehicle Percentage		2%	2%	1%	2%	2%	2%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH		0	0	19	3	0	5	20	0	0	2	0	4	0	0	0	0
PM 2025 NO-BUILD TRAFFIC		0	0	654	96	1	167	686	0	0	69	0	134	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				5%		20%										
	Exiting										5%	20%					
"PM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	3	0	14	0	0	0	2	0	10	0	0	0	0
		0	0	0	3	0	14	0	0	0	2	0	10	0	0	0	0
PM 2025 BUILD-OUT TRAFFIC		0	0	654	99	1	181	686	0	0	71	0	144	0	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

AM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	3	65	0	0	0	57	10	0	0	0	0	0	3	0	3
AM Volume Balancing		0	0	0	0	0	0	6	1	0	0	0	0	0	9	0	9
AM 2022 EXISTING TRAFFIC		0	3	65	0	0	0	63	11	0	0	0	0	0	12	0	12
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2025 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH		0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
AM 2025 NO-BUILD TRAFFIC		0	3	67	0	0	0	65	11	0	0	0	0	0	12	0	12
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		5%					25%	20%								
	Exiting			25%											40%		5%
"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	1	14	0	0	0	7	6	0	0	0	0	0	23	0	3
AM TOTAL PROJECT TRIPS		0	1	14	0	0	0	7	6	0	0	0	0	0	23	0	3
AM 2025 BUILD-OUT TRAFFIC		0	4	81	0	0	0	72	17	0	0	0	0	0	35	0	15

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	3	160	0	0	0	126	29	0	0	0	0	0	12	0	14
PM Volume Balancing		0	0	85	0	0	0	61	14	0	0	0	0	0	6	0	0
PM 2022 EXISTING TRAFFIC		0	3	245	0	0	0	187	43	0	0	0	0	0	18	0	14
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH		0	0	7	0	0	0	6	1	0	0	0	0	0	1	0	0
PM 2025 NO-BUILD TRAFFIC		0	3	252	0	0	0	193	44	0	0	0	0	0	19	0	14
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		5%					25%	20%								
	Exiting			25%											40%		5%
"PM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	3	12	0	0	0	17	14	0	0	0	0	0	20	0	2
PM TOTAL PROJECT TRIPS		0	3	12	0	0	0	17	14	0	0	0	0	0	20	0	2
PM 2025 BUILD-OUT TRAFFIC		0	6	264	0	0	0	210	58	0	0	0	0	0	39	0	16

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

AM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing		0	0	14	0	0	0	24	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC		0	0	14	0	0	0	24	0	0	0	0	0	0	0	0	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2025 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		25%						30%								
	Exiting														10%		45%
"AM PROJECT TRIPS"		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
		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 DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		25%						30%								
	Exiting														10%		45%
"PM PROJECT TRIPS"		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
		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 DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		20%	5%					25%								
	Exiting							5%							25%		20%
"AM PROJECT TRIPS"		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
		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 DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		20%	5%					25%								
	Exiting							5%							25%		20%
"PM PROJECT TRIPS"		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
		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 HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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Project: K:\CHA_TPTO\016046000 - Double D Office\03-Analysis\05b-Sidra\Sea Pines Circle.sip9

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	-	-		

Queues

Office Way Mixed-Use Development

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

2022 Existing AM Peak

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

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

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

2022 Existing AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	7	49	125	19	22	46	585	121	54	745	9
Future Volume (veh/h)	21	7	49	125	19	22	46	585	121	54	745	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.93	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	7	52	132	20	23	48	616	127	57	784	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	108	89	188	163	129	514	2381	1148	552	2389	1061
Arrive On Green	0.02	0.06	0.06	0.05	0.09	0.09	0.04	0.67	0.67	0.04	0.67	0.67
Sat Flow, veh/h	1781	1870	1544	3456	1870	1477	1781	3554	1585	1781	3554	1520
Grp Volume(v), veh/h	22	7	52	132	20	23	48	616	127	57	784	9
Grp Sat Flow(s),veh/h/ln	1781	1870	1544	1728	1870	1477	1781	1777	1585	1781	1777	1520
Q Serve(g_s), s	1.7	0.5	4.5	5.1	1.4	2.0	1.1	9.5	3.3	1.3	12.7	0.2
Cycle Q Clear(g_c), s	1.7	0.5	4.5	5.1	1.4	2.0	1.1	9.5	3.3	1.3	12.7	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	108	89	188	163	129	514	2381	1148	552	2389	1061
V/C Ratio(X)	0.50	0.06	0.58	0.70	0.12	0.18	0.09	0.26	0.11	0.10	0.33	0.01
Avail Cap(c_a), veh/h	260	273	225	694	341	269	708	2381	1148	743	2389	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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+l1), s	3.1	14.7	3.7	4.0	3.3	11.5	7.1	6.5				
Green Ext Time (p_c), s	0.1	7.4	0.0	0.1	0.1	4.7	0.4	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	16.8											
HCM 6th LOS	B											

Intersection							
Int Delay, s/veh	1						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	464	50	2	89	615	30	38
Future Vol, veh/h	464	50	2	89	615	30	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	2	0	2	3
Mvmt Flow	483	52	2	93	641	31	40
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	483	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 HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	46	0	1155	854	32
Future Vol, veh/h	0	46	0	1155	854	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	1	0	2
Mvmt Flow	0	48	0	1203	890	33
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	462	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	547	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	547	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	12.2	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	547	-	-		
HCM Lane V/C Ratio	-	0.088	-	-		
HCM Control Delay (s)	-	12.2	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0.3	-	-		

Queues

Office Way Mixed-Use Development

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

2022 Existing PM Peak

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

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

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

2022 Existing PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	62	141	367	74	62	135	1033	344	128	751	21
Future Volume (veh/h)	60	62	141	367	74	62	135	1033	344	128	751	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	65	148	386	78	65	142	1087	362	135	791	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	207	173	452	366	298	413	1864	1039	261	1857	862
Arrive On Green	0.05	0.11	0.11	0.13	0.20	0.20	0.05	0.52	0.52	0.05	0.52	0.52
Sat Flow, veh/h	1781	1870	1564	3456	1870	1526	1781	3554	1585	1781	3554	1511
Grp Volume(v), veh/h	63	65	148	386	78	65	142	1087	362	135	791	22
Grp Sat Flow(s),veh/h/ln	1781	1870	1564	1728	1870	1526	1781	1777	1585	1781	1777	1511
Q Serve(g_s), s	4.7	4.3	12.5	14.6	4.7	4.8	4.9	28.1	13.7	4.7	18.3	0.9
Cycle Q Clear(g_c), s	4.7	4.3	12.5	14.6	4.7	4.8	4.9	28.1	13.7	4.7	18.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	207	173	452	366	298	413	1864	1039	261	1857	862
V/C Ratio(X)	0.77	0.31	0.86	0.85	0.21	0.22	0.34	0.58	0.35	0.52	0.43	0.03
Avail Cap(c_a), veh/h	266	279	233	645	366	298	584	1864	1039	435	1857	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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+l1), 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									

HCM 6th TWSC
4: Office Park Road & Greenwood Drive

Office Way Mixed-Use Development
2022 Existing PM Peak

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

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Project: K:\CHA_TPTO\016046000 - Double D Office\03-Analysis\05b-Sidra\Sea Pines Circle.sip9

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		-	-		

Queues

Office Way Mixed-Use Development

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

2025 No-Build AM Peak

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

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

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

2025 No-Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	7	50	129	20	23	47	603	125	56	768	9
Future Volume (veh/h)	22	7	50	129	20	23	47	603	125	56	768	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.93	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	7	53	136	21	24	49	635	132	59	808	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	111	91	193	167	132	499	2354	1138	537	2362	1051
Arrive On Green	0.03	0.06	0.06	0.06	0.09	0.09	0.04	0.66	0.66	0.04	0.66	0.66
Sat Flow, veh/h	1781	1870	1545	3456	1870	1479	1781	3554	1585	1781	3554	1520
Grp Volume(v), veh/h	23	7	53	136	21	24	49	635	132	59	808	9
Grp Sat Flow(s),veh/h/ln	1781	1870	1545	1728	1870	1479	1781	1777	1585	1781	1777	1520
Q Serve(g_s), s	1.7	0.5	4.5	5.2	1.4	2.0	1.1	9.8	3.4	1.4	13.2	0.2
Cycle Q Clear(g_c), s	1.7	0.5	4.5	5.2	1.4	2.0	1.1	9.8	3.4	1.4	13.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	111	91	193	167	132	499	2354	1138	537	2362	1051
V/C Ratio(X)	0.50	0.06	0.58	0.71	0.13	0.18	0.10	0.27	0.12	0.11	0.34	0.01
Avail Cap(c_a), veh/h	266	279	231	645	349	276	698	2354	1138	732	2362	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	59.5	61.4	62.2	56.2	56.5	6.9	9.3	5.8	6.5	9.8	6.5
Incr Delay (d2), s/veh	6.2	0.2	5.7	3.5	0.3	0.7	0.1	0.3	0.2	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	1.9	2.4	0.7	0.8	0.4	3.8	1.2	0.5	5.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	59.8	67.1	65.7	56.5	57.1	6.9	9.6	6.0	6.6	10.2	6.5
LnGrp LOS	E	E	E	E	E	E	A	A	A	A	B	A
Approach Vol, veh/h	83			181			816			876		
Approach Delay, s/veh	67.4			63.5			8.8			9.9		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	95.1	9.5	18.5	11.3	94.8	13.5	14.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.5	6.0	6.0	6.0	6.5				
Max Green Setting (Gmax), s	20.0	45.0	20.0	25.0	20.0	45.0	25.0	20.0				
Max Q Clear Time (g_c+l1), 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											

HCM 6th TWSC
4: Office Park Road & Greenwood Drive

Office Way Mixed-Use Development
2025 No-Build AM Peak

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

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Project: K:\CHA_TPTO\016046000 - Double D Office\03-Analysis\05b-Sidra\Sea Pines Circle.sip9

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		-	-		

Queues

Office Way Mixed-Use Development

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

2025 No-Build PM Peak

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

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

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

2025 No-Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	64	145	378	76	64	139	1064	354	132	774	22
Future Volume (veh/h)	62	64	145	378	76	64	139	1064	354	132	774	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	67	153	398	80	67	146	1120	373	139	815	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	213	178	464	376	307	399	1834	1031	252	1827	851
Arrive On Green	0.05	0.11	0.11	0.13	0.20	0.20	0.06	0.52	0.52	0.05	0.51	0.51
Sat Flow, veh/h	1781	1870	1564	3456	1870	1527	1781	3554	1585	1781	3554	1510
Grp Volume(v), veh/h	65	67	153	398	80	67	146	1120	373	139	815	23
Grp Sat Flow(s),veh/h/ln	1781	1870	1564	1728	1870	1527	1781	1777	1585	1781	1777	1510
Q Serve(g_s), s	4.8	4.4	12.9	15.1	4.8	4.9	5.2	29.8	14.4	4.9	19.4	0.9
Cycle Q Clear(g_c), s	4.8	4.4	12.9	15.1	4.8	4.9	5.2	29.8	14.4	4.9	19.4	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	213	178	464	376	307	399	1835	1031	252	1827	851
V/C Ratio(X)	0.77	0.32	0.86	0.86	0.21	0.22	0.37	0.61	0.36	0.55	0.45	0.03
Avail Cap(c_a), veh/h	266	279	233	645	376	307	567	1835	1031	423	1827	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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+l1), s	7.2	21.4	6.8	6.9	6.9	31.8	17.1	14.9				
Green Ext Time (p_c), s	0.3	7.1	0.1	0.4	0.2	6.3	0.9	0.4				
Intersection Summary												
HCM 6th Ctrl Delay	31.2											
HCM 6th LOS	C											

Intersection							
Int Delay, s/veh	1.9						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	654	96	1	167	686	69	134
Future Vol, veh/h	654	96	1	167	686	69	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	1	2	2	2	1	2	2
Mvmt Flow	688	101	1	176	722	73	141
Major/Minor	Major1	Major2		Minor1			
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		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	HV %	[Total veh/h]	HV %	v/c	sec		[Veh. veh]	Dist ft				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.

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Project: K:\CHA_TPTO\016046000 - Double D Office\03-Analysis\05b-Sidra\Sea Pines Circle.sip9

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		-	-		

Queues

Office Way Mixed-Use Development

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

2025 Build AM Peak

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

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

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

2025 Build AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	16	61	129	24	23	56	603	125	56	774	9
Future Volume (veh/h)	39	16	61	129	24	23	56	603	125	56	774	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.93	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	17	64	136	25	24	59	635	132	59	815	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	111	92	193	150	118	497	2352	1138	537	2352	1062
Arrive On Green	0.04	0.06	0.06	0.06	0.08	0.08	0.04	0.66	0.66	0.04	0.66	0.66
Sat Flow, veh/h	1781	1870	1545	3456	1870	1469	1781	3554	1585	1781	3554	1520
Grp Volume(v), veh/h	41	17	64	136	25	24	59	635	132	59	815	9
Grp Sat Flow(s),veh/h/ln	1781	1870	1545	1728	1870	1469	1781	1777	1585	1781	1777	1520
Q Serve(g_s), s	3.0	1.2	5.4	5.2	1.7	2.0	1.4	9.9	3.4	1.4	13.5	0.2
Cycle Q Clear(g_c), s	3.0	1.2	5.4	5.2	1.7	2.0	1.4	9.9	3.4	1.4	13.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	111	92	193	150	118	497	2352	1138	537	2352	1062
V/C Ratio(X)	0.66	0.15	0.69	0.71	0.17	0.20	0.12	0.27	0.12	0.11	0.35	0.01
Avail Cap(c_a), veh/h	266	279	231	645	349	274	692	2352	1138	732	2352	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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			
Approach Delay, s/veh	69.9				63.7				8.8			
Approach LOS	E				E				A			
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+l1), 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 HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh 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.

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Project: K:\CHA_TPTO\016046000 - Double D Office\03-Analysis\05b-Sidra\Sea Pines Circle.sip9

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		-	-		

Queues

Office Way Mixed-Use Development

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

2025 Build PM Peak

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

HCM 6th Signalized Intersection Summary

Office Way Mixed-Use Development

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

2025 Build PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	71	155	378	86	64	160	1064	354	132	779	22
Future Volume (veh/h)	77	71	155	378	86	64	160	1064	354	132	779	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	81	75	163	398	91	67	168	1120	373	139	820	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	224	188	464	367	299	399	1809	1020	250	1779	847
Arrive On Green	0.06	0.12	0.12	0.13	0.20	0.20	0.06	0.51	0.51	0.05	0.50	0.50
Sat Flow, veh/h	1781	1870	1565	3456	1870	1526	1781	3554	1585	1781	3554	1509
Grp Volume(v), veh/h	81	75	163	398	91	67	168	1120	373	139	820	23
Grp Sat Flow(s),veh/h/ln	1781	1870	1565	1728	1870	1526	1781	1777	1585	1781	1777	1509
Q Serve(g_s), s	6.0	4.9	13.7	15.1	5.5	4.9	6.1	30.3	14.7	5.0	20.1	0.9
Cycle Q Clear(g_c), s	6.0	4.9	13.7	15.1	5.5	4.9	6.1	30.3	14.7	5.0	20.1	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	224	188	464	367	299	399	1809	1020	250	1779	847
V/C Ratio(X)	0.79	0.33	0.87	0.86	0.25	0.22	0.42	0.62	0.37	0.56	0.46	0.03
Avail Cap(c_a), veh/h	266	279	234	645	367	299	553	1809	1020	419	1779	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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+l1), s	8.1	22.1	8.0	7.5	7.0	32.3	17.1	15.7				
Green Ext Time (p_c), s	0.3	7.0	0.1	0.5	0.2	6.2	0.9	0.3				
Intersection Summary												
HCM 6th Ctrl Delay	32.2											
HCM 6th LOS	C											

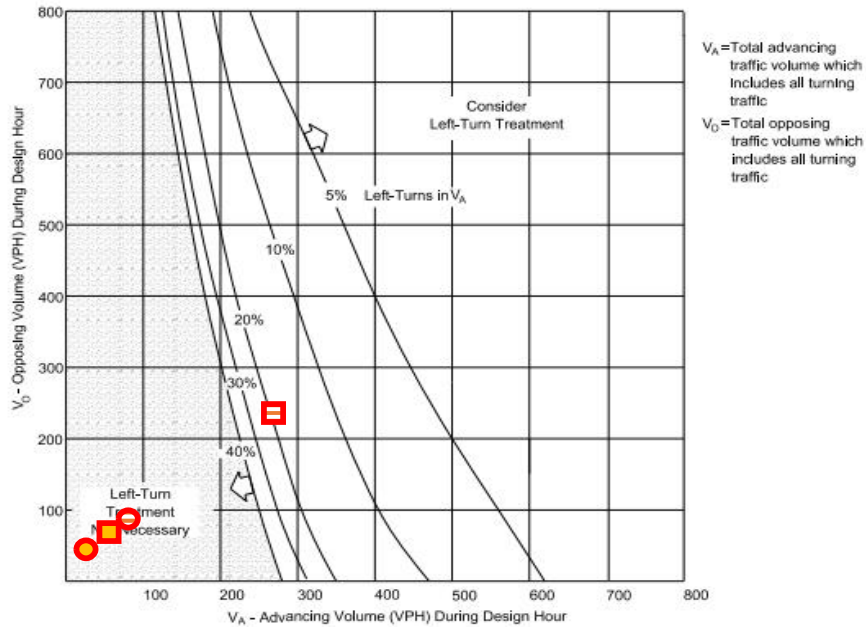
Intersection							
Int Delay, s/veh	2						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	654	99	1	181	686	71	144
Future Vol, veh/h	654	99	1	181	686	71	144
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	-	None	-	Free
Storage Length	-	100	-	100	-	0	200
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	1	2	2	2	1	2	2
Mvmt Flow	688	104	1	191	722	75	152
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	688	688	0	1433	-
Stage 1	-	-	-	-	-	688	-
Stage 2	-	-	-	-	-	745	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	526	902	-	125	0
Stage 1	-	-	-	-	-	460	0
Stage 2	-	-	-	-	-	430	0
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	898	898	-	98	-
Mov Cap-2 Maneuver	-	-	-	-	-	273	-
Stage 1	-	-	-	-	-	460	-
Stage 2	-	-	-	-	-	338	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	2.1		23.1			
HCM LOS				C			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	
Capacity (veh/h)	273	-	-	-	898	-	
HCM Lane V/C Ratio	0.274	-	-	-	0.213	-	
HCM Control Delay (s)	23.1	0	-	-	10.1	-	
HCM Lane LOS	C	A	-	-	B	-	
HCM 95th %tile Q(veh)	1.1	-	-	-	0.8	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	264	210	58	39	16
Future Vol, veh/h	6	264	210	58	39	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	293	233	64	43	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	297	0	-	0	572	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	307	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1264	-	-	-	482	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1264	-	-	-	479	774
Mov Cap-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	746	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		12.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1264	-	-	-	539	
HCM Lane V/C Ratio	0.005	-	-	-	0.113	
HCM Control Delay (s)	7.9	0	-	-	12.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	47	33	20	5	22
Future Vol, veh/h	17	47	33	20	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	52	37	22	6	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	59	0	-	0	138	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1545	-	-	-	855	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	844	1021
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	934	-
Approach	EB	WB		SB		
HCM Control Delay, s	2	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1545	-	-	-	983	
HCM Lane V/C Ratio	0.012	-	-	-	0.031	
HCM Control Delay (s)	7.4	0	-	-	8.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	259	209	17	12	10
Future Vol, veh/h	14	259	209	17	12	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	288	232	19	13	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	251	0	-	0	562	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1314	-	-	-	488	797
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1314	-	-	-	481	797
Mov Cap-2 Maneuver	-	-	-	-	481	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	736	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		11.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1314	-	-	-	587	
HCM Lane V/C Ratio	0.012	-	-	-	0.042	
HCM Control Delay (s)	7.8	0	-	-	11.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Appendix E – Turn Lane Warrant Analyses

**Instructions:**

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

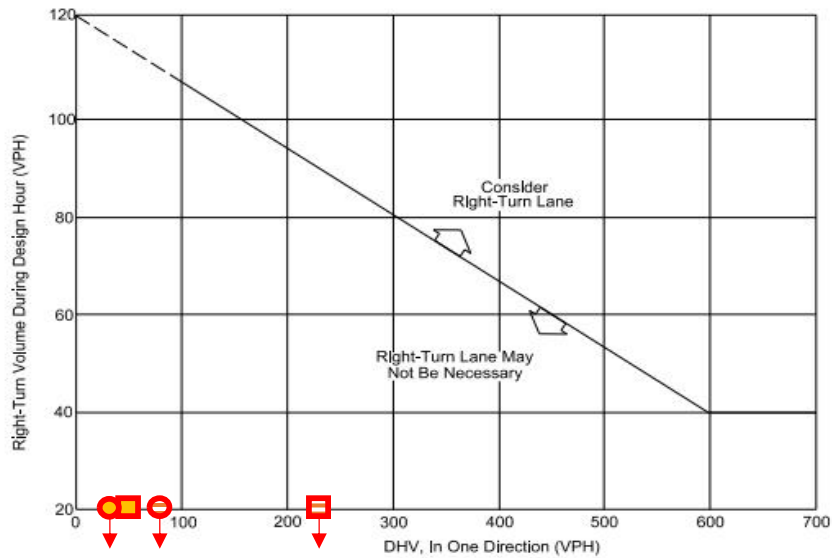
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Office Way at Site Access #1

Eastbound	Left	V_A	V_O	LTs	LT %
●	2025 Build AM	21	34	7	33.3%
■	2025 Build PM	64	53	17	26.6%

Office Park Road at Site Access #2

Eastbound	Left	V_A	V_O	LTs	LT %
●	2025 Build AM	77	87	6	7.8%
■	2025 Build PM	273	226	14	5.1%



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

Example

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

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

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

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

Office Way at Site Access #1

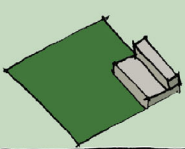
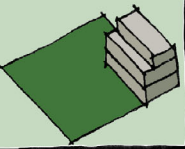
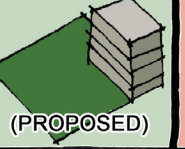
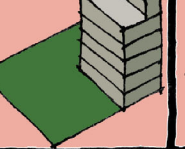
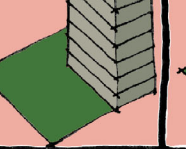
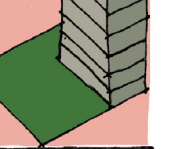
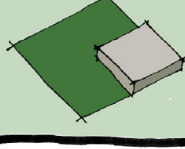
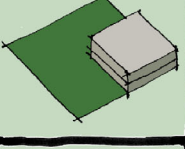
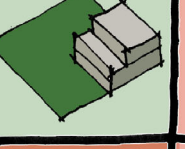
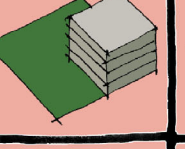
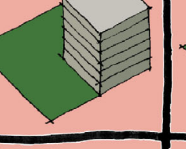
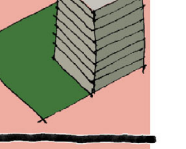
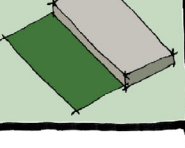
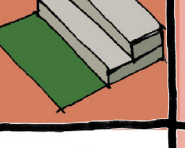
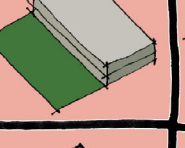
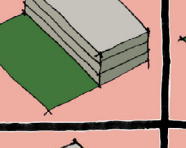
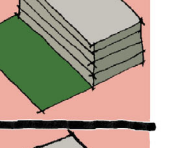
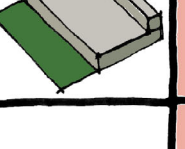
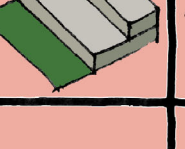
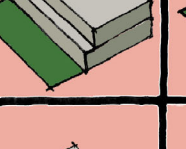
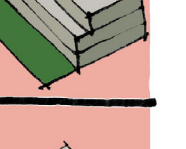
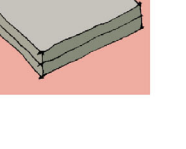
Eastbound	Right	DHV	RTs
●	2025 Build AM	34	9
■	2025 Build PM	53	20

Office Park Road at Site Access #2

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

ISLANDER MIXED USE

BUILDING MASSING AND SCALE EXHIBIT

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

FAR (Floor Area Ratio): The ratio of a building's gross floor area to the gross site area.

FSI (Floor Space Index): FAR expressed as a percentage.

SCI (Site Coverage Index): The percentage of lot coverage by the building's footprint.

Other HHI Developments (Comparable FARs):

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

	ISLANDER HOUSING DENSITY RANGE
	ISLANDER HOUSING WILL NOT EXCEED
	EXCEEDS MAX FAR/FSI



Islander Mixed-Use Assessment Table- Text Amendment			
	Islander Mixed-Use Proposed	SPC District Allows	Workforce Housing Concept
Use	-Islander Mixed-Use PC -All other uses permitted in SPC District	-Mixed-Use PC -Multifamily P -Workforce Housing PC -Community Service Uses P -Education Uses P -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 -Contractor'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	Workforce Housing Commercial Conversion PC

	Islander Mixed-Use Proposed	SPC District Allows	Workforce Housing Concept
Use-specific conditions	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 and shared parking is limited to 75 spaces. Must be on property which is within 500 feet of Education Uses. Shall not be a Short-Term Rental Property. 20% of units shall be workforce housing (excluding the student housing units) 60% to 120% of the AMI per Workforce Housing Agreement requirement for a minimum of 15 years. Average unit size of 750 square feet per dwelling unit. Floor area ratio of 0.68 Site coverage index of 50% 10% functional open space or common amenity space 35' average adjacent street setback or min adjacent street setback, whichever is greater 4 bedroom per dwelling unit maximum	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 <u>Sec. 16-4-105</u>.	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.

	Islander Mixed-Use Proposed	SPC District Allows	Workforce Housing Concept
Density	Undefined density, but limited by applicable design and performance standards such as height, impervious coverage and parking	12 du/net acre for residential and/or 10,000 GFA/net acre for nonresidential	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.
Parking	Residential 1.5 per du Nonresidential 1 per 500 GFA	Residential 1.5 per du Nonresidential 1 per 500 GFA	Residential 1.5 per du Nonresidential 1 per 500 GFA
Height	45'	45'	45'
Impervious Coverage	60% maximum	60% maximum	60% maximum
Open Space	10% functional open space or common open space	Only required for Major Residential Subdivisions	Only required for Major Residential Subdivisions
Floor Area Ratio	0.68	n/a	n/a
Setbacks	35' Adjacent Street Average Buffer 16-5-102.C, whichever is greater	16-5-102.C	16-5-102.C
Buffers	16-5-103.D; 16-5-103.E; 16-6-102.D.2	16-5-103.D; 16-5-103.E; 16-6-102.D.2	16-5-103.D; 16-5-103.E; 16-6-102.D.2
Workforce Housing?	Yes, but with different terms than Town WFH regulations	Yes	Yes

Islander Mixed-Use Assessment Table- Proposed Development Comparison			
	Islander Mixed-Use Proposed Development (Per Proposed Amendment)	Mixed-Use Proposed Development (By Right)	Workforce Housing – Commercial Conversion Concept
Use	Islander Mixed-Use (permitted with conditions)	Mixed-Use (permitted with conditions)	Workforce Housing Commercial Conversion (permitted with conditions)
Use Specific Conditions	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 and shared parking is limited to 75 spaces Must be on property which is within 500 feet of Education Uses Shall not be a Short-Term Rental Property 20% of units shall be workforce housing (excluding the student housing units) 60% to 120% of the AMI per Workforce Housing Agreement for a minimum of 15 years. Average unit size of 750 square feet per dwelling unit. Floor area ratio of 0.68 Site coverage index of 50% 10% functional open space or common amenity space 35' ave adjacent street setback or min adjacent street setback, whichever is greater 4 bedroom per dwelling unit maximum	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 <u>Sec. 16-4-105</u>.	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.

	Islander Mixed-Use Proposed Development (Per Proposed Amendment)	Mixed-Use Proposed Development (By Right)	Workforce Housing – Commercial Conversion Concept
Density	16 student DU- 4 bedrooms each 116 Islander units 132 total units 5,623 sq ft of commercial service use Concept of 292 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	25 – 8 bedroom units 20 – 12 bedroom units 45 total units 5,623 sq ft of commercial service use Concept of 440 Bedrooms 37,671 GFA/net acre for residential and nonresidential uses. *Building footprint of 41,250 sq ft based on concept. Effective residential density is 10 du/ac	39,397 sq ft existing commercial space used for conversion. 4 – studios (1,600 sq ft) 8 – 1 bedroom units (4,480 sq ft) 12- 2 bedroom units (9,000 sq ft) 20 - 3 bedroom units (18,600 sq ft) 44 total units 5,623 sq ft of commercial service use Concept of 96 Bedrooms Effective residential density is 11 du/ac
Parking	Retail- 11 spaces Residential- 200 spaces Total Required- 211 spaces Total Proposed- 136 spaces Proposed Shared with USCB- 75 spaces	Retail- 11 spaces Residential- 68 spaces Total- 79 spaces	Retail- 11 spaces Residential- 66 spaces Total- 77 spaces
Height	45'	45'	45'
Impervious Coverage	60% maximum	60% maximum	60% maximum
Open Space	10% functional open space or common amenity space	Only required for Major Residential Subdivisions	Only required for Major Residential Subdivisions
Floor Area Ratio	0.68	0.86	Not known
Setbacks	35' Average Adjacent Street 25' Adjacent Use	20' Adjacent Street 25' Adjacent Use	20' Adjacent Street 25' Adjacent Use
Buffers	Type A Adjacent St 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

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

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.

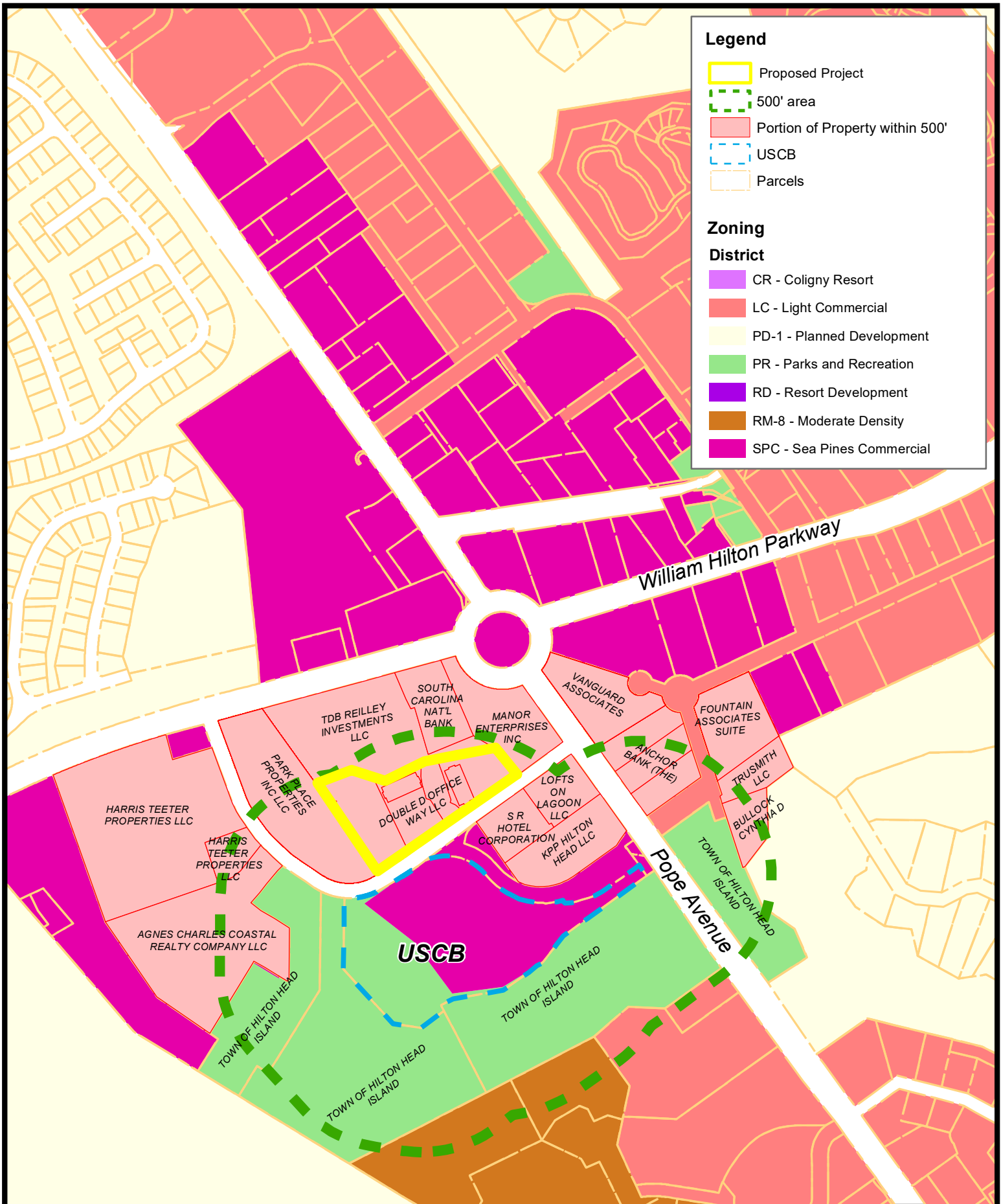
2. Allowable Principal Uses

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;			

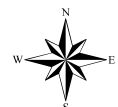
c. The increase either (a) is required to compensate for some unusual aspect of the site or the proposed <i>development</i> , or (b) results in improved site conditions for a <i>development</i> with <i>nonconforming site features</i> ;
d. The increase will not pose a danger to the public health or safety;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



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

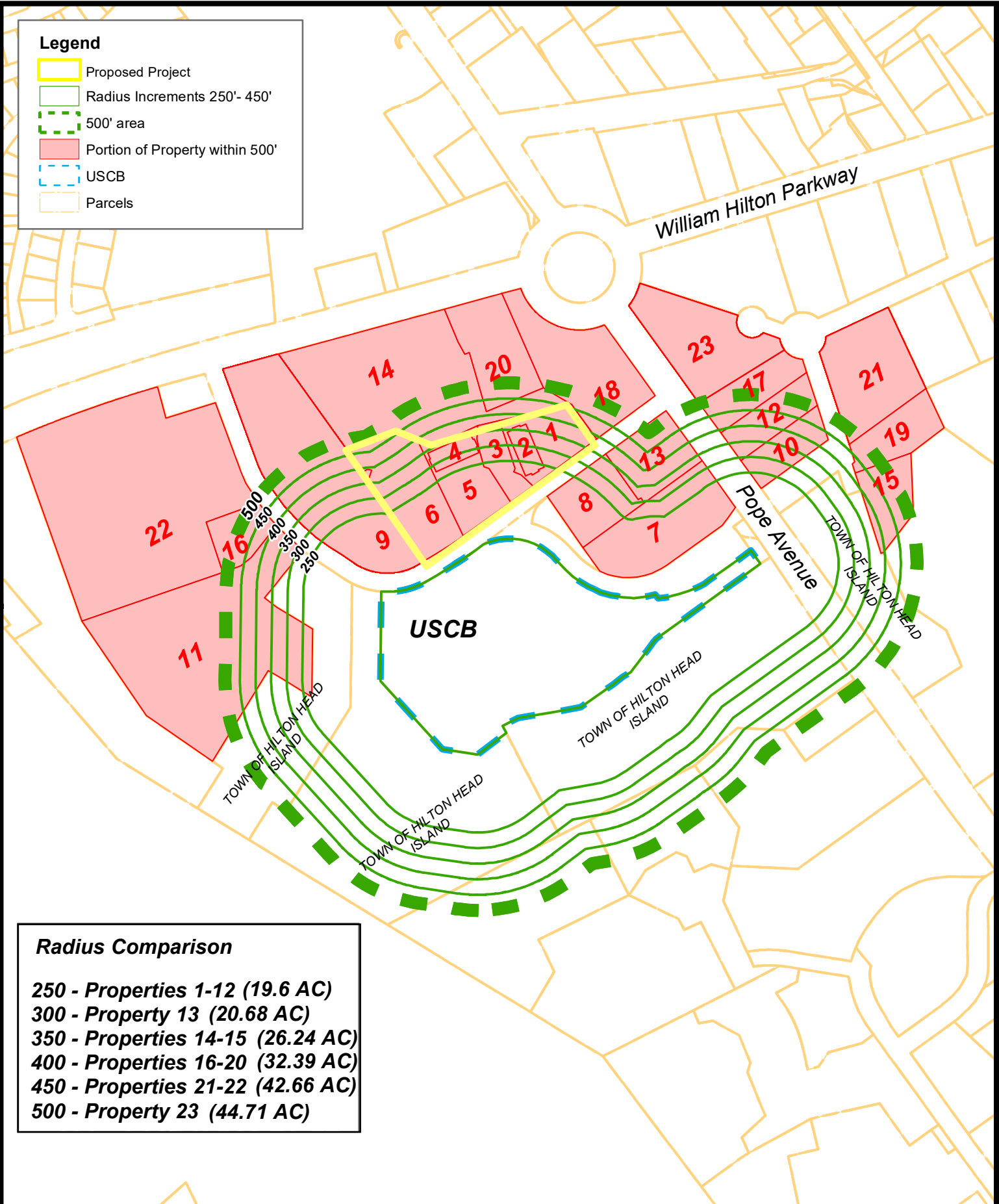
Attachment 8 Islander Mixed Use Affected Area August, 2023



The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion or for any losses arising from the use of this map.

Legend

- Proposed Project
- Radius Increments 250'- 450'
- 500' area
- Portion of Property within 500'
- USCB
- Parcels



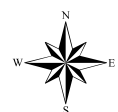
Radius Comparison

- 250 - Properties 1-12 (19.6 AC)**
- 300 - Property 13 (20.68 AC)**
- 350 - Properties 14-15 (26.24 AC)**
- 400 - Properties 16-20 (32.39 AC)**
- 450 - Properties 21-22 (42.66 AC)**
- 500 - Property 23 (44.71 AC)**

Attachment 9 Islander Mixed Use Radius Study

August, 2023

200 100 0 200 400 600 Feet
1 inch = 400 feet



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

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Attachment 10

Islander Mixed Use Radius Comparison

	Property ID	Short Name	Owner	Size	Distance	Zoning
250 Foot Radius						
	1 R552 015 000 0355 0000	6 Office Way Property	DOUBLE D OFFICE WAY LLC	0.85	175	SPC
	2 R552 015 000 0355 0000	6 Office Way Building Footprint	DOUBLE D OFFICE WAY LLC	0.23	N/A	SPC
	3 R552 015 000 0354 0000	8 Office Way	DOUBLE D OFFICE WAY LLC	0.48	120	SPC
	4 R552 015 000 0357 0000	10 Office Way Building Footprint	DOUBLE D OFFICE WAY LLC	0.23	N/A	SPC
	5 R552 015 000 0357 0000	10 Office Way Property	DOUBLE D OFFICE WAY LLC	0.92	60	SPC
	6 R552 015 000 164A 0000	12 Office Way	DOUBLE D OFFICE WAY LLC	1.65	60	SPC
	7 R552 015 000 0010 0000	CVS	KPP HILTON HEAD LLC	2.07	65	SPC
	8 R552 015 000 0199 0000	Spinnaker	S R HOTEL CORPORATION	1.07	100	SPC
	9 R552 015 000 0334 0000	32 Office Park Road	PARK PLACE PROPERTIES INC LLC	4.31	60	SPC
	10 R552 015 00C 0053 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	0.72	200	SPC
	11 R552 014 000 0892 0000	Park Plaza beside Harris Teeter	AGNES CHARLES COASTAL REALTY COMPANY LLC	6.28	215	SPC
	12 R552 015 00C 0054 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	<u>0.79</u>	295	SPC
			Subtotal	19.6		
300 Foot Radius						
	13 R552 015 000 0026 0000	5 Office Way - Visitors Center	LOFTS ON LAGOON LLC	<u>1.08</u>	305	SPC
			Subtotal	1.08		
350 Foot Radius						
	14 R552 015 000 0003 0000	Reilley's Development	TDB REILLEY INVESTMENTS LLC	4.72	360	SPC
	15 R552 015 00C 0115 0000	Vacant (Bullock)	BULLOCK CYNTHIA D	<u>0.84</u>	390	SPC
			Subtotal	5.56		
400 Foot Radius						
	16 R552 014 000 0922 0000	Harris Teeter Gas	HARRIS TEETER PROPERTIES LLC	0.66	400	SPC
	17 R552 015 00C 0055 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	0.85	400	SPC
	18 R552 015 000 0151 0000	PNC BANK	MANOR ENTERPRISES INC TRUSMITH LLC	2.28	405	SPC
	19 R552 015 00C 0114 000	Chronic Golf	TRUSMITH LLC	0.89	416	SPC
	20 R552 015 000 0269 0000	Wells Fargo	SOUTH CAROLINA NAT'L BANK	<u>1.47</u>	425	SPC
			Subtotal	6.15		
450 Foot Radius						
	21 21 R552 015 00C 0112 0000	Fountain Center	FOUNTAIN ASSOCIATES SUITE	1.97	460	SPC
	22 22 R552 014 000 0886 0000	Harris Teeter	HARRIS TEETER PROPERTIES LLC	<u>8.3</u>	490	SPC
			Subtotal	10.27		
500 Foot Radius						
	23 23 R552 015 00C 0057 0000	Executive Center	VANGUARD ASSOCIATES	<u>2.05</u>	500	SPC
			Subtotal	2.05		

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.

TOWN OF HILTON HEAD ISLAND SAMPLE RENTAL ISLANDER MIXED-USE WORKFORCE HOUSING AGREEMENT

THIS AGREEMENT, entered into this _____ day of _____, 20____ by and between
(name of owner/corporation and mailing address) _____
_____ (hereinafter “Property Owner”),
and the **TOWN OF HILTON HEAD ISLAND**, a municipal corporation of the State of South Carolina with
offices at Town Hall, One Town Center Court, Hilton Head Island, SC 29928 (hereinafter “Town”).

RECITALS

WHEREAS, the Property Owner is the owner of certain real property (hereinafter “Property”) located in the Town of Hilton Head Island, County of Beaufort, State of South Carolina, commonly known as (address, parcel number, and/or name) _____
_____, and legally described in **Exhibit A** attached hereto and incorporated herein by this reference; and

WHEREAS, in consideration of the authorization of a development permit to approve (development name, type of development, and project description) _____

_____ (hereinafter the “Project”); and

WHEREAS, the PROJECT is subject to the Islander Mixed-Use Workforce Housing Program requirements described in Sections 16-3-105.M, 16-4-102.A, 16-4-102.B and 16-10-103.A of the Town’s Land Management Ordinance (LMO); and

WHEREAS, pursuant to Ordinance 2023-07:

1. The Property Owner is required to provide at least 20% workforce housing units, totaling _____ workforce units within the Project; and

WHEREAS, the terms and conditions of a Islander Mixed-Use Workforce Housing Agreement for the Project have been agreed upon between the Property Owner and the Town and are set forth herein;

NOW THEREFORE, in consideration of accomplishing the purposes of this Agreement and the mutual covenants and promises made to each other, the Property Owner and the Town agree as follows:

SECTION I. PURPOSE:

The purpose of this Agreement is to provide the mechanism which will implement the required workforce housing units within the proposed residential component of the Project.

SECTION II. COMMITMENT:

The Property Owner hereby commits, subject to the terms and conditions of this Agreement, to the provision of _____ workforce housing units within the residential component of this Project.

SECTION III. WORKFORCE HOUSING:

For the purposes of the Agreement, the term “Islander Mixed-Use Workforce Housing” shall mean housing that is affordable to households earning 60 percent to 120 percent of the most recently published U.S. Department of Housing and Urban Development (HUD) Area Median Income (AMI) for Beaufort County.

SECTION IV. IMPLEMENTATION:**A. Types of Workforce Housing Units:**

Workforce housing units shall include a range of unit sizes comparable to units in the overall development. This Project contains _____ total units with _____ being workforce units.

Number of Workforce Units	Type of Units	Size of Workforce Units
	Micro-Efficiency	
	Studio	
	One Bedroom Units	
	Two Bedroom Units	
	Three Bedroom Units	

B. Integration of Workforce Housing Units within the Project:

Workforce housing units will be integrated within the residential areas of the Project and will be of similar architecture, design, and quality as market-rate residential units.

C. Eligibility Criteria:

The Property Owner must submit a Certificate of Eligibility verifying that the following eligibility criteria are met for each household occupying a workforce housing unit:

1. Household income shall be between 60 and 120 percent of the most recently published HUD Area Median Income (AMI) for Beaufort County for rental units.
 2. Eligible households shall occupy a workforce housing unit as their sole residence.
 3. Eligible households shall have at least one person who is employed at a lawfully licensed business within the Town of Hilton Head Island.
- D. Distribution of Workforce Housing Units within the Project:
1. Workforce Housing units are required to be mixed with and not clustered together or segregated in any way from, market-rate units.
 2. If the development contains a phasing plan, the phasing plan shall provide for the development of workforce units concurrently with the market-rate units.

SECTION V. ADMINISTRATION:

- A. The Property Owner shall provide a Certificate of Eligibility for each household to the Town, or its designee.
- B. The Property Owner shall provide a sworn affidavit to the Town, or its designee, certifying that the rental rate(s) meet the requirements of Section 16-4-102.B of the LMO.

SECTION VI. TERM:

This Agreement shall expire fifteen (15) years from the date the last Certificate of Occupancy is issued for the final Islander Mixed-Use workforce housing unit covered by this Agreement. After the fifteen (15) year term is complete, the Property Owner will be free to rent or sell housing units at market-rate.

SECTION VII. MISCELLANEOUS:

- A. This Agreement may not be cancelled, modified, changed, or supplemented, nor may any obligation hereunder be waived, except in writing signed by the parties hereunder.
- B. This Agreement shall extend to and be binding upon the successors, legal representatives, heirs, executors, administrators, and the permitted assigns of the parties hereto.
- C. If any provision or provisions of this Agreement shall be held invalid, illegal, unenforceable, or in conflict with the State of South Carolina or the United States, that provision or those provisions shall be deemed to be null and void and shall be deemed severed from the Agreement, and the validity, legality, and enforceability of the remaining provisions of the Agreement shall not in any way be affected or impaired thereby.

In Witness whereof, the Parties hereto, by and through their duly authorized officers, have set their hands and seals as of this _____ day of _____, 20____.

THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

By: _____ (L.S.)

Mayor

Attest: _____ (L.S.)

Town Manager

PROPERTY OWNER

By: _____ (L.S.)

Title: _____

Attest: _____ (L.S.)

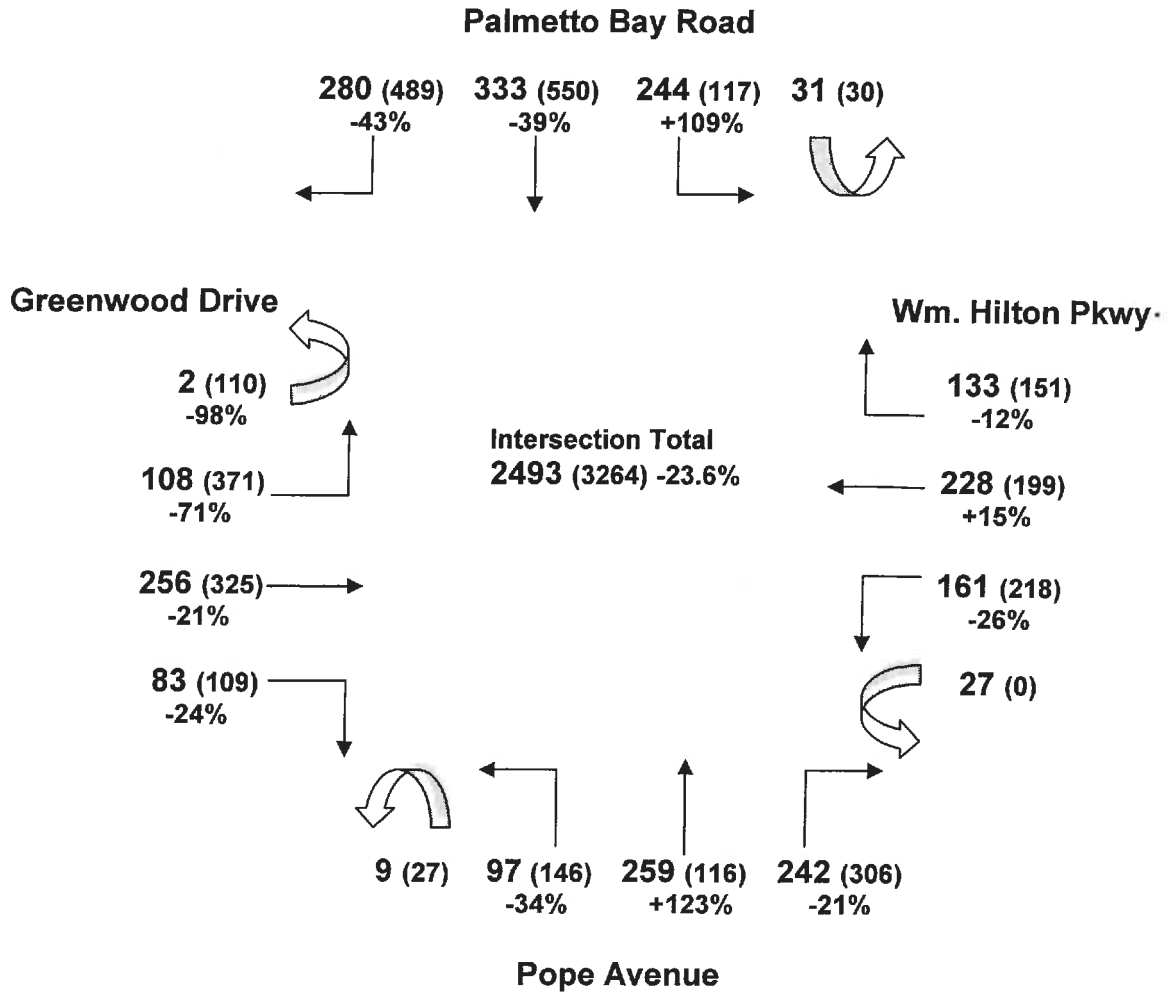
Title: _____

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

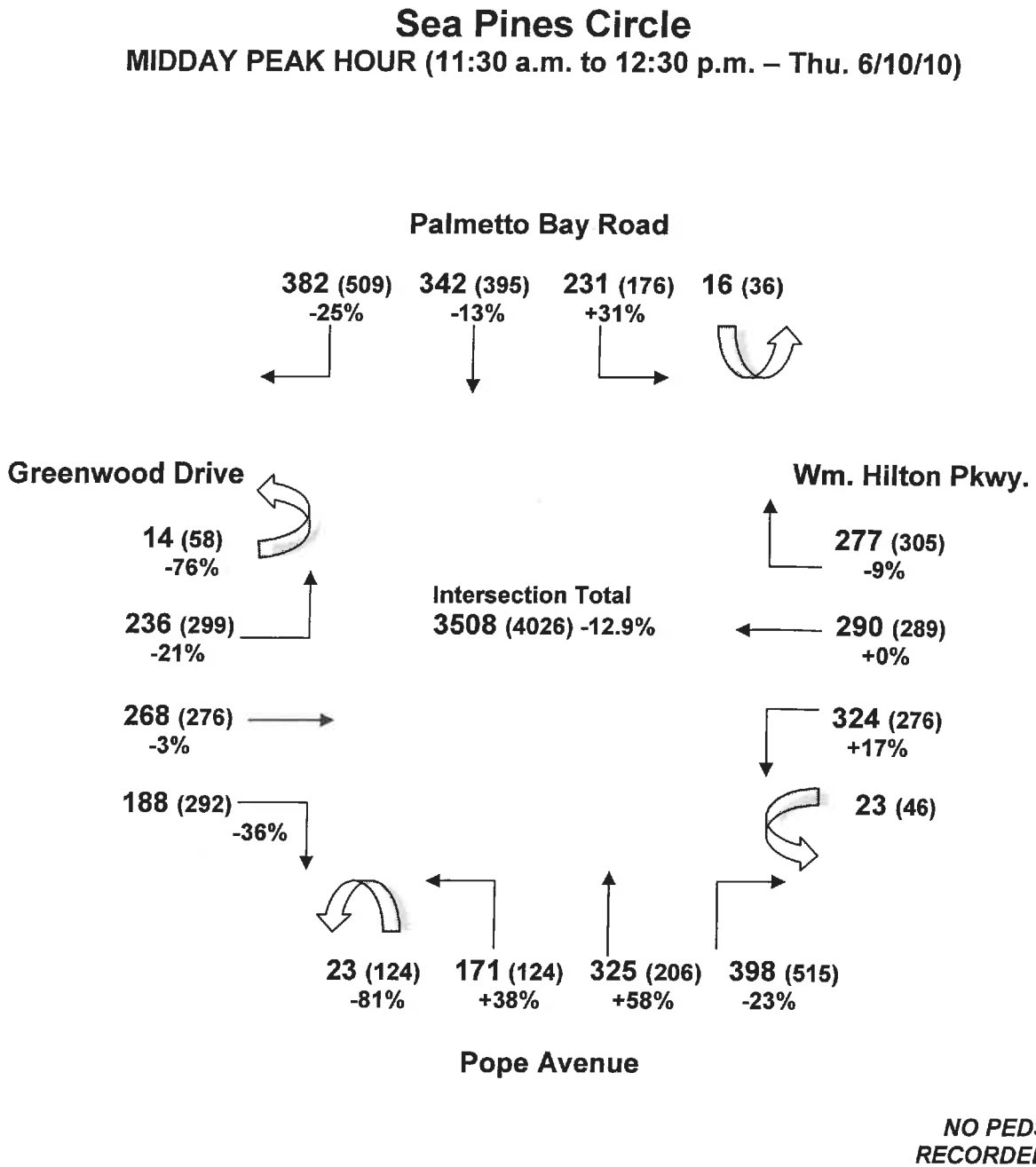
2010 Sea Pines Circle Traffic Count Information

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

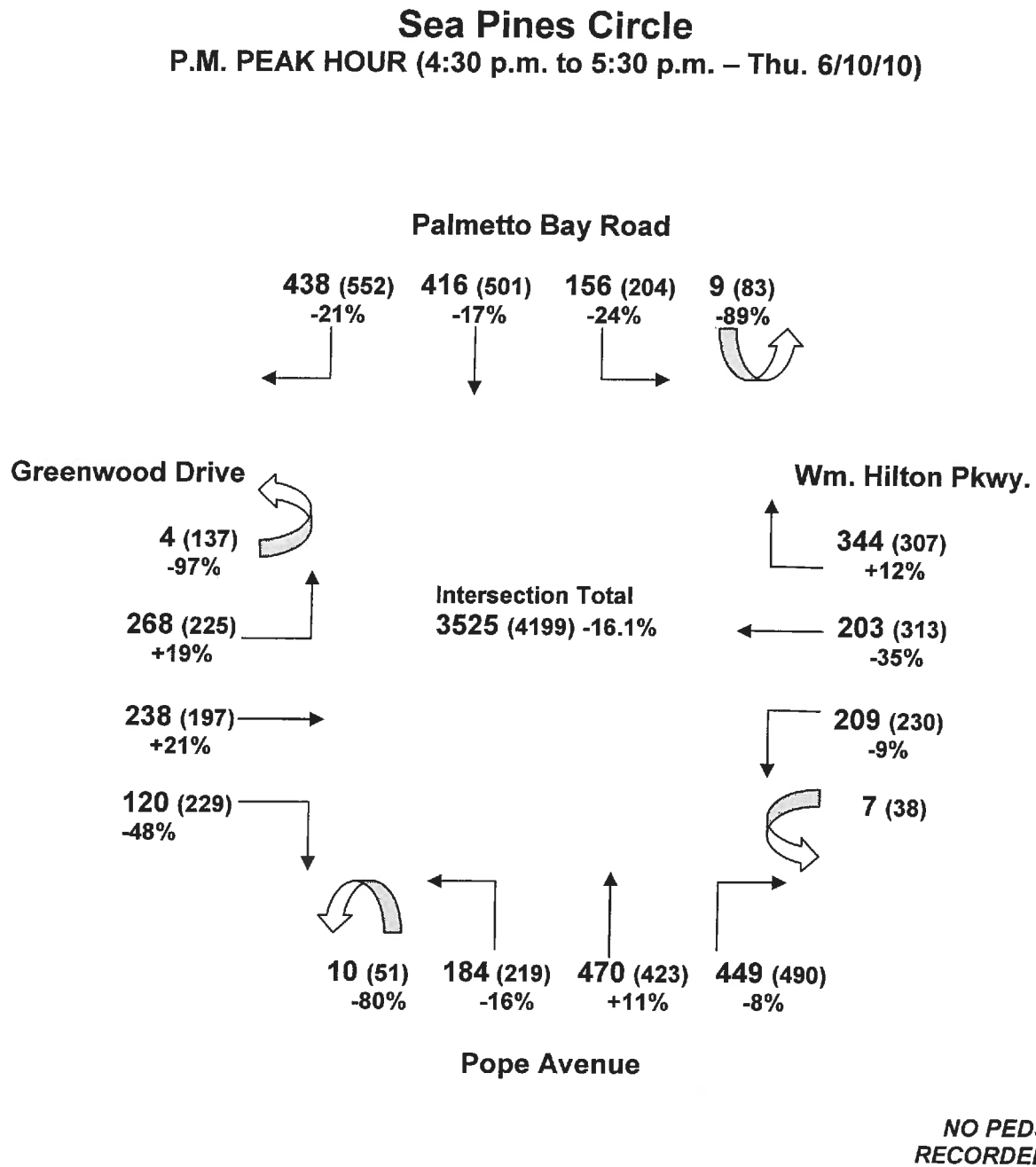


**NO PEDS
RECORDED**

2010 (2005) 5-year %chg

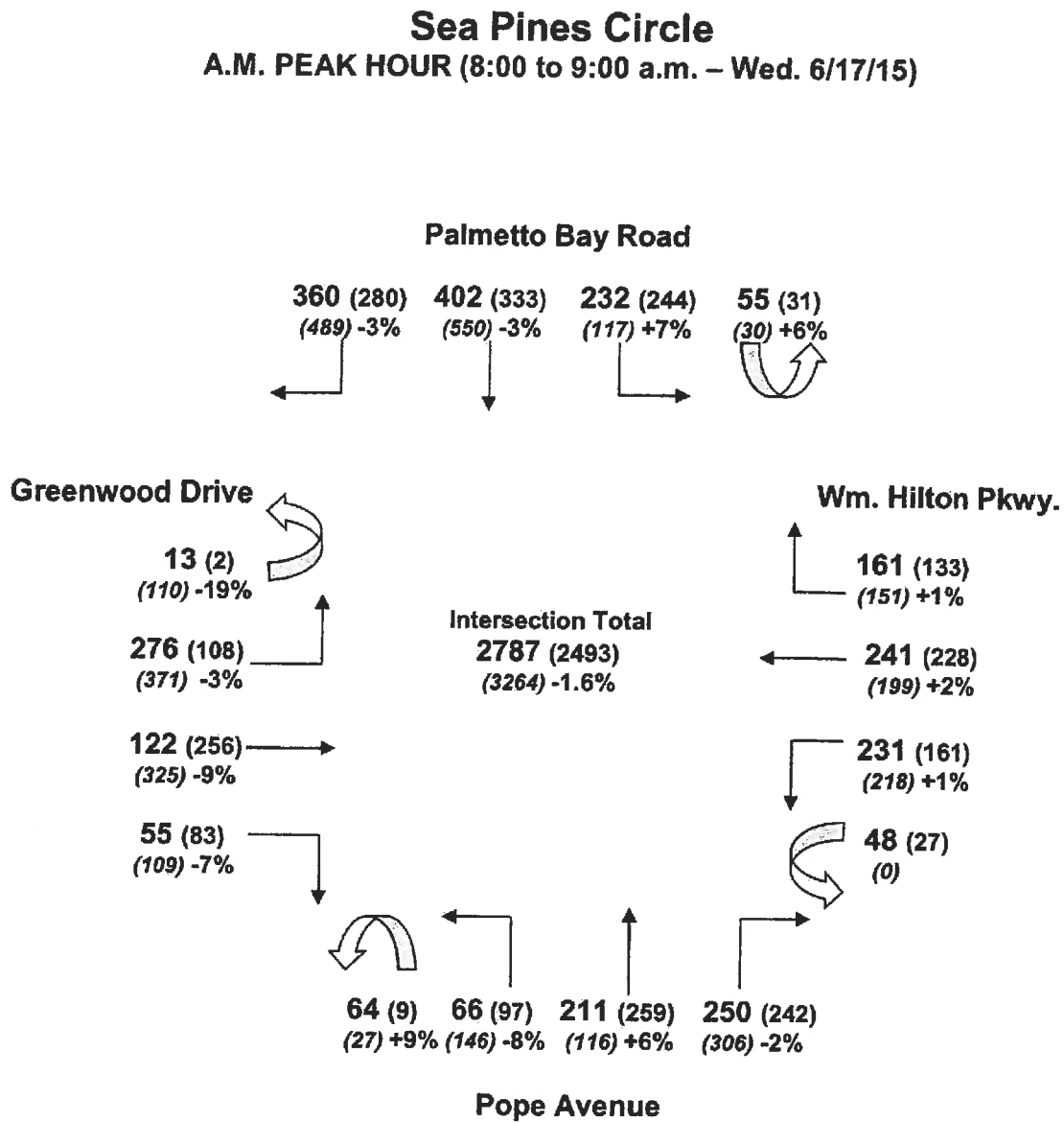


2010 (2005) 5-year %chg

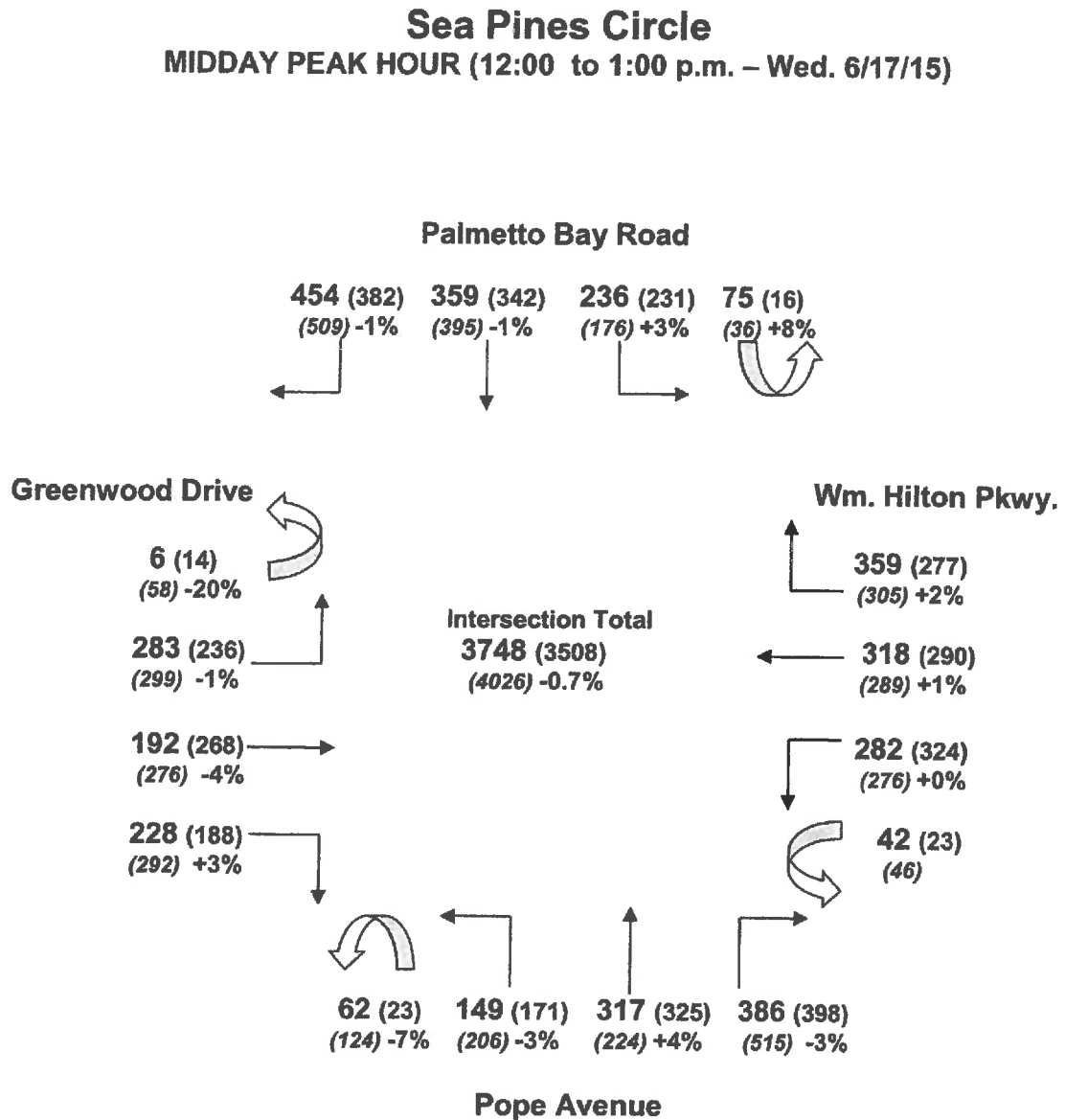


2010 (2005) 5-year %chg

2015 Sea Pines Circle Traffic Count Information

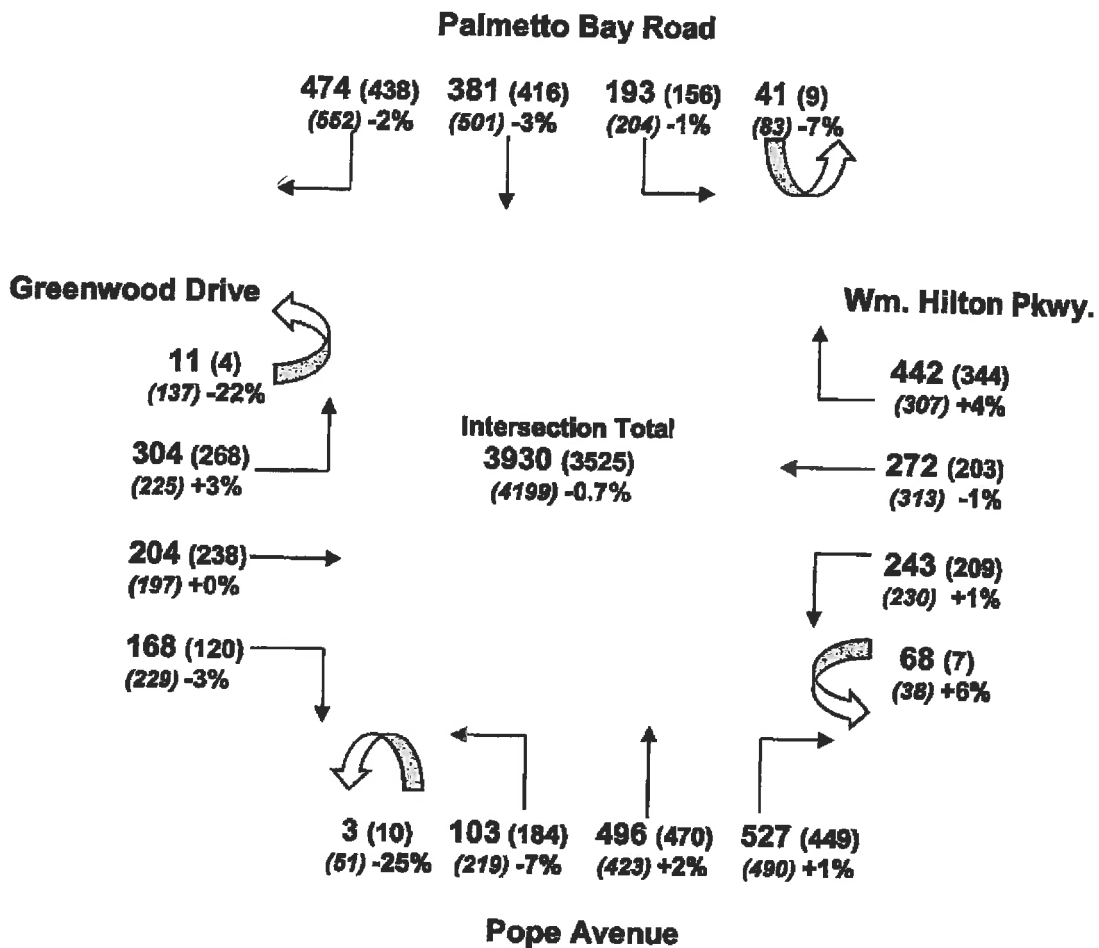


2015 (2010)
(2005) 10-Yr. Effective Annual Change



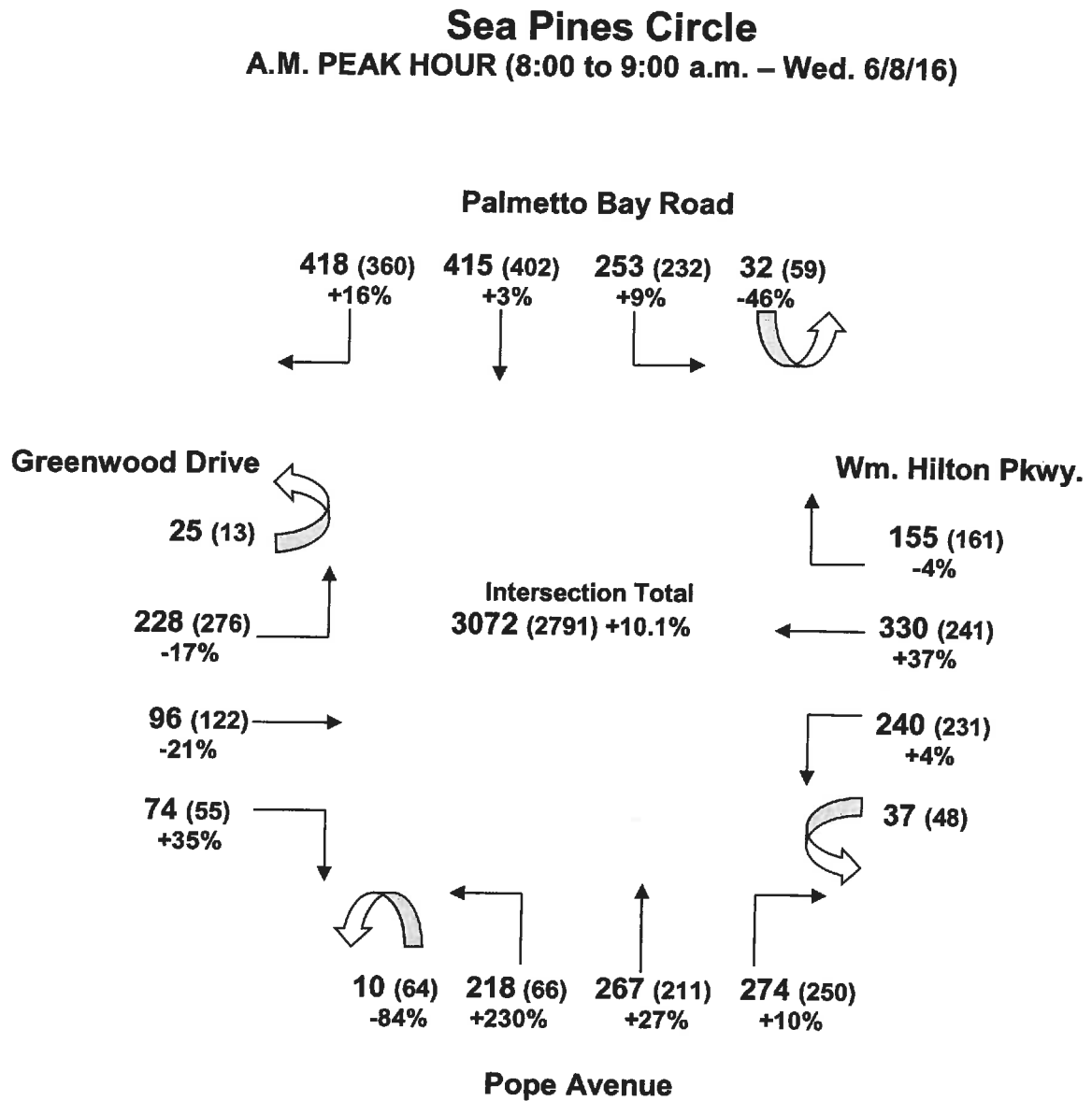
2015 (2010)
(2005) 10-yr Effective Annual Change

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

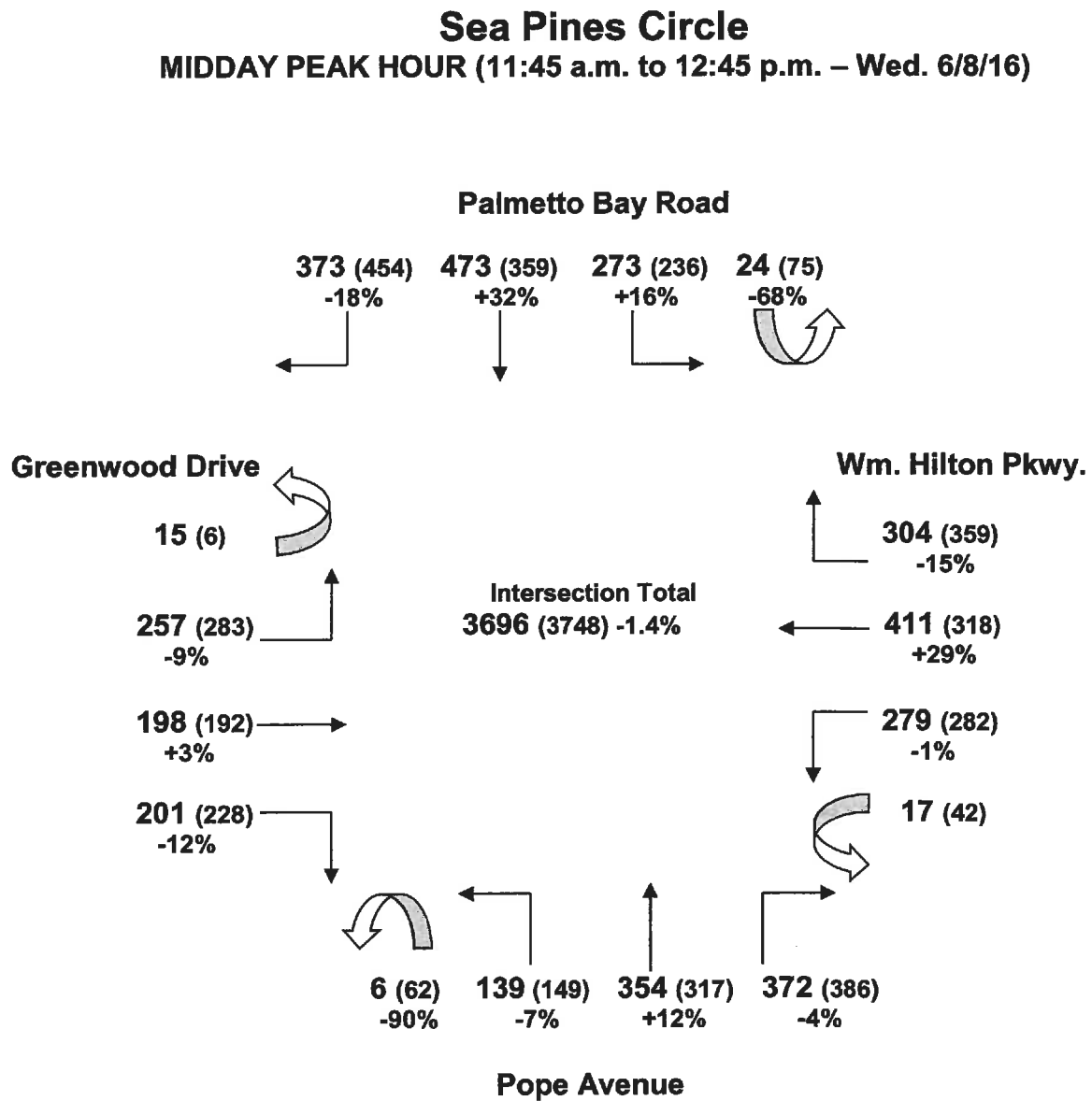


2015 (2010)
(2005) 10-yr Effective Annual Change

2016 Sea Pines Circle Traffic Count Information

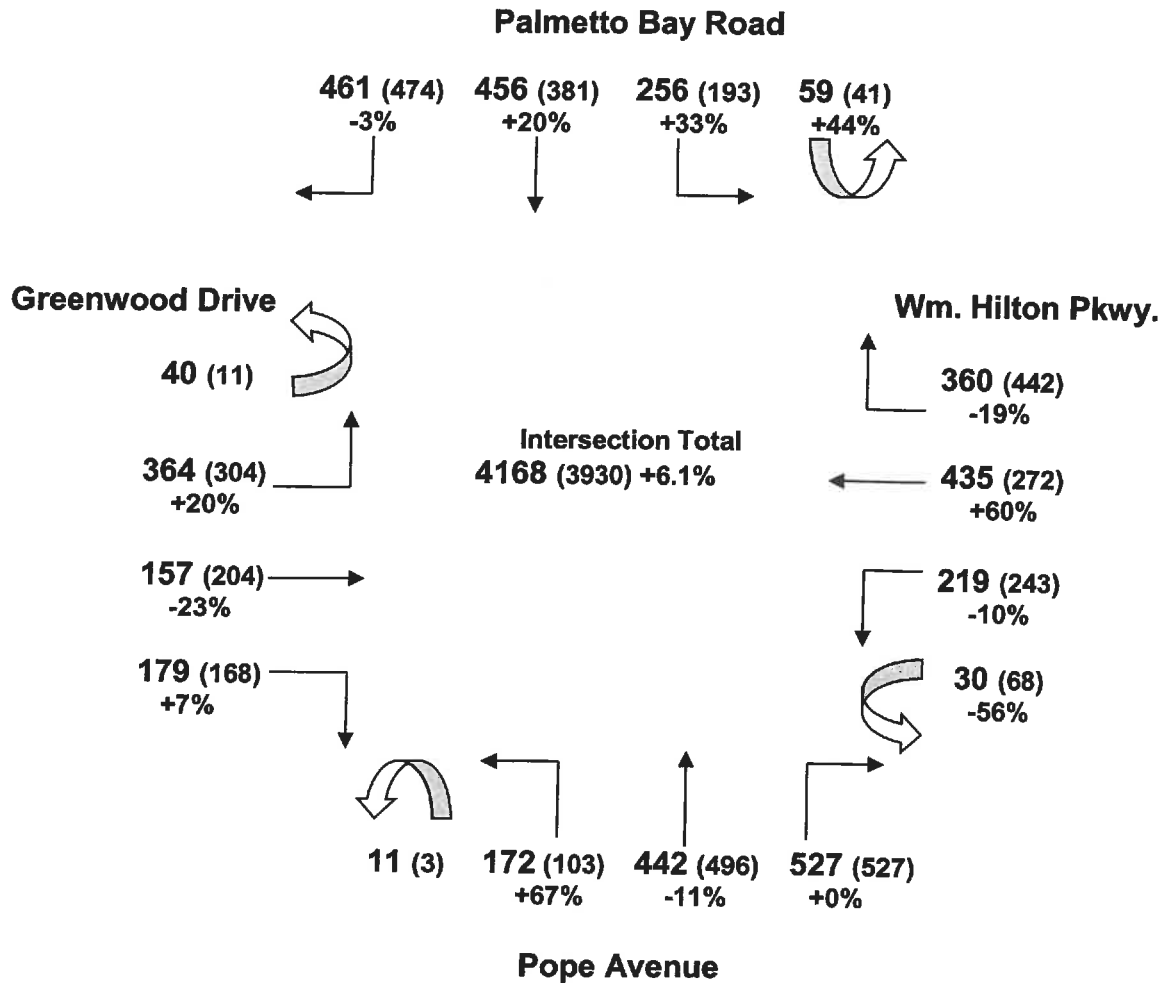


2016 (2015) %chg



2016 (2015) %chg

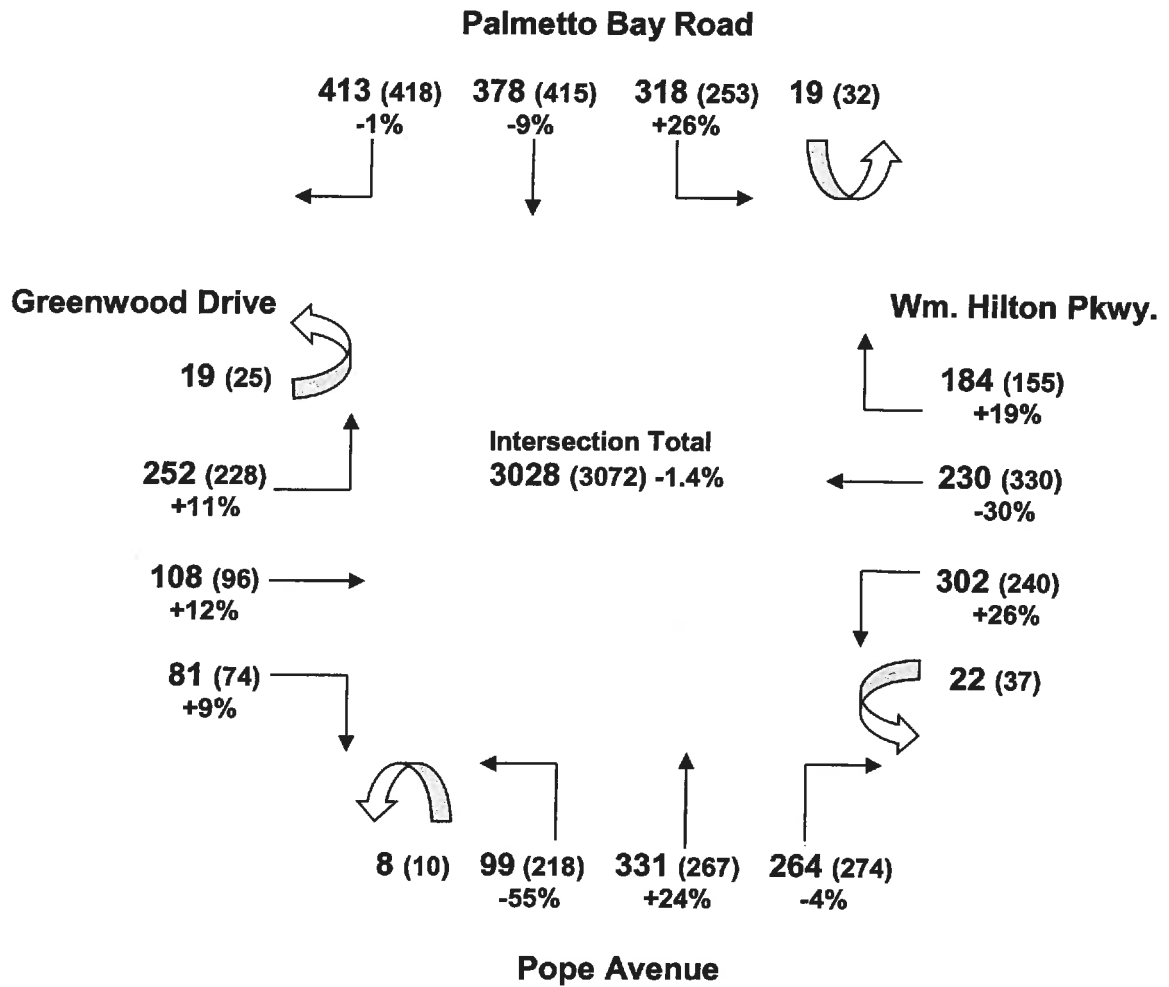
Sea Pines Circle **P.M. PEAK HOUR (4:15 p.m. to 5:15 p.m. – Wed. 6/8/16)**



2016 (2015) %chg

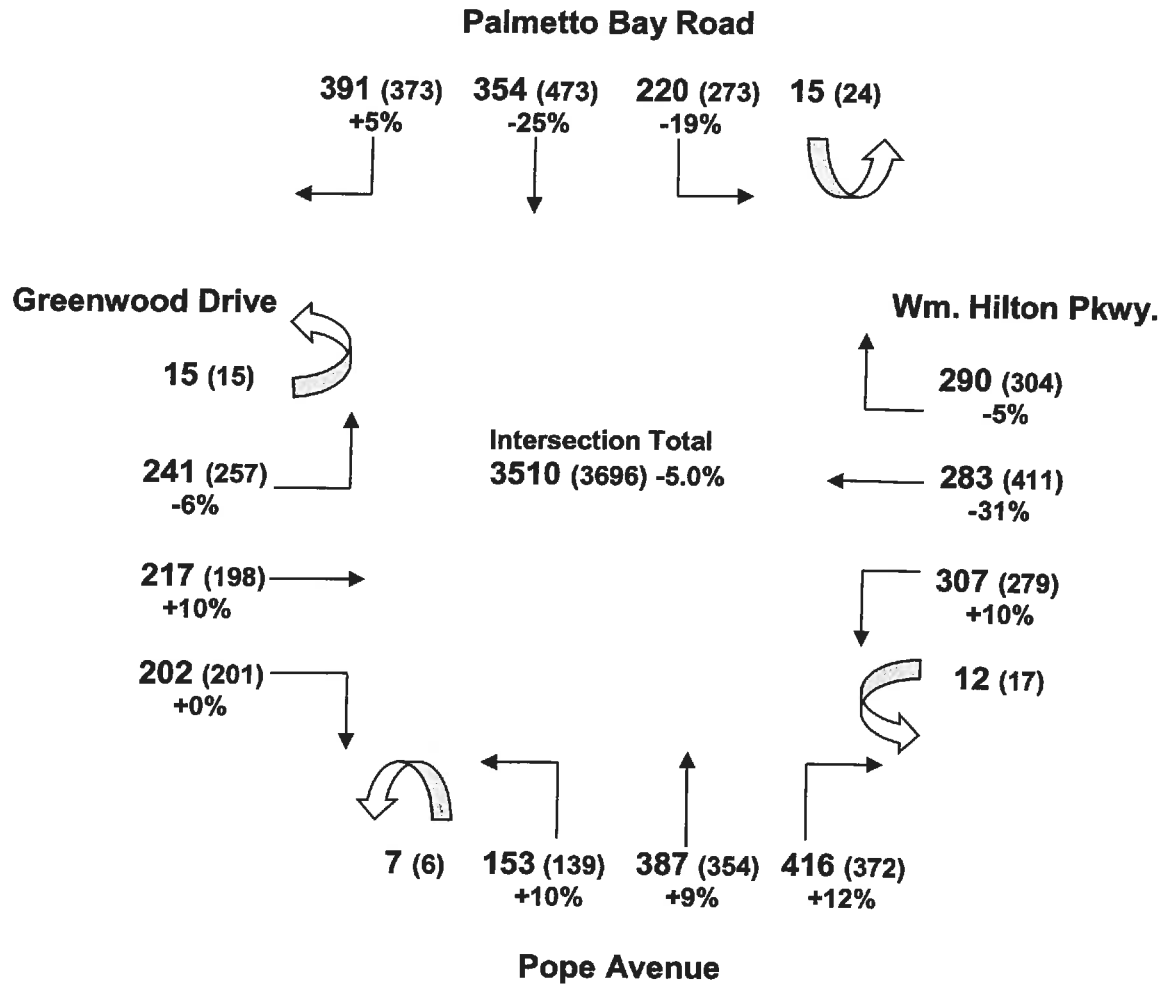
2018 Sea Pines Circle Traffic Count Information

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



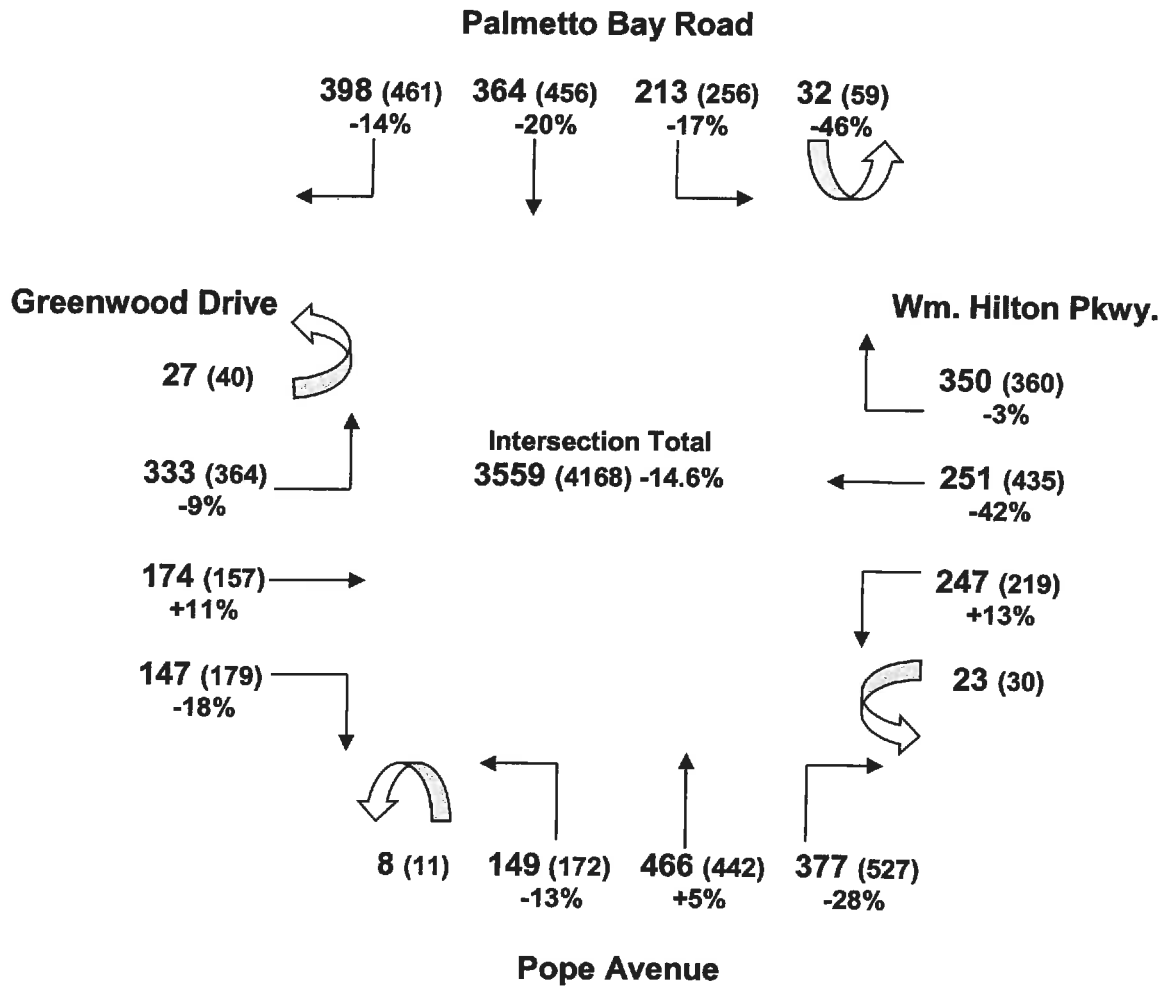
2018 (2016) %chg

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



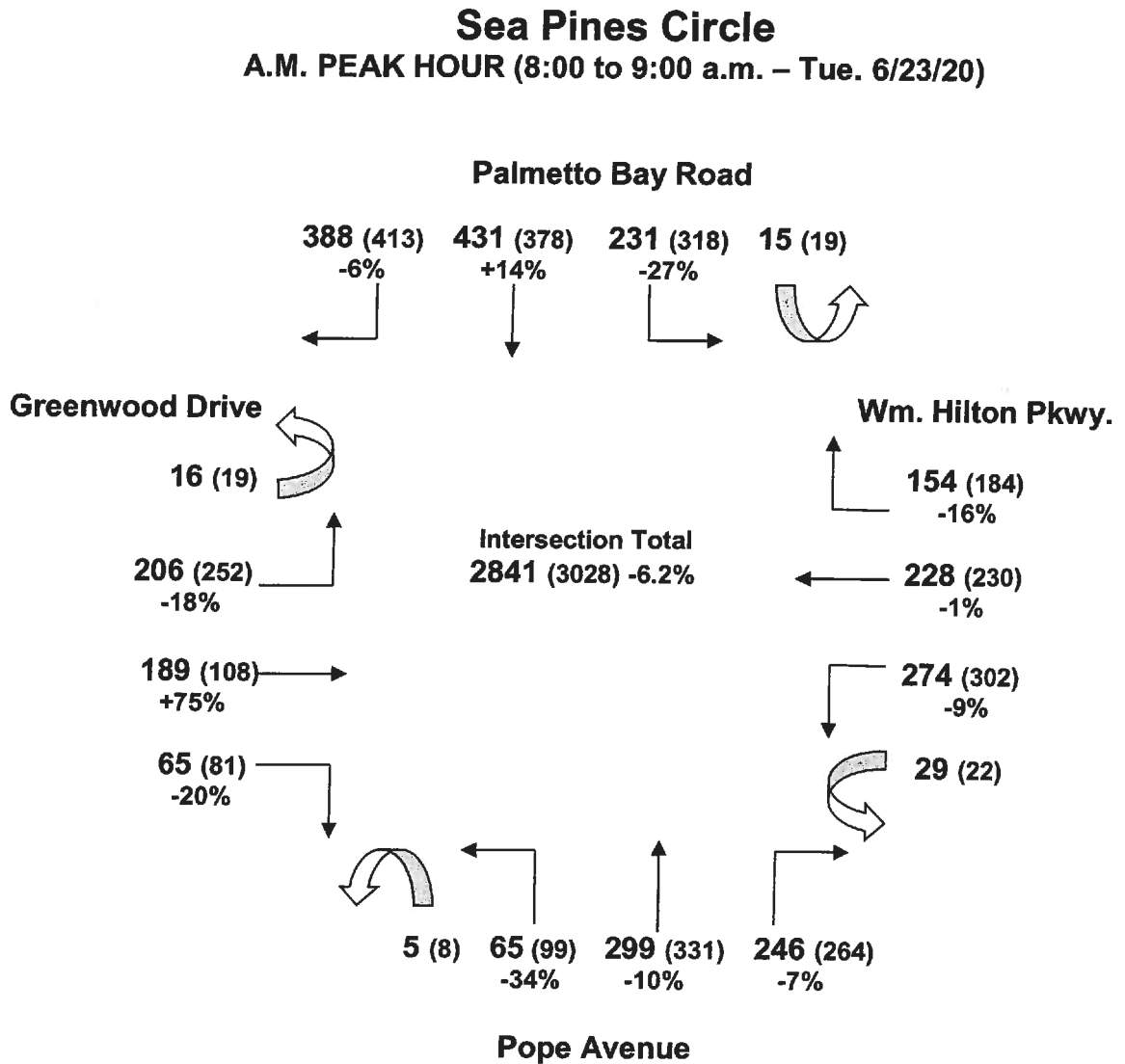
2018 (2016) %chg

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

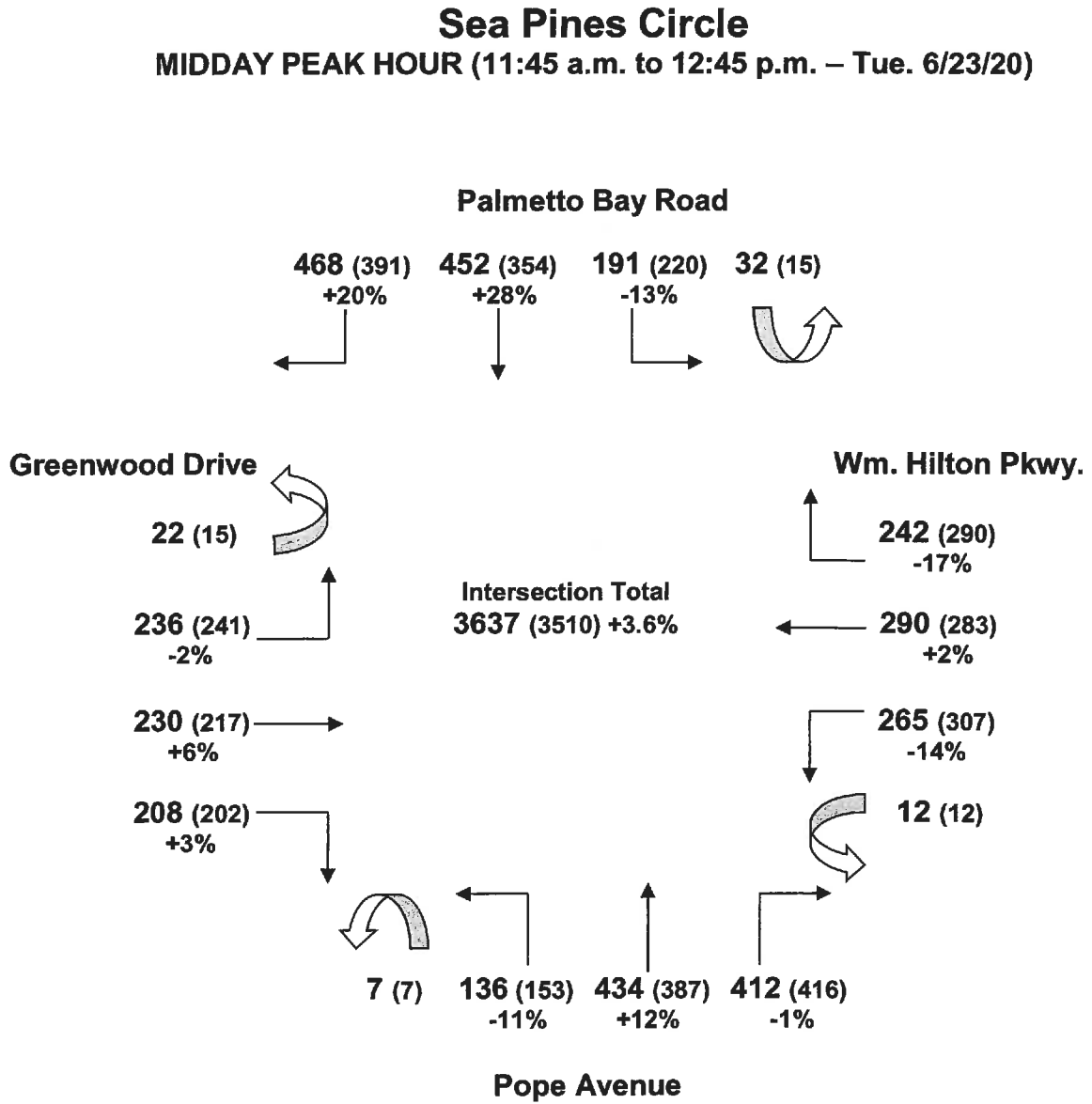


2018 (2016) %chg

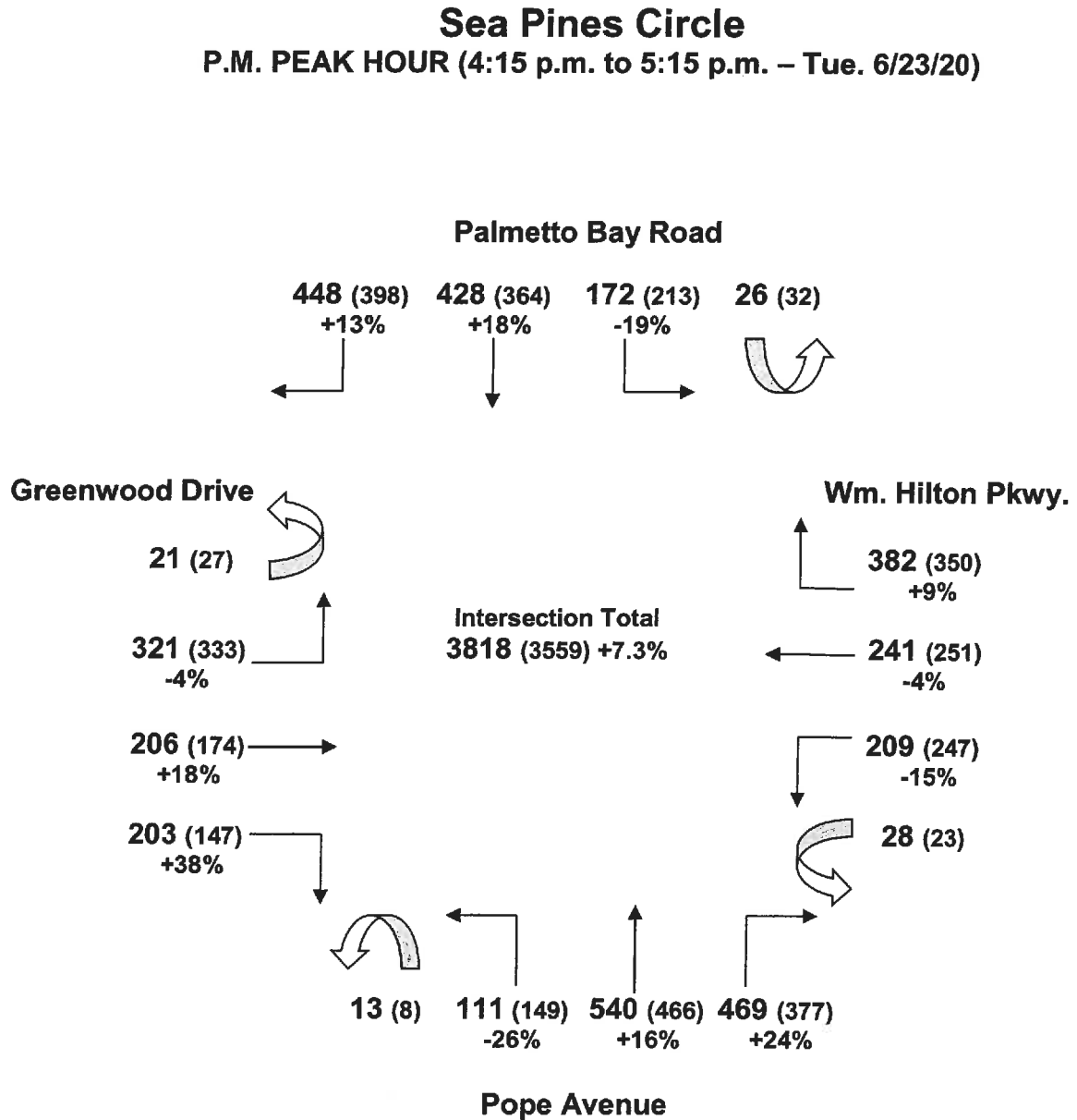
2020 Sea Pines Circle Traffic Count Information



2020 (2018) %chg



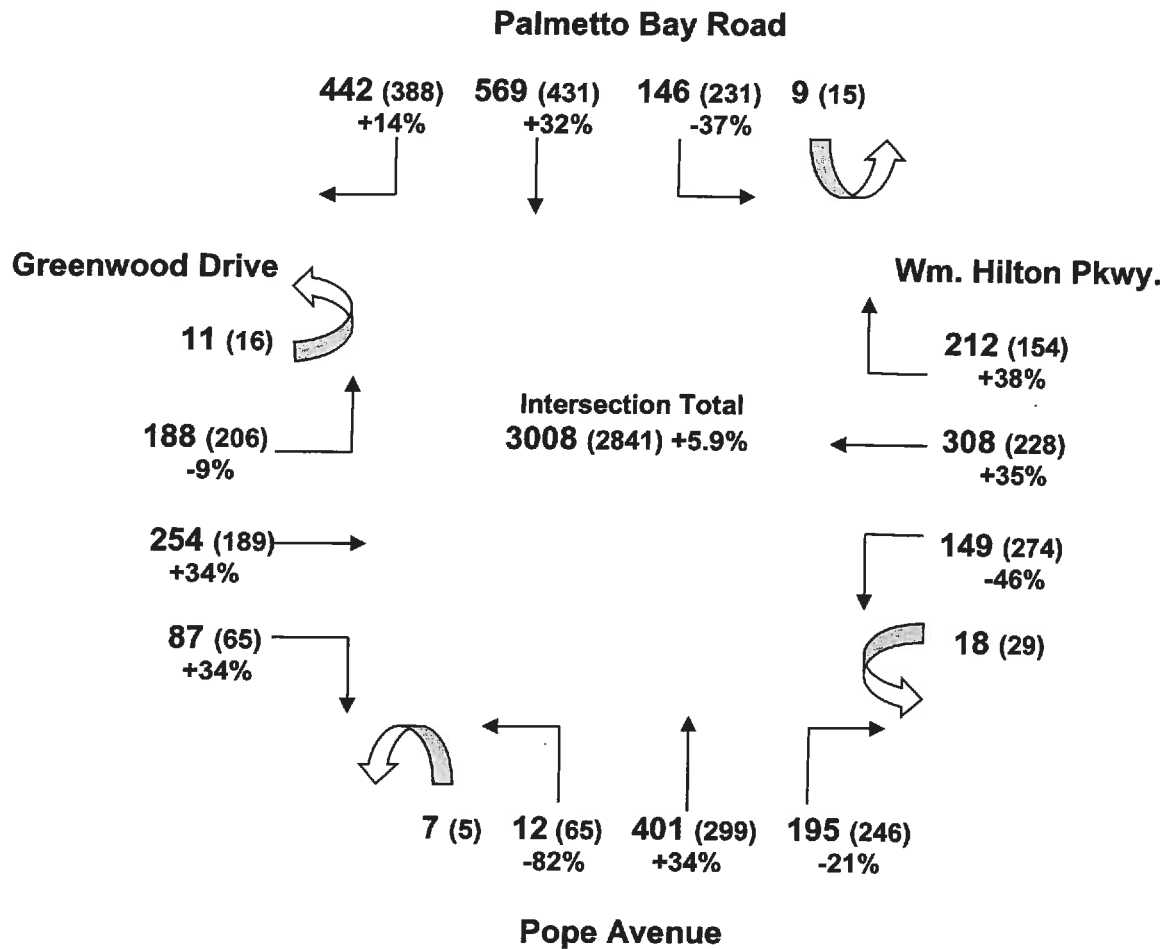
2020 (2018) %chg



2020 (2018) %chg

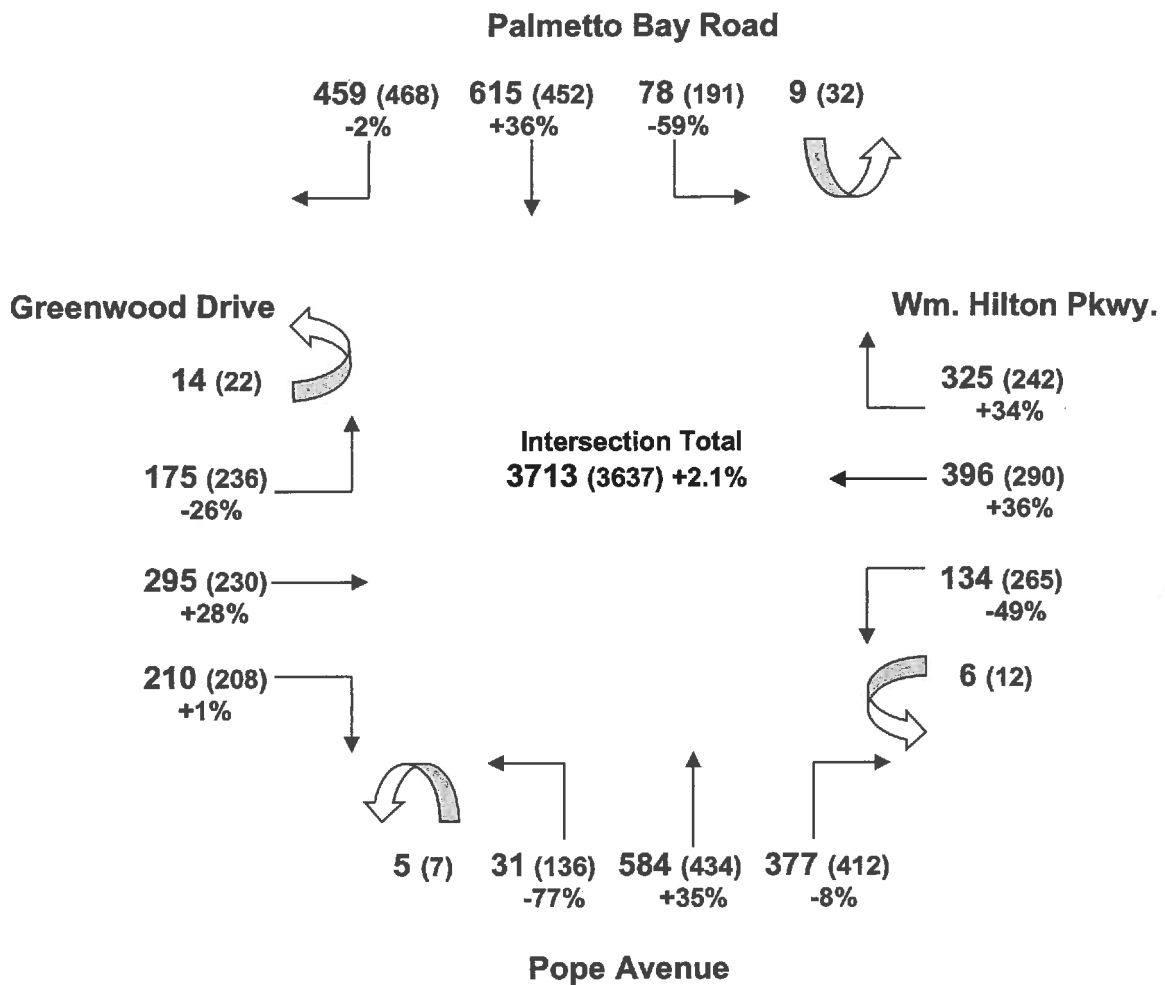
2022 Sea Pines Circle Traffic Count Information

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



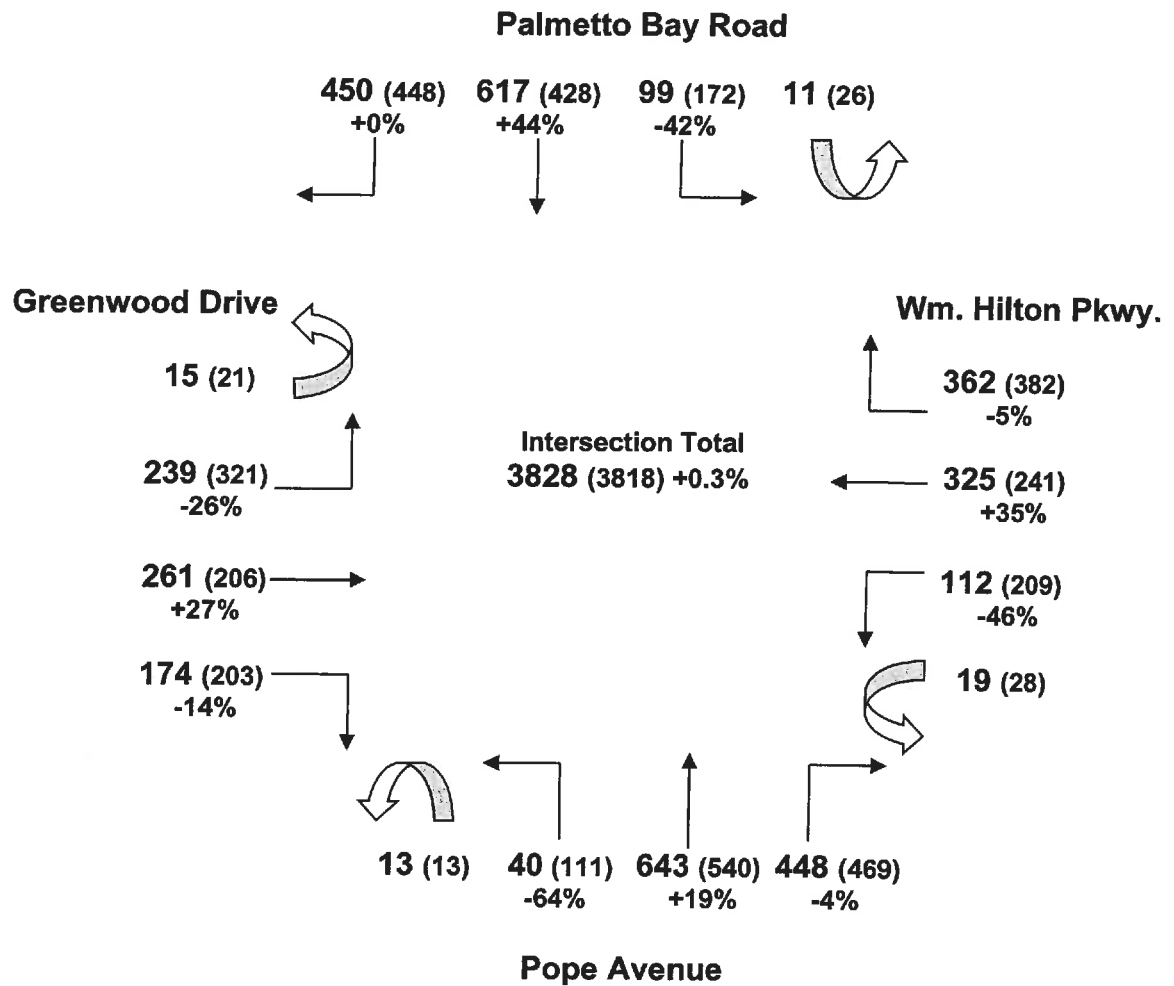
2022 (2020) %chg

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



2022 (2020) %chg

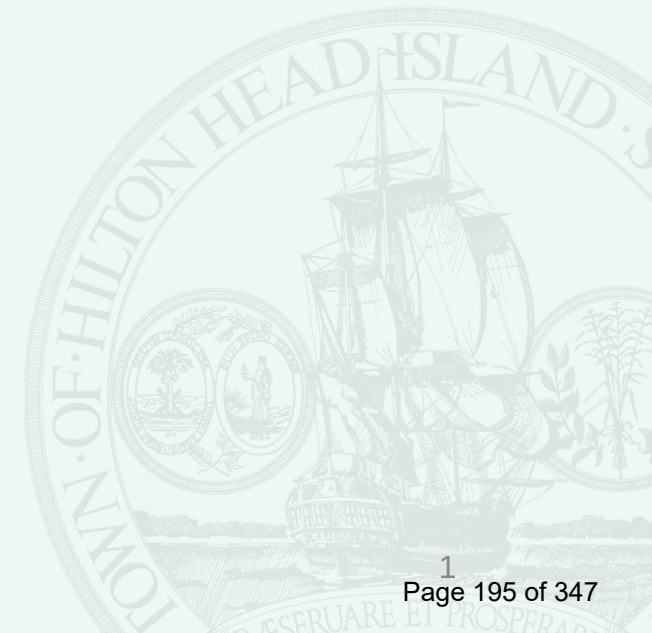
Sea Pines Circle **P.M. PEAK HOUR (4:00 p.m. to 5:00 p.m. – Wed. 6/8/22)**



2022 (2020) %chg

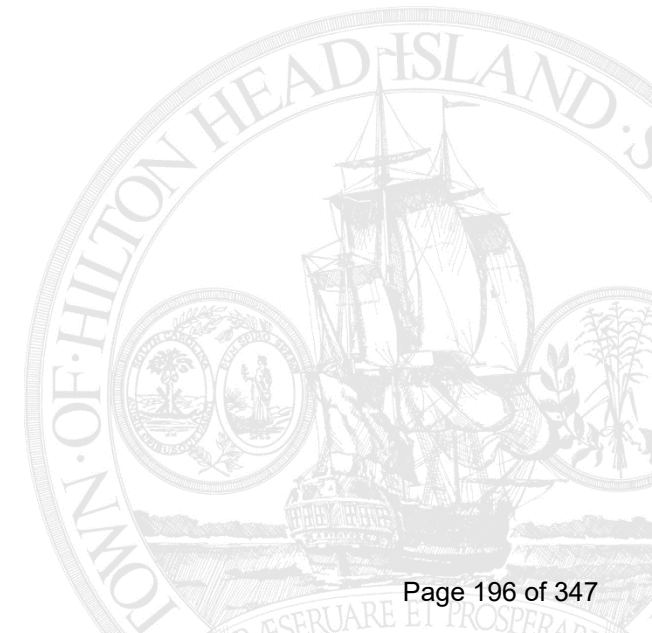
Islander Mixed-Use LMO Text Amendment Request

Town Council
October 3, 2023



Recommendation

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



Text Amendment Application

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

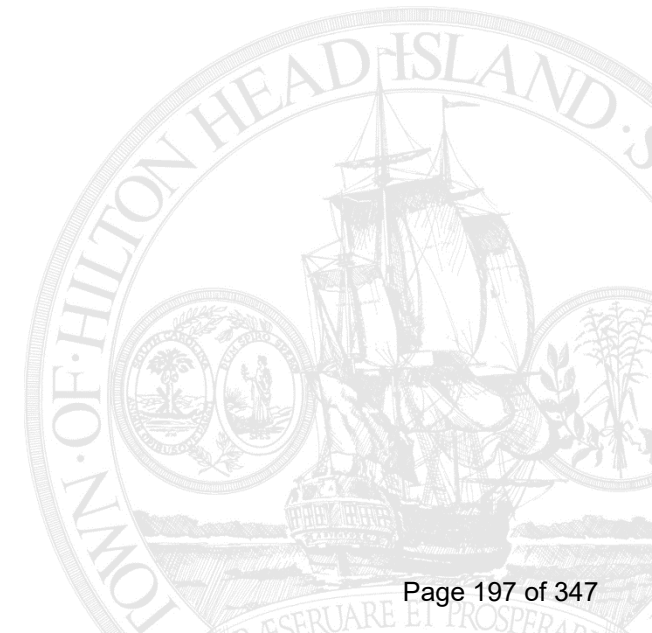
Sections:

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



Background

Public Process:

- Initial request received July 22, 2022
- Initial discussion with Planning Commission held August 17, 2022
- LMO Committee reviewed on September 1, 2022, and moved the amendment forward to the Planning Commission on November 1, 2022
- Planning Commission held a public hearing on December 21, 2022, and moved the amendment be recommended for approval to Town Council.
- Public Planning Committee met January 26, 2023, but deferred action until a Traffic Impact Analysis and a Mass/Scale/Density Visual was received that illustrated the proposed policy.
- Public Planning Committee met on June 8, 2023, and voted 4-0 to advance the proposed Islander Mixed-Use LMO amendments to Town Council for consideration without a recommendation of approval or denial and requested the applicant consider the following:
 - Shared parking and adjacent street setback use-specific condition language
 - 4 bedroom per dwelling unit maximum use-specific condition
 - Workforce Housing requirements (term, percentage, AMI)
 - 10% functional open space or common amenity space

Background

- On July 18, 2023, Town Council voted 7-0 to approve the text amendment to the Land Management Ordinance as set out in Proposed Ordinance 2023-27 subject to the following amendments:
 1. A four (4) bedroom per dwelling unit maximum as recommended by the staff.
 2. Clarification of definitions of “functional open space or “common amenity space” in the 10% open space requirement.
 3. Increase the workforce housing standards to 20% of Islander Mixed-Use units shall be workforce house units, excluding any units for student housing for USCB; for households earning up to 90% of the AMI per the Town’s Workforce Housing Agreement requirements; and rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town’s Workforce Housing Agreement for a minimum of 20 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant document recorded in the Office of the Beaufort County Register of Deeds.
 4. Islander Mixed-Use development may utilize shared parking on Education Use property for so long as the property is used for Education Use and that shared parking is limited to the same number of parking spaces as the number of beds provided in student housing for the Education Use.
- An amendment to the motion was made to add that a workforce housing provision be attached within the text amendment with the intent that if the property is sold it remains workforce housing and does not become an apartment complex.

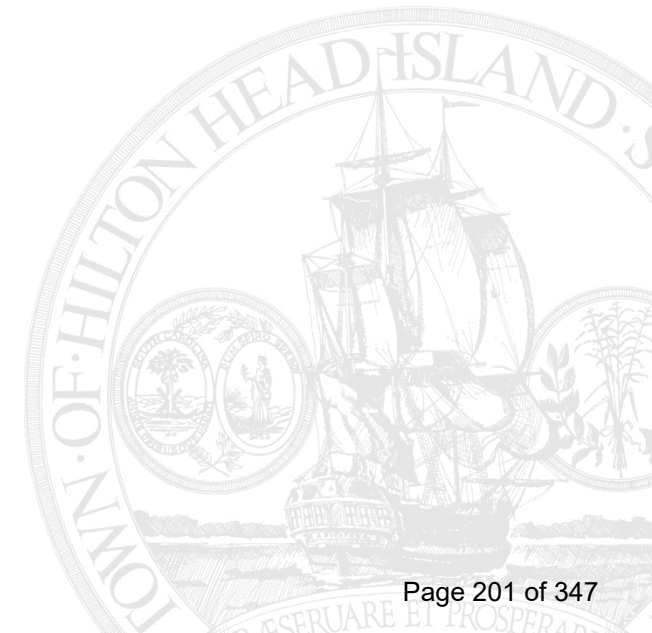
Background

- On August 15, 2023, Town Council voted 4-3 to approve the text amendment to the Land Management Ordinance as set out on Proposed Ordinance 2023-27 subject to the following amendments:
 1. Increase the workforce housing standards to 20% of Islander Mixed-Use units shall be workforce house units, excluding any units for student housing for USCB; for households earning 60% to 120% of the AMI per the Town's Workforce Housing Agreement requirements; and rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant document recorded in the Office of the Beaufort County Register of Deeds.
 2. A four (4) bedroom per dwelling unit maximum.
- On September 20, 2023, the Planning Commission reviewed deviations from the proposal made since their December 2022 public hearing and voted unanimously to recommend acceptance of the changes to Town Council.

Text Amendment Request

Applicant Submittal:

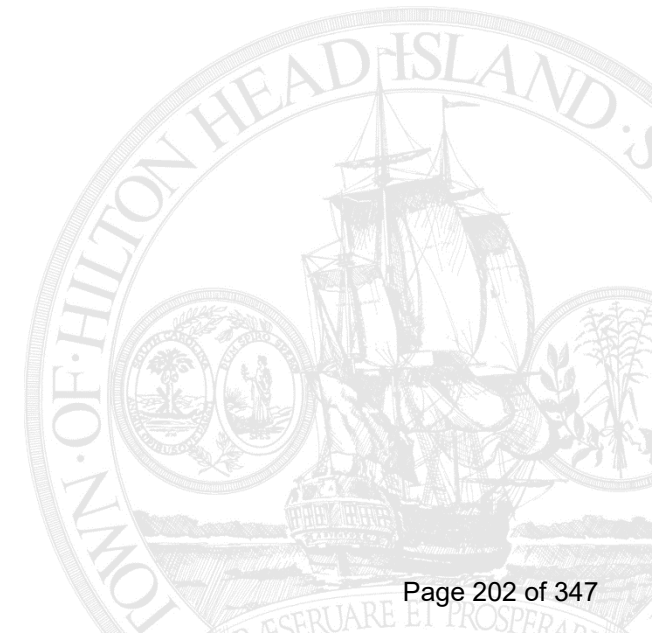
- Text Amendment
- Letters of support from:
 - Shore Beach Services
 - Beach House Resort
 - SERG Restaurant Group
 - Browndog, Inc.
 - University of South Carolina Beaufort
- Traffic Impact Analysis
- Building Mass and Scale Exhibit



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



Text Amendment Request

- Use-specific conditions:

The use is proposed to be permitted with use-specific conditions per 16-4-102.B.1.g. The conditions proposed are as follows:

- i. Islander Mixed-Use development shall designate separate parking spaces for use by the residential units. The parking spaces designated for residential use are eligible to be included as part of a shared parking plan meeting the requirements in Section 16-5-107.H.3.
- ii. Islander Mixed-Use Development may utilize shared parking on Education Use property if the development provides student housing for so long as the property is used for Education Use. The shared parking on Education Use property is limited to 75 parking spaces.
- 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. 20% of Islander Mixed-Use units shall be workforce housing units, excluding any units for student housing for USCB; for households earning 60% to 120% of the Area Median Income (AMI) per the Town's Workforce Housing Agreement requirements. Rental workforce housing units, excluding student housing units for USCB, shall remain subject to the workforce housing unit requirements in the Town's Workforce Housing Agreement for a minimum of 15 years from the date of the initial certificate of occupancy for the completion of construction of the last workforce housing units as evidenced by restrictive covenants or other compliant documents recorded in the Office of Beaufort County Register of Deeds.

Text Amendment Request

- Use-specific conditions:

The use is proposed to be permitted with use-specific conditions per 16-4-102.B.1.g.

The conditions proposed are as follows: (CONTINUED)

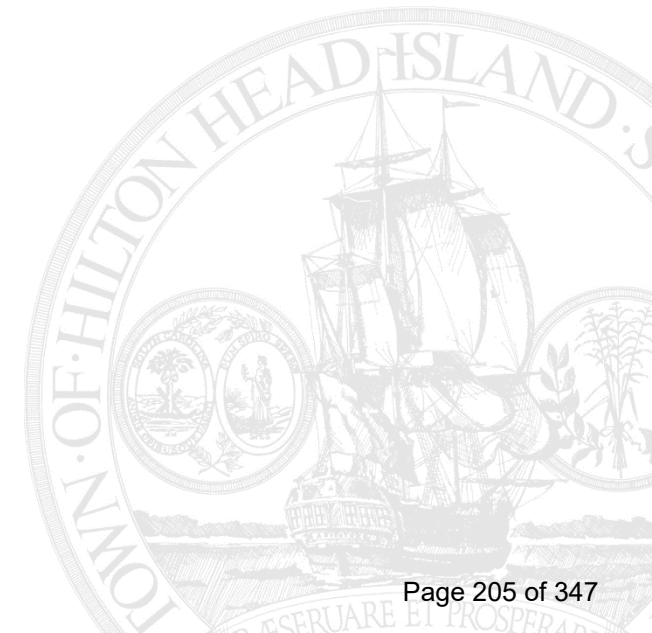
- vi. A minimum average unit size of 750 square feet per dwelling unit is required. Minimum average unit size is calculated by taking the building's total gross floor area without commercial use less the non-habitable areas (hallways, lobbies, mechanical rooms, etc.) divided by the total number of dwelling units.
- vii. Islander Mixed-Use shall not exceed a floor area ratio of 0.68.
- viii. Islander Mixed-Use shall not exceed a Site Coverage Index (SCI) of 50%. The Site Coverage Index is defined as the percentage of lot coverage by the building's footprint square footage.
- ix. Islander Mixed-Use shall have a 10% requirement of functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.
- x. Islander Mixed-Use requires an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback distance required per Table 16-5-102.C whichever is greater.
- xi. Islander Mixed-Use shall require a 4 bedroom per dwelling unit maximum.

Analysis

Sea Pines Circle District Analysis

Sea Pines Circle District purpose:

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



Analysis

Sea Pines Circle District Analysis

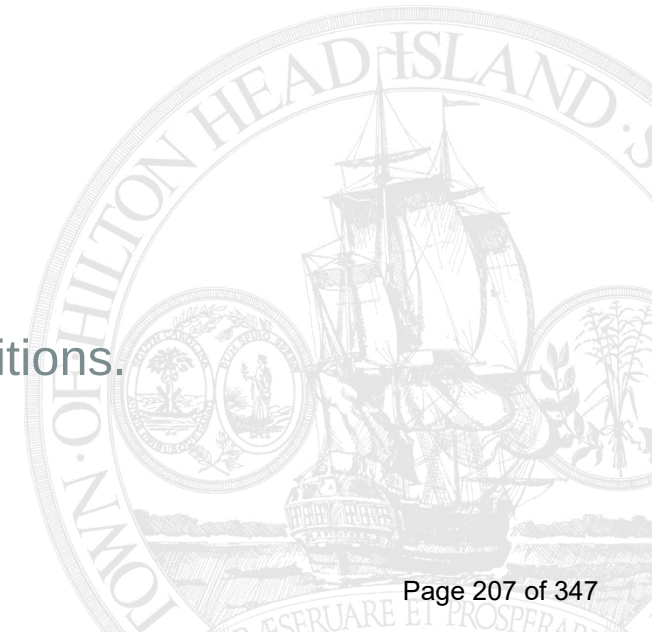
The Sea Pines Circle (SPC) District allows a range of uses permitted by right, permitted with conditions and by special exception.

- **Residential use type:**
 - *Permitted*- multifamily
 - *Permitted with conditions*- workforce housing
- **Public, civic, institutional and education use type:**
 - *Permitted*- community service uses, education uses, government uses, minor utilities, public parks, religious institutions
 - *Permitted with conditions*- telecommunication antenna and telecommunication towers
 - *Special Exception*- major utilities
- **Health services use type:**
 - *Permitted*- other health services
- **Commercial recreation use type:**
 - *Permitted*- indoor commercial recreation uses
- **Office use type:**
 - *Permitted*- other office uses
 - *Permitted with conditions*- contractor's offices
- **Commercial services use type:**
 - *Permitted*- eating establishments, grocery stores and other commercial services
 - *Permitted with conditions*- animal services, bicycle shops, convenience stores, nightclubs or bars, open air sales, and shopping centers
 - *Special Exception*- adult entertainment use and liquor stores
- **Vehicle sales and services use type:**
 - *Permitted*- car washes
 - *Permitted with conditions* - auto rentals, commercial parking lots and gas sales
- **Industrial use type:**
 - *Permitted with conditions*- self-service storage

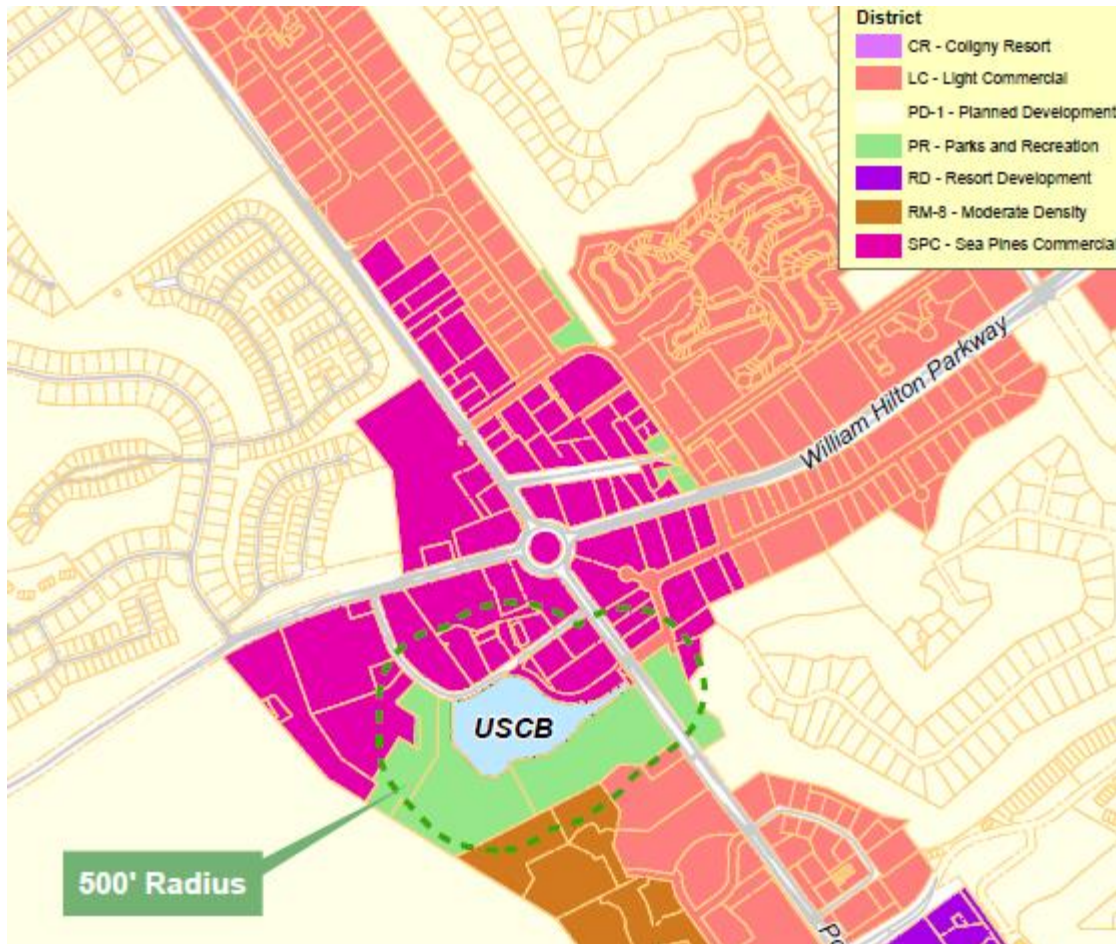
Analysis

Use

- The use definition proposed for Islander Mixed-Use is nearly the same 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
- Workforce Housing use is allowed in the SPC district with use-specific conditions.
- Islander Mixed-Use is generally compatible with other uses in SPC district.



Analysis



Use Specific Conditions - Proximity to Education Use

- Proposal is to allow use within 500 feet of Education Use.
- 23 parcels are within 500 feet.
- Based on walking and biking tolerances from a residential unit to a primary destination, it is reasonable to walk or bike 500-1,500 feet from a residential unit to a primary destination.
- “Shared parking spaces ... shall be located no more than 500 feet walking distance from the primary pedestrian entrance(s) to the uses served by the parking, as measured along sidewalks or other pedestrian accessways connecting the shared spaces and such entrance(s).”

Analysis

Islander Mixed-Use affected area

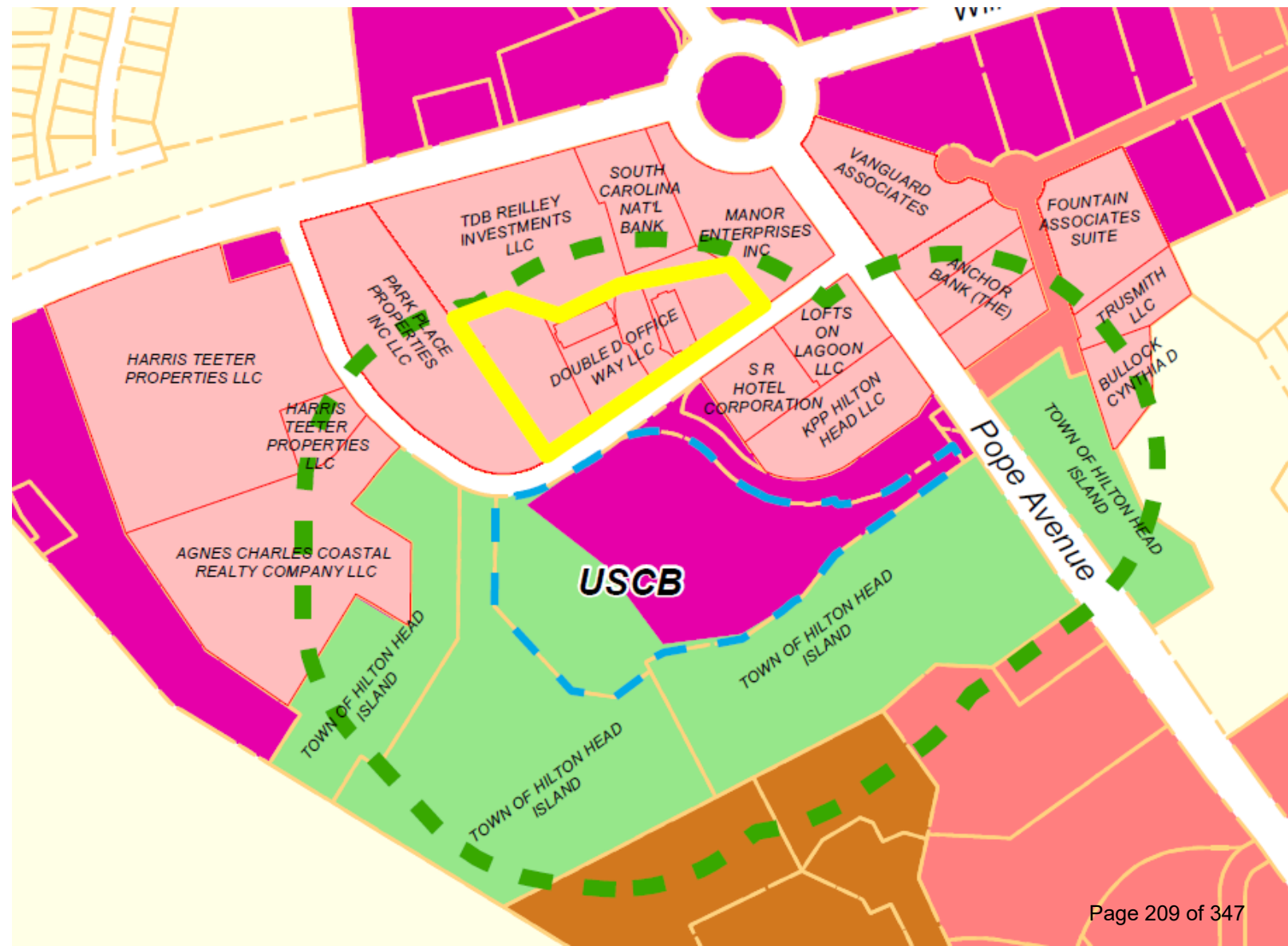
Legend

-  Proposed Project
-  500' area
-  Portion of Property within 500'
-  USCB
-  Parcels

Zoning

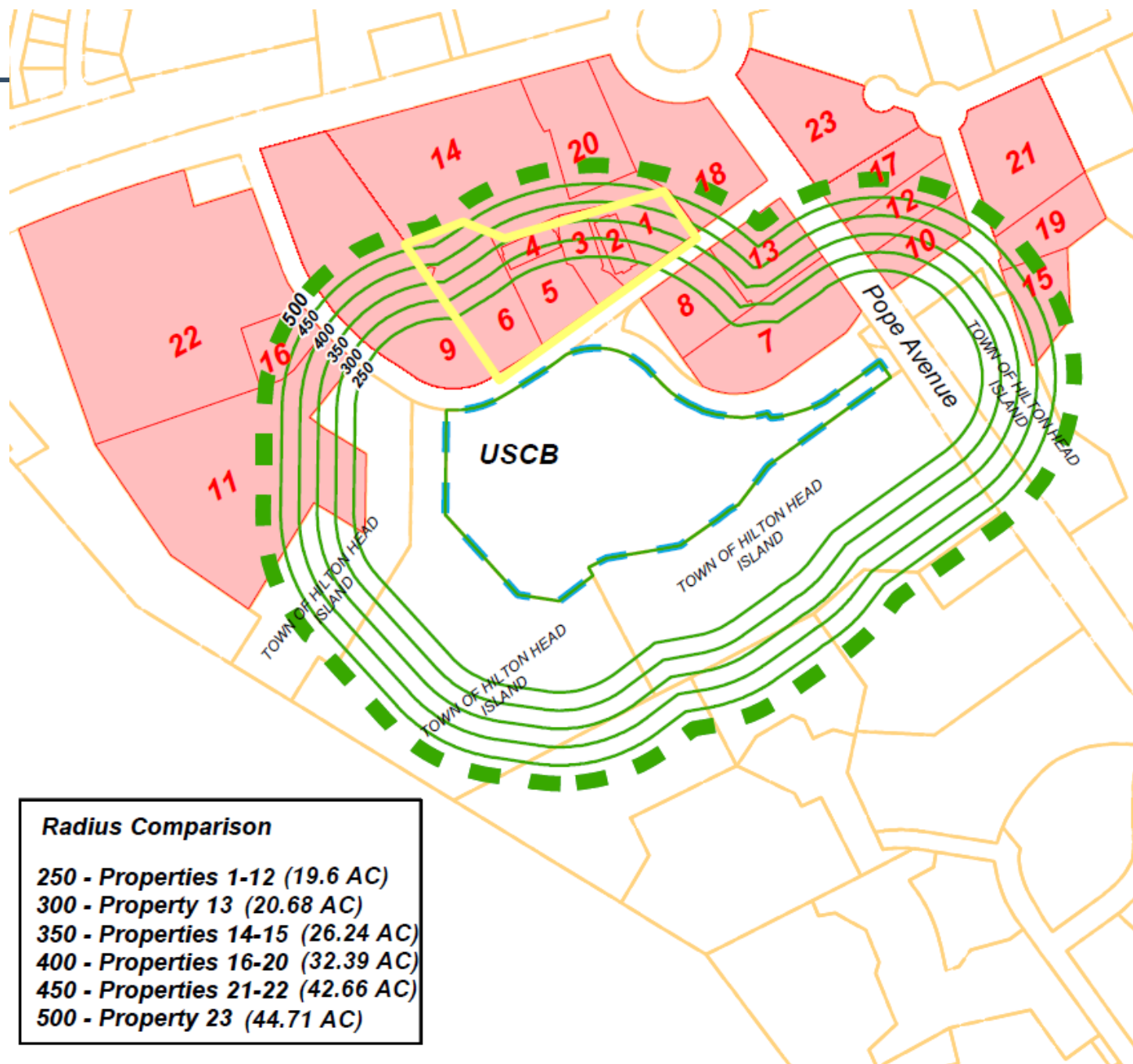
District

-  CR - Coligny Resort
-  LC - Light Commercial
-  PD-1 - Planned Development
-  PR - Parks and Recreation
-  RD - Resort Development
-  RM-8 - Moderate Density
-  SPC - Sea Pines Commercial



Analysis —

Islander Mixed-Use Radius Comparison



Analysis

Islander Mixed-Use Radius Comparison

Attachment 10

Islander Mixed Use Radius Comparison

	Property ID	Short Name	Owner	Size	Distance	Zoning
250 Foot Radius						
	1 R552 015 000 0355 0000	6 Office Way Property	DOUBLE D OFFICE WAY LLC	0.85	175	SPC
	2 R552 015 000 0355 0000	6 Office Way Building Footprint	DOUBLE D OFFICE WAY LLC	0.23	N/A	SPC
	3 R552 015 000 0354 0000	8 Office Way	DOUBLE D OFFICE WAY LLC	0.48	120	SPC
	4 R552 015 000 0357 0000	10 Office Way Building Footprint	DOUBLE D OFFICE WAY LLC	0.23	N/A	SPC
	5 R552 015 000 0357 0000	10 Office Way Property	DOUBLE D OFFICE WAY LLC	0.92	60	SPC
	6 R552 015 000 164A 0000	12 Office Way	DOUBLE D OFFICE WAY LLC	1.65	60	SPC
	7 R552 015 000 0010 0000	CVS	KPP HILTON HEAD LLC	2.07	65	SPC
	8 R552 015 000 0199 0000	Spinnaker	S R HOTEL CORPORATION	1.07	100	SPC
	9 R552 015 000 0334 0000	32 Office Park Road	PARK PLACE PROPERTIES INC LLC	4.31	60	SPC
	10 R552 015 00C 0053 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	0.72	200	SPC
	11 R552 014 000 0892 0000	Park Plaza beside Harris Teeter	AGNES CHARLES COASTAL REALTY COMPANY LLC	6.28	215	SPC
	12 R552 015 00C 0054 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	<u>0.79</u>	295	SPC
			Subtotal	19.6		
300 Foot Radius						
	13 R552 015 000 0026 0000	5 Office Way - Visitors Center	LOFTS ON LAGOON LLC	<u>1.08</u>	305	SPC
			Subtotal	1.08		
350 Foot Radius						
	14 R552 015 000 0003 0000	Reilley's Development	TDB REILLEY INVESTMENTS LLC	4.72	360	SPC
	15 R552 015 00C 0115 0000	Vacant (Bullock)	BULLOCK CYNTHIA D	<u>0.84</u>	390	SPC
			Subtotal	5.56		
400 Foot Radius						
	16 R552 014 000 0922 0000	Harris Teeter Gas	HARRIS TEETER PROPERTIES LLC	0.66	400	SPC
	17 R552 015 00C 0055 0000	TD Bank - 1 Property of 3	ANCHOR BANK (THE)	0.85	400	SPC
	18 R552 015 000 0151 0000	PNC BANK	MANOR ENTERPRISES INC TRUSMITH LLC	2.28	405	SPC
	19 R552 015 00C 0114 0000	Chronic Golf	TRUSMITH LLC	0.89	416	SPC
	20 R552 015 000 0269 0000	Wells Fargo	SOUTH CAROLINA NAT'L BANK	<u>1.47</u>	425	SPC
			Subtotal	6.15		
450 Foot Radius						
	21 21 R552 015 00C 0112 0000	Fountain Center	FOUNTAIN ASSOCIATES SUITE	1.97	460	SPC
	22 22 R552 014 000 0886 0000	Harris Teeter	HARRIS TEETER PROPERTIES LLC	<u>8.3</u>	490	SPC
			Subtotal	10.27		
500 Foot Radius						
	23 23 R552 015 00C 0057 0000	Executive Center	VANGUARD ASSOCIATES	<u>2.05</u>	500	SPC
			Subtotal	2.05		

Analysis

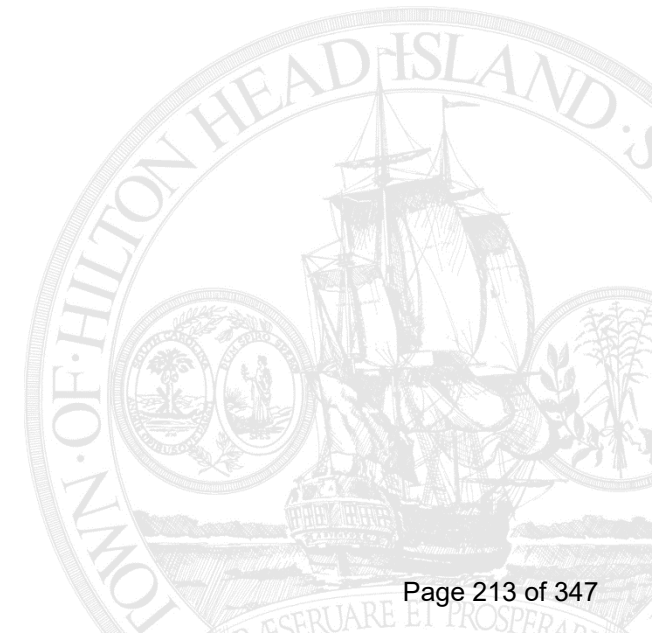
Density

- Density is a measurement of intensity of the development of a parcel of land.
 - For residential, it is calculated by dividing the total number of dwelling units by the net acreage of the parcel.
 - For nonresidential development, it is calculated by dividing the total number of square feet of gross floor area by the net acreage of the parcel.
 - In mixed-use developments, acreage allocated to residential use shall not be used to calculate nonresidential density, and acreage allocated for nonresidential uses shall not be used to calculate residential density.
 - The calculation of dwelling unit density does not consider dwelling unit size, meaning that a 400 square foot unit and a 5,000 square foot unit both equal 1 dwelling unit.
- Sea Pines Circle District density:
 - 12 dwelling units per net acre for residential, and/or
 - 10,000 gross floor area per net acre for nonresidential
- Proposal is for **undefined density** limited by applicable design and performance standards such as height, parking, lot coverage, setbacks and buffers.
- Coligny Resort district does not have a defined density limit and is limited by required design standards.

Analysis

Density

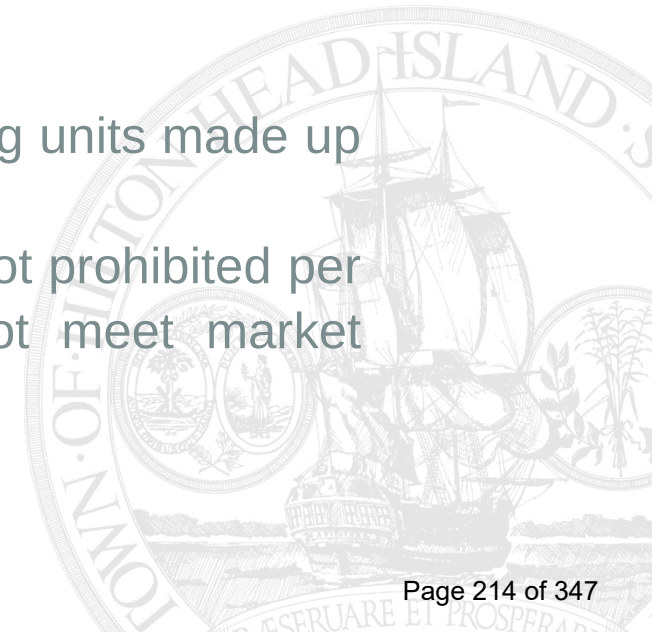
- In the Islander Mixed-Use Assessment Table, a comparison of possible conceptual developments was analyzed:
 - Each development concept includes 5,623 square feet of commercial service use.
 - The number of dwelling units (DU) varied on each development type and were as follows:
 - Workforce housing commercial conversion concept
 - 44 dwelling units
 - 11 DU/acre effective residential density
 - 96 of bedrooms
 - Mixed-Use development concept
 - 45 dwelling units, 0.86 FAR
 - 10 DU/acre effective residential density
 - 440 bedrooms
 - Islander Mixed-Use development
 - 132 dwelling units, 0.68 FAR
 - 31 DU/acre effective residential density
 - 292 bedrooms



Analysis

Density

- Existing Hilton Head Island effective residential densities are listed below:
 - Waterwalk I and II apartments in Shelter Cove
 - 23 and 27 dwelling units/acre
 - FAR 1.82 and 2.04
 - Aquaterra on Gardner Drive
 - 19 dwelling units/acre
 - FAR 0.82
 - Harbour Town
 - 22 dwelling units/acre
 - FAR unknown
- The applicant team supplied a by right mixed-use project of 45 dwelling units made up of 25 8-bedroom units and 20 12-bedroom units.
- While a development with a high bedroom count per dwelling unit is not prohibited per the LMO, a possible development scenario such as this may not meet market demands with the resulting low parking supply.



Analysis

Density- Possible Build-Out Scenarios

- The 23 properties (45 AC) within the affected area were analyzed for commercial and residential build-out.
- Six properties are overbuilt per current **commercial** allowable commercial densities and are considered legal nonconformities.
 - They are Wells Fargo, Spinnaker, 32 Office Park, PNC Bank, TND Bank and Fountain Center.
 - These properties would not be able to add additional commercial development.
- The remaining properties have additional by right commercial density as indicated in the chart.
- **Residential** development potential was also analyzed. In the by right residential units column, it assumes that the parcel is developed fully as a residential development per the 12 dwelling units/acre allowed within the Sea Pines Circle District.
- The proposed IMU column, indicates how many additional residential units could be added should the property develop as Islander Mixed-Use (assuming a density of 31 dwelling units/net acre.)
- This calculation does not assume the density allotment of the required non-residential as part of Islander Mixed-Use.

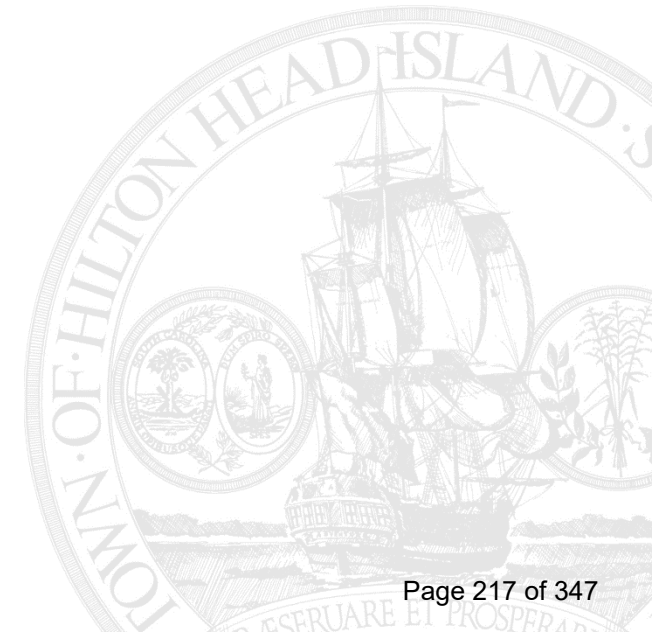
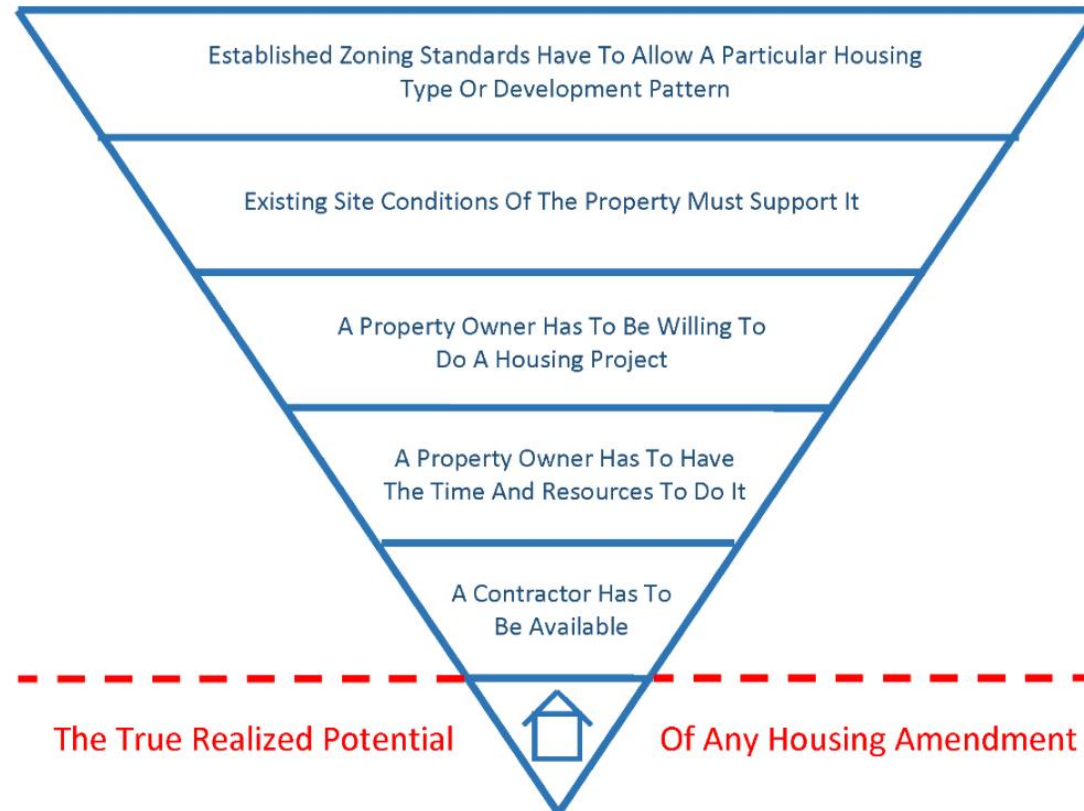
Analysis

Location	Acreage	Existing Development Square Feet	By Right Commercial Square Feet	By Right Residential Units	IMU - 31 DU/AC	Existing Development Daily Trips	By Right Commercial Daily Trips	By Right Residential Daily Trips	Proposed IMU Daily Trips
Reilley's	4.72	31,286	47,200	57	146	2814	4246	379	971
Wells Fargo	1.47	25,000	14,700	18	46	303	178	120	306
Spinnaker	1.07	37,692	10,700	13	33	415	118	86	219
Harris Teeter	9.34	73,269	93,400	112	290	7491	9549	745	1929
Harris Teeter Gas	0.70	4,473	7,000	8	22	1686	1686	53	146
32 Office Park	4.31	67,803	43,100	52	134	747	475	346	891
PNC	2.28	24,700	22,800	27	71	300	277	180	472
Visitor's Center	1.10	9,558	11,000	13	34	105	121	86	226
CVS	2.07	12,023	20,700	25	64	1060	1825	166	426
TND Bank	2.36	35,196	23,600	28	73	427	286	186	485
Fountain Center	1.97	37,237	19,700	24	61	410	217	160	406
Chronic Golf	0.89	8,436	8,900	11	28	759	801	73	186
IMU Properties	4.34	42,000	43,400	52	82	462	478	346	960*

Analysis

Density- Possible Build-Out Scenarios

- The 23 properties within the affected area could redevelop with Islander Mixed-Use; the likelihood is impacted by multiple factors, including timing for redevelopment and market conditions. Additionally, parcel size, existing site configuration, and ability to meet use-specific conditions of Islander Mixed-Use will limit possible Islander Mixed-Use build-out.



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
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

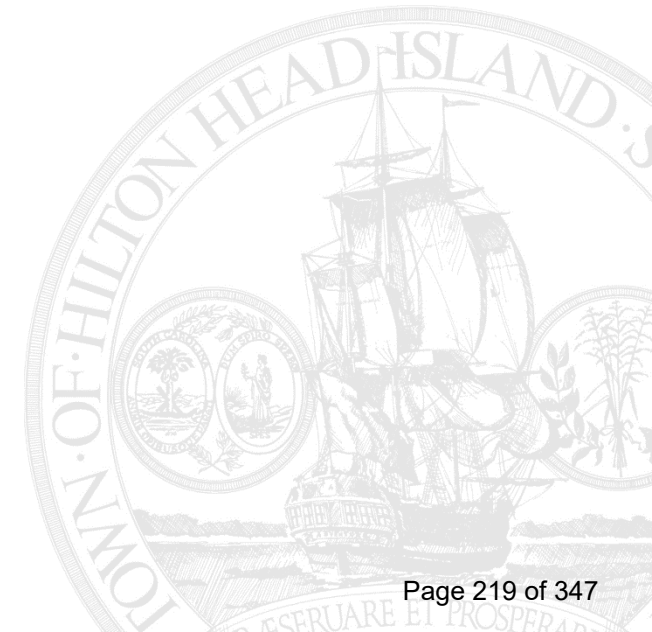
FAR Analysis

Existing Property Island-wide



Development - The Seabrook

FAR - 0.76



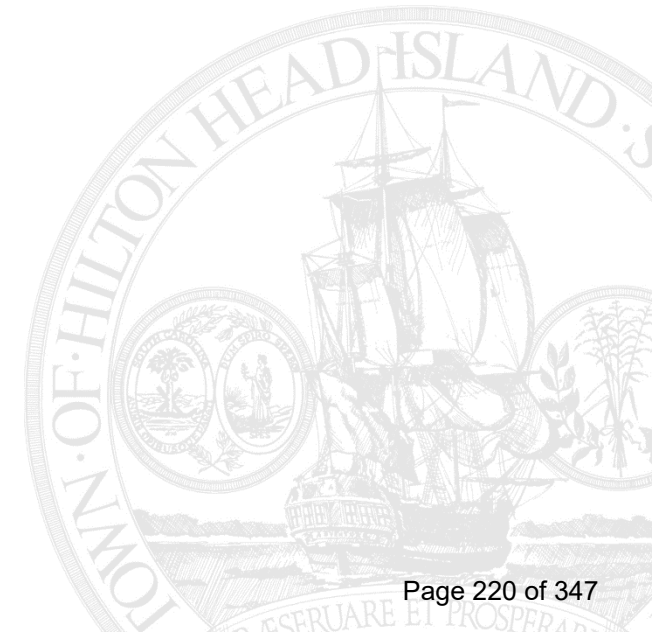
FAR Analysis

Existing Property Island-wide



Development - Aquaterra

FAR - 0.82



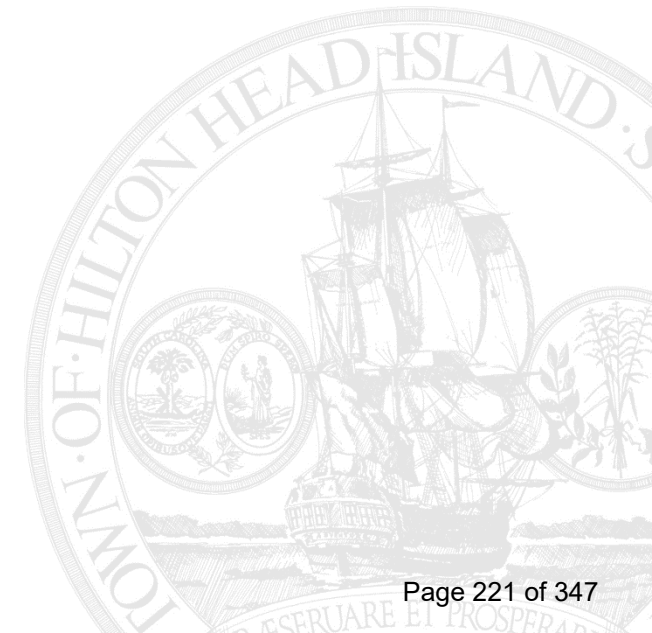
FAR Analysis

Existing Property Island-wide



Development - Courtyard by Marriott

FAR – 1.36



FAR Analysis

Existing Property Island-wide



Development - Waterwalk 1

FAR - 1.82



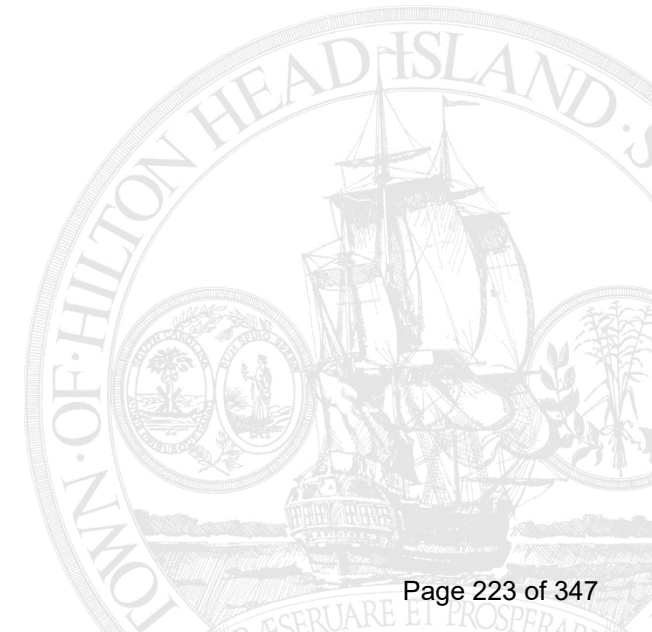
FAR Analysis

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

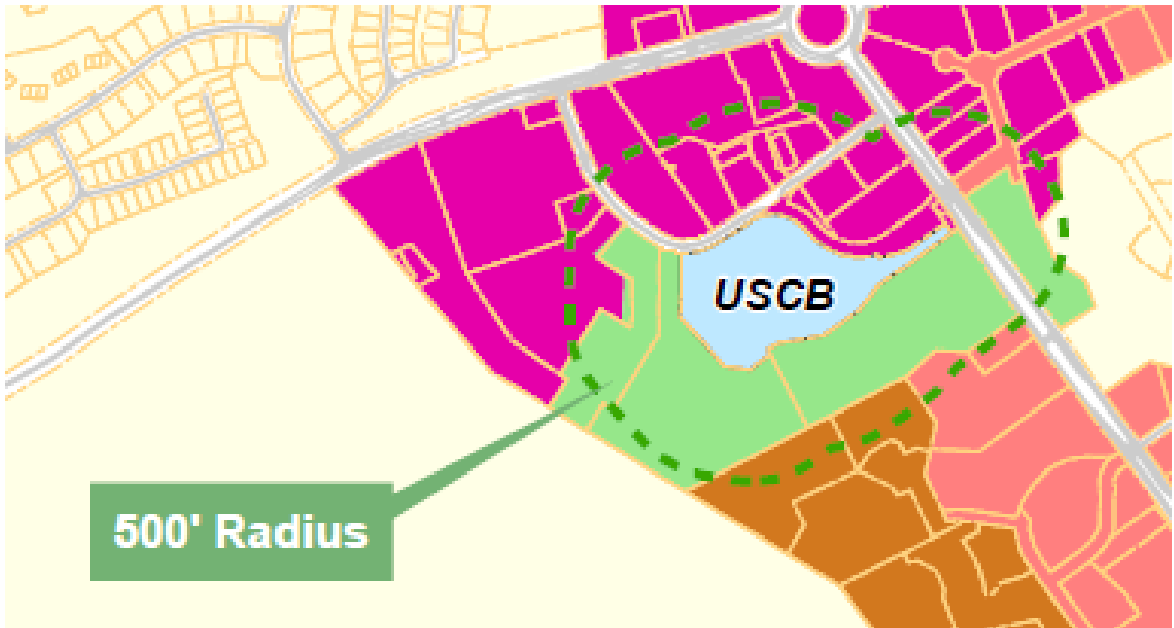
FAR – 3.69



Analysis

Use Specific Conditions - Floor Area Ratio

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



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

FAR Analysis

Existing Property within 500ft IMU

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



Building 12

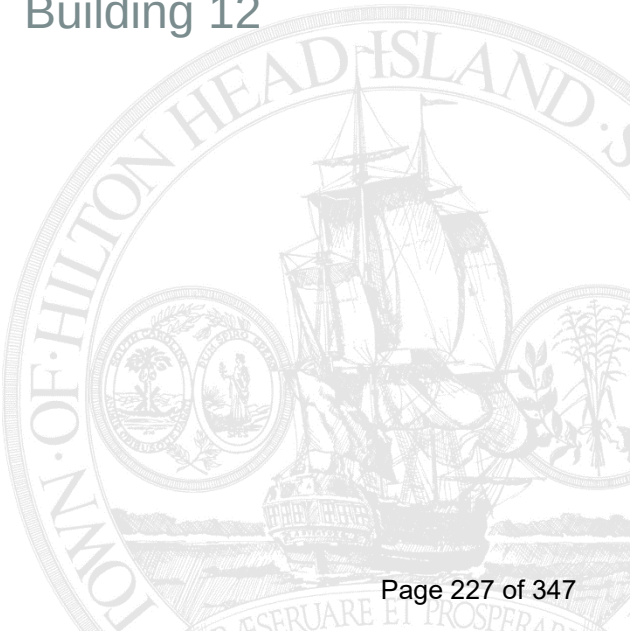


Building 6

0.27



Building 10



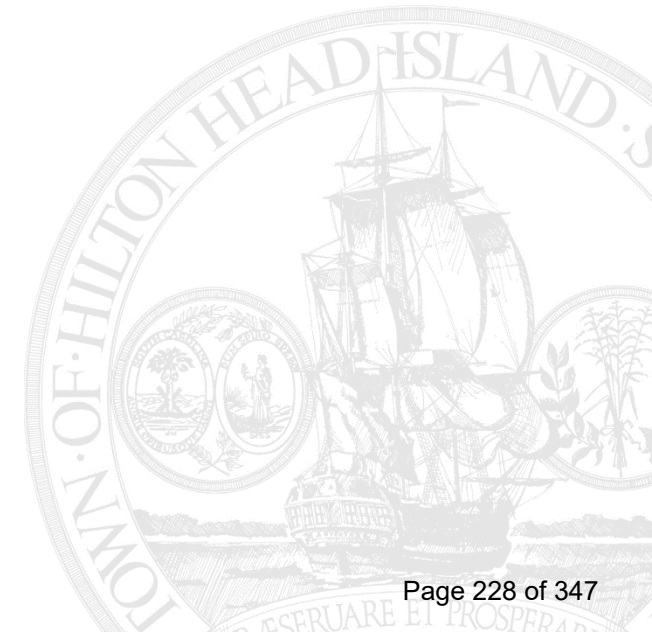
FAR Analysis

Existing Property within 500ft IMU



Development - 32 Office Park

FAR - 0.36



Analysis

Use Specific Conditions - 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.
- SPC district allows mixed-use development with conditions. One of the use-specific conditions for mixed-use **does not** allow parking spaces for residential use to be included as part of a shared parking plan.
- 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 utilize shared parking on Education Use property if the development provides student housing for so long as the property is used for Education Use. The shared parking on Education Use property is limited to 75 parking spaces.
- 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.
- Islander Mixed-Use shared parking serves a public purpose as the use provides workforce housing and student housing.

Analysis

Use Specific Conditions - Site Coverage Index

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

ISLANDER MIXED USE BUILDING MASSING AND SCALE EXHIBIT

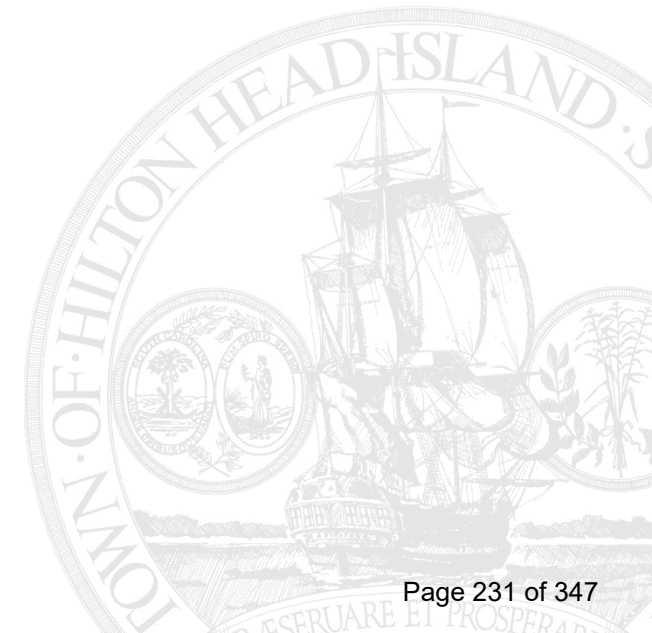
FAR FSI SCI	0.25 25%	0.50 50%	0.68 68%	1.00 100% (EXCEEDS FAR)	1.50 150% (EXCEEDS FAR)	2.00 200% (EXCEEDS FAR)
17%						
25%						
50%	NOT POSSIBLE					
60%	NOT POSSIBLE	NOT POSSIBLE				
100%	NOT POSSIBLE	NOT POSSIBLE	NOT POSSIBLE			

Analysis

Use Specific Conditions- Open Space

Open Space

- Islander Mixed-Use is proposing a required 10% functional open space or common amenity space that is accessible to the residents. This designated area must offer outdoor active or passive recreational and gathering spaces for the use of residents.
- The SPC district only requires open space if it is a major single-family residential development. In that case, 16% open space is required.
- For all other development, no open space is required.

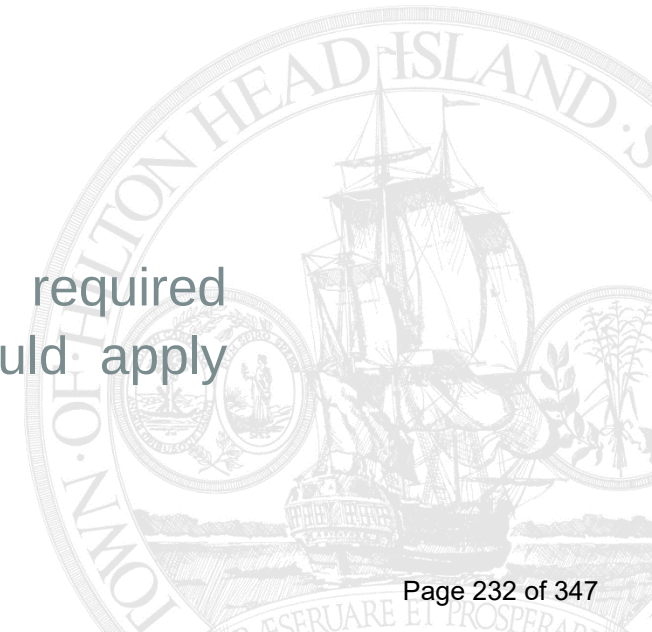


Analysis

Use Specific Conditions- Average Setback

Adjacent Street Setback

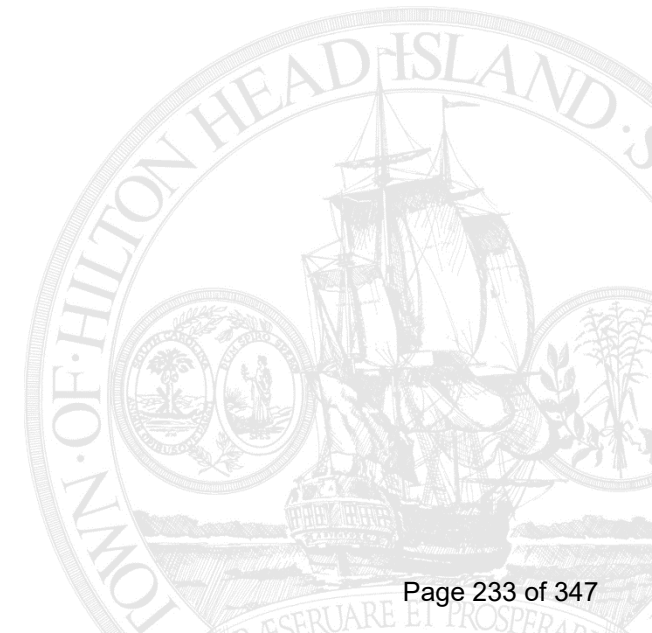
- Proposal requires an adjacent street setback that shall meet or exceed an average of 35 feet or the minimum setback required per Table 16-5-102.C, whichever is greater.
- The SPC district uses must meet the setbacks per LMO Table 16-5-102.C. which require:
 - Other Street- 20' (i.e. Office Way, Office Park Road)
 - Minor Arterial- 40' (i.e. Greenwood Drive)
 - Major Arterial- 50' (i.e. Pope Avenue)
- As proposed, a greater adjacent street setback average would be required adjacent to an Other Street, but existing setback requirements would apply adjacent to Minor or Major Arterials.



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 - Short-term Rentals

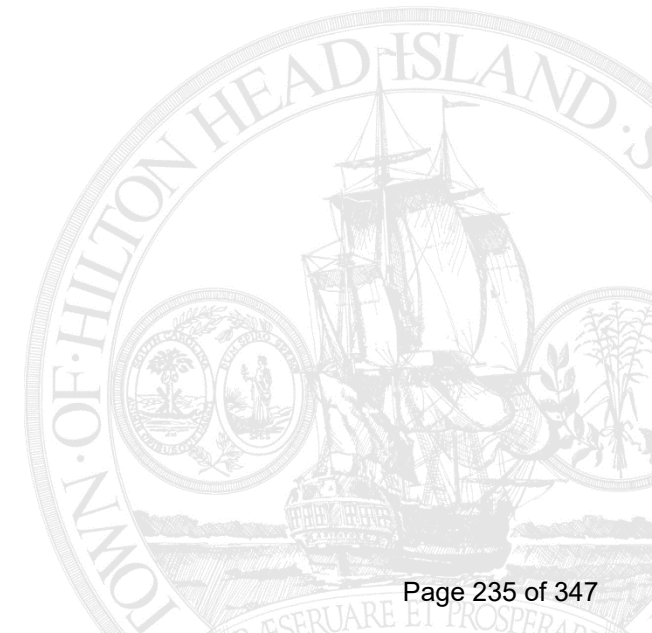
- Short-term rentals are prohibited for Islander Mixed-Use.
- Short-term rental properties are allowed in the SPC with Short-term rental permit.
- Short-term rental use intensity is generally greater than residential use intensity due to turnover and services necessary to operate a short-term rental.
- As proposed, the short-term rental prohibition will not sunset (like the workforce housing requirement), so the Islander Mixed-Use development units will remain in the long-term rental inventory.

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

Analysis

Use Specific Conditions – 4 Bedroom Maximum

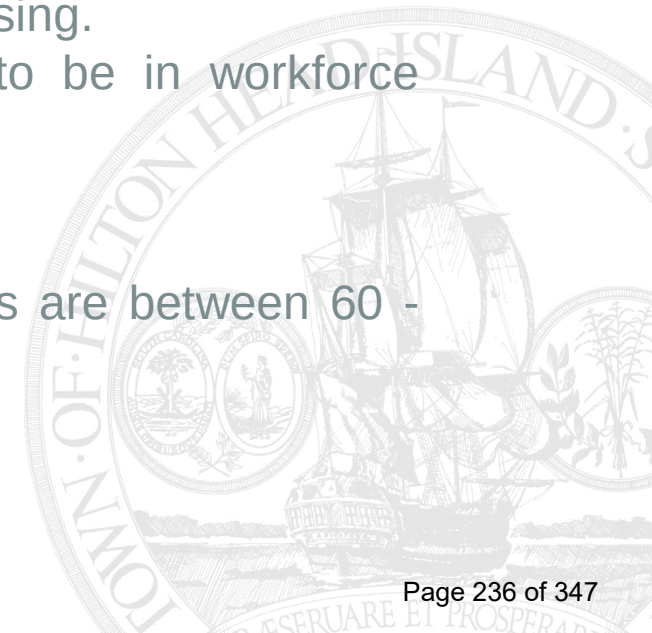
- Islander Mixed-Use shall require a 4 bedroom per dwelling unit maximum.
- The maximum of 4 bedrooms per unit for Islander Mixed-Use limits the maximum number of bedrooms such that the dwelling unit to bedroom count are appropriately sized for this use.



Analysis

Use Specific Conditions- Workforce Housing

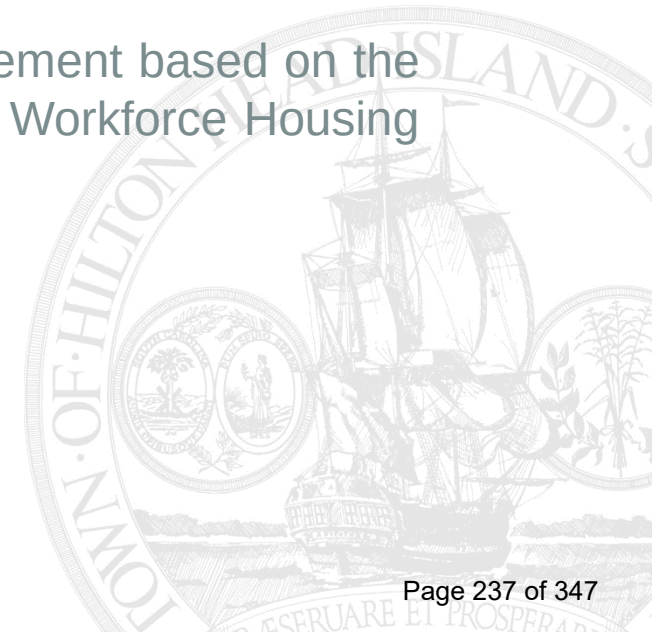
- As proposed, 20% of Islander-Mixed Use units shall be workforce housing units rented to households earning 60% to 120% of the AMI per a Workforce Housing Agreement requirement. Rental workforce housing units shall remain in the WFH Program for a minimum of 15 years from the date of the initial certificate 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-
 - a. Islander Mixed-Use requires 20% 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 60% to 120% 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 15 years.
 - b. Town's Workforce Housing term is 30 years.



Analysis

Use Specific Conditions- Workforce Housing

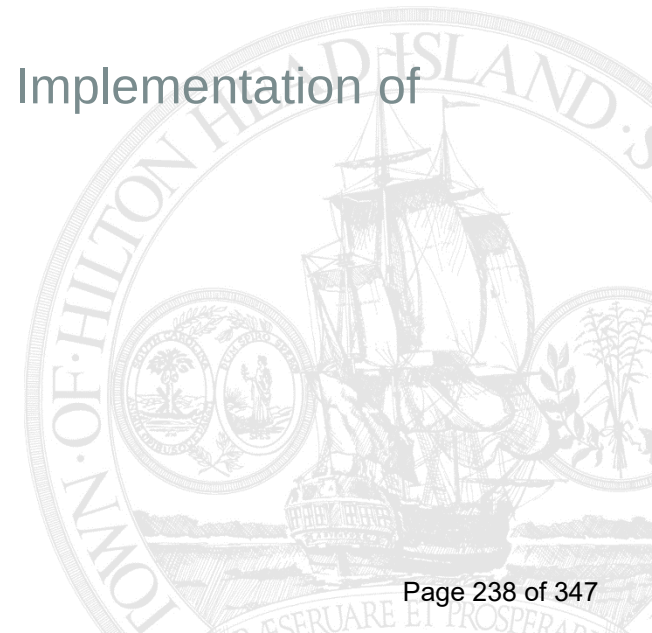
- Islander Mixed-Use contains workforce housing provisions, but they differ from the Town's Workforce Housing Program in the following ways:
 - 4. Density-
 - a. The Islander Mixed-Use has undefined density.
 - b. Town's commercial conversion program density is based on the existing building envelope and the minimum unit sizes chart in LMO Section 16-10-102.B.1.
 - 5. Agreement-
 - a. Staff created a sample Islander Mixed-Use Workforce Housing Agreement based on the Town's Workforce Housing Agreement which was approved with the Workforce Housing policy. It is included in the packet.



Analysis

Use Specific Conditions- Workforce Housing

- The proposed Islander Mixed-Use text amendment provides workforce housing. Workforce housing is supported by the following documents:
 - 2019 Workforce Housing Strategic Plan prepared by Lisa Sturtevant & Associates, LLC which includes housing recommendations.
 - 2022 Workforce Housing Framework- *Finding Home* which includes a policy framework for a workforce housing program on the Island.
 - Our Plan 2020-2040, the Town of Hilton Head Island Comprehensive Plan, which includes Housing Goals, Strategies, and Tactics.
 - Strategic Action Plan 2023-2025, includes within the Top 15 Strategies, Implementation of the Workforce Housing Framework: *Finding Home*



Analysis

Area Median Income

The 2023 Area Median Income (AMI) for Beaufort County per HUD is \$111,300 based on a family of 4. As proposed, the AMI for the proposed Islander Mixed-Use is 60% to 120%.

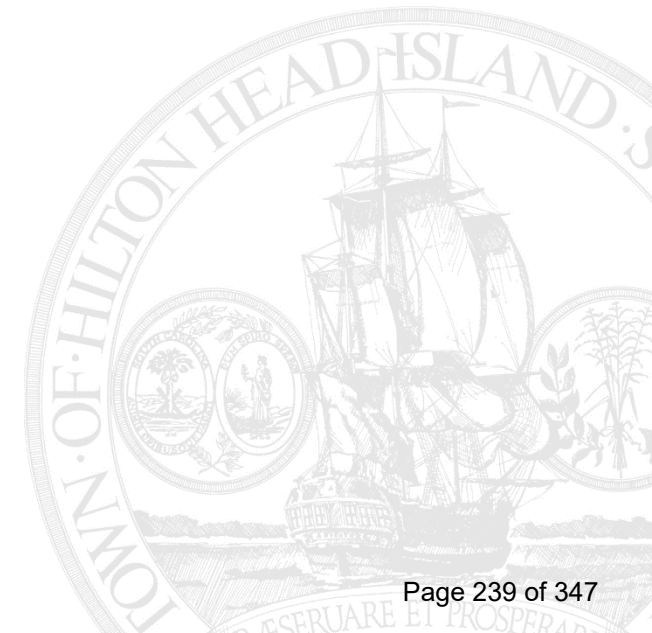
AMI	2023 Area Median Income (AMI)							
	Family Size							
	1	2	3	4	5	6	7	8
30% AMI	\$ 23,400	\$ 26,750	\$ 30,100	\$ 33,400	\$ 36,100	\$ 38,750	\$ 41,450	\$ 44,100
50% AMI	\$ 39,000	\$ 44,550	\$ 50,100	\$ 55,650	\$ 60,150	\$ 64,600	\$ 69,050	\$ 73,500
60% AMI	\$ 46,800	\$ 53,450	\$ 60,150	\$ 66,800	\$ 72,150	\$ 77,500	\$ 82,850	\$ 88,200
80% AMI	\$ 62,350	\$ 71,250	\$ 80,150	\$ 89,050	\$ 96,200	\$ 103,300	\$ 110,450	\$ 117,550
90% AMI	\$ 70,150	\$ 80,200	\$ 90,200	\$ 100,200	\$ 108,250	\$ 116,250	\$ 124,250	\$ 132,300
100% AMI	\$ 77,950	\$ 89,050	\$ 100,200	\$ 111,300	\$ 120,250	\$ 129,150	\$ 138,050	\$ 146,950
110% AMI	\$ 85,800	\$ 98,000	\$ 110,300	\$ 122,500	\$ 132,300	\$ 142,100	\$ 151,900	\$ 161,700
120% AMI	\$ 93,600	\$ 106,900	\$ 120,300	\$ 133,600	\$ 144,300	\$ 155,000	\$ 165,700	\$ 176,400
130% AMI	\$ 101,300	\$ 115,800	\$ 130,300	\$ 144,700	\$ 156,300	\$ 167,900	\$ 179,500	\$ 191,100
140% AMI	\$ 109,200	\$ 124,800	\$ 140,400	\$ 155,900	\$ 168,400	\$ 180,900	\$ 193,400	\$ 205,800
150% AMI	\$ 116,900	\$ 133,600	\$ 150,300	\$ 167,000	\$ 180,400	\$ 193,800	\$ 207,100	\$ 220,500

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

Utilized the HUD recommended calculation based on family size and % of increase for those above 100% AMI

Calculation over 100% are rounded to the nearest 100 based on the HUD formula below.

****Calculated based on the HUD Median Income, which is assigned to a family of four at 100% AMI. The 1-person family income limit is 70% of limit. The 2-person family income limit is 80% of the 4-person income limit, the 3-person family income limit is 90% of the 4-person income limit, the 5-person family income limit is 108% of the 4-person income limit, the 6-person family income limit is 116% of the 4-person income limit, the 7-person family income limit is 124% of the 4-person income limit, and the 8-person family income limit is 132% of the 4-person income limit. Limits are rounded up to the nearest 50 below 100% AMI and 100 above 100% AMI. Disclaimer: 2023 Area Median Incomes per household may differ slightly depending on the different federal, state or local funding and/or tax credit programs. For purposes of the Town of Hilton Head Island programs please use the 2023 AMI Chart provided. For all other programs please verify AMIs based on a specific program parameters, to include but not limited to CDBG, HOME, IRS Sec 42 Tax Credit and/or Bond Programs.**



Analysis

Area Median Income

- The affordable rents (not exceeding 30% of annual salary) for households of 1, 2 and 3 occupants between 60-120% AMI have been calculated in the chart below.

AMI	1	2	3
60% AMI	\$ 1,170	\$ 1,336	\$ 1,504
80% AMI	\$ 1,559	\$ 1,781	\$ 2,004
90% AMI	\$ 1,779	\$ 2,005	\$ 2,255
100% AMI	\$ 1,949	\$ 2,226	\$ 2,505
110% AMI	\$ 2,145	\$ 2,450	\$ 2,758
120% AMI	\$ 2,340	\$ 2,673	\$ 3,008

- Households are considered **cost burdened** when they spend more than 30% of their income on rent, mortgage, and other housing needs.
- Households are considered **severely cost burdened** when they spend more than 50% of their income on rent, mortgage, and other housing needs.

Analysis

Traffic Analysis

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

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

Sea Pines Circle
Traffic Count Summary

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

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

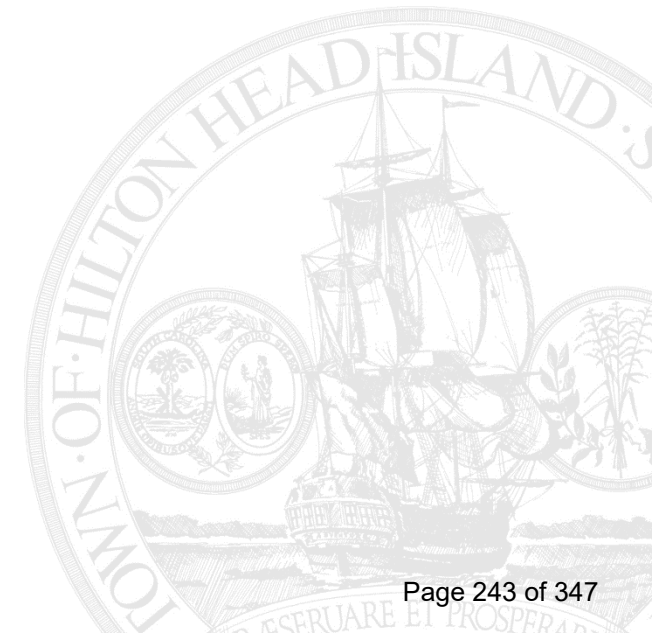
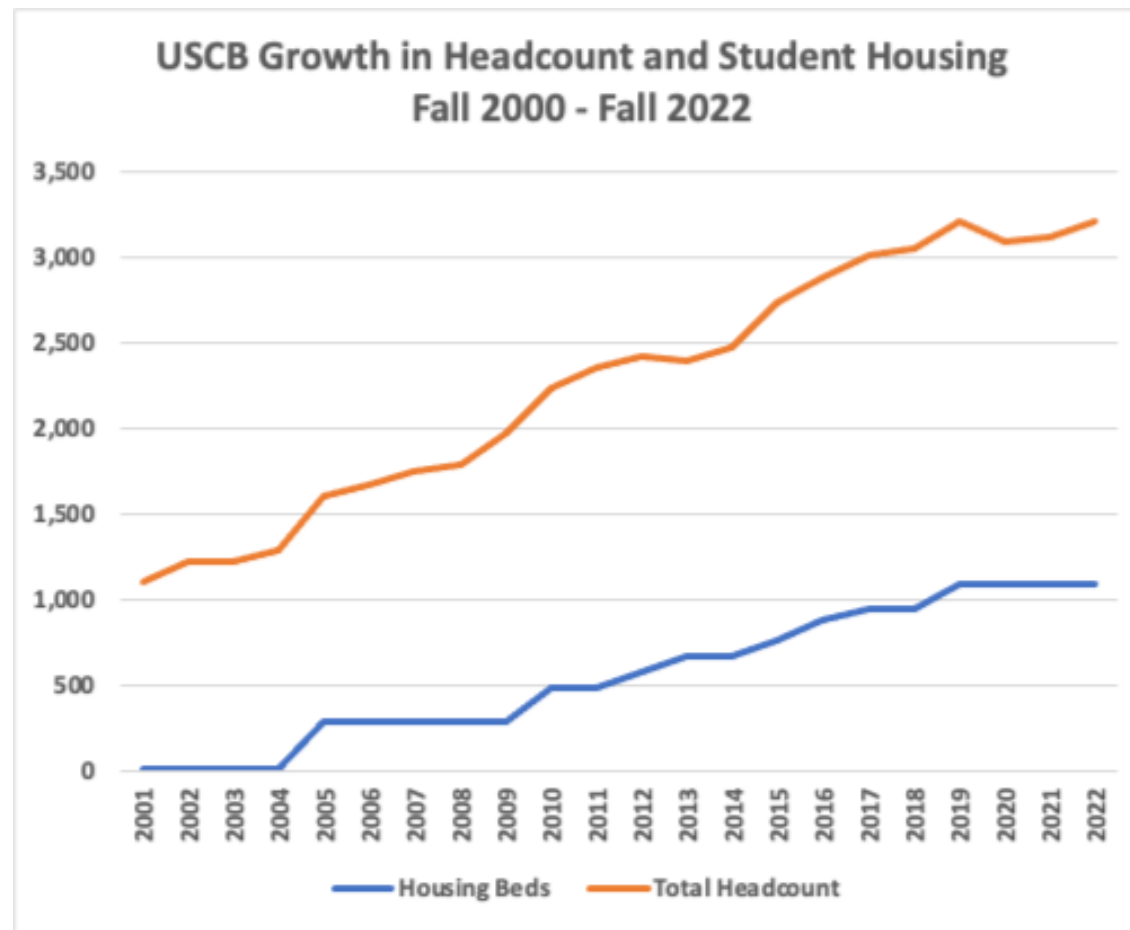
Analysis

Location	Acreage	Existing Development Square Feet	By Right Commercial Square Feet	By Right Residential Units	Proposed IMU - 31 DU/AC	Existing Development Daily Trips	By Right Commercial Daily Trips	By Right Residential Daily Trips	Proposed IMU Daily Trips
Reilley's	4.72	31,286	47,200	57	146	2814	4246	379	971
Wells Fargo	1.47	25,000	14,700	18	46	303	178	120	306
Spinnaker	1.07	37,692	10,700	13	33	415	118	86	219
Harris Teeter	9.34	73,269	93,400	112	290	7491	9549	745	1929
Harris Teeter Gas	0.70	4,473	7,000	8	22	1686	1686	53	146
32 Office Park	4.31	67,803	43,100	52	134	747	475	346	891
PNC	2.28	24,700	22,800	27	71	300	277	180	472
Visitor's Center	1.10	9,558	11,000	13	34	105	121	86	226
CVS	2.07	12,023	20,700	25	64	1060	1825	166	426
TND Bank	2.36	35,196	23,600	28	73	427	286	186	485
Fountain Center	1.97	37,237	19,700	24	61	410	217	160	406
Chronic Golf	0.89	8,436	8,900	11	28	759	801	73	186
IMU Properties	4.34	42,000	43,400	52	82	462	478	346	960*
Total	36.62								

Analysis

Student Housing

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



Analysis

Mid-Island District

The plan included recommendations to:

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

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

- Draft Conservation and Growth Framework Map designates the Sea Pines Circle area as a Primary Center
- District Planning for this area has been prioritized and initial findings in a draft Bridge to Beach District Presentation were presented to the Public Planning Committee in September 2023

Mixed-Use

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

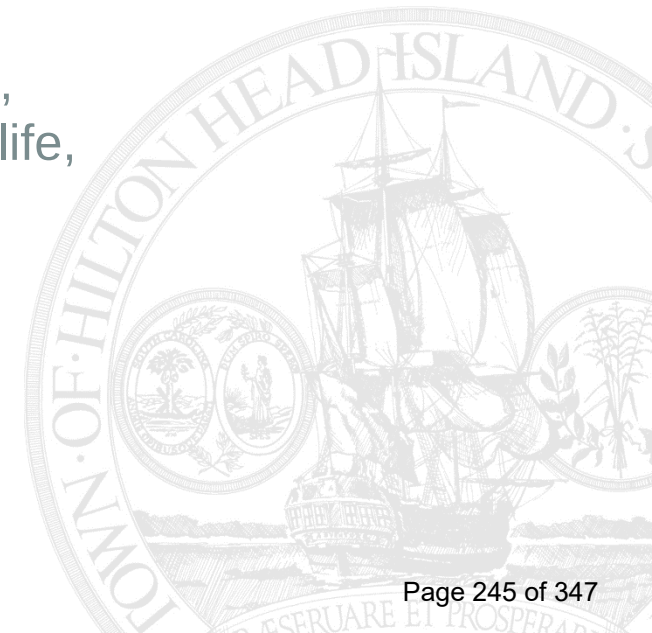


Uses	Retail, Restaurants, Apartment Flats, Townhomes, Office, Institutional, Open Space
Residential Density	12-18 dwelling units per acre
Height	1-3 story height max, adherence to airport height restrictions by area (consistent with Shelter Cove, Harbour Town); 45 feet
Parking	Shared structured parking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

Review Standards

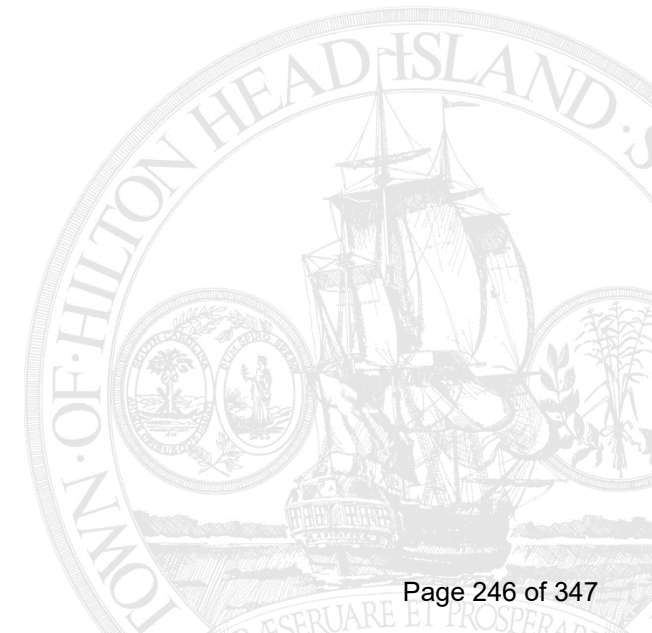
Text Amendment Review Standards per LMO Sec. 16-2-103.B.3

- 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.



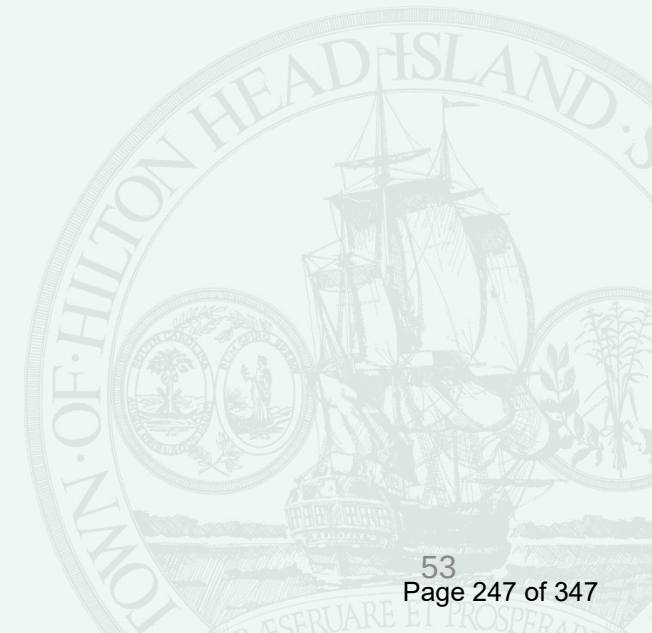
Recommendation

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



Questions?

Town Council
October 3, 2023





TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: Ashley Goodrich, Principal Planner
VIA: Richard Edwards, Community Planning Manager
VIA: Missy Luick, Director of Planning
VIA: Shawn Colin, AICP, Assistant Town Manager – Community Development
CC: Marc Orlando, Town Manager
DATE: October 3, 2023
SUBJECT: Consideration of a Proposed Ordinance 2023-16 Amending Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to amend single-family dwelling Parking requirements and to establish single-family dwelling Floor Area Ratio requirements

RECOMMENDATION:

That the Town Council consider Proposed Ordinance 2023-16 amending Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to amend single-family dwelling Parking requirements and to establish single-family dwelling Floor Area Ratio requirements.

BACKGROUND:

The LMO Amendments Plan is comprised of five phases. Attachment 2 provides a detailed review of what will be included in each phase. On May 11, 2023, Public Planning Committee reviewed the proposed LMO Assessment and Amendments Timeline as presented with staff research. The amendment material presented in the first larger phases correlates directly with input received from the Island community. The Phase 4 LMO Amendment set is currently in staff review. However, an initial Phase 4a amendment set was prioritized for introduction and discussion at the request of Public Planning Committee in June 2023. LMO Amendment Phase 4a was broken out as a priority by the Public Planning Committee to address development and design standards to address single-family development mass, scale, and parking.

The purpose of the Floor Area Ratio (FAR) proposed amendment is to regulate the volume, bulk, and placement of homes more effectively based on the ratio of the structures size in relation to the size of the property. The proposed amendment to single-family parking regulations will better align the number of parking spaces required for single-family dwellings to the size of the single-family dwelling unit structure.

These proposed changes will be further examined during the District Planning process to gather a higher level of granularity, as to how these types of regulations will affect specific neighborhoods and their desire to maintain a certain character of development form.

On July 27, 2023, the Planning Commission held a public hearing to review the proposed amendments of 0.45 FAR with a maximum 4,000 square footage, and 1 parking space per 750 square feet, and voted 6-3 to recommend that Town Council approve the proposed amendments with an amendment to LMO 16-5-118.E to reference “net acreage” instead of “area” for code consistency.

On August 10, 2023, the Public Planning Committee reviewed the proposed LMO amendment set and voted separately on each topic. The motion for floor area ratio (FAR) was voted (3-1) to lower the proposed FAR from the Planning Commission recommendation of 0.45 to 0.32, including application to all three neighborhood character overlay districts with a maximum square footage of 4,000. This proposed FAR is indicative of the average FAR of existing single-family dwellings within 13 zoning districts and 3 neighborhood character overlay districts.

A motion for single-family parking was voted (3-1) to update parking regulations to 2 spaces per dwelling unit plus an additional space per 750 square feet or portion thereof gross floor area (GFA) over the initial 2,000 square feet of gross floor area (GFA).

Further analysis was presented for discussion on September 14, 2023, to the Public Planning Committee. The committee reconsidered the LMO amendment proposal and voted (3-1) to amend the proposal to 0.45 floor area ratio (FAR), not affecting the neighborhood character overlay districts, and remove the maximum gross floor area of 4,000 square feet. There was no change to the updated parking regulations from the August committee meeting in the motion.

Proposed ordinance 2023-16 has been drafted for consideration by the Town Council (Attachment 1).

ANALYSIS:

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. The FAR is a calculation of maximum building size based upon the land area of the lot square footage. FAR is a separate calculation from density, which is defined as dwelling units per net acre of the parcel.

The amendment proposes a maximum Floor Area Ratio of 0.45 for Single-Family homes, provided in the following districts: Residential Single Family-3 (RSF-3), Residential Single Family-5 (RSF-5), Residential Single Family-6 (RSF-6), Low to Moderate Density Residential (RM-4), Moderate Density Residential (RM-8), Moderate to High Density Residential (RM-12), Light Commercial (LC), Marshfront (MF), Mitchelville (MV), Neighborhood Commercial (NC), Resort Development (RD), Stoney (S), and Waterfront Mixed-Use (WMU).

A FAR of 0.45 is consistent with the majority of existing FAR Requirements in the current Land Management Ordinance (LMO) for the character overlay districts, excluding Planned Development Mixed-Use District (PD-1). Existing neighborhoods on the Island that are not in planned development districts face the type of pressure that increases the intensity of new developments or redeveloped sites with the largest possible size of structure that can be permitted on a lot. Attachment 3 FAR Rationale provides further details on the proposed amendment, including analysis by zoning district of existing average floor area ratio, average lot sizes, and building permit square footage at the neighborhood level.

The Planned Development (PD-1) District is not included in the FAR standards as Planned Unit Developments are master-planned communities approved by development agreements.

PARKING:

Parking Standards for Single-Family Use in Base Zoning Districts and Character Overlay Districts are to ensure provisions for sufficient parking and loading facilities in proportion to the generalized use demand. The amount of parking provided for the range of land uses in a community is an important link between land use, transportation, design, and environmental quality. Single-family use parking will be required in all zoning districts island-wide through the application of the Development and Design Standards, Parking and Loading Standards – Parking Space Requirements, including the PD-1 zoning district.

For Single-Family Principal Use Required Parking, the amendment proposes 2 spaces per dwelling unit plus an additional space per 750 square feet or portion thereof gross floor area (GFA) over the initial 2,000 square feet of gross floor area (GFA) for single-family homes.

Attachment 4, Tables 1-5, Parking Rationale, provides more detailed parking calculations with examples of existing LMO code language in comparison to the recommended parking space minimum requirement.

REVIEW STANDARDS:

Section 16-2-103.B.3 provides text amendment review standards that may be considered when determining to adopt or deny a proposed text amendment. Those factors are listed below:

- In accordance with Our Plan, the Town's comprehensive plan;
- Required by changed conditions;
- Addresses a demonstrated community need;
- 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.

The purpose and intent of the LMO is to guide the development and use of property in accordance with the Town's Comprehensive Plan and existing and future needs of the Town in order to protect, promote, and improve the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare of the landowners and residents of the Town. Throughout *Our Plan*, given the nature of inter-related ideas around common topics or areas of concern, there is overlap in key ideas or the scope of the goals. The proposed text amendment for Single-family use FAR and Parking is based upon the *Our Plan* goals and themes below.

- **The Pursuit of Excellence** – emphasis on a people-focused community that embraces and celebrates its history, racial, cultural, and socio-economic diversity, and natural resources.
 - Opportunities for Excellence include building an Island community defined by small communities operating collaboratively and by a diverse economic focus (p.111).
 - Connected Strategies include providing appropriate modifications to the zoning designations and land use regulations to meet community needs while maintaining island character (p.116).
- **The Environment and Sustainability** – are foundational values of the Hilton Head Island Community, always including the natural environment.
 - Opportunities for Environment include to anticipate the future climate or environment that could impact the human footprint and presence on the Island (p.124).
 - Economic Strategies include to encourage and offer options for sustainable development of structures and sites (p.127).

The proposed amendment for Floor Area Ratio and Single-family Use Parking is recommended due to changing conditions and demonstrated community need regarding residential dwellings' shape, size, and scaled density and consistent with the LMO's prevention of overcrowding of land and development patterns that follow the desired character and development form of the Island. The rationale findings detail the rise in larger home-dwelling sizes that have increased the intensity of development across all single-family use zoning districts. The goal of Floor Area Ratio and Single-family Use Parking is to ensure a safe and efficient orderly development pattern with concurrent provision of appropriate and necessary development parking requirements.

SUMMARY:

The Town of Hilton Head Island has committed to implementing its Strategic Action Plan of which a Land Management Ordinance (LMO) amendments project has been identified as a priority project. The Town conducted a critical review of the LMO and plans to amend the LMO to incorporate policy changes to address administrative processes, residential and commercial development, design standards, natural resource regulations, and to bring the LMO into alignment with the comprehensive plan, Our Plan, while incorporating the future District Plans recommendations.

The LMO amendment proposes a maximum Floor Area Ratio of 0.45 for Single-Family homes, in all zoning districts that allow single-family use except the Planned Development Mixed Use District, PD-1. (Attachment 5 is the Town of Hilton Head Official Zoning Map.)

For Single-Family Principal Use Required Parking, the Phase 4a amendment proposes 2 spaces per dwelling unit plus an additional space per 750 square feet or portion thereof gross floor area (GFA) over the initial 2,000 square feet of gross floor area (GFA) for single-family homes.

ATTACHMENTS:

1. Proposed Ordinance 2023-16
2. LMO Amendment Plan Details by Phase and Critical Path
3. Rationale – Floor Area Ratio
4. Rationale – Parking
5. Zoning, FAR, and Parking Maps
6. Presentation

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND

ORDINANCE NO.

PROPOSED ORDINANCE NO.2023-16

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND TO AMEND TITLE 16 OF THE MUNICIPAL CODE OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, THE LAND MANAGEMENT ORDINANCE (LMO), CHAPTERS 2, 3, 5, AND 10, TO AMEND SINGLE-FAMILY DWELLING PARKING REQUIREMENTS AND TO ESTABLISH SINGLE-FAMILY DWELLING FLOOR AREA RATIO REQUIREMENTS PERMITTED WITH SPECIFIC CONDITIONS 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 Town of Hilton Head Island conducted a critical review of the Land Management Ordinance (LMO) in a code assessment in January 2023. The code assessment identified core strengths, weaknesses, opportunities, and threats (SWOT) of existing code regulations.

WHEREAS, Town Council identified prioritization of LMO Amendments to address development and design standards to address single-family development mass, scale, and parking; and

WHEREAS, the Planning Commission held a public hearing on July 27, 2023, at which time a presentation was made by Staff and an opportunity was given for the public to comment on the proposed LMO Amendments to amend single-family dwelling Parking requirements and to establish single-family dwelling Floor Area Ratio requirements ; and

WHEREAS, after consideration of the Staff presentation and public comments, the Planning Commission voted 6-3 to forward the proposed LMO amendments to the Public Planning Committee with a recommendation of approval; and

WHEREAS, the Public Planning Committee held public meetings on August 10, and September 14, 2023, at which time a presentation was made by Staff and an opportunity was given for the public to comment on the proposed LMO amendments; and

WHEREAS, after consideration of the Staff presentation and public comments, the Public Planning Committee voted 3-1 to recommend approval of an amended proposal for the LMO amendments; and

WHEREAS, on October 3, 2023, Town Council approved **xx-xx** on first reading a proposed Ordinance outlining LMO amendments; and

WHEREAS, after due consideration of said LMO amendment, the Town Council, upon further review, finds it is in the public interest to approve the proposed LMO Amendment.

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

Section 1. Amendment. That the LMO Amendment is 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 ~~striketrough~~.

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 Clerk

Public Hearing: July 27, 2023

First Reading:

Second Reading:

APPROVED AS TO FORM:

Curtis L. Coltrane, Town Attorney

**EXHIBIT
“A”**

FLOOR AREA RATIO

16-2-Administration

103. Application Specific Review Procedures

G. Development Plan Review (Minor and Major)

3. Exemptions

The following activities or *uses* are exempt from Development Plan Review (although they may be reviewed under a separate administrative procedure, or may be governed or prohibited by private covenants and restrictions):

d. All *structures* (including factory-built housing) built or placed on an individual *single-family* residential *lot* with no other *dwelling* on it although such structures shall comply with the provisions set forth below:

x. Section 16-6-102.D, Wetland Buffer Standards; and

xi. Title 15, Building and Building Codes, Chapter 9, Flood Damage Controls, of the Municipal Code of the Town of Hilton Head Island; and

xii. Section 16-5-118 – Floor Area Ratio

16-3-Zoning Districts

104. Residential Base Zoning

B. Residential Single-Family-3 (RSF-3) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
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C. Residential Single-Family-5 (RSF-5) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
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D. Residential Single-Family-6 (RSF-6) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
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E. Low to Moderate Density Residential (RM-4) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
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F. Moderate Density Residential District (RM-8) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
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G. Moderate to High Density Residential District (RM-12) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
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16-3-Zoning Districts

105. Mixed-Use and Business Districts

D. Light Commercial (LC) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
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G. Marshfront (MF) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
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I. Mitchelville (MV) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
---------------------------------------	------------------------------

J. Neighborhood Commercial (NC)

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
---------------------------------------	------------------------------

L. Resort Development (RD) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
---------------------------------------	------------------------------

N. Stoney (S) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
---------------------------------------	------------------------------

O. Waterfront Mixed-Use (WMU) District

3. Development Form Standards

<u>Single-Family Floor Area Ratio</u>	<u>See Section 16-5-118.</u>
---------------------------------------	------------------------------

16-5 Development and Design Standards

16-5-118 - Floor Area Ratio

A. Purpose and Intent

The intent of this section is to establish a Floor Area Ratio development standard to be applied to parcels utilized for *single-family* residential dwelling construction.

B. Applicability

1. This section shall apply to the *use* of all *single-family* residential dwellings in the following districts: RSF-3, RSF-5, RSF-6, RM-4, RM-8, RM-12, LC, MF, MV, NC, RD, S, and WMU.

C. Floor Area Ratio

The maximum *gross floor area* of a single-family residential dwelling is limited to 0.45 times the *net acreage* of the *lot* on which the *single-family* residence is located.

16-10-Definitions, Interpretation, and Measurement

102. Rules of Measurement

E. Lot Coverage

4. Floor Area Ratio (FAR)

Floor Area Ratio (FAR) is the measurement of a building's *gross floor area* in relation to the size of the *lot* on which the building is located on. FAR is expressed as a decimal number and is derived by dividing the total *gross floor area* of the building by the net acreage of the *lot*.

104. Table of Abbreviations

<u>FAR</u>	<u>Floor Area Ratio</u>
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SINGLE-FAMILY PARKING

16-3-Zoning Districts

104. Residential Base Zoning

B. Residential Single-Family-3 (RSF-3) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

C. Residential Single-Family-5 (RSF-5) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> <u>2 per du + 1 per 1,250 GFA over 4,000 GFA</u>
---------------	--

D. Residential Single-Family-6 (RSF-6) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

E. Low to Moderate Density Residential (RM-4) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

F. Moderate Density Residential District (RM-8) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> <u>2 per du + 1 per 1,250 GFA over 4,000 GFA</u>
---------------	--

G. Moderate to High Density Residential District (RM-12) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

16-3-Zoning Districts

105. Mixed-Use and Business Districts

D. Light Commercial (LC) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> <u>2 per du + 1 per 1,250 GFA over 4,000 GFA</u>
---------------	--

G. Marshfront (MF) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

I. Mitchelville (MV) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

J. Neighborhood Commercial (NC)

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

L. Resort Development (RD) District3. Development Form Standards

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

N. Stoney (S) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

O. Waterfront Mixed-Use (WMU) District

2. Allowable Principal Uses and Required Parking

Single-Family	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
---------------	--

16-3-Zoning Districts

106. Overlay Zoning Districts

H. Forest Beach Neighborhood Character Overlay (FB-NC-O) District

4. District Regulations

f. Parking

Two parking spaces are required for up to 2,000 square feet of **gross floor area**. One additional parking space is required for each ~~1,000~~ 750 square feet or portion thereof over and above 2,000 square feet of **gross floor area**. **Driveway** areas not located within any required buffer may be counted for parking.

I. Folly Field Neighborhood Character Overlay (FF-NC-O) District

4. District Regulations

g. Parking

Two parking spaces are required for up to 2,000 square feet of **gross floor area**. One additional parking space is required for each 1,000 750 square feet or portion thereof over and above 2,000 square feet of **gross floor area**. **Driveway** areas not located within any required buffer may be counted for parking.

J. Holiday Homes Neighborhood Character Overlay (HH-NC-O) District

4. District Regulations

e. Parking

Two parking spaces are required for up to 2,000 square feet of **gross floor area**. One additional parking space is required for each 1,000 750 square feet or portion thereof over and above 2,000 square feet of **gross floor area**.

16-5 Development and Design Standards

16-5-107 Parking and Loading Standards

D. Parking Space Requirements

TABLE 16-5-107.D.1: MINIMUM NUMBER OF PARKING SPACES			
USE CATEGORY/USE TYPE		MINIMUM NUMBER OF PARKING SPACES ^{1,2,3,4}	
		CR DISTRICT	ALL OTHER DISTRICTS
RESIDENTIAL USES			
<i>Group Living</i>			
<i>Mixed-Use</i>	Residential		
	Nonresidential		
<i>Multifamily</i>	1 bedroom		
	2 bedrooms		
	3 or more bedrooms		
<i>Single-Family</i>		n/a	<u>2 per du + 1 per 750 GFA over 2,000 GFA</u> 2 per du + 1 per 1,250 GFA over 4,000 GFA
<i>Workforce Housing*</i>		See Sec. 16-5-107.D.2	See Sec. 16-5-107.D.2
RESORT ACCOMMODATIONS			
<i>Bed and Breakfasts</i>			
<i>Hotels</i>			
<i>Interval Occupancy</i>	1 bedroom		
	2 bedrooms		
	3 or more bedrooms		

LMO Amendment Plan: Details by Phase

Phase	Details
1	PHASE 1 • Remove staff granted waivers and amend some standards. • Allow variances from all sections of the LMO other than use, density or height. • Allow outdoor screened bike storage in the Light Commercial and Community Commercial zoning districts and provide more specificity related to screening. • Provide clarification in the Manufacturing use classification as it relates to the size of a brewery. • Replace using June traffic counts with July traffic counts for Traffic Impact Analysis Plan Standards. • Change when/how plantings are required on single family lots in buffers as part of a subdivision Certificate of Compliance. • Amend the definition of changeable copy to allow signs to be changed electronically with limitations on frequency and timing. • Amend the measurement for height calculation. • Add that owners' consent is required for minor subdivisions as it is currently listed as being exempt. • Require a public hearing for subdivision amendments.
2	PHASE 2 • Section 16-2-103.F: Provide standards for deviations from previously platted subdivisions.
3	PHASE 3 • Definition for single-family. • Definition for multifamily. • Eliminate divisible dwelling units.
4	PHASE 4a • Updated residential site design standards including: ○ Floor area ratio. ○ Parking. PHASE 4 • Administrative application and procedural changes. • Family Compound/Subdivision • Updated residential site design standards including: ○ Pedestrian connectivity. ○ Open Space. ○ Setback angles. • Modified traffic impact analysis methodology. • Signage standard updates. • Best-in-class stormwater requirements. • Construction management plan requirements. • Strengthening of Tree Regulation, Tree Preservation, and Tree Mitigation lists.
5	PHASE 5 • Comprehensive review of all LMO chapters. • Review of overall organization. • Review of user-friendliness of the code. • Application Process evaluation and Applications Manual. • Sustainable Development incentives. • Addition of design guidance graphics. • Alignment with Our Plan. • Integration of outcomes from Growth Framework and District Plan initiative.

LMO Amendment Plan: Critical Path																					
Phase	2022			2023												2024					
	Q4			Q1			Q2			Q3			Q4			Q1			Q2		
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
1		11/1: LMO of PC	12/21: PC-PH	01/26: PPC	02/14: TC WKSP 02/21: TC1	03/07: TC2															
2		11/1: LMO of PC	12/21: PC-PH	01/26: PPC	02/14: TC WKSP	03/07: TC1 03/08: PC 03/21: TC2															
3						03/15: PC 03/29: PC	04/10: PPC 04/18: TC1	05/02: TC2													
4a										07/27 PC	8/10 PPC	9/19 TC1	10/3 TC2								
4														11/15 PC	12/14 PPC	TC1	TC2				
5																					

Dates for future meetings are subject to change.

Topic:

Section 16-5-118: Floor Area Ratio

Proposed Amendment

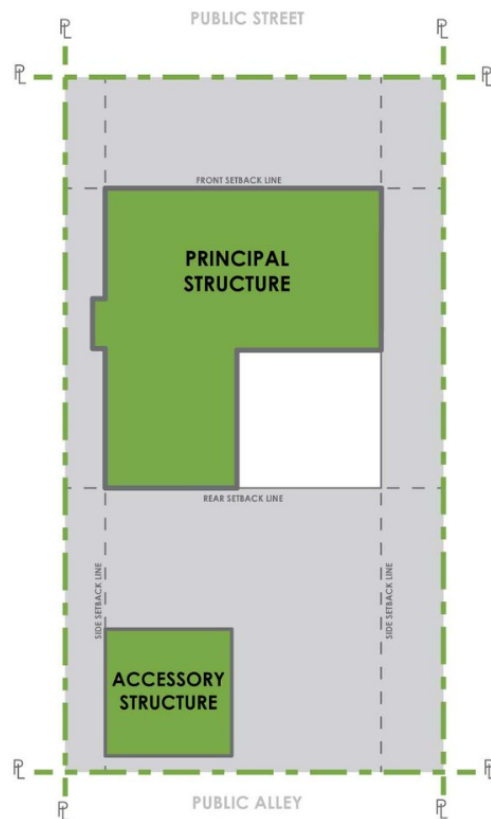
- This amendment will add a maximum Floor Area Ratio of 0.45 to the Development and Design Standards for single-family dwellings in the following districts: Residential Single Family-3 RSF-3, Residential Single Family-5 RSF-5, Residential Single Family-6 RSF-6, Low to Moderate Density Residential RM-4, Moderate Density Residential RM-8, Moderate to High Density Residential RM-12, Light Commercial LC, Marshfront MF, Mitchelville MV, Neighborhood Commercial NC, Resort Development RD, Stoney S, and Waterfront Mixed-Use WMU.
- Planning Commission held a public hearing on July 27th, 2023, and recommended 0.45 FAR and 4,000 sq. ft. maximum, similar to existing FAR requirements in the Land Management Ordinance.
- Public Planning Committee voted (3-1) to amend the LMO proposal on August 10th, 2023, to 0.32 FAR and include the neighborhood character overlay districts.
- Public Planning Committee reconsidered the amended LMO proposal on September 14, 2023, and voted (3-1) to amend the proposal to 0.45 FAR, not affect the overlay districts, and remove the maximum gross floor area of 4,000 square feet.

Introduction to Floor Area Ratio

- The purpose of the Floor Area Ratio (FAR) proposed LMO amendment is to regulate the volume, bulk, and placement of homes more effectively based on the ratio of the structure size in relation to the size of the property.
- It is a size, density, and scale factor that establishes the intensity to which a lot of land can be developed. Typically, FAR is prescribed as a decimal number.



- The existing LMO definition of Gross Floor Area in Sec. 16-10-102.B.3 is the area within the inside perimeter of the exterior walls of a building or other structure with no deduction for corridors, stairs, closets, thickness of walls, columns, or other features, exclusive of areas open and unobstructed to the sky. Unless expressly provided otherwise, gross floor area is measured in square feet.
- **Proposed Definition: Floor Area Ratio (FAR)** is the measurement of a building's gross floor area in relation to the size of the lot on which the building is located on. FAR is expressed as a decimal number and is derived by dividing the total gross floor area of the building by the net acreage of the lot.



Reason for Change

- Floor Area Ratios are values that represent the form of the built environment. They are calculated based on total floor area (gross floor area) in relation to the size of the lot/parcel that the building is located on. When combined with the existing setback and height regulations, the potential volume and placement of homes are regulated more effectively.
- Currently, the LMO regulates the size of single-family dwellings in three overlay districts. Character overlay districts for the Forest Beach, Folly Field and Holiday Homes neighborhoods were created at the request of residents to help preserve the lower density character of development created by the existing homes.
- Single-family homes across the Island are being redeveloped or replaced with the largest possible size structure that can be permitted on a lot. This not only increases the intensity of development in neighborhoods, but there is also change in the overall character of both the residential homes and of the neighborhood itself. In many cases, it leads to the loss of existing trees and landscaping and results in reduced and less functional outdoor space on lots.
- Existing neighborhoods on the Island that are not in character overlay districts face this same type of pressure.
- A Floor Area Ratio of 0.45 is consistent with the majority of existing FAR Requirements in the current Land Management Ordinance (LMO) for the character overlay districts.
- New subdivisions that are in development are being designed to maximize both density and home size, resulting in monotonous development patterns with limited outdoor space on each lot and a reduction in overall efforts to provide quality open space and amenities.
- Environmental Sustainability to encourage and offer options for sustainable development of structures and sites (2.2) is contained in the Natural Resources and Land Use Elements of Our Plan.

Analysis

- Based on an analysis of the best available data for properties identified as single-family dwellings by Beaufort County and not including manufactured homes, existing FAR ratios outside of the Planned Unit Developments range between 0.10, located around the Squire Pope Road, and 2.07, located in the Singleton Beach area.

Existing FAR Ratios

Rationale for LMO Amendments Plan | Phase 4a – Attachment 3

Zoning District	Average Building SF	Average Lot SF	Average of FAR	Parcels
MV	2488.16	5918.76	0.53	43
NC	1412.00	23794.04	0.06	1
RD	3278.71	4162.26	0.89	41
RM-4	2036.98	11851.93	0.28	990
RM-8	2590.19	6176.58	0.50	299
RSF-3	1953.03	11240.94	0.20	296
RSF-5	2784.09	10145.45	0.30	657
RSF-6	1736.22	8622.26	0.21	54
S	1271.60	15938.66	0.10	5
WMU	2420.50	6434.42	0.59	48
Total	2321.86	10312.05	0.32	2450

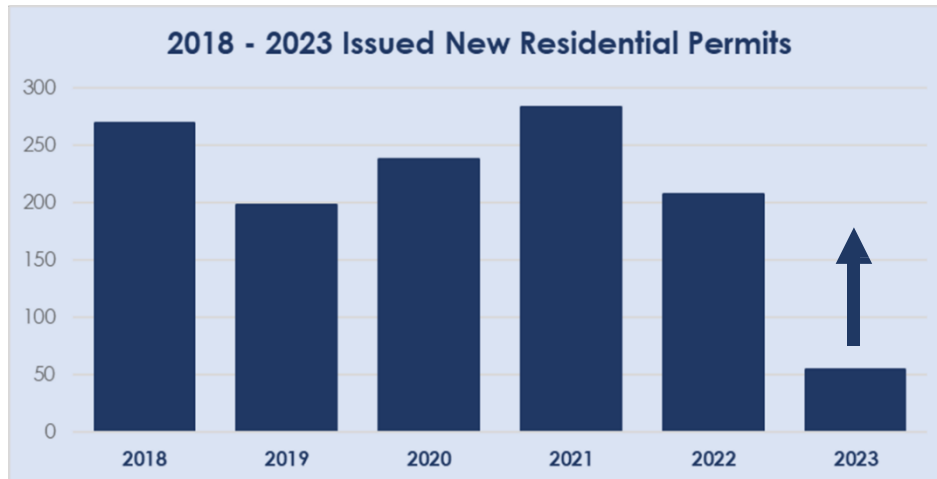
- Examples of areas included in the available data where homes exceed an FAR of .45 include North Forest Beach, Singleton Beach, Sandcastles by the Sea, Carolina Isles, Hammock Breeze, Bermuda Pointe, Tansyleaf, and Jarvis Creek.
- The highest average building square footage as determined by the available data is located in RD – Resort Development. The majority of properties are located in RM-4 - Low to Moderate Density Residential District.
- Based on an analysis of the best available data for properties identified as single-family residential by the Town's building permit software, there were a total of 156 new residential building permits issued in 2022. Of those new residential building permits issued, only 49 were located in single-family use zoning districts (31%) that would be affected by this proposed amendment.
- The highest average for single-family residential square footage was 6,184 sq ft in 2022. The median was 5,290.5 sq ft.
- The Maximum square footage for single-family residential was 8,328 square feet located in RM-8 Moderate Density Residential District.

2022 Building Permit Square Footage				
Zoning District	Number of Units	Average Home SF	Minimum SF	Maximum SF
RD	6	5184	5115	5786
RM-4	23	3526	1216	5994
RM-8	9	6184	4295	8328
RSF-5	9	6214	4138	7691
WMU	2	5107	3814	6400

Rationale for LMO Amendments Plan | Phase 4a – Attachment 3

Total	49	4775	1216	8328
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- Staff extended the Building Permit analysis from an initial range of 1 year to an overall five-year building period (2018-2023). This information shows the number of issued permits for new residential builds in that period from data acquired from the internal permitting software used by the Town.
- 1250 properties were included, and are considered as new construction, not renovation.
- Three PUDs were selected to show the average lot size, and FAR in a comparison by subdivision or overlay district.
- It was determined that less than 10 percent of the 900 properties in Forest Beach are close to exceeding the existing overlay FAR.



- The average 5-year new residential build in each of the existing neighborhood overlay districts generally met or matched the existing FAR for Forest Beach, Folly Field, and Holiday Homes.
- There are homes that have been built in the last five years that have a floor area ratio FAR in excess of 1.0.

Average 5YR New Build		
	FAR	LOT SIZE
Forest Beach	0.55	0.41
Folly Field	0.40	0.28
Holiday Homes	0.45	0.18

Average 5YR New Build		
	FAR	LOT SIZE
Indigo Run	0.24	0.71
Sea Pines	0.37	0.43
Wexford	0.40	0.4

Neighborhood	Average Lot Size	Average Yearly SF
BRADLEY CIRCLE	0.18	6183
2018	0.15	5360
2021	0.24	8172
2022	0.16	5600

Commented [RE1]: Update this chart with FAR similar to the presentation.

Commented [AG2R1]: These charts are from the presentation and correct.

- New residential buildout dating from January 2018 included 1212 total properties.
- Nearly half (520) of the issued permits are located in a zoning district besides PD-1.
- Of the total number of permits, only 16% are between 0.32 and 0.45 FAR.

Consequences

- The zoning regulations and development standards established by the Land Management Ordinance (LMO) are designed to guide the future development and redevelopment within the Town by regulating and encouraging site development. In LMO 16-7 Nonconformities, The Town recognizes that the LMO needs to provide flexibility so that the continued existence of nonconforming sites or structures should be lessened to a degree in conformance with the Comprehensive Plan. Legal nonconformities are allowed to continue, provided that there shall not be any expansion, enlargement, relocation, redevelopment, in whole or in part, unless the nonconformity is brought into conformance to the maximum extent practicable.
- Of 520 permits in zoning districts under consideration (2018-2023), nearly 40% (200) have more than 4,000 square feet of GFA.
- Larger homes of sizable square footage will calculate a larger floor area ratio (FAR) on smaller lot sizes.

Substitution of Nonconformities for Redevelopment

To provide flexibility and encourage redevelopment of sites with nonconforming features or structures, the Official is authorized to approve a Development Plan for such sites if the proposed development:

1. Will not include any new development that increases the amount of encroachment into any required buffer or setback;

Rationale for LMO Amendments Plan | Phase 4a – Attachment 3

2. Will not increase the impervious cover on the site over the maximum allowed for the district or the existing impervious cover, whichever is greater;
3. Will not result in a density in excess of what is allowed under this Ordinance, or the existing density, whichever is greater;
4. Will lessen the extent of existing nonconforming site features to the greatest extent possible;
5. Will not have an adverse impact on the public health, safety or welfare; and
6. Will lessen the extent of nonconformities related to any existing nonconforming structure on the site to the greatest extent possible.

Recommendations

- The Phase 4a Proposal recommends a maximum Floor Area Ratio of 0.45 for Single-Family homes, provided in the following districts: RSF-3, RSF-5, RSF-6, RM-4, RM-8, RM-12, LC, MF, MV, NC, RD, S, and WMU.

Benefits	• Improve the regulation of lot intensity that can be developed on single-family properties. • Addresses community concerns with the mass and scale of homes. • Helps to shape/protect the character of Island neighborhoods. • Can help to reduce the impact of development on natural resources and local infrastructure.
Results	• New development and the redevelopment of existing dwellings will be limited to a scale that is more in keeping with the historic character of the Island's neighborhoods. • New subdivisions will have improved designs. • Can help to improve usable outdoor open space on lots.

<i>Planning Commission</i>
July 27, 2023
<i>Public Planning Committee</i>
August 10, 2023; September 14, 2023
<i>Town Council</i>
October 3, 2023

Topic: Single-Family Parking

1. Modify the parking required for Single-Family Use in the Development Form Standards for the following Zoning Districts and sections:

- Section 16-3-104.B.2** - Residential Single-Family-3 (RSF-3)
- Section 16-3-104.C.2** - Residential Single-Family-5 (RSF-5)
- Section 16-3-104.D.2** - Residential Single-Family-6 (RSF-6)
- Section 16-3-104.E.2** - Low to Moderate Density Residential (RM-4)
- Section 16-3-104.F.2** - Moderate Density Residential District (RM-8)
- Section 16-3-104.G.2** - Moderate to High Density Residential (RM-12)
- Section 16-3-105.D.2** - Light Commercial (LC)
- Section 16-3-105.G.2** - Marshfront (MF)
- Section 16-3-105.I.2** - Mitchelville (MV)
- Section 16-3-105.J.2** - Neighborhood Commercial (NC)
- Section 16-3-105.L.2** - Resort Development (RD)
- Section 16-3-105.N.2** - Stoney (S)
- Section 16-3-105.O.3** - Waterfront Mixed-Use (WMU)

2. Modify Section 16-3-106.H.4.f: Forest Beach Neighborhood Character Overlay (FB-NC-O) District- Design Regulations- Parking

3. Modify Section 16-3-106.I.4.g: Folly Field Neighborhood Character Overlay (FF-NC-O) District- Design Regulations- Parking

4. Modify Section 16-3-106.J.4.e: Holiday Homes Neighborhood Character Overlay (HH-NC-O) District- Design Regulations- Parking

5. Modify Section 16-5-107.D.1: Minimum Number of Parking Spaces

Proposed Amendment

The proposed changes will better align the number of parking spaces required for the single-family use type to the size of the dwelling unit structure. Increases in parking requirements are proposed in the three Neighborhood Character Overlay Districts for Forest Beach, Folly Field, and Holiday Homes. The parking requirements for single-family dwellings would increase island-wide for single-family homes larger than 2,000 square feet including single-family homes within the Planned Development Mixed-Use (PD-1) District as per LMO Sec. 16-5-107.D.

Reason for Change

- Numerous complaints have been brought to the attention of Town staff regarding the availability of parking for single-family homes, especially for larger homes.

- The current parking requirements do not produce enough parking per residential lot.

Introduction to Off-Street Parking Minimum Requirements

- Gathering parking standards is the review in a range of what is necessary by use.
- Off-street parking requirements are an attempt to minimize spillover parking on public streets; and to ensure a safe and efficient supply of parking is adequate at the site of development to meet and satisfy demand.
- Parking calculations are routinely simplified by accounting for gross floor area or square footage; however residential parking has traditionally required a certain number of spaces per dwelling unit.
- Parking is regulated by LMO 16-5-107.B by use and structure island-wide.

Analysis

In general, simpler, and more straightforward parking requirements are easier to calculate. Options that involve additional factors or variables, such as the number of bedrooms, can introduce additional complexity to the calculation process. Staff will not need to specify the type of individual internal room or bedroom by moving to a square footage calculation plus applicable dwelling unit.

The provided information includes five tables that present different options for calculating parking space requirements based on the number of bedrooms and square footage of homes. The following tables provide seven options for calculating parking space requirements. Several options calculate parking by the base and the number of bedrooms. Considering the number of bedrooms changes the minimum required parking spaces, five tables are provided to show the number of parking spaces for all options. Tables were not provided for homes with less than four bedrooms per estimated square footage.

The ZoneCo option proposes the calculation for parking spaces be based on square footage. The three alternative calculations provide additional per bedroom requirements, in addition to the base requirements as a sample. This means an additional parking space is needed for each bedroom of over 4. In Tables 1 and 2, the ZoneCo option requires more parking spaces based on square footage than the alternative calculation. In tables 3-5, the alternative calculations require more parking spaces. In an updated note for Public Planning Committee, staff updated each of the tables to indicate whole number requirements.

Existing Overlay requirement calculations are also provided with similarly proposed square footage calculation of 750 sq. ft. By reducing the Overlay language from 1000 to 750 sq. ft. the overall parking requirement will be higher.

Staff reviewed the 750 square foot parking measurement to the American Planning Association (APA) Planning Advisory Service (PAS) Report 510/511 – Parking Standards. The goal and intent of improving the Single-Family Use Parking Requirement is to improve compatibility and consistency in Hilton Head Island's development patterns.

On July 27, 2023, Planning Commission voted (6-3) to recommend 1 parking space per 750 square feet, option 2 by ZoneCo in the tables below.

On August 10, 2023, Public Planning Committee voted (3-1) to approve the last alternative in the tables "ZoneCo Overlay – Proposed" which will require 2 spaces per dwelling unit plus an additional space or portion thereof of 750 sq ft GFA over the initial 2,000 square footage of the home.

Table 1: Parking Calculations – less than 4 bedrooms

Parking - Less than 4 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000 GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per 1-1000 GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per 1-500 GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000 GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	3	4	4	5	5	6	6
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000 GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000 GFA	3	4	5	6	6	7	8

Table 2: Parking Calculations – 5 bedrooms

Parking - 5 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000 GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per 1-1000 GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per 1-500 GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000 GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	4	5	5	6	6	7	7
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000 GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000 GFA	3	4	5	6	6	7	8

Table 3: Parking Calculations – 6 bedrooms

Parking - 6 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000 GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per 1-1000 GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per 1-500 GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000 GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	5	6	6	7	7	8	8
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000 GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000 GFA	3	4	5	6	6	7	8

Table 4: Parking Calculations – 7 bedrooms

Parking - 7 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000 GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per 1-1000 GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per 1-500 GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000 GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	6	7	7	8	8	9	9
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000 GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000 GFA	3	4	5	6	6	7	8

Table 5: Parking Calculations – 8 bedrooms

Parking - 8 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000 GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per 1-1000 GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per 1-500 GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000 GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	7	8	8	9	9	10	10
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000 GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000 GFA	3	4	5	6	6	7	8

Consequences

Consideration of the increases in changed conditions by raising Parking Standards is included in the Review Standards of Land Management Ordinance, factors that contribute to accordance with Our Plan, the Town's Comprehensive Plan.

- The proposed parking requirements for the average 4,500 square foot home would double from 3 minimum spaces to 6 minimum spaces.
- The procedure to calculate parking requirements does not change such as including spaces within a garage, and the required size of a parking spot does not change (9x18ft).
- This parking change could impact the permeable surface of the lot, and open space.
- Applicability of LMO 16-5-107.B requires any expansion or remodeling that results in an increase shall provide additional off-street parking and loading spaces to the maximum extent practicable.

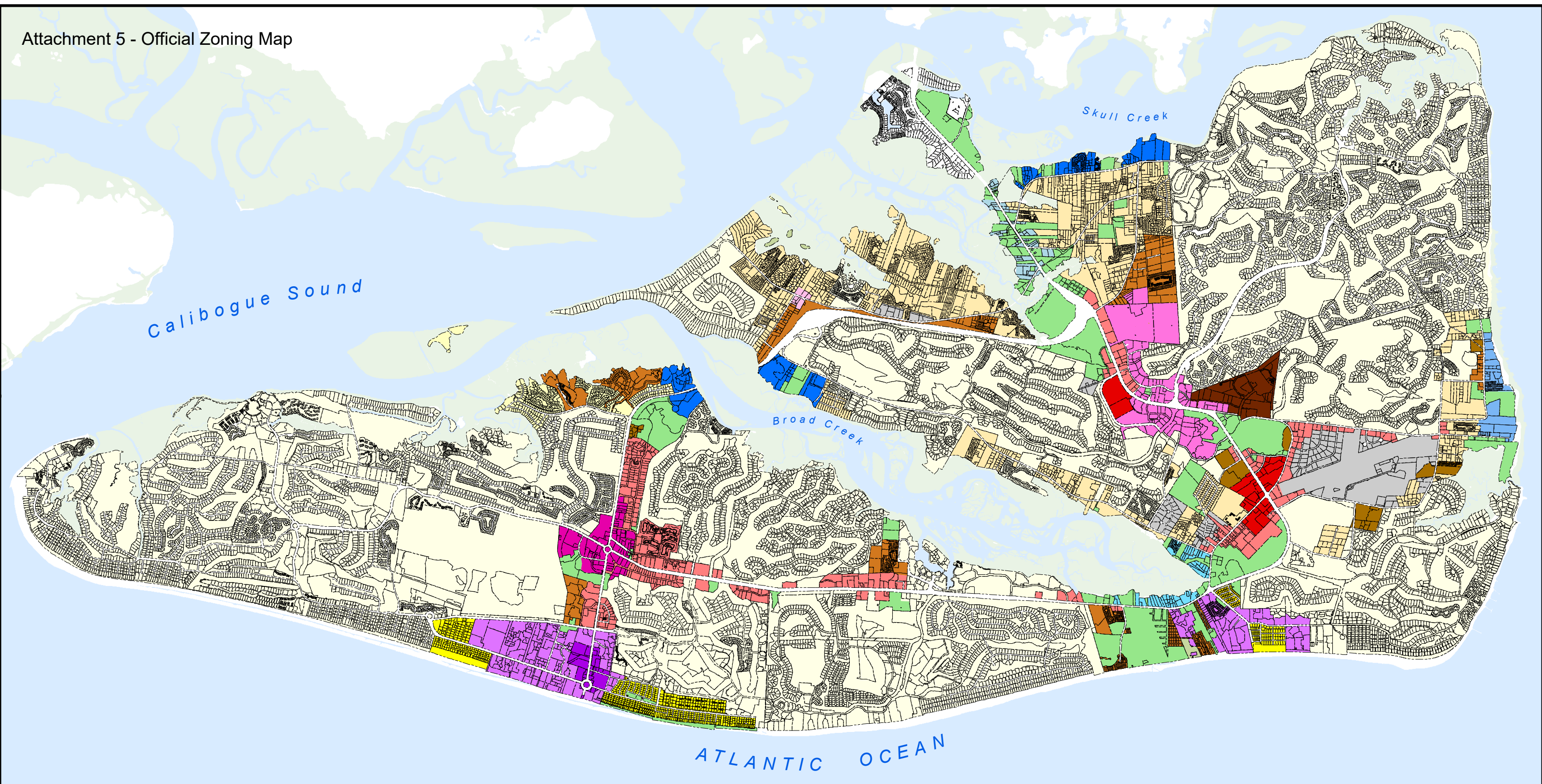
Benefits	• Improves the regulation of parking for single-family properties. • Addresses community concerns with the amount of parking that is required for new homes. • Helps to reduce parking problems in Island neighborhoods.
Results	• Better aligns the amount of parking required with the size of the home. • Reduces the potential for parking problems by requiring that new homes provide adequate parking for users. • Increases parking requirements that relate to the home size. This will require that applicants consider design in meeting all performance standards per LMO (setbacks, buffers, open space, etc.) and build homes of an appropriate scale for the size of the lot. • Phase 1 of the LMO Amendments that was adopted in March removed staff waivers and will allow Variance applications to be submitted to the BZA regarding parking requirements.

Recommendations

The Phase 4a Proposal suggests moving to 2 parking space per 1 dwelling units plus 750 square feet or portion thereof of Gross Floor Area (GFA) over 2,000 sq ft GFA. For the Overlay Districts, the recommendation is 1 additional parking space per 750 square feet or portion thereof over the current 2,000 square feet of GFA.

Planning Commission

July 27, 2023
Public Planning Committee
August 10, 2023; September 14, 2023
Town Council
October 3, 2023





Town of Hilton Head Island

OFFICIAL ZONING DISTRICT MAP

Effective Date*: October 7, 2014
Last Update**: March 2, 2021

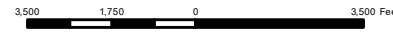
* Effective Date is the most recent date the entire Zoning Map was adopted by Town Council.
** Last Update date is the most recent date any amendments to the Zoning District Map were adopted by Town Council.

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

The upland boundary of the Conservation Zoning District corresponds to the OCRM Critical Line and therefore, is approximately coterminous with all tidal wetlands and the upland boundary of the beach as defined in Section 8-1.1.12 of the Municipal Code and extends outward to the Town Jurisdictional Boundary as defined within Section 2-1.120 of the Municipal Code of the Town of Hilton Head Island, South Carolina. (Reference: LMO Section 16-4-203, Conservation District)



1 inch = 4,000 feet



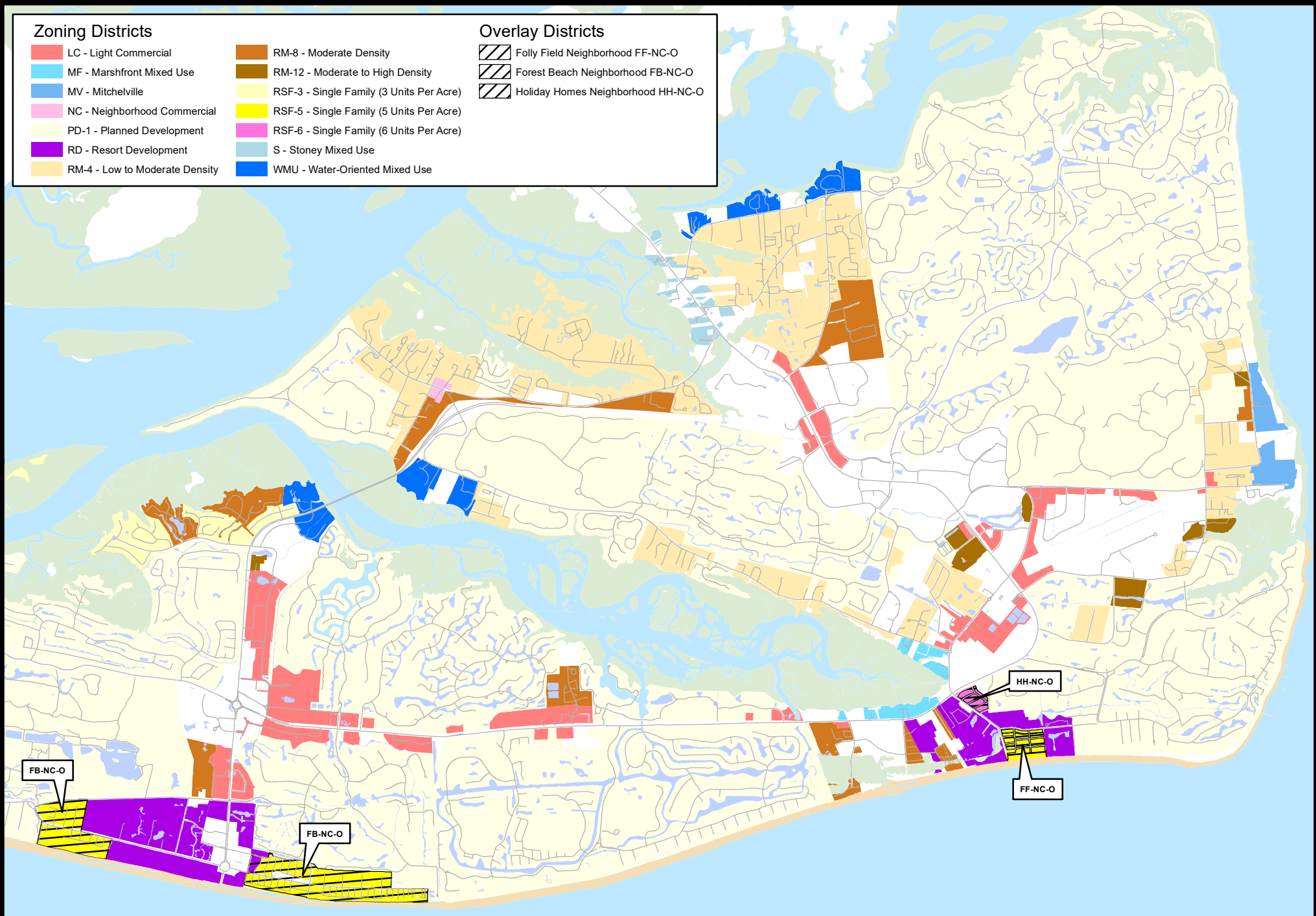
RESIDENTIAL ZONING DISTRICTS			MIXED-USE & BUSINESS ZONING DISTRICTS			CONSERVATION & RECREATION DISTRICTS		
	RS-3	SINGLE FAMILY		NC	NEIGHBORHOOD COMMERCIAL		PD-1	PLANNED DEVELOPMENT
	RS-5	SINGLE FAMILY		MS	MAIN STREET		MF	MARSHFRONT MIXED USE
	RS-6	SINGLE FAMILY		SPC	SEA PINES COMMERCIAL		S	STONEY MIXED USE
	RM-4	LOW TO MODERATE DENSITY		LC	LIGHT COMMERCIAL		MV	MITCHELVILLE
	RM-8	MODERATE DENSITY		CC	COMMUNITY COMMERCIAL		WMU	WATER-ORIENTED MIXED USE
	RM-12	MODERATE TO HIGH DENSITY		MED	MEDICAL		RD	RESORT DEVELOPMENT
				IL	LIGHT INDUSTRIAL		CR	COLIGNY RESORT
							CON	CONSERVATION
							PR	PARKS AND RECREATION

Zoning Districts

LC - Light Commercial	RM-8 - Moderate Density
MF - Marshfront Mixed Use	RM-12 - Moderate to High Density
MV - Mitchelville	RSF-3 - Single Family (3 Units Per Acre)
NC - Neighborhood Commercial	RSF-5 - Single Family (5 Units Per Acre)
PD-1 - Planned Development	RSF-6 - Single Family (6 Units Per Acre)
RD - Resort Development	S - Stoney Mixed Use
RM-4 - Low to Moderate Density	WMU - Water-Oriented Mixed Use

Overlay Districts

	Folly Field Neighborhood FF-NC-O
	Forest Beach Neighborhood FB-NC-O
	Holiday Homes Neighborhood HH-NC-O



Town of Hilton Head Island

Parking Map
September 2023



TOWN OF HILTON HEAD ISLAND
SOUTH CAROLINA COUNTY
HILTON HEAD ISLAND, S.C. 29928
PHONE: (843) 781-4400
FAX: (843) 781-4400
WWW.HILTONHEADISLANDSC.COM

1 inch = 4,542 feet



The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island assumes no liability for any errors or omissions on this map.

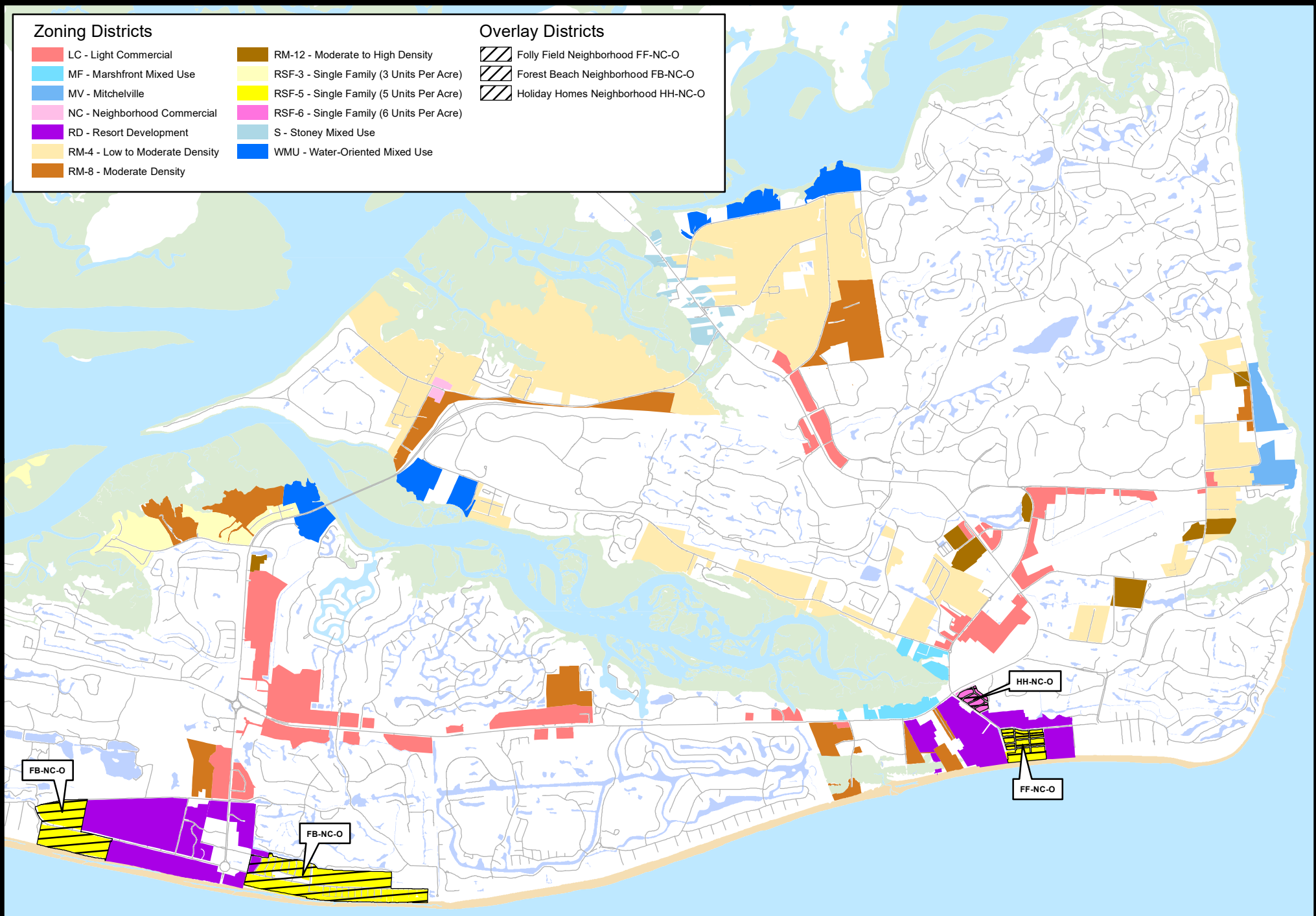
Zoning Districts

- LC - Light Commercial
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- RD - Resort Development
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- RSF-3 - Single Family (3 Units Per Acre)
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- WMU - Water-Oriented Mixed Use

Overlay Districts

- Folly Field Neighborhood FF-NC-O
- Forest Beach Neighborhood FB-NC-O
- Holiday Homes Neighborhood HH-NC-O



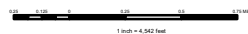
Town of Hilton Head Island

FAR Map

September 2023



TOWN OF HILTON HEAD ISLAND
CHIEF PLANNING OFFICER
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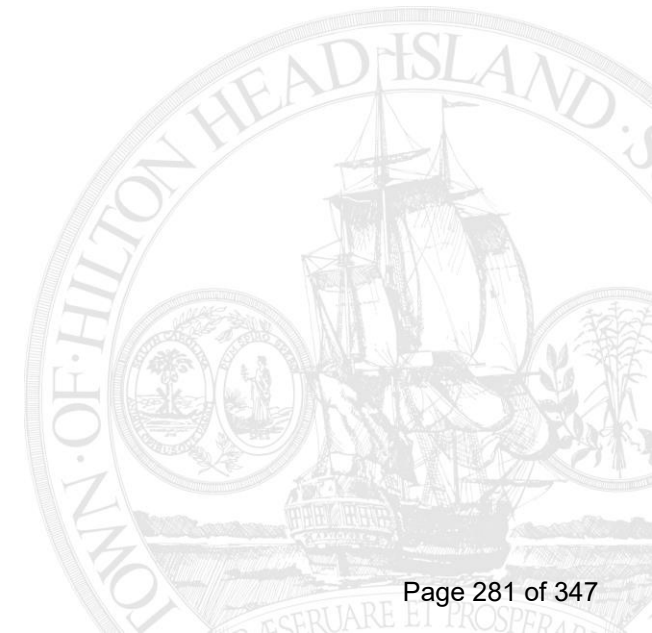


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Land Management Ordinance (LMO) Amendments Plan Phase 4a

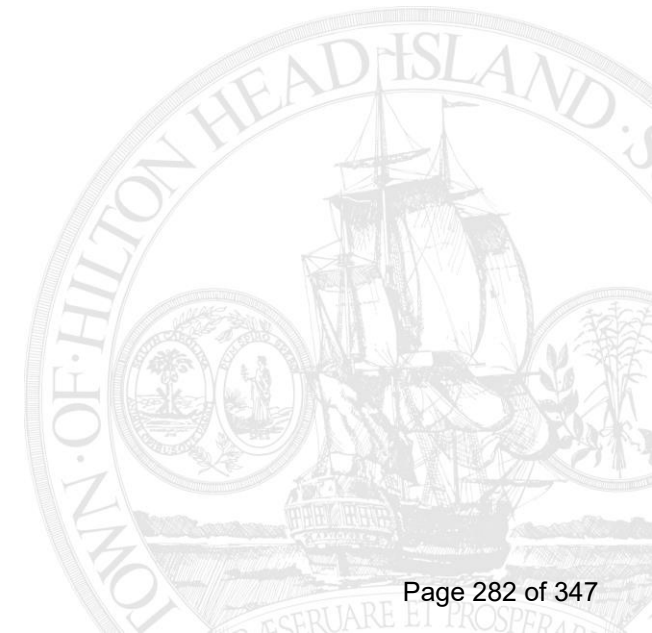
Town of Hilton Head Island, SC

Town Council First Reading | 10-03-2023



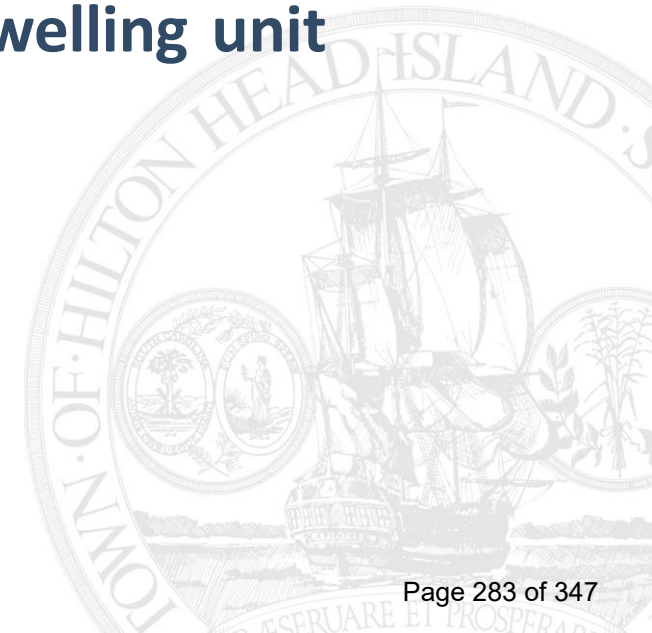
Phase 4a - Recommendation:

That the Town Council consider a proposed ordinance 2023-16 amending Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to amend single-family dwelling parking requirements and to establish single-family dwelling floor area ratio requirements.



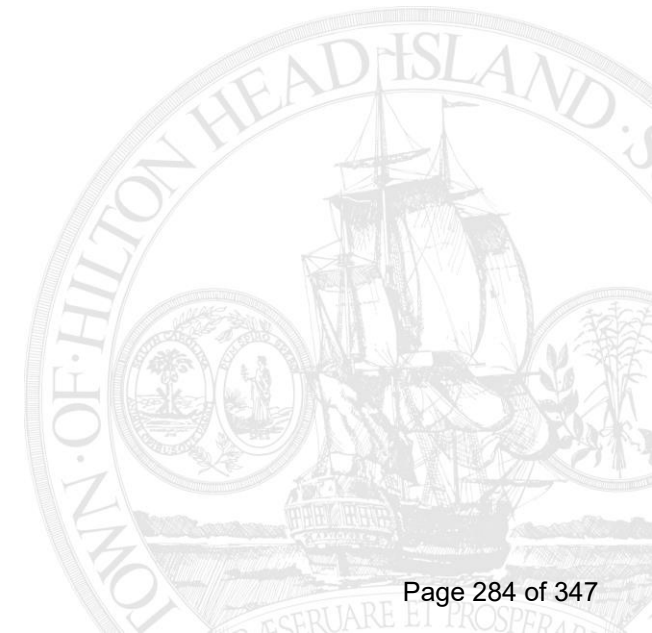
Phase 4a - Purpose

- 1. Establish regulations for single-family dwelling floor area ratio (FAR) requirements to more effectively regulate the volume and placement of homes based on the structure size in relation to the size of the property.**
- 2. Amend single-family dwelling parking requirements to better align the single-family use type to the size of the dwelling unit structure.**



Phase 4a - Timeline

- Planning Commission Public Hearing – July 27th, 2023
- Public Planning Committee – August 10th, 2023
- Public Planning Committee – September 14th, 2023
- Town Council First Reading – October 3rd, 2023



Background - FAR

What is Floor Area Ratio?

The purpose of the Floor Area Ratio (FAR) proposed LMO amendment is to regulate the volume, bulk, and placement of homes more effectively based on the ratio of the structure size in relation to the size of the property. It is a size, density, and scale factor that establishes the intensity to which a lot of land can be developed. Typically, FAR is prescribed as a decimal number.



Background - FAR

What is Floor Area Ratio?

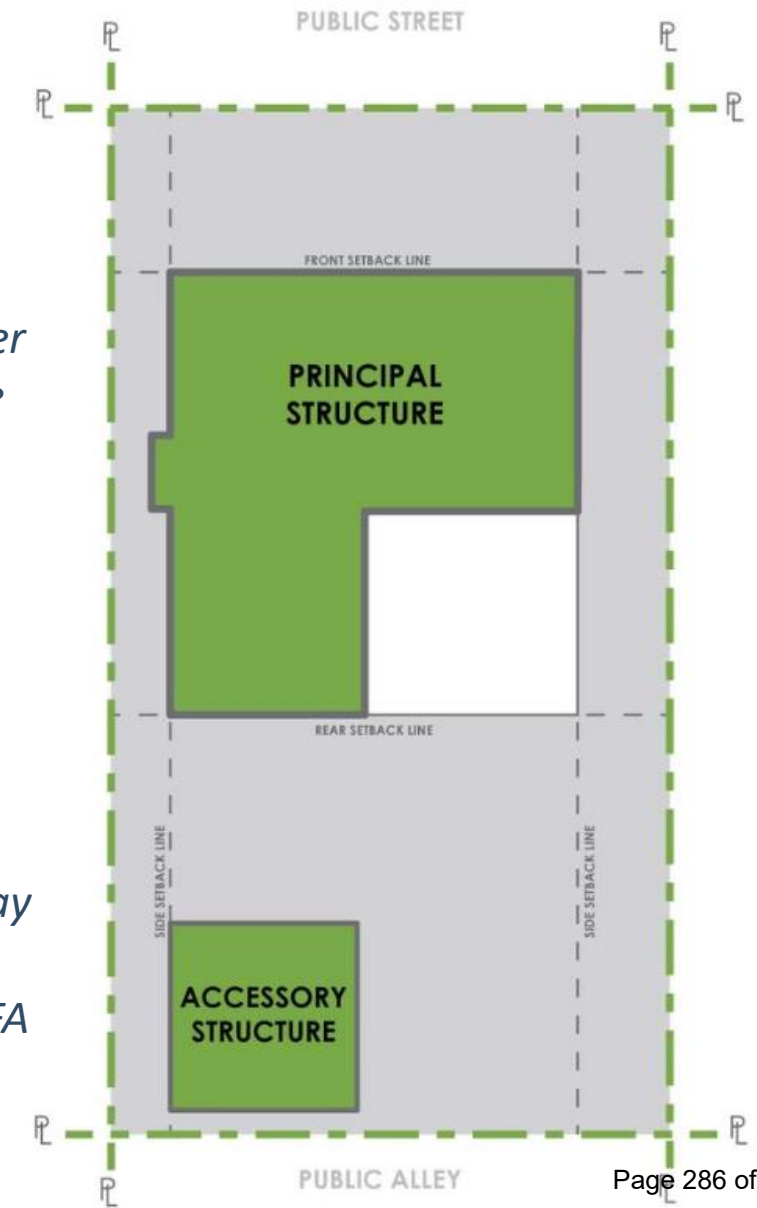
Proposed Definition: Floor Area Ratio (FAR) is the measurement of a building's gross floor area in relation to the size of the lot on which the building is located on. FAR is expressed as a decimal number and is derived by dividing the total gross floor area of the building by the net acreage of the lot.

LMO Existing Definition of Gross Floor Area:

The area within the inside perimeter of the exterior walls of a building or other structure with no deduction for corridors, stairs, closets, thickness of walls, columns, or other features, exclusive of areas open and unobstructed to the sky. Unless expressly provided otherwise, gross floor area is measured in square feet.

FAR is a separate calculation than density, defined as dwelling units per net acreage of the parcel.

For context, staff provides this example of Gross Floor Area to portray all included structures in the GFA calculation.



FAR MAP

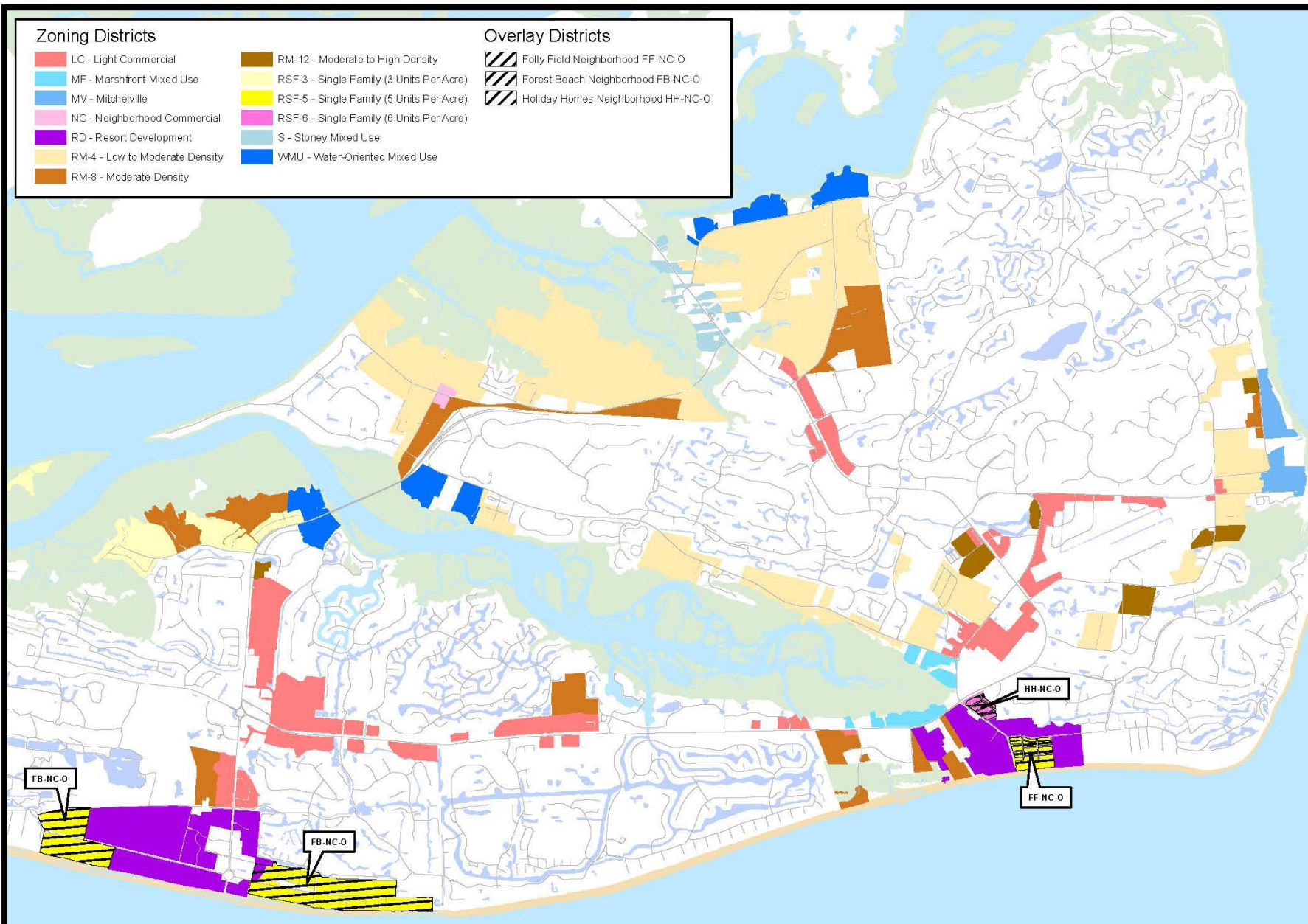
Zoning Districts

- LC - Light Commercial
- MF - Marshfront Mixed Use
- MV - Mitchelville
- NC - Neighborhood Commercial
- RD - Resort Development
- RM-4 - Low to Moderate Density
- RM-8 - Moderate Density

- RM-12 - Moderate to High Density
- RSF-3 - Single Family (3 Units Per Acre)
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- RSF-6 - Single Family (6 Units Per Acre)
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Overlay Districts

- Folly Field Neighborhood FF-NC-O
- Forest Beach Neighborhood FB-NC-O
- Holiday Homes Neighborhood HH-NC-O

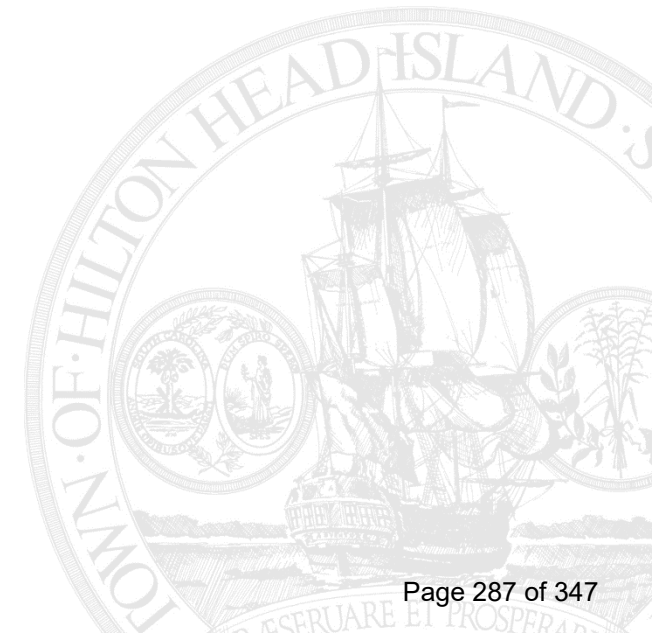


Town of Hilton Head Island

FAR Map
September 2023



This information is for informational purposes only and is not intended to be used for any other purpose. It is not a guarantee of accuracy and is not intended to be used for any other purpose. It is not a guarantee of accuracy and is not intended to be used for any other purpose.



Proposed FAR Changes:

1. Establish regulations for single-family dwelling floor area ratio (FAR) requirements.

Sec.16-5 Development and Design Standards

16-5-118 - Floor Area Ratio

A. Purpose and Intent

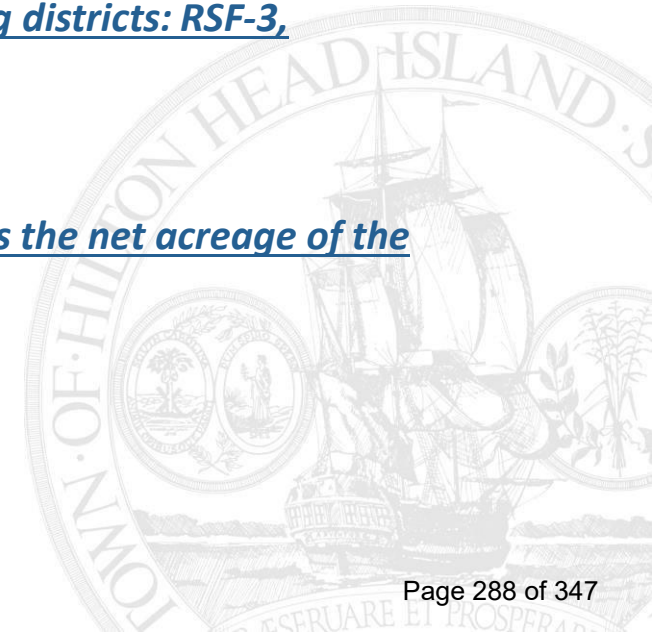
The intent of this section is to establish a Floor Area Ratio development standard to be applied to parcels utilized for single-family residential dwelling construction.

B. Applicability

1. This section shall apply to the use of all single-family residential dwellings in the following districts: RSF-3, RSF-5, RSF-6, RM-4, RM-8, RM-12, LC, MF, MV, NC, RD, S, and WMU.

C. Floor Area Ratio

The maximum gross floor area of a single-family residential dwelling is limited to 0.45 times the net acreage of the lot on which the single-family residence is located.



Proposed FAR Changes:

1. Establish regulations for single-family dwelling floor area ratio (FAR) requirements.

Sec.16-2 Administration

16-2-103. Application Specific Review Procedures

G. Development Plan Review (Minor and Major)

3. Exemptions

d. All structures (including factory-built housing) built or placed on an individual single-family residential lot with no other dwelling on it although such structures shall comply with the provisions set forth below:

xii. Section 16-5-118 – Floor Area Ratio

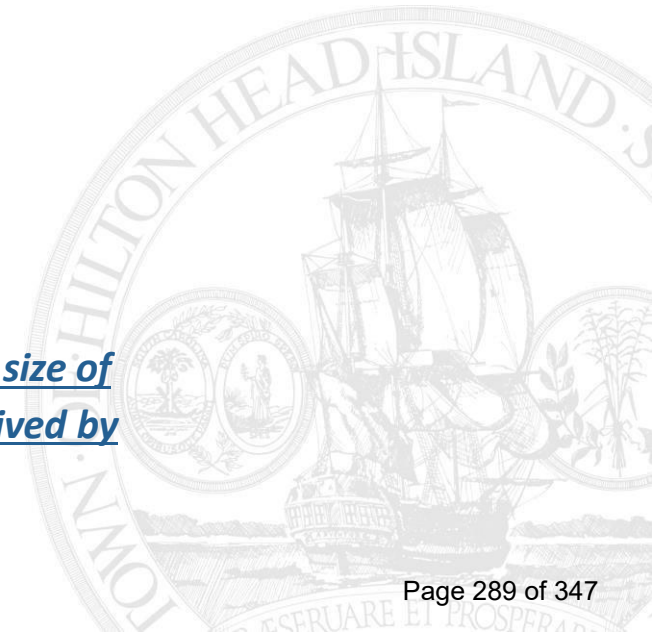
Sec.16-10 Definitions, Interpretation, and Measurement

16-2-102. Rules of Measurement

E. Lot Coverage

4. Floor Area Ratio (FAR)

Floor Area Ratio (FAR) is the measurement of a building's gross floor area in relation to the size of the lot on which the building is located on. FAR is expressed as a decimal number and is derived by dividing the total gross floor area of the building by the net acreage of the lot.



Analysis

Floor Area Ratio

The Planning Commission reviewed the proposed smaller FAR of the existing Neighborhood Overlay Districts of 0.45.

Public Planning Committee under review of Floor Area Ratio recommended 0.45.

There is a range of average FAR based on existing data for each zoning district.

Zoning District	Average Building SF	Average Lot SF	Average of FAR	Parcels
MF	1945.25	24270.44	0.32	16
MV	2488.16	5918.76	0.53	43
NC	1412.00	23794.04	0.06	1
RD	3278.71	4162.26	0.89	41
RM-4	2036.98	11851.93	0.28	990
RM-8	2590.19	6176.58	0.50	299
RSF-3	1953.03	11240.94	0.20	296
RSF-5	2784.09	10145.45	0.30	657
RSF-6	1736.22	8622.26	0.21	54
S	1271.60	15938.66	0.10	5
WMU	2420.50	6434.42	0.59	48
Total	2321.86	10312.05	0.32	2450

Existing FAR Requirements		Max. House Size
Forest Beach	0.55	5,000 sq. ft.
Folly Field	0.45	4,500 sq. ft.
Holiday Homes	0.45	4,000 sq. ft.

For context, staff researched FAR within the available data of **existing zoning districts.**

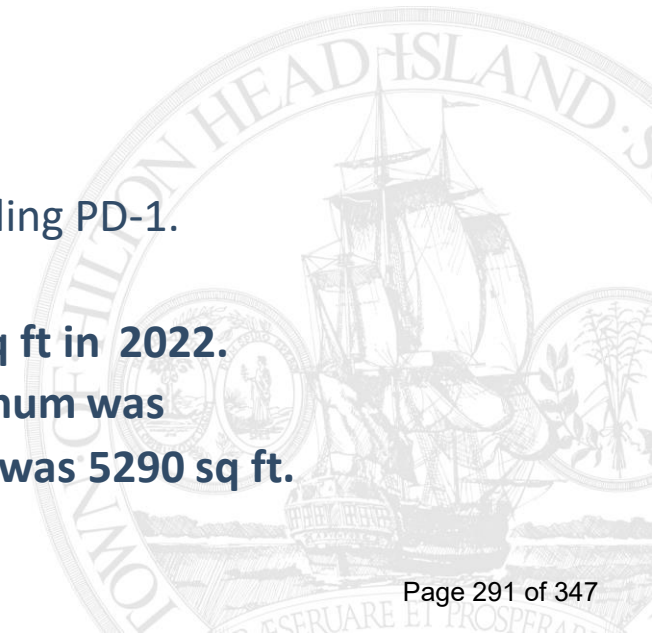
Analysis

2022 Permit Distribution of Square Footage by Zoning District

2022 Building Permit Square Footage				
Zoning District	Number of Residential	Average Home SF	Minimum SF	Maximum SF
RD	6	5184	4115	5786
RM-4	23	3526	1216	5994
RM-8	9	6184	4295	8328
RSF-5	9	6214	4138	7691
WMU	2	5107	3814	6400
Grand Total	49	4775	1216	8328

For context, staff researched Square Footage within the available data of existing HHI permit software.

- New residential buildout for the calendar year 2022 included 156 total properties including PD-1.
- The number of properties per zoning district are distributed by building square footage.
- Additionally, the highest average for single-family residential square footage was **6214 sq ft in 2022**.
- **The minimum was 1216 sq ft in RM-4 Low to Moderate Density Residential, the maximum was 8328 sq ft in RM-8 Moderate Density Residential and the median of all 156 properties was 5290 sq ft.**



Analysis

Previous 5 Years of Building Permit Data

Average 5YR New Build		
	FAR	LOT SIZE
Forest Beach	0.55	0.41
Folly Field	0.40	0.28
Holiday Homes	0.45	0.18
Indigo Run	0.24	0.71
Sea Pines	0.37	0.43
Wexford	0.40	0.4

- Less than 10 percent of the 900 properties in Forest Beach are close to the **FAR**.
- The **Data** for Folly Field showed that new construction is meeting the FAR requirement, but some homes built in the 1960s and 1970s exceed the **FAR**.
- Each of the example PUDs have larger lot sizes with average building size of 6000 sq. ft.

Existing FAR Requirements	
Forest Beach	0.55
Folly Field	0.45
Holiday Homes	0.45

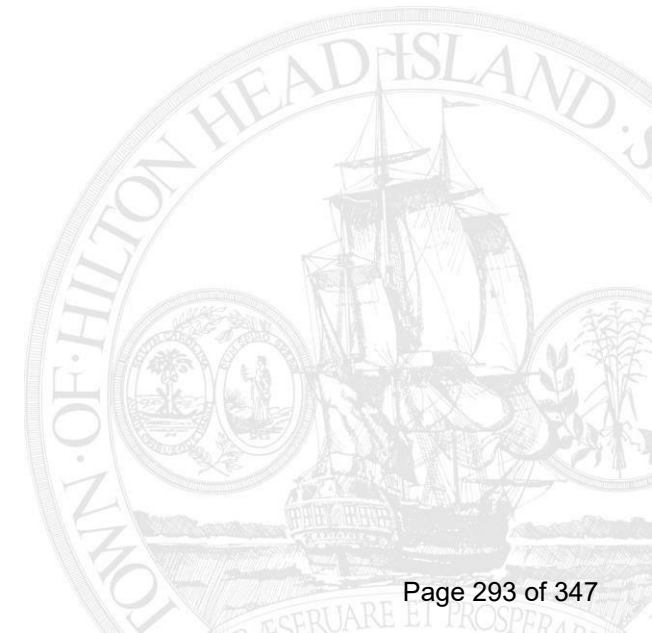
- Examples of areas included in the available data where homes exceed a **FAR** of .45 include North Forest Beach, Singleton Beach, Sandcastles by the Sea, Carolina Isles, Hammock Breeze, Bermuda Pointe, Tansyleaf, and Jarvis Creek.
- The highest average building square footage as determined by the available data is located in RD – Resort Development. The majority of properties are located in RM-4 - Low to Moderate Density Residential District.

Analysis

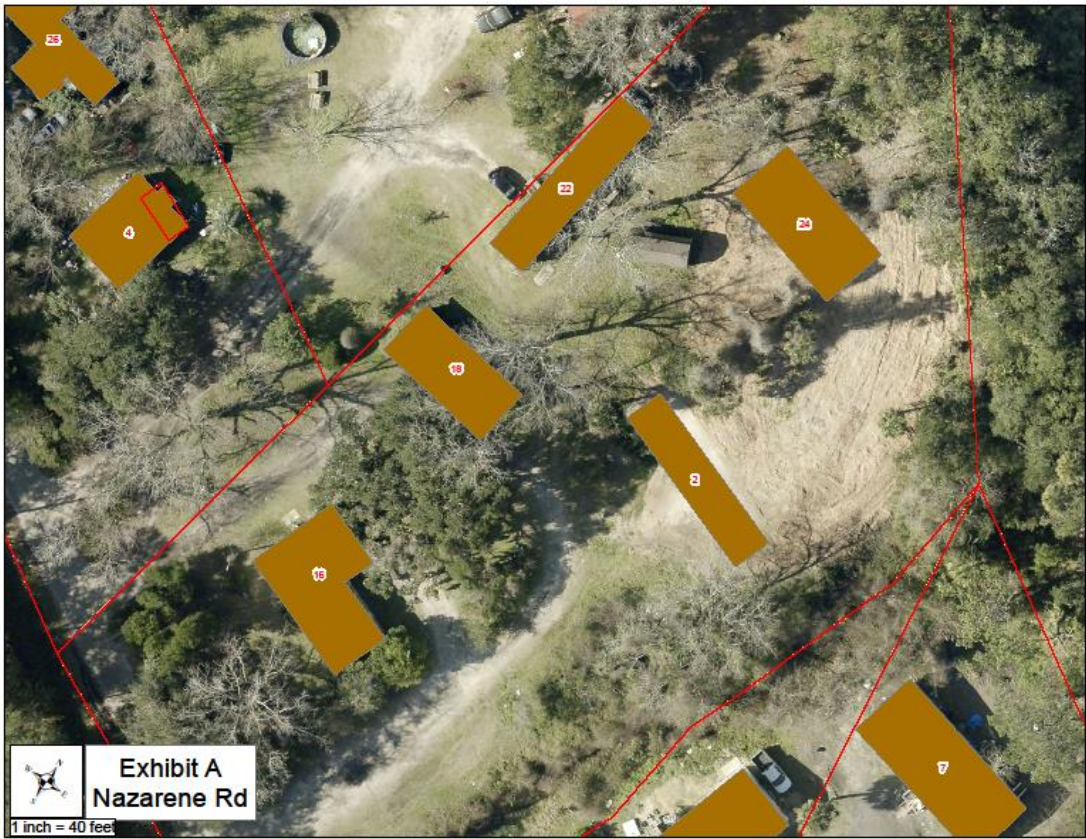
Previous 5 Years of Building Permit Data

Neighborhood	Average Lot Size	Average Yearly SF
BRADLEY CIRCLE	0.18	6183
2018	0.15	5360
2021	0.24	8172
2022	0.16	5600

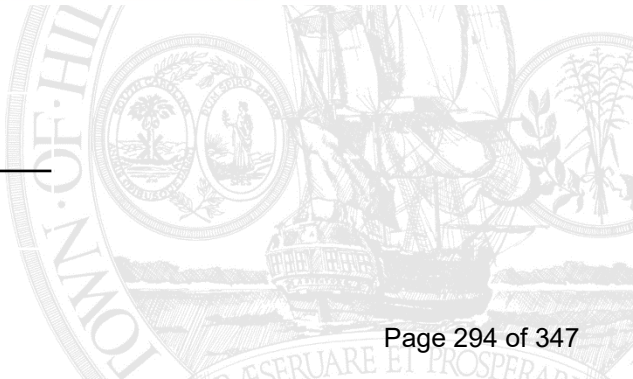
- Existing zoning nearby Bradley Circle is a combination of ***RM-8 Moderate Density*** and ***RD Resort Development***.
- Resort Development contains a wide variety of residential uses with higher intensities allowed for resorts/multi-family.
- There are homes that have been built in the last 5 years that have an FAR in excess of 1.0.



Analysis



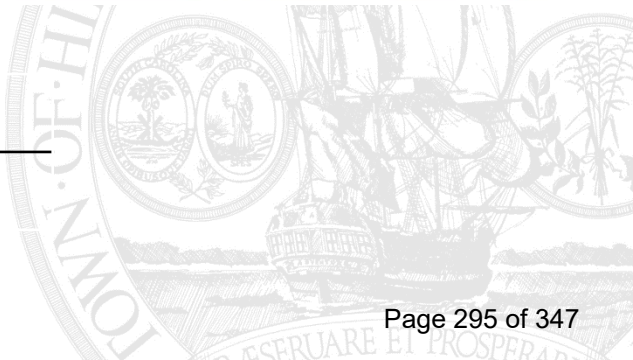
Nazarene Road	FAR	Home Sq FT	Lot Acres	Tx %
Family Compound	0.06	5707	1.89	6%



Analysis



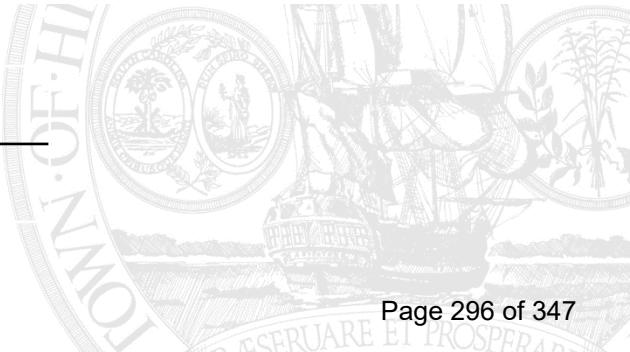
Walking Horse Street	FAR	Home Sq FT	Lot Acres	Tx %
RM-4	0.21	4170	0.46	4%



Analysis



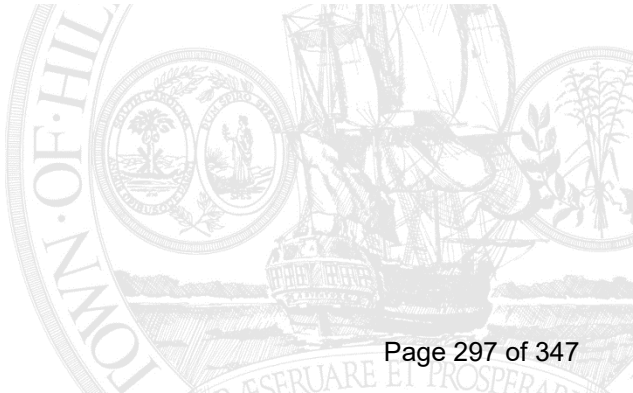
Row Boat Road	FAR	Home Sq FT	Lot Acres	Tx %
RSF-3	0.29	5148	0.5	4%



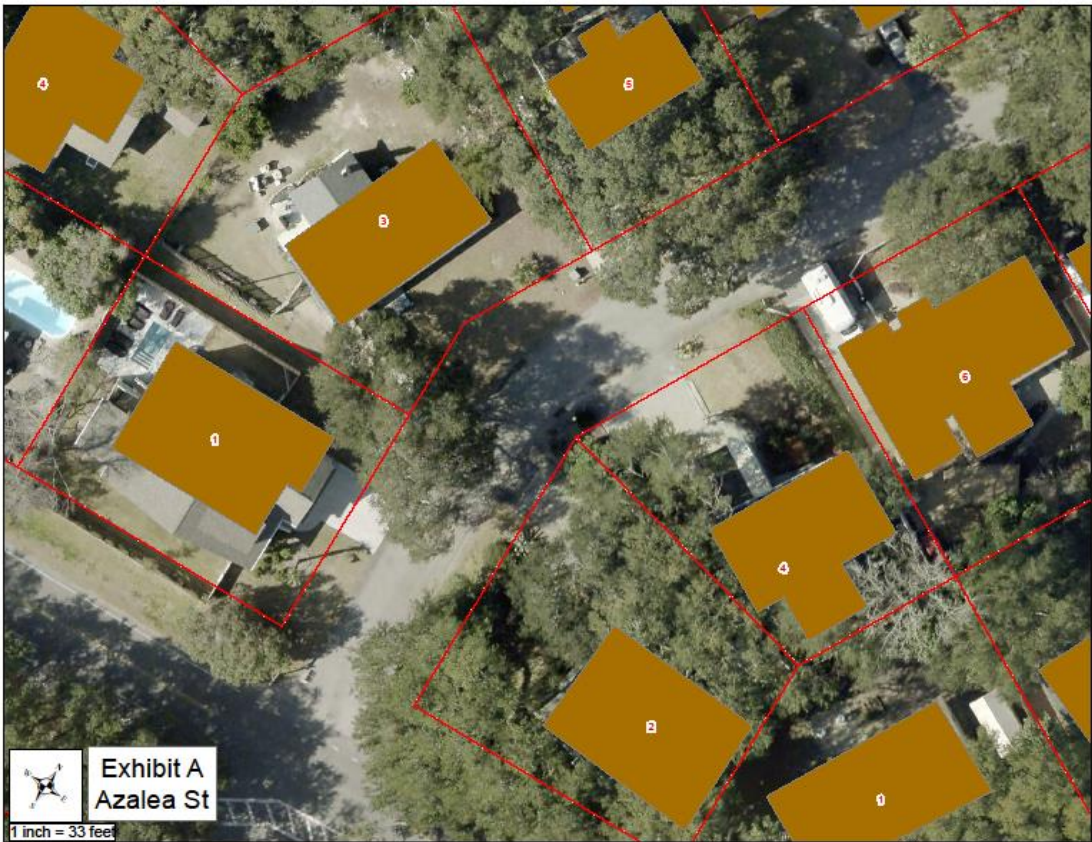
Analysis



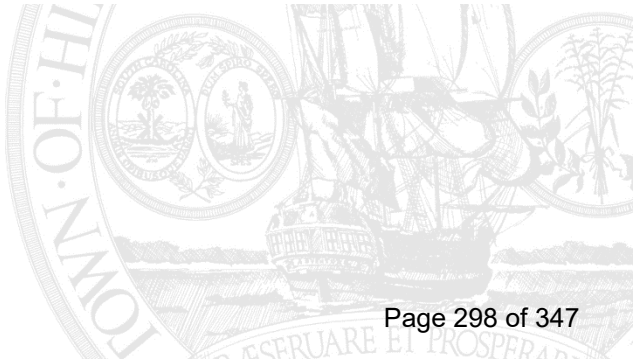
Folly Field Rd	FAR	Home Sq FT	Lot Acres	Tx %
RSF-5	0.32	3585	0.25	6%



Analysis



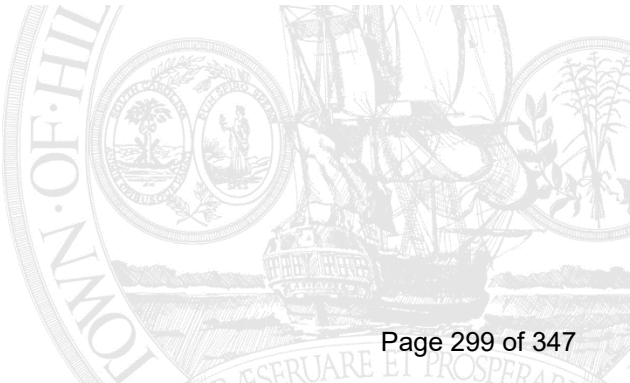
Azalea Street	FAR	Home Sq FT	Lot Acres	Tx %
RSF-6	0.46	3674	0.18	4%



Analysis



Circlewood Drive	FAR	Home Sq FT	Lot Acres	Tx %
RM-4	0.58	2647	0.11	4%



Analysis



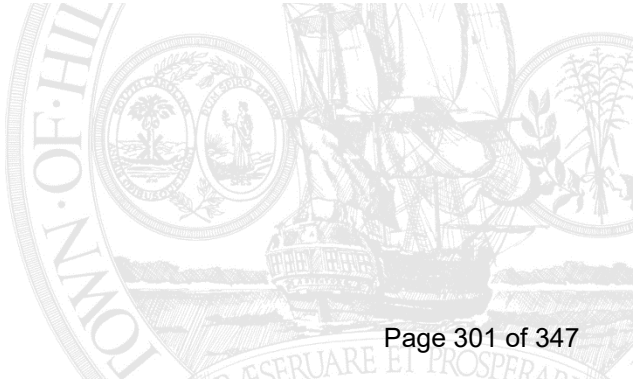
Old Stoney Lane	FAR	Home Sq FT	Lot Acres	Tx %
RM-4	0.62	2436	0.09	6%



Analysis



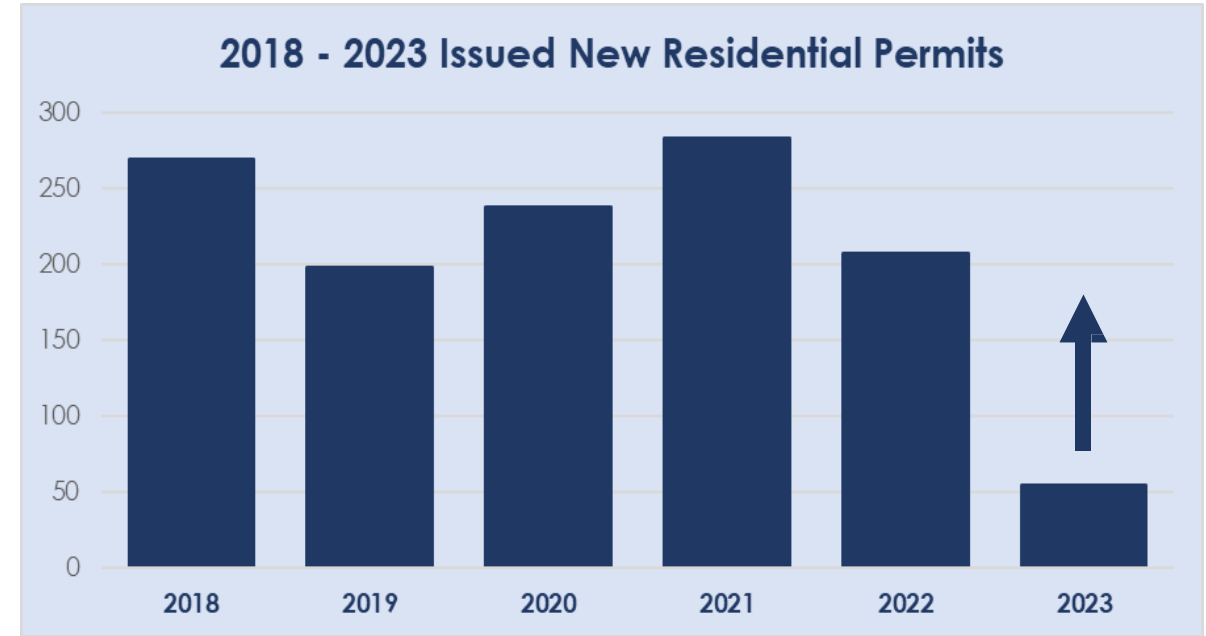
Ceasar Place	FAR	Home Sq FT	Lot Acres	Tx %
RM-8	1.16	1877	0.04	6%



Analysis

Previous 5 Years of Building Permit Data

- New residential buildout dating from January 2018 included 1212 total properties.
- The number of properties are distributed by each year and counting.
- These are considered new construction, not renovation.
- Nearly half (520) of the issued permits are located in a zoning district besides PD-1.
- Of those 520, nearly 40% (200) have more than 4,000 square feet of GFA.
- Of the total number of permits, only 16% are between 0.32 and 0.45.
- The proposed code currently includes family compounds as a single-family use.



For context, staff researched Square Footage within the available data of existing HHI permit software.

Nonconformities

LMO Chapter 16-7 addresses Nonconformities:

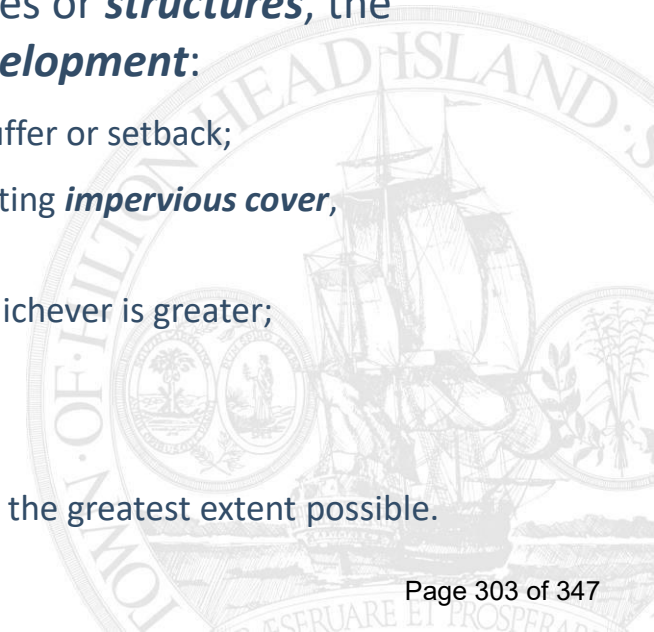
A. Expansion, Relocation or Redevelopment

A legal ***nonconforming structure*** shall not be expanded, enlarged, relocated, or redeveloped, in whole or in part, unless the ***structure*** is made conforming in accordance with the provisions of this ***Ordinance*** or is otherwise allowed by the provisions in this Chapter or Chapter 16-9: Disaster Recovery.

Substitution of Nonconformities for Redevelopment

To provide flexibility and encourage redevelopment of ***sites*** with nonconforming features or ***structures***, the ***Official*** is authorized to approve a Development Plan for such ***sites*** if the proposed ***development***:

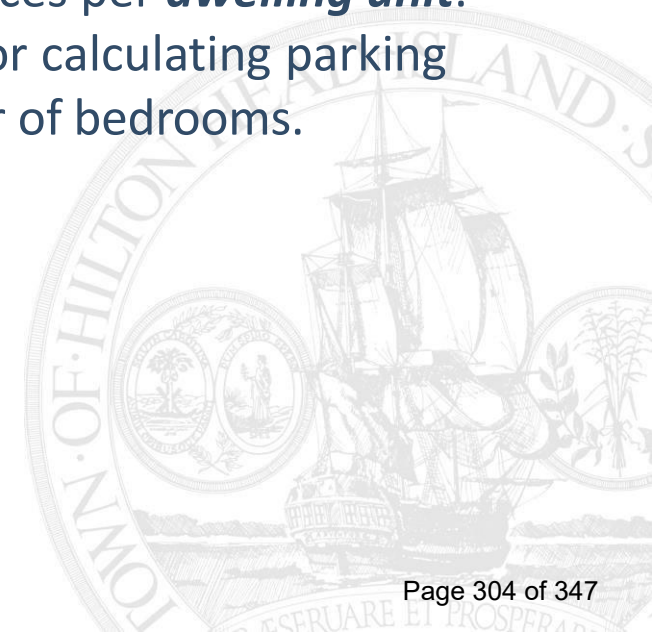
1. Will not include any new ***development*** that increases the amount of encroachment into any required buffer or setback;
2. Will not increase the ***impervious cover*** on the ***site*** over the maximum allowed for the district or the existing ***impervious cover***, whichever is greater;
3. Will not result in a ***density*** in excess of what is allowed under this ***Ordinance***, or the existing ***density***, whichever is greater;
4. Will lessen the extent of existing ***nonconforming site features*** to the greatest extent possible;
5. Will not have an adverse impact on the public health, safety or welfare; and
6. Will lessen the extent of nonconformities related to any existing ***nonconforming structure*** on the ***site*** to the greatest extent possible.



Background - Parking

Parking Minimum Requirements

- Gathering parking standards is the review in a range of what is necessary by ***use***.
- Off-street parking requirements are an attempt to minimize spillover parking on public streets; and to ensure a safe and efficient supply of parking is adequate at the site of development to meet and satisfy demand.
- Parking calculations are routinely simplified by accounting for ***gross floor area*** or square footage; however residential parking has traditionally required a certain number of spaces per ***dwelling unit***.
- The provided information includes five tables that present different options for calculating parking space requirements based upon the square footage of the homes and number of bedrooms.



Proposed Parking Changes:

2. Amend single-family dwelling parking requirements.

Sec.16-3-106 Overlay Zoning Districts

H. Forest Beach Neighborhood Character Overlay (FB-NC-O) District

4. District Regulations *f. Parking*

I. Folly Field Neighborhood Character Overlay (FF-NC-O) District

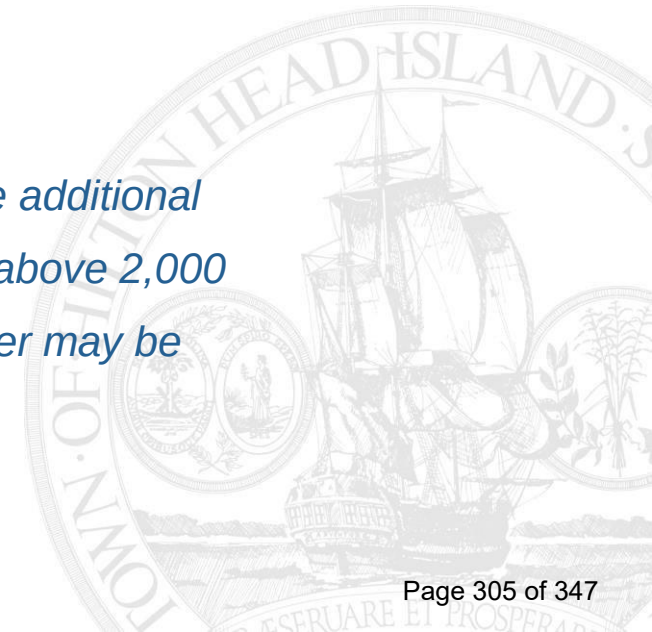
4. District Regulations *g. Parking*

J. Holiday Homes Neighborhood Character Overlay (HH-NC-O) District

4. District Regulations *e. Parking*

Parking

*Two parking spaces are required for up to 2,000 square feet of **gross floor area**. One additional parking space is required for each ~~1,000~~ 750 square feet or portion thereof over and above 2,000 square feet of **gross floor area**. **Driveway** areas not located within any required buffer may be counted for parking.*



Proposed Parking Changes:

2. Amend single-family dwelling parking requirements.

Sec.16-5 Development and Design Standards

16-5-107. Parking and Loading Standards

D. Parking Space Requirements

USE CATEGORY/USE TYPE – MINIMUM NUMBER OF PARKING SPACES

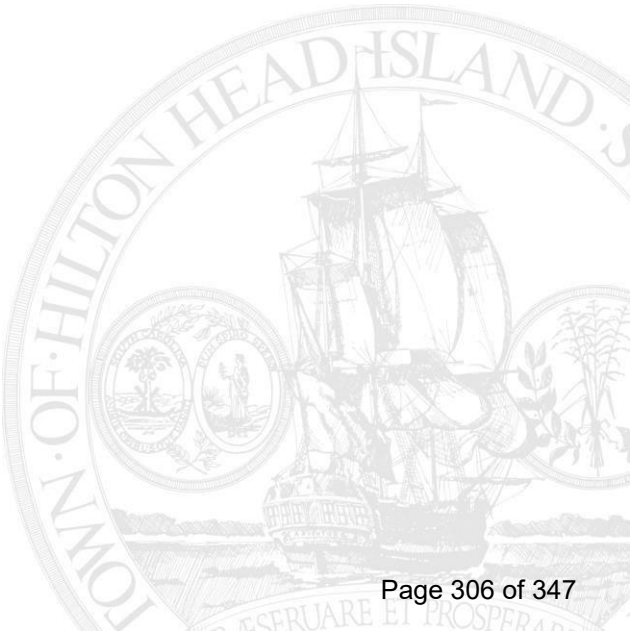
Single-Family Use 2 per du + 1 per 750 GFA over 2,000 GFA

TABLE 16-5-107.D.1: MINIMUM NUMBER OF PARKING SPACES			
USE CATEGORY/USE TYPE		MINIMUM NUMBER OF PARKING SPACES ^{1,2,3,4}	
		CR DISTRICT	ALL OTHER DISTRICTS
RESIDENTIAL USES			
Group Living			
Mixed-Use	Residential		
	Nonresidential		
Multifamily	1 bedroom		
	2 bedrooms		
	3 or more bedrooms		
Single-Family		n/a	2 per du + 1 per 750 GFA over 2,000 GFA 2 per du + 1 per 1,250 GFA over 4,000 GFA

D. Parking Space Requirements

Single-Family Use

~~2 per du + 1 per 1,250 GFA over 4,000 GFA~~



Proposed Parking Changes:

2. Amend single-family dwelling parking requirements.

Sec.16-3-104. Residential Base Zoning

- B. Residential Single-Family-3 (RSF-3) District
- C. Residential Single-Family-5 (RSF-5) District
- D. Residential Single-Family-6 (RSF-6) District
- E. Low to Moderate Density Residential (RM-4) District
- F. Moderate Density Residential District (RM-8) District
- G. Moderate to High Density Residential District (RM-12) District

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

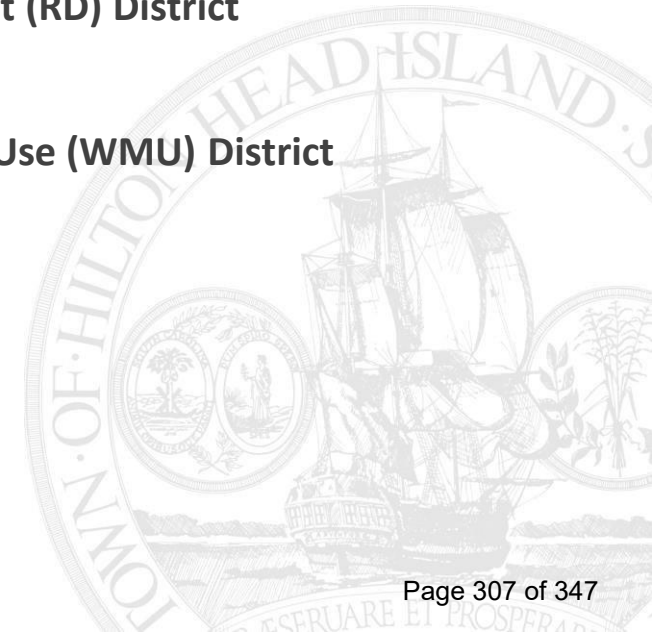
- D. Light Commercial (LC) District
- G. Marshfront (MF) District
- I. Mitchelville (MV) District
- J. Neighborhood Commercial (NC)
- L. Resort Development (RD) District
- N. Stoney (S) District
- O. Waterfront Mixed-Use (WMU) District

2. Allowable Principal Uses and Required Parking

Single-Family

2 per du + 1 per 750 GFA over 2,000 GFA

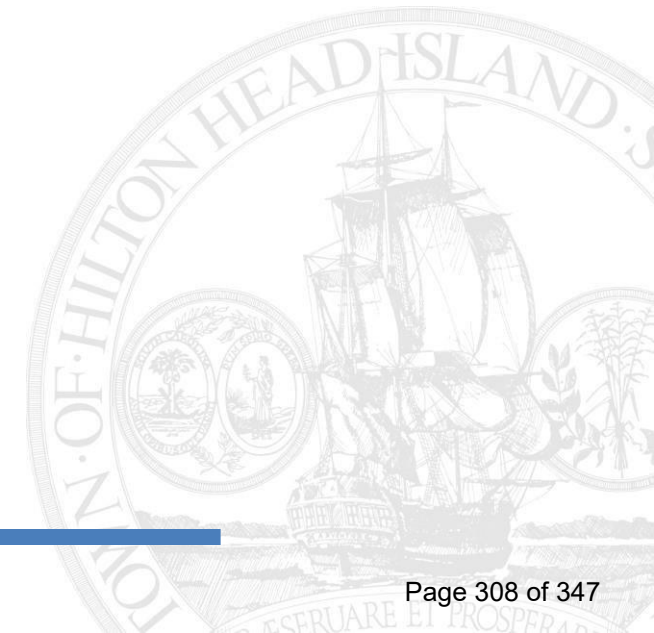
~~2 per du + 1 per 1,250 GFA over 4,000 GFA~~



Parking Considerations:

Parking - Less than 4 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per <u>1-1000</u> GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per <u>1-500</u> GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	3	4	4	5	5	6	6
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000GFA	3	4	5	6	6	7	8
Parking - 5 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per <u>1-1000</u> GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per <u>1-500</u> GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	4	5	5	6	6	7	7
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000GFA	3	4	5	6	6	7	8

At Public Planning Committee, the recommended parking was moved to the **“Overlay – Proposed”** qualifying all single-family use districts and overlays.



Parking Considerations:

Parking - 6 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per 1-1000 GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per 1-500 GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	5	6	6	7	7	8	8
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000GFA	3	4	5	6	6	7	8

At Public Planning Committee, the recommended parking was moved to the **“Overlay – Proposed”** qualifying all single-family use districts and overlays.

Parking - 7 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per 1-1000 GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per 1-500 GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	6	7	7	8	8	9	9
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000GFA	3	4	5	6	6	7	8

Parking Considerations:

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

B. Applicability

1. All **development** shall provide off-street parking and loading areas in accordance with the standards of this section.
2. Any change in **use** of an existing **development** that does not involve **expansion** or remodeling subject to paragraph 3 below, shall comply with the standards this section as applied to the new **use**, to the **maximum extent practicable**.
3. Except as otherwise provided in Sec. 16-7-105, Nonconforming Site Features, any **expansion** or remodeling of an existing **use** or **structure** that results in an increase in the number of **dwelling units**, square feet, rooms, seats, or other unit on which calculation of the minimum number of required parking or loading spaces is based shall provide additional off-street parking and loading spaces as required by application of the standards of this section to such increase, to the **maximum extent practicable**.

Parking - 8 bedrooms								
Options	Requirement	Sq Ft Home						
		2500	3500	4000	4500	5000	5500	6000
HHI Parking - Existing	2 per du + 1 per 1,250 GFA over 4,000 GFA	2	2	2	3	3	4	4
ZoneCo	1 per 750	4	5	6	6	7	8	8
Alternative No. 1	2 Per du + 1 per <u>1-1000</u> GFA over 1000	4	5	5	6	6	7	7
Alternative No. 2	2 Per du + 1 per <u>1-500</u> GFA over 1500	4	6	7	8	9	10	11
Alternative No. 3	2 per du + 1 per 1-1,000 GFA over 2,000 GFA and 1 per bedroom for each bedroom over 4 bedrooms in addition to the base requirements	7	8	8	9	9	10	10
HHI Overlay - Existing	2 per du + 1 per 1,000 GFA over 2,000 GFA	3	4	4	5	5	6	6
ZoneCo Overlay - Proposed	2 per du + 1 per 750 GFA over 2,000 GFA	3	4	5	6	6	7	8

At Public Planning Committee, the recommended parking was moved to the “Overlay – Proposed” qualifying all single-family use districts and overlays.

Analysis

What are the effects of Parking?

The proposed parking requirements for the average 4,500 sq. ft. home would double from 3 minimum spaces to 6 minimum spaces.

In the three neighborhood character overlay districts, parking would increase by one space.

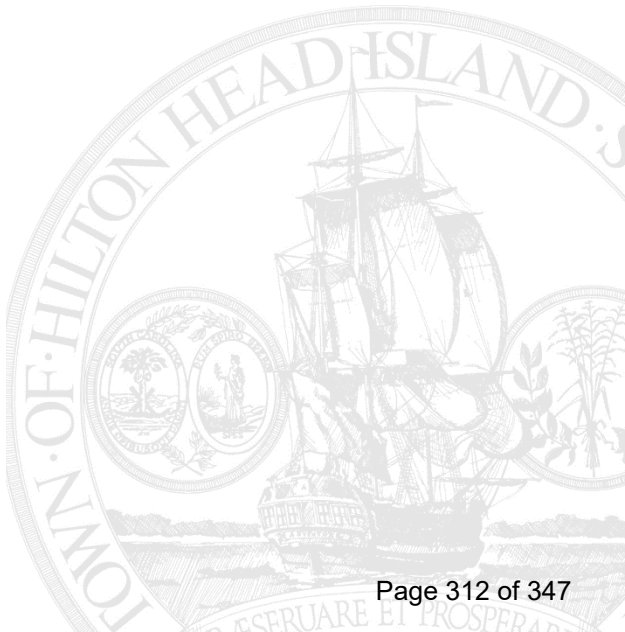
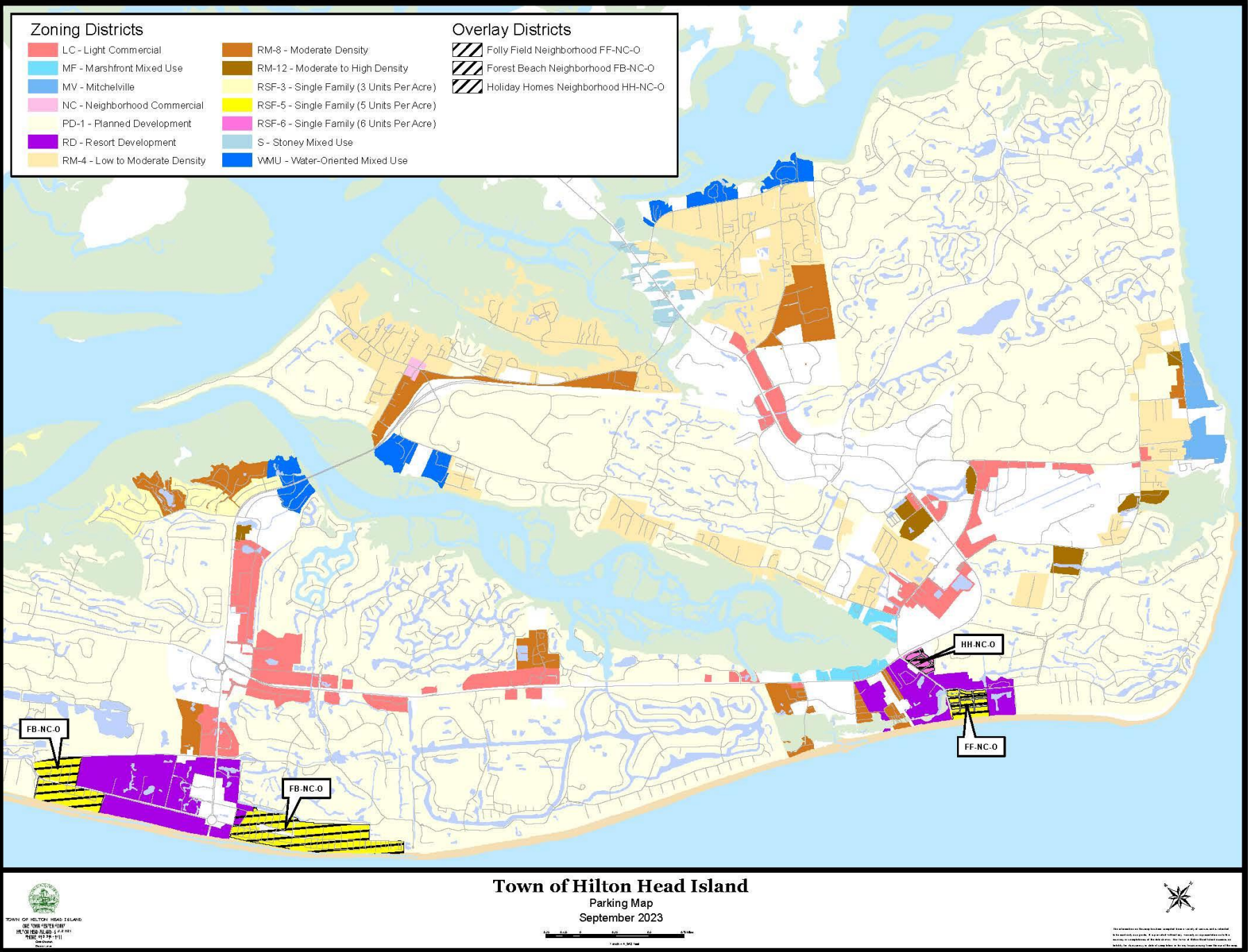
The procedure to calculate parking does not change such as including spaces within garages, and the required size of a parking spot does not change (9x18 ft).

This however could impact the permeable surface of the lot of land, and open space.



*At Public Planning Committee, the recommended parking was moved to the **“Overlay – Proposed”** qualifying all single-family use districts and overlays.*

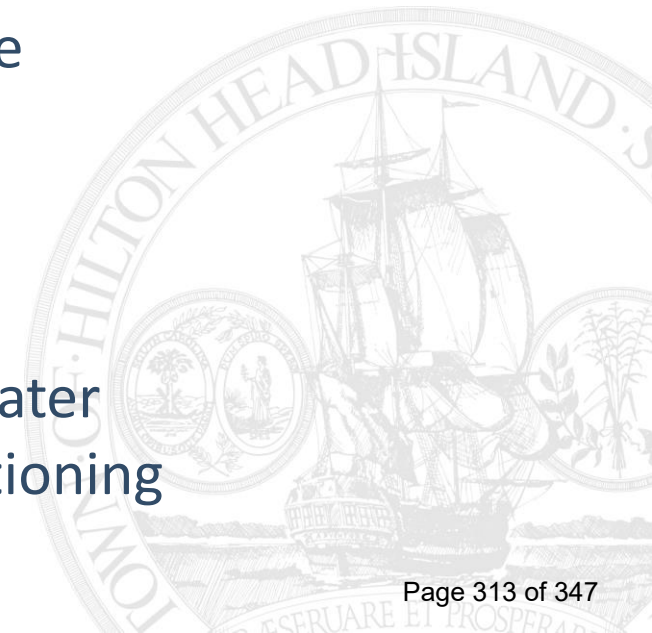
Parking Map



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.



Our Plan – Review Considerations:

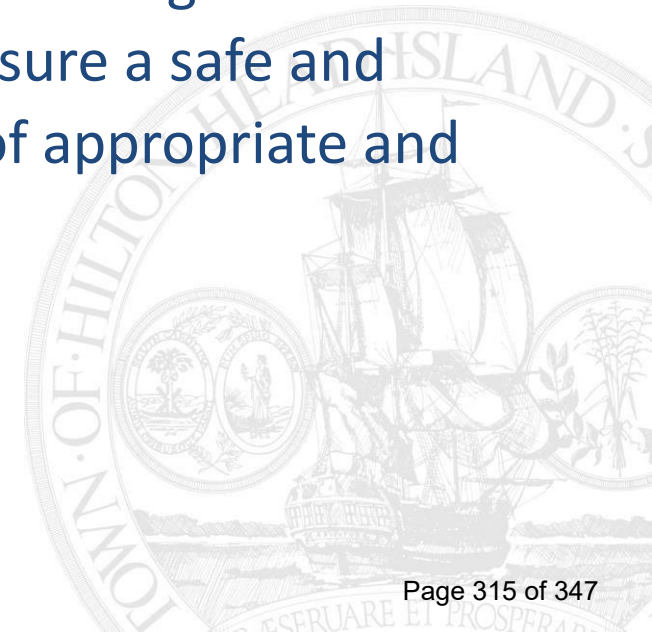
Review Criteria – In accordance with “Our Plan” the Comprehensive Plan of Hilton Head Island

Throughout **Our Plan**, given the nature of inter-related ideas around common topics or areas of concern, there is overlap in key ideas or the scope of the goals. The intent and purpose of adding FAR and amending Parking is to guide the development and use of property to protect, promote, and improve the existing and future needs of the **Town**. A recommendation of action is based upon the goals and themes from **Our Plan**, the Comprehensive Plan.

- **The Pursuit of Excellence** – emphasis on a people-focused community that embraces and celebrates its history, racial, cultural, and socio-economic diversity, and natural resources.
 - Opportunities for Excellence include building an Island community defined by small communities operating collaboratively and by a diverse economic focus (p.111).
 - Connected Strategies include providing appropriate modifications to the zoning designations and land use regulations to meet community needs while maintaining island character (p.116).
- **The Environment and Sustainability** – are foundational values of the Hilton Head Island Community, always including the natural environment.
 - Opportunities for Environment include to anticipate the future climate or environment that could impact the human footprint and presence on the Island (p.124).
 - Infrastructure Strategies include educating residents and visitors about air quality and noise pollution, and their relative impacts on human and environmental health (p.132).
 - Economic Strategies include to encourage and offer options for sustainable development of structures and sites (p.127).

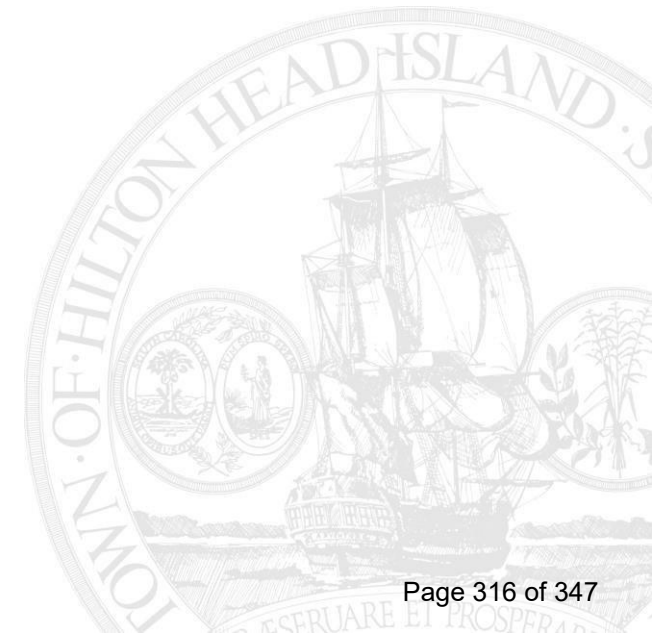
Basis of Amendment

- The proposed amendment for Floor Area Ratio and Single-family Use Parking is recommended due to changing conditions and demonstrated community need regarding residential dwellings' shape, size, and scaled density and consistent with the LMO's prevention of overcrowding of land and development patterns that follow the desired character and development form of the Island.
- The rationale findings detail the rise in larger home-dwelling sizes that have increased the intensity of development across all single-family use zoning districts. The goal of Floor Area Ratio and Single-family Use Parking is to ensure a safe and efficient orderly development pattern with concurrent provision of appropriate and necessary development parking requirements.

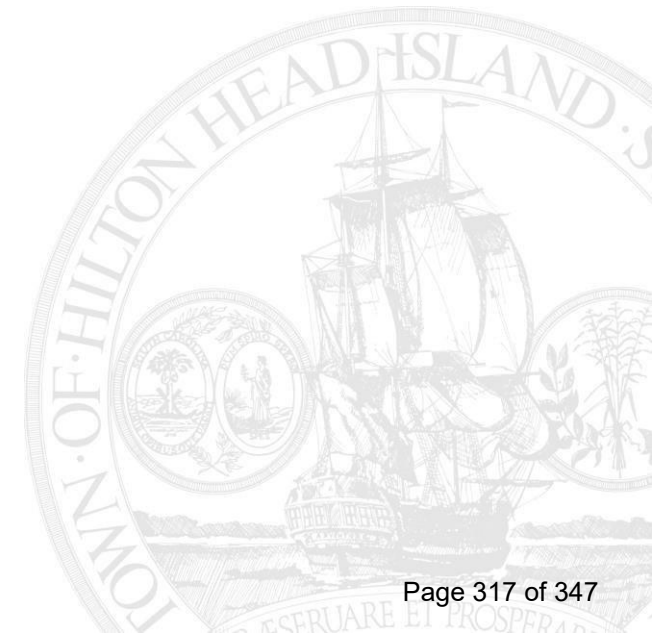


Phase 4a - Recommendation:

That the Town Council consider a proposed ordinance 2023-16 amending Title 16 of the Municipal Code of the Town of Hilton Head Island, the Land Management Ordinance, to amend single-family dwelling parking requirements and to establish single-family dwelling floor area ratio requirements.



Questions?





TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: John Troyer, CPA, Director of Finance
VIA: Marc Orlando, ICMA-CM, Town Manager
DATE: September 19, 2023
SUBJECT: An Ordinance of the Town of Hilton Head Island, South Carolina, for the fiscal year ending June 30, 2024; to provide for the expenditures of certain funds; to allocate the sources of revenue for the said funds; and to provide for severability and an effective date.

RECOMMENDATION:

Staff recommends Town Council approve the first reading of Proposed Ordinance No. 2023-20 which amends Fiscal Year 2024 budgets for the General and Capital Projects Funds.

BACKGROUND:

This budget ordinance proposes to amend the General Fund by transferring funds between departments due to departmental restructuring and to amend the Capital Projects Fund to make appropriations for land purchases previously approved by Town Council, as well as to adjust carry forward budgeted funds from the prior year that were not spent by the end of the fiscal year, and to adjust current year budgeted funds.

SUMMARY:

In the General Fund, Staff requests to realign funds between departments to better match the organizational structure. The interdepartmental realignment does not change the overall General Fund total budget.

The proposed amended FY24 Capital Project Fund budget is \$51,681,081. The increase of \$11,688,000 is attributed to the four land acquisition purchases since July 1, 2023 as voted by Town Council: 30 Bryant Road, 71 Shelter Cove Lane, 72 Pope Avenue, and a parcel on Mathews Drive. The remainder of the Capital Project Fund budget amendment is a calibration between expected and actual FY23 carry forward budgets and the expected and actual FY24 new budgets. While the change in the carry forward budget amounts slightly changes the revenues supporting the projects, it does not further increase or decrease the total FY24 Capital Project Fund budget.

ATTACHMENTS:

1. Proposed Ordinance 2023-20

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND

ORDINANCE NO.

PROPOSED ORDINANCE NO. 2023-20

AN ORDINANCE TO AMEND THE BUDGET FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, FOR THE FISCAL YEAR ENDING JUNE 30, 2024; TO PROVIDE FOR THE BUDGETED APPROPRIATIONS OF PRIOR YEAR BUDGET ROLL-FORWARDS AND CERTAIN OTHER APPROPRIATIONS AND COMMITMENTS AND THE EXPENDITURES OF CERTAIN FUNDS; TO ALLOCATE THE SOURCES OF REVENUE FOR THE SAID FUNDS; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Section 5-7-260 of the Code of Laws of South Carolina requires that a municipal council act by ordinance to adopt a budget and levy taxes, pursuant to public notice; and

WHEREAS, the Town Council did adopt the budget on June 6, 2023, and

WHEREAS, pursuant to the budget amendment policy as stated in the Town's annual budget document, the Town Council is desirous of amending the budget so as to provide for the budgeted appropriations of prior year budget roll-forwards and certain other appropriations and commitments from the Fund Balance and other revenue sources.

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

Section 1 Amendment. The adopted 2024 fiscal year budget is amended to make the following changes as additions to the funds from prior years and to the projected revenue and expenditure accounts as summarized below and as detailed in Attachment A.

General Fund – a slight realignment of the approved budget to better match the organizational structure without changing the General Fund total appropriations.

Capital Projects Fund

- a) A change in the mix of expected carry forward of projects from budget projections to actuals without changing the total CIP appropriations.
- b) An increase in the CIP land acquisition to budget for Town Council's land purchases since July 1, 2023.

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 enactment by the Town Council of the Town of Hilton Head Island.

ORDINANCE NO.

PROPOSED ORDINANCE NO. 2023-20

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

Alan Perry, Mayor

ATTEST:

Kimberly Gammon
Town Clerk

First Reading: _____
Second Reading: _____

APPROVED AS TO FORM:

Curtis Coltrane, Town Attorney

Introduced by Council Member:

ORDINANCE NO.**PROPOSED ORDINANCE NO. 2023-20****ATTACHMENT A****General Fund Budget Amendment**

The FY24 General Fund budget amendment is due to better align with departmental efforts and responsibilities.

General Fund Revenues:

No Changes

General Fund Expenditures:

	FY 2024	FY 2024	Increase
<u>Interdepartmental Transfers</u>	<u>Adopted Budget</u>	<u>Revised Budget</u>	<u>(Decrease)</u>
Town Council	\$ 450,842	\$ 450,842	\$ -
Town Manager	1,698,127	1,563,127	(135,000)
Finance	2,667,700	2,667,700	-
Human Resources	691,111	691,111	-
Legal Administration	672,288	672,288	-
Office of Cultural Affairs	313,313	313,313	-
Information Technology	4,232,573	4,232,573	-
Communications and Community Engagement	446,715	1,051,313	604,598
Transportation Management (Former Engineering)	513,437	847,499	334,062
Facilities Management	7,434,416	2,639,379	(4,795,037)
Parks & Public Space Program (Former Capital Projects)	822,625	4,565,437	3,742,812
Community Development Administration	1,278,795	1,527,360	248,565
Building, Inspections & Compliance	1,360,933	1,360,933	-
Development Review and Zoning	780,487	-	(780,487)
Community Development Services	529,604	-	(529,604)
Development Services Program (CD Services & DRZ)	-	1,310,091	1,310,091
Community Planning	936,193	936,193	-
Fire Rescue Operations	15,443,206	15,443,206	-
Fire Rescue Administration	5,703,784	5,703,784	-
Public Safety	1,490,215	1,490,215	-
Townwide	5,150,619	5,150,619	-
Community Grants	2,363,994	2,363,994	-
Transfer to Housing Fund	2,000,000	2,000,000	-
Transfer to Land Acquisition Fund	1,000,000	1,000,000	-
Total	57,980,977	57,980,977	-

ATTACHMENT A, CONTINUED

Capital Projects Fund Budget Amendment

The FY24 budget adjustments are due to calibrations between the estimated and actual FY23 carry forward budget amounts and estimated and actual new FY24 budget amounts to reflect the project's progress, schedule, and scope, as well as to provide appropriations for land purchases previously authorized by Town Council.

Capital Projects Fund Expenditures:

	FY 2024	FY 2024	Increase
	Adopted Budget	Revised Budget	(Decrease)
Beach Program	\$ 4,556,000	\$ 3,682,283	\$ (873,717)
Pathway Program	4,810,000	\$ 3,434,641	(1,375,359)
Roadway Program	6,204,465	\$ 6,326,280	121,815
Park Program	9,129,500	\$ 8,002,768	(1,126,732)
Facility & Equipment Program	6,563,696	\$ 9,817,689	3,253,993
Fleet Program	8,329,420	\$ 8,329,420	-
Land Acquisition Administration	400,000	\$ 400,000	-
Subtotal	39,993,081	39,993,081	-
Land Acquisition*	-	\$ 11,688,000	11,688,000
Total	39,993,081	51,681,081	11,688,000

Total Capital Projects Fund Expenditure Increase

11,688,000

***NOTE - FY24 Land Acquisitions to-date include:**

Property:	Funded by:	Amount:
30 Bryant Road	Real Estate Transfer Fee	\$ 3,400,000
71 Shelter Cove Lane	Hospitality Tax, Beach Fee and ATAX	3,938,000
72 Pope Avenue	Hospitality Tax, Beach Fee and ATAX	4,000,000
Mathews Drive Site	Real Estate Transfer Fee	350,000
		11,688,000

ORDINANCE NO.

PROPOSED ORDINANCE NO. 2023-20

ATTACHMENT A, CONTINUED

Capital Projects Fund Revenues:

With the change in carry forward mix of projects, the revenues supporting the projects slightly changes as well. The land acquisition purchases bring additional revenues.

Capital Projects Fund Revenues:

	FY 2024 Adopted Budget	FY 2024 Revised Budget	Increase (Decrease)
Traffic & Park Impact Fees	\$ 300,000	\$ 300,000	\$ -
HTAX Supported Lease	7,944,420	\$ 7,944,420	-
Capital	1,200,000	\$ 1,200,000	-
Sale of Land	1,600,000	\$ 1,600,000	-
Previous Bond Proceeds	-	\$ 242,141	242,141
Grants	-	\$ 512,048	512,048
Transfers In:			
Beach Preservation Fees	6,556,000	\$ 7,051,283	495,283
Hospitality Tax	2,360,000	\$ 3,808,388	1,448,388
Tax Increment Financing	4,379,500	\$ 3,884,337	(495,163)
State Accommodation Tax	3,000,000	\$ 7,000,000	4,000,000
Road Usage Fee	3,600,000	\$ 3,600,000	-
Electric Franchise Fee	7,793,161	\$ 8,596,224	803,063
Real Estate Transfer Fee	400,000	\$ 4,150,000	3,750,000
Stormwater Utility Fee	860,000	\$ 1,792,240	932,240
Total	39,993,081	51,681,081	11,688,000
Total Capital Projects Fund Revenue Increase			11,688,000

The effects of this budget amendment for fiscal year 2024 are presented below.

	General Fund	Cap Proj Fund	Debt Service
	Expenditures	Revenues & Transfers In	Expenditures, Revenues & Transfers In
Original Budget	\$ 57,980,977	\$(57,980,977)	\$ 39,993,081
Amendment	-	-	11,688,000
Revised Budget	\$ 57,980,977	\$(57,980,977)	\$ 51,681,081

ORDINANCE NO.

PROPOSED ORDINANCE NO. 2023-20

ATTACHMENT A, CONTINUED

The effects of this budget amendment for fiscal year 2024 are presented below (continued).

	GGHN Community Development Corporation Fund		Housing Fund		Total Governmental Funds	
	Expenditures, Transfers Out & Other Uses	Revenues & Transfers In	Expenditures, Transfers Out & Other Uses	Revenues & Transfers In	Expenditures, Transfers Out & Other Uses	Revenues & Transfers In & Other Sources
Original Budget	\$ 5,343,185	\$ (5,343,185)	\$ 3,350,000	\$ (3,350,000)	\$124,064,476	\$ (124,064,476)
Amendment	-	-	-	-	11,688,000	(11,688,000)
Revised Budget	\$ 5,343,185	\$ (5,343,185)	\$ 3,350,000	\$ (3,350,000)	\$135,752,476	\$ (135,752,476)

**Enterprise Fund
Stormwater Fund**

	Expenditures & Transfers Out	Revenues & Transfers In
Original Budget	\$ 5,885,817	\$ (5,885,817)
Amendment	-	-
Revised Balance	\$ 5,885,817	\$ (5,885,817)

	Original Budget	Amendment*	Proposed Amended Budget
Total Governmental Funds	\$ 124,064,476	\$ 11,688,000	\$ 135,752,476
Enterprise Fund (Stormwater)	\$ 5,885,817	-	\$ 5,885,817
Total	\$ 129,950,293	\$ 11,688,000	\$ 141,638,293

***The proposed amendment increase relates to land Town Council has voted to purchase.
The Town's standard practice is to formally amend the budget after the vote to purchase.**



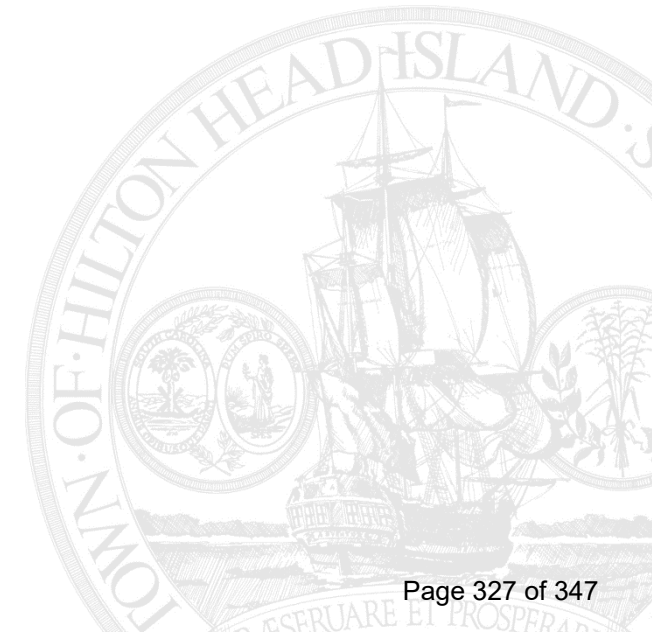
Town Council Meeting October 3, 2023

Consideration of an Ordinance to
amend the Budget for Fiscal 2023-2024

Town of Hilton Head Island

Land Purchases

- ❖ The Town has adopted a budget for Fiscal 2023-2024.
- ❖ The Town has rolled back the millage rate to offset the effects of reappraisal on property values from 23.1 mills to 21.4 mills.
- ❖ Since the Budget adoption, Town Council has made 4 land purchases.
- ❖ The Budget needs to be updated to reflect Town Council's decisions.
- ❖ These sites include:
 - ✓ Bryant Road
 - ✓ Shelter Cove Lane
 - ✓ Pope Avenue
 - ✓ Mathews Drive

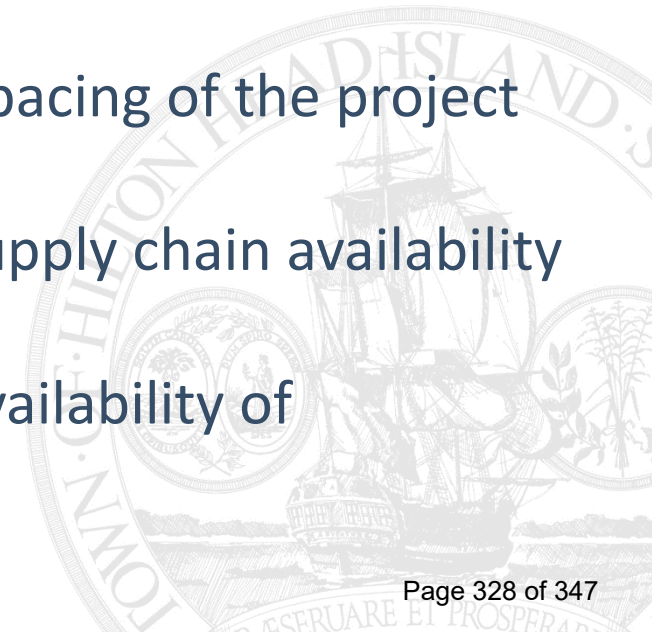


Town of Hilton Head Island

Change in Capital Improvement Plan Estimates

- ❖ At the time the Budget was developed (February, March and April), the Town also made a number of estimates for the Capital Improvements Plan (CIP) regarding how much carryforward appropriations would be needed to continue some of the projects in the Fiscal 2023 CIP into Fiscal 2024.

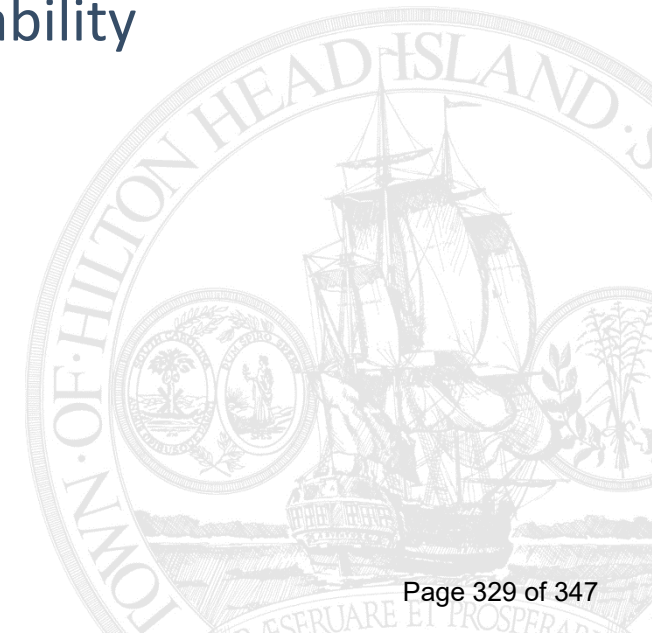
- ❖ Now that Fiscal 2023 is closed, the Town asks to update the amounts carryforward of appropriations from Fiscal 2023 to Fiscal 2024 because of:
 - ✓ There has been a change in estimate because the pacing of the project is different than expected to finish 2023
 - ✓ There has been a change in estimate because of supply chain availability of materials
 - ✓ There has been a change in estimate because of availability of contractors at this time
 - ✓ There is NO change to the total CIP for this



Town of Hilton Head Island

Rearrange the existing General Fund Budget to better match responsibilities

- ❖ The General Fund Budget was re-examined and a proposal is included that:
 - ✓ **Does not change the total approved spend of \$57,980,977**
 - ✓ Better aligns appropriations with organizational functions
 - ✓ Better aligns appropriations with responsibilities for accountability
 - ✓ Provides better clarity for increased transparency

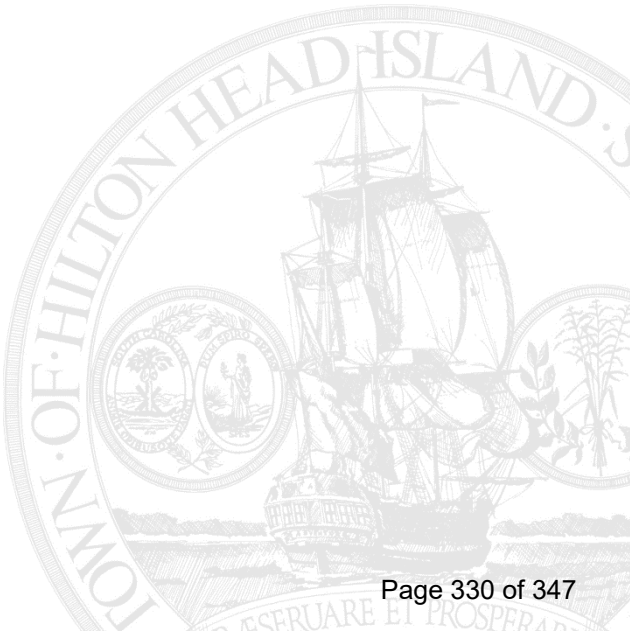


Town of Hilton Head Island

The proposed budget amendment matches the total of the land purchases – there are NO other changes to the total.

	Original Budget	Proposed Amendment(A)	Proposed Amended Budget
Governmental Funds	124,064,476	11,688,000	135,752,476
Enterprise Fund (Stormwater)	5,885,817	-	5,885,817
Total Budget	129,950,293	11,688,000	141,638,293

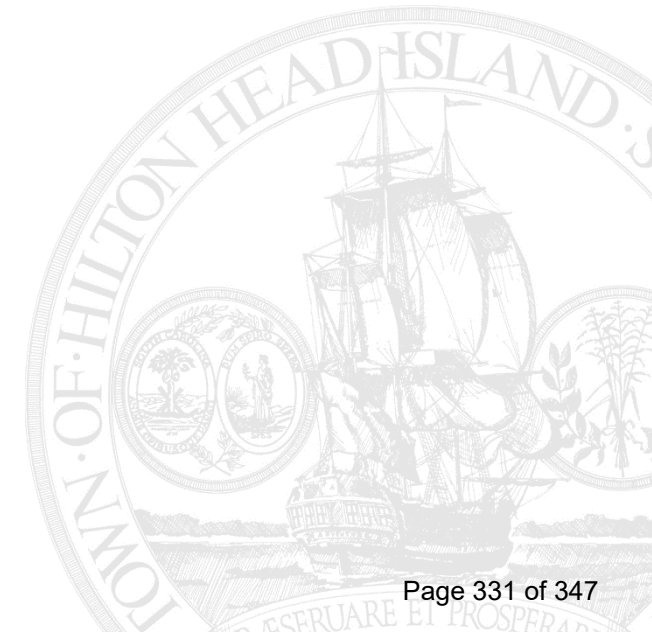
(A) The only change to the total is the amount of the four land purchases.



Town of Hilton Head Island

Staff recommends:

- ❖ Adopt the Budget amendment of first reading on October 3, 2023
- ❖ Consider the second and final reading on October 17, 2023



QUESTIONS?

**Town Council Meeting
October 3, 2023**

Consideration of an Ordinance to
amend the Budget.





TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: John Troyer, Finance Director
CC: Marc Orlando, Town Manager
DATE: September 20, 2023
SUBJECT: Consideration of an Ordinance amending the Business License Ordinance of the Town of Hilton Head Island to update the Business License Class Schedule as Required by Act 176 of 2020

RECOMMENDATION:

That the Finance and Administrative Committee recommend to Town Council to amend the Current Business License Ordinance Title 10, Sec. 10-1-250 of the Municipal Code of the Town of Hilton Head Island to update the Business License Class Schedule as required by Act 176 of 2020.

BACKGROUND:

SC General Assembly passed Act 176, the Business License Standardization Act, in September 2020. The law required every local government levying a business license tax to administer the tax in the same way across the state starting January 1, 2022. The Municipal Association of South Carolina (MASC) created the Business License Model Ordinance to ensure compliance with Act 176. Town Council adopted the Business License Model Ordinance in September 2021 so that the Town could administer the business license tax according to state law.

SUMMARY:

Every odd year, Act 176 requires every taxing jurisdiction levying a business license tax to adopt by ordinance the latest Standardized Business License Class Schedule as recommended by MASC and adopted by the Director of the Revenue and Fiscal Affairs Office. MASC shall determine and revise the Standardized Business License Class Schedule every even year using the latest available nationwide Internal Revenue Service statistics. MASC published the latest Standardized Business Class Schedule on June 27, 2023. Town staff completed a detailed rate study analysis in July 2023 to determine the impact of the class schedule changes to the Town and to the business community.

A presentation was provided to the Finance & Administrative Committee meeting.

ATTACHMENTS:

1. Amended Business License Ordinance Title 10, Sec. 10-1-50.
2. Business License Class Schedule Rate Study Analysis.
3. PowerPoint 10.3.23 Presentation – Business License Class Schedule Update.

AN ORDINANCE

AMENDING THE BUSINESS LICENSE ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND TO UPDATE THE CLASS SCHEDULE AS REQUIRED BY ACT 176 OF 2020.

WHEREAS, the Town of Hilton Head Island (the “Municipality”) is authorized by S.C. Code Section 5-7-30 and Title 6, Chapter 1, Article 3 to impose a business license tax on gross income;

WHEREAS, by Act No. 176 of 2020, known as the South Carolina Business License Tax Standardization Act and codified at S.C. Code Sections 6-1-400 to -420 (the “Standardization Act”), the South Carolina General Assembly imposed additional requirements and conditions on the administration of business license taxes;

WHEREAS, the Standardization Act requires that by December thirty-first of every odd year, each municipality levying a business license tax must adopt, by ordinance, the latest Standardized Business License Class Schedule as recommended by the Municipal Association of South Carolina (the “Association”) and adopted by the Director of the Revenue and Fiscal Affairs Office;

WHEREAS, following the enactment of the Standardization Act, the Municipality enacted Ordinance No. 2021-16 on September 21, 2021, in order to comply with the requirements of the Standardization Act (the “Current Business License Ordinance”);

WHEREAS, the Town Council of the Municipality (the “Council”) now wishes to amend the Current Business License Ordinance, Title 10, Sec. 10-1-250, to adopt the latest Standardized Business License Class Schedule, as required by the Standardization Act, and to make other minor amendments as recommended by the Association;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the Town of Hilton Head Island, as follows:

SECTION 1. Amendments to Appendix A. Appendix A to the Current Business License Ordinance, the “Business License Rate Schedule,” is hereby amended as follows:

- (a) Class 8.3 is hereby amended by deleting the NAICS Codes and replacing them with NAICS 517111, 517112, 517122 – Telephone Companies.
- (b) Class 8.6 is hereby amended and restated in its entirety to read as follows: “**8.6 NAICS Code Varies – Billiard or Pool Tables**. A business that offers the use of billiard or pool tables shall be subject to business license taxation under its natural class for all gross income of the business excluding the gross income attributable to the billiard or pool tables. In addition, the billiard or pool tables shall require their own separate business licenses pursuant to SC Code § 12-21-2746 and shall be subject to a license tax of \$5.00 per table measuring less than 3½ feet wide and 7 feet long, and \$12.50 per table longer than that.”
- (c) The NAICS codes corresponding to Classes 9.40 have been eliminated. Businesses that were previously classified into 9.40 shall be required to apply and pay for a

business license in their natural class.

SECTION 2. Amendments to Appendix B. Appendix B to the Current Business License Ordinance, the “Business License Class Schedule,” is hereby amended as follows:

- (a) Classes 1 through 8 in Appendix B to the Current Business License Ordinance, the “Business License Class Schedule,” are hereby amended and restated as set forth on the attached Exhibit A.
- (b) Class 9 in Appendix B to the Current Business License Ordinance, the “Business License Class Schedule,” shall remain in full force and effect as set forth in the Current Business License Ordinance.
- (c) The NAICS codes corresponding to Class 9.40 have been eliminated. Businesses that were previously classified into 9.40 shall be required to apply and pay for a business license in their natural class.

SECTION 3. Repealer, Effective Date. All ordinances in conflict with this ordinance are hereby repealed. This ordinance shall be effective with respect to the business license renewal year beginning on May 1, 2024.

ENACTED IN REGULAR MEETING, this ____ day of _____, 20 ____.

Mayor

ATTEST:

Clerk

First reading: _____

Final reading: _____

**Exhibit A: Amendment to Classes 1 – 8 in Appendix B of the
Current Business License Ordinance**

**APPENDIX B
Classes 1 – 8: Business License Class Schedule by NAICS Codes**

NAICS Sector/Subsector	Industry Sector	Class
11	Agriculture, forestry, hunting and fishing	1
21	Mining	2
22	Utilities	1
31 - 33	Manufacturing	3
42	Wholesale trade	1
44 - 45	Retail trade	1
48 - 49	Transportation and warehousing	1
51	Information	4
52	Finance and insurance	7
53	Real estate and rental and leasing	7
54	Professional, scientific, and technical services	5
55	Management of companies	7
56	Administrative and support and waste management and remediation services	3
61	Educational services	3
62	Health care and social assistance	4
71	Arts, entertainment, and recreation	3
721	Accommodation	1
722	Food services and drinking places	2
81	Other services	4
Class 8	Subclasses	
23	Construction	8.1
482	Rail Transportation	8.2
517111	Wired Telecommunications Carriers	8.3
517112	Wireless Telecommunications Carriers (except Satellite)	8.3
517122	Agents for Wireless Telecommunications Services	8.3
5241	Insurance Carriers	8.4
5242	Insurance Brokers for non-admitted Insurance Carriers	8.4
713120	Amusement Parks and Arcades	8.51
713290	Nonpayout Amusement Machines	8.52
713990	All Other Amusement and Recreational Industries (pool tables)	8.6

2023 Class Schedule is based on a three-year average (2017 - 2019) of IRS statistical data.

2023 Business License Class Rate Study Analysis

	A	B	C	D	E	F	G	H	I
	NAICS Sector/Subsector	Industry Sector	Current Rate	Class New Class Rate	FY 23 Actual Business License Revenue Collected	Business License Revenue Based on New Rate	Revenue Impact to Town	Percentage of Businesses Impacted by Change to Class Rate	Average Revenue Loss or Gain in Sector/Subsector for Town
1									
2	11	Agriculture, forestry, hunting, and fishing	Class 2	Class 1	\$ 534.00	\$ 423.70	\$ (110.30)	Less than 1%	-20%
3	21	Mining	Class 4	Class 2	\$ 180.40	\$ 140.00	\$ (40.40)	Less than 1%	-22%
4	22	Utilities	Class 1	Class 1	New Sector for 2024	\$ -			
5	31-33	Manufacturing	Class 2	Class 3	\$ 64,785.00	\$ 71,518.70	\$ 6,733.70	Less than 1%	9%
6	42	Wholesale trade	Class 1	Class 1	\$ 71,024.75	\$ 71,024.75	\$ -	0%	0%
7	44-45	Retail trade	Class 1	Class 1	\$ 723,690.75	\$ 723,690.75	\$ -	0%	0%
8	48-49	Transportation and warehousing	Class 2	Class 1	\$ 52,813.00	\$ 40,740.15	\$ (12,072.85)	1.10%	-22%
9	51	Information	Class 4	Class 4	\$ 20,655.10	\$ 20,655.10	\$ -	0%	0%
10	52	Finance and insurance	Class 7	Class 7	\$ 115,956.40	\$ 115,956.40	\$ -	0%	0%
11	53	Real estate and rental and leasing	Class 7	Class 7	\$ 2,832,071.67	\$ 2,832,071.67	\$ -	0%	0%
12	54	Professional, scientific, and technical services	Class 5	Class 5	\$ 403,491.67	\$ 403,491.67	\$ -	0%	0%
13	55	Management of companies	Class 7	Class 7	\$ 8,923.40	\$ 8,923.40	\$ -	0%	0%
14	56	Admin and support, waste management, remediation	Class 4	Class 3	\$ 505,757.40	\$ 431,767.20	\$ (73,990.20)	6.30%	-14%
15	61	Educational services	Class 4	Class 3	\$ 18,917.60	\$ 16,156.80	\$ (2,760.80)	Less than 1%	-14%
16	62	Health care and social assistance	Class 4	Class 4	\$ 501,044.50	\$ 501,044.50	\$ -	0%	0%
17	71	Arts, entertainment, and recreation	Class 3	Class 3	\$ 178,137.97	\$ 178,137.97	\$ -	0%	0%
18	721	Accommodation	Class 3	Class 1	\$ 194,183.00	\$ 132,474.90	\$ (61,708.10)	Less than 1%	-31%
19	722	Food services and drinking places	Class 1	Class 2	\$ 396,537.15	\$ 525,653.00	\$ 129,115.85	2.70%	24%
20	81	Other services	Class 5	Class 4	\$ 225,520.20	\$ 207,519.50	\$ (18,000.70)	5.70%	-8%
21									
22				TOTAL	\$ 6,314,223.96	\$ 6,281,390.16	\$ (32,833.80)	15.80%	Less than 1%
23									
24									
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TOWN OF HILTON HEAD ISLAND
Town Council Meeting
October 3, 2023

Business License Class Schedule Update



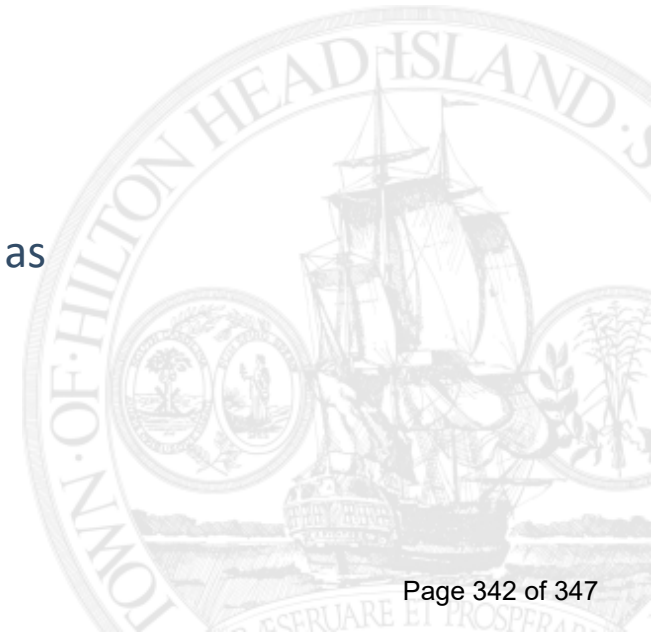
BACKGROUND

- SC General Assembly passed Act 176, the Business License Standardization Act, in September 2020. The law required every local government levying a business license tax to administer the tax in the same way across the state beginning January 1, 2022.
- The Municipal Association of South Carolina (MASC) created the Business License Model Ordinance to ensure compliance with Act 176 requirements.
- Town Council adopted the Business License Model Ordinance in September 2021 and now administers business license taxes according to state law.



2021 Summary

- Act 176 required the Town to adopt the Standardized Business License Class Schedule.
- The Town reclassified all businesses for the 2022 business license tax year.
- The Town completed a data analysis and rate study in 2021 based on the class schedule changes.
- The study revealed a shortfall of \$339,892 in business license tax revenue.
- Business License tax rates were increased by 7.2% to achieve a revenue neutral result as required by law.

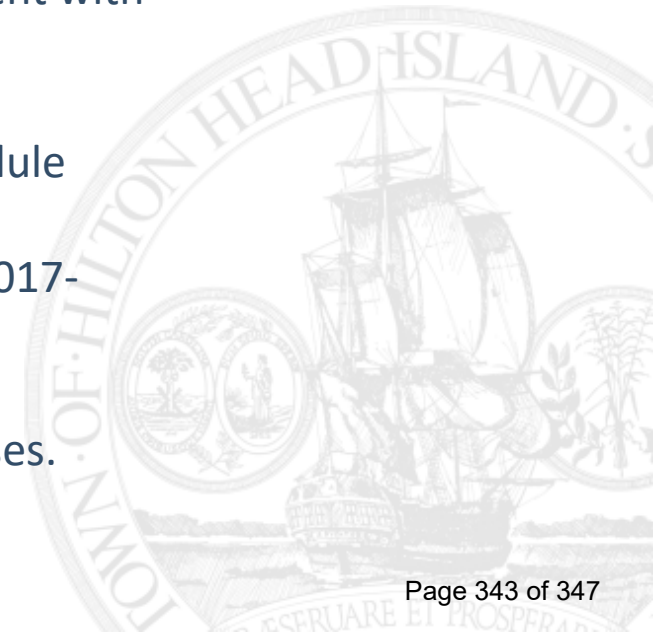


Town of Hilton Head Island

2023 Overview

Standardized Business License Class Schedule

- Act 176 requires the Town to adopt the latest Standardized Business License Class Schedule as recommended by MASC and adopted by the Director of the Revenue and Fiscal Affairs Office every odd year.
- MASC determines and revises the Standardized Business License Class Schedule every even year using the latest available nationwide IRS statistics.
- The IRS statistics are used for the calculation of profitability of businesses classified in the most recent NAICS codes (North American Industry Classification System).
- Act 176 mandated that the Town update NAICS codes every five years to remain current with changes in economic activity.
- The Town implemented the newest NAICS codes in 2023.
- MASC uses a three- year average of IRS profitability statistics to determine class schedule changes.
- The 2023 class schedule DOES NOT include data from Covid years. The data is from 2017-2019.
- MASC recommends rebalancing business license tax revenue, but it is not mandated.
- The goal of the new process is to stabilize and limit large fluctuations in business classes.



Business License Rate Study Results

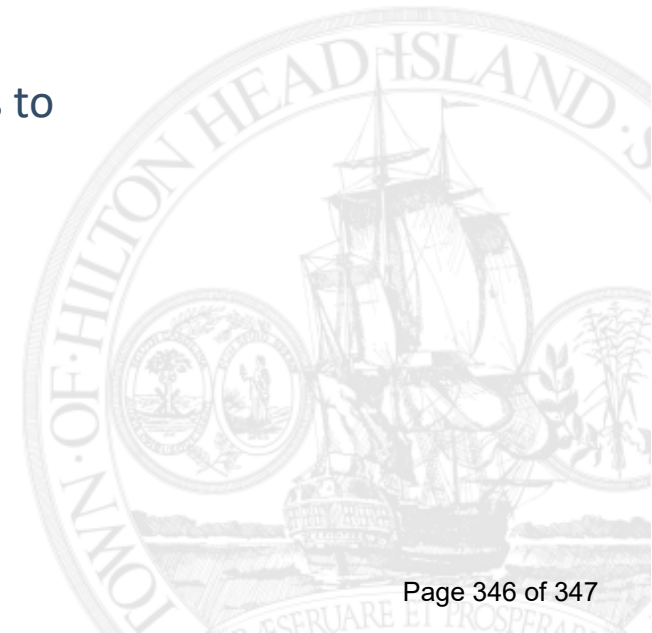
- MASC published the latest Standardized Business Class Schedule on June 27, 2023.
- The Town completed a detail rate study analysis on approximately 14,000 business license accounts in July 2023 to determine the impact of the class schedule changes to the Town and to the business community.
- There are nineteen industry sectors in the class schedule.
- Nine industries will be impacted by the class schedule changes in the 2024 business license tax year.
- Seven industries will have a tax rate reduction.
- Two industries will have a tax rate increase.
- 15.80% of our businesses are impacted by the class schedule change.
- Total revenue loss for the Town is \$32,833.80 or less than 1% of our total business license tax revenue.



2023 Business License Rate Study Analysis

NAICS Sector/Subsector	Industry Sector	Current Class Rate	New Class Rate	FY 23 Actual Business License Revenue Collected	Business License Revenue Based on New Rate	Revenue Impact to Town	Percentage of Businesses Impacted by Change to Class Rate	Average Revenue Loss or Gain in Sector/Subsector for Town
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81	Other services	Class 5	Class 4	\$ 225,520.20	\$ 207,519.50	\$ (18,000.70)	5.70%	-8%
			TOTAL	\$ 6,314,223.96	\$ 6,281,390.16	\$ (32,833.80)	15.80%	Less than 1%

- Staff recommends adopting the Standardized Business License Class Schedule with no adjustment to the Town's current business license tax rates.
- Staff request that the Finance & Administrative Committee consider amending the Current Business License Ordinance to update the Business License Class Schedule as required by Act 176 of 2020 and forward a recommendation to Town Council for approval.
- October 2023: First and Seconding reading of the ordinance will occur.
- November 2023: Business License Software will be updated with new class schedules to prepare for 2024 business license renewals.
- January 2024: New Business License Class Schedule will be implemented.



Questions

TOWN OF HILTON HEAD ISLAND

Town Council Meeting

October 3, 2023

